



Public Notice is hereby given of a Special Public Hearing being held on:

**Tuesday, July 26, 2011 - 7 p.m.**

**Council Chambers, 1<sup>st</sup> Floor  
Richmond City Hall  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
[www.richmond.ca](http://www.richmond.ca)**

## OPENING STATEMENT

**Page**

- 5      1.      Official Community Plan Amendment Bylaw 8728 and Zoning Amendment  
Bylaw 8729 (RZ 08-423207)**

**TO VIEW eREPORT CLICK HERE**

See Page **PH-5** of the Public Hearing agenda for full hardcopy report

**Location:** 8540 Alexandra Road

**Applicant:** Home Run Developments Ltd.

**Purpose of OCP Amendment**

To add the “Village Centre Bonus” designation to 8540 Alexandra Road; in the Generalized Land Use Map (2031) and Specific Land Use Map: Aberdeen Village (2031) in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100.

**Purpose of Zoning Amendment**

To rezone 8540 Alexandra Road from “Auto-Oriented Commercial (CA)” to “Hotel Commercial (ZC-31) – Aberdeen Village (City Centre)” in order to permit development of a 7,518.0 m<sup>2</sup> (approximately 80,925.72 sq.ft.), 10-storey hotel building consisting of 101 guest rooms and associated uses, a penthouse restaurant, street oriented commercial space along portions of Kwantlen Street and Alexandra Road frontages and parking for 113 cars.





**Page**

- 127 (d) Desmond Yi Zhou, 57-8355 Delsom Way, Delta  
128 (e) Wen Zhou, 1601-9188 Hemlock Drive  
129 (f) Lindan Zhou, 1601-9188 Hemolck Drive  
130 (g) Petition Against Concord Pacific Development
3. Submissions from the floor.

**Council Consideration:**

1. Action on Second & Third Readings of Bylaw 8782.



- 133 3. **Zoning Amendment Bylaw 8783 (RZ 10-539727)**  
TO VIEW eREPORT CLICK HERE

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See Page **PH-133** of the Public Hearing agenda for full hardcopy report

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**Location:** 7531 and 7551 Bridge Street

**Applicant:** Xue Yan and Han Liu

**Purpose:** To rezone a portion of the subject property from “Single Detached (RS1/F)” to “Single Detached (ZS14) - South McLennan (City Centre)”, to permit the property to be subdivided to create five (5) lots, two (2) of which are to front Bridge Street and three (3) of which are to front a new extension of Armstrong Street.

**First Reading:** July 11, 2011

**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.

**Council Consideration:**

1. Action on Second & Third Readings of Bylaw 8783.



ADJOURNMENT





**City of Richmond**  
Planning and Development Department

**Report to Committee**

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**To:** Planning Committee **Date:** June 15, 2011

**From:** Brian J. Jackson, MCIP **File:** RZ 08-423207  
Director of Development

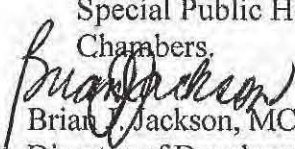
**Re:** **Application by Home Run Developments Ltd. for Rezoning and OCP Amendment at 8540 Alexandra Road from "Auto-Oriented Commercial (CA)" to "Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)".**

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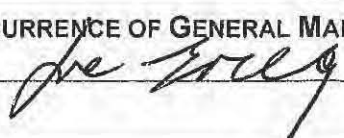
**Staff Recommendation**

1. That Bylaw No. 8728, to amend the City Centre Area Plan current land use designation by adding a "Village Centre Bonus" designation to 8540 Alexandra Road in the Generalized Land Use Map (2031) and Specific Land Use Map: Aberdeen Village (2031) in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100, be introduced and given First Reading;
2. That Bylaw No. 8728, having been considered in conjunction with:
  - The City's Financial Plan and Capital Program; and
  - The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
3. That Bylaw No. 8728, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby deemed not to require further consultation;
4. That Bylaw No. 8729, to create "Hotel Commercial (ZC-31) – Aberdeen Village (City Centre)" and for the rezoning of 8540 Alexandra Road from "Auto-Oriented Commercial (CA)" to "Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)", be introduced and given First Reading;
5. That Official Community Plan Bylaw No. 8728 and Rezoning Bylaw No. 8729 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council

Chambers.

  
Brian J. Jackson, MCIP  
Director of Development

FM:blg

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Law	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Policy Planning	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	



## Staff Report

### Origin

Home Run Developments Ltd. has applied to the City of Richmond for permission to rezone 8540 Alexandra Road (**Attachment 1**) from “Auto-Oriented Commercial (CA)” to “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” in order to permit development of a 7,518.0.0 m<sup>2</sup> (approximately 80,925.72 ft<sup>2</sup>) 10-storey hotel building consisting of 101 guest rooms and associated uses, a penthouse restaurant, street-oriented commercial space along portions of Kwantlen Street and Alexandra Road frontages and parking for 113 cars.

### Findings of Fact

The proposed development has resulted from a cooperative effort between the applicant and City staff involving several revisions and adjustments of the developer’s proposal to achieve the urban design and overall development objectives envisioned in the City Centre Plan (CCAP).

The proposed development is located on Kwantlen Street, in the transition area between a hi-rise residential area to the south from Alderbridge Way and the lower development intensity, light industrial area to the north of Alexandra Road.

Initially, in 2007, development options for this site were discussed with staff and a rezoning application submitted to the City while the City Centre Area Plan (CCAP) preparation process was underway (i.e. at the CCAP Concept stage). The formal rezoning application was submitted to the City after the City Centre Area Plan (CCAP) Concept was presented to Council on March, 2007 and received approval in principle. The subject rezoning application was dormant for some time and has now been reactivated following a holding period due to economic circumstances. The site plan has been adjusted to facilitate completion of the street network proposed in the City Centre Area Plan.

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

### Project Description

The subject hotel development (**Attachment 3**) includes approximately 101 suites, a self-contained penthouse restaurant and a four level parking podium over service areas of the building, a restaurant and bar fronting Kwantlen Street; a portion of the restaurant also fronts on to Alexandra Road. The hotel lobby and associated conference room/lounge /breakfast areas occupy the remainder of the ground floor with frontage along Kwantlen Street and Alderbridge Way.

The main entrance to the hotel lobby is from Kwantlen Street. Access to service loading spaces and to parking spaces for hotel, penthouse restaurant, ground floor restaurant, and bar patrons is provided from Alexandra Road. All parking is provided on four (4) levels above the street fronting commercial space and ground floor service areas.

The parkade component of the building is located toward the north side of the site and its street fronting facades are architecturally treated in a similar way to the hotel facades so as to become integral part of the building architectural response to this narrow development site.

### **Surrounding Development**

The proposed development site is located at the transition area between “Urban Centre (T5) (25 m)” Land Use designation of the lands south of Alexandra Road (including the subject development site) and the “General Urban (T4) (25 m)” designation for the lands extending to the north. The proposed development is close to public amenities and has easy access to current and future transportation corridors and facilities.

The proposed development site, which is zoned “Auto-Oriented Commercial (CA)” is presently vacant. Context surrounding the development site is as follows:

- To the north: Across Alexandra Road, a one-storey commercial centre organized around a central surface parking area, on a parcel zoned “Auto-Oriented Commercial (CA)”;
- To the east: A retail commercial centre with buildings along the east side (one-storey abutting the proposed development site) and south side of a central parking area (mostly one-storey along Alderbridge Way except for a small two-storey portion abutting the proposed development site), on a parcel zoned “Auto-Oriented Commercial (CA)”;
- To the south: Across Alderbridge Way, three (3) 16-storey hi-rise residential towers on a parcel zoned “Residential/Limited Commercial (RCL1)”;
- To the west: Across Kwantlen Street, a one-storey retail commercial centre with surface parking along Kwantlen Street frontage, on a parcel zoned “Auto-Oriented Commercial (CA)”.

It should be noted that to the southwest of the subject site is the Lansdowne Mall. Large surface parking areas of the mall between Alderbridge Way and Lansdowne Road, that are visible from the proposed development, extend between Kwantlen Street and the Shopping Centre building.

### **Related Policies & Studies**

#### **Richmond Official Community Plan**

City Centre Area Plan (CCAP): The City Centre Area Plan (CCAP), Aberdeen Village Specific Land Use Map designates the subject site as “Urban Centre T5 (25 m)” for medium density, mid-rise commercial purposes which provides for office, hotel, retail trade and services, restaurant, entertainment, neighbourhood pub, and institutional uses, among others.

- The subject development corner site, on the east side of Kwantlen Street and bounded by Alderbridge Way on the south and Alexandra Road on the north, is located on a narrow east-west strip of land between the CCAP “General Urban T4 (25m)” land use designation of the areas to the north of Alexandra Road and the existing hi-rise residential complex to the south of Alderbridge Way, developed under the Residential land use designation of the former City Centre Area Plan.



- The CCAP “Urban Centre T5 (25 m)” designation for the proposed development site allows for office, hotel, restaurant, retail trades and services, among other land uses. The same land uses, but also including mixed multiple-family residential/commercial and multiple-family residential uses, are permitted on the areas south of Alderbridge Way.
- The CCAP “General Urban T4 (25 m)” land use designation for the areas to the north of site, across Alexandra Road, allows for light industry, office and education (but not on the ground floor), retail trade and services, restaurant, neighbourhood pub, institutional and recreation land uses subject to location restrictions, but do not include hotel as permitted land uses.
- The proposed hotel and restaurant land uses meet the Official Community Plan (OCP) land use designation and satisfactorily reflect the Development Permit Guidelines with respect to form and character in the Sub-Area A3-“Commercial Reserve-Mid-Rise”. However, the proposed net density of 3.0 floor area ratio (FAR) and the 32.0 m building height exceed the 2.0 FAR and the 25.0 m suggested maximum height allowed under the site’s current “Urban Centre T5 (25 m)” land use designation. It should be noted that the maximum permitted height for hotels under the current site’s Auto-Oriented Commercial (CA) zoning is 45.0 m.
- An OCP Amendment is proposed in conjunction with this rezoning application, as discussed in the Analysis section of this report

Floodplain Management Implementation Strategy: In accordance with the City’s Flood Management Strategy, the applicant is required to register a Flood Indemnity Covenant on Title. Flood Construction level (FCL) for this site is 2.9 m (GSC). As a minimum, commercial ground floor slab to be at the same elevation as the highest level of any road that is adjacent to the subject site.

OCP Aircraft Noise Sensitive Development (ANSND) Policy: The subject site is located within the Aircraft Noise Sensitive Development (ANSND) Policy Area. The site is within the area designated as “Area 1A- Restricted Area” where proposed hotel uses are permitted because of the temporary nature of residence by the hotel guests. This unique aspect of the proposal, although not specifically covered in the policy, will be addressed by incorporating adequate noise attenuation measures to ensure an appropriate level of comfort for hotel guests. A registered professional qualified in acoustics will need to be engaged to prepare an Acoustic Report that recommends site-specific acoustic sound insulation; noise mitigation measures may be required to be incorporated in the construction of the proposed development to achieve an acceptable indoor sound level mitigation criteria (with doors and windows closed).

The registered professional retained should certify that noise insulation measures have been installed according to the report’s recommendations before the building may obtain an Occupancy Permit. The report should support the provision of air conditioning, if necessary. Furthermore, maximum noise level (decibels) within the hotel suites is expected to be no greater than 35 decibels.

## Consultation

The Richmond OCP Bylaw Preparation Consultation Policy provides direction regarding the consultation requirements for an OCP amendment. As the proposed OCP amendment does not include residential uses and does not increase the total CCAP build out population of 120,000, no further external consultation has been undertaken nor is required with the School Board or the Vancouver International Airport Authority (YVR).

## Public Input

The rezoning process includes erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site and, to date, staff has not received any letters of objection. The statutory Public Hearing will provide area residents and business and property owners an opportunity to comment on the application.

## Staff Comments

### Technical Review

#### Engineering Works Comments

Specific works regarding on-site and off-site servicing aspects associated with the subject proposal will be addressed via the standard City Servicing prior to rezoning final adoption. Capacity Analysis has identified the following required work:

#### Sanitary Sewer

Capacity Analysis has identified the need for upgrades to the capacity of the downstream sanitary sewer pipes. The existing 250 mm diameter sanitary sewer will require upgrade to 375 mm diameter from manhole SMH4885 (manhole S4 in the analysis) located at the junction of Brown Road and Leslie Road to 270 m west at SMH4884 (manhole S2).

#### Storm Sewer

Capacity analysis has identified the need for off-site upgrades that involve upgrades to the 750 mm diameter storm sewer from existing manhole STMH 2290 (manhole A4 in the analysis) located at junction of Alderbridge Road and Kwantlen Street to 100 m north at manhole STMH 2046 (manhole B4 in the analysis).

A summary of Rezoning Considerations (**Attachment 4**), as concurred to by the developer, outlining the various aspects to be addressed prior to adoption of the rezoning, and design improvements to the proposal at the Development Permit stage, is attached.

#### Transportation

- This development will enhance and contribute to achieving the implementation of the long-term City Centre road network envisioned in the City Centre Area Plan. The proposed development will transfer a significant amount of land to the City via dedication (approximately 362.16 m<sup>2</sup> or 3,898.38 ft<sup>2</sup>), and ROW (approximately 285.07 m<sup>2</sup> or 3,068.56 ft<sup>2</sup>) to achieve the required functional width of Kwantlen Street between Alderbridge Way and Alexandra Road.



- Additional Public Rights-of-Passage Right-of-Way (PROP-ROW) (292.0 m<sup>2</sup> or 3,143.16 ft<sup>2</sup>) will be provided to facilitate continuation of the City sidewalk in front of the hotel entrance area and allow for enhancements to the planned pedestrian corridor along Alderbridge Way.
- Specific required land dedication and Public Rights of Passage Rights-of-Way (PROP ROW) include:
  - a. 3.15 m wide dedication along the west PL (i.e., Kwantlen Street frontage). This includes following the ultimate curb and gutter at both intersections).
  - b. 3.4 m wide dedication along the south PL (i.e., Alderbridge Way frontage).
  - c. 3.0 m wide PROP ROW along the new west PL to accommodate proposed layby, tree boulevard and sidewalk, including a 4 m x 5 m corner cut on the northwest (Kwantlen/Alderbridge Way) and southwest (Kwantlen Street/Alexandra Road) corners. Note that the 4 m is the offset distance measured from the Kwantlen ROW line while the 5 m is the offset distance measured from Alexandra Road property line and from Alderbridge Way new property line.
  - d. A volumetric PROP ROW is required along the Kwantlen Street frontage behind the line of the ROW to ensure adequate horizontal and vertical clearance is provided. The width of the volumetric PROP ROW would range between 3.65 m (where the layby is) and 0.5 m (where there is no layby), measured from the SROW along the new west property line. The height of the volumetric PROP ROW would range between 3.0 m (to ensure adequate height for pedestrians) and 5.4 m (to ensure adequate height for vehicles, including min. 0.9 m offset from the face of the curb).
  - e. An additional 3.16 m wide PROP ROW required for the greenway and sidewalk along Alderbridge Way.
- All required road dedications and SROW's required for this project are shown on the attached sketch (**Attachment 5**) and must be confirmed as accurate and complete via a survey plan to be submitted for approval by Transportation Engineering prior to adoption of the rezoning.

#### Parking and Circulation

- The proposed total of 113 parking spaces provided as part of the proposed development meet the City Centre parking requirements of the Zoning Bylaw for the proposed Land Uses.
- Of the total number of parking provided (113 parking spaces), 78 are regular size parking spaces, 32 are small car parking spaces (34 spaces or 30% of the total required parking allowed) and three (3) are handicap parking spaces (2 spaces required).
- All visitors that are not registered hotel guests exit the parking levels via an elevator to the street at a point immediately north of the hotel entrance.
- The proposal includes an on-street layby in front of the hotel entrance on Kwantlen Street for tour bus and taxi passenger pick-up and drop-off.
- The proposed development meets the loading requirements by providing two (2) on-site SU-9 loading spaces and one (1) WB-17 space on street layby. Access to all parking and on-site loading spaces are provided from the north, via an 8.5 m wide entry from Alexandra Road.



- The proposed development also meet the Class 1 and Class 2 on-site bicycle parking requirements based on the dominant hotel uses of the proposed development, as requested by Transportation Engineering.
- Overall, parking spaces, layout and circulation in parking levels are acceptable to City's Transportation Engineering.

#### Development Cost Charge (DCC) Credits:

The land and frontage works along Kwantlen Street are included in the current Roads DCC program. Exact credits eligible for the developer will be applied to the DCC payable at the lesser of the:

- 1) Value of the land and work in the DCC program for the portion of the road that would be completed in association with the proposed development; or
- 2) Actual value of the land and construction cost as determined through the Servicing Agreement.

#### Garbage & Recycling

- The location and size of the proposed garbage and recycling room is adequate to the needs of the proposed development. Although the proposed development does not include a garbage compactor, its location close to the entry to the parking and the loading/unloading area will facilitate efficient disposal service to the building.
- Internal access the garbage/recycling room is provided through an internal corridor that extends most of the length of the building along the service core area on the main floor level. This corridor also provides access to the storage and vertical service core to the penthouse restaurant and each of the hotel floors.
- The garbage and recycling room double doors and the minimum slope at the entrance ramp to the parkade and service area of the building will facilitate wheeling the recycling carts/containers to the street on collection days. Refinements to the ultimate design to improve operational aspects related to garbage service disposal will continue to be discussed through the Development Permit design review process.

#### **Advisory Design Panel**

Architectural plans describing the proposed hotel development associated with this rezoning application were reviewed by the Advisory Design Panel at its meeting of November 4, 2009. The Panel supported and provided comments on the proposed development, as presented. A few design development recommendations made by the Advisory Design Panel (**Attachment 6**) and refinement aspects identified by staff will be addressed through the Development Permit review process.

#### **Analysis**

##### **Richmond Official Community Plan. City Centre Area Plan (CCAP)**

The proposed land uses comply with and respond well to the overall planning objectives contained in the City Centre Area Plan (CCAP) in terms of land use designations and related Design Guidelines applicable to this area.



Although the proposed development density and height slightly exceed the suggested CCAP development guidelines, the development proposal assessment includes considerations at the pre-application and the City Centre Area Plan Concept stages. These considerations include:

- At the time of pre-application discussions with staff, the CCAP Concept (presented to Council in February, 2007) proposed a “T5 Urban Centre Zone” designation to the area where the subject site is located, with a typical density of “3.0 FAR with higher densities permitted where the proposed development contributes to the provision of public amenities and developments demonstrate a high standard of design”. This higher intensity type of development, street setbacks and building frontage treatment by the project in the CCAP area between Alderbridge Way and Alexandra Road is intended to reinforce the “Alderbridge Gateway” character of this strip of land.
- The subject rezoning application, as originally submitted by the applicant, fully met the CCAP Concept development framework for the area at that time and was well received by staff. However, further analysis and review of land uses and the form of development in the downtown area during the process of preparing the City Centre Area Plan, resulted in a few adjustments to area designation boundaries and a density of 2.0 FAR that was considered to be in the best interest for the whole narrow strip of land extending between Alderbridge Way and Alexandra Road, between Garden City Road and Hazelbridge Way.
- The CCAP, as approved by Council in September, 2009, now designates the development site as “Urban Centre T5 (25 m)” within the Aberdeen Village and in Development Permit Sub-Area A3-“Commercial Reserve-Mid-Rise”, which suggests a base maximum density of 2.0 FAR for non-residential uses and 25.0 m (82 ft.) maximum height. The CCAP encourages Office, Hotel, Restaurant, Retail Trade & Services, Entertainment uses, among others uses in this area.
- Within the Commercial Reserve-Mid-Rise sub-area, the CCAP encourages medium density, mid-rise, street-wall buildings with “heavy” bases and lighter, glassier upper floors, attractive roofscapes and skyline features with a maximum density of 2.0 FAR, however, additional density is also possible based on a “Village Centre Bonus” that may increase the maximum density up to 3.0 FAR in some parts of the Aberdeen Village area on the basis of superior building and landscaping design, improved quality of the public realm and provision of community benefits.
- The subject development proposes a 3.0 FAR. This density, achieved by application of a “Village Centre Bonus” is supported by City staff on this specific site only, as terms of reference for the development of the site were defined based on the 2007 CCAP Concept; which enabled a density of up to 3.0 FAR allocated to the site, recognizing the high quality of architectural design, and the substantial public amenities provided by this proposed development in the form of road dedications and road ROW’s. It should be noted that approximately 22.6% of the original development site will be ultimately allocated to roads and an additional 2.35% allocated to enhance a Greenway corridor as a PROP-ROW, to allow implementation of the planned City Centre vehicular and pedestrian circulation network.



- The suggested CCAP maximum building height in this sub-area is 25.0 m. The proposed height of 32.0 m has been reviewed and evaluated in relationship to the areas to the north, west and east that enable 45.0 m as the maximum permitted height for hotels uses under the current zoning. The proposed development, at approximately 32.0 m is considered appropriate for this specific site as it enables a desirable transition in height from the existing hi-rise residential buildings to the south, across Alderbridge Way, at a height of 45.0 m and the intended urban business park developments in the “Industrial Reserve-Limited Commercial” sub-area to the north of Alexandra Road, where the CCAP suggests a 25.0 m high limitation.
- A CCAP amendment is being proposed as part of this rezoning. It adds a “Village Centre Bonus” to 8540 Alexandra Road to help to achieve implementation of the City Centre Area Plan (CCAP) road network in the area. The CCAP provides for this proposed “Village Centre Bonus” type of land use overlay, as additional density may be permitted over and above the current CCAP permitted maximum density on a development site that provides superior building and landscape design; a vibrant, pedestrian-friendly public realm and results in clear benefits to the community (i.e. implementation of the CCAP pedestrian circulation network, completion of road network, public realm enhancements).
- The proposed OCP amendment to the City Centre Area Plan for the site to include a “Village Centre Bonus” will facilitate achieving the area community benefit objectives and to add to the vibrancy and liveability of the area (i.e. contributing to the pedestrian circulation network, enhancements to public realm, completion of road network).
- Planning and Transportation Engineering support the proposed OCP amendment, as it will result in the dedication and provision of a significant amount of land that will permit the completion of Kwantlen Street to its ultimate functional design, and the landmark and unique architectural character of the proposed building. In addition, the proposal will also grant additional Public Right-of-Passage (PROP) ROW’s and provide rest areas/seating along the Alderbridge Way frontage of the site, to facilitate implementation of the proposed Greenway along this street identified in the CCAP.

#### **Proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” Zone**

The proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone is based on a combination of the “Downtown Commercial (CDT1)” and “Auto-Oriented Commercial (CA)” zones and is considered appropriate to the unique characteristics of the proposed development and aims to achieving the overall density, character and urban design objectives that are appropriate for this transition area of the Aberdeen Village in the City Centre.



- The maximum density permitted under the proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone is 2.0 FAR, based on the suggested density for this area in the City centre Area Plan (CCAP) under the Urban Centre (T45) designation. The proposed development on the site achieves the maximum density 3.0 FAR which is allowable at various locations in the area through the additional 1.0 FAR “Village Centre Bonus” being proposed for 8540 Alexandra Road for the purpose of achieving the community benefit objectives for the area. This net development density results from the base site area, being reduced by the dedications to achieve the widening of Alderbridge Way and full width of Kwantlen Street, between Alderbridge Way and Alexandra Road.
- The yards and setbacks allowed under the proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone will reinforce the public realm character, image and the associated street-building relationship objectives that are considered appropriate for the area; which includes providing direct access from the street to the various land uses in the main floor to increase street animation and improving the public realm in this transition area of the City Centre.
- Building setbacks recognize a future stronger urban character of this area of the City Centre and the appropriate and desirable street-building relationship associated with the proposed uses at street level.
- The maximum building height of approximately 32.0 m is below the height of 45.0 m allowed under the “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” being considered for the site and on other Hotel Commercial zones in the Aberdeen Village area, but is above the 25.0 m height suggested in the CCAP for this area. The additional 7.0 m in building height is considered appropriate at this transition between the hi-rise development to the south (at 45.0 m high) and potential future lower light industry buildings areas to the north (at suggested 25.0 m high). Furthermore, the proposed development proposes a glass box expression of the penthouse restaurant on the upper portion of the building, a light and curvilinear roof form and setbacks from the edges of the heavier 25.0 m high hotel mass below; which strongly expresses and set the lower portion of the building within the building height suggested for the “Commercial Reserve-Limited Commercial” sub-area in the CCAP.
- The proposed “Hotel Commercial (ZC 31)-Aberdeen Village (City Centre)” zone does not permit residential uses because of the location of the site within “Area 1A- Restricted Area” of the Aircraft Noise Sensitive Development (ANSO) Policy Area. Although hotel use is not necessarily a residential use, a legal agreement will be registered on title to ensure that the maximum noise level within the hotel suites is no greater than 35 decibels (dBA) or equivalent to the noise levels acceptable for residential uses.

**Public Art**

The site is at a significant City Centre location, and presents an ideal opportunity to provide Public Art in compliance with the City Public Art Policy and OCP Development Permit Guidelines.



The applicant will contribute approximately \$48,555.43 (\$.60/ft<sup>2</sup> of the proposed 80,925.72 ft<sup>2</sup> or 7,518 m<sup>2</sup> of total building area) to the integration of the Public Art as part of this development or as a contribution to the Public Art Statutory Fund for use in future Public Art projects. The applicant will work collaboratively with the City Public Art Coordinator to identify final Public Art project location, theme, artist selection process, project budget, etc.

### **Community Planning Costs**

The developer proposes to provide a voluntary contribution at a rate of \$0.25/ft<sup>2</sup> of the maximum floor area ratio (FAR) to assist in paying for community planning costs associated with the preparation of the City Centre Area Plan and associated Development Permit Guidelines, which has been approved in principle by Council and has been used as a reference in processing this rezoning application. The contribution would therefore be approximately \$20,231.43.

### **Urban Design & Site Planning**

#### **Adjacencies**

The proposed development site is located at the boundary line of land use changes, as proposed in the City Centre Area Plan, that are intended to address noise issues associated with the operations of the Vancouver International Airport.

The proposed development meets the City Centre Area Plan land use and urban design objectives for this specific area of Aberdeen Village, in the proximity of the Lansdowne Mall and resolves well the need for transitioning of building mass and height from existing hi-rise buildings on the south side of Alderbridge Way, to expected future lower scale building masses with a continuous street frontage to the north of Alexandra Road.

The hotel building, at the western end of the City block, will not adversely affect the future (re)development potential of the existing commercial centre abutting the proposal to the east, nor the existing one-storey retail commercial centre to the west, across Kwantlen Street. The applicant has provided a schematic study that illustrates that full development potential of the adjacent site to the east can be realized without being impacted by the proposed development. The schematic study is in the file.

#### **General Comments. Building Massing and Form**

- Location of the hotel tower, placed toward the south portion of the site anchors the corner of Alderbridge Way and Kwantlen Street, and the lower mass of the parkade positioned toward Alexandra Road, facilitate a gradual mass and height transition from south to north.
- Proposed location for the hotel tower respond well to the difficult mass and space relationship, with present and future developments around the subject site, that have resulted from substantial road dedications and ROW's associated with development of this site that are required to implement the proposed CCAP road network in the area.
- Heights at this specific location will transition from the existing hi-rise residential towers on the south, to more compact building typology and lower heights expected on the proposed Industrial Reserve-Limited Commercial Sub-area of the Aberdeen Village to the north, across Alexandra Road, as suggested in the OCP.



- The two-storey base of the hotel tower on Alderbridge Way is set back from the alignment of the two-storey portion of the commercial building on the east side, with the tower set back to reinforce the frontage continuity along the street. The proposed PROP ROW along Alderbridge Way provides an additional setback that will facilitate enhancement of the public realm associated with the east-west Greenway proposed in the CCAP along Alderbridge Way. It is expected that redevelopment of the abutting site to the east will also provide the same building setback to continue implementing an enhanced pedestrian character for this street.
- Proposed development site planning, massing and architectural response to the challenges of building on this narrow site, which is also impacted by the dedications required by the City for street widening, is well handled.
- The four-storey parkade, street level commercial podium mass and its landscaped roof/outdoor amenity area respond well to the urban design conditions of achieving the transition/interface between the existing higher building forms to the south, and the future potential lower intensity developments areas to the north.

**General Comments. Site Planning and Architecture**

- The layby in front of the hotel lobby, on Kwantlen Street, will allow for small bus and taxi passenger pick-up and drop-off and ensure continuous flow of traffic along the street.
- The sidewalk and boulevard along Kwantlen Street follow the alignment of the layby. Weather protection is provided by a combination of portions of the building that cover the sidewalk and canopies over the hotel entrance and street-oriented uses along Kwantlen Street and a portion of Alexandra Road frontage.
- The canopy provided over the entrance to the parkade on Alexandra Road will contribute to minimize the visual impact of this opening on Alexandra Road building frontage, provide interest to the façade and maintain consistency of treatment along both Kwantlen Street and Alexandra Road building frontages.
- The hotel tower and the associated service lower podium structure include the use of the same/similar type and quality of materials, such as the use of terracotta sun shades, as dominant features on the building facades that soften the expression of the building mass. These architectural features, in addition to a combination of varying depth cantilevered balconies/planters, provide articulation to the west and south sides of the hotel tower and relate well to the existing residential buildings across Alderbridge Way.
- Hotel associated uses on the lower level of the proposed building, such as lobby, lounge/restaurant and conference room, and the proposed bar fronting Kwantlen Street and portion of the frontage on Alexandra Road, are visually connected to the adjacent streets providing interest and animation to the public realm.
- Treatment of the upper floor (penthouse restaurant) of the proposed hotel tower is expressed as a glass box covered by a soft curvilinear roof plane that is setback from the edges of the lower portion of the building, which effectively reduces the perceived overall building height. The same curvilinear roof detail is used as a steel and glass canopy over the hotel entrance on Kwantlen Street.



**Public Realm, Landscaping & Open Space Design**

- The layby area in front of the hotel entrance is proposed to be cast-in-place concrete with black stained bands for the purpose of adding a higher level of finish to the entrance.
- The portion of the sidewalk in front of the hotel is also proposed to be cast in place concrete, but with exposed aggregate banding. Frequency of the banding will be manipulated to accentuate/identify the hotel lobby entrance area. Sidewalk pavement along all streets will extend up to the building face, providing a stronger relationship between lower level land uses and the street.
- The treatment of the setback area along Alderbridge Way, covered by a PROP-ROW, include extension of the sidewalk pavement treatment up to the building face and planters and granite blocks for seating that will contribute to an interesting public realm and character of the Greenway along Alderbridge Way, as proposed in the CCAP.
- Continuous boulevards will possibly include ground covers that will help to separate pedestrians from vehicles along Alexandra Road and Alderbridge Way and at the approach to the intersection on Kwantlen Street, providing a higher sense of safety for pedestrians.
- The outdoor amenity space for hotel guests, including a small pool and roof garden accessible to all guests, is provided on top of the parkade, on Level 6, on the north side of the hotel tower. A planter and railing combination, of varying width, is provided at the perimeter of the outdoor amenity space to increase safety of guests using this deck area.
- The area of the main common outdoor amenity space for hotel guests is approximately 600.0 m<sup>2</sup> (6,458.5 ft<sup>2</sup>) in area. Direct and clear access to this space is provided from the elevator lobby and the internal corridor. This outdoor area of the building is exposed to sunlight from the southwest and west in the afternoon.
- A landscaped area is also provided on Level 3, along the Alderbridge Way side of the building; this roof garden area is associated with the patio/deck space of the only four (4) hotel suites (including three (3) HC units) provided on that level of the hotel. This private outdoor expansion area is exposed to sunlight from the south.
- The proposal includes a gym of approximately 78.0 m<sup>2</sup> (839.0 ft<sup>2</sup>) and Spa of approximately 238.0 m<sup>2</sup> (2,562 ft<sup>2</sup>) for hotel guests provided on Level 6.
- A business area including two small meeting rooms of approximately 60.5 m<sup>2</sup> (651.0 ft<sup>2</sup>) and 36.0 m<sup>2</sup> (387.5 ft<sup>2</sup>) is provided in Level 2.

**Special Needs Accommodation**

- The proposed development includes three (3) units on Level 3 that comply with all the required Basic Universal Housing features to make them accessible to a person with a disability, using a wheelchair, as described in the Zoning Bylaw. These features include, among others:
  - Each one of these hotel suites and amenity space is accessible to a person with disability from a public road and from the parking floors;
  - Automated door openers at main lobby entry and common areas;
  - Units with wider entry door opening and corridor; and
  - Accessible bathroom.



- In addition to the Universal Accessible units described above, every hotel suite includes features that facilitate use by elderly guests, such as door opening devices and fixtures that do not require tight grasping or twisting of wrist, and grab bars in bathrooms, among others.
- The proposal allocates three (3) parking spaces that meet the requirements for use by a person with disabilities using a wheelchair.

### **Sustainability Aspects**

In response to the City's commitment to long-term environmental, financial and social sustainability, the proposed development includes a series of sustainable features that include, among others:

- Use of locally/regionally harvested and manufactured products;
- Sun shading screens are proposed on the south and west sides of the building to reduce the energy consumption for cooling;
- External sun shades on the west side of the building allow sunlight but minimize heat gain;
- Green roof courtyard space provided over the parkade;
- Recycling facilities;
- Use of recycled material products or with recycled content where applicable;
- Low flow faucets and showerheads, high performance dual-flush toilets; and
- Units will have efficient fixed lights, fans and cooling/heating equipment combined with increased occupant control to decrease energy consumption.

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

CPTED principles, and lighting and signage details will be reviewed and implemented through the Development Permit review process. General comments and recommendations on this matter are as follows:

- Using reflective white paint and minimizing amount of solid walls between split-levels within the parkade.
- Incorporating glazing into vestibules and corridors to elevator lobbies and providing vision panels in all doors leading to public accessible areas (exit stairs).
- Achieving a clear separation between parking between hotel guests, and bar and penthouse restaurant patrons. Improving access route to lobby and vertical circulation from parking levels where parking for restaurant customers is provided (CPTED).
- Providing low-level lighting, pedestrian lighting or wall mounted fixtures to be considered around the outdoor amenity space on the 6th Level to increase casual surveillance from surrounding guest units.
- Providing adequate lighting along those portions of the sidewalk that extend below portions of the building.

### **Aspects of the Proposal that Need Addressing Through the Development Permit Review Process**

- Design development required to the west side of the parkade, including improvements to the portion of the parkade over the parking driveway entrance on Alexandra Road. The applicant is exploring options to provide cantilevered planters in combination with potential fenestrations or design development to parkade screen treatment similar to the sunshades and fenestrations found on the west elevation of the hotel building.



- Design development to the screen/louvers on the west and north sides of the parkade volume.
- Design development to the column proportions, spacing, height and overall expression of the lower levels of the hotel façade, including canopy, in relationship to architectural expression of hotel suites above.
- Further design refinement of the hotel entrance façade and overall streetscape to reinforce separation between vehicles and pedestrians.
- Design development to the southwest corner of the parkade mass to ensure adequate horizontal and vertical clearance is provided at the northern end of the layby in front of the hotel entrance.
- Treatment and overall architectural expression of main building façade (west) to be carried around the corners to all three (3) streetscapes.
- Design development to unifying the screening material used on building facades.
- Potential inclusion of additional accessible guest rooms and rooms with wheel-in showers rather than bathtubs in various other levels throughout the hotel.
- Developing a signage design concept and basic signage guidelines as integral part of the architectural concept.
- Complete information on landscaping drawings (i.e. identification of Class 2 bicycle rack location)
- Provision of Public Art as an integral part of the architecture of the building in close consultation with the City's Public Art Coordinator. Exploring potential integration of Public Art into canopy or parkade mass.

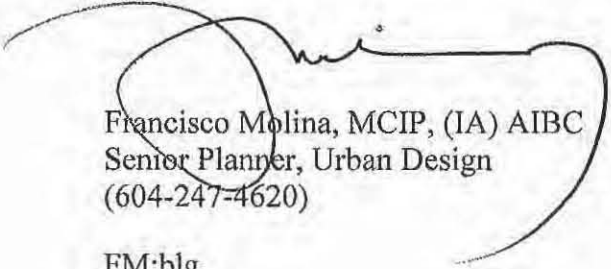
**Requested Variances:** No relaxation to setbacks from public streets have been identified at this stage of the development review process. Exact extent of relaxations, if needed, will only be determined at the Development Permit stage based on the adjustments to the proposal that may result from precise location of ultimate property lines and addressing issues identified by staff and the recommendations made by the Advisory Design Panel.

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

None.

**Conclusion**

Staff recommend this rezoning application be approved to proceed. Rezoning of the subject site complies with the objectives for the area, as indicated in the CCAP Concept during the discussions leading to this rezoning application and the current City Centre Area Plan, and on this basis, the proposed development density and land use is supportable. This development will contribute to achieving the City's envisioned urban design objectives identified in the City Centre Area Plan by enhancing the pedestrian-oriented character and quality of the public realm along Kwantlen Street and Alderbridge Way, enhance and complete the existing road network in the area and contribute to implement the long-term City Centre road network.



Francisco Molina, MCIP, (IA) AIBC  
Senior Planner, Urban Design  
(604-247-4620)

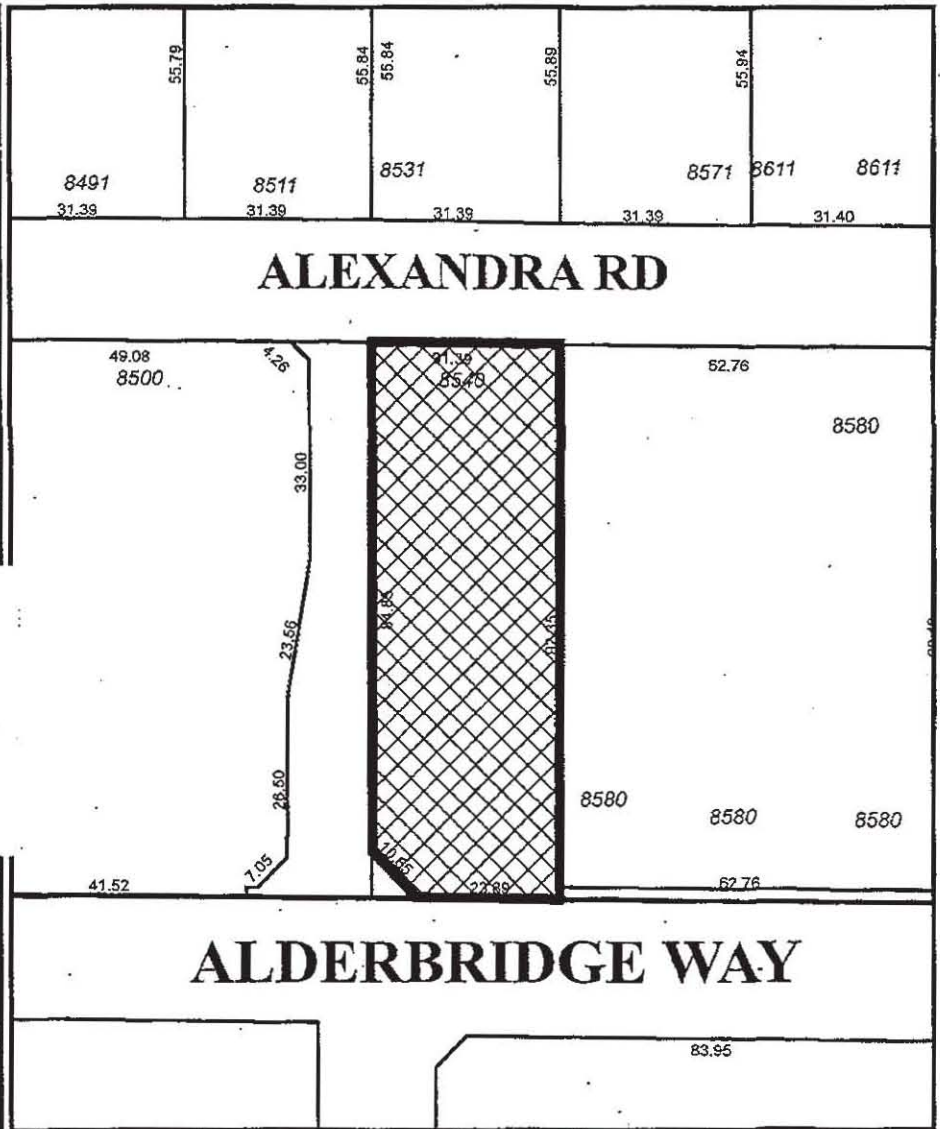
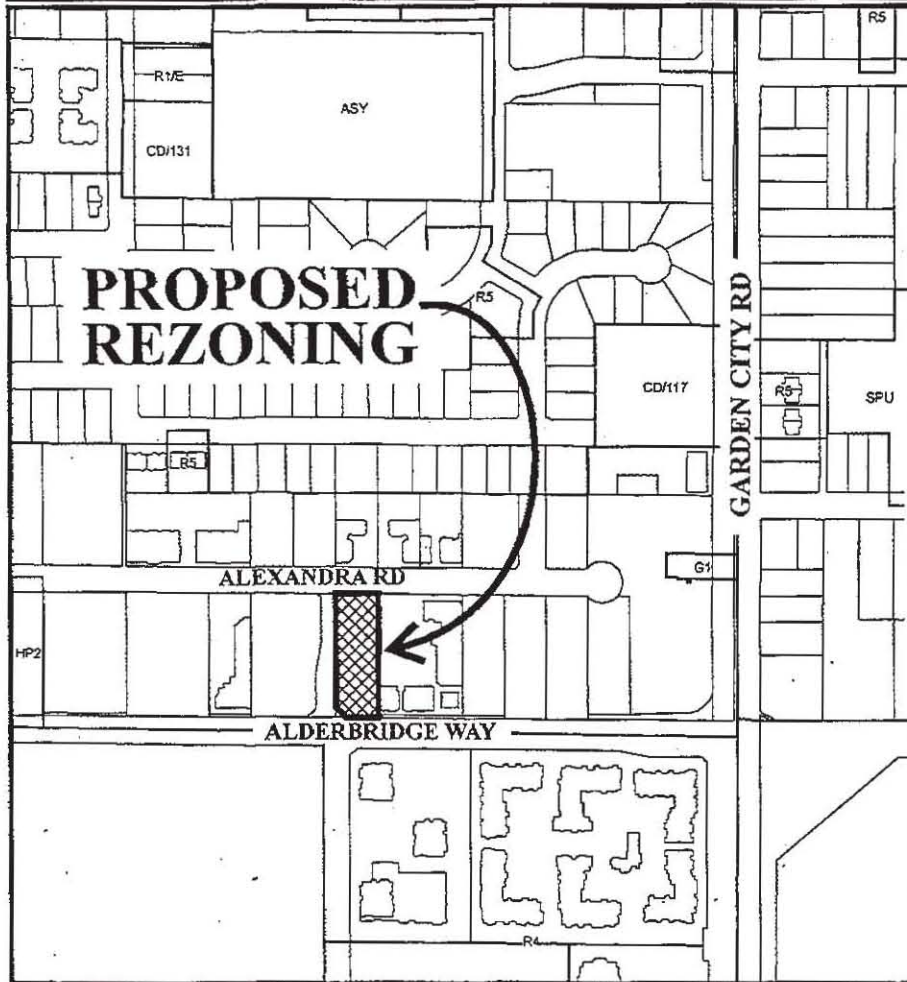
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**Attachments:**

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Conceptual Development Plans
- Attachment 4: Rezoning Considerations
- Attachment 5: Dedications and Right-of-Way Scheme
- Attachment 6: Excerpts from the Advisory Design Panel minutes



# City of Richmond



RZ 08-423207

Original Date: 06/04/08  
Revision Date:  
Note: Dimensions are in METRES





RZ 08-423207

Original Date: 06/05/08

Amended Date:

Note: Dimensions are in METRES

**PH-22**





## City of Richmond

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

## Development Application Data Sheet

**RZ 08-423207**

**Attachment 2**

Address: 8540 Alexandra Road

Applicant: Home Run Developments Ltd.

