



City of Richmond  
Urban Development Division

## Report to Development Permit Panel

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**To:** Development Permit Panel  
**From:** Holger Burke  
Acting Director of Development  
**Date:** December 12, 2005  
**File:** DP 05-306274  
**Re:** **Application by Adera Equities Inc. for a Development Permit at 9211, 9231,  
9251 Ferndale Road**

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### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 76 unit four-storey apartment building over a one (1) level parkade at 9211, 9231, 9251 Ferndale Road on a site zoned Comprehensive Development District (CD/166); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Reduce the minimum west side yard setback from 6.0 m to 3.22 m to permit building projections into the setback area;
  - b) Decrease the minimum north rear yard setback for the underground parkade structure from 2 m to 0.44 m;
  - c) Decrease the minimum west side yard setback for the underground parkade structure from 2 m to 1.89 m;
  - d) Decrease the minimum east public road setback for the underground parkade structure from 3.6 m to 2.51 m.

Holger Burke  
Acting Director of Development

HB:gl  
Att. 3

## Staff Report

### Origin

Adera Equities Inc. has applied to the City of Richmond for permission to develop a 76 unit multiple-family building at 9211, 9231 and 9251 Ferndale Road as a second phase of development (Red 2) adjacent to their first phase to the north (Red 1, approved under DP 05-292001). The site currently contains three (3) single-family dwellings which will be demolished.

The site is being rezoned from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/166) for this project under Bylaw 7967 (RZ 05-302273).

### Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

### Background

Development surrounding the subject site is as follows:

- To the north: An 84 unit apartment building over one (1) level of parking currently under construction (DP 05-292001), zoned Comprehensive Development District (CD/166) as the first phase of this development (Red 1).
- To the east: A site zoned Assembly District (ASY) and Single-Family Housing District, Subdivision Area F (R1/F). An existing church rectory and church, and the sales centre for Adera Red 1 and Red 2 development properties are currently located on the site.
- To the south: Across Ferndale Road, two (2) four-storey apartment buildings totalling 156 units over a parkade structure on a site zoned Comprehensive Development District (CD/144), currently under construction (DP 04-267499).
- To the west: A site with frontage on both Ferndale Road and Garden City Road zoned Comprehensive Development District (CD/158), currently under construction for a 9 storey residential building over three levels of parking and 11 townhouse units accommodating a total of 148 residential dwelling units (DP 04-275373).

### Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the development permit stage. Resolution of those comments are provided below in *(bold italics)*.

- Incorporation of Crime Prevention Through Environmental Design (CPTED) measures for both indoor and outdoor spaces (e.g., lighting, visual surveillance, glazing, painted walls in parking area, etc.)

*(Applicant has incorporated CPTED measures as noted in this report under the Advisory Design Panel Comments.)*

- Applicant to demonstrate how loading can be accommodated onsite both before and after Katsura Street connects to Ferndale Road, without backing onto public road. Design vehicles should include both SU-9 and WB-17.

*(The applicant has provided a written submission as to why onsite loading cannot be accommodated. Loading is proposed in the parking aisle off of Ferndale Road instead. Transportation has reviewed both the submission and proposal, and have deemed it acceptable.)*

- Applicant to provide a construction parking and traffic management plan to Transportation to detail the location for parking for services, deliveries, workers and loading areas, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

*(The requested plan has been supplied by the applicant. Transportation has reviewed the plan and deemed it acceptable.)*

The Public Hearing for the rezoning of this site was held on August 29, 2005. No public input was received at the Public Hearing. In response to queries from Council, staff advised that accessibility issues would be addressed during the development permit process. The applicant has responded to the issue of accessibility as noted in this report under the Advisory Design Panel Comments.

### **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Comprehensive Development District (CD/166) except for the zoning variances noted below.

### **Zoning Compliance/Variations (staff comments in *bold*)**

The applicant requests to vary the provisions of the Zoning and Development Bylaw No. 5300 to:

- a) Reduce the minimum west side yard setback from 6.0 m to 3.22 m to permit building projections into the setback area;

*(Staff supports the proposed setback variances as the proposal meets the intent of the zoning district which is to accommodate multiple-family development within a formal, park-like setting. The building face generally complies with the required 6 metre setback, with the majority of the building face located more than 5 metres from the property line. The variance would primarily accommodate private balcony and bay window projections into the required setback. The articulation of both building and fenestration contributes to the architectural character along this elevation, which is consistent with the design guidelines for the area.)*

- b) Decrease the minimum north rear yard setback for the underground parkade structure from 2 m to 0.44 m;

*(The setback variance accommodates the underground parkade projection into the rear yard abutting the first phase of this development. The developer has indicated a smooth grading transition between the two phases through section plans. Staff supports the proposed setback variance as it would allow for the provision of the required parking and bike storage.)*