Planning Area(s): City Centre Area Plan (Aberdeen Village)

	Existing	Proposed
<b>Owner:</b>	Home Run Developments Ltd.	
<b>Site Size (m<sup>2</sup>):</b>	2,868.17 m <sup>2</sup>	2,506.01 m <sup>2</sup>
<b>Land Uses:</b>	Vacant	Hotel, Restaurant
<b>OCP Designation:</b>	Commercial	Commercial
<b>Area Plan Designation:</b>	Urban Centre (T5) (25 m) (Commercial Reserve - Mid-Rise)	Urban Centre (T5) (25 m)
<b>Zoning:</b>	Auto-Oriented Commercial (CA)	Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)
<b>Number of Units:</b>		101 hotel suites
<b>Other Designations:</b>		(Village Centre Bonus Overlay)

	Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)	Proposed	Variance
Floor Area Ratio:	Max. 3.0 FAR	3.0 FAR	none permitted
Lot Coverage – Building:	Max. 90%	Approx. 45 %	none
Lot Size (min. dimensions):	None	2,506.01 m <sup>2</sup>	none
Setback–Front (Alexandra Road) (m):	Min. 2.00 m (may be reduced to 3.0 m subject to	2.0 m	none

	<b>Hotel Commercial (ZC 31) – Aberdeen Village (City Centre)</b>	<b>Proposed</b>	<b>Variance</b>
	conditions, as approved by the City)		
Setback–Front (Alderbridge Way) (m):	Min. 2.00 m (may be reduced to 3.0 m subject to conditions, as approved by the City)	3.16 m	none
Setback – side yard exterior (m): (Kwantlen Street)	Min. 0.50 m (may be reduced to 3.0 m subject to conditions, as approved by the City)	3.50 m	none
Setback – Interior side yard (m):	0.00 m	0.0 m to parkade (1.7m to building)	none
Height (m):	47.0 m (Geodetic)	32.0 m	none
Off-street Parking Spaces (Hotel)	48 (0.95 spaces per 2 guest sleeping rooms A 5% reduction of total required parking is applicable))	48	none
Off-street Parking Spaces (Restaurant) Main floor	15 (0.42 spaces/100 m <sup>2</sup> )	15	none
Off-street Parking Spaces (Restaurant) Penthouse	49 (8 spaces/100 m <sup>2</sup> up to 350 m <sup>2</sup> , plus 10 spaces for each additional 100 m <sup>2</sup> of gross leasable floor area. A 5% reduction from the minimum required parking is applicable.)	50	none
Accessible Parking Spaces	3 spaces of the total required parking (2% of the total required parking spaces)	3	none
Small Car Parking Spaces	34 (30% or total parking required)	28	none
Off-street Parking Spaces – Total:	112	113	none
Bicycle Parking Spaces (Class 1)	16	22	none
Bicycle Parking Spaces (Class 2)	16	16	none
Amenity Space – Outdoor:		approx. 600.0 m <sup>2</sup>	none



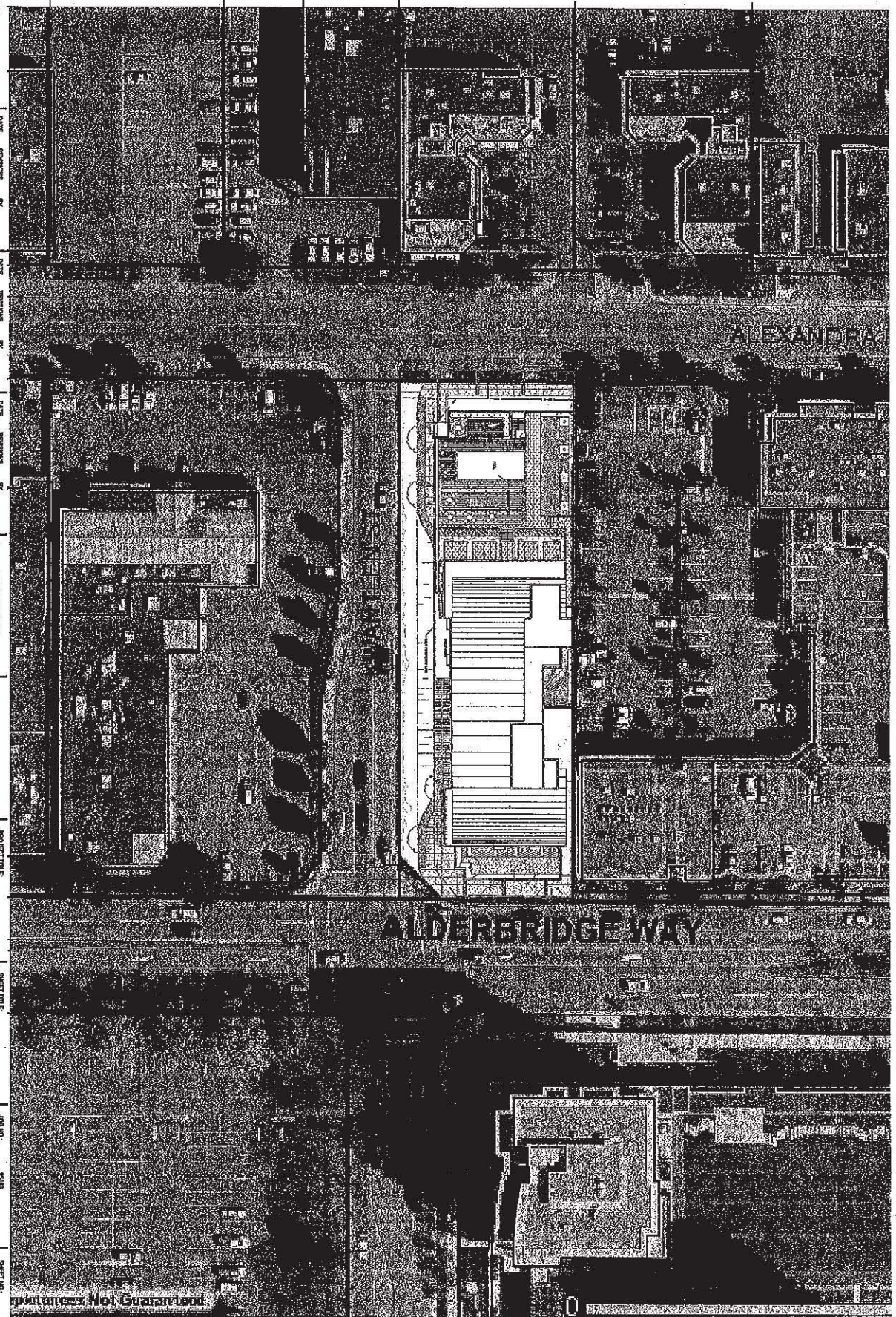


**RUN GARDEN**  
RICHMOND, BC.

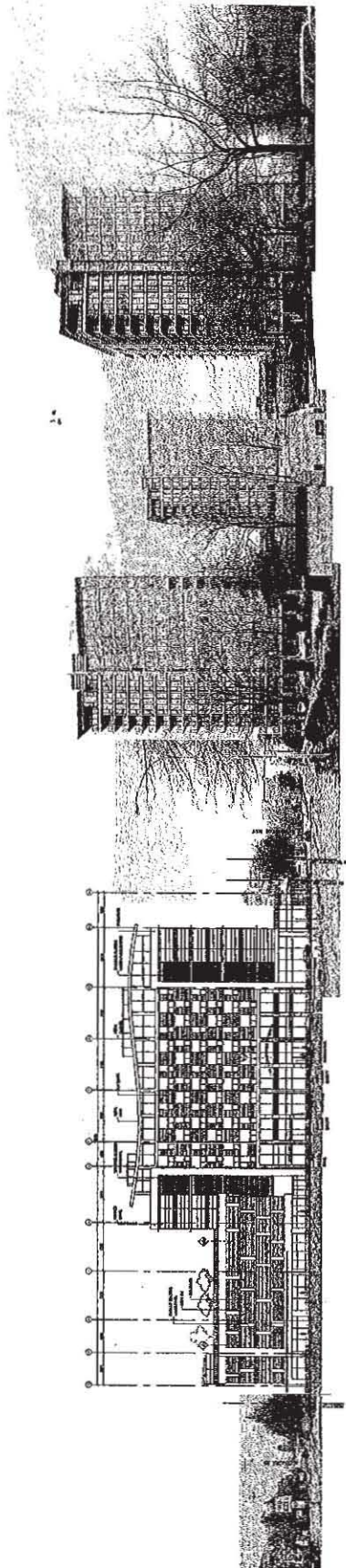
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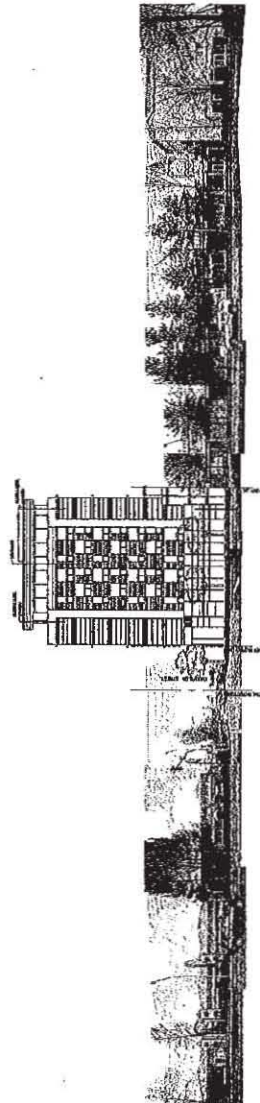
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**STREETSCAPE 1 (KWANLITEN STREET)**



STREETSCAPE 2 (ALDERBRIDGE WAY)

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2. OCT. 21, 2008	REDESIGNED FOR REWORKING	
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4. JAN. 15, 2013	For Revision	

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IBI  
HB  
IBI / HB Architects  
700-1235 West Parker Street  
Vancouver BC V6E 4B5 Canada  
604 683 6707 Tel  
604 681 2770 Fax

**PROJECT TITLE:**  
**RUN GARDEN**  
**RICHMOND, BC.**

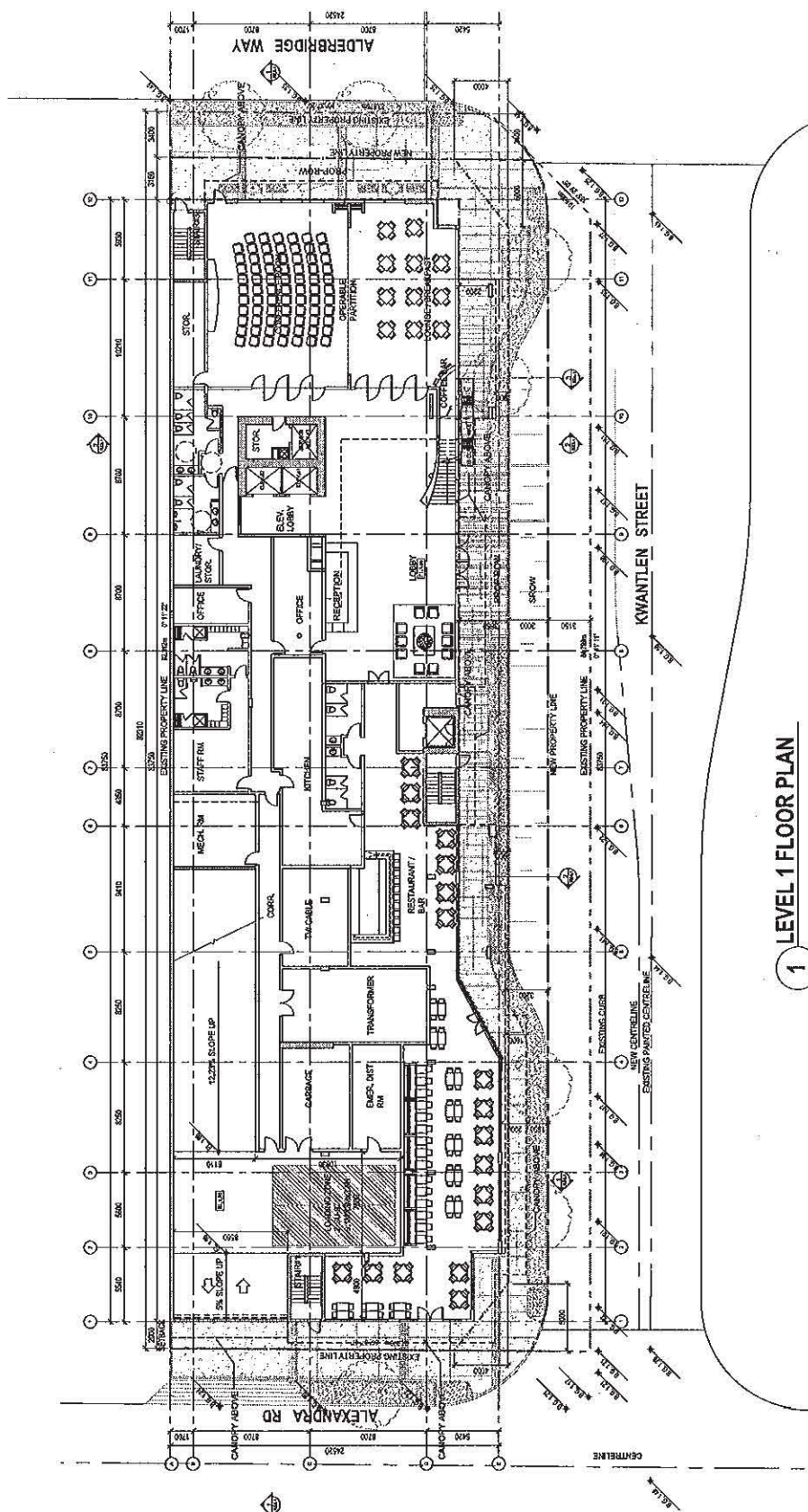
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RICHMOND, BC.



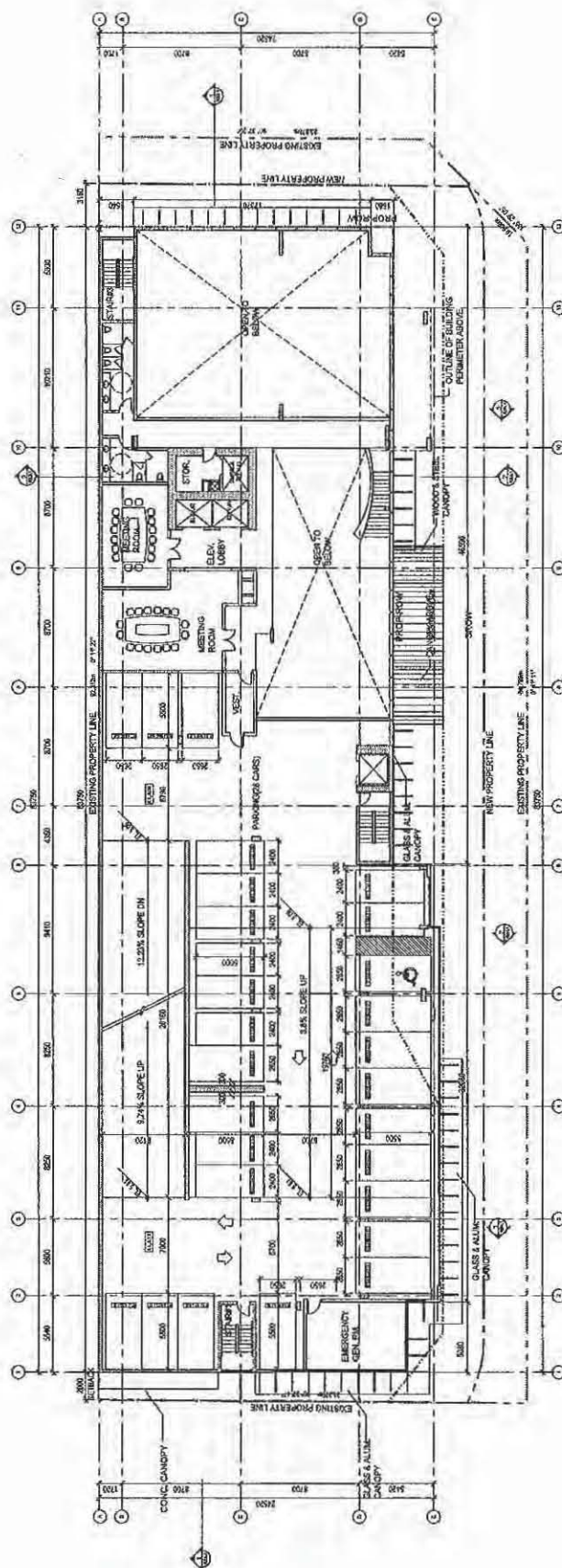
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200-1285 West Pender Street  
Vancouver BC V6E 4B1 Canada  
604 681 2797 tel  
604 681 2770 fax

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	DATE	REVISIONS	BY

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2. OCT. 23, 2008	REISSUED FOR RECORD	
3. OCT. 28, 2008	REISSUED FOR RECORD	
4. JAN. 15, 2014	As Bids	

When you're looking for a new car, you want to make sure you're getting the best deal possible. That's why it's important to know what to look for when you're shopping for a car. Here are some tips to help you make the most of your car shopping experience.



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NOTE: THIS DRAWING SUPERSEDES ALL PREVIOUS DRAWINGS  
FOR THIS PROJECT AND ALL INFORMATION

PLS. APPROVE:

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Vancouver BC V6C 4B1 Canada  
604 683 8767 tel  
604 681 2770 fax

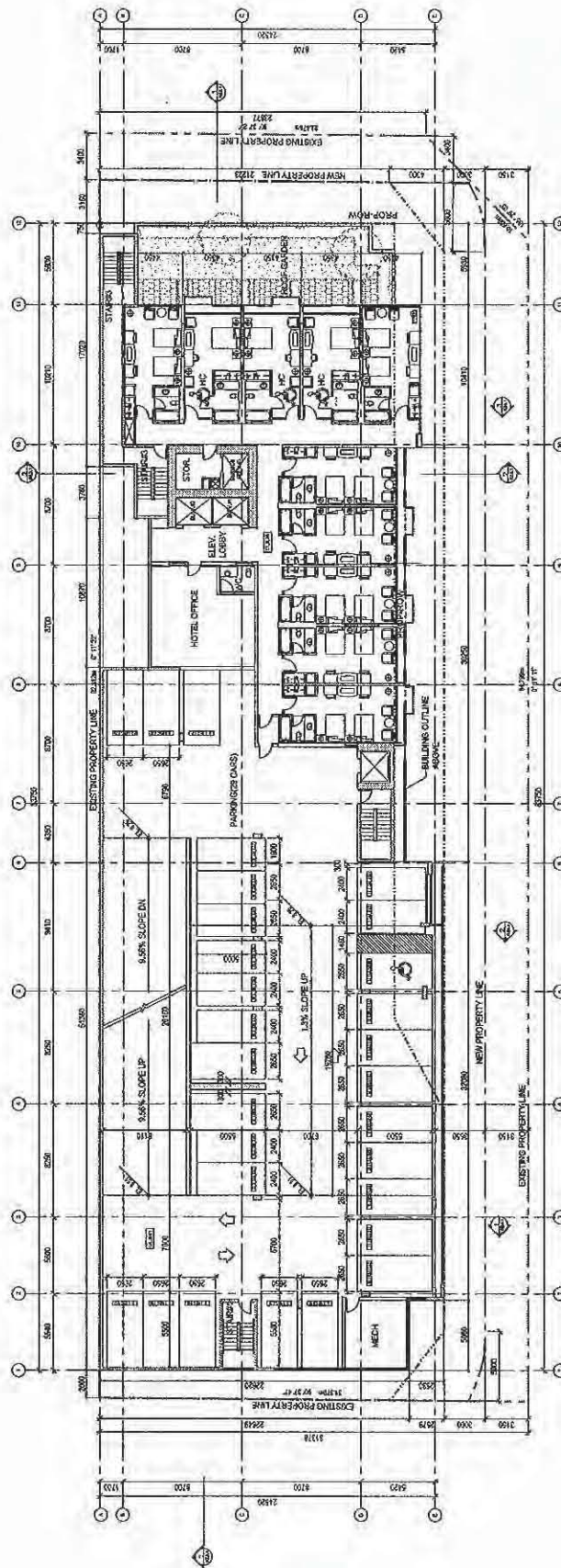
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3	OCT 25, 2011	RECEIVED FOR RECORD

<sup>1</sup> *Streptococcus* sp. (spp.) is a group of Gram-positive bacteria that are the primary cause of streptococcal disease. It is a common cause of infection in children and adults, and is often associated with skin and soft tissue infections. It is also a common cause of sepsis and meningitis. It is often associated with skin and soft tissue infections. It is also a common cause of sepsis and meningitis.

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 RUN GARDEN  
 RICHMOND, BC

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 LEVEL 3 PLAN

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HB 1188 (Amended)  
 700-0001 (Revised) Project General  
 700-0002 (Revised) Project Specific  
 700-0003 (Revised) Project Details  
 700-0004 (Revised) Project Schedule  
 700-0005 (Revised) Project Costing  
 700-0006 (Revised) Project Risk Management  
 700-0007 (Revised) Project Quality Management  
 700-0008 (Revised) Project Safety Management  
 700-0009 (Revised) Project Environmental Management  
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 700-0011 (Revised) Project Governance  
 700-0012 (Revised) Project Communication  
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 700-0015 (Revised) Project Financial Management  
 700-0016 (Revised) Project Human Resource Management  
 700-0017 (Revised) Project Information Management  
 700-0018 (Revised) Project Legal Management  
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 700-0021 (Revised) Project Sustainability Management  
 700-0022 (Revised) Project Innovation Management  
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 700-0041 (Revised) Project Knowledge Management

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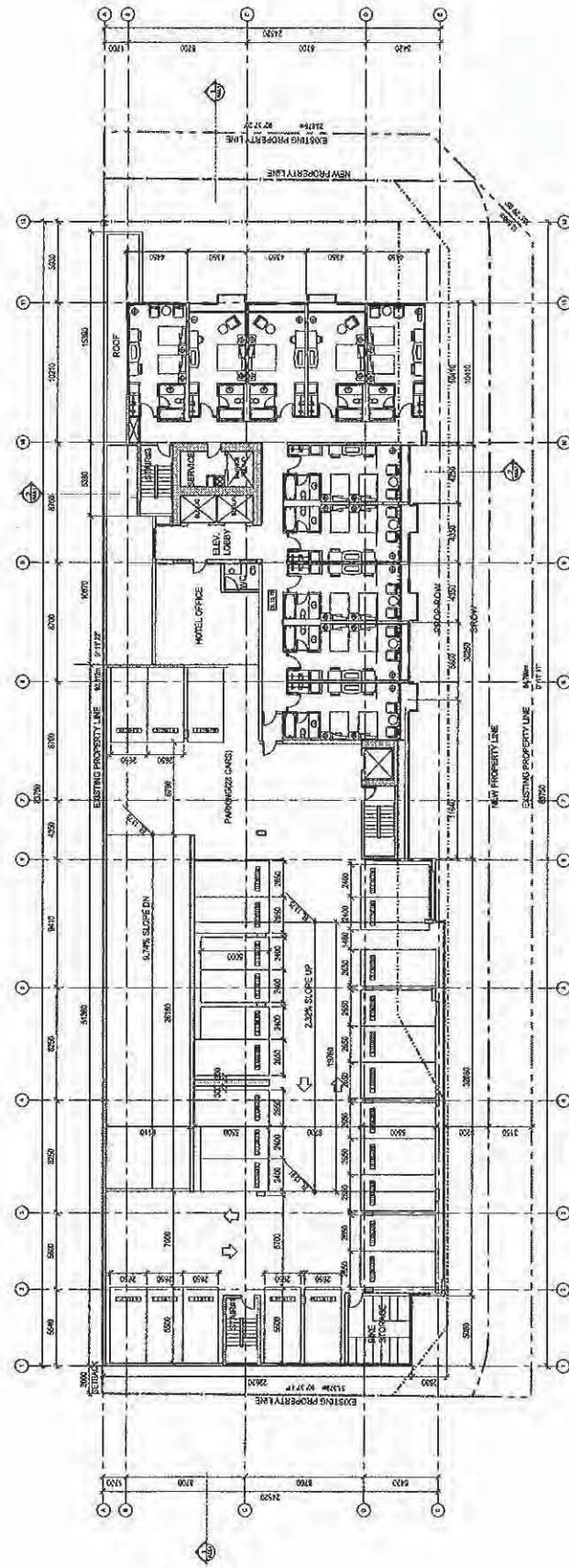
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PROJECT TITLE:  
 RUN GARDEN  
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J.B. / H.B. Architects  
 700-255-1100 / Fax: 604-271-0200  
 504 BAY STREET, 8th FLOOR  
 VANCOUVER, BC V6C 2K7

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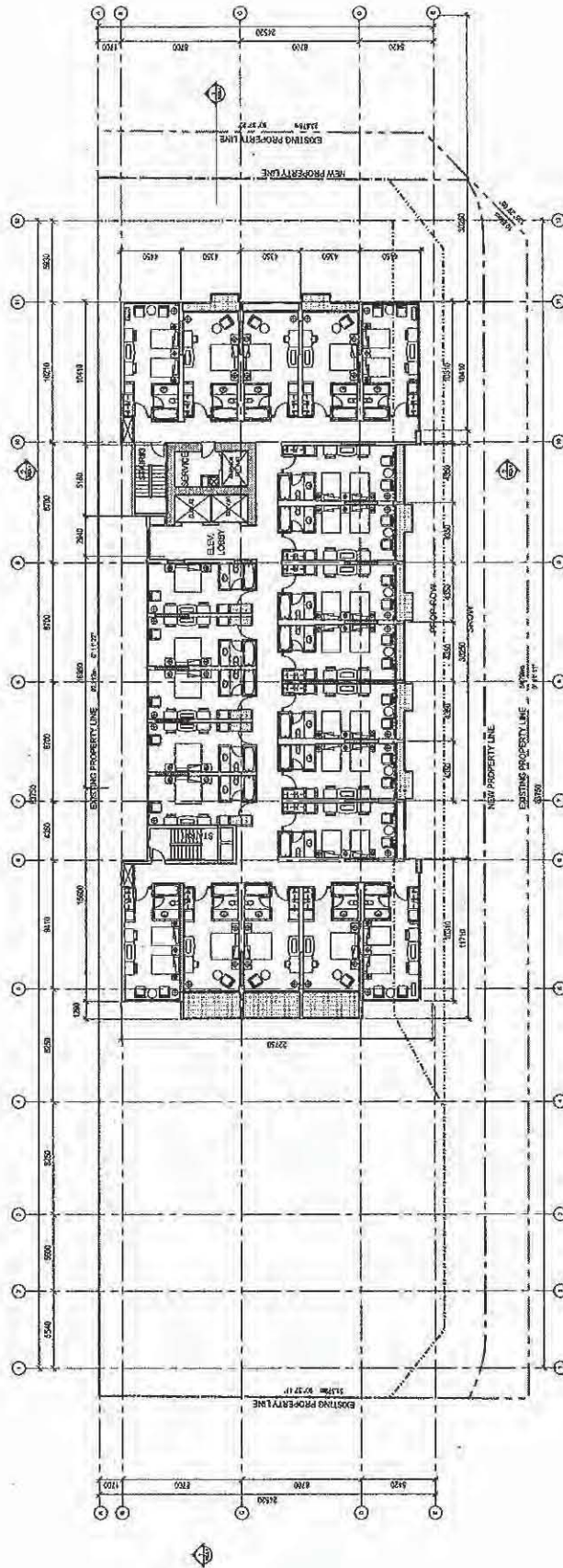
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PROJECT TITLE  
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8811 15th Avenue  
 Vancouver, BC V6P 4B7 Canada  
 604 681 2770 Fax  
 604 681 2770

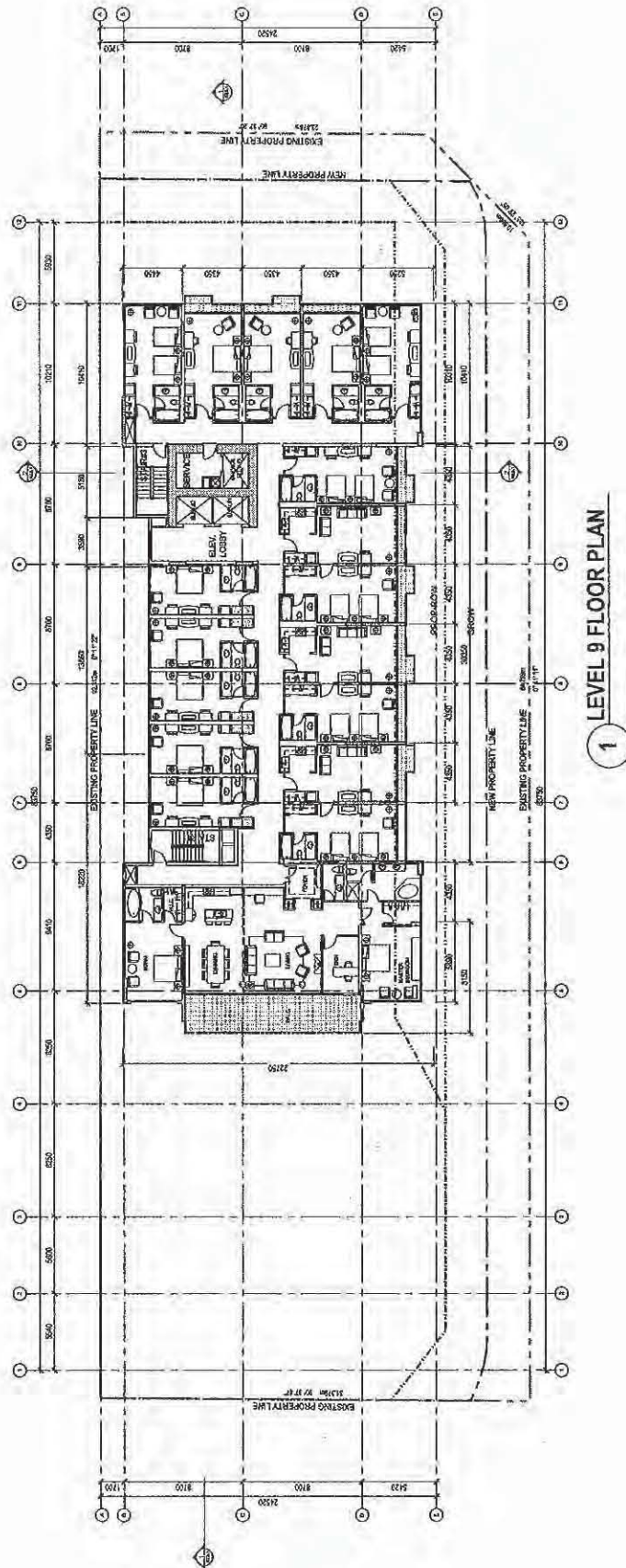


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 HB  
 100-1000 West Pender Street  
 Vancouver, BC V6E 2V6  
 604-681-2771  
 604-681-2771 fax

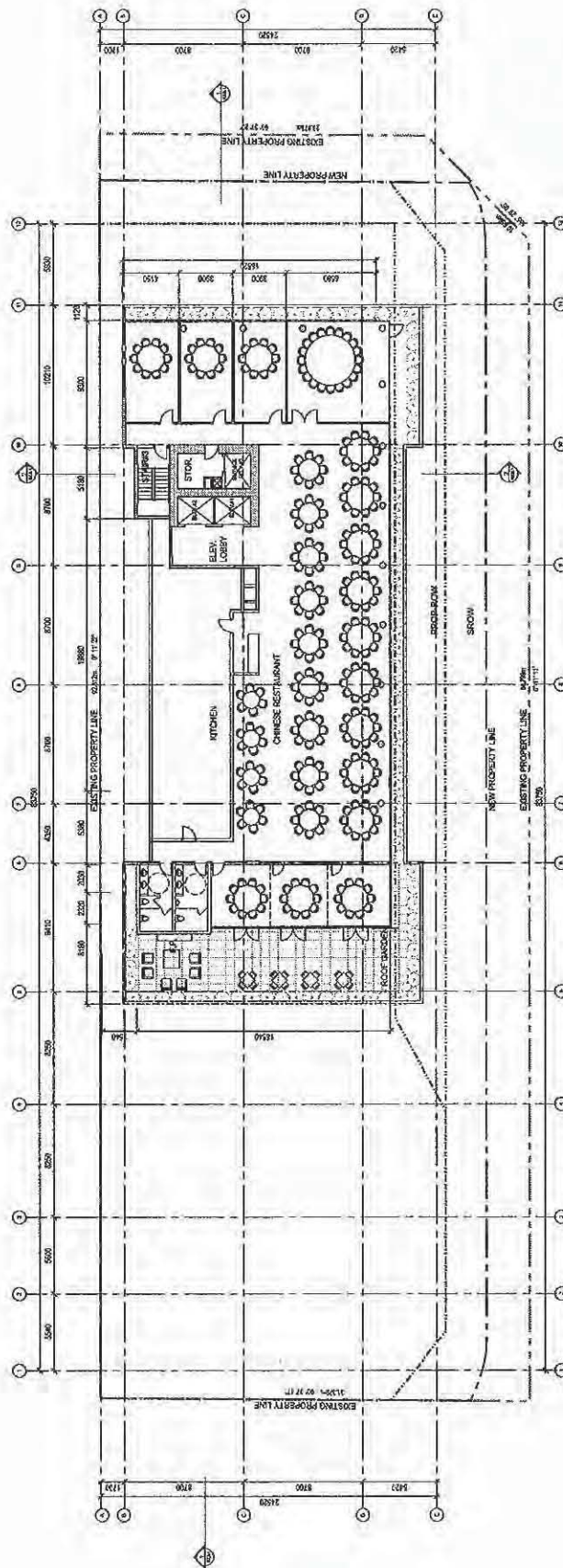
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 RUN GARDEN  
 RICHMOND, BC

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 LEVEL 10 PLAN

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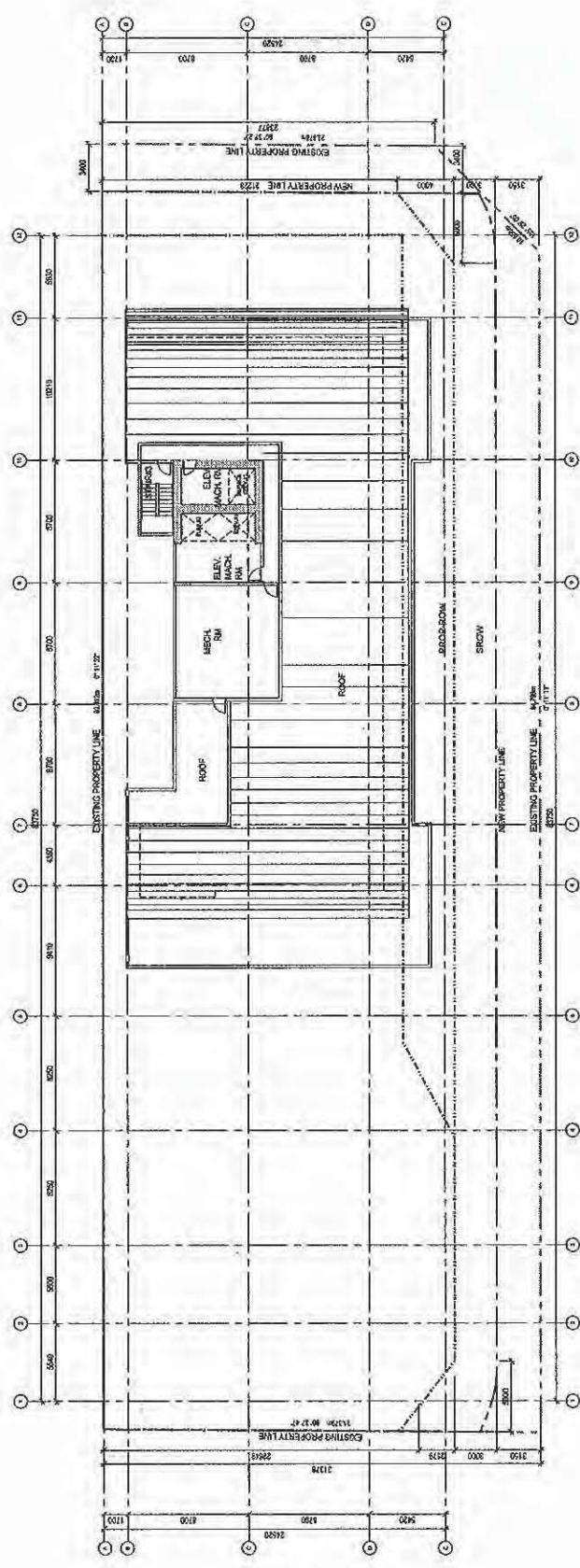
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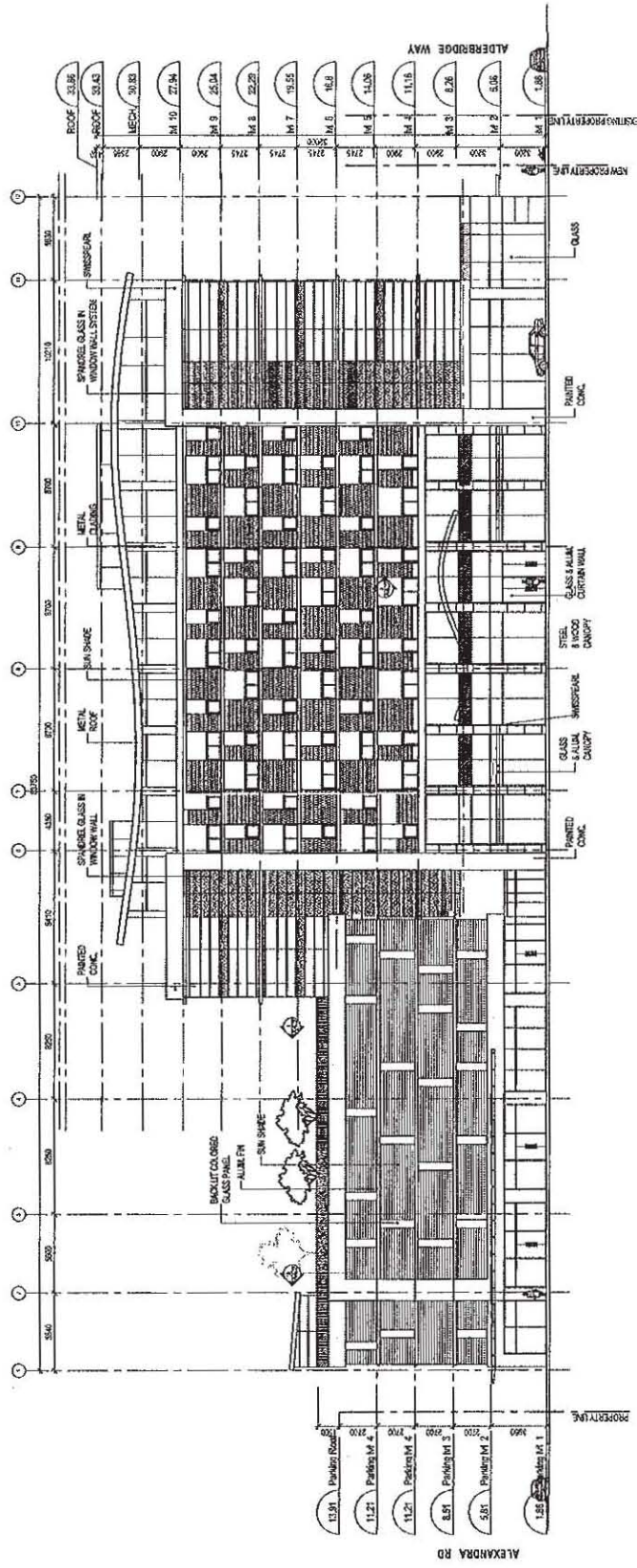


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3. OCT. 26, 2010	REVISED FOR CONCRETE	
4. JUN. 12, 2011	FOR REVIEW	

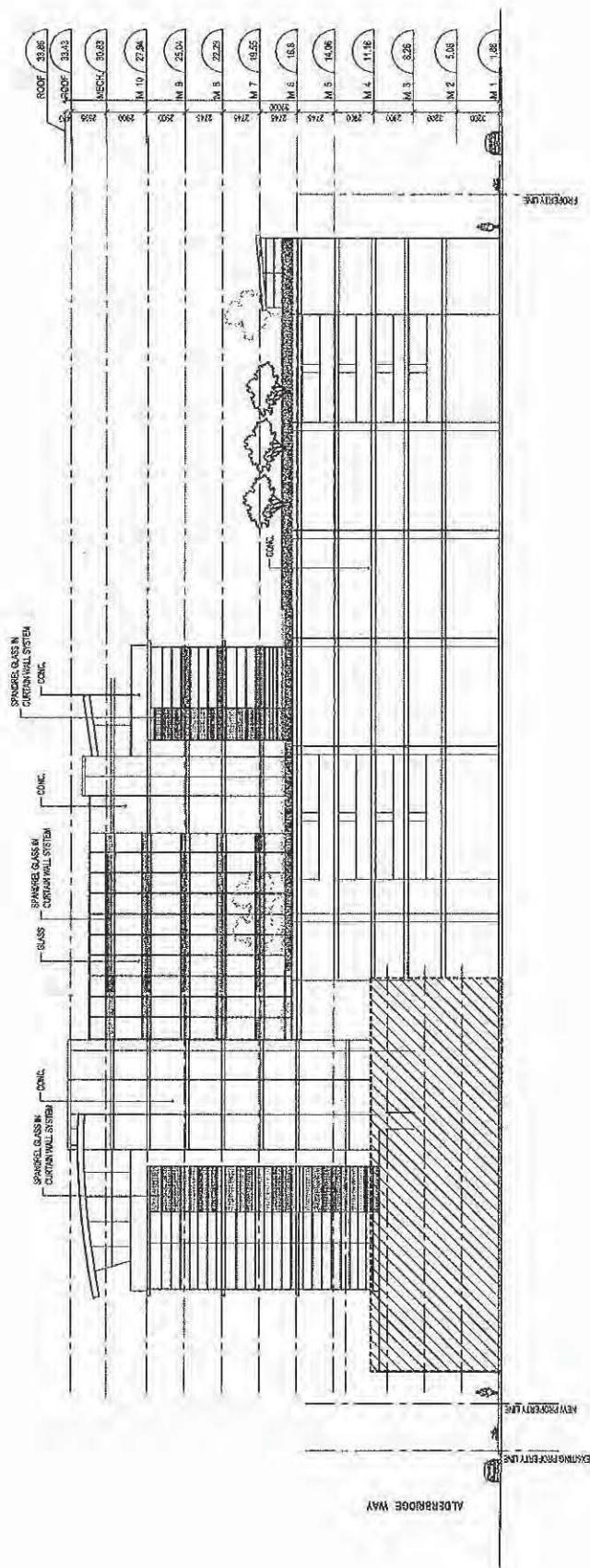
U.S. labor law says every employer has to let workers join a union. But some workers don't want to. So, in 1959, Congress passed the National Labor Relations Act, which says that if a union is the only one in an area, it can't force workers to join. But if there are other unions, they can.