- c) Decrease the minimum west side yard setback for the underground parkade structure from 2 m to 1.89 m;

*(The setback variance accommodates the underground parkade projection into the side yard abutting adjacent townhouse development. The developer has indicated that treatment of both soft and hard landscaping along this boundary will serve to mitigate grade differences along the property line, and ensure an appropriate interface with the neighbouring development. Measures may include, but not be limited to, masonry retaining walls, fencing and additional planting for screening purposes. Staff supports the proposed setback variance as it would allow for the provision of the required parking and bike storage.)*

- d) Decrease the minimum east public road setback for the underground parkade structure from 3.6 m to 2.51 m.

*(The setback variance accommodates the underground parkade projection into the public road setback along Katsura Street. Grade differences along Katsura Street have been mitigated by terracing planters from the wall of the parkade, and provision of secondary entrances to individual suites with gates at the property line to establish a direct linkage to Katsura Street. A cultured brick veneer is applied to both the parkade walls as well as the planters to create increased visual interest at the pedestrian level. The streetscape elevation shows that the overall grade of the development is consistent with Phase I, and contributes to ensuring that building scale, height, and pedestrian interface is constant along Katsura Street. Staff supports the proposed setback variance as it would allow for the provision of the required parking and bike storage.)*

### Advisory Design Panel Comments

A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, September 7, 2005 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold italics**'.

The Advisory Design Panel was supportive of the proposal, provided the following comments were addressed.

- Resolution of the children's amenity area  
*(The developer has provided a children's play area within this phase of the development.)*

- Provision of a connection from the visitor's parking to the lobby  
*(A connection has been provided at the front of the building.)*
- Strengthening the Katsura Streetscape  
*(The developer has incorporated secondary entrance doors to individual suites, establishing a direct connection with Katsura Street. Individual gates are provided at the property line.)*

### **Analysis**

Criteria and policies for the issuance of Development Permits appear in Bylaw 7100, the Official Community Plan (OCP):

- Schedule 1: 9.2 General Guidelines  
          9.3 Multiple-Family Residential Development Permit Guidelines (Townhouses)
- Schedule 2: 2.10 City Centre  
          2.10C McLennan North Sub-Area Plan

The subject application complies with the applicable development permit design guidelines.

### **Adjacency**

- The proposed building height, siting and orientation respects the massing of the surrounding existing and proposed developments.
- Interface at the west boundary with the private amenity spaces of the adjacent development is provided by terraced planters, trees, shrubs and groundcover plantings. The private amenity spaces that abut this boundary are screened by 6 foot wood fencing.

### **Urban Design and Site Planning**

- Urban design and site planning of the development are generally in compliance with the applicable OCP guidelines.
- Building massing and design of this phase is generally complimentary to Phase I.
- A well-landscaped courtyard and amenity space is provided facing Katsura Street, and the main pedestrian entrance and lobby area is provided off of Ferndale Road. Both street elevations provide high quality finishing and articulation focused at the pedestrian level.
- The building face is generally situated 6 metres back from the Ferndale Road property line, in keeping with setback requirements of other developments to the west and immediately across Ferndale Road. Some components of the building such as columns and canopies will overhang into this 6 m area and have been identified on the site plan. Dimensions from building to property line have been provided along the entire frontage of Ferndale Road to ensure that the building is sited accordingly at the building permit stage.

- The developer has incorporated some universal accessibility measures such as designing a bathroom in each unit to have a bathroom that is accessible for visitors with mobility issues. The developer also offers a no cost option to retrofit any unit for full accessibility for purchasers of new units. Units D5 and D6 will have removable base cabinets in the kitchen and bathrooms. These units can be modified by future purchasers to accommodate full accessibility. Universal accessibility measures that will be incorporated into all units, will include, but not limited to, measures such as the installation of lever handles and backing boards installed in baths to accommodate the residents' ability to 'age in place' .
- Pedestrian scale frontage character has been incorporated into the design and elevations of the development. Pedestrian interface and relationship to the street has been provided along both Ferndale Road and Katsura Street with direct linkages to individual units.
- A single vehicular access point is provided to the building along Ferndale Road. The security gate for visitor parking has been set back a minimum of 10 m to accommodate adequate stacking distance for vehicles entering the parkade to minimize the impact of vehicles queuing on Ferndale Road.
- The entry phone for the visitor gate will be located on the left side of the drive entrance and be used by visitors only. Residents will be able to access through the visitor gates by remote and therefore will not affect traffic flow. Transportation has determined that since the majority of traffic flow to and from the site will be from residents, the reverse traffic flow via the entry phone will be limited to visitors only and therefore not constitute a traffic hazard.
- The required resident bicycle storage parking spaces have been provided for the 76 units in accordance with OCP requirements.
- Parking requirements for residents, visitors and accessible spaces as defined in the CD/166 district have been provided. The provision of tandem parking is in conformity with the zoning district, with the tandem units to be assigned to the larger two-bedroom units of the development. Total resident parking provided exceeds the minimum number of spaces required. (104 spaces required; 108 spaces provided).
- A centrally located garbage and recycling room within the parkade level will accommodate the 76-unit apartment development, which will subscribe to private garbage collection and the City blue cart recycling program. Due to the slope of the entrance driveway and distance to the recycling room, the carts and dumpsters must be brought out on collection day to a holding area provided immediately west of the driveway close to the sidewalk. This area will incorporate a stamped concrete surface and a wider cap along the retaining wall to allow the area to function as a small sitting or rest area when vacant to minimize its visual impact.

### **Architectural Form and Character**

- The building form is well articulated; the proposed height, siting and orientation of the building complements and reflects the massing of the surrounding existing and proposed residential development.
- Private amenity spaces are provided by balconies that add articulation and detail to the building elevations.
- The proposed building materials are consistent with the Official Community Plan (OCP) guidelines, and include vinyl siding, brick cladding, timber posts, beams and brackets, wood trim, split face concrete block, architectural concrete and aluminium/glass railings.
- The development has incorporated secondary entrance doors to individual suites providing direct linkage to Katsura Street, with individual gates at the property line.

### **Landscaping and Open Space Design**

- Three out of 22 pre-existing trees on the site were targeted for possible retention and replanting. 12 of the trees were categorized as being in poor condition and 10 were categorized in fair or good condition. The developer has indicated an endeavour to retain and transplant the three (3) existing Japanese Maples as recommended in the report, incorporating them into the landscaped area for this development.
- Replacement plantings will include 89 trees, 1,731 shrubs and 4,857 various groundcovers, vines and perennials.
- A children's play area has been added at the east courtyard consistent with the size provided on the Red 1 project, and is located centrally to promote natural surveillance from the surrounding units.
- The entire courtyard can serve as a play area with the exception of the private patios and areas immediately adjacent to the patios. Fencing has been provided at the tops of the retaining walls along Katsura. The spring toy is in a well secured area defined by the rubberized paving and low sitting height wall surrounding the spring toy. Benches will be installed in the central courtyard to facilitate supervision.
- Landscaping lighting includes low level bollard lighting at the top of the stairs up to the courtyard, low bollards along the paved walk in the courtyard, and wall mounted lights at entry stairwells. The water feature will also have lighting to provide highlights for the entry courtyard.
- The indoor amenity space has been provided as a 'media lounge', furnished with cloth seating, tables, and audio and video equipment for the enjoyment of residents.

- The outdoor amenity space includes benches, pathways, substantial landscaping with special paving treatment with patterning and colour, incorporating a tai chi area and a children's play area.
- Brick retaining walls and stepped planters are provided along Katsura Street and Ferndale Road to provide a transition to the public pedestrian corridor.
- Landscaping is provided along the north boundary to integrate this phase of development with the first phase, Red 1.
- Consideration was given to placing the hydro kiosk in the least intrusive location in terms of impacting the streetscapes for Westminster, Katsura and Ferndale. The transformers are screened from residents and pedestrians by a wall, trees, shrubs and fencing. Cladding of the wall will be brick veneer to ensure architectural consistency with the proposed building.
- The parkade wall at the northeast corner has been pulled back to align with a similar wall previously approved on Red 1, to ensure consistent treatment at this location.

#### **Crime Prevention Through Environmental Design:**

- Parkade and exterior building lighting design and target illumination levels have been provided with wall mounted lights over the doors and columns at the main building entrance. Wall mounted lights over the doors are provided at all building exits. Steplights will be provided where stairs go to grade level. Bollard pathway lighting is incorporated in the courtyard area.
- All levels of lighting conform to minimum IES recommended lighting levels.
- Glazing is provided at lobby doors, exterior doors to the amenity space, doors between the lobby and amenity space, doors between the parkade vestibule and lobby, and door between the lobby and stair #4. All doors to exit stairwells within the building will also be glazed.
- Parkade ceilings are to have white insulation or are to be painted white. All columns and walls at the visitor parking area are to be painted white.
- Dead ends and concealment areas have been minimized.
- The parkade has been separated for 'residents' and 'visitors' with two (2) garage doors. There is an entry phone at the entrance of the parkade to enable the screening of visitors.
- A surveillance camera will be placed at the entrance of the visitor and resident parking area. Hold open alarms will be at every exit door of the parkade to indicate if a door has been left open or been tampered with. Lobby and elevator access from the parkade will be via a card reader which only residents will have.