1 ROOF FLOOR PLAN

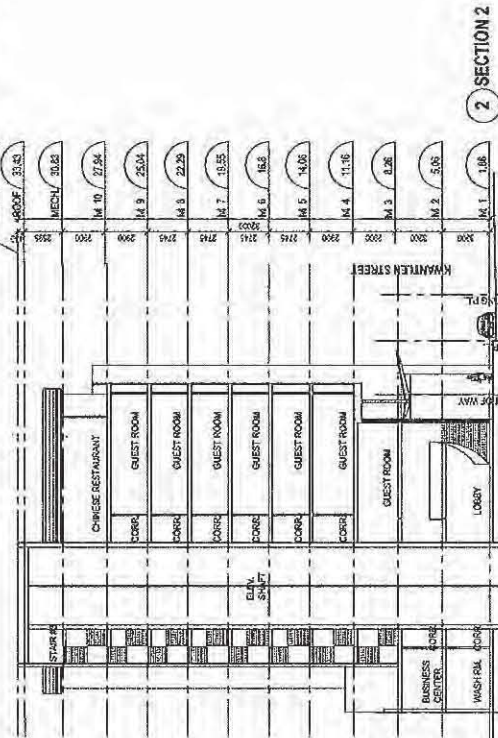
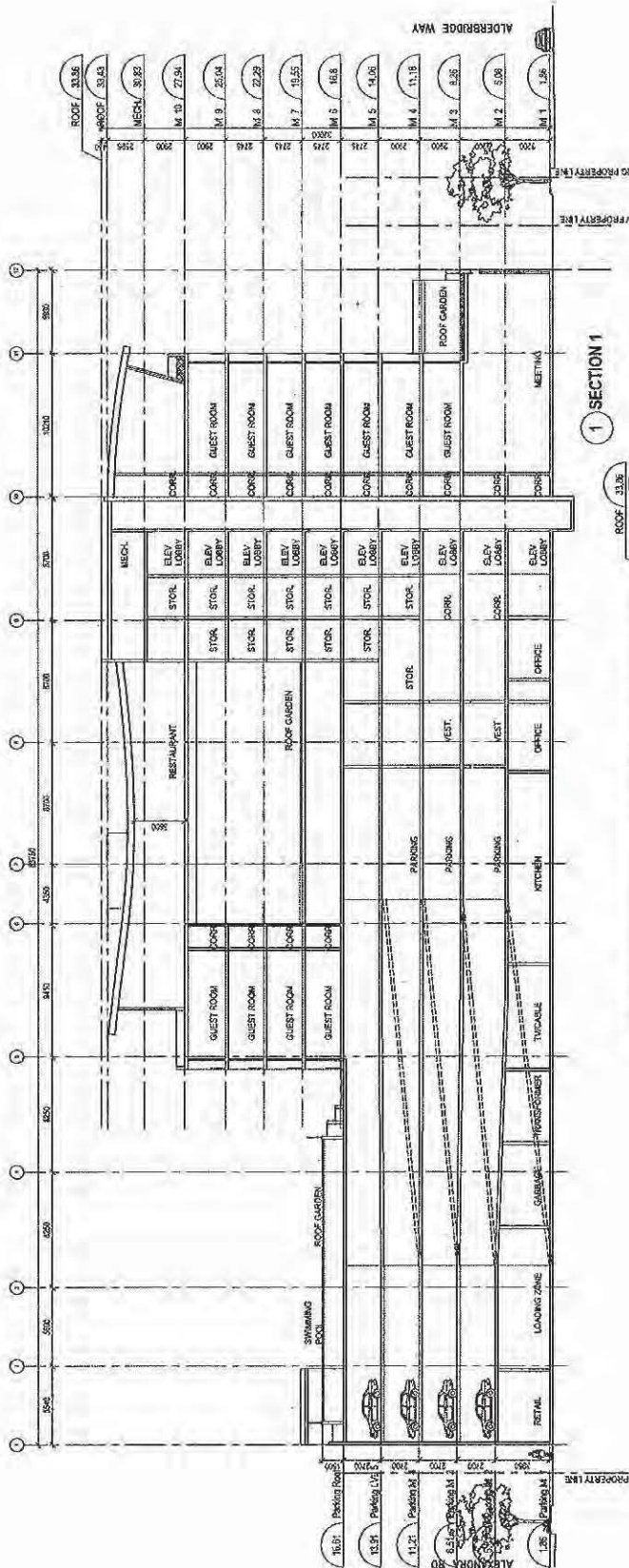












SHEET NO. 17.3.1  
 DATE: 11/10  
 SCALE: 1/8" = 1'-0"  
 DRAWN BY: BC  
 CHECKED BY: BC  
 REV. NO. 01/10/2022

SHEET TITLE: SECTION

PROJECT TITLE: RUN GARDEN  
 RICHMOND, BC

DESIGNED BY: JBI  
 DRAWN BY: HB  
 CHECKED BY: HB  
 DATE: 11/10/2022

DATE: 11/10/2022  
 BY: JBI  
 DATE: 11/10/2022  
 BY: HB  
 DATE: 11/10/2022  
 BY: HB

PH-40

16/2/28

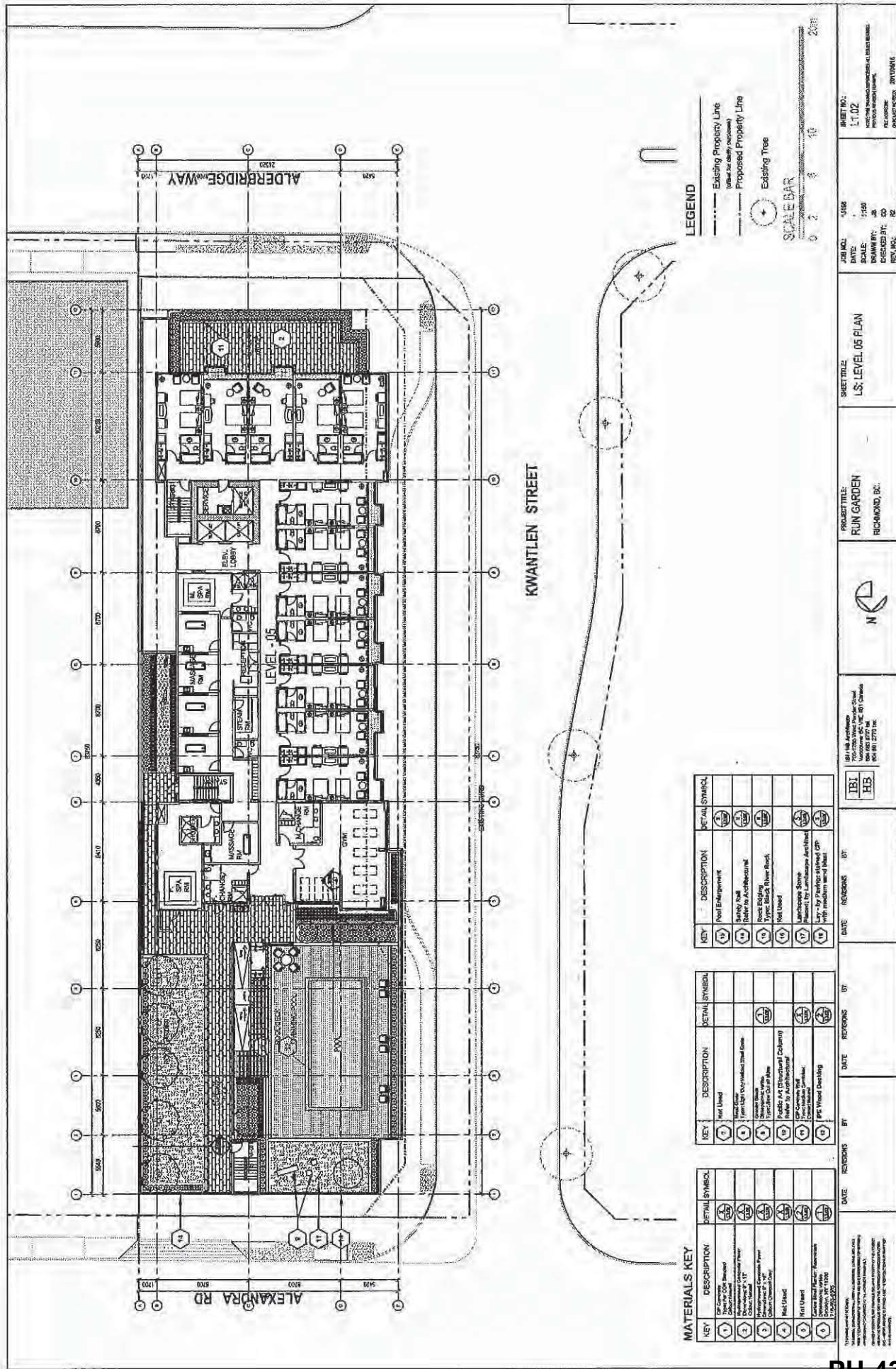








19/28



MATERIALS KEY

KEY	DESCRIPTION	DETAIL SYMBOL
1	CP Concrete Slab	1
2	CP Concrete Slab	2
3	CP Concrete Slab	3
4	CP Concrete Slab	4
5	CP Concrete Slab	5
6	CP Concrete Slab	6
7	CP Concrete Slab	7
8	CP Concrete Slab	8
9	CP Concrete Slab	9
10	CP Concrete Slab	10

KEY	DESCRIPTION	DETAIL SYMBOL
11	Red Used	11
12	Red Used	12
13	Red Used	13
14	Red Used	14
15	Red Used	15
16	Red Used	16
17	Red Used	17
18	Red Used	18
19	Red Used	19
20	Red Used	20

KEY	DESCRIPTION	DETAIL SYMBOL
21	Red Used	21
22	Red Used	22
23	Red Used	23
24	Red Used	24
25	Red Used	25
26	Red Used	26
27	Red Used	27
28	Red Used	28
29	Red Used	29
30	Red Used	30

1. All materials and finishes are to be as specified in the contract documents and the latest editions of the relevant standards and specifications.

DATE: 10/20/2023 BY: [Signature]

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DATE: 10/20/2023 BY: [Signature]

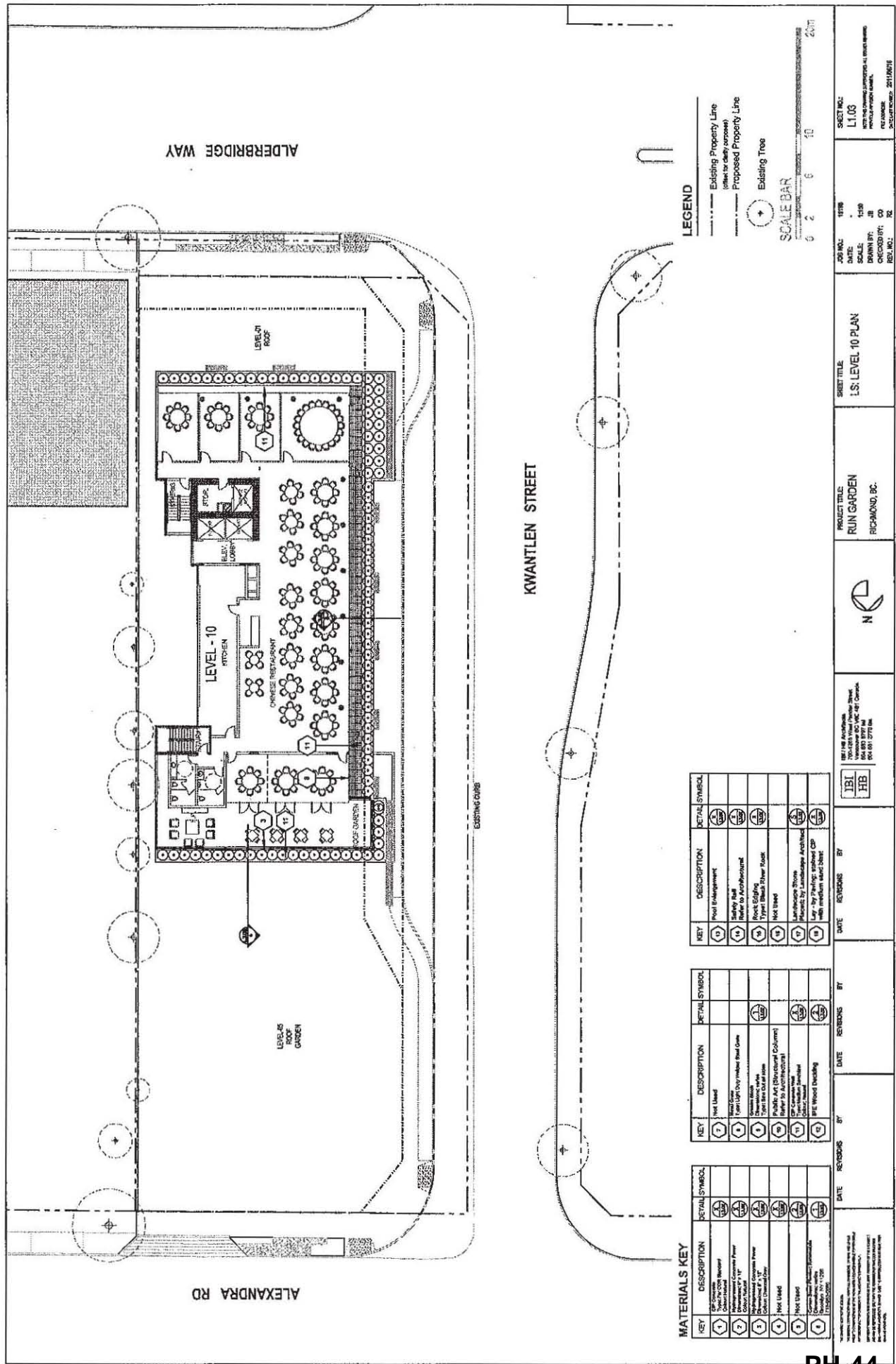
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DATE: 10/20/2023 BY: [Signature]

DATE: 10/20/2023 BY: [Signature]





**MATERIALS KEY**

KEY	DESCRIPTION	DETAIL SYMBOL
1	Concrete Slab (150mm thick)	(Symbol)
2	Concrete Slab (100mm thick)	(Symbol)
3	Concrete Slab (75mm thick)	(Symbol)
4	Concrete Slab (50mm thick)	(Symbol)
5	Concrete Slab (25mm thick)	(Symbol)
6	Concrete Slab (12.5mm thick)	(Symbol)
7	Concrete Slab (6.25mm thick)	(Symbol)
8	Concrete Slab (3.125mm thick)	(Symbol)
9	Concrete Slab (1.5625mm thick)	(Symbol)
10	Concrete Slab (0.78125mm thick)	(Symbol)

KEY	DESCRIPTION	DETAIL SYMBOL
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12	Concrete Slab (100mm thick)	(Symbol)
13	Concrete Slab (75mm thick)	(Symbol)
14	Concrete Slab (50mm thick)	(Symbol)
15	Concrete Slab (25mm thick)	(Symbol)
16	Concrete Slab (12.5mm thick)	(Symbol)
17	Concrete Slab (6.25mm thick)	(Symbol)
18	Concrete Slab (3.125mm thick)	(Symbol)
19	Concrete Slab (1.5625mm thick)	(Symbol)
20	Concrete Slab (0.78125mm thick)	(Symbol)

KEY	DESCRIPTION	DETAIL SYMBOL
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28	Concrete Slab (3.125mm thick)	(Symbol)
29	Concrete Slab (1.5625mm thick)	(Symbol)
30	Concrete Slab (0.78125mm thick)	(Symbol)

DATE	REVISIONS	BY
11/15/2020		

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11/15/2020		

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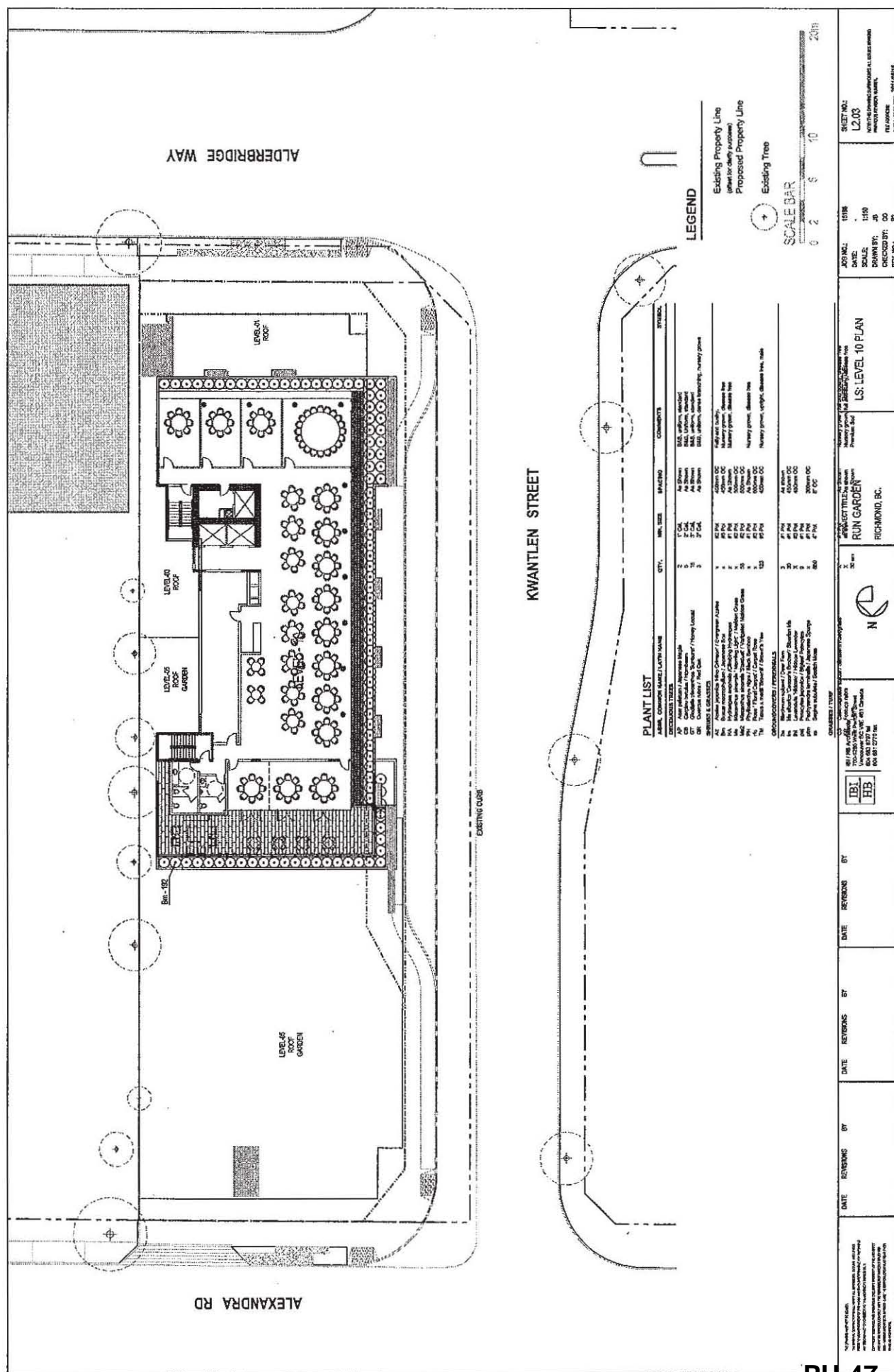
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20/28

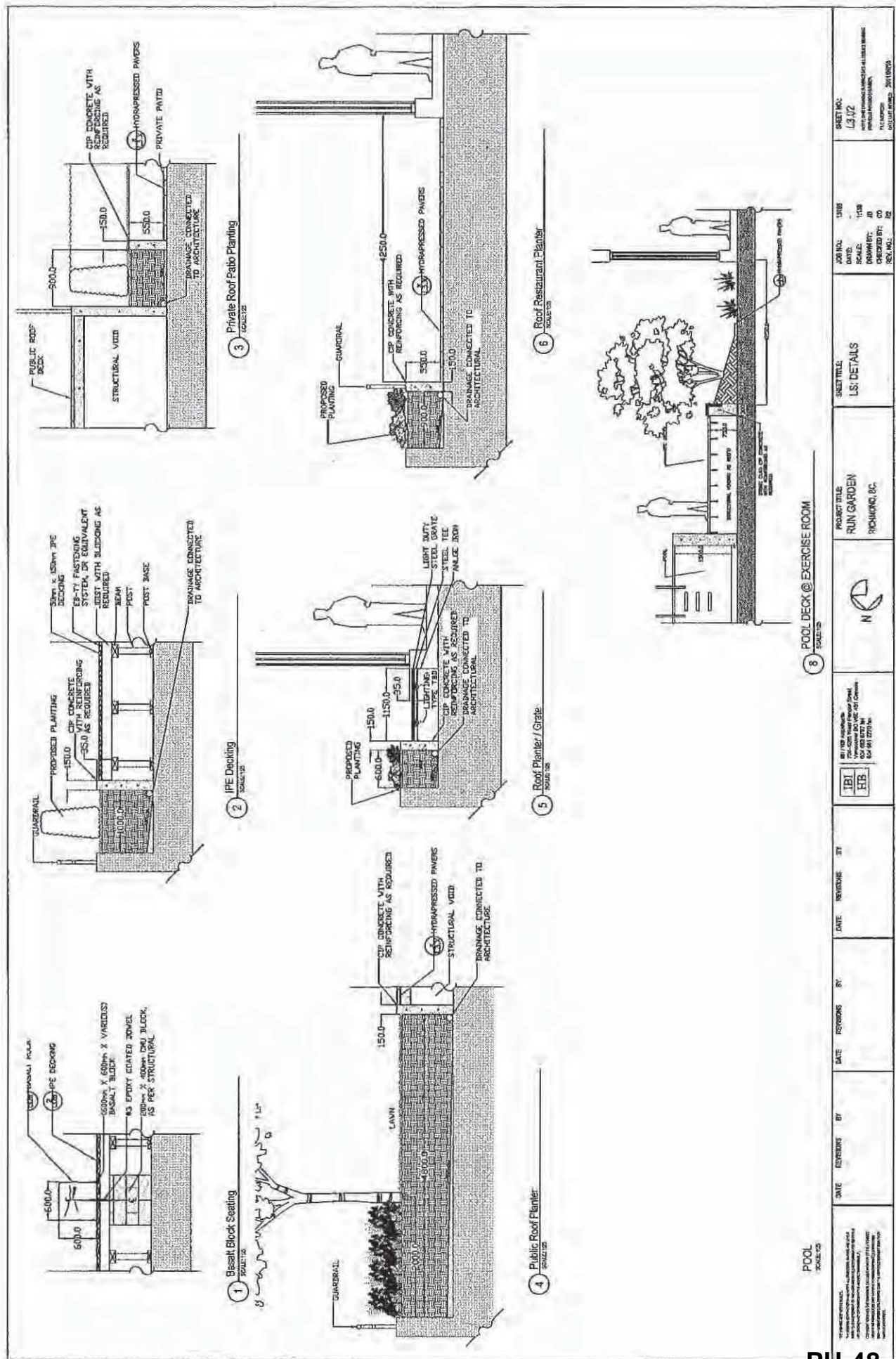




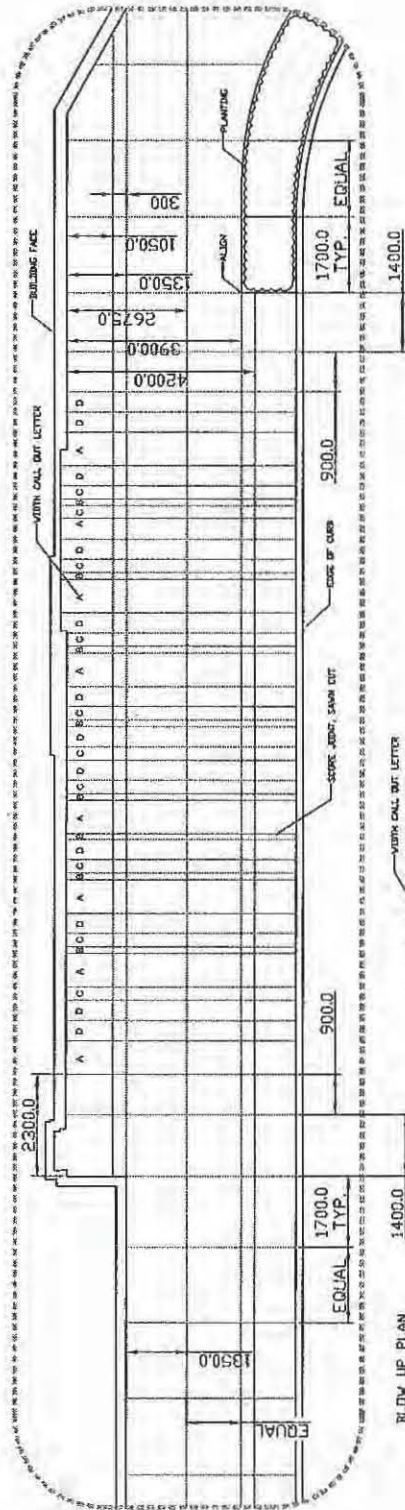








2-4/28



1/4" VENT. SAWN JOINT, TO 1/4"  
 SLAB TOP  
 CLIP CONCRETE SLAB - REFER TO  
 LAYOUT  
 CONCRETE CURB, REINFORCING, FAYERS,  
 SLAB, ETC.  
 1/2" MAX. VENT. ISOLATION JOINT  
 WITH JOINT FILLER  
 CLIP CONCRETE SLAB - REFER TO  
 LAYOUT  
 JOINT DETAIL



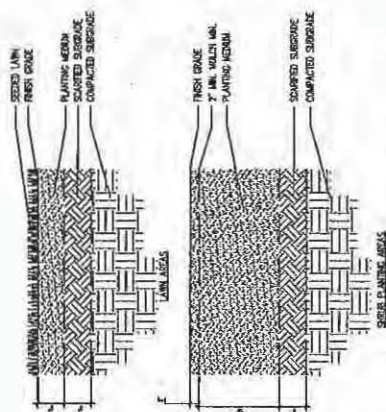
SCORE JOINT PATTERN  
DETAIL

1 ENTRY SCORING DETAIL

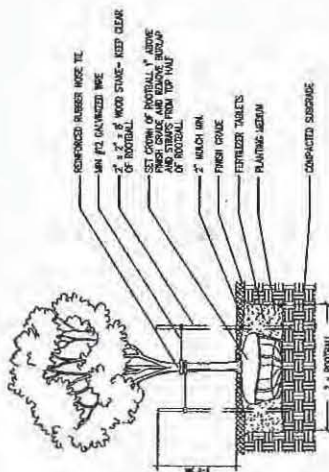
1/4" VENT. SAWN JOINT, TO 1/4" SLAB TOP CLIP CONCRETE SLAB - REFER TO LAYOUT CONCRETE CURB, REINFORCING, FAYERS, SLAB, ETC. 1/2" MAX. VENT. ISOLATION JOINT WITH JOINT FILLER CLIP CONCRETE SLAB - REFER TO LAYOUT JOINT DETAIL	DATE: 10/10/2019 REVISIONS: 01 DATE: 10/10/2019 REVISIONS: 01	DATE: 10/10/2019 REVISIONS: 01 DATE: 10/10/2019 REVISIONS: 01	PROJECT TITLE: RUN GARDEN RICHMOND, BC	SHEET TITLE: LS: DETAILS	JOB NO.: 15180 SCALE: 1/8"=1'-0" DRAWN BY: JH CHECKED BY: CO REV. NO.: 02	SHEET NO.: 1304 PROJECT NO.: 15180 DATE: 10/10/2019
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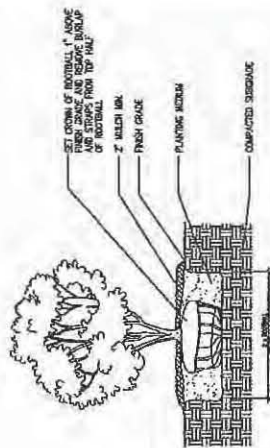




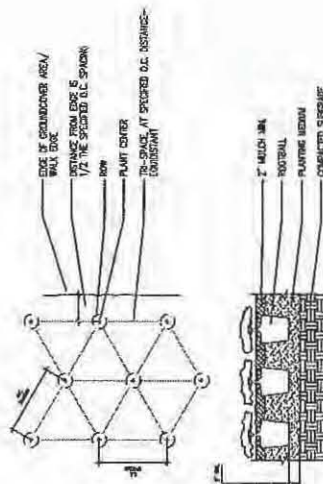
1 PLANTING MEDIUM DEPTHS



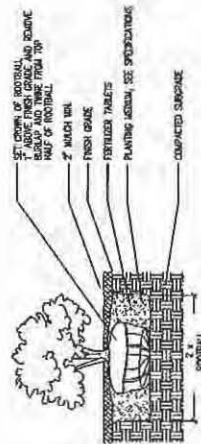
② DECIDUOUS TREE PLANTING



③ MULTI-STEM TREE PLANTING



4 GROUND COVER PLANTING

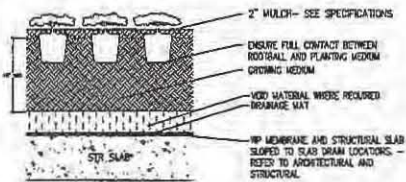
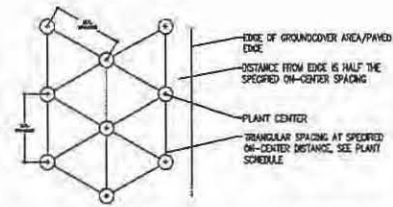


5 GROUND COVER PLANTING  
SEALC

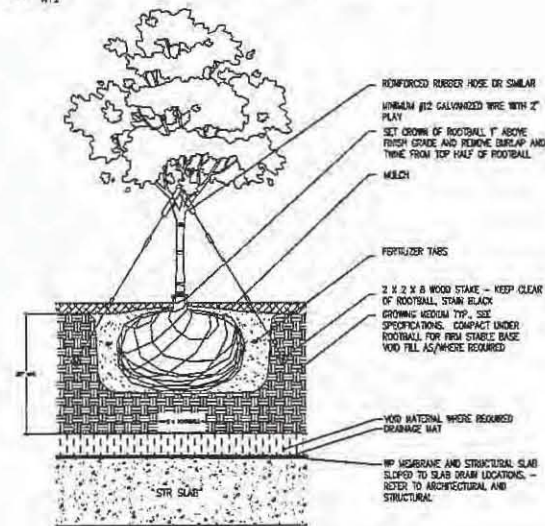
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15. THE CLASS WAS CONDUCTED IN THE MIDDLE OF THE AFTERNOON WHEN ALL STUDENTS WERE PRESENT.

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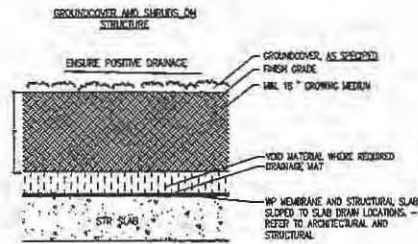




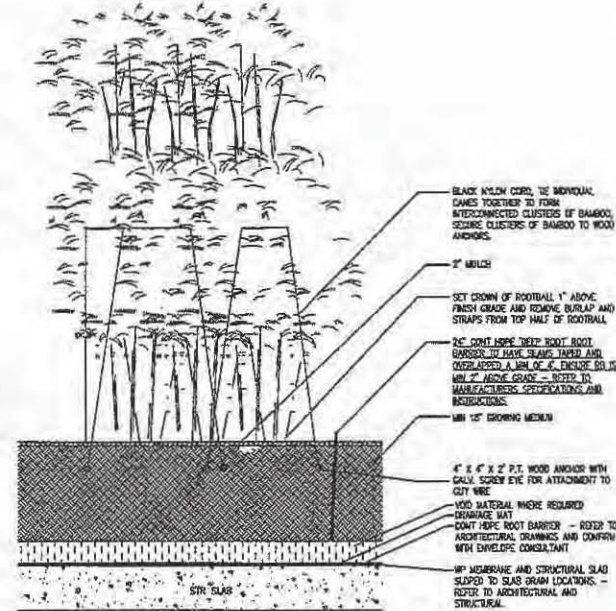
① GROUNDCOVER PLANTING ON STRUCTURE  
SCALE: NTS



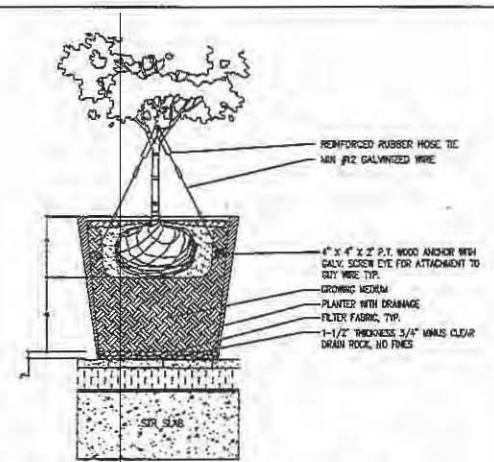
④ DECIDUOUS TREE PLANTING ON STRUCTURE  
SCALE: NTS



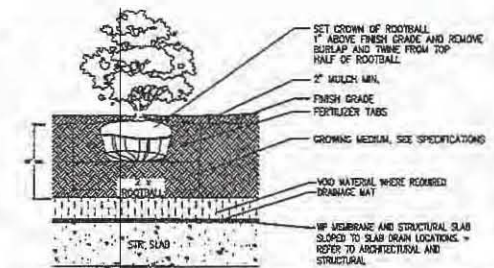
② SOIL PROFILES  
SCALE: NTS



⑤ BAMBOO PLANTING ON STRUCTURE  
SCALE: NTS



③ TREE IN PLANTER ON STRUCTURE  
SCALE: NTS



⑥ SHRUB/PERENNIAL PLANTING ON STRUCTURE  
SCALE: NTS



## Rezoning Considerations

**8540 Alexandra Road**

**RZ 08-423207**

Prior to final adoption of OCP Amendment Bylaw No. 8728 and Zoning Amendment Bylaw No. 8729, the developer is required to complete the following:

1. Required land dedication and Public Rights of Passage Rights-of-Way (PROP ROW) include:
  - a. 3.15m wide dedication along the west PL (i.e., Kwantlen Street frontage). This includes following the ultimate curb & gutter at both intersections)
  - b. 3.4 m wide dedication along the south PL (i.e., Alderbridge Way frontage)
  - c. 3.0 m wide PROP ROW along the new west PL to accommodate proposed lay-by, tree boulevard and sidewalk, including a 4mx5m corner cut on the northwest (Kwantlen/Alderbridge Way) and southwest (Kwantlen Street/Alexandra Road) corners. Note that the 4 m is the offset distance measured from the Kwantlen ROW line while the 5 m is the offset distance measured from Alexandra Road property line and from Alderbridge Way new property line.
  - d. A volumetric PROP ROW is required along the Kwantlen Street frontage behind the line of the ROW to ensure adequate horizontal and vertical clearance is provided. The width of the volumetric PROP ROW would range between 3.65 m (where the layby is) and 0.5 m (where there is no layby), measured from the SROW along the new west property line. The height of the volumetric PROP ROW would range between 3.0 m (to ensure adequate height for pedestrians) and 5.4 m (to ensure adequate height for vehicles, including min. 0.9 m offset from the face of the curb).
  - e. An additional 3.16 m wide PROP ROW required for the greenway and sidewalk along Alderbridge Way.
2. Registration of Public Right-of-Passage (PROP) Statutory Right-of-Way (ROW) as described in paragraph 1 (c), (d) and (e) above.
3. Option to Purchase/Dedicate the ROW areas described in paragraphs 1 (c) in favour of the City for nominal consideration.
4. Section 219 Covenant(s) providing for no Stratification (Subdivision by way of Strata Plan) and no occupancy of lands until the ROW areas described in paragraphs 1 (c) have been transferred to or dedicated to the City
5. Entering into a legal agreement to ensure that the maximum noise level (decibels) within the hotel suites is no greater than 35 decibels (dBA).
6. Registration a Flood Indemnification Covenant on title.
7. City acceptance of the developer's contribution of \$48,555.43 towards Public Art. A Letter of Credit in the equivalent amount, along with a legal agreement regarding the provision of Public Art on site is also acceptable.
8. City acceptance of voluntary contribution of \$20,231.43 toward community planning costs associated with the new City Centre Area Plan and receipt of a letter from the applicant confirming the terms of the contribution and provision of the contribution.
9. Processing a Development Permit application to a satisfactory level as determined by the Director of Development.



10. Enter into the City's standard Servicing Agreement to design and construct frontage works and improvements, and service upgrades to sanitary and storm sewer. Works include, but are not limited to:
11. Storm Sewer. Upsizing from 750mm to 900mm diameter, from the intersection of Alderbridge & Kwantlen to the intersection of Alexandra & Kwantlen, on a manhole-to-manhole basis (about 100m).
12. Sanitary Sewer. Upsizing (manhole to manhole) from 250mm to 375mm diameter, from the intersection of Brown & Leslie, west along Leslie for about 270m across Hazelbridge, to the manhole at the west Property Line of 8140 Leslie.

Frontage Works

- a. Along the Alderbridge Way frontage, provide a 2m wide boulevard and 2m wide sidewalk, behind the existing curb/gutter.
- b. Along the Alexandra Road frontage, provide a 2m wide boulevard and 2m wide sidewalk, behind the existing curb/gutter.
- c. Road widening along the Kwantlen Street frontage to accommodate the following cross-section (from west to east):
  - Maintain existing curb/gutter on the west side
  - Pavement width of 15.1m wide at the Alderbridge Way intersection, transition to 11.45m wide at the Alexandra Road intersection (please refer to the road functional drawings for details).
  - 3m wide layby
  - 0.15m wide curb/gutter
  - 1.5m boulevard outside the layby area
  - 2m wide sidewalk

Signal Works. Traffic signal modification and upgrades at the Kwantlen Street/Alderbridge Way intersection, including but not limited to:

- Removal of signal pole, base and hardware located in the N/E corner of the intersection.
- Supply and install new base, pole and hardware in the N/E corner. (City Centre decorative pole & street light fixture.)
- Replacement of vehicle detection due to off-site works and installation of new detection as per changes in road geometry.
- As required, installation of new conduits (Electrical & Communications) and new signal indications, relocation and/or replacement of junction boxes, and replacement of communications cable, electrical wiring/cable and new service conductors.
- Installation of APS (Accessible Pedestrian Signals)
- Installation of illuminated street name sign(s).

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

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

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

[Signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_





**Excerpts from the Minutes from the  
Advisory Design Panel  
Wednesday, November 4, 2009**

Time: 4:00 p.m.

Place: Room M.1.003  
Richmond City Hall

Present: Joseph Fry, Chair  
Dean Gregory  
Gary Fields  
Agatha Malczyk  
Norm Chin  
Thomas Leung  
Willa Walsh

Also Present: Sara Badyal, Planner  
Francisco Molina, Senior Planner, Urban Design  
Rustico Agawin, Committee Clerk

Absent: Kush Panatch  
Tom Parker  
Cst. Derek Cheng

The meeting was called to order at 4:07 p.m.

1. MINUTES

It was moved and seconded

*That the minutes of the meeting of the Advisory Design Panel held on Wednesday, October 21, 2009 be adopted.*

**CARRIED**

2. RZ 08-423207 – HOTEL CONTAINING APPROXIMATELY 101 SUITES AND ASSOCIATED FACILITIES, 209.50 SQ. M. (2,255 SQ. FT.) OF STREET-FRONTING COMMERCIAL RETAIL AND A PENTHOUSE RESTAURANT

ARCHITECT: IBI/HB Architects, James Hancock/Bill Quan

PROPERTY LOCATION: 8540 Alexandra Road



## Panel Discussion

### Comments from the Panel were as follows:

- project is nice; applicant is encouraged to work with the City to replace lawn with shrub and ground cover planting in the boulevards where there is no parking on the street allowed; consider additional paving at the pedestrian drop-off lay-by area where there is heavy pedestrian traffic;
- location of public art at the front face of the building is appropriate considering the narrow site; creating a free-standing piece of public art in the site would be difficult; integrating public art into the columns is a good idea; look at the variety of public art themes in neighbouring developments which range from traditional to modern; early integration of public art in the development is encouraged; consider an open public art competition to gather ideas on public art in the project which is the preferred method of the Public Art Commission;
- building form is good given the narrow site; green roof is nicely done; ensure that a formal traffic study by an engineer is done; concern on the closeness of the parkade entrance to the intersection of Alexandra Road and Kwantlen Street; 88 parking stalls provided in the development may meet by-law requirements but may not be sufficient to serve two major restaurants and 101 hotel rooms; difficult to find parking space along Alexandra Road; consider providing more parking stalls in the development;
- consider further design development of the entrance canopy; consider treatment of east elevation as 10-storey building will stand out alone among lower buildings in the east-west direction; provide continuity of parkade design in Alexandra Road elevation;
- building form and character is very striking ; massing is appropriate; concern on the parking impact of two restaurants and hotel on an already high traffic area; applicant and Engineering need to resolve this issue; consider using only one instead of two screening materials to address long-term maintenance concerns particularly the possible uneven discoloration of the materials over time that may change the look of the building; consider continuing the aluminum screening around the parkade over the entry driveway and wrap around partially on the east façade; continuing canopy along Kwantlen Street to tie the two building corner volumes is a good approach; however, consider defining main entry of the hotel to make it more distinguishable; further design development is necessary; concern on form of the east side of the building; concern on the livability of  
| suites facing the Zen garden and impact of overhanging upper floor restaurant which restricts daylight to this side;
- sophisticated building from a massing perspective; form and character is distinct; concern on how the terracota sunscreen will look from inside and outside of the building; concern on canopy on the lay-by area; very tight streetscape; potential conflict at the north end of the lay-by where the parkade mass projects into the lay-by; study the height and depth of the canopy as it relates to the lay-by;



- applicant needs to make a decision whether the canopy should be part of a streetwall or something iconic; suggest that it should be something more of the latter; define the entry; canopy should also provide weather protection for people; should be bigger and broader than what is shown in the rendering but not as simplified as seen in the model;
- consider integrating public art into canopy rather than introducing column form; consider slight elevation and higher quality of paving materials on the lobby area; consider more seating on lobby area rather than on the area fronting Alderbridge Way; agree with comments to replace lawn fronting Kwantlen Street with shrubs;
- good visual presentation of the project with many details provided; project is in early stage but consider bringing mechanical engineer on board already; the development will have a lot of mechanical systems – cooling towers, restaurant exhaust and air handling units will significantly impact on the form of the roof which is an important element of the project; consider different treatments and expressions for the two different screening materials; address sustainability in the project; horizontal screening may not be effective on the western elevation; provide true expression of glazing systems (curtain or window wall) in the next phase of the project; and
- contemporary building has incongruous post-modern corner towers; consider contemporary expression for entire building and use Seasons project located across the street as a benchmark for project design; project design should have a more open expression.

*The following comments submitted by Tom Parker were read by the Chair:*

- accessible design features appear to be provided only in 3 out of the 101 guest rooms and these appear to be provided only on the lowest level (almost exclusively a disability floor);
- the segregation of these desirable units is inappropriate and not good business, as many guests with disabilities are among the affluent traveler community and frequently are members of travel groups and business gatherings;
- room design should include some accessible rooms with wheel-in showers rather than bathtubs - no extra floor space is required; and
- regular rooms should include several with 30-inch wide bathroom doors for guests who may not need full “accessible” design.