## Servicing Analysis

The developer has agreed in writing as a condition of rezoning to undertake and pay for the required storm sewer analysis prior to the issuance of a Building Permit. The developer has also indicated that he will be responsible for the design and construction costs of upgrading such services subject to the analysis and as agreed to with the City as part of the servicing agreement process.

## Conclusions

The applicant has addressed issues pertaining to a development permit identified through the rezoning process. Staff comments, and comments made by the Advisory Design Panel regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design have been addressed to the satisfaction of staff.

The applicant has presented a development that fits both the existing and future context of the McLennan North Sub-Area. Therefore, staff recommend support of this Development Permit application.



Grace Lui, M.U.R.P.  
Planner

GL:rg

The following conditions are required to be met prior to forwarding this application to Council for approval:

- Receipt of a Letter-of-Credit for landscaping in the amount of \$220,044.00 (based on total floor area of 110,022 ft<sup>2</sup>).

The following conditions are required to be met prior to the issuance of a Building Permit:

- The developer must enter into a Servicing Agreement for the design and construction of Ferndale Road frontages, Katsura Street and Ferndale Road storm sewer upgrades, including:
  - **North side of Ferndale:** Frontage improvements for road, road widening and installation of curb and gutter, 1.41 metre grass and treed boulevard with Zed lighting, and a 1.75 metre sidewalk to the property line. DCC credits applied to Ferndale Road frontage works only.
  - **New portion of north-south Katsura Street:** Applicant to provide the ultimate design of Katsura Street between Westminster Highway and Ferndale Road (including 1.5 metre sidewalk, 1.4 metre grass and treed boulevard, curb and gutter on both sides of Katsura Street, 11.2 metre pavement) and to construct Katsura Street along the site's entire east frontage from the subject lot's east property line to the eastern edge of the PROP ROW at 9300 Westminster Hwy (i.e., the Church's site) including, but not limited to, peat removal and appropriate replacement material across the entire right-of-way, storm sewer, sanitary sewer, water, hydro, telephone, gas, cablevision, curb and gutter, a 1.40 metre wide grassed boulevard incorporating an utility corridor, 7 cm street trees at 9 m on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.50 m wide at Ferndale Road. Applicant must also design and construct the curb extensions, with 7 m traffic calming (corner bulges, etc.), at the NW & NE corners of the intersection of Ferndale & Katsura. No Letter of Credit is required.
- The developer must undertake and pay for a storm sewer analysis. The Engineering Department will establish the terms of reference for the analysis. The storm sewer analysis is required up to the main conveyance at Lansdowne Road and Garden City Road.
- The developer must contribute the full cost for the design and construction of storm upgrades or as otherwise determined by the City. No DCC credits will apply.



**City of Richmond**  
 6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 (604) 276-4000

**Development Application  
 Data Sheet  
 Development Applications Department**

**DP 05-306274**

**Attachment 1**

Address: 9211, 9231, 9251 Ferndale Road  
 Applicant: Adera Equities Inc. Owners: John & Gloria Gausboel, Tai Chen & Shih Lin, Dianne Tasaka  
 Planning Area(s): City Centre Area, McLennan North Sub-Area Plan (Schedule 2.10C)  
 Floor Areas Gross: 7,102.39 m<sup>2</sup> Net: 7,002.43 m<sup>2</sup>

	Existing	Proposed
Site Area	4,566.5 m <sup>2</sup>	4,063.93 m <sup>2</sup>
Land Uses	Single-family and Two-family Residential	Townhouse and Multiple-family Residential
OCP Designation	Residential	No change
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/166)
Number of Units	3 Single-family dwellings	76 Apartment units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.75	1.75	none permitted
Lot Coverage:	Max. 45%	44%	complies
Setback – Ferndale Road:	N/A	6 m	complies
Setback – Katsura Street:	Min. 4.5 m	4.65 m	complies
Setback – Side (West) Yard:	Min. 6 m	3.22 m	Balcony columns 3.22 m Bay Windows 5.05 m Building – 5.37 m
Setback – Rear (North)Yard:	Min. 6 m	6.73 m	complies
Setback – Side & Rear Yards (Parkade)	Parking structure below finished grade may project no closer than 2 metres to the property line	0.44 m	Rear yard: 0.44 m Side yard: 1.89 m
Setback – Katsura Street (Parkade)	Parking structure below finished grade may project no closer than 3.6 m to the property line	2.51m	North end: 2.51 m South end: 3.38 m

Height (m):	Max. 20 m	16.26 m	no
Lot Size:	Min. 3,500 m <sup>2</sup>	4,063.93 m <sup>2</sup>	no
Off-street Parking Spaces – Resident/Visitor: (R) / (V)	(R) 88 / (V) 16	(R) 92 / (V) 16	complies
Off-street Parking Spaces – Accessible:	3	3	complies
Off-street Parking Spaces – Total:	104	108	complies
Tandem Parking Spaces:	May be provided when used by residents of a single dwelling unit	16	complies
Indoor Amenity Space:	Min 100 m <sup>2</sup>	110 m <sup>2</sup>	complies
Outdoor Amenity Space:	Min. 6 m <sup>2</sup> / dwelling unit x 76 dwelling units = 456 m <sup>2</sup>	456 m <sup>2</sup>	complies

**Excerpt from the Minutes from  
The Design Panel Meeting**

**Wednesday, September 7, 2005 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall**

3. 4-Storey Apartments over Parking  
Integra Architecture  
9211/9231/9251 Ferndale Road  
(Formal)

DP 05-306274

Mr. Eric Fiss, Planner, reviewed the staff comments provided for the project, (Schedule 3). He noted that staff was supportive of the project but was concerned that only one play area was provided for both this project and the adjacent project at 9233 Ferndale Road, and noted the circuitous route to get there. Staff was also concerned about the management of the amenity spaces which would be shared by the two phases of this project.

Mr. Darren Chung, Applicant, introduced his team consisting of Mr. Norm Couttie, Mr. Dale Staples and Mr. Jon Losee, Landscape Architect. With the aid of a model and an artist's renderings, Mr. Chung, described the project.

Mr. Jon Losee, Landscape Architect, reviewed the details of the landscape plan.

General questions put forth by the Panel included:

- How far along was the Red 1 phase. **No building permit as yet.**
- Where was the children's play area. **In Red 1 which will interconnect with this project. (Play area provided in Red 2).**
- What was the relationship between the two phases. **Flush transition, buffer planting at property line on either side, continuous edge, no wall or fences.**
- How would the stratas share amenities and how would this be managed. **A covenant would be put in place for maintenance of amenities. (No longer required; separate play area provided for this phase)**
- Was there an off site park nearby with amenities. **This was under development with active recreational opportunities. (No longer an issue; separate play area provided for this phase)**

The comments of the Panel were as follows:

- Concerned about the Katsura streetscape and play area location. **There would be gated access from patios to sidewalk on Katsura Street.**

- Concerned about a maintenance covenant. Will have problems. Amenities should be separate for each project. *(No longer required; separate play area provided)*
- Accessible units D 5 and D6 need minor modifications to make fully accessible units – vanity could be smaller. *(unit accessibility addressed)*
- 3 units B1, C1 and D1 had liveability problems – they overlooked the townhouses not courtyards. Units should not look into townhouses. No problems with character and appearance. *(unit accessibility addressed)*
- Potential conflict with amenity areas. *(resolved)*
- Feels strongly that the route to the children’s play area was circuitous and too far away. Children’s amenity areas should be close at hand and convenient to get to. *(resolved)*
- Covenants difficult to administer – there would be problems with maintenance. *(resolved)*
- Planting scheme well resolved.
- Concerned about strata arrangement to share amenities , access from one block to the next too circuitous – needs resolution. *(resolved)*
- Shared amenity areas can work well depending on covenant. There is a separation between Red 1 and 2. Consider as 1, eliminate separation – create private space for units fronting onto project. Make clear connection which will encourage people to move back and forth. Play area can be active if enough people use it. Connection needs strengthening. *(resolved)*
- Pedestrian access from patios to Katsura needs to be addressed. *(resolved; accesses provided)*
- Visitor parking spots to building no clear connection – consider looking at space between handicapped stalls to provide entrance to building. *(resolved; access provided at front of building)*
- Corridor adjoining Tai Chi area – good visibility from public corridors – will encourage people to use it. Provides connection between public spaces and outdoor amenity space.
- Katsura Street entry to courtyard too subtle – play it up to enhance it. Is the children’s play area gated? *(resolved)*
- It would be beneficial for ground floor units to open up to Katsura Street. *(resolved)*
- Architecturally pleasing. Concerned about children’s amenity area, either make it easier to get to or provide 2 play areas. *(resolved)*
- **Structure of strata works. Can look at using the Tai Chi area as a play area, and making it available for Tai Chi in the morning. Will look at the Panel’s comments and try to incorporate them into the project.**

- Discussion then ensued that resulted in the following motion:

It was moved and seconded

*That the Panel strongly supports this project going forward subject to the applicant resolving the children's amenity area; provide a connection from the visitor's parking to the lobby, and strengthening the Katsura streetscape.*

**CARRIED  
Unanimous**



**No. DP 05-306274**

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To the Holder:                   ADERA EQUITIES INC.