#### **Panel Decision**

*It was moved and seconded*

*That RZ 08-423207 move forward to the Planning Committee taking into consideration the following comments of the Advisory Design Panel:*

1. *consider replacing lawn with low shrubs and groundcover planting in boulevard to provide better separation of the pedestrian realm from the vehicular zone;*
2. *consider more paving at the pedestrian drop-off lay-by zone where there is heavy*



*pedestrian traffic;*

3. *consider early integration of public art in the development through an open public art competition;*
4. *consider conducting a formal traffic study done by a transportation engineer to assess actual parking requirements for the proposed uses;*
5. *consider providing more parking stalls in the development to accommodate customers of two restaurants and hotel guests;*
6. *consider continuity of design around corners to all three streetscapes and particularly across Alexandra Road elevation of the parkade;*
7. *design development to the canopy design along Kwantlen Street to add more definition to the main entry of the hotel;*
8. *consider using only one screening material for long-term appearance and maintenance; alternately, consider different treatments and expressions for the two different screening materials;*
9. *consider awning dimensions/parkade projection as it relates to lay-by lane and clearance from buses;*
10. *consider integrating public art into canopy;*
11. *consider higher quality of paving materials, seating and weather protection at the hotel lobby entry area;*
12. *consider studying and resolve the impact of mechanical systems on roof form;*
13. *consider strengthening contemporary expression of building design and mitigating post-modern design elements;*
14. *consider the inclusion of more accessible guest rooms in a variety of locations and floors;*
15. *consider including some accessible rooms with wheel-in showers rather than bathtubs; and*
16. *consider wider bathroom doors on several otherwise "standard" guest rooms.*

CARRIED



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 8728 (RZ 08-423207)  
8540 ALEXANDRA ROAD**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan), is amended by:
  - a) Adding the "Village Centre Bonus" designation to 8540 Alexandra Road; and removing the designation of Kwantlen Street as "Proposed Street" from 8540 Alexandra Road in the Generalized Land Use Map (2031) and Specific Land Use Map: Aberdeen Village (2031);
  - b) Designating 8540 Alexandra Road as part of the "Village Centre Bonus" area; and removing the designation of Kwantlen Street as "Proposed Streets" from 8540 Alexandra Road in the CCAP Overlay Boundary – Village Centre Bonus Map (2031);
  - c) Repealing the existing text in the "Specific Land Use Map: Aberdeen Village - Detailed Transect Descriptions" with regard to "Maximum Average Net Development Site Density" for "Urban Centre (T5)" and replacing it with the following:

• 2.0

Additional density, where applicable:

- Institution: To be determined on a site specific basis via City development application processes;
- Village Centre Bonus:
  - a) north of Browngate Road: 1.0 for the provision of non-residential uses;
  - b) south of Alexandra Road, fronting the east side of Kwantlen Street: 1.0 for the provision of hotel uses only;
  - c) elsewhere: 1.0 for the provision of office uses only.

- d) Amending the definition of "Village Centre Bonus" in Appendix 1 – Definitions, Land Use Map Definitions, Overlays by inserting "(excluding the area south of Alexandra Road, fronting the east side of Kwantlen Street:" immediately following "the minimum net development site size to which the additional density may be applied shall be:"



2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8728"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

JUL 11 2011



\_\_\_\_\_  
MAYOR

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



Richmond Zoning Bylaw 8500  
Amendment Bylaw No. 8729 (RZ 08-423207)  
8540 Alexandra Road

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 22 (Site Specific Commercial Zones), in numerical order:

**"22.31 Hotel Commercial (ZC 31) - Aberdeen Village (City Centre)**

**22.31.1 Purpose**

The **zone** provides for **hotel** and other compatible **uses**.

**22.31.2 Permitted Uses**

- **child care**
- **hotel**

**22.31.3 Secondary Uses**

- **education, commercial**
- **entertainment, spectator**
- **liquor primary establishment**
- **office**
- **recreation, indoor**
- **restaurant**
- **retail, convenience**
- **retail, general**
- **service, business support**
- **service, personal**

**22.31.4 Permitted Density**

1. The maximum **floor area ratio** for **hotel** is 3.0
2. **Uses** other than **hotel** shall not in aggregate exceed 50% of the **gross floor area** and shall not exceed a **floor area ratio** of 0.90

**22.31.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 90% for **buildings** and **landscaped** roofs over parking spaces.



**22.31.6 Yards & Setbacks**

1. The minimum **front yard** is 2.0 m.
2. There is no minimum **interior side yard**.
3. The minimum **exterior side yard** is 0.60 m.

**22.31.7 Permitted Heights**

1. The maximum **height** for **buildings** is 45.0 m.
2. The maximum **height** for **accessory structures** is 12.0 m.

**22.31.8 Subdivision Provisions/Minimum Lot Size**

1. There are no minimum **lot width**, **lot depth** or **lot area** requirements.

**22.31.9 Landscaping & Screening**

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

**22.31.10 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.

**22.31.11 Other Regulations**

1. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e. on a roof of a **hotel**).
2. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. 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 **Hotel Commercial (ZC31) -Aberdeen Village (City Centre)**:

P.I.D. 004-130-073

Lot 39 Except: Parcel A (Bylaw Plan 72866) Section 33 Block 5 North Range 6 West  
New Westminster District Plan 6979

3. This Bylaw is cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw No. 8729"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

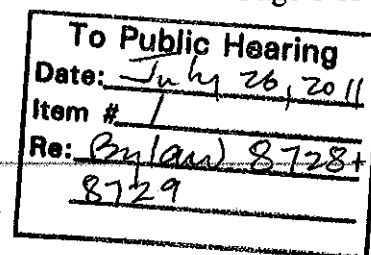
**JUL 11 2011**

CITY OF RICHMOND
APPROVED for content by originating dept
APPROVED for legality by Solicitor

\_\_\_\_\_  
MAYOR

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



**MayorandCouncillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** July 20, 2011 11:23 AM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #573)  
**Categories:** 12-8060-20-8729 - 8540 Alexandra

**Send a Submission Online (response #573)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	7/20/2011 11:21:53 AM

**Survey Response**

Your Name:	Theresa P Chong
Your Address:	1702 - 5028 Kwantlen Street
Subject Property Address OR Bylaw Number:	8540 Alexandra Road
Comments:	In regards to the rezone at 8540 Alexandra Road, I strongly OPPOSE because the district is now already too busy and traffic is never smooth from 8am to 10pm daily. Also there are already FOUR POINTS HOTEL and LA QUINTA INN on the same block. Thanks.



PH-66

**MayorandCouncillors****From:** City of Richmond Website [webgraphics@richmond.ca]**Sent:** July 20, 2011 7:25 PM**To:** MayorandCouncillors**Subject:** Send a Submission Online (response #575)**Categories:** 12-8060-20-8729 - 8540 Alexandra, 12-8060-20-8728 - (OCP) - 8540 Alexandra Road

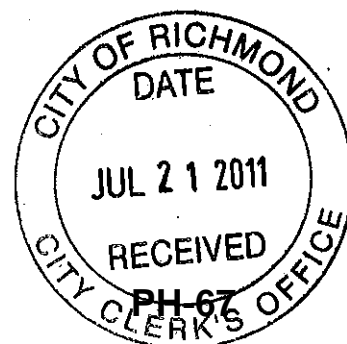
<b>To Public Hearing</b>	
<b>Date:</b>	July 26, 2011
<b>Item #</b>	1
<b>Re:</b>	Bylaw 8728 + 8729

**Send a Submission Online (response #575)****Survey Information**

<b>Site:</b>	City Website
<b>Page Title:</b>	Send a Submission Online
<b>URL:</b>	http://cms.richmond.ca/Page1793.aspx
<b>Submission Time/Date:</b>	7/20/2011 7:23:58 PM

**Survey Response**

<b>Your Name:</b>	Yong Deng
<b>Your Address:</b>	1201-5028 Kwantlen St, Richmond, BC
<b>Subject Property Address OR Bylaw Number:</b>	8540 Alexandra Road/Bylaw 8728 and bylaw 8729
<b>Comments:</b>	I strongly oppose the OCP amendment by law 8728 and zoning amendment bylaw 8729 for 8540 Alexandra Road for the following reasons: 1. it will cause very heavy traffic for building a 10-storey hotel building in Alexandra Rd and Kwantlen St, even now the traffic is very serious during the weekend and holidays, 2. It is not practical to build a hotel building just beside such a narrow street( the kwantlen st between Alderbridge Way and Alexandra Rd is very narrow), it can imagine how crowded will be if build a 10-storey hotel plus a restaurant 3. it will not harmony with the surrounding buildings and environment, 4. There are already at least two hotel buildings just few steps away





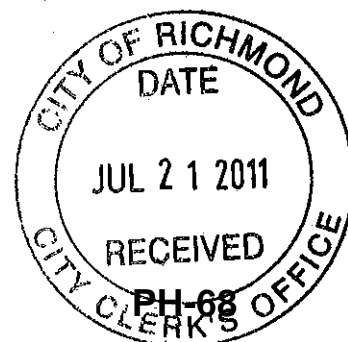
<b>To Public Hearing</b>
Date: <u>July 26, 2011</u>
Item #: <u>1</u>
Re: <u>Bylaw 8728 +</u> <u>8729</u>

**MayorandCouncillors****From:** City of Richmond Website [webgraphics@richmond.ca]**Sent:** July 20, 2011 7:25 PM**To:** MayorandCouncillors**Subject:** Send a Submission Online (response #576)**Categories:** 12-8060-20-8728 - (OCP) - 8540 Alexandra Road, 12-8060-20-8729 - 8540 Alexandra**Send a Submission Online (response #576)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	7/20/2011 7:24:11 PM

**Survey Response**

Your Name:	Bin Lin
Your Address:	1201-5028 Kwantlen St, Richmond, BC
Subject Property Address OR Bylaw Number:	8540 Alexandra Road/Bylaw 8728 and bylaw 8729
Comments:	I strongly oppose the OCP amendment by law 8728 and zoning amendment bylaw 8729 for 8540 Alexandra Road for the following reasons: 1. it will cause very heavy traffic for buding a 10-storey hotel building in Alexandra Rd and Kwentlan St , even now the traffic is very serious during the weekend and holidays, 2. It is not practical to build a hotel building just beside such a narrow street( the kwantlen st between Alderbridge Way and Alexandra Rd is very narrow), it can imagine how crowded will be if build a 10-storey hotel plus a restaurant 3. it will not harmony with the surronding buildings and environment, 4. There are already at least two hotel buildings just few steps away





**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee

*To: Planning Comm. July 5, 2011*  
**Date:** June 13, 2011

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

**File:** RZ 10-557918

**Re:** Application by W. T. Leung Architects Inc. for Rezoning at 9099 Cook Road from "Single Detached (RS1/F)" to "High Rise Apartment (ZHR9) – North McLennan (City Centre)"

**Staff Recommendation**

1. That Bylaw No. 8782, to create "High Rise Apartment (ZHR9)– North McLennan (City Centre)" and for the rezoning of 9099 Cook Road from "Single Detached (RS1/F)" to "High Rise Apartment (ZHR9) – North McLennan (City Centre)", be introduced and given first reading; and
2. That Bylaw No. 8782 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 pm, in the Council Chambers.

Brian J. Jackson, MCIP  
Director of Development

DN:blg  
Att.

**FOR ORIGINATING DEPARTMENT USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**



## Staff Report

### Origin

W. T. Leung Architects Inc., on behalf of Concord Pacific Developments Inc., has applied to the City of Richmond to rezone 9099 Cook Road (**Attachment 1**) from “Single Detached (RS1/F)” to “High Rise Apartment (ZHR9) – North McLennan (City Centre)” to permit development of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, and a six-storey mid-rise building over a parking structure, and 11 two-storey townhouse units with ground level entry (**Attachment 2**).

### Findings of Fact

The subject area is characterized by adjacent existing residential towers, pedestrian and cyclist paths and greenways, and the Garden City Community Park. The development proposes to expand the existing public path and greenway system as part of the overall development, which includes a high-rise, a mid-rise and townhouse units. The high-rise building typology is established in adjacent developments and both high-rise and mid-rise developments are supported by the McLennan North Sub-Area Plan and City Centre Area Plan (CCAP). The development proposal’s inclusion of a variety of building components and generous provision of public space is a unique addition to the neighbourhood that is consistent with the intention of the area plan.

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

A Servicing Agreement is required as a condition of rezoning and will address off-site works.

### Surrounding Development

A vacant single-family home was recently removed from the site. The immediate context surrounding the site is as follows:

- To the north: A large multi-family development (Hampton Park) consisting of four (4) high-rise residential towers and associated townhouse units that incorporates east-west linkages to Garden City Road along the northern and southern edges of the development, and pedestrian boulevards that connect to the north-south pedestrian pathway system. The site is zoned “High Rise Apartment (ZHR1)” and designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.
- To the east: 9233 Cook Road, a vacant parcel zoned “Single Detached (RS1/F)”, designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.
- To the south: Cook Road, a large multi-family development (Lotus) consisting of two (2) high-rise towers, townhouse units along Cook Road, Katsura Street and Alberta Road, and commercial space fronting Garden City Road that is occupied by a Montessori Childcare Centre zoned “Residential/Limited Commercial (ZMU3)”, designated Mixed Residential/Retail/Community Uses in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP.



- To the west: Garden City Road, an existing townhouse development zoned “Low Density Townhouses (RTL1)”, designated General Urban T4 (15m) in the CCAP Brighthouse Village Specific Land Use Map.

### **Related Policies & Studies**

#### Official Community Plan (OCP)

In the Official Community Plan (OCP), the subject site is designated Mixed-Use, which supports residential use. The proposed land use and density are consistent with the plan.

#### City Centre Area Plan (CCAP)

The CCAP designates the subject site Urban Centre T5 in the Generalized Land Use Map. The designation supports a range of density and use. The development proposal is responsive to the site's designation in the CCAP Generalized Land Use Map.

#### McLennan North Sub-Area Plan

The site is designated Residential Area 1 in the McLennan North Sub-Area Land Use Map. The area plan specifies a base density but does not reference an associated maximum density. The designation references a base density of 1.6 Floor Area Ratio (FAR) and is identified for the highest density development within the neighbourhood area plan.

Similar to the approach previously applied within the neighbourhood, review of the proposed density is based on consideration of compliance with existing City policy and the area plan(s), as well as public amenities and benefits associated with the proposal.

### **Proposed Density Analysis**

Determination of a suitable density range for the subject site included consideration of:

- Terms articulated in the McLennan North Sub-Area Plan;
- General provisions in the CCAP;
- Existing adjacent development;
- Contributions associated with previous development within the neighbourhood and contributions proposed by the applicant;
- Policies and procedures that have evolved since the completion of adjacent development; and
- Design resolution to accommodate the proposed density.

Based on these considerations and conditional to thorough design resolution, a potential maximum density of 3.12 FAR has been identified as supportable.

#### Amenity Package

The proposed development is associated with a comprehensive amenity package.

#### *Public Path and Greenway Network*

- A path and greenway network that connects the Garden City Community Park and nearby schools with existing public paths and open spaces is a central characteristic of the



neighbourhood. The development proposal would contribute to the existing path and greenway network.

- North-south greenway on the eastern portion of the site  
An 8 m (26 ft.) wide connection between existing components of the north-south pedestrian path and greenway system that links public open spaces, public uses, and community focal points within the neighbourhood would be introduced on the eastern portion of the site and secured through a public rights-of- passage (PROP) right-of-way (ROW). The features associated with the proposed greenway are discussed in a subsequent section of this report.
- Greenway adjacent to Garden City Road  
In accordance with the area plan, development of the subject site would include continuation of the public greenway for pedestrians and cyclists along the east side of Garden City Road adjacent to the subject site in accordance with the McLennan North Sub-Area Plan and CCAP. This public trail is characterized by a 2.5 m wide sidewalk, inclusion of rest stops, landscaping, and pedestrian scale lighting.

#### *Garden City Community Park Enhancement*

- To further develop the public realm within this neighbourhood, the applicant has proposed to contribute to the following Garden City Community Park enhancements:
  - Tennis court paving: Paving the two (2) courts, which are scheduled for construction in 2011;
  - Arboretum: Expansion of the Arboretum with specimen trees, landscape development, pathways, site furniture and signage;
  - Signage: Design, fabrication and installation of a comprehensive signage system for the park;
  - Landscape development: Rejuvenation of the mixed Birch/Pine/Cottonwood forest by removing and managing invasive plants, and planting new trees; and
  - Shoreline enhancement: Construction of boardwalks to improve public access at the edge of the pond and planting of vegetation to enhance the shoreline habitat.
- The total value of these projects is approximately \$500,000, which corresponds to the applicant's proposed contribution toward enhancements within Garden City Community Park.
- The projects will be coordinated by Parks Department staff and consultants may be retained for various design aspects. Coordination, construction and installation will be undertaken by a combination of Parks and Public Works crews, as well as outside contractors as required.

#### *Road*

- Road construction within this neighbourhood was achieved through a combination of dedication and contributions for road acquisition, construction associated with development projects, and City funds. A catchment area benefiting from the road acquisition and construction was identified; the project proponent's share of accountability is \$1,174,371 (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, road construction: \$124,692) during the 2011 calendar year.
- The contribution value includes the application of an upward adjustment of 6% per annum for holding and carrying costs that applies during the 2011 calendar year and will



be adjusted upward by 6% per annum to account for holding and carrying costs if the full amount is not received during the 2011 or any subsequent calendar year.

#### *Affordable Housing*

- Subsequent to completion of the two adjacent residential developments, the City adopted an Affordable Housing Strategy. The proposed development is required to comply with the terms of the Affordable Housing Strategy, which necessitates that 5% of the total permitted FAR is secured as affordable housing units.
- Within specific City Centre Village areas, density may be increased by 0.8 to 1.0 FAR based on compliance with the Affordable Housing Strategy. Based on the site's inclusion within the City Centre Area plan but exclusion from a specific Village Centre, the viability of additional density based on compliance with the Affordable Housing Strategy was considered in conjunction with the greater public benefit associated with the proposal.
- Seven (7) affordable housing units, consisting of four (4) two-bedroom, two-storey townhouse units, two (2) two-bedroom apartment units, and a one-bedroom apartment unit will be secured according to the terms of the Richmond Affordable Housing Strategy and detailed in a subsequent section of this report.

In addition to the proposed amenity package, the applicant proposes to voluntarily contribution (\$73,947.62) to the City's Public Art program.

#### Accommodation of Proposed Density

The applicant has demonstrated that the proposed density can be accommodated on-site while complying with the building form and character intentions outlined in the McLennan North Sub-Area Plan.

- The proposed building elevations comply with the height referenced for mid-rise and high-rise development within Residential Area 1 of the McLennan North Sub-Area Plan land use map. A 16-storey high-rise and six-storey mid-rise are proposed on-site, which introduces variety to the height of buildings within the neighbourhood.
- The high-rise and mid-rise buildings have been strategically sited to minimize the effect on existing residential tower view corridors. In addition, the high-rise tower is designed as a linear slab with a north-south orientation and the west elevation is angled to further minimize effects on existing view corridors.
- In order to conceal the enclosed parking structure, townhouse units line the Garden City Road and Cook Road frontages. Similarly, townhouses on the eastern façade of the building will introduce an active interface adjacent to the proposed north-south greenway. Importantly, townhouse units wrap around the north-west and north-east corners of the proposed development. The north parking façade is treated with a variety of architectural materials to introduce texture and visual interest to the elevation and will be further considered during the Development Permit review process.
- The subject site and the adjacent eastern lot (9233 Cook Road) are the last two (2) remaining parcels with potential for high-density development within the McLennan



North Sub-Area Neighbourhood. The Hampton Park development, which is located north of the site, and the Lotus development, which is located on the south side of Cook Road, has a permitted density of 2.56 FAR and 2.45 FAR respectively. A four-storey apartment development is located north of the Hampton Park residences, and Garden City Community Park is located south of the Lotus development. The subject site's location at the centre of the plan's high-density designated core provides an unique opportunity to maximize the site's potential density. The adjacent existing developments effectively manage the transition to a lower density that recognizes nearby uses.

- The proposed design typology endeavours to advance the quality of design within the neighbourhood.
  - Hampton Park, located immediately north of the subject site and extending east to Katsura Road, consists of four (4) high-rise towers and two-storey townhouse units. Hampton Park's Garden City Road frontage is not treated with grade level residential units or an alternate active use; instead a landscaped berm screens the parking structure. In comparison, the proposed development uses ground level townhouse units to screen the parking podium on three (3) visually prominent elevations.
  - The Lotus residences, located on the south side of Cook Road, consist of two (2) towers, and townhouse units and commercial space along the property's road frontages. The north-south pedestrian linkage to the Garden City Community Park that bisects the site is located above the parking structure instead of at grade. The pathway's separation from grade, combined with the presence of mechanical equipment associated with the building and parking ventilation system, interferes with the public space experience. The proposed development would introduce an 8 m (26 ft.) wide grade level north-south greenway designed to maximize its use by the general public.

Based on the applicant's demonstration that the proposed density can be accommodated on-site in a supportable building scheme, and consideration of the public amenities associated with the project, the proposed density of 3.12 FAR is supported.

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

The subject site is located within an area that permits consideration of all aircraft noise sensitive land use types. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to final adoption of the rezoning bylaw.

#### Affordable Housing Strategy

The Richmond Affordable Housing Strategy applies to the entire City. The intention is to secure a number of affordable housing units within a development. In this case, in accordance with the strategy, a minimum of 5% of the permitted FAR will be secured for affordable housing units, which will be secured according to the terms of the Richmond Affordable Housing Strategy.

Of the 142 units proposed on-site, seven (7) affordable housing units are proposed. The following units have been identified as future affordable housing units:

- Four (4) two-bedroom, two-storey townhouse units fronting Garden City Road; and



- Three (3) apartment units (2 two-bedroom units, and a one-bedroom unit) within the mid-rise building. The units are located within the first floor of the mid-rise apartment and are located on the Garden City Road elevation of the building.

**Attachment 2** indicates the location of affordable housing units within the proposed development with an “(A)”.

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

#### *Housing Agreement Terms*

Housing Agreement Terms

Rental Rate	<p>\$875 for one-bedroom units for an eligible tenant having an annual income of \$35,000 or less</p> <p>\$1,063 for two-bedroom units for an eligible tenant having an annual income of \$42,500 or less</p> <p>Including provision for income adjustment at the date of adoption</p>																		
Ownership	The Housing Agreement is to establish terms for block ownership of the affordable housing units																		
Duration of Agreement	Perpetuity																		
Allocation of Floor Area	<p>Two storey townhouse units fronting Garden City Road</p> <table><tr><th># of bedrooms</th><th>unit floor area</th></tr><tr><td>2</td><td>103.7 m<sup>2</sup> (1,117 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>88.8 m<sup>2</sup> (956 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>88.8 m<sup>2</sup> (956 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>87.4 m<sup>2</sup> (941 ft<sup>2</sup>)</td></tr></table> <p>1<sup>st</sup> floor apartment units within the mid-rise building fronting Garden City Road</p> <table><tr><th># of bedrooms</th><th>unit floor area</th></tr><tr><td>2</td><td>93.4 m<sup>2</sup> (1,006 ft<sup>2</sup>)</td></tr><tr><td>2</td><td>75.9 m<sup>2</sup> (817 ft<sup>2</sup>)</td></tr><tr><td>1</td><td>64.5 m<sup>2</sup> (695 ft<sup>2</sup>)</td></tr></table>	# of bedrooms	unit floor area	2	103.7 m <sup>2</sup> (1,117 ft <sup>2</sup> )	2	88.8 m <sup>2</sup> (956 ft <sup>2</sup> )	2	88.8 m <sup>2</sup> (956 ft <sup>2</sup> )	2	87.4 m <sup>2</sup> (941 ft <sup>2</sup> )	# of bedrooms	unit floor area	2	93.4 m <sup>2</sup> (1,006 ft <sup>2</sup> )	2	75.9 m <sup>2</sup> (817 ft <sup>2</sup> )	1	64.5 m <sup>2</sup> (695 ft <sup>2</sup> )
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Significantly, six (6) of seven (7) units proposed to be secured as affordable housing units are large two-bedroom suites. Larger, multi-room dwellings are the most desired unit typology as they respond to the affordable housing needs of families within the City.

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

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity restrictive covenant, specifying the minimum flood construction level (2.9 m GSC) is required prior to rezoning bylaw adoption.



## Consultation

The rezoning process includes the erection of a development sign, notification of neighbours and local advertising of the Public Hearing. The applicant has forwarded confirmation that a development sign has been posted on the site.

## School District

This application was not referred to School District No. 38 (Richmond) because it does not have the potential to generate 50 or more school aged children. According to OCP Bylaw Preparation Consultation Policy 5043, which was adopted by Council and agreed to by the School District, residential developments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple-family housing units). This application only involves 142 multiple-family housing units.

## Public Input

Staff received three (3) telephone calls from residents of Hampton Park (northern adjacent development), an e-mail from a neighbourhood resident, and met with a representative for the eastern adjacent parcel, 9233 Cook Road. No written correspondence expressing concerns associated with the subject application was received.

The calls and the email correspondence were requests for a copy of the architectural building plans; copies of the plans were forwarded electronically. The callers were interested in the effect of the proposed development on their views.

*The 16- storey tower is proposed to be located on the eastern portion of the subject site compared to the tower on the northern adjacent lot, which is located on the western portion of the property close to Garden City Road. A minimum 24 m (78 ft.) separation between the existing tower and the proposed tower has been maintained in accordance with the City's design guidelines.*

*The location of the proposed tower also considers the Lotus development, which is located on the south side of Cook Road. Although the parcels are substantially separated by the width of Cook Road and associated public boulevards, the siting and design of the tower minimizes the view corridor impact on Lotus residents.*

*The tower is designed as a linear slab with a north-south orientation. The west elevation of the tower is angled to maximize view opportunities for residents of Hampton Park with south facing units. Similarly, the building's angular design results in a narrow southern building profile, which minimizes the building's impact on north facing Lotus residents.*

One of the callers also expressed concern related to traffic congestion at the corner of Garden City Road and Cook Road.

*Upgrades to the traffic signals at the Garden City/Cook Road intersection will be undertaken in association with the proposed development and will include installation of an audible pedestrian signal.*



An architect, representing the interests of the owner of the adjacent eastern parcel, 9233 Cook Road, requested a meeting with staff to discuss the potential impact of the proposed development on the future development potential of 9233 Cook Road.

*Future development of 9233 Cook Road will be required to contribute toward the acquisition and construction of Cook Road and Katsura Road, respond to City policy and design guidelines, and contribute toward further enhancement of the north-south greenway that the subject development proposes to introduce.*

*The base density for 9233 Cook Road is 1.6 FAR, a supportable increase in density will be determined based on the quality of the proposal's response to City policy, the project's overall contribution to the neighbourhood, as well as the quality of the building design resolution and its success in accommodating the proposed density on-site.*

*9099 and 9233 Cook Road were recently consolidated then subdivided to create their current vertical separation (SD 08-450000). Prior to the consolidation and subdivision to create the current geometry of the parcels, the two (2) parcels were long horizontal lots, which could not be developed individually in accordance with the area plan. The catalyst for the subdivision was the inability of the owners to come together as a consolidated development proposal.*

## **Staff Comments**

### Project Description

- The applicant proposes approximately 142 units (seven (7) affordable housing units and 135 market units) within a building consisting of a high-rise, mid-rise, and associated enclosed parking that is screened by 11 townhouse units located along the site's roads and greenway frontage and wrapping around the building's north west and north east corners (**Attachment 2**). The development also proposes to introduce an 8 m (26 ft.) wide north-south public greenway; the width of the greenway will be further expanded in the future when the adjacent eastern parcel develops.
- The proposed development includes on-site provision of both indoor and outdoor amenity space in accordance with the OCP, provisions for improved accessibility, compliance with the Richmond Affordable Housing Strategy, introduction of a north-south greenway, and a significant contribution toward enhancement of Garden City Community Park.

## **Technical Review**

The following provides a synopsis of the issues identified through the technical review process and the associated actions. The Rezoning Considerations (**Attachment 6**) outline the various aspects to be addressed prior to the application being finalized.

### Road Dedications, Contributions, Transportation & Upgrades

The following conditions must be addressed prior to adoption of the rezoning bylaw:

- A 4 m x 4 m (13 ft. x 13 ft.) corner cut at the south west corner of the site is required.
- City acceptance of a \$15,300 contribution to upgrade traffic signals at the Garden City/ Cook Road intersection. The upgrade includes installation of an audible pedestrian signal.
- During the 2011 calendar year, a \$1,174,371 contribution toward the acquisition and construction of Katsura Road and Cook Road (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, road construction: \$124,692). The sum will be



adjusted upward by 6% per annum to account for holding and carrying costs if not provided within the 2011 or subsequent calendar year(s).

- The applicant is required to enter into the City's standard Servicing Agreement to design and construct frontage works, which include but are not limited to the following:
  - A 2 m (6.5 ft.) wide concrete sidewalk along Cook Road adjacent to the property line, and a minimum 1.5 m (5 ft.) wide landscaped boulevard;
  - To accommodate the increased pedestrian volume anticipated resulting from the continuation of the north-south greenway, a marked and signed pedestrian crosswalk is to be introduced to facilitate movement across Cook Road;
  - The design of the public greenway along the east side of Garden City Road is to include a meandering shrub border, a double row of trees, curb and gutter, black painted light poles and a minimum 2.5 m (8 ft.) wide pathway. Two (2) benches, similar to those located north of the site are to be included in the design. The pathway is required to connect to the east west sidewalk on the south side of Hemlock Drive;
  - Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road.

#### Servicing Capacity & Upgrades

- Based on consortium-committed upgrades for the North McLennan drainage area, the applicant is required to contribute \$8,032. The site service connections must connect the site to Cook Road and the site analysis will be required on the Servicing Agreement drawings.
- Based on the sanitary analysis provided for review, as part of the Servicing Agreement, the applicant is required to construct a new 200 mm diameter sanitary sewer that is approximately 90 m in length from a new manhole at the east property line to the existing manhole located at the intersection of Cook Road and Katsura Street (MH10510). The applicant is also required to upgrade the existing sanitary between two manholes fronting 9333 Alberta Road from 200 mm to 250 mm diameter.
- Water analysis is not required; however, fire flow calculations confirming adequate flow are required at the Building Permit stage.

#### Parking

- The site meets the parking requirements associated with Parking Zone 3 (Part 7 of the Zoning Bylaw).
- A total of 196 residential and 29 visitor stalls are required on-site; 196 residential stalls and 26 visitor stalls are proposed.
- The number of parking spaces proposed is within the permitted reduction based on commitment to implement a Transportation Demand Management (TDM) strategy supported by Transportation Engineering.
- The TDM measures associated with the proposed development include a contribution of \$22,000 towards a bus shelter and completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road.
- A medium size (9.1 m x 3 m) loading space is provided on-site. It is located adjacent to the eastern edge of the building within the north-south greenway and will remain outside the required public rights-of-passage (PROP) right-of-way (ROW). Design details associated with the loading space will be further developed in consultation with the Parks



Department to minimize the aesthetic and physical impact of the loading space on the public greenway experience.

- The internal parking ramp slopes, which are greater than 10%, are permitted subject to the provision of skid resistant treatment on each ramp.
- The functionality and safety of the visitor parking area are improved by the inclusion of a pedestrian corridor to separate pedestrians from vehicle traffic using the ramp.
- Due to site specific constraints, a corridor separating parking stalls and access to the three (3) townhouse units that front Cook Road could not be accommodated. To ensure access between parking and entrances to these units via the parkade, registration of a legal agreement specifying parking stalls (stall #3, 7, and 10 within the ground level of residential parking) for the sole use of these units is a requirement of rezoning.

## Analysis

### Proposed Bylaw

- The proposed site specific High Rise Apartment (ZHR9) – North McLennan (City Centre) bylaw is a tailored version of the high-density residential zones within the neighbourhood (ZHR1 and ZHR2), which have been customized in response to site-specific conditions and the McLennan North Sub-Area Plan.
- Provided that design and site constraints are appropriately addressed, the McLennan North Sub-Area Plan references a base density of 1.6 FAR but does not reference a maximum permitted density.
- Proposed ZHR9 permits a maximum density of 3.12 FAR and an additional 0.1 FAR may be excluded from the total density calculation provided that the space is used exclusively as indoor amenity by residents.
- The subject development accommodates the proposed density on-site while responding to the McLennan North Sub-Area Plan and CCAP design guidelines, and is associated with significant public benefits. In addition, the proposal complies with the City's Affordable Housing Strategy and will contribute to the City's Public Art program.
- The building setbacks proposed reference those applied elsewhere in the neighbourhood with consideration of the site-specific design of the development proposal.
  - The 3 m (9.8 ft.) setback proposed along Cook Road is compatible with similar setbacks in the neighbourhood. The building façade treatment is permitted to project a maximum 0.4 m (1 ft.) into the Cook Road setback based on the benefits associated with highlighting features of the building façade that interrupt and add interest to the building elevation.
  - The Garden City Road setback is generally 10 m (32 ft.) in this neighbourhood; however, based on the active townhouse frontage proposed and associated individual unit accesses and balconies, a 6 m (19 ft.) setback is supported. By introducing active uses along the road frontage and developing a relationship between the residential units and the pedestrian/cycling greenway along Garden City Road the space becomes more animated than the existing pattern of parkade elevations and side yard relationships.
  - The north lot line setback is a standard 3 m (9.8 ft.).
  - The east lot line setback is a generous 10 m (32 ft.) in order to facilitate the introduction of an 8 m (26 ft.) wide north-south greenway. Individual townhouse patios may encroach a maximum of 2 m (6.5 ft.) into the setback. By maintaining



a maximum 1.2 m (4 ft.) separation in grade between the townhouse unit patios and the north-south greenway, an active interface between uses is established.

- The patio encroachments proposed along the public road and east lot line setbacks are no greater than 1/3 of the required setback width, which is permitted by the bylaw.
- The maximum permitted height is 47 m geodetic (147 ft.), similar to the northern and southern adjacent developments.

### **Tree Retention and Replacement**

#### **Tree Review Synopsis**

<b>Tree Location</b>	<b># of trees</b>	<b>Retention/Removal</b>	<b>Compensation</b>
On-site trees	45		
	1	Retain and protect one (1) tree Douglas Fir located at the north/east corner of the site within the north/south pedestrian pathway.	The dense ground vegetation is to be carefully cleared by hand and the buttress roots inspected for velvet top fungus prior to any site preparation activity
	42	Remove 42 on-site trees. 21 of these trees are in marginal to good condition but are located either within the proposed building envelope or within immediate proximity of the building envelope and minor alternations to the footprint would not facilitate retention.	2:1 replacement in accordance with the OCP.
	2	Relocate two (2) trees to an alternate on-site location. A Japanese Hiba Arbor-Vitea and Colorado Spruce are good candidates for relocation on-site.	The trees are to be indicated on the landscape plans in an alternate location at Development Permit stage. A Letter of Undertaking, to the satisfaction of the Tree Preservation Coordinator is required from a reputable tree moving company to ensure that these two (2) trees are successfully relocated on-site prior to tree relocation.
Off-site trees	2	Protect and retain two (2) off-site trees	

- Landscape details, demonstrating the introduction of 84 trees on-site in accordance with the 2:1 replacement requirement, will be further evaluated and a landscaping Letter of Credit will be secured in association with the Development Permit.
- If the required number of replacement trees cannot be accommodated on the site, the applicant will provide a cash-in-lieu contribution or will be required to plant replacement trees on City-owned property in an alternate location.
- In accordance with the City's Rezoning and/or Development Permit process as it relates to the retention and replacement of trees, the applicant has responded to the terms outlined to facilitate removal of on-site trees in advance of rezoning bylaw adoption and subsequent to successful Public Hearing:
  - The number of on-site trees to be removed has been reviewed and accepted by the City Tree Preservation Officer (see Tree Review Synopsis above);
  - The development site plan is generally acceptable and will be further articulated in association with the Development Permit;
  - An active Development Permit (DP 10-557920) is in process on the subject site;
  - A preliminary landscape plan (**Attachment 4**) has been submitted to the City for consideration and will be improved upon in association with DP 10-557920;



- A landscape security is required prior to issuance of the tree removal permit. The security is based on the number of on-site trees identified for removal at a 2 to 1 replacement ratio ( $42 \times (2 \times \$500) = \$ 42,000$ ); and
- If removal of trees located on City property is subsequently determined to be necessary, removal is to occur after the rezoning bylaw is adopted or as otherwise agreed to by the City Parks Department.

#### North-South Green Way

- Introduction of a north-south greenway on the eastern portion of the site is a significant feature contributing to the quality of both the proposed development and the McLennan North neighbourhood generally. The design of the greenway both compliments and expands the existing pedestrian/cyclist network.
- The grade level greenway will facilitate movement of pedestrians, cyclists and wheelchairs through a landscaped boulevard.
- With the exception of the greenway abutting Garden City Road, the McLennan North Sub-Area Plan does not specify the location of neighbourhood paths and greenways. The introduction of north-south path and greenway linkages has occurred in conjunction with individual developments. The subject application proposes to introduce one of the few remaining required linkages. Further, the proposed location of the north-south greenway is ideally located to connect the pedestrian avenues located north and south of the site.
- A preliminary design for the north-south greenway is attached to the report (**Attachment 4**).
- Due to site-specific constraints, including the restriction of vehicle access via Garden City Road and limited frontage on Cook Road, the on-site loading requirement will be accommodated along the eastern edge of the building on a western portion of the greenway.
- The preliminary design for the north-south greenway will be further developed collaboratively with the applicant's architect, landscape architect, and City Parks and Planning staff as part of the Development Permit review process.
- The ultimate desired width and location of the hard surface path may not achieve the full 3 m (9.8 ft.) width through this development on its own. The width at the north end of the greenway may be restricted to minimize impacts on the existing Douglas Fir that is identified for retention. At the south end of the path, the need to accommodate a loading space and landscaping along the eastern property line may necessitate a reduced width. If a full 3 m (9.8 ft.) wide hard surface path cannot be achieved initially, opportunities to shift or expand the width of the hard surface path will be undertaken in association with development of the eastern adjacent site, 9233 Cook Road.
- Irrespective of whether future adjustments to the hard surface path are required in the future, widening of the greenway and enhancement of the public space will be required in association with development of the eastern adjacent property (9233 Cook Road).
- The proposed north-south greenway will secure public right-of-passage (PROP) through a privately owned, publicly accessible right-of-way. The following summarizes the terms associated with the agreement, which is required to be registered as a condition of rezoning:
  - A right-of-way will be registered on the entire 8 m (26 ft.) width of the greenway, with the exclusion of the loading area located along the western edge of the greenway;



- The City will be accountable for maintenance and liability of the hard surface path;
- Maintenance and liability associated with the remaining landscaped width of the north-south greenway will remain with the private landowner(s);
- The minimum width of the hard surface path will be 3 m (9.8 ft.) with the exception of necessary narrowing, such as at the northern end of the greenway to minimize impacts on the existing tree's root system; and
- Appropriate signage will be installed and retained at the north and south end of the north-south greenway to identify the space as accessible to the public.

#### Amenity Space

- The proposed development will provide both indoor and outdoor common amenity space on-site, 243 m<sup>2</sup> (2,615 ft<sup>2</sup>) and 876 m<sup>2</sup> (9,429 ft<sup>2</sup>) respectively, which complies with the requirements of the OCP.
- Indoor amenity space is provided on the fourth storey fronting Cook Road with direct access to the outdoor amenity space located above the parking podium.
- The indoor amenity space includes an exercise room, entertainment rooms, a multifunction space that includes full kitchen facilities and washroom facilities.
- The outdoor amenity space is accessible through the indoor amenity space and through both residential buildings. The space will include a terraced area directly associated with the indoor amenity space, a designated children's play area and a larger multipurpose outdoor area. Further development of the space will be undertaken as part of the Development Permit review process.

#### Public Art

- In response to the city's commitment to Public Art, the developer proposes to provide a voluntary contribution at a rate of approximately \$0.60/ft<sup>2</sup> based on the maximum permitted FAR. The Public Art contribution value is approximately \$77,839 based on a maximum building FAR of 3.12.

#### Barrier-free Access

- On-site accessibility provisions are depicted in **Attachment 5**, and include barrier-free access from the street to the lobby of the residential mid-rise and high-rise and from the buildings to the on-site indoor and outdoor amenity space.
- Ten (10) one-bedroom and den units located on the east side of the high-rise building on floors 5-14 will be constructed as accessible units. These units include the provisions outlined in the City's Convertible Unit Features Checklist. Units within the mid-rise and high-rise can be converted into an accessible unit with plumbing and carpentry adjustments.
- Provisions for aging in place will be incorporated into all units. Features include backing for grab bars in bathrooms, lever style door handles, tactile numbering of suites, etc.
- Further, the proposed north-south greenway is located at grade level to maximize accessibility.

#### Sustainability

- The applicant has provided a synopsis of the sustainability measures proposed to be incorporated into the project. The list includes, but is not limited to the following provisions:



- Projecting slab fins and balcony overhangs on the west façade of both the tower and the mid-rise building, which function as shading devices;
  - Brise soleils (permanent sun shading architectural features) are incorporated into the curtain wall windows on the south façade of the amenity space to reduce solar heat gain;
  - Installation of a green roof over the indoor amenity space to reduce heat gain/loss over an air conditioned space;
  - Low-e coatings on glazing to reduce ultraviolet penetration;
  - Water conserving plumbing fixtures and Energy Star appliances will be considered;
  - Installation of drought tolerant plants to reduce irrigation requirements;
  - High efficiency irrigation system; and
  - Soft landscaping at the ground level and at the fourth level outdoor amenity space to absorb rainwater and reduce runoff into the storm system.
- The applicant has advised that installation a geothermal system is not viable in this context. The applicant expressed concerns associated with maintaining geothermal loops that are located beneath a building. Further, the applicant has advised that the maximum benefit of a geothermal system is associated with uses, such as retail, commercial or institution, that require air conditioning throughout the year and that the costs associated with installation of a system in this context are prohibitive.

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

- The townhouse units along the perimeter of the building have been designed with consideration of the relationship between the individual units and the adjacent street frontage and north-south greenway. Individual entries contribute to establishing a strong street presence and facilitate opportunities for passive surveillance.
- The indoor amenity space is sited to provide opportunities for passive surveillance of the outdoor amenity space area and the Cook Road frontage.
- CPTED principles will be further reviewed as part of the Development Permit review process. Recommendations include:
  - Use of reflective white paint and minimizing the amount of solid walls in the parking levels;
  - Incorporation of fenestrations on the north elevation parkade wall to facilitate penetration of natural light;
  - Labelling of glazing used at elevator lobbies and vision panels in all doors leading to publicly accessible areas (exit stairs); and
  - Incorporation of low-level lighting within the courtyard and along the north-south greenway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.

#### Proposed Development Permit (DP 10-557920)

- The proposed building design will be reviewed by the Advisory Design Panel (ADP) as part of the Development Permit review process. The Panel's comments will be considered in association with the following comments from staff, which identify items highlighted for further discussion and/or design development. The review process will consider:
  - Introduction of more texture to the façade of the enclosed garbage/recycling area;



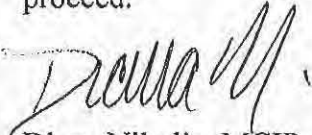
- Design development of the relationship between the mid-rise and high-rise buildings on the Cook Road elevation;
- Design development of the roof parapet to declare the termination of the building;
- Design development of the mid-rise roof treatment to minimize overlook concerns;
- Opportunities for further development of the north parkade elevation, including building articulation and introduction of large growing tree species;
- The color to be applied to the box-rib corrugated metal siding above the tower lobby entrance, the east side of the lobby and the northeast façade;
- Relocation of the children's outdoor play area with consideration of its relationship to the indoor amenity space and amenity terrace. Based on the proportion of two-bedroom to one-bedroom units proposed, it is anticipated the development will attract many families and the outdoor amenity programming should respond to this need. In addition, any potential safety conflict between the children's outdoor amenity area and the water features is to be addressed;
- Adjustment of landscaping at the podium level to minimize expansion of semi-private space into the common outdoor amenity area;
- Minimizing the visual impact of the outdoor garbage/recycling holding space through the use of strategic landscaping;
- Details associated with the relocation of on-site trees;
- Reduction of the width of the hard surface treatment associated with the vehicle entry drive aisle;
- Minimizing the visual and physical impact of the loading space on the north-south greenway; and
- Details associated with the width and location of the hard surface path within the north-south greenway.

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

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

**Conclusion**

The applicant has demonstrated the feasibility of accommodating the proposed density within a building that responds to its immediate context by including a range of building typologies and sensitively interfacing with its adjacencies while responding to the McLennan North and CCAP design guidelines for the area. Additionally, the proposed development provides a series of benefits for the immediate neighbourhood including a significant contribution to the north-south greenway system and to the enhancement of the Garden City Community Park. Based on these fundamental considerations, staff recommend that the proposed development be approved to proceed.