Property Address:               9211, 9231, 9251 FERNDALE ROAD

Address:                         C/O DARREN CHUNG /NORM COUTTIE  
                                       SUITE 2200, 1055 DUNSMUIR STREET  
                                       VANCOUVER, BC V7X 1K8

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1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied to:
  - a) Reduce the minimum west side yard setback from 6.0 m to 3.22 m to permit building projections into the setback area;
  - b) Decrease the minimum north rear yard setback for the underground parkade structure from 2 m to 0.44 m;
  - c) Decrease the minimum west side yard setback for the underground parkade structure from 2 m to 1.89 m;
  - d) Decrease the minimum east public road setback for the underground parkade structure from 3.6 m to 2.51 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks shall be provided as required, including any necessary storm sewer upgrades.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$220,044.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

# Development Permit

No. DP 05-306274

To the Holder: ADERA EQUITIES INC.  
Property Address: 9211, 9231, 9251 FERNDALE ROAD  
Address: C/O DARREN CHUNG /NORM COUTTIE  
SUITE 2200, 1055 DUNSMUIR STREET  
VANCOUVER, BC V7X 1K8

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8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE  
DAY OF , .

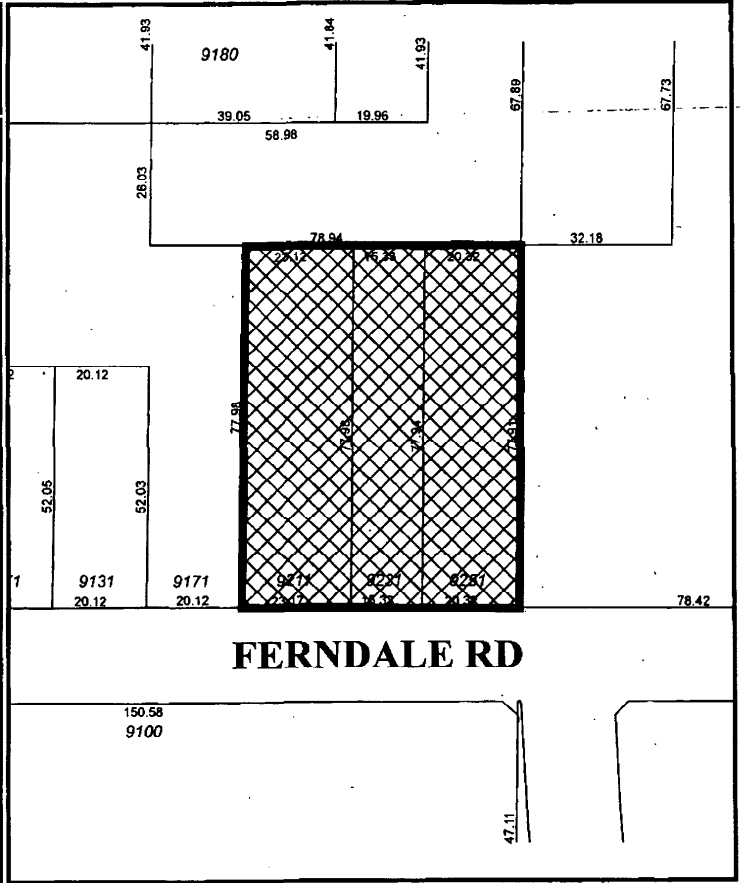
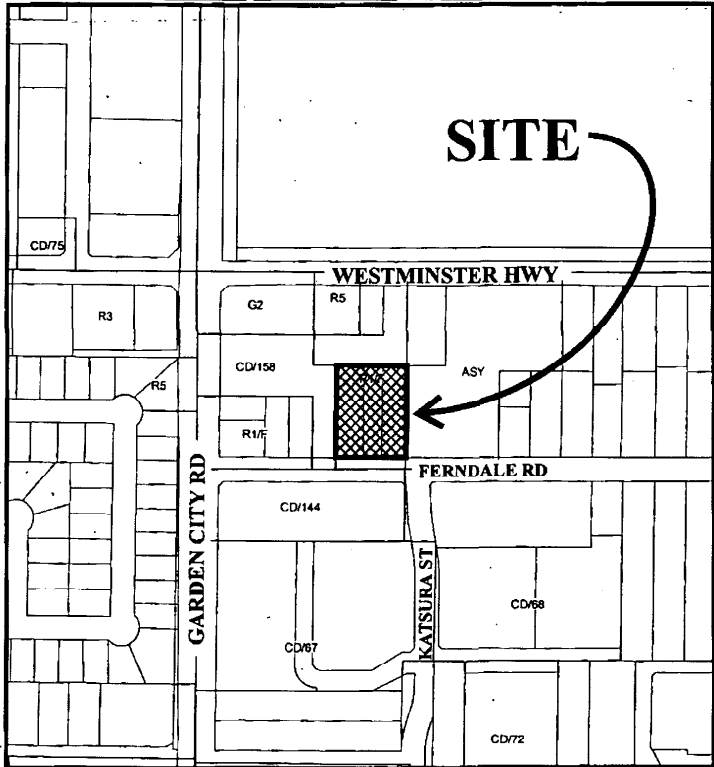
DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR





# City of Richmond



## DP 05-306274 SCHEDULE "A"

Original Date: 08/04/05

Revision Date:

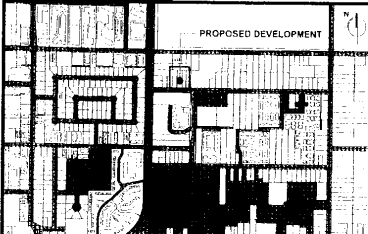
Note: Dimensions are in METRES



CONCEPTUAL IMAGES



9233 Ferndale Road, Richmond, BC



PROPOSED DEVELOPMENT

CONTEXT PLAN

Item	Description	Quantity	Unit Price	Total
1.00	Site Preparation	1.00	100,000.00	100,000.00
2.00	Foundation	1.00	200,000.00	200,000.00
3.00	Structure	1.00	500,000.00	500,000.00
4.00	Roofing	1.00	100,000.00	100,000.00
5.00	Interior Finishes	1.00	300,000.00	300,000.00
6.00	Exterior Finishes	1.00	150,000.00	150,000.00
7.00	MEP	1.00	200,000.00	200,000.00
8.00	Site Work	1.00	100,000.00	100,000.00
9.00	Professional Fees	1.00	100,000.00	100,000.00
10.00	Contingency	1.00	100,000.00	100,000.00
<b>Total</b>				<b>2,000,000.00</b>

**DRAWING LIST**

- Plan 1a COVER SHEET
- Plan 1b SITE PLAN
- Plan 1c GRADING
- Plan 2a 1ST FLOOR PLAN
- Plan 2b 2ND FLOOR PLAN
- Plan 2c 3RD FLOOR PLAN
- Plan 2d 4TH FLOOR PLAN
- Plan 2e LANDSCAPE
- Plan 2f ELEVATIONS - SOUTH & EAST
- Plan 2g ELEVATIONS - NORTH & WEST
- Plan 2h SECTIONS A, B & C
- Plan 2i STAIRS
- Plan 2j PARKING - Area Calculations
- Plan 2k 1ST FLOOR PLAN - Area Calculations
- Plan 2l 2ND FLOOR PLAN - Area Calculations
- Plan 2m 3RD FLOOR PLAN - Area Calculations
- Plan 2n 4TH FLOOR PLAN - Area Calculations

RECEIVED  
DEC 13 2005

BY:.....

DP# 05308274

INTEGRA ARCHITECTURE INC.

118 West Pender St.  
Vancouver, BC V6C 2R7  
Tel: 604.681.1111  
Fax: 604.681.1112

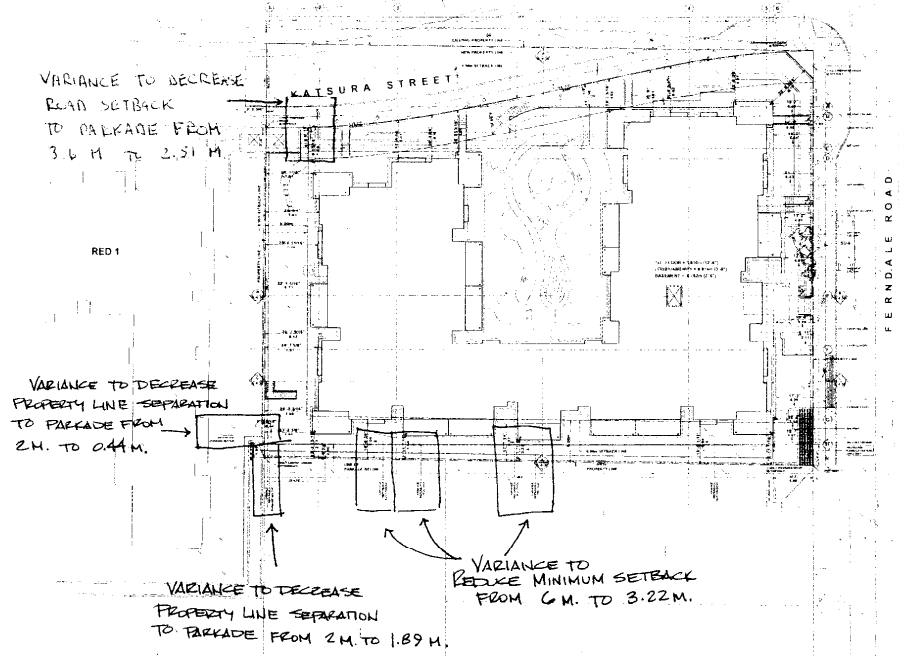
**red 2**

1170 Commercial Street  
Vancouver, BC  
Tel: 604.681.1111

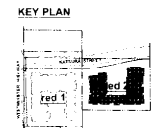
ADERA  
Architectural Design & Engineering