Diana Nikolic, MCIP  
Planner II (Urban Design)  
(604-276-4040)

DN:blg

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: Preliminary Landscape Plan (including preliminary north-south greenway)

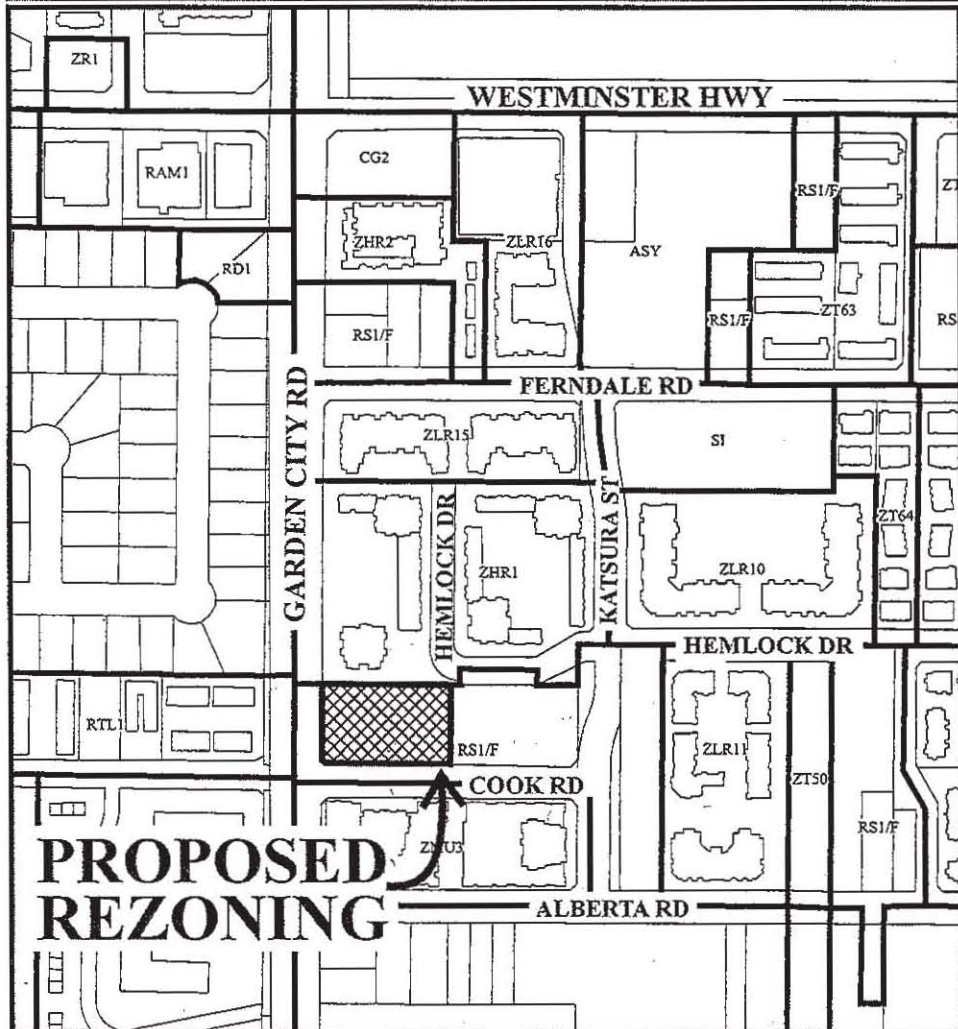
Attachment 5: Onsite Accessibility Provisions

Attachment 6: Rezoning Considerations Concurrence

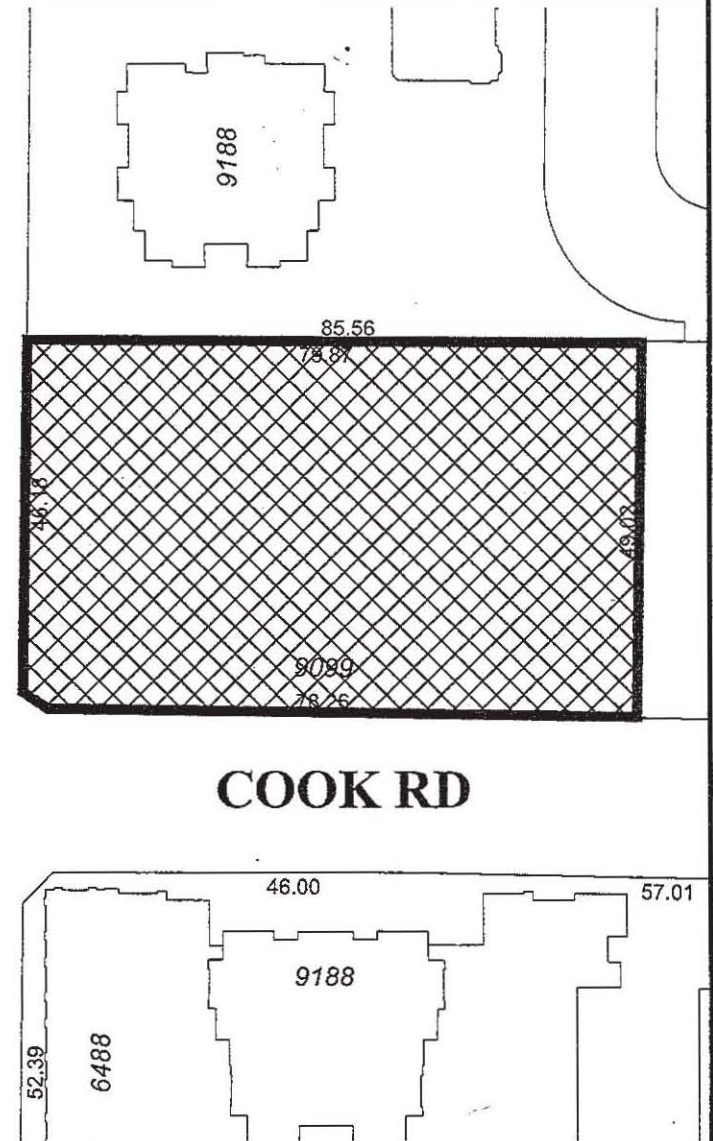




# City of Richmond



GARDEN CITY RD



PH-86



## RZ 10-557918

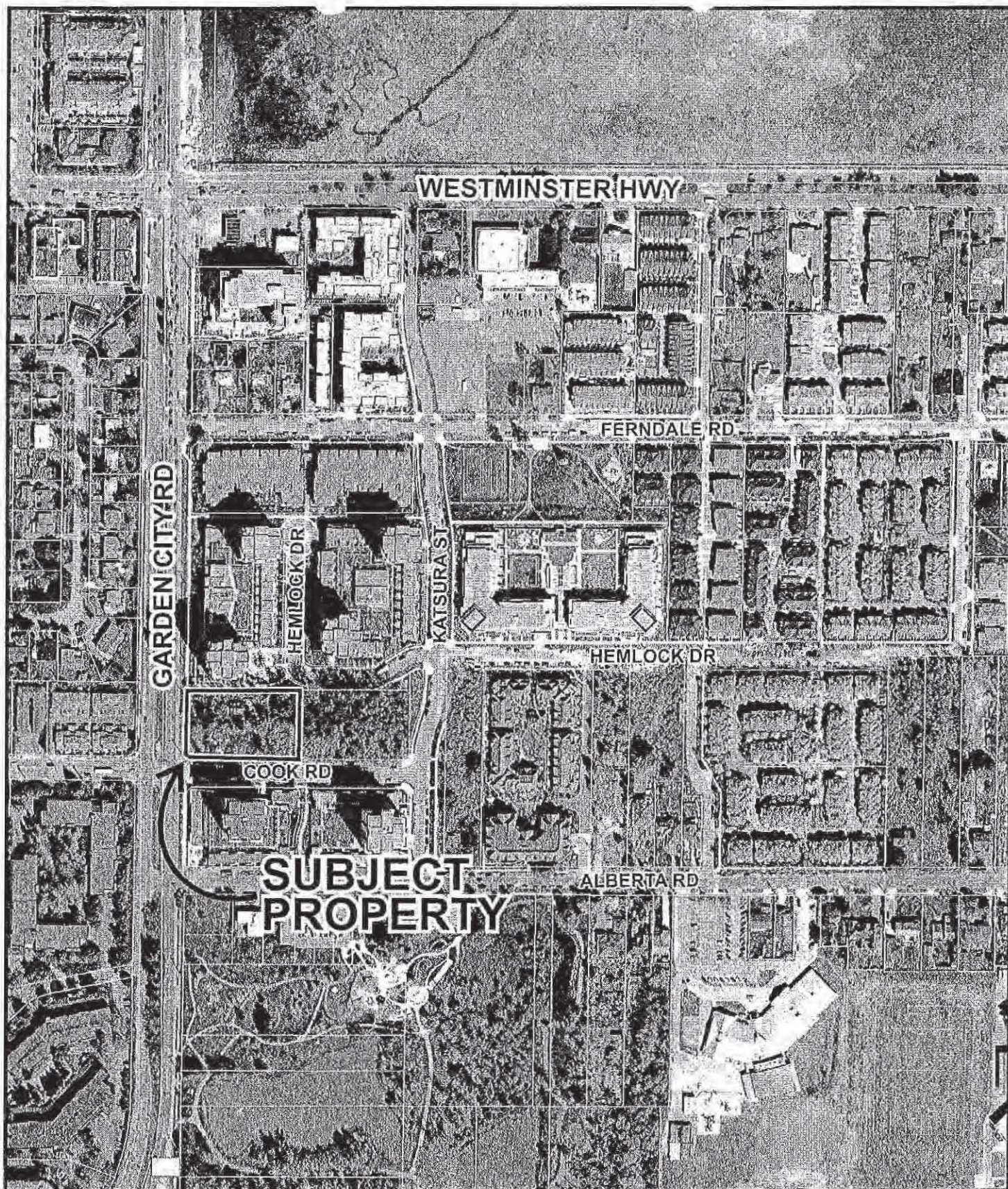
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Note: Dimensions are in METRES

ATTACHMENT 1





RZ 10-557918

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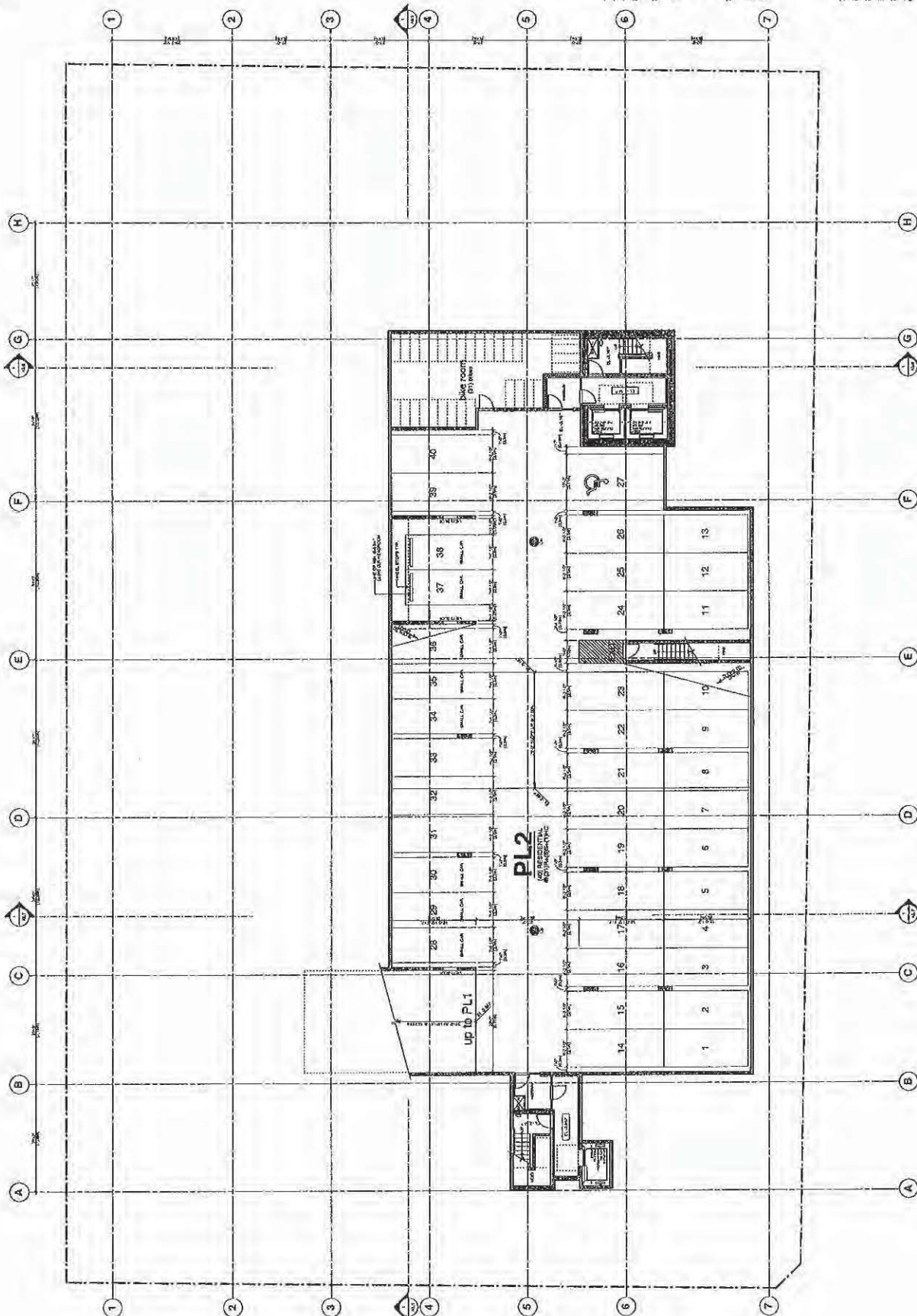
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Note: Dimensions are in METRES

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9088 COOK ROAD  
RICHMOND, BC  
VANCOUVER, BC V6X 1A1  
Tel: 604-273-8888  
Fax: 604-273-8889

CLASHED CITY & COOK ROAD

GROUND FLOOR PLAN

PH-90

A2.01

HEMLOCK DRIVE

COOK ROAD

GARDEN CITY ROAD

PL1

P1

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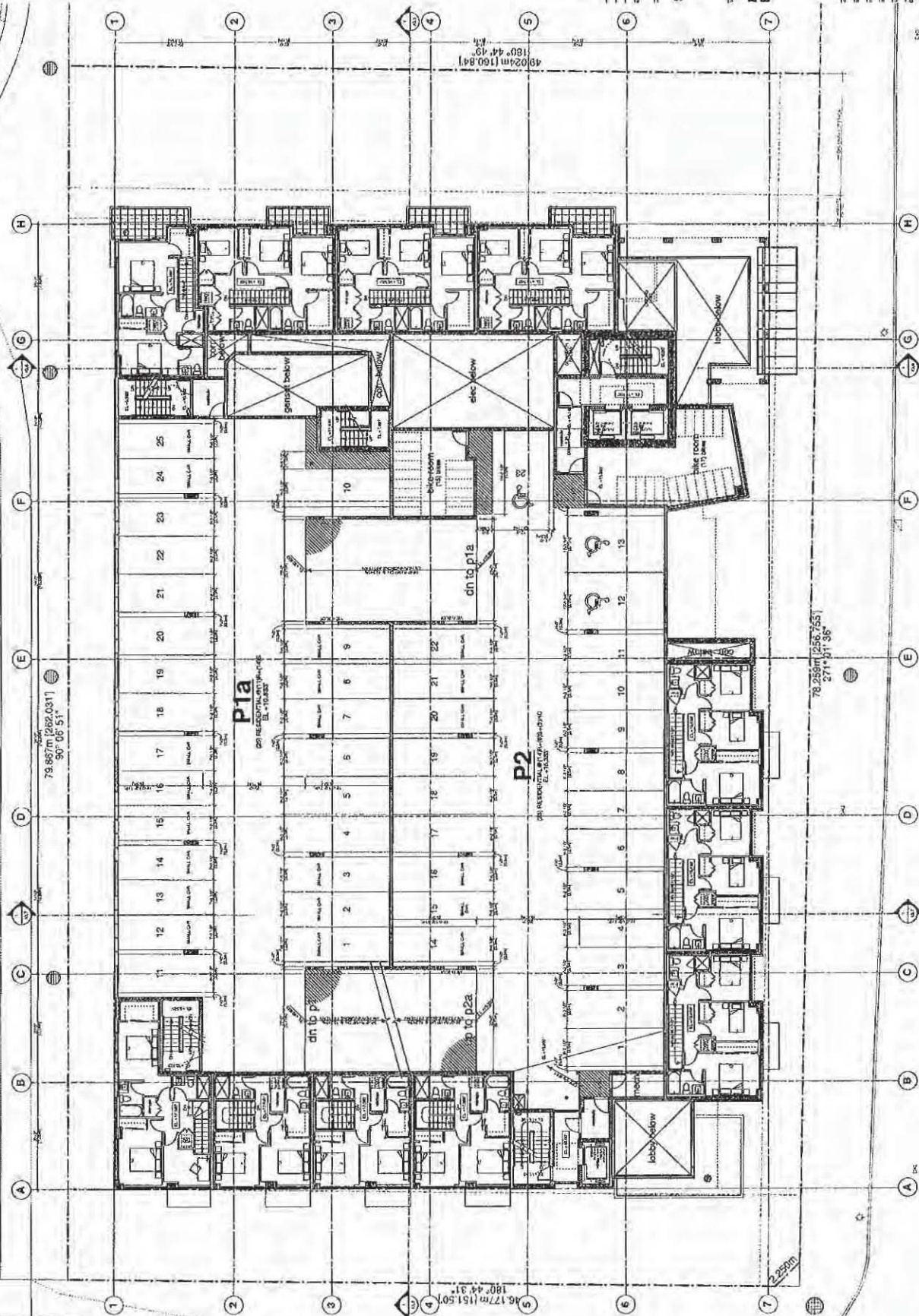
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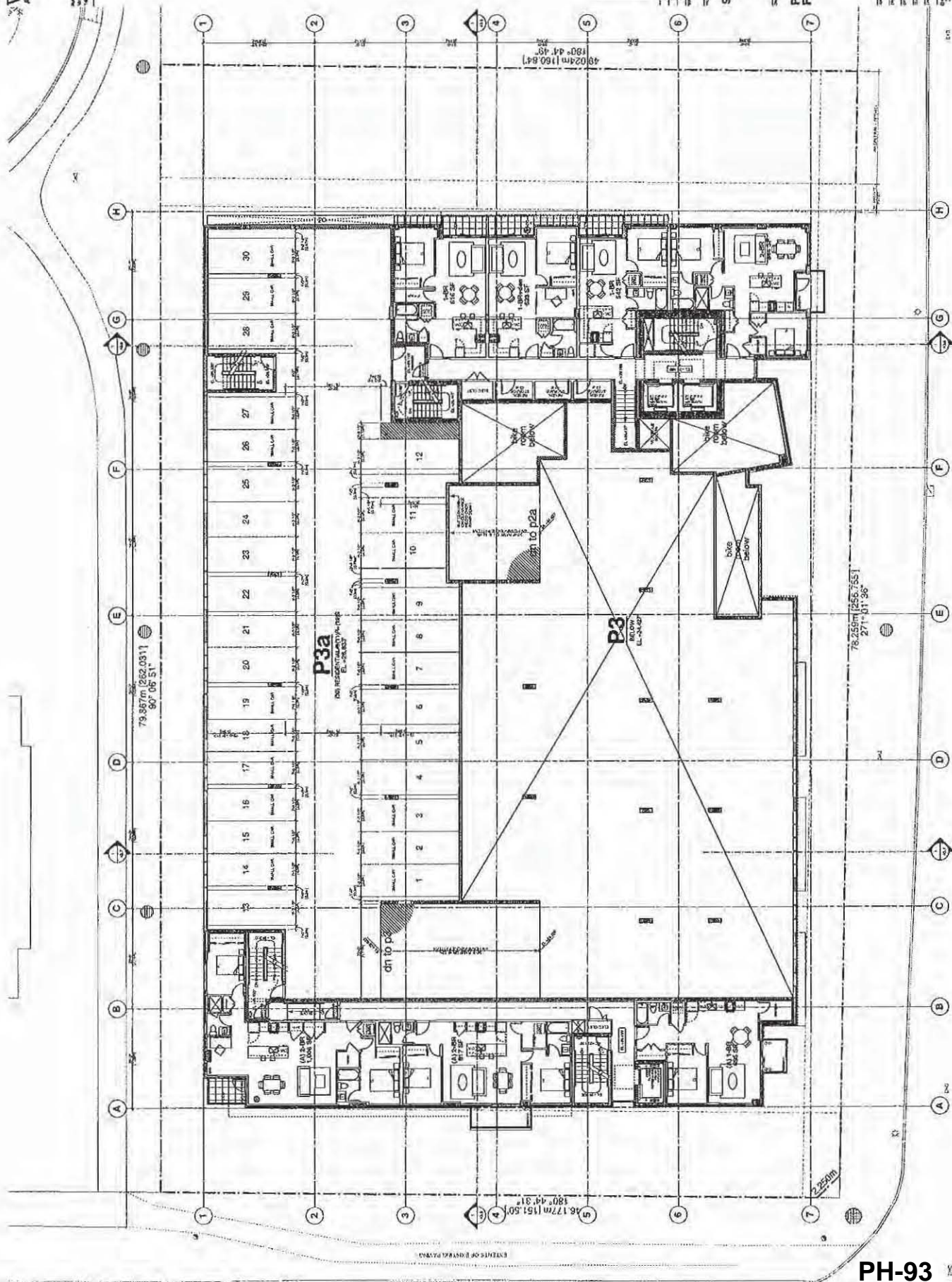
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1993	100	100
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1996	100	100
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2030	100	100
2031	100	100
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2082	100	100
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2084	100	100
2085	100	100
2086	100	100
2087	100	100
2088	100	100
2089	100	100
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2091	100	100
2092	100	100
2093	100	100
2094	100	100
2095	100	100
2096	100	100
2097	100	100
2098	100	100
2099	100	100
2100	100	100

9099 COOK ROAD  
RICHMOND, BC  
GARDEN CITY & COOK ROAD

4TH / GARDEN  
FLOOR PLAN

[illegible]

## A2.05



COOK ROAD



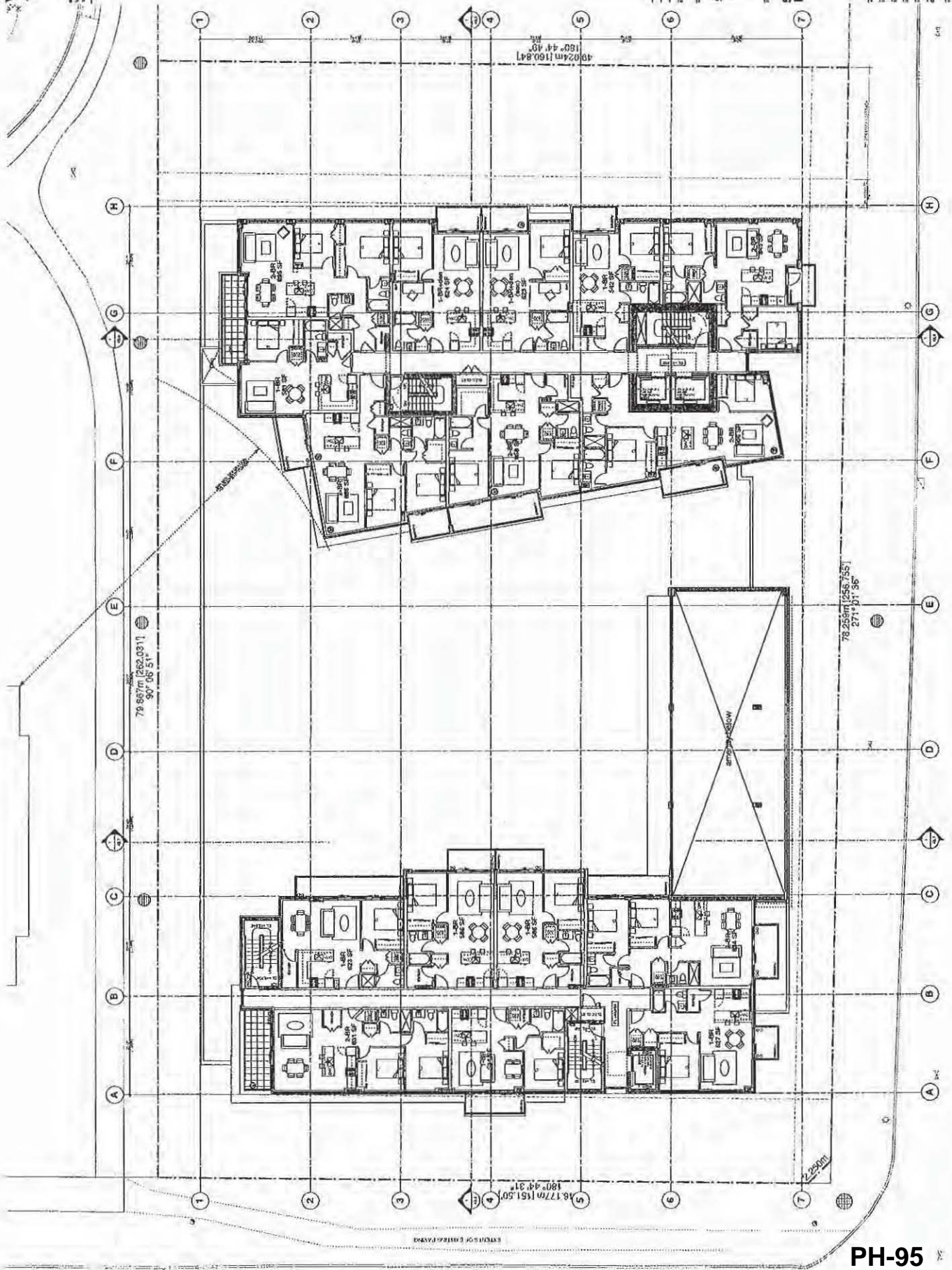
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4	10/10/2017	10/10/2017	10/10/2017
5	10/10/2017	10/10/2017	10/10/2017
6	10/10/2017	10/10/2017	10/10/2017
7	10/10/2017	10/10/2017	10/10/2017

9099 COOK ROAD  
RICHMOND, BC  
GARAGE CITY & COOK ROAD

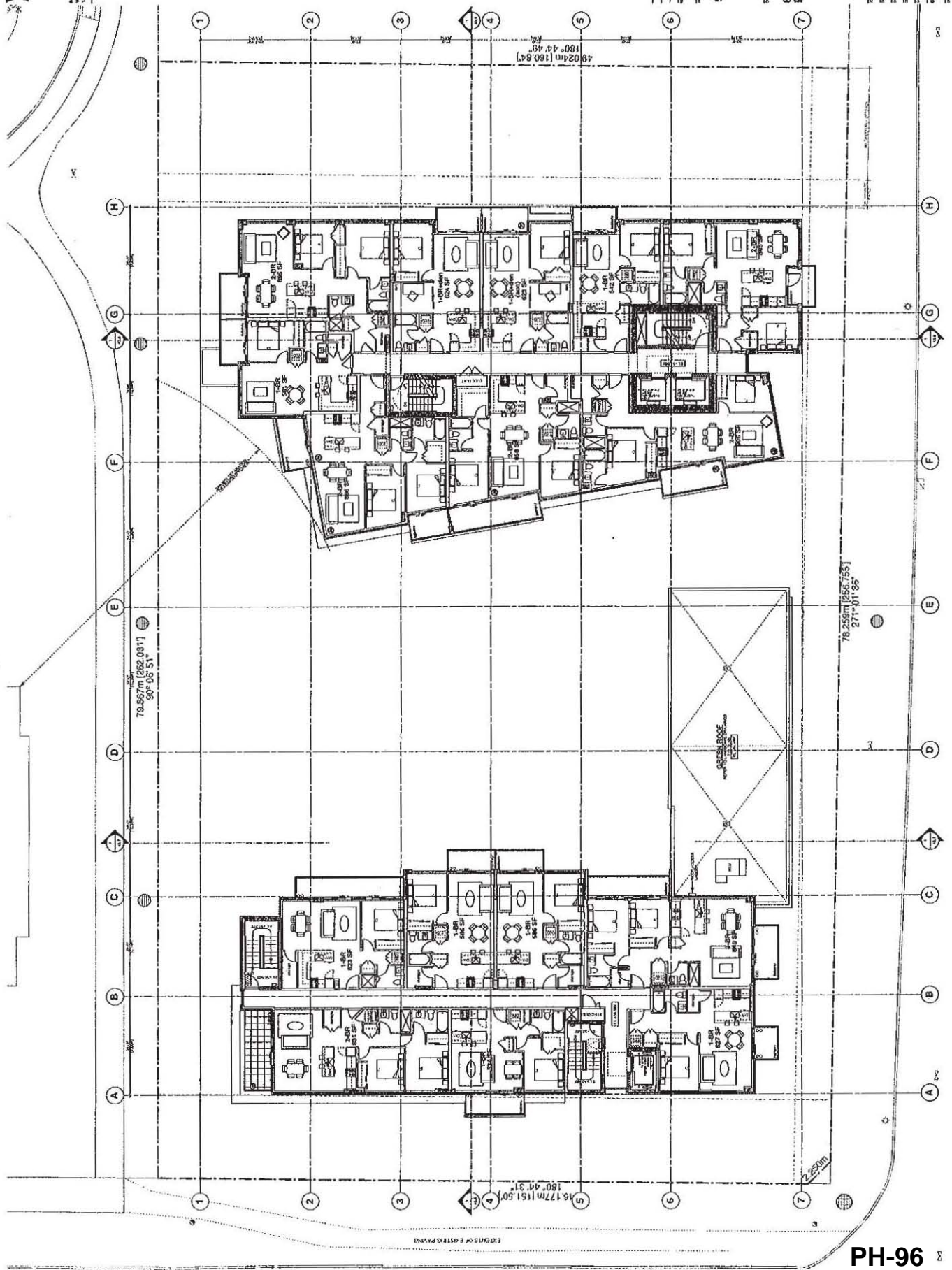
5TH FLOOR  
PLAN

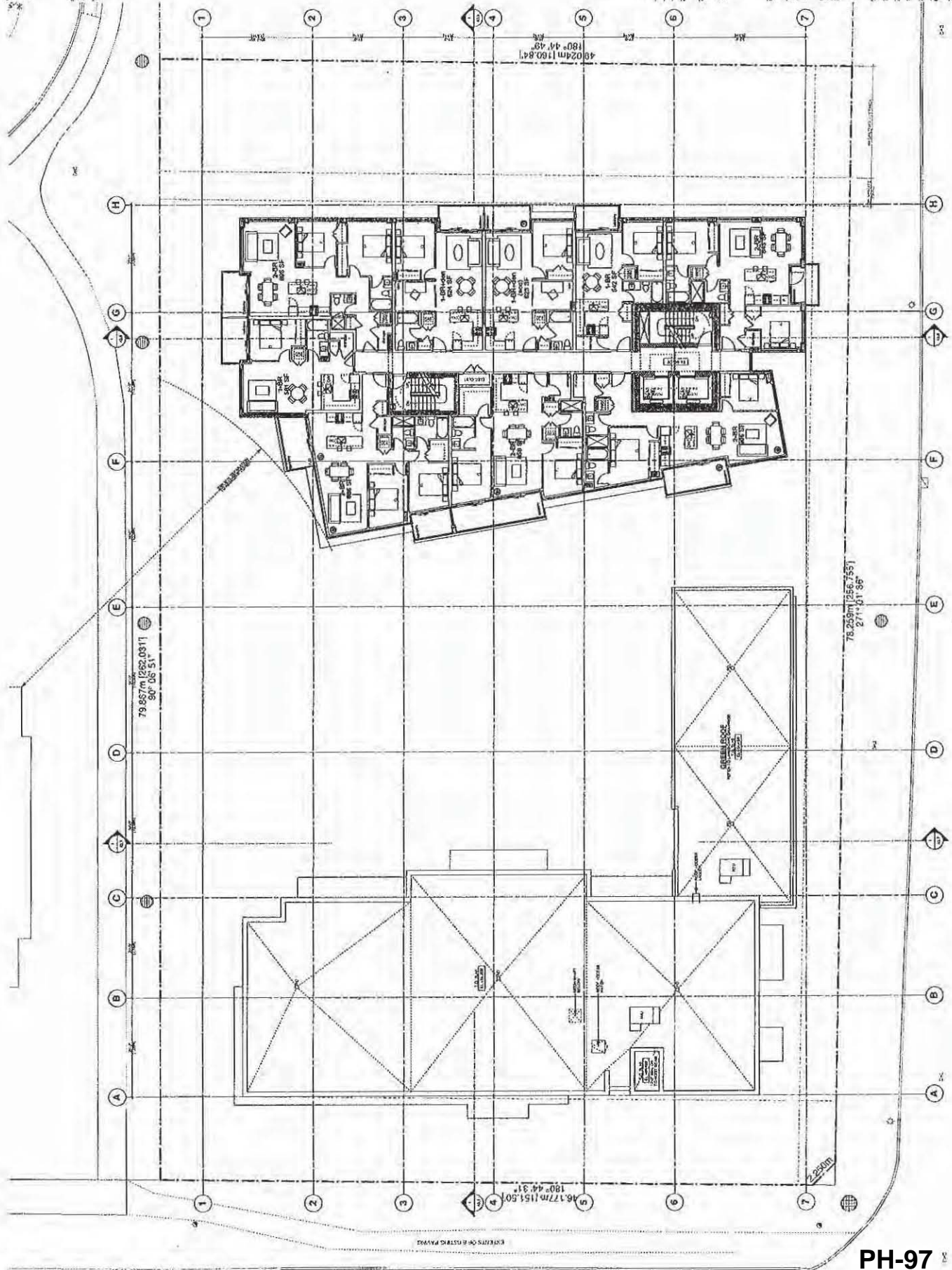


DATE	10/10/2017
BY	CT
AS NOTED	
SCALE	3/8" = 1'-0" U.S.A.
PROJECT	W.T.



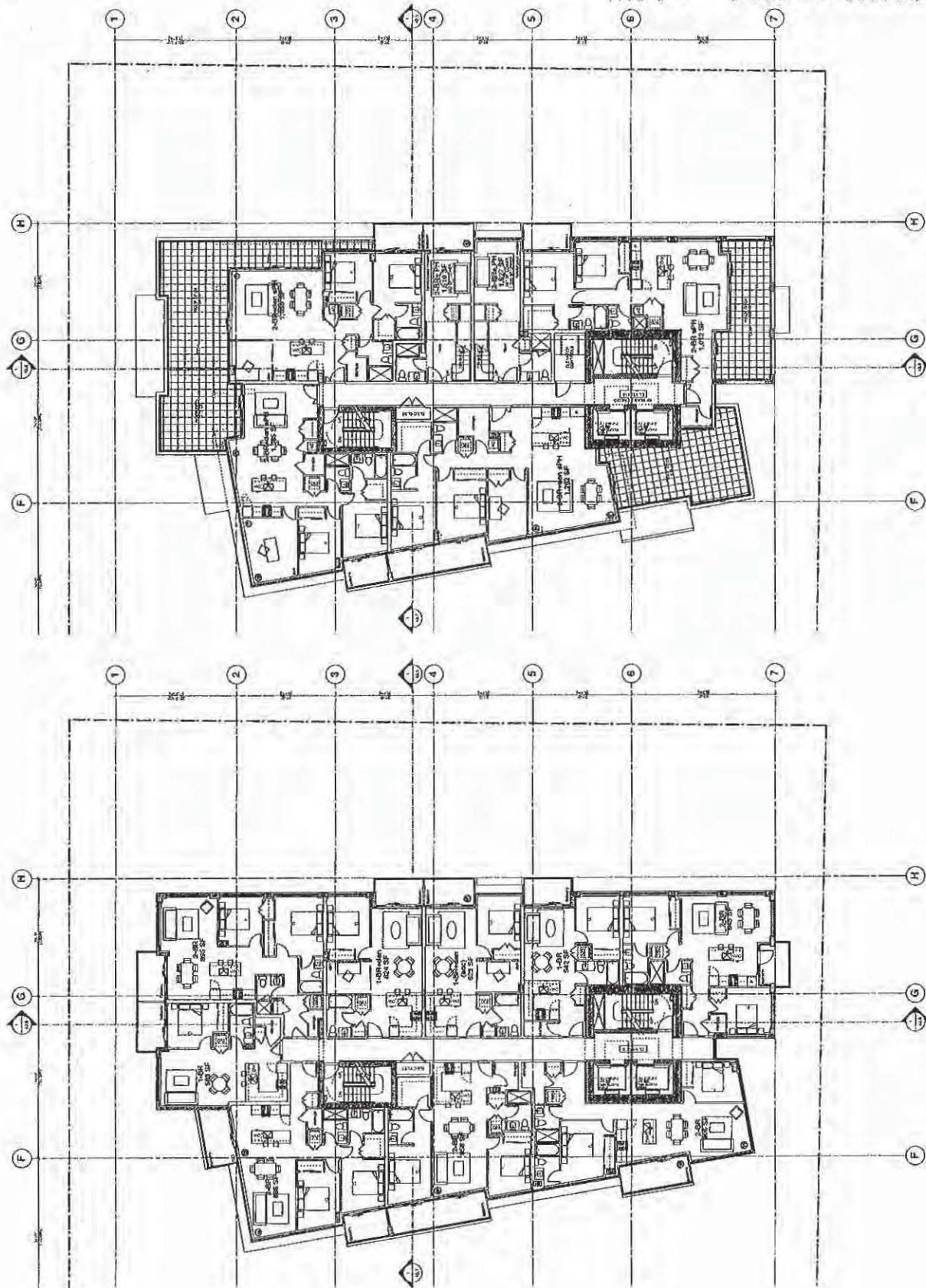






COOK ROAD





1 TYPICAL FLOOR PLAN (LVLS 8-15)

2 15TH FLOOR PLAN  
W-15

1	1/16/16	1/16/16	1/16/16
2	1/16/16	1/16/16	1/16/16
3	1/16/16	1/16/16	1/16/16
4	1/16/16	1/16/16	1/16/16
5	1/16/16	1/16/16	1/16/16
6	1/16/16	1/16/16	1/16/16
7	1/16/16	1/16/16	1/16/16

9088 COOK ROAD  
RICHMOND, BC  
GARAGE CITY & COVE ROAD

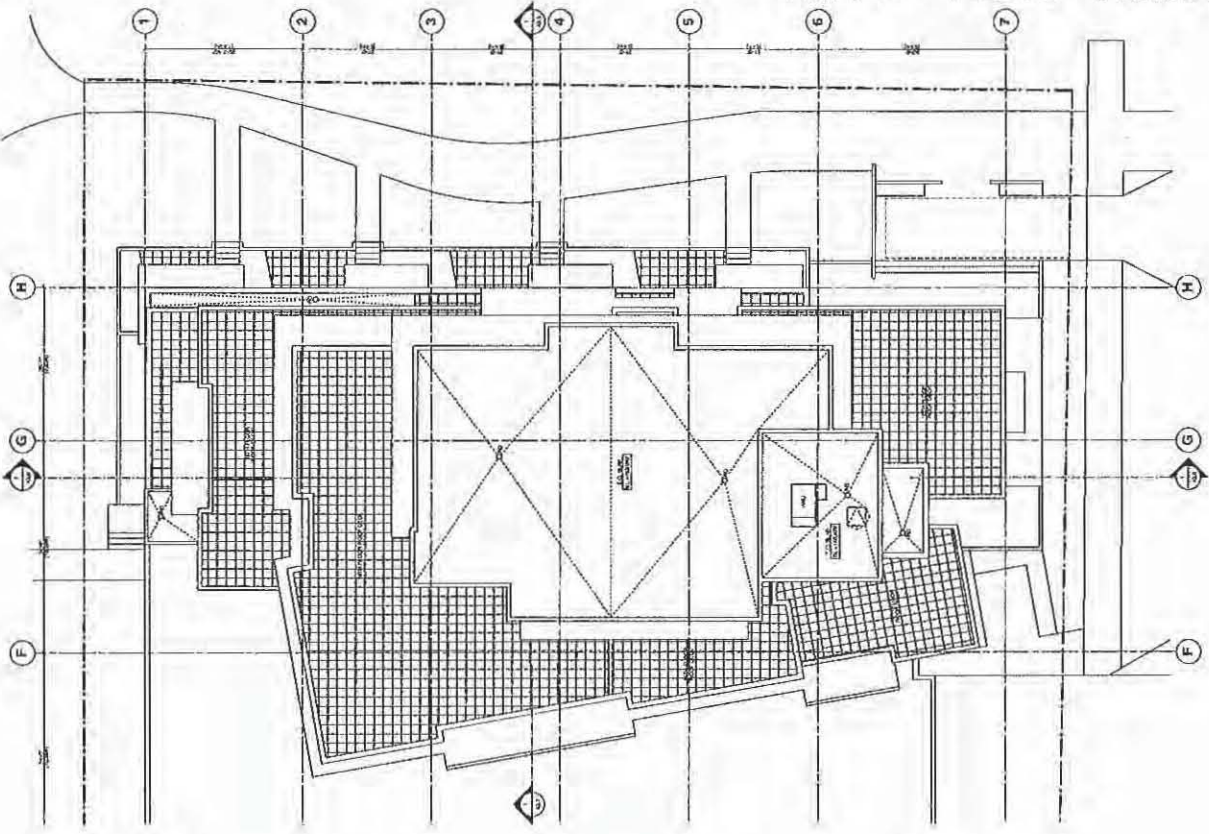
16TH FLOOR  
PLAN

TOWER ROOF  
PLAN

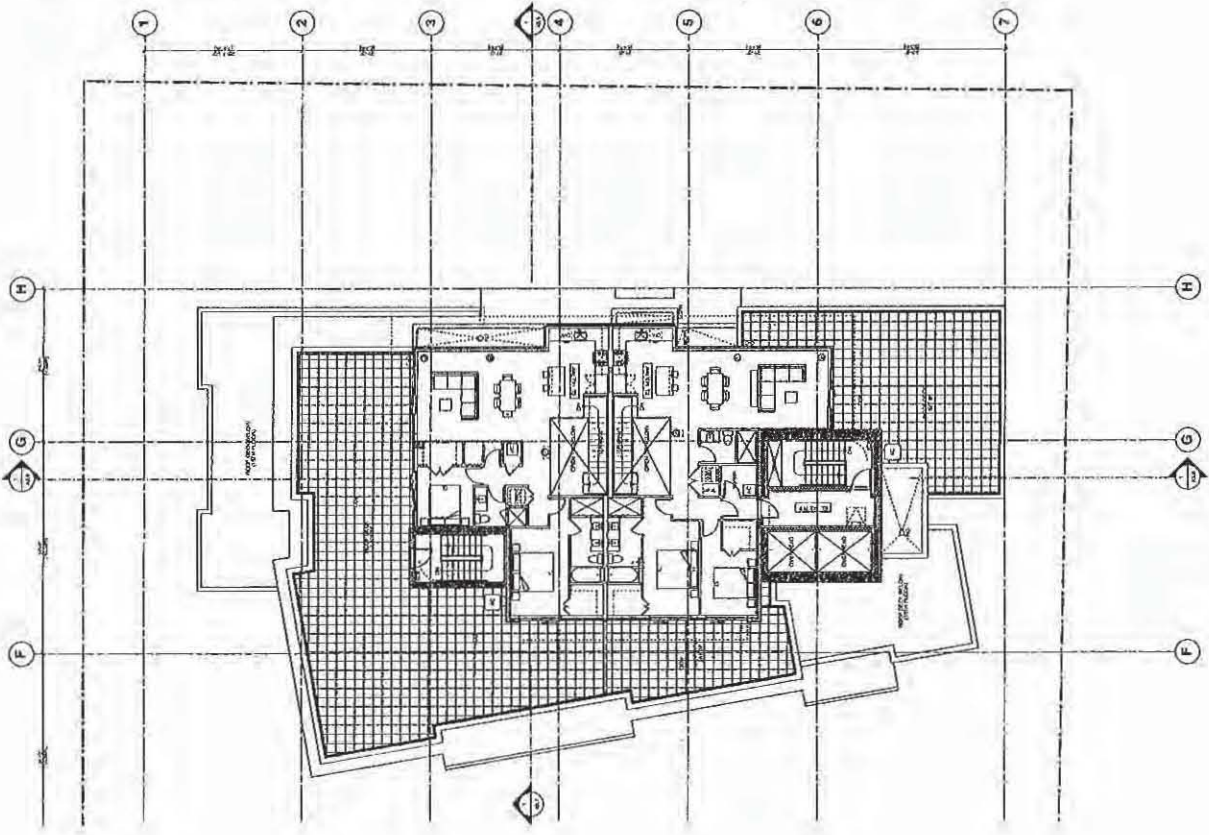


DATE	1/16/16
BY	WTL
CHECKED	AS NOTED
DATE	01/16/16
PROJECT	WTL
DESCRIPTION	16TH FLOOR PLAN

A2.10



16TH FLOOR PLAN



TOWER ROOF PLAN



FINISH MATERIAL LEGEND	
1	CONCRETE
2	BRICK
3	GLAZED ALUMINUM CURTAIN WALL
4	GLAZED ALUMINUM CURTAIN WALL
5	GLAZED ALUMINUM CURTAIN WALL
6	GLAZED ALUMINUM CURTAIN WALL
7	GLAZED ALUMINUM CURTAIN WALL
8	GLAZED ALUMINUM CURTAIN WALL
9	GLAZED ALUMINUM CURTAIN WALL
10	GLAZED ALUMINUM CURTAIN WALL
11	GLAZED ALUMINUM CURTAIN WALL
12	GLAZED ALUMINUM CURTAIN WALL
13	GLAZED ALUMINUM CURTAIN WALL
14	GLAZED ALUMINUM CURTAIN WALL
15	GLAZED ALUMINUM CURTAIN WALL
16	GLAZED ALUMINUM CURTAIN WALL

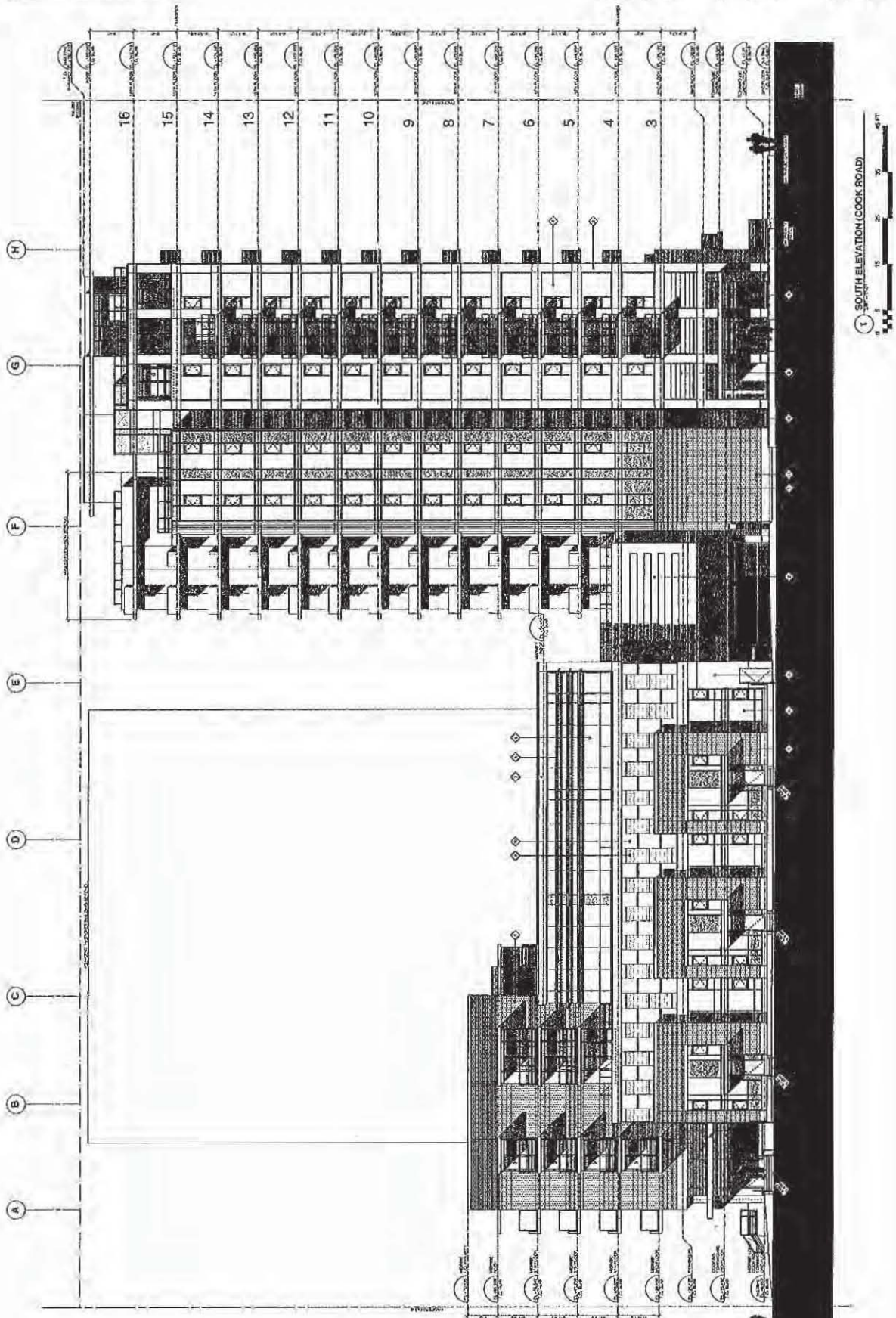
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2	100% FINISH
3	100% FINISH
4	100% FINISH
5	100% FINISH
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9	100% FINISH
10	100% FINISH
11	100% FINISH
12	100% FINISH
13	100% FINISH
14	100% FINISH
15	100% FINISH
16	100% FINISH

9099 COOK ROAD  
RICHMOND, BC  
CARRIAGE CITY & COOK ROAD

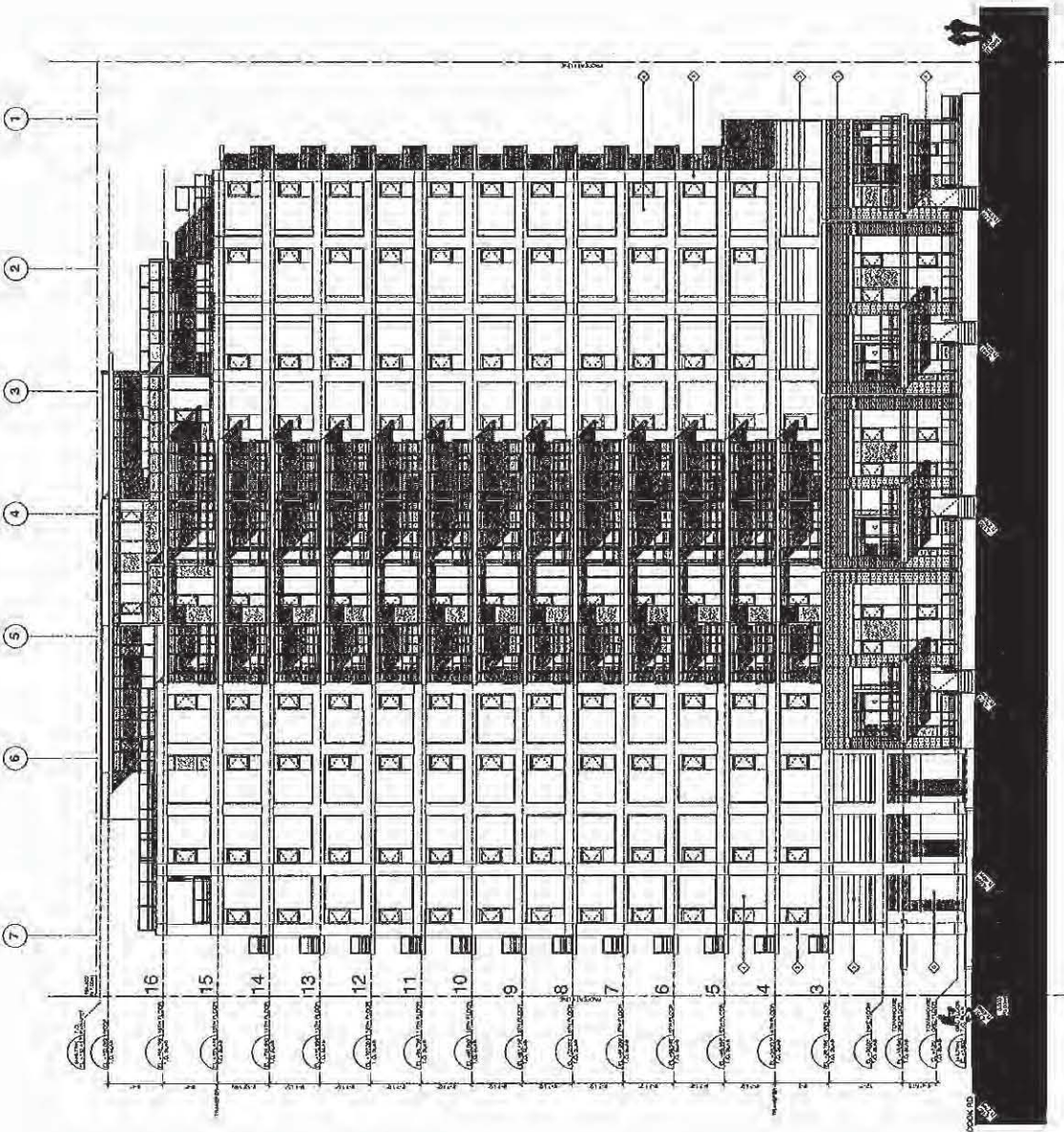
SOUTH  
ELEVATION  
(COOK ROAD)

DATE	11/18
BY	WT
CHKD	WT
APP'D	WT
SCALE	1/4" = 1'-0"
PROJECT	WT
REVISIONS	

A3.0



FINISH MATERIAL LEGEND	
1	BRICK - RED
2	CONCRETE - LIGHT GRAY
3	GLASS - CLEAR
4	WOOD - OAK
5	ROOF - FLAT
6	ROOF - GABLE
7	ROOF - SHED
8	ROOF - HIPS
9	ROOF - CORRUGATED METAL
10	ROOF - SHINGLE
11	ROOF - SLATE
12	ROOF - TILE
13	ROOF - ZINC
14	ROOF - COPPER
15	ROOF - LEAD
16	ROOF - SLATE



1 EAST ELEVATION  
Scale: 1/8" = 1'-0"

9099 COOK ROAD  
RICHMOND, BC  
LANDING CITY & COOK ROAD  
EAST ELEVATION

DATE	10-10-10
BY	WTL
CHECKED	WTL
SCALE	1/8" = 1'-0"
PROJECT	9099 COOK ROAD
SHEET	A3.1

A3.1



FINISH MATERIALS LEGEND	
1	Paint - white
2	Paint - white (interior)
3	Paint - white (exterior)
4	Paint - white (interior)
5	Paint - white (exterior)
6	Paint - white (interior)
7	Paint - white (exterior)
8	Paint - white (interior)
9	Paint - white (exterior)
10	Paint - white (interior)
11	Paint - white (exterior)
12	Paint - white (interior)
13	Paint - white (exterior)
14	Paint - white (interior)
15	Paint - white (exterior)
16	Paint - white (interior)



1	ASH IN 2017	REPAIR FOR PEDESTAL
2	ASH IN 2017	REPAIR FOR PEDESTAL
3	ASH IN 2017	REPAIR FOR PEDESTAL

9099 COOK ROAD  
RICHMOND, BC

GARDEN CITY & COOK ROAD

NORTH  
ELEVATION

DATE	10-10-08
BY	RT
CHK	AS NOTED
SCALE	1/8" = 1'-0"
DESIGN	WTL

A3.2

PH-102



9	APR 06 2011	REMOVED FOR RECORDING
10	APR 27 2011	REMOVED FOR RECORDING
11	DEC 26 2010	REMOVED FOR RECORDING

10

9099 COOK ROAD  
RICHMOND, BC

GARDEN CITY &amp; COOK ROAD

www.elsevier.com/locate/jmb

WEST  
ELEVATION  
(GARDEN CITY  
ROAD)

AGE	10-19
SEX	KT
DATE	AS NOTED
TIME	1/8" x 1/4"
LOCATION	WTL

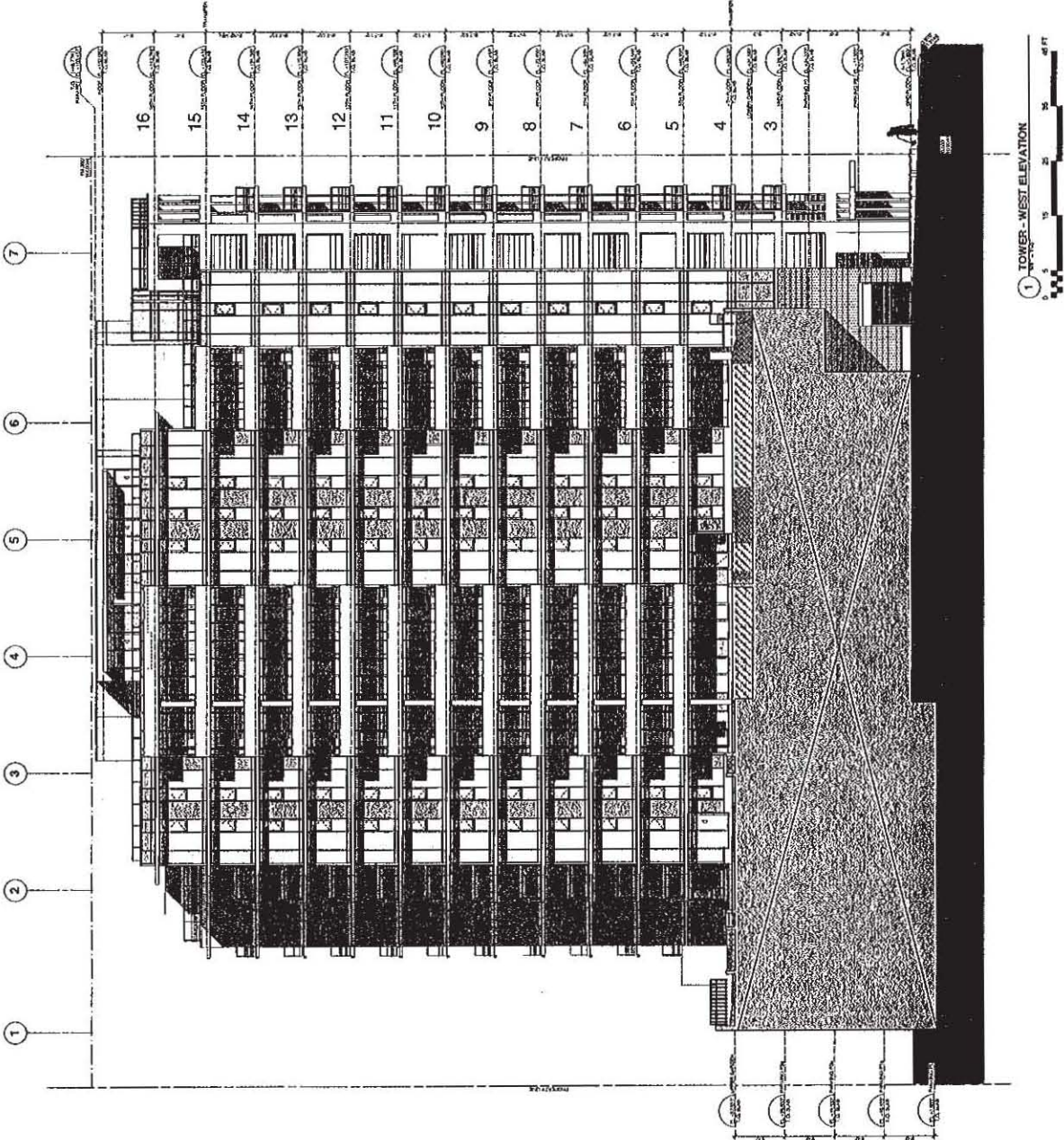
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### A3.3



**FINISH MATERIAL LEGEND**

1	CONCRETE
2	GLAZED ALUMINUM CURTAIN WALL
3	GLAZED ALUMINUM CURTAIN WALL
4	GLAZED ALUMINUM CURTAIN WALL
5	GLAZED ALUMINUM CURTAIN WALL
6	GLAZED ALUMINUM CURTAIN WALL
7	GLAZED ALUMINUM CURTAIN WALL
8	GLAZED ALUMINUM CURTAIN WALL
9	GLAZED ALUMINUM CURTAIN WALL
10	GLAZED ALUMINUM CURTAIN WALL
11	GLAZED ALUMINUM CURTAIN WALL
12	GLAZED ALUMINUM CURTAIN WALL
13	GLAZED ALUMINUM CURTAIN WALL
14	GLAZED ALUMINUM CURTAIN WALL
15	GLAZED ALUMINUM CURTAIN WALL
16	GLAZED ALUMINUM CURTAIN WALL



1 TOWER - WEST ELEVATION

1	GLAZED ALUMINUM CURTAIN WALL
2	GLAZED ALUMINUM CURTAIN WALL
3	GLAZED ALUMINUM CURTAIN WALL
4	GLAZED ALUMINUM CURTAIN WALL

9099 COOK ROAD  
RICHMOND, BC  
GARSON CITY & COOK ROAD

TOWER - WEST  
ELEVATION

DATE	10-10-10
BY	BT
CHK	AS (NOTED)
APP	WTL
SCALE	1/8" = 1'-0"

A3.4

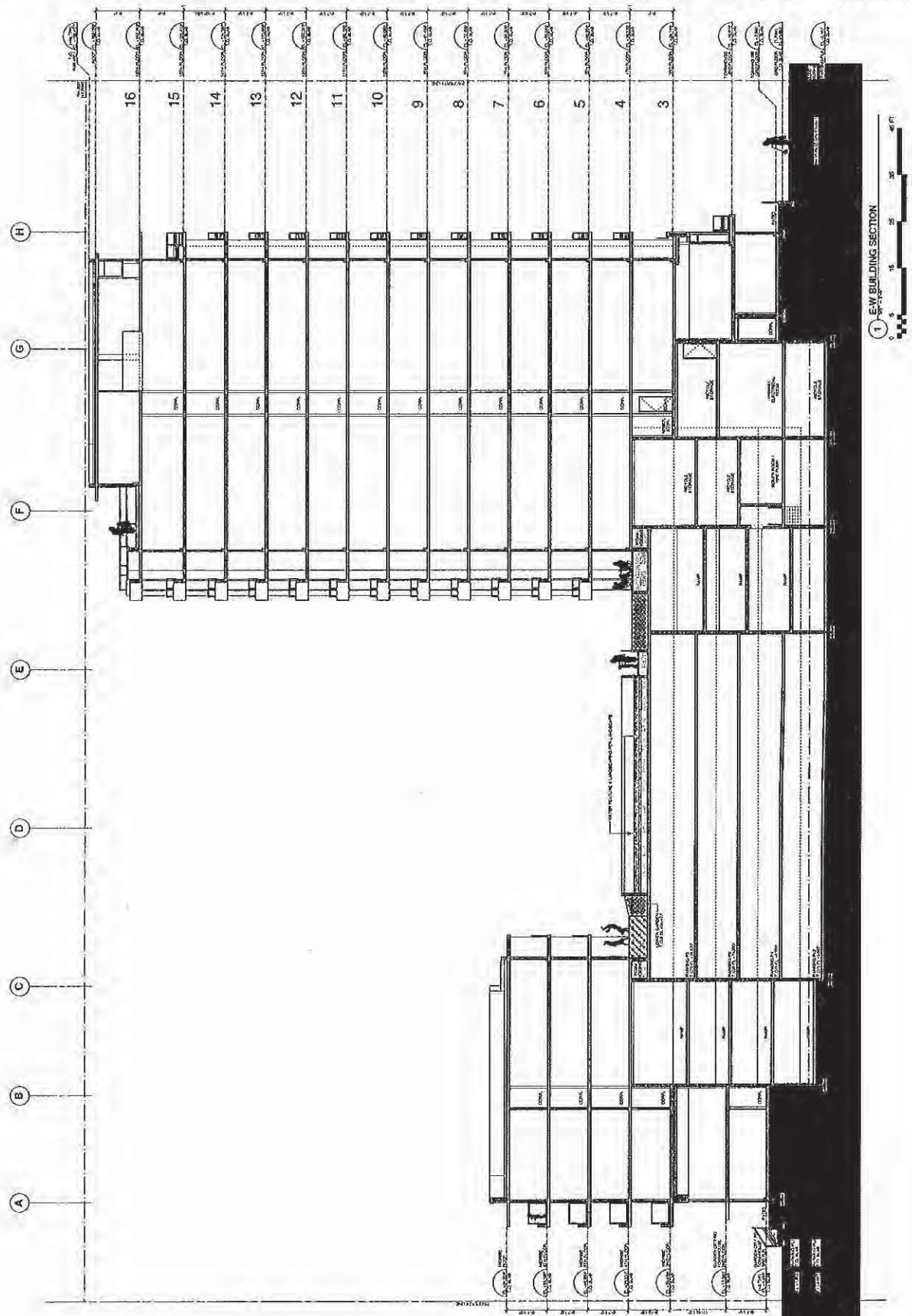
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2	DATE: 2017	REVISION: 2
3	DATE: 2017	REVISION: 3
4	DATE: 2017	REVISION: 4
5	DATE: 2017	REVISION: 5
6	DATE: 2017	REVISION: 6
7	DATE: 2017	REVISION: 7
8	DATE: 2017	REVISION: 8
9	DATE: 2017	REVISION: 9
10	DATE: 2017	REVISION: 10
11	DATE: 2017	REVISION: 11
12	DATE: 2017	REVISION: 12
13	DATE: 2017	REVISION: 13
14	DATE: 2017	REVISION: 14
15	DATE: 2017	REVISION: 15
16	DATE: 2017	REVISION: 16

9089 COOK ROAD  
RICHMOND, BC  
CLARKE CITY & COOK ROAD  
CLARKE CITY & COOK ROAD

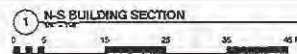
EAST-WEST  
BUILDING  
SECTION

DATE:	10-19
BY:	WT
CHECKED:	AS
SCALE:	1/8" = 1'-0"
PROJECT:	MTL
PROJECT:	

A3.5







3	JUN 08, 2011	REMOVED FOR REZONING
2	APR 27, 2011	MOVED FOR REZONING
1	DEC 29, 2010	REMOVED FOR REZONING

1994

9099 COOK ROAD  
RICHMOND, BC

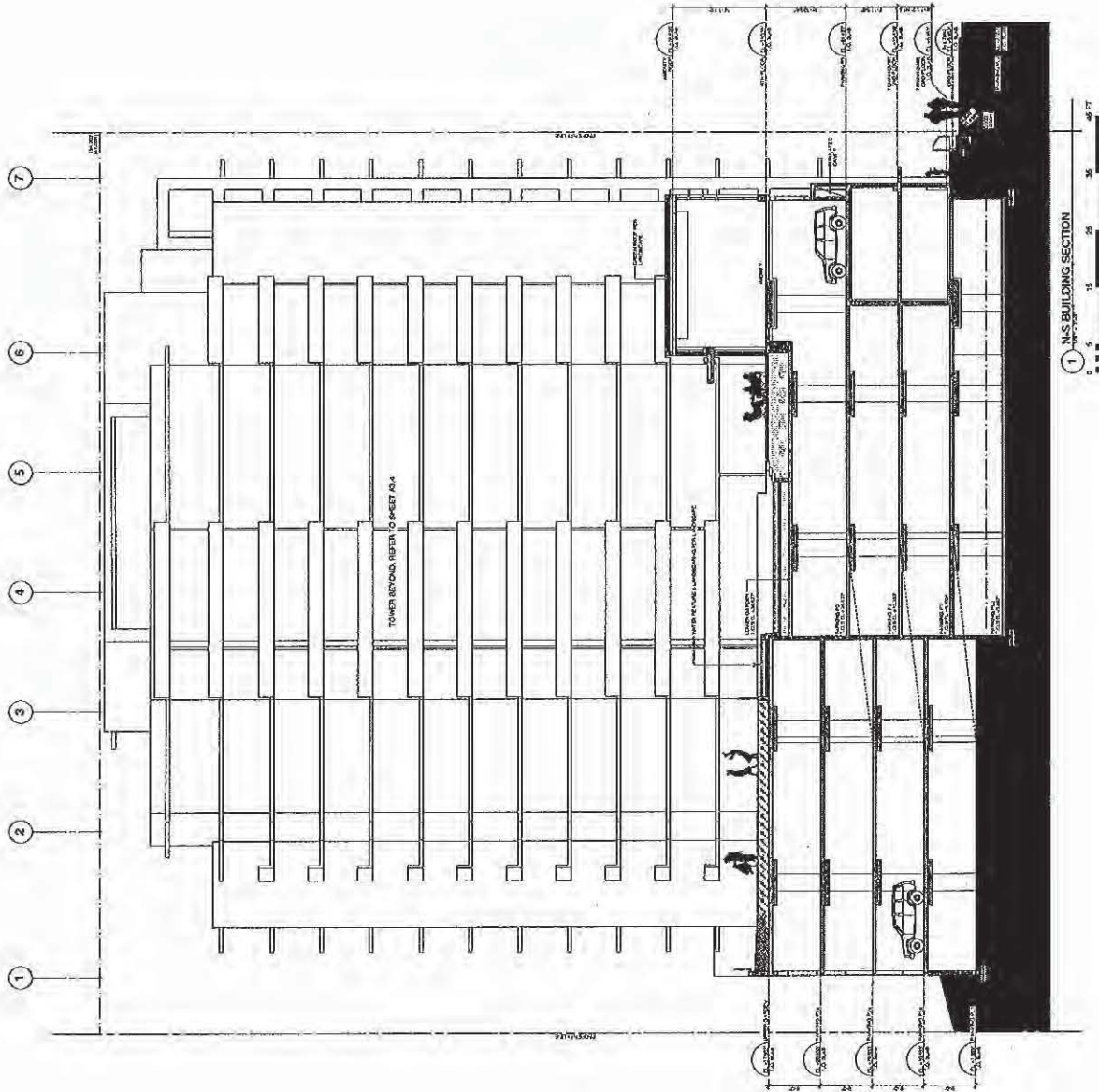
GARDEN CITY &amp; COOK ROAD

**NORTH-SOUTH  
BUILDING  
SECTION**

Run No.	70-18
Operator	KT
Date	AS NOTED
Scale	1/8" = 1'-0"
Checked by	WTL

7-8 COLLEGE  
7-9 HIGH SCHOOL  
7-10 JUNIOR HIGH SCHOOL  
7-11 ELEMENTARY SCHOOL  
7-12 PRESCHOOL

### A3.6







## City of Richmond

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

# Development Application Data Sheet

**RZ 10-557918**

**Attachment 3**

Address: 9099 Cook Road

Applicant: W. T. Leung Architects Inc.

Planning Area(s): North McLennan Sub-Area Plan, City Centre Area Plan

	Existing	Proposed
<b>Owner:</b>	Concord Pacific Developments Inc.	Concord Pacific Developments Inc.
<b>Site Size (m<sup>2</sup>):</b>	3,863 m <sup>2</sup>	3,863 m <sup>2</sup>
<b>Land Uses:</b>	vacant lot	multi-family consisting of approximately 142 units
<b>OCP Designation:</b>	Mixed Use	Multi-family residential, which is supported by the Mixed Use designation
<b>Area Plan Designation:</b>	Residential Area 1 in the McLennan North Sub-Area Land Use Map	Residential Area 1 in the McLennan North Sub-Area Land Use Map
<b>Zoning:</b>	Single Detached (RS1/F)	High Rise Apartment (ZHR9) – North McLennan (City Centre)
<b>Number of Units:</b>	1 demolished single-family dwelling	approximately 142 units including 11 townhouse units and 7 affordable housing units
<b>City Centre Area Plan (Generalized Land Use Map):</b>	Urban Centre T5	Urban Centre T5

On Future Subdivided Lots	Proposed High Rise Apartment (ZHR9) – North McLennan (City Centre) Bylaw 8782	Proposed	Variance
Floor Area Ratio:	Max. 3.12 FAR (provided 5% of the permitted FAR is secured as affordable housing in accordance with City policy; otherwise, the maximum density is no greater than 2.4 FAR)	3.12 FAR	none permitted
Lot Coverage – Building:	Max. 70%	67.79%	none
Lot Size (min. dimensions):	3,800 m <sup>2</sup>	3,863 m <sup>2</sup>	none
Setback – Garden City Road (m):	Min. 6 m	6 m	none

On Future Subdivided Lots	Proposed High Rise Apartment (ZHR9) – North McLennan (City Centre) Bylaw 8782	Proposed	Variance
Setback – Cook Road (m):	Min. 3 m Building façade treatment may encroach up to 0.4 m	3 m Feature building façade: 2.6 m	none
Setback – east lot line (m):	Min. 10 m Porches may encroach 2m	10 m Porches encroach 2 m	none
Setback – north lot line (m):	Min. 3 m	3 m	none
Height (m):	47.0 m geodetic	46.7 m geodetic	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4/residential unit, 0.9/affordable housing unit and 0.2 per unit for visitors  Residential: 196 Visitor: 29	Residential: 196 Visitor: 26	none  Shortfall address through TDM strategy
Tandem Parking Spaces:	Permitted	23 tandem stalls (providing 46 parking spaces)	none
Amenity Space – Indoor:	100 m <sup>2</sup>	243.84 m <sup>2</sup>	none
Amenity Space – Outdoor:	852 m <sup>2</sup>	876.65 m <sup>2</sup>	none

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



eckford + associates  
landscape architecture

1400 Lakeside Drive, Suite 100  
Richmond, BC V6X 1A6  
Tel: 604.273.1111  
Fax: 604.273.1112

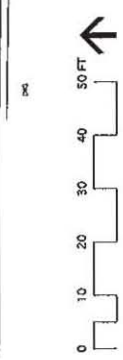
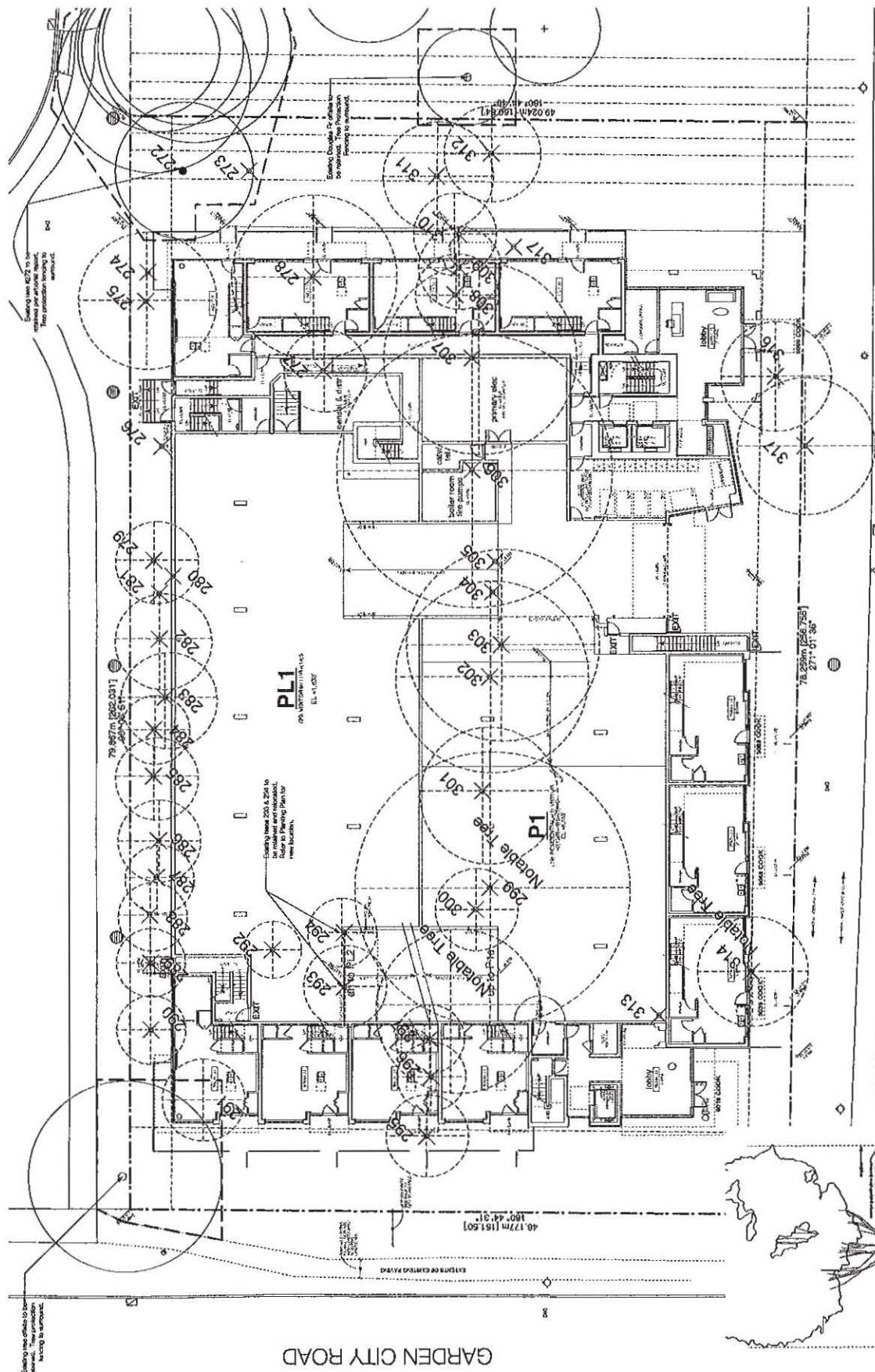
No.	Date	Revision Notes
1	4/25/11	Revised per City Comments
2	5/9/11	Revised per City Comments

No.	Date	Issue Notes
A	5/11/10	Issues for DP
B	10/27/10	Revised for Review
C	11/16/10	Revised for Review
D	12/23/10	Revised for Review
E	4/25/11	Revised for Review
F	5/9/11	Revised for Review

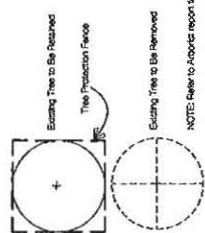
Garden City +  
Cook Road  
Richmond, BC

Tree Management  
Plan

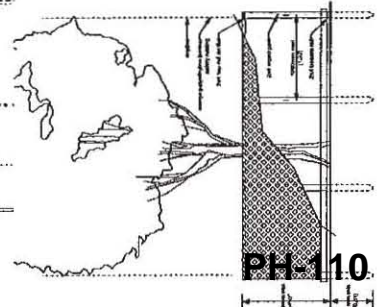
Project Name		Project No.	
Garden City + Cook Road		21003	
Client	City of Richmond	Scale	3/32" = 1'-0"
Drawn by	CE	Check by	LJ
Date	04/25/2010	Sheet	1 of 1



COOK ROAD



NOTE: Refer to separate report for all details.



Detail: Tree Protection Fence  
Scale: 3/8" = 1'-0"

GARDEN CITY ROAD



GREENWAY

	Amount	Issue Notes
A	6/11/10	Issued for QP
B	1/22/11	Issued for (Revised)
C	1/14/10	Issued for Response
D	1/22/10	Issued for Planning of QP
E	4/29/11	Issued for Response to City Comments
	4/29/11	Revised for Response

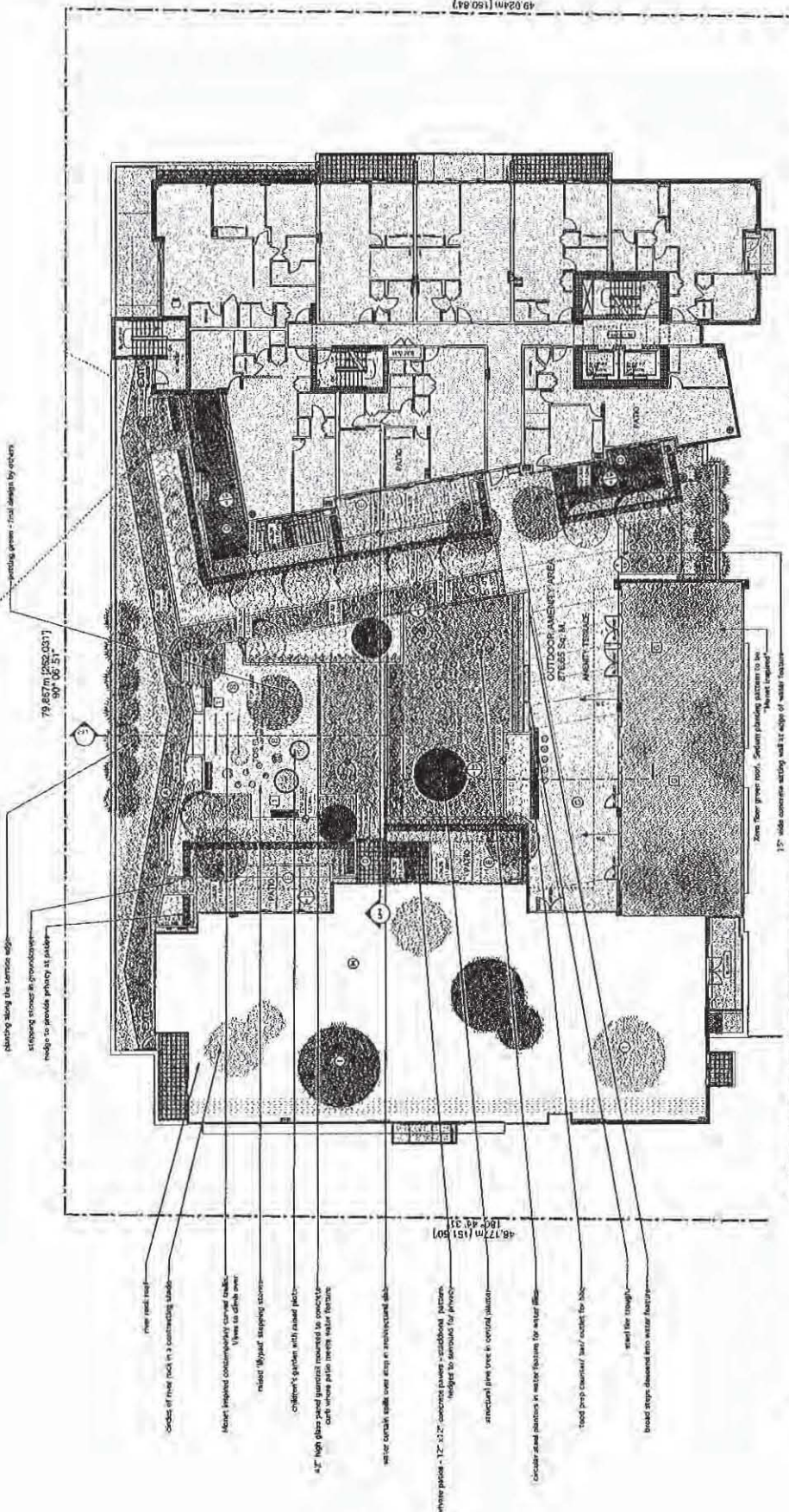
Landscape  
Ground Level

(If subject has been previously examined, this statement is not to be included in reporting unless the Bureau is so directed by the FBI.)	Date 2/10/65
Name JACOB J. ...	Date 2/22/65
Sex M	Age 32
Race W	Height 5' 10"
Weight 170	Eyes B
Hair B	Complexion F
Birth Date 04/23/33	Birth Place ...



PH-111



[illegible][illegible]



**eckford + associates**  
landscape architecture

1000 West 10th Avenue, Suite 100, Denver, CO 80202  
Tel: 303.733.1100  
Fax: 303.733.1101  
www.eckford.com

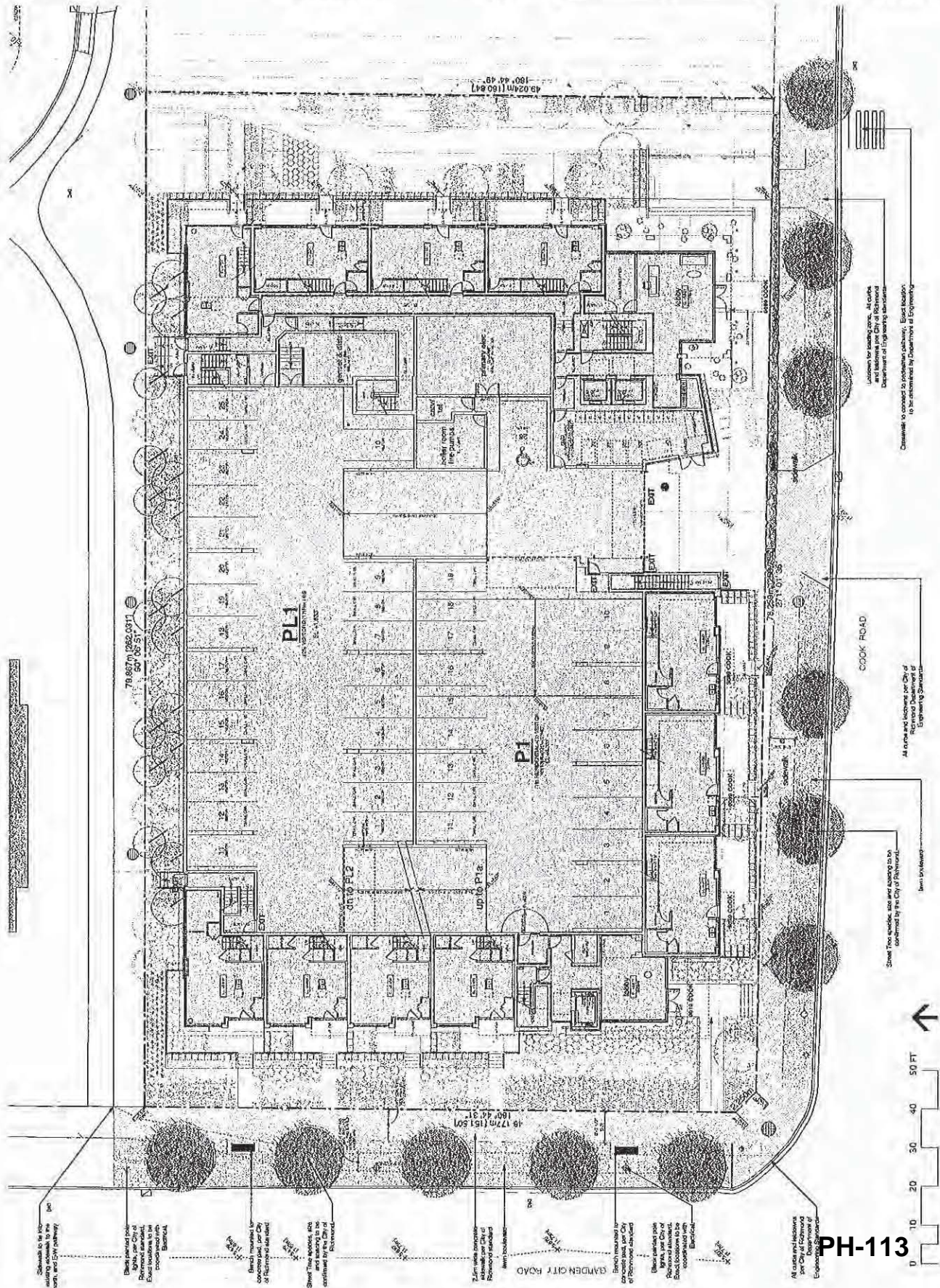
No.	Date	Description
1	4/22/11	Revised per City Comments
2	6/7/11	Revised per City Comments

No.	Date	Issue/Notes
A	6/17/10	Issue for JLF
B	10/27/10	Issued for Review
C	1/24/11	Issued for Review
D	3/15/11	Issued for Review
E	4/22/11	Issued for Review to City
F	6/7/11	Comments
G	6/7/11	Revised for Review

**Garden City +  
Cook Road**  
Richmond, BC

**Landscape  
Ground Level  
Offsite Works**

Project Name	Garden City + Cook Road
Client	City of Richmond
Scale	1" = 20' - 1/4"
Sheet No.	L2.1
Date	04/26/2011
Drawn by	JLF
Checked by	JLF



Conditions for planting: A. Complete  
B. Partial  
C. No planting  
D. No planting  
E. No planting  
F. No planting  
G. No planting  
H. No planting  
I. No planting  
J. No planting  
K. No planting  
L. No planting  
M. No planting  
N. No planting  
O. No planting  
P. No planting  
Q. No planting  
R. No planting  
S. No planting  
T. No planting  
U. No planting  
V. No planting  
W. No planting  
X. No planting  
Y. No planting  
Z. No planting

Street Tree planting: See plan showing to be  
confirmed by the City of Richmond  
Engineering Services

Street Tree planting: See plan showing to be  
confirmed by the City of Richmond  
Engineering Services

Street Tree planting: See plan showing to be  
confirmed by the City of Richmond  
Engineering Services

Street Tree planting: See plan showing to be  
confirmed by the City of Richmond  
Engineering Services

**PH-113**



No.	Date	Revision Notes
1	8/20/11	Revised for City Comments
2	8/20/11	Revised for City Comments

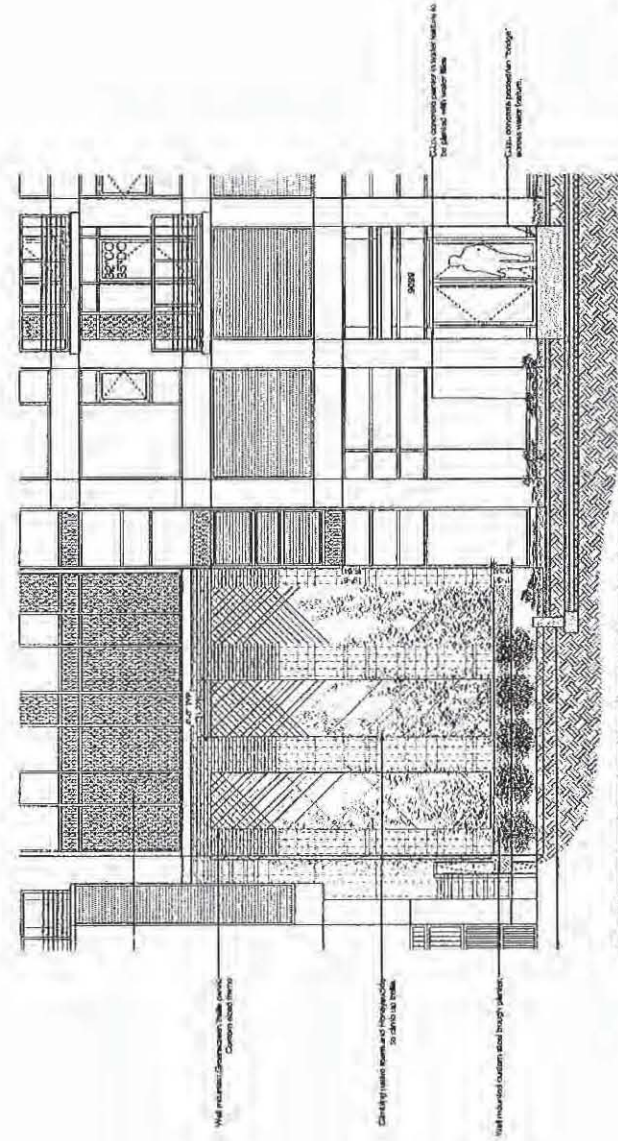
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2	8/20/11	Revised for City Comments
3	8/20/11	Revised for City Comments
4	8/20/11	Revised for City Comments
5	8/20/11	Revised for City Comments
6	8/20/11	Revised for City Comments
7	8/20/11	Revised for City Comments

No.	Date	Revision Notes
1	8/20/11	Revised for City Comments
2	8/20/11	Revised for City Comments
3	8/20/11	Revised for City Comments
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5	8/20/11	Revised for City Comments
6	8/20/11	Revised for City Comments
7	8/20/11	Revised for City Comments

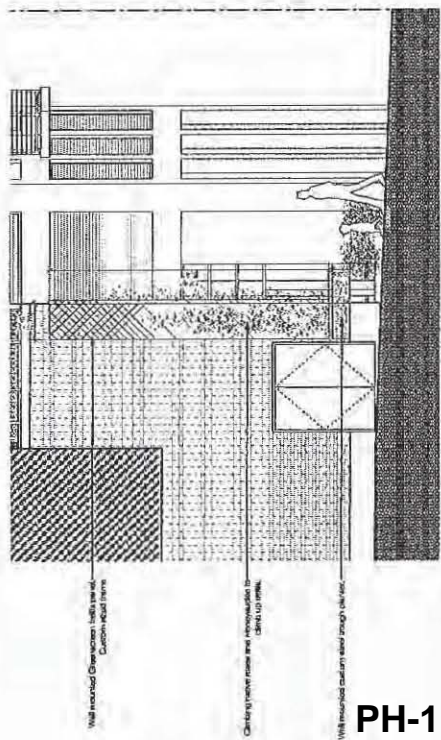
No.	Date	Revision Notes
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2	8/20/11	Revised for City Comments
3	8/20/11	Revised for City Comments
4	8/20/11	Revised for City Comments
5	8/20/11	Revised for City Comments
6	8/20/11	Revised for City Comments
7	8/20/11	Revised for City Comments

No.	Date	Revision Notes
1	8/20/11	Revised for City Comments
2	8/20/11	Revised for City Comments
3	8/20/11	Revised for City Comments
4	8/20/11	Revised for City Comments
5	8/20/11	Revised for City Comments
6	8/20/11	Revised for City Comments
7	8/20/11	Revised for City Comments

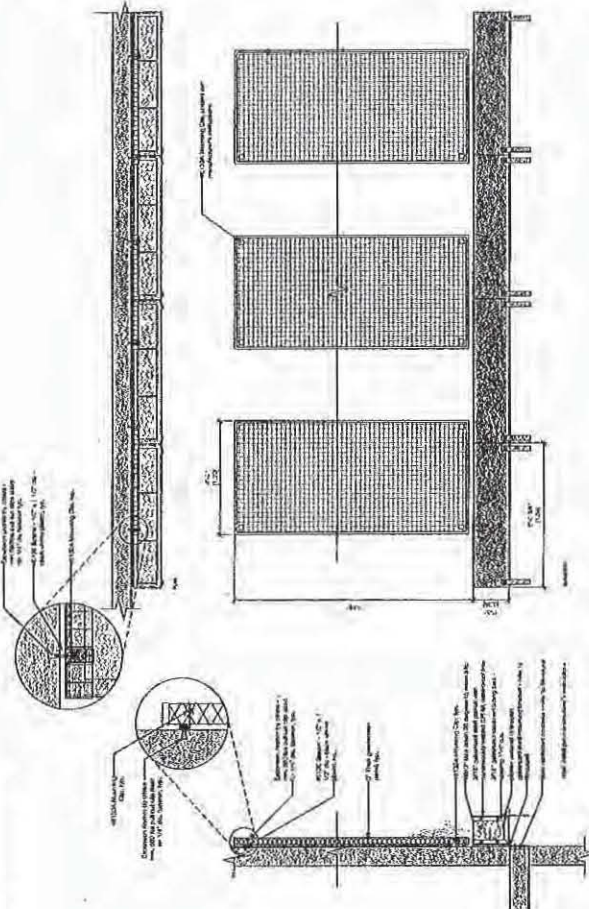
No.	Date	Revision Notes
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2	8/20/11	Revised for City Comments
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6	8/20/11	Revised for City Comments
7	8/20/11	Revised for City Comments



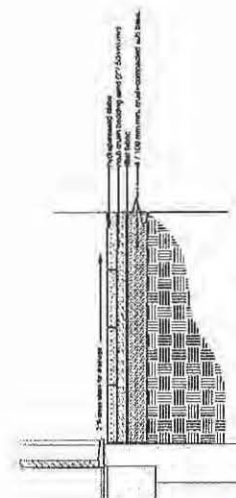
7 South Elevation: View Traffic at Tower Lobby Entrance  
Scale: 1/4" = 1'-0"



8 West Elevation: View Traffic at Tower Lobby Entrance  
Scale: 1/4" = 1'-0"



9 Detail: Glass Door Installation  
Scale: 1/2" = 1'-0"

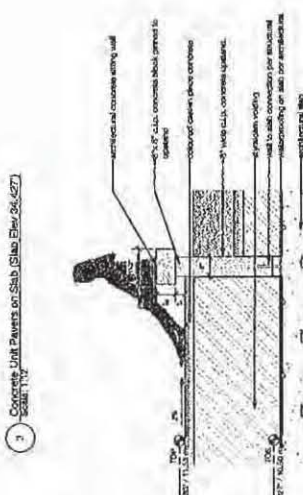


Concrete Unit Pavers on Grade (TYP)

Concrete Unit Pavers on Slab (Slab Elev 37.83')

1

No.	Date	Initial Invoice
A	8/1/10	Invoice for DP
B	8/2/10	Invoice for Renter
C	10/27/10	Invoice for Renter
D	11/3/10	Invoice for Renter/DP
E	12/22/10	Invoice for Renter/DP
F	4/25/11	Invoice for Renter/DP
		Comments
F	5/6/11	File-Invoice for Renter



Concrete Tree Planter on Slab

Detail Section - Walkway at edge of water feature

Detail Section: Low Wall at Edge of Water Feature

ALL PLANTS TO BE NURSERY GROWN  
ALL PLANT MATERIALS AND LABOUR TO CONFORM  
TO ISIRI/ASR/STA STANDARDS (2008 ed).

IMPORTED SOIL SHALL BE A SANDY LOAM OR LOAMY SAND TEXTURE NO LESS THAN 50% SAND BY WEIGHT CONTAINING 4 AND 15% ORGANIC MATTER (DRY WEIGHT BASIS). SOIL SHALL VIRTUALLY BE FREE FROM SUBSOL, WEEDS, INCLUDING WOODY PLANT PARTS, WEEDS, TOXIC MATERIALS, STONES OVER 30MM AND FOREIGN OBJECTS. SOIL SHALL BE FREE FROM CORMUS, RHIZOMES, TUBERS, ROOTS, BULBS AND OTHER NOXIOUS WEED SEEDS OR PLANT PARTS.

IMPORTED TOPSOIL SHALL CONFORM TO AND BE TREATED AS PER SECTION 02.3 TO 02.3.2 INCLUSIVE OF THE 1987 BENTA STANDARDS. GROWING MEDIUM SHALL CONFORM TO LEVEL 2 OF THE 1987 BENTA STANDARDS. PLANTS AND PLANT MATERIALS SHALL BE TREATED AS PER TABLES OF THE 1987 BENTA STANDARDS. ALL PLANTS SHALL BE GROWN IN THE SOIL DURING CULTIVATION.

TEXTURE:  
COARSE GRAVEL LARGER THAN 25MM: 0-1%  
ALL GRAVEL LARGER THAN 2MM: 0-5%  
SAND LARGER THAN 0.075MM AND SMALLER  
THAN 2MM: 50-60%  
SILT LARGER THAN 0.075MM AND SMALLER  
THAN 0.06MM: 10-25%  
CLAY (SMALLER THAN 0.075MM): 0-25%  
CLAY AND SILT COMBINED: MODERATE 30%

ORGANIC CONTENT: 5-10%  
ACIDITY: 6.0-7.0

DRAINAGE: PERCOLATION SHALL BE SUCH THAT NO  
 STANDING WATER IS VISIBLE 60 MINUTES  
 AFTER AT LEAST 30 MINUTES OF MODERATE TO  
 HEAVY RAIN OR IRRIGATION.

MINIMUM SOIL DEPTH TO BE AS PER:  
 TABLE 6-5 OF THE  
 2000 BONTA STANDARDS:  
 TREES 24" (2nd row)  
 SHRUBS 18"

collapsing will be checked at time of substantial completion

needs to have 2" music layer consisting of

Identified areas to leave permanent irrigation. High efficiency automatic irrigation system shall be specified in all new construction and retrofits in private public areas. Irrigation system design and installation shall meet the best practices of the Irrigation Association of BC Standards Guidelines.

deductible to provide copy of soil test to Landscaping Consultant prior to delivery materials. Test to be performed by an independent lab and is to include recommendations for both lawn and planting beds.

Consultant to approve soil before landscaping. This does not preclude Contractor from making any necessary amendments to soil as deemed necessary. Consultant will provide a copy of soil test results to the contractor.

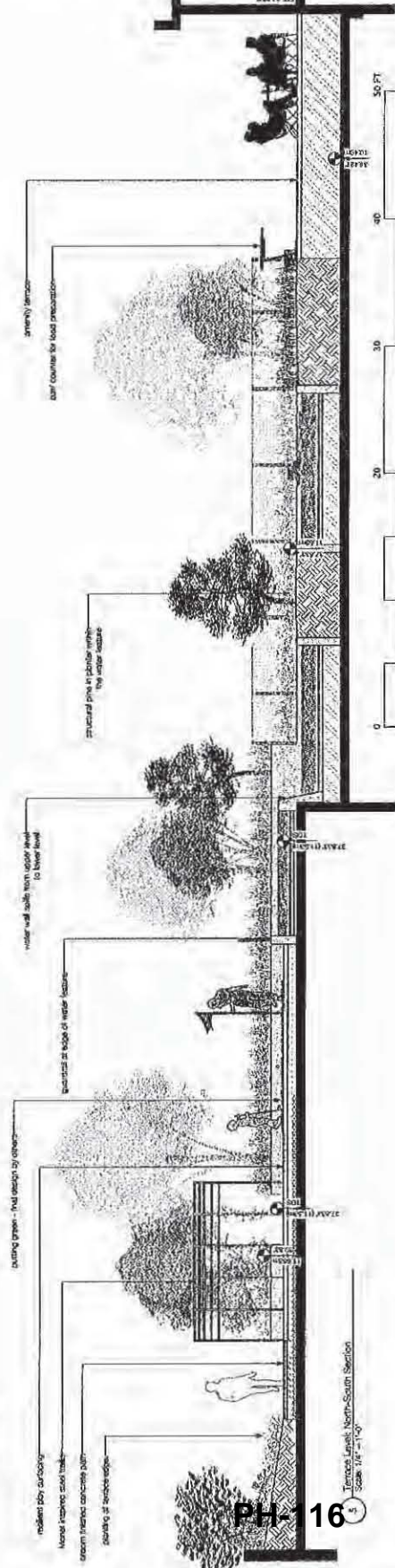
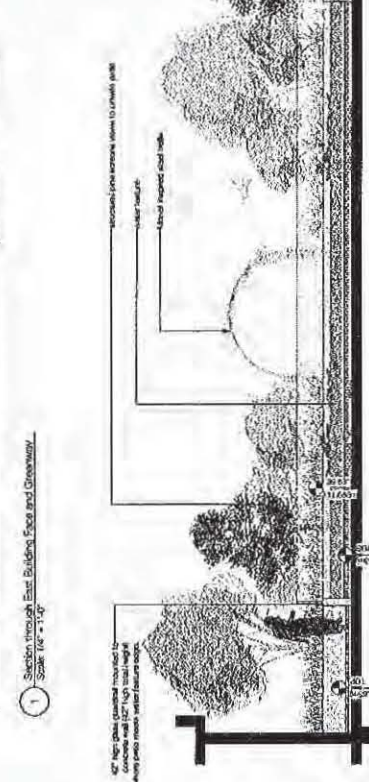
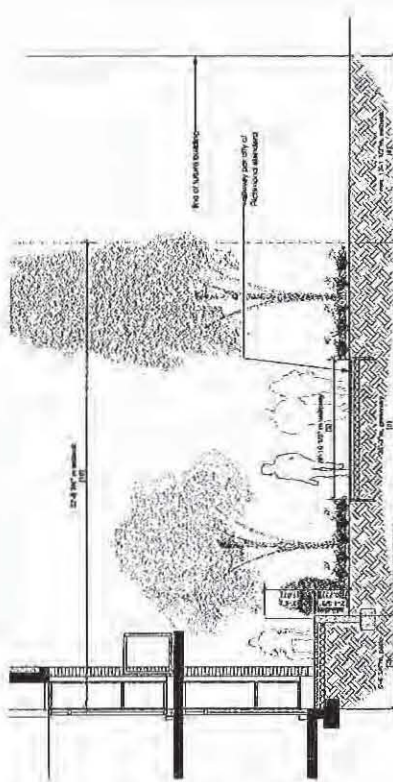
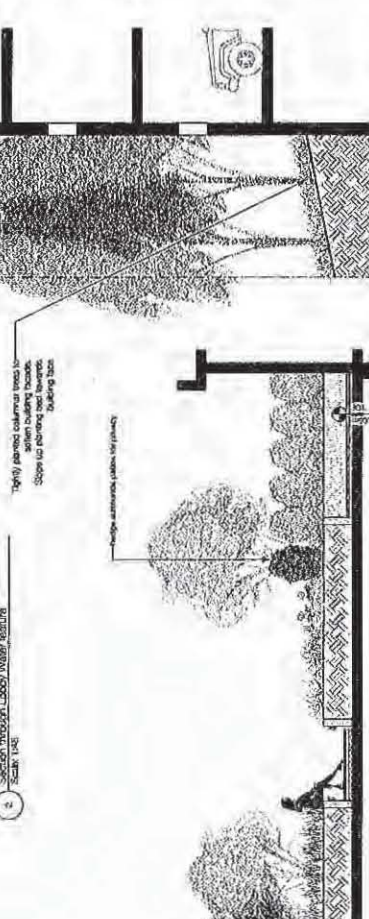
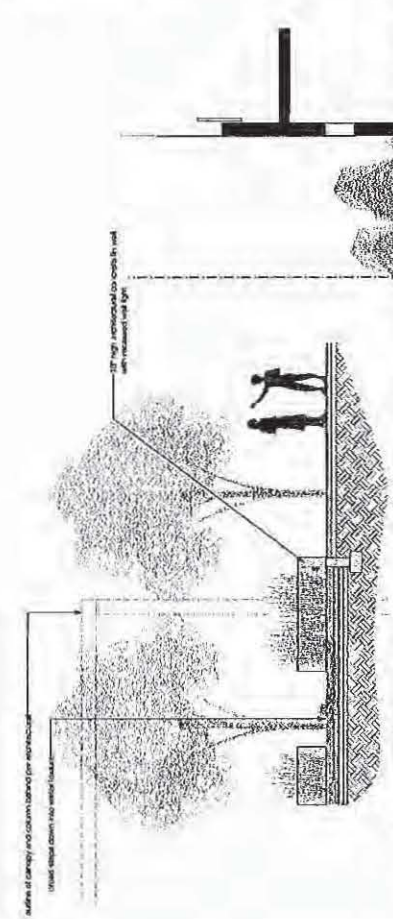
Contractor to provide written 1 year warranty on plant material.

Contractor to provide permanent and permanent of soil test does not meet specifications at no cost to client.

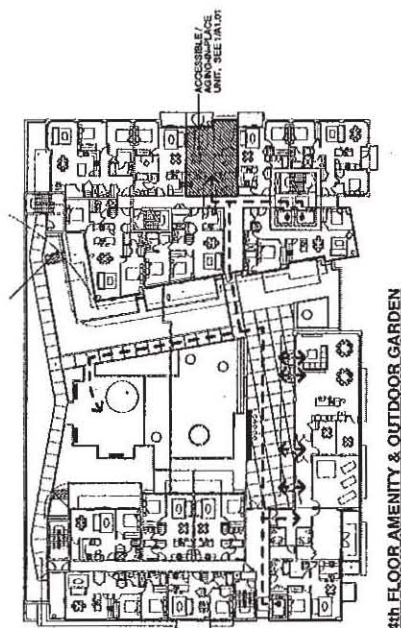
Contractor to provide within 1 year warranty on soil specifications. Independent soil test to be provided 1 week prior to end of 1 year warranty period. Contractor to provide soil amendments to bring soil up to quality recommended in soil report.

immediate repair damage resulting from failure to maintain such procedures at no cost to the Owner.

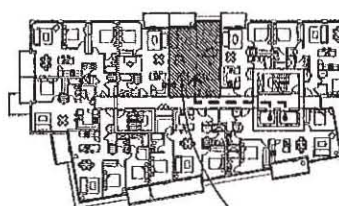




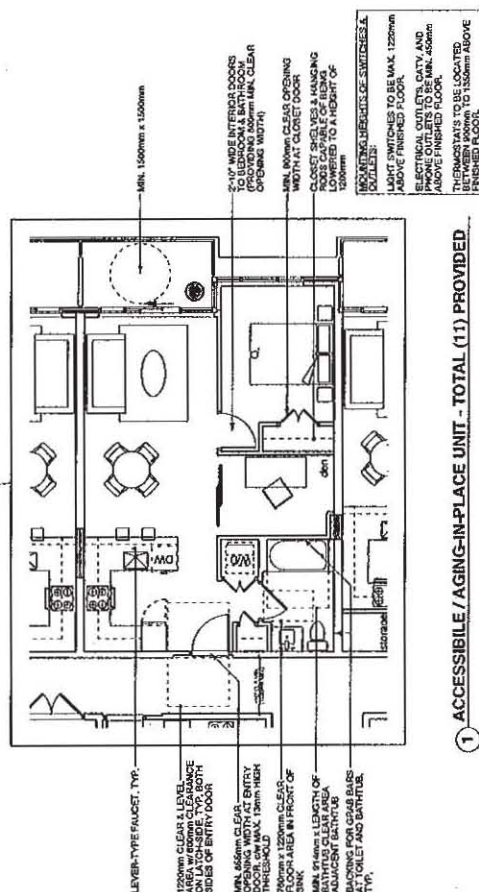




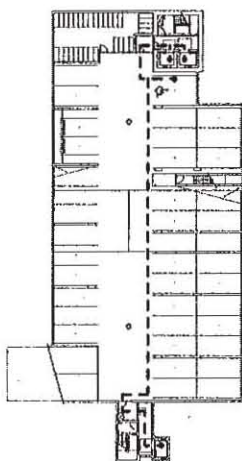
## 4th FLOOR AMENITY & OUTDOOR GARDEN



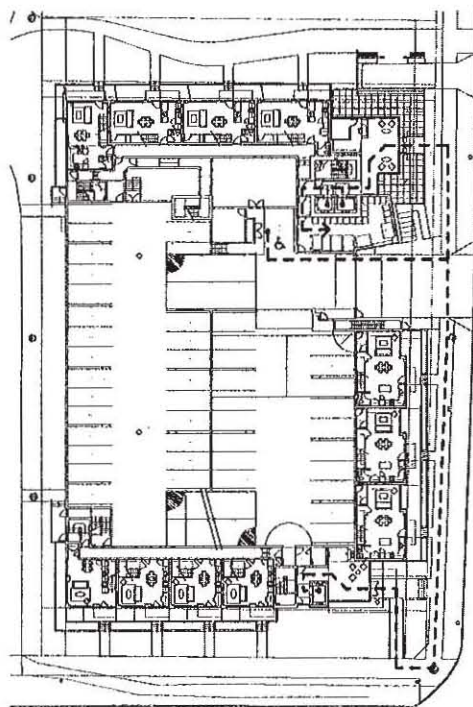
**5th - 14th FLOORS, TYP.**



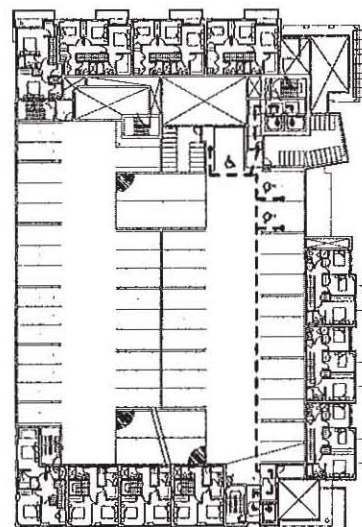
**1 ACCESSIBLE / AGING-IN-PLACE UNIT - TOTAL (11) PROVIDED**



### HANDICAPPED PARKING STALL ON LEVEL PL2



**GROUND FLOOR & VISITOR PARKING**



**HANDICAPPED PARKING STALLS ON LEVEL P2**



**Rezoning Considerations**  
**9099 Cook Road**  
**RZ 10-557918**

Prior to final adoption of Zoning Amendment Bylaw 8782, the developer is required to complete the following:

1. 4 m x 4 m corner cut at southwest property line (Garden City/Cook Road);
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review;
3. Submission of a Tree Survival Security to the City for the following:
  - a. \$5,000 for the one (1) tree to be retained on-site;
  - b. \$2,500 per tree for each of the two (2) trees to be relocated on-site. In addition to the security, a letter of undertaking, from a reputable tree moving company, is required to ensure that the two (2) trees identified for relocation are successfully transferred to an alternate on-site location.

The security will be held subject to the Tree Preservation Coordinator's satisfaction that the long-term survival of the trees is established
4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site;
5. Registration of an aircraft noise indemnity covenant on title;
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC;
7. City acceptance of a voluntary contribution by the applicant of \$1,174,371 (Katsura Road land acquisition: \$338,381, Cook Road land acquisition: \$711,298, and road construction: \$124,692). Land cost repayments are to be deposited into the Industrial Use Reserve and road construction repayments are to be deposited into an account as determined by Transportation Engineering. This non-refundable sum applies during the 2011 calendar year and will be adjusted upward by 6% per annum to account for holding and carrying costs if the full amount is not received during the 2011 or any subsequent calendar year.
8. Voluntary contribution of \$15,300 to upgrade traffic signals at the Garden City/Cook Road intersection that includes an audible pedestrian signal;



9. City acceptance of a voluntary contribution of \$8,032 (to City Account 2221-10-000-14905-0000) based on consortium committed upgrades for the North McLennan drainage area;
10. City acceptance of a voluntary contribution of \$73,947 to the City's Public Art fund (based on a rate of \$0.60/ft<sup>2</sup> applied to the maximum permitted market Floor Area Ratio (FAR)), or provision of a legal agreement confirming provision of the public art and the terms of the contribution;
11. City acceptance of a voluntary contribution of \$500,000 to contribute to the following Garden City Community Park enhancements:
  - a. Tennis court paving
  - b. Arboretum
  - c. Signage
  - d. Landscape development; and
  - e. Shoreline enhancement.

Projects will be coordinated by Parks staff and consultants may be retained for various design aspects. Coordination, construction and installation will be undertaken by a combination of Parks and Public Works crews, as well as outside contractors as required;

12. Registration of the City's standard Housing Agreement to secure 7 affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area (based on the total permitted residential FAR). 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**
1 bedroom	1	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$875	\$35,000 or less
2 bedroom	6	70 m <sup>2</sup> (753 ft <sup>2</sup> )	\$1,063	\$42,500 or less

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

13. 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;
14. Registration of a legal agreement on title specifying the allocation of specific parking stalls (stall #3, 7, and 10 within the ground level of residential parking) for the sole use of the Cook Road fronting townhouse units;
15. Registration of an 8.0 m wide Public Right of Passage (PROP) Right-of Way (ROW) along the eastern portion of the subject site, which exempts the loading space area, to secure the introduction of a north-south greenway. The terms associated with the agreement include:
  - a. Following satisfactory completion, the City will be accountable for maintenance and liability of the hard surface path;



- b. The minimum width of the hard surface path will be 3 m, with the exception of necessary narrowing;
  - c. Maintenance and liability associated with the landscaped width of the north-south greenway will remain with the private landowner(s); and
  - d. Installation of appropriate signage at both ends of the greenway to notify users that the path is available for public use; and
- 16. Enter into the City's standard Servicing Agreement to design and construct comprehensive offsite works. Works include, but are not limited to:
  - a. A 2 m wide concrete sidewalk along Cook Road adjacent to the property line, and a minimum 1.5 m wide landscaped boulevard;
  - b. To accommodate the increased pedestrian volume anticipated resulting from the continuation of the north-south greenway, a marked and signed pedestrian crosswalk is to be introduced to facilitate movement across Cook Road;
  - c. The design of the north-south Garden City Road greenway is to include a meandering shrub border, a double row of trees, curb and gutter, black painted light poles and a minimum 2.5 m wide pathway. Two (2) benches, similar to those located north of the site are to be included in the design. The pathway is required to connect to the Garden City Road east-west sidewalk on the south side of Hemlock Drive;
  - d. Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road in accordance with the terms agreed with Transportation Engineering as part of the Transportation Demand Management (TDM) strategy approved by Transportation Engineering;
  - e. Construction of a new 200 mm diameter sanitary sewer that is approximately 90 m in length from a new manhole at the east property line to the existing manhole located at the intersection of Cook Road and Katsura Street (MH10510); and
  - f. Upgrade the existing sanitary between two manholes fronting 9333 Alberta Road from 200 mm to 250 mm diameter.

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

- 1. Contribute \$22,000 toward a bus shelter in accordance with the terms of the Transportation Demand Management (TDM) strategy approved by Transportation Engineering;
- 2. Undertake design development of the proposed north-south greenway to the satisfaction of Planning and Parks;

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

- 1. Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including lever handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails;



2. Certification by a registered professional that any required noise insulation measures may be installed according to recommendations in the required acoustic report;
3. Fire flow calculations based on the Fire Underwriter Survey confirming adequate available flow is required at the Building Permit stage.
4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 (<http://www.Richmond.ca/services/ttp/special.htm>)
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 Division at 604-276-4285.

**Note:**

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

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

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

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

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Signed (original on file)

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Date





**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8782 (RZ 10-557918)  
9099 COOK ROAD**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting Section 19.9 thereof the following:

**19.9 High Rise Apartment (ZHR9) – North McLennan (City Centre)**

**19.9.1 Purpose**

The **zone** provides for high-rise apartments, mid-rise apartments, **town housing** and compatible **uses**.

**19.9.2 Permitted Uses**

- child care
- housing, apartment
- housing, town

**19.9.3 Secondary Uses**

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

**19.9.4 Permitted Density**

1. The maximum **floor area ratio** is 3.12, together with an additional 0.1 **floor area ratio** provided that it is entirely used to accommodate **amenity space**.

**19.9.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 70% for **buildings** and **landscaped** roofs over **parking spaces**.

**19.9.6 Yards & Setbacks**

1. The minimum public **road setback** is:
  - a) 6.0 m from Garden City Road;
  - b) 3.0 m from Cook Road; and
  - c) **Building** façade treatment may project into the Cook Road public **road setback**, but shall be no closer to the **lot line** than 2.6 m. Such an encroachment must be treated as specified in a Development Permit approved by the **City**.
2. The minimum **setback** from the east **lot line** is 10.0 m. Unenclosed **porches** may project into the required **setback** for a distance of not more than 2.0 m.
3. The minimum **setback** from the north **lot line** is 3.0 m.

**19.9.7 Permitted Height**

1. The maximum **height** for a **principal building** is 47.0 m geodetic.
2. The maximum **height** for **accessory structures** is 5.0 m.

**19.9.8 Subdivision Provisions/Minimum Lot Size**

1. There are no minimum **lot width** or **lot depth** requirements.
2. The minimum **lot size** is 3,800.0 m<sup>2</sup>.

**19.9.9 Landscaping & Screening**

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

**19.9.10 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.

**19.9.11 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.
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 **HIGH RISE APARTMENT (ZHR9) – NORTH McLENNAN (CITY CENTRE)**.

P.I.D. 028-103-327

Lot A Section 10 Block 4 North Range 6 West New Westminster District Plan BCP42993

3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 8782”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
<i>MB</i>
APPROVED for legality by Solicitor
<i>BB</i>

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

PH-123



<b>To Public Hearing</b>	
Date:	July 26, 2011
Item #	2
Re:	Bylaw 8782

**MayorandCouncillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** July 19, 2011 7:54 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #572)  
**Categories:** 12-8060-20-8782 - 9099 Cook Rd

**Send a Submission Online (response #572)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/19/2011 7:53:18 PM

**Survey Response**

Your Name:	Yu Ning Zhan
Your Address:	1006-6333 Katsura St., Richmond BC
Subject Property Address OR Bylaw Number:	9099 Cook Rd, Richmond BC
Comments:	We strongly object building a high rise in this location. This is not a city center busy area. our building already close to the neighbour. squeezing a high rise in between is totally unacceptable.



**MayorandCouncillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** July 19, 2011 7:16 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #571)  
**Categories:** 12-8060-20-8782 - 9099 Cook Rd

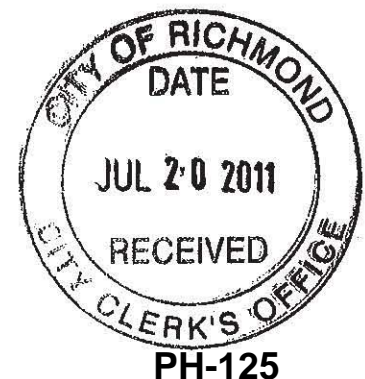
<b>To Public Hearing</b>	
<b>Date:</b>	<u>July 26, 2011</u>
<b>Item #</b>	<u>2</u>
<b>Re:</b>	<u>Bylaw 8783</u>

**Send a Submission Online (response #571)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	7/19/2011 7:14:57 PM

**Survey Response**

Your Name:	Chun Bao Zhang
Your Address:	506-9188 Cook Road
Subject Property Address OR Bylaw Number:	9099 Cook Road
Comments:	<p>I am strongly Against developing high-rise building at 9099 Cook Road. Reason: 1. The living room window of my suite in 9188 COOK RD is directly facing 9099 COOK RD. If there is another high-rise building built at 9099 Cook Road, a) it will Block Nature Sunlight towards my building. b) thus, It will reduce the sale value of my suite in 9188 Cook Road. c). Invade my privacy as 9099 is TOO CLOSE to 9188 on Cook Road 2. Introducing loud construction noise for the next 2-3 years, plus, introduce inconvenience to traffic obstruction. 3. Destroy natural green area of the location of 9099 Cook Road as it has been acting as a natural water repository ever since.</p>





<b>To Public Hearing</b>
Date: <u>July 26, 2011</u>
Item # <u>2</u>
Re: <u>Bylaw 8782</u>

**MayorandCouncillors**

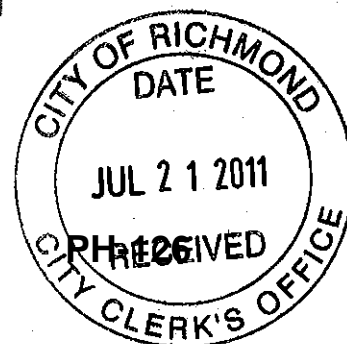
**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** July 20, 2011 6:32 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #574)  
**Categories:** 12-8060-20-8782 - 9099 Cook Rd

**Send a Submission Online (response #574)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	7/20/2011 6:31:09 PM

**Survey Response**

Your Name:	Alice Tam
Your Address:	1605-9188 Cood Road, Richmond BC V6Y 4M1
Subject Property Address OR Bylaw Number:	9099 Cook Road - ByLaw 8782 (RZ 10-557918)
Comments:	I'm object the rezoning to build a 16th-floor high rise apartment on this zone because of the following reasons: 1. When we initial made the purchase of the property back in 2007; we, the buyers, were told/promised by the developer that the Government will not allow another high-rise to be built on that particular zone. The rezoning was only allow for up to a 7th floor apartment. 2. there are too many high rise built in the neighborhood & that will ended up blocking all the view from our unit; & 3. the building of the new high rise in the extremely close distance does create an extremely uncomfortable tense, pressure & sense of insecurity to be able to "see" & "be seen" by the "high-rise neighbourhood" just across the road; especially my unit which has the one & only North-faced windows.



**MayorandCouncillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** July 21, 2011 12:48 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #578)  
**Categories:** 12-8060-20-8782 - 9099 Cook Rd

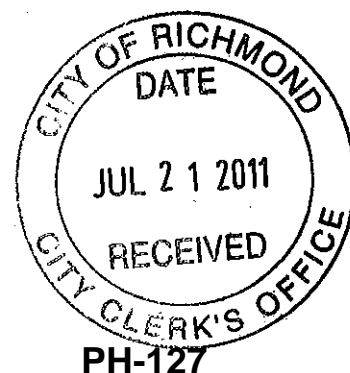
<b>To Public Hearing</b>
<b>Date:</b> <u>July 26, 2011</u>
<b>Item #</b> <u>2</u>
<b>Re:</b> <u>Bylaw 8782</u>

**Send a Submission Online (response #578)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	7/21/2011 12:47:05 PM

**Survey Response**

Your Name:	Desmond Yi zhou
Your Address:	57-8355 DELSOM WAY DELTA, BC V4C 0A9
Subject Property Address OR Bylaw Number:	Zonng Amendment \bylaw 8782 (RZ10-557918)
Comments:	We strongley oppose the rezoning application. The new high-rise building will be extremly close to the two existing high-rise building. The development will remove the only remainning forrested area in the vicinity and severely affect the appearance and ecology of the neighbourhood.



PH-127



To Public Hearing	
Date:	July 26, 2011
Item #	2
Re:	Bylaw 8782

**MayorandCouncillors**

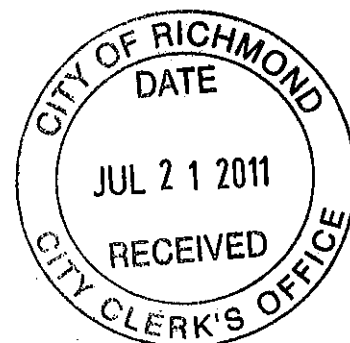
**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** July 21, 2011 12:54 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #579)  
**Categories:** 12-8060-20-8782 - 9099 Cook Rd

**Send a Submission Online (response #579)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	7/21/2011 12:53:43 PM

**Survey Response**

Your Name:	wen zhou
Your Address:	1601-9188 hemlock drive, richmond BC V6Y 4J7
Subject Property Address OR Bylaw Number:	Zonng Amendment \bylaw 8782 (RZ10-557918)
Comments:	We strongley oppose the rezoning application. The new high-rise building will be extremly close to the two existing high-rise building. Now, the area is so crowded, and cars park along the roads everywhere day and night.



PH-128

**MayorandCouncillors**

**From:** City of Richmond Website [webgraphics@richmond.ca]  
**Sent:** July 21, 2011 12:41 PM  
**To:** MayorandCouncillors  
**Subject:** Send a Submission Online (response #577)  
**Categories:** 12-8060-20-8782 - 9099 Cook Rd

<b>To Public Hearing</b>
<b>Date:</b> <u>July 26, 2011</u>
<b>Item #</b> <u>2</u>
<b>Re:</b> <u>Bylaw 8782</u>

**Send a Submission Online (response #577)****Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	<a href="http://cms.richmond.ca/Page1793.aspx">http://cms.richmond.ca/Page1793.aspx</a>
Submission Time/Date:	7/21/2011 12:40:12 PM

**Survey Response**

Your Name:	Lindanzhou
Your Address:	1601-9188 hemlock drive, richmond BC V6Y 4J7
Subject Property Address OR Bylaw Number:	Zonng Amendment \bylaw 8782 (RZ10-557918)
Comments:	We strongley oppose the rezoning application. The new high-rise building will be extremly close to the two existing high-rise building. The increase in density will overload the infrastructure of the neighbourhood. This increase in population density will exacerbate the current traffic, parking and noise problem.





Attention: city clerk

Fax: 604 278 5139

To: City of Richmond Urban Development Division, City Hall (604) 276-4395

LET OUR VOICE BE HEARD - PETITION AGAINST CONCORD PACIFIC  
DEVELOPMENT REZONING APPLICATION RZ 10-557918

To Public Hearing	
Date:	July 26, 2011
Item #	2
Re:	Bylaw 8782

By signing below,


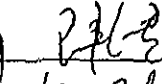
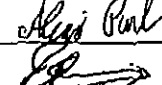
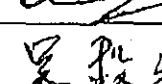
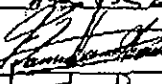



We, the taxpayers and residents of Richmond in the vicinity of the proposed site oppose the rezoning application of Concord Pacific Development Inc. to rezone 9099 Cook Road from RS1/F to ZHR1. File number RZ 10-557918.

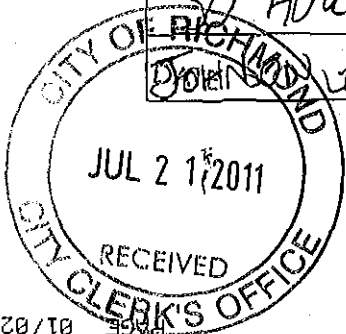
The demands of this petition will not only negatively affect the life of the residents in the neighborhood, but also damage the home value of our properties.

1. The development will remove the only remaining forested area in the vicinity and severely affect the appearance and ecology of the neighborhood.
2. The development will result in a new high-rise being built extremely close to the existing buildings and block views and sunlight to a significant portion of the existing buildings. It will also set a dangerous precedence, opening the door for other developer to seek significant increase floor area ratio and decrease distance between the buildings.
3. The increase in density will overload the infrastructure of the neighborhood. This increase in population density will exacerbate the current traffic, parking and noise problem.

Sincerely,

The Undersigned

Print Name	Signature	Date	Phone	Address
Lindan Zhou		07/19/2011	604 276 5555	1601-9188 Hemlock drive.
YAN JUN WANG		07/19/2011	604 998 8952	1108-9188 Hemlock Dr. v1
Alexis Paul		07	604-244-1001	1107-9188 Hemlock Dr
JITHIN LAY		07/19/2011	604.294.25	5-9180 Hemlock Dr.
Yizhi Wu		07/20/2011	778 908 0978	203-9180 Hemlock Dr. Richmond
Federico Vares		07/20/2011	778-322-5613	16-9180 Hemlock Drive Richmond BC
SH HUA		07-20-2011	604-720-6188	6d-9188 Hemlock Bc
JOHN LEE		7/20/2011	604-272-1230	1007-9188 HEMLOCK DRIVE RICHMOND



PH-130

[illegible]







**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** June 16, 2011  
**File:** RZ 10-539727  
**Re:** **Application by Xue Yan and Han Liu for Rezoning at 7531 and 7551 Bridge Street from Single Detached (RS1/F) to Single Detached (ZS14) - South McLennan (City Centre)**

**Staff Recommendation**

1. That Bylaw No. 8783, for the rezoning of a portion of 7531 and 7551 Bridge Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) - South McLennan (City Centre)", be introduced and given first reading; and
2. That Bylaw No. 8783 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011 at 7:00 pm in the Council Chambers.

Brian J. Jackson, MCIP  
Director of Development

CL:blg  
Att.

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



## Staff Report

### Origin

Xue Yan and Han Liu have applied to the City of Richmond for permission to rezone a portion of 7531 and 7551 Bridge Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) - South McLennan (City Centre)" in order to permit the site to be subdivided to create five (5) lots, two (2) of which are to front Bridge Street and three (3) of which are to front a new extension of Armstrong Street (**Attachments 1 and 2**). Access to the three (3) proposed backland lots will be from an extension to the portion of Armstrong Street that has been constructed to-date, south of Breden Avenue. The two (2) proposed large lots fronting Bridge Street are to remain under "Single Detached (RS1/F)" zoning as the applicants intend to continue residing in their respective dwellings on this portion of the lots.

### Findings of Fact

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

### Surrounding Development

The subject site is located on the west side of Bridge Street, between General Currie Road and Blundell Road. The surrounding area consists mainly of single-detached dwellings on large lots zoned "Single Detached (RS1/F)", with some newer single-detached dwellings on small lots created through rezoning and subdivision. Existing development immediately surrounding the subject site is as follows:

- To the north, are seven (7) new single detached dwellings fronting Breden Avenue;
- To the east, directly across Bridge Street, are two (2) single detached dwellings on large lots zoned "Single Detached (RS1/F)";
- To the south, is an older character dwelling on a large lot zoned "Single Detached (RS1/F)", fronting Bridge Street; and,
- To the west, are two (2) older character single-family dwellings on large lots zoned "Single Detached (RS1/F)", fronting Ash Street;

### Related Policies & Studies

#### Official Community Plan (OCP)

The subject site is located in the City Centre Planning Area. The OCP's Generalized Land Use Map designation for this site is "Neighbourhood Residential". The McLennan South Sub-Area Plan's Land Use Map designation for this site is "Residential, Historic Single Family, 2½ storeys maximum 0.55 FAR" (**Attachment 4**). The Sub-Area Plan designation also identifies minimum lot sizes for redevelopment along Bridge Street and along new roads, i.e. large-sized lots fronting Bridge Street (minimum 18 m frontage and 550 m<sup>2</sup> area), and medium-sized lots fronting Armstrong Street (minimum 11.3 m frontage and 320 m<sup>2</sup> area). This redevelopment proposal is consistent with these designations.

**PH-134**

The Sub-Area plan also identifies new roads to be constructed with redevelopment. Dedication and construction of half of the road width for the Armstrong Street extension south of Breden Avenue is required to be completed with this proposal. A Servicing Agreement for the required road works will be entered into by the applicants prior to rezoning adoption.

#### Affordable Housing Strategy

Consistent with the City's Affordable Housing Strategy, the applicants voluntarily propose to provide a legal secondary suite on three (3) of the five (5) new lots created (i.e. the three (3) lots fronting Armstrong Street).

To ensure that the secondary suites are built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicants are required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is required prior to rezoning adoption.

#### Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

#### **Public Input**

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

#### **Staff Comments**

##### Background

This neighbourhood has undergone some redevelopment through rezoning and subdivision to smaller lot sizes and townhouses in recent years, consistent with the Sub-Area Plan. This proposal is consistent with the pattern of redevelopment established in the neighbourhood.

##### Trees & Landscaping

A Certified Arborist's Report and Addendums were submitted by the applicants, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal.

The Report identifies a total of 55 bylaw-sized trees located either on-site, off-site within close proximity to shared property lines, or on city-owned property in the Bridge Street boulevard.

The City's Tree Preservation Coordinator and Parks' Arborist have reviewed the Arborist's Report and Addendums and conducted Visual Tree Assessments on-site. The following table summarizes the outcome of the overall tree retention and removal strategy associated with the proposed development:



<b>TREES</b>	<b>RETENTION/ REMOVAL</b>	<b>RATIONALE</b>
<b>11 Trees On-Site</b> (# 444, 450, 462, and 468 to 475)	To be retained	Good condition and suitable locations for retention (e.g. within required front yard setbacks, or elsewhere on the Bridge Street lots where they will not be impacted due to the existing dwellings that are to remain on-site).
<b>23 Trees On-Site</b> (# 437 to 443, # 445 to 448, # 451 to 453, 455, 456, 459, 461, and # 463 to 467)	To be removed	Poor to very poor condition (e.g. dead or dying); structural defects as a result of previous topping.
<b>5 Trees On-Site</b> (# 449, 454, 457, 458, 460)	To be removed	Good condition; located in the middle of the proposed building envelopes of the three (3) lots to front Armstrong Street.
<b>13 Trees Off-Site</b> (B, C, D, E, F, G, H, I, J, K, # 476, 477, 478)	To be retained	Mostly moderate or good condition; located on neighbouring properties at 7600 Ash Street, 7571 Bridge Street, and city-owned property in the Bridge Street boulevard.
<b>3 Trees Off-Site</b> (A, # 479, 480)	To be removed	Tree A (7600 Ash St) – dead, hazardous; Trees 479, 480 (city-owned) – moderate condition; within proposed sidewalk along Bridge Street.
<b>Total # trees on-site to be retained:</b>	<b>11</b>	
<b>Total # trees off-site to be retained</b>	<b>13</b>	
<b>Total # trees on-site to be removed:</b>	<b>28</b>	
<b>Total # trees off-site to be removed:</b>	<b>3</b>	

A Tree Retention Plan that reflects the final outcome of tree retention and removal and the required tree protection fencing is attached (**Attachment 5**).

Prior to demolition of any buildings on the subject site, tree protection fencing is required to be installed to City standards around on-site and off-site trees to be retained, as detailed in the Certified Arborist's Report and Addendums prepared by Pacific Sun Tree Services and as shown on the Final Tree Retention Plan (i.e. Trees # 444, 450, 462, 468 to 478, B, C, D, E, F, G, H, I, J, K). Tree protection fencing must remain in place until construction and landscaping on the future lots is completed.

To ensure that retained trees are protected, the applicants are required to submit the following items prior to rezoning adoption:

- A Contract with a Certified Arborist for supervision of any works to be conducted in close proximity to protected trees. The Contract should: a) identify the trees to be protected and supervised; b) include details on the scope of work required (including at which stages of development); and c) include a provision for a post-construction impact assessment report to be submitted to the City for review; and



- A survival security in the amount of \$14,000 for the 11 on-site trees and three (3) off-site trees on city-owned property (reflects the 2:1 replacement tree ratio at \$1,000 per tree; i.e. \$1,000 x 14 trees). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) year later, subject to inspection, to ensure the trees have survived.

Written authorization from neighbouring property owners for removal of Tree "A" off-site and trees on common property lines (Trees # 445, 446, 447, 467) has been obtained by the applicants and is on file. A Tree Removal Permit must be obtained by the applicants for removal of Tree "A" off-site in the future.

To compensate for removal of Trees # 479 and 480 from the Bridge Street boulevard on City-owned property, the City will accept a contribution of \$2,600 (\$1,300/tree) to the Tree Compensation Fund prior to rezoning adoption for the planting of replacement trees within the City. Formal authorization from the City's Parks department must be obtained directly by the applicants prior to future tree removal to enable signage to be posted on the property.

Based on the 2:1 on-site tree replacement ratio goal in the OCP, a total of 56 replacement trees are required to be planted and maintained on the future lots. Considering the available space in the yards of the future lots and the effort to be taken by the applicants to retain 11 bylaw-sized trees on-site, staff recommend that only 37 replacement trees be required (i.e. a reduction of 19 trees).

The applicants propose to plant and maintain 17 replacement trees with a minimum of 6 cm deciduous calliper or 3.5 m coniferous height (i.e. three (3) replacement trees per lot in the proposed rear yards of the Armstrong Street lots, five (5) replacement trees on 7531 Bridge Street, and three (3) replacement trees on 7551 Bridge Street). The applicants also propose to provide a voluntary contribution prior to rezoning adoption in the amount of \$10,000 to the City's Tree Compensation Fund in-lieu of planting the remaining 20 required replacement trees on-site (\$500 per tree).

To ensure that the proposed replacement trees are planted and maintained on the future lots, the applicant is required to submit a landscaping security to the City in the amount of \$8,500 prior to rezoning adoption (\$500 per tree). The security would be released upon request following an inspection to verify that the landscaping has been installed after development is complete.

#### Site Servicing, Road Dedication & Vehicle Access

Prior to rezoning adoption, the applicants are required to dedicate 9 m of property along the entire west property lines of the subject properties for the Armstrong Street extension.

Vehicle access to the three (3) future west lots will be off the Armstrong Street extension, while access to the east lots will be off Bridge Street. Driveway crossings for the lots fronting Armstrong Street must be located and designed to enable protection of retained trees. The existing driveway crossing locations for the lots fronting Bridge Street are proposed to be retained.



Prior to rezoning adoption, the applicants will be required to enter into a Servicing Agreement for the design and construction of frontage improvements along Bridge Street, and half the road width for the Armstrong Street extension along the entire west property line of the subject properties to connect to the existing road and services to the north.

Frontage improvements along Bridge Street are to include, but not be limited to: curb and gutter, pavement widening, creation of a 3.85 m wide treed/grass boulevard (trees to be "Red Horse Chestnut"), including a 2.6 m wide utility corridor, "Zed" street lights, and a 1.5 m wide concrete sidewalk along Bridge Street, connecting to the existing road improvements to the north.

Road works along the new Armstrong Street extension are to include, but not be limited to: peat removal and appropriate replacement material, storm sewer, sanitary sewer (to connect to existing manhole at Armstrong Street and Breden Avenue), curb and gutter, asphalt pavement, a treed/grass boulevard (9 m on centre) incorporating a utility corridor with hydro, telephone, and cable, "Zed" street lights, and a 1.5 m wide concrete sidewalk along Armstrong Street. Note: the design should include proposed driveway crossings, water, storm, and sanitary connections for each lot.

A Servicing Capacity Analysis was prepared by Core Concept Consulting Ltd and submitted by the applicants. The City's Engineering department has reviewed the analysis and accepts the consultant's recommendations to:

- Upgrade the storm sewer along the Bridge Street frontage to 600 mm from manhole to manhole;
- Install a 600 mm diameter storm sewer from the manhole at the intersection of Armstrong Street and Breden Avenue to the south property line of the subject site; and
- Extend the 200 mm sanitary sewer from the manhole at the intersection of Armstrong Street and Breden Avenue to the south property line of the subject site.

The City also accepts the consultant's conclusion that the proposed development with automatic sprinkler protection has adequate water flow available to meet fire flow requirements combined with the maximum day demand and that no upgrades are required.

The storm, sanitary sewer, and water analyses calculations must be included on the Servicing Agreement design drawings.

#### Subdivision

At subdivision stage, the applicants will be required to:

- Ensure proposed service connections and driveway crossings for the proposed lots are located and designed to enable protection of retained trees along both Armstrong Street and Bridge Street (Trees # 444, 450, 462, 474, 475, 476, 477, 478);
- Register a covenant on title to ensure the proposed new homes on Armstrong Street have a fire sprinkling system installed [the length of the Armstrong Street extension creates a road which is greater than 110 m without a secondary (emergency) access];
- Register a Right-of-Way for Public-Right-of-Passage over a portion of the driveway of the proposed south lot on Armstrong Street for temporary turnaround purposes; the driveway is to be located along the south property line to enable tree protection;

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees; and
- Provide underground hydro, telephone, and cable.

**Analysis**

This redevelopment proposal is consistent with the McLennan South Sub-Area Plan land use designation and minimum lot size requirements, and is located in an established residential neighbourhood that has seen recent redevelopment to smaller lot sizes. This proposal will enable subdivision to create three (3) smaller lots fronting a new extension of Armstrong Street (each 12.8 m wide and 480.0 m<sup>2</sup> in area), and two (2) large lots fronting Bridge Street (each 19.2 m wide and 877.0 m<sup>2</sup> in area).

**Financial Impact**

None.

**Conclusion**

This rezoning application to permit subdivision of two (2) existing large lots into five (5) lots complies with applicable policies and land use designations contained within the OCP, and is consistent with the pattern of redevelopment in the surrounding neighbourhood.

The list of rezoning considerations is included in **Attachment 6**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.



Cynthia Lussier  
Planning Technician  
(604-276-4108)

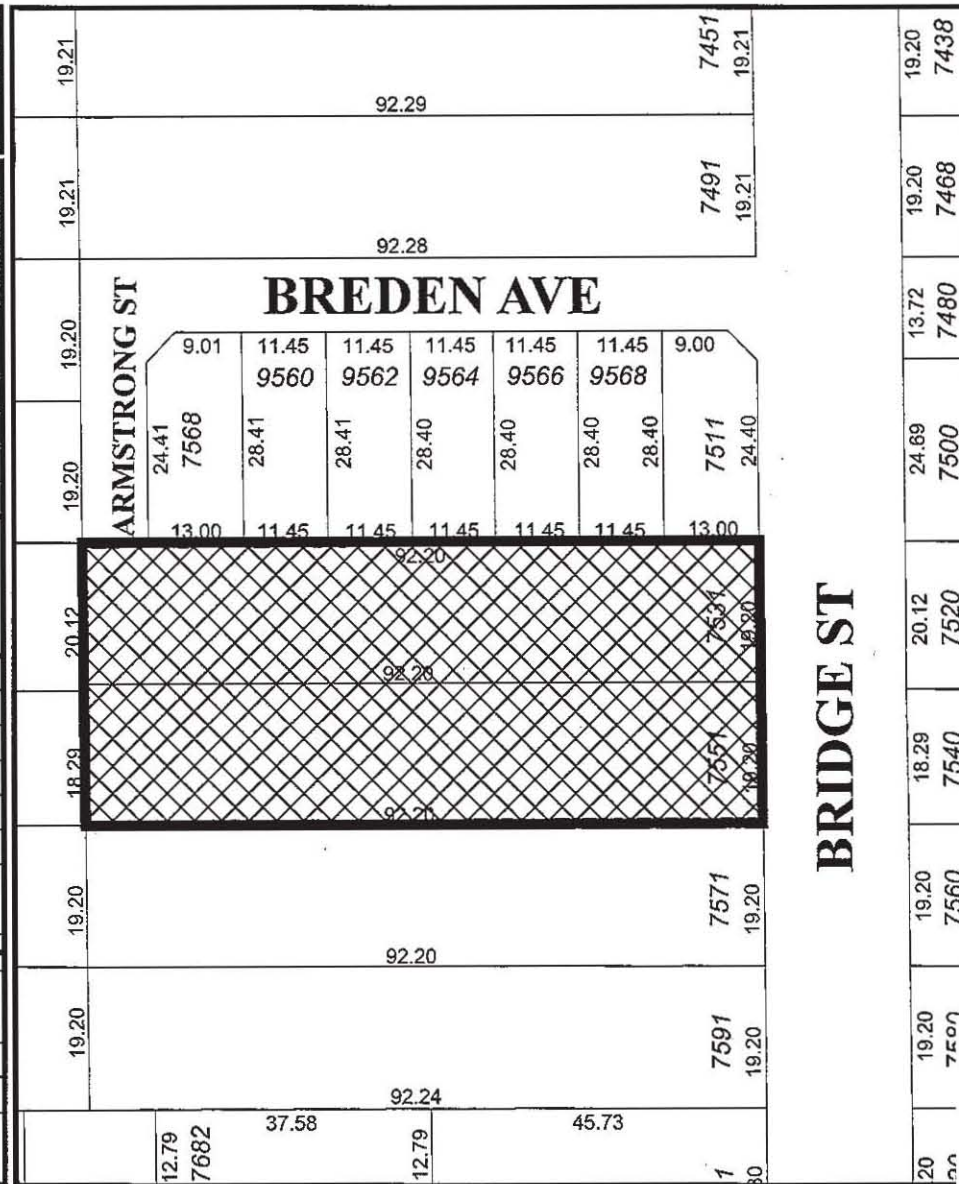
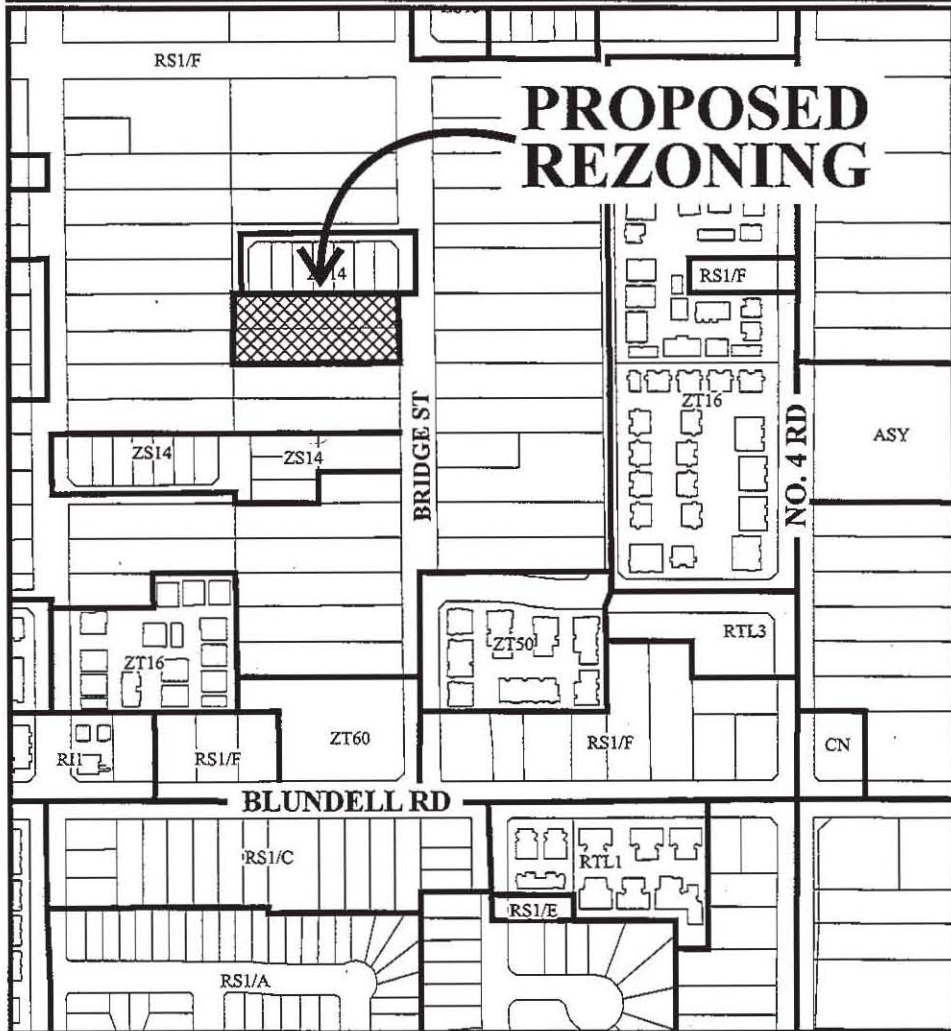
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- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: McLennan South Sub-Area Plan Land Use Map
- Attachment 5: Final Tree Retention Plan
- Attachment 6: Rezoning Considerations Concurrence





# City of Richmond



PH-140



RZ 10-539727

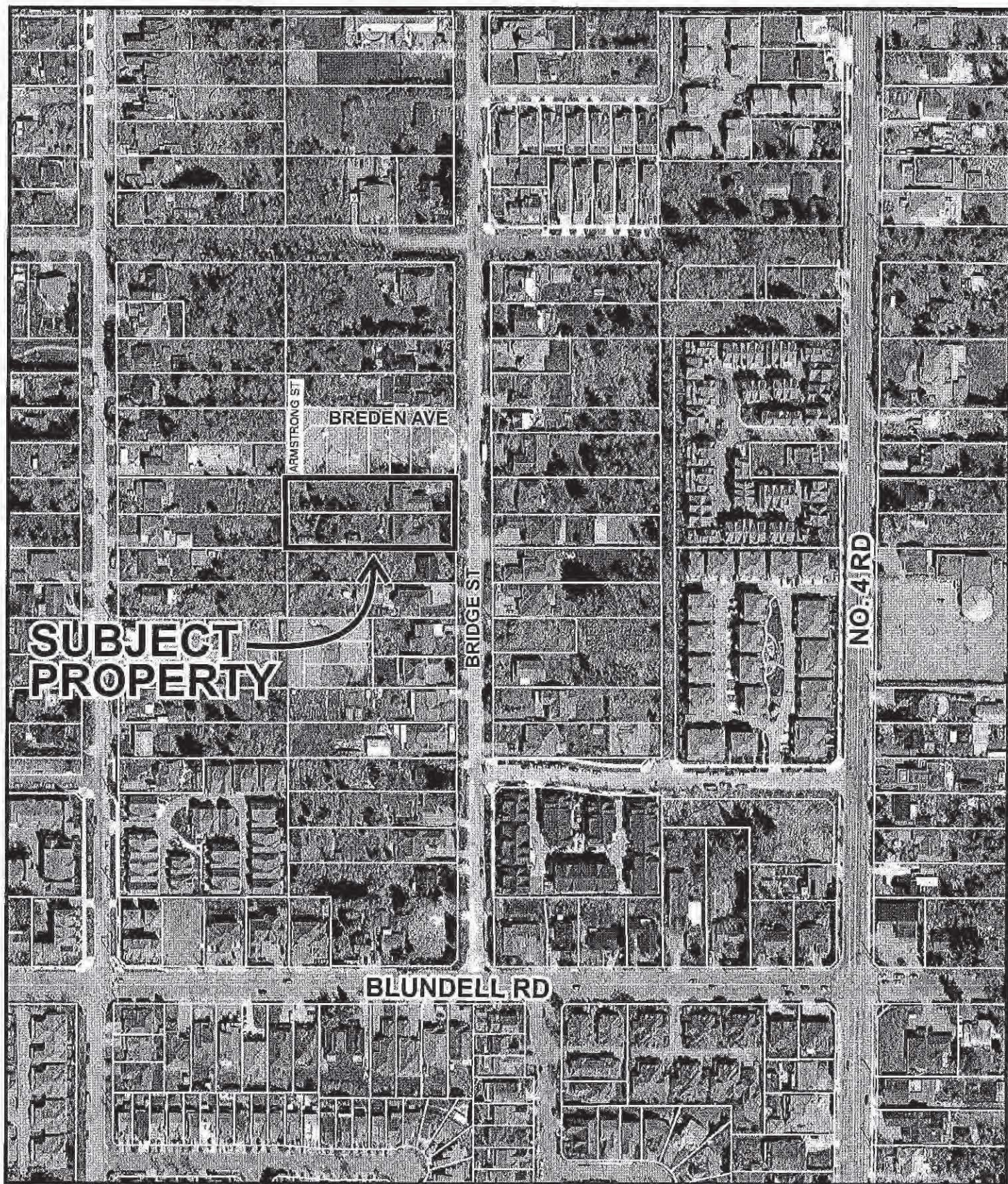
Original Date: 07/30/10

Revision Date:

Note: Dimensions are in METRES

Attachment 1





RZ 10-539727

Original Date: 07/30/10

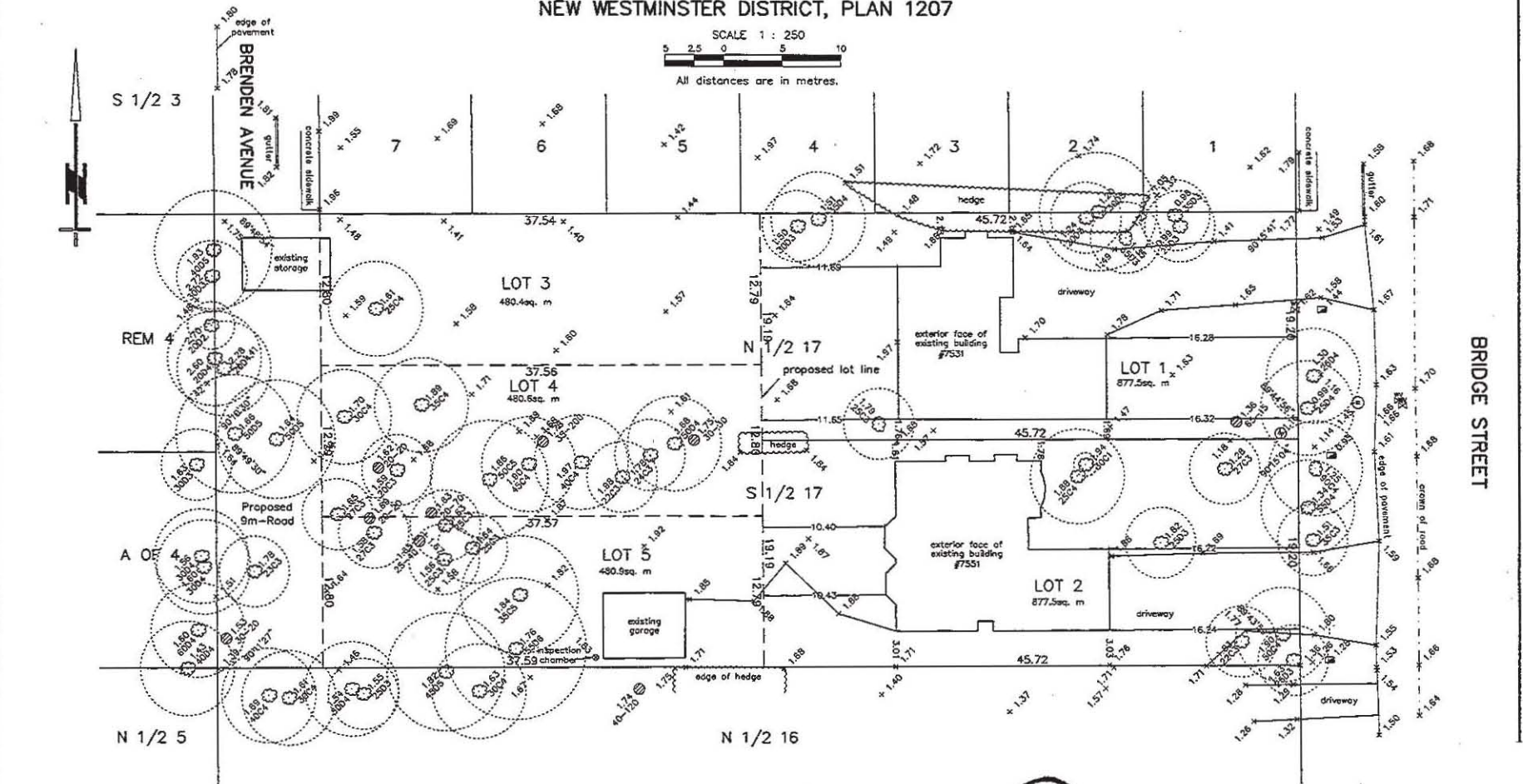
Amended Date:

Note: Dimensions are in METRES

**PH-141**



**SURVEY PLAN OF THE NORTH 1/2 OF LOT 17 AND SOUTH 1/2 OF LOT 17  
BOTH OF SECTION 15, BLOCK 4 NORTH. RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN 1207**



**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on the Geodetic Datum of Richmond and are derived from HPN#202(7714623) situated at the intersection of No. 3 Road and Bennett Road. Elevation = 1.45 metres.
- All trees and stumps have been plotted as required.
- All elevations along curb lines are gutter levels.

⊙ denotes hydro pole.

⊙ denotes catch basin.

⊙ denotes manhole.

⊙ denotes water valve.

⊙ denotes hydrant.

⊙ denotes tree stump.

⊙ height (centimetres).

⊙ diameter (centimetres).

⊙ denotes tree.

⊙ drip line radius (metres).

⊙ coniferous.

⊙ deciduous.

⊙ diameter (centimetres).

© LOUIS NGAN LAND SURVEYING INC., 2010

COPY

**CIVIC ADDRESS**

7531/7551 BRIDGE STREET  
RICHMOND, B.C.

**ZONING:** RS-1/F

**CERTIFIED CORRECT.**  
DATED THIS 19TH DAY OF JULY, 2010

IVAN NGAN

B.C.L.S.

**LOUIS NGAN LAND SURVEYING**

4938 VICTORIA DRIVE  
VANCOUVER, B.C. V5P 3T6  
(604) 327-1535

N 1/2 LOT 17 PID: 004-151-682  
S 1/2 LOT 17 PID: 001-435-418

FILE: RBR-7531TP



# City of Richmond

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

## Development Application Data Sheet

**RZ 10-539727**

**Attachment 3**

Address: 7531 and 7551 Bridge Street

Applicant: Han Liu and Xue Yan

Planning Area(s): City Centre – McLennan South Sub-Area

	Existing	Proposed
<b>Owner:</b>	7531 Bridge St - Yu Tan 7551 Bridge St - Han Liu	<ul style="list-style-type: none"> <li>7531 Bridge St – Yu Tan</li> <li>7551 Bridge St – Han Liu</li> <li>3 lots proposed on Armstrong Street – to be determined</li> </ul>
<b>Site Size (m<sup>2</sup>):</b>	3,542 m <sup>2</sup> (38,127 ft <sup>2</sup> )	<ul style="list-style-type: none"> <li>Three (3) lots, each approx. 480.0 m<sup>2</sup> in area</li> <li>Two (2) lots, each approx. 877.0 m<sup>2</sup> in area</li> <li>Road dedication, approx. 345 m<sup>2</sup> in area</li> </ul>
<b>Land Uses:</b>	Two (2) single-family dwellings	Five (5) single-family lots
<b>OCP Designation:</b>	Generalized OCP Land Use Map Designation – “Neighbourhood Residential”	No change
<b>Area Plan Designation:</b>	Residential, Historic Single Family, 2½ storeys maximum 0.55 FAR	No change
<b>702 Policy Designation:</b>	N/A	N/A
<b>Zoning:</b>	Single Detached (RS1/F)	Single Detached (RS1/F), and Single Detached (ZS14) – South McLennan (City Centre)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	Max. 0.55	none permitted
Lot Coverage <ul style="list-style-type: none"> <li>Building:</li> <li>Building, structures and non-porous surfaces:</li> <li>Live plant material:</li> </ul>	Max. 45%  Max. 70% Min. 25%	Max. 45%  Max. 70% Min. 25%	none

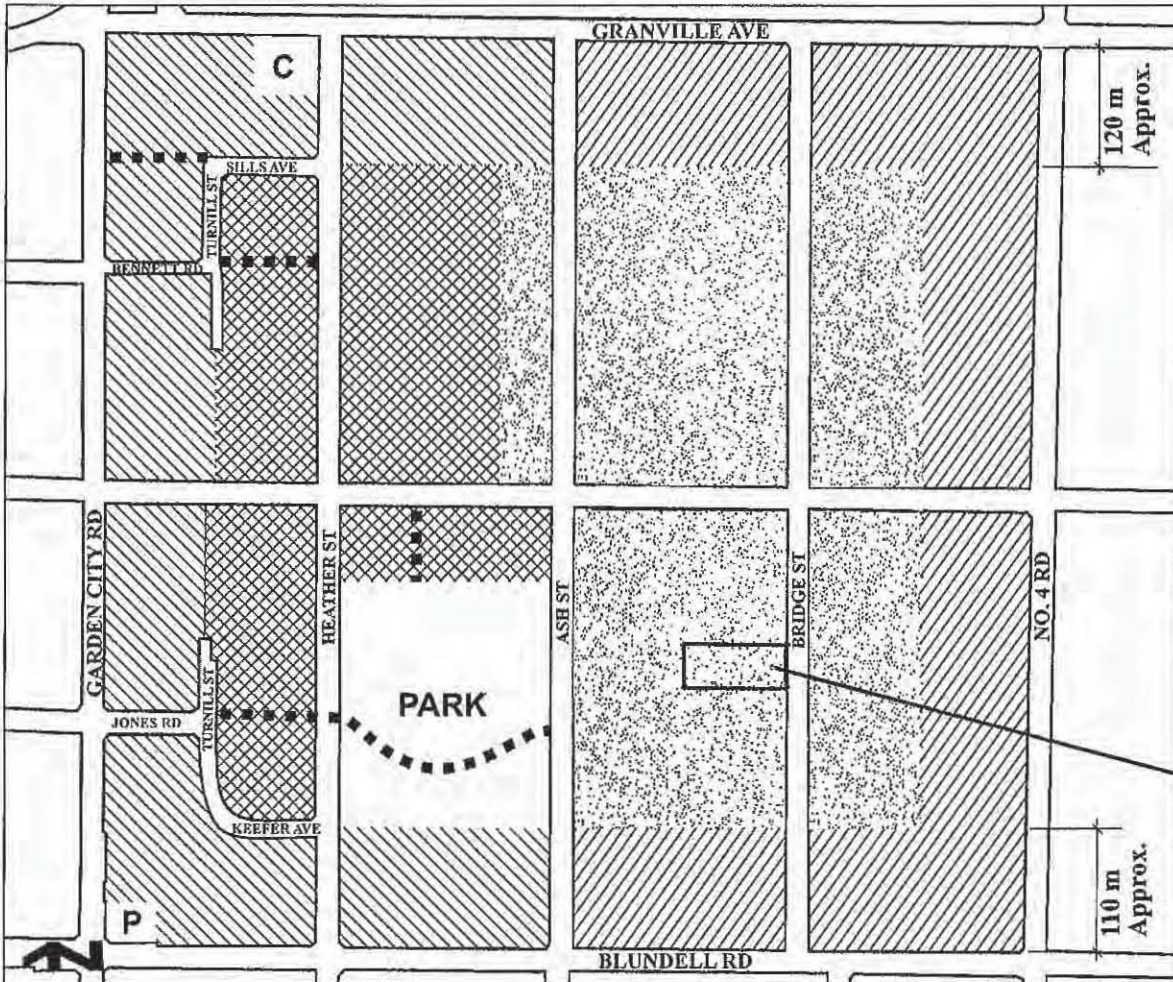



On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size (min. dimensions):	Armstrong Street: <ul style="list-style-type: none"> <li>• Min. lot width 11.3 m</li> <li>• Min. lot depth 24.0 m</li> <li>• Min. lot area 320.0 m<sup>2</sup></li> </ul> Bridge Street: <ul style="list-style-type: none"> <li>• Min. lot width 18.0 m</li> <li>• Min. lot area 550.0 m<sup>2</sup></li> </ul>	Armstrong Street: <ul style="list-style-type: none"> <li>• Three (3) lots, each approx. 12.8 m wide and 480.0 m<sup>2</sup> in area</li> </ul> Bridge Street: <ul style="list-style-type: none"> <li>• Two (2) lots, each approx. 19.2 m wide and 877.0 m<sup>2</sup> in area</li> </ul>	none
Setback – Front Yard (m):	Buildings and structures: Min. 6 m Parking pads, garages and carports: Min. 6 m	Buildings and structures: Min. 6 m Parking pads, garages and carports: Min. 6 m	none
Setback – Side & Rear Yards (m):	Side Yard - Min. 1.2 m Rear Yard – Min. 6 m	Side Yard - Min. 1.2 m Rear Yard – Min. 6 m	none
Height (m):	2.5 storeys	2.5 storeys	none


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


City of Richmond


## Land Use Map

Bylaw 7892  
2005/04/18

 Residential, Townhouse up to 3 storeys over 1 parking level, Triplex, Duplex, Single-Family 0.75 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum) Townhouse, Triplex, Duplex, Single-Family 0.60 base F.A.R.

 Residential, 2 ½ storeys typical (3 storeys maximum), predominantly Triplex, Duplex, Single-Family 0.55 base F.A.R.

 Residential, Historic Single-Family, 2 ½ storeys maximum 0.55 base F.A.R, Lot size along Bridge and Ash Streets:

- Large-sized lots (e.g. 18 m/59 ft. min. frontage and 550 m<sup>2</sup>/ 5,920 ft<sup>2</sup> min. area)

Elsewhere:

- Medium-sized lots (e.g. 11.3 m/ 37 ft. min. frontage and 320 m<sup>2</sup>/ 3,444 ft<sup>2</sup> min. area), with access from new roads and General Currie Road;

Provided that the corner lot shall be considered to front the shorter of its two boundaries regardless of the orientation of the dwelling.

■■■■ Trail/Walkway

**C** Church

**P** Neighbourhood Pub

**Note:** Sills Avenue, Le Chow Street, Keefer Avenue, and Turnill Street are commonly referred to as the "ring road".





## Rezoning Considerations

### 7531 and 7551 Bridge Street

### RZ 10-539727

Prior to final adoption of Zoning Amendment Bylaw 8783, the following items are required to be completed:

1. Dedication of 9 m of property along the entire west property line of the subject site for the proposed Armstrong Street extension.
2. Submission of a Contract with a Certified Arborist for supervision of any works to be conducted in close proximity to protected trees. The Contract should: a) identify the trees to be protected and supervised; b) include details on the scope of work required (including at which stages of development); and c) include a provision for a post-construction impact assessment report to be submitted to the City for review.
3. Submission of a Survival Security in the amount of \$14,000 for the 11 on-site trees and three (3) off-site trees on city-owned property (reflects the 2:1 replacement tree ratio at \$1,000 per tree; i.e. \$1,000 x 14 trees). The City will release 90% of the security after construction and landscaping on the future lots is completed, inspections are approved, and an acceptable Arborist's post-construction impact assessment report is received. The remaining 10% of the security will be released one (1) later, subject to inspection, to ensure the trees have survived.
4. Submission of a Landscaping Security in the amount of \$8,500 (\$500/tree) to ensure that the proposed 17 replacement trees with a minimum of 6 cm deciduous calliper or 3.5 m coniferous height are planted and maintained on the future lots (i.e. three (3) replacement trees per lot in the proposed rear yards of the Armstrong Street lots, five (5) replacement trees on 7531 Bridge Street, and three (3) replacement trees on 7551 Bridge Street). The security would be released upon request following an inspection to verify that the landscaping has been installed after development is complete.
5. The City's acceptance of the applicants' voluntary contribution in the amount of \$10,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City, in-lieu of planting the remaining 20 required replacement trees on-site (\$500 per tree).
6. The City's acceptance of the applicants' voluntary contribution in the amount of \$2,600 (\$1,300/tree) to the City's Tree Compensation Fund for the planting of replacement trees within the City, to compensate for the removal of Trees # 479 and 480 from the Bridge Street boulevard on City-owned property.
7. Registration of a flood indemnity covenant on Title;
8. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on the three (3) new lots fronting Armstrong Street, on a portion of the subject site as shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8783".



9. Entrance into a Servicing Agreement for the design and construction of:

- Bridge Street frontage improvements, to include but not limited to: curb and gutter, pavement widening, creation of a 3.85 m wide grass and treed blvd. (trees to be "Red Horse Chestnut"), including a 2.6 m wide utility corridor, "Zed" street lights, and a 1.75 m wide concrete sidewalk at or near the west property line of Bridge St., connecting to existing road improvements to the north;
- Armstrong Street (half road) along the entire west property line of the subject site connecting to the existing road and services to the north. Works are to include, but not be limited to: peat removal and appropriate replacement material, storm sewer, sanitary sewer (connect to existing manhole at Armstrong Street and Breden Avenue), curb and gutter, asphalt pavement, a grass and treed (9 m on centre) boulevard incorporating a utility corridor with hydro, telephone, gas and cable, "Zed" street lights, and a 1.5 m concrete sidewalk at or near the new east property line of Armstrong Street.

The Servicing Agreement design must include driveway crossings, water, storm and sanitary connections for each lot, which must be located to enable protection of retained trees along both Armstrong Street and Bridge Street (Trees # 444, 450, 462, 474, 475, 476, 477, 478).

The Servicing Agreement design must include the following items based on the capacity analysis:

- Upgrading of the storm sewer along Bridge Street to 600 mm from manhole to manhole;
- Installation of a 600 mm diameter storm sewer from the manhole at the intersection of Armstrong Street and Breden Avenue to the south property line of the subject site;
- Extension of the 200 mm sanitary sewer from the manhole at the intersection of Armstrong Street and Breden Avenue to the south property line of the subject site;

The storm sewer, sanitary sewer, and water analyses calculations must be included on the Servicing Agreement design drawings.

Prior to Demolition stage\*, the following items are required to be completed:

- Installation of tree protection fencing around on-site and off-site trees to be retained, as detailed in the Certified Arborist's Report and Addendums prepared by Pacific Sun Tree Services and as shown on the Final Tree Retention Plan (i.e. Trees # 444, 450, 462, 468 to 478, B, C, D, E, F, G, H, I, J, K).

Tree protection fencing must remain in place until construction and landscaping on the future lots is completed.

Prior to off-site tree removal stage\*, the following items are required to be completed:

- A Tree Removal Permit must be obtained by the applicants for removal of Tree "A" at 7600 Ash Street;
- Formal authorization from the City's Parks department must be obtained directly by the applicants for removal of Trees # 479 and 480 from the Bridge Street boulevard on City-owned property to enable signage to be posted on the property

At Subdivision stage\*, the following items are required to be completed:

- Registration of a covenant on title to ensure the proposed new homes on Armstrong Street have a fire sprinkling system installed [the length of the Armstrong Street extension creates a road which is greater than 110 m without a secondary (emergency) access];
- Registration of a Right-of-Way for Public-Right-of-Passage over a portion of the driveway of the proposed south lot on Armstrong Street for temporary turnaround purposes; the driveway is to be located along the south property line to enable protection of Tree # 462;
- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees; and
- Arranging for all lots to be serviced by underground hydro, telephone, and cable;

\* This requires a separate application.

[Signed original on file]

Signed \_\_\_\_\_

Date \_\_\_\_\_





City of  
Richmond

Bylaw 8783

**Richmond Zoning Bylaw 8500  
Amendment Bylaw 8783 (RZ 10-539727)  
PORTION OF 7531 AND 7551 BRIDGE STREET**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)**.

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 8783"

This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8783".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

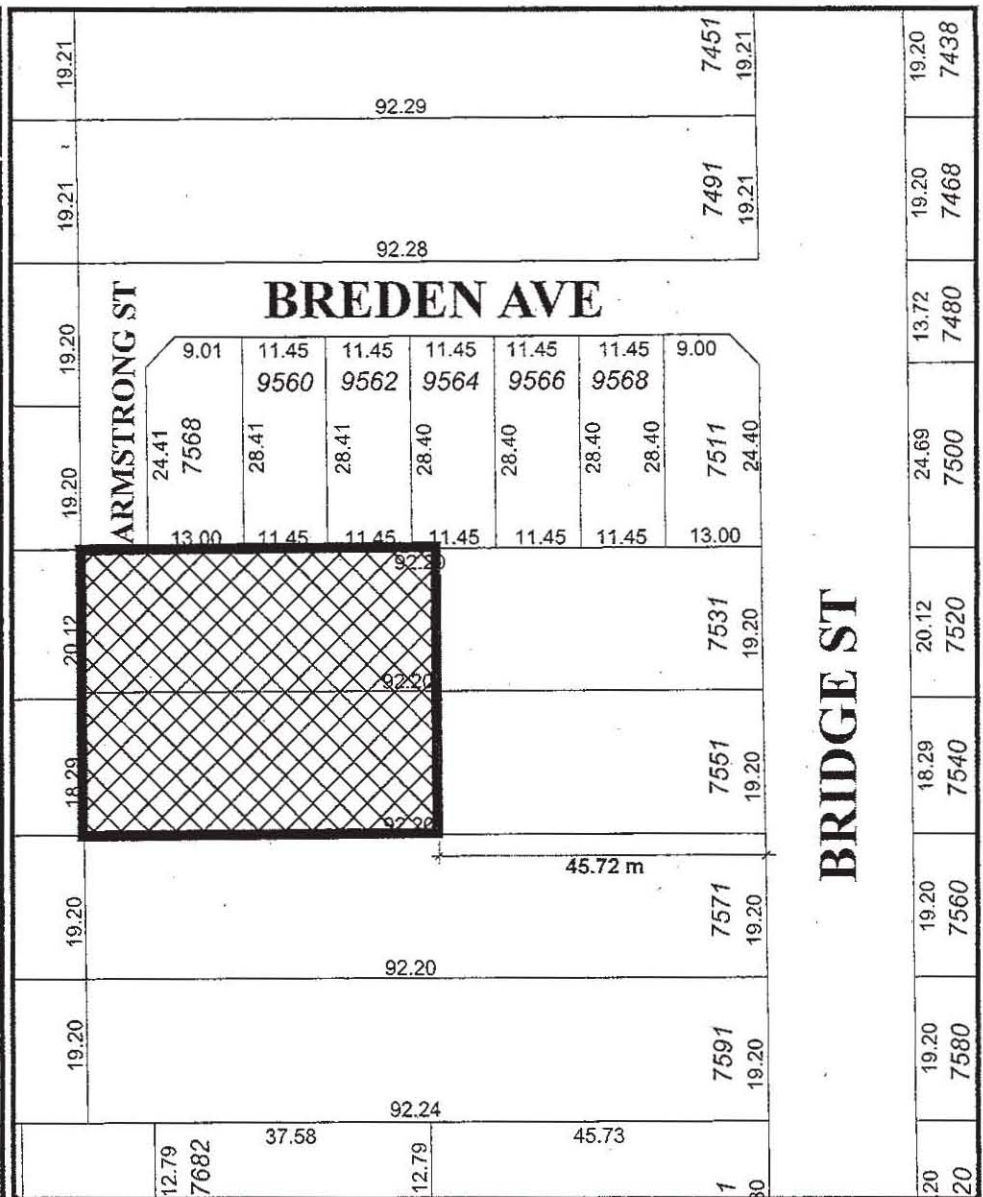
JUL 11 2011



\_\_\_\_\_  
MAYOR

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

PH-150



RZ 10-539727

Original Date: 07/30/10

Revision Date: 06/14/11

Note: Dimensions are in METRES

Schedule A attached to and forming part of Bylaw No. 8783