COVER SHEET

Plan 1a



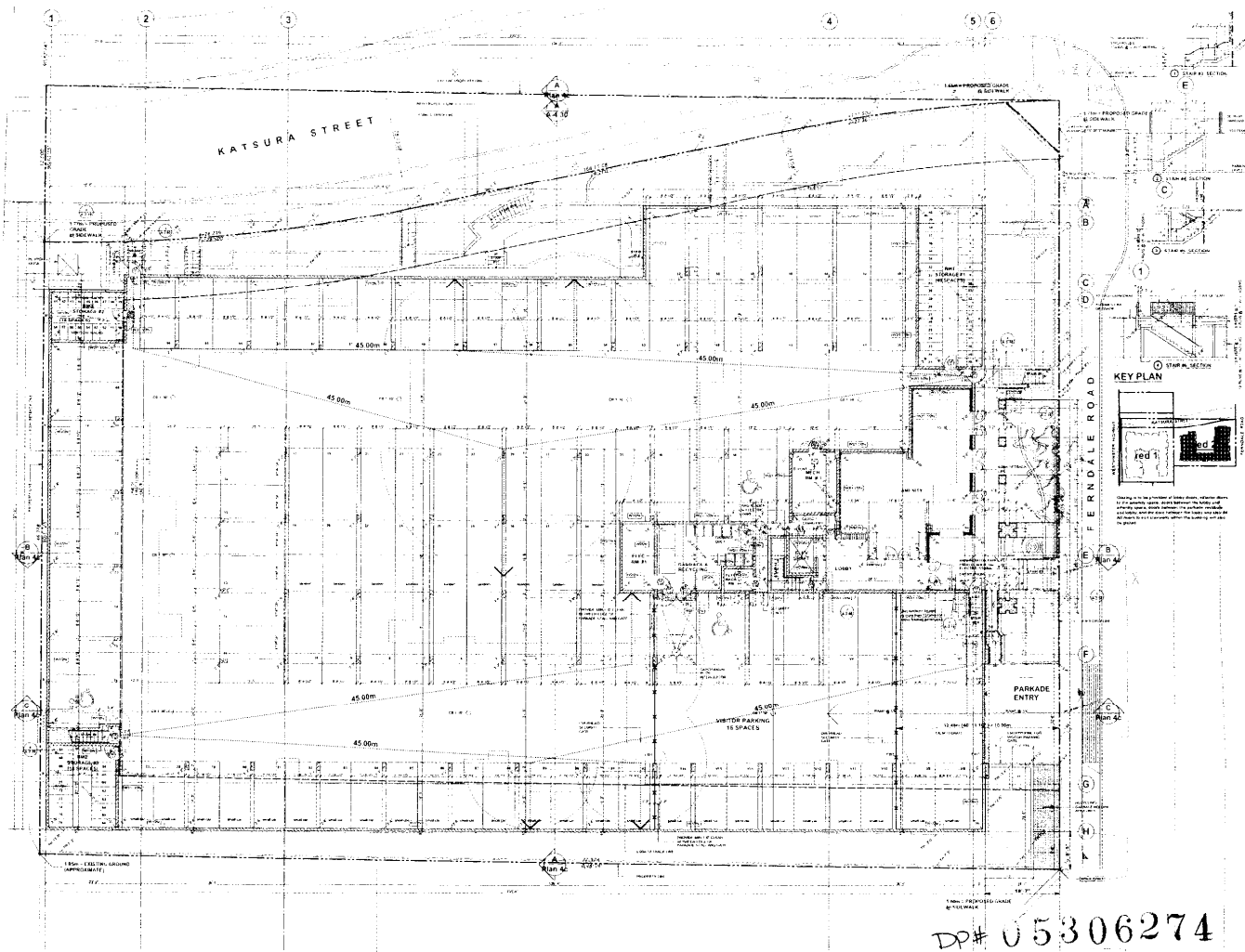
GROSS SITE AREA APPROXIMATE TO SHEET  
 ROAD DEDICATION 6.34 ALR  
 PLUS ALL CORNER SUBSTITUTION 81.12 ALR  
 NET SITE AREA 43.72 ALR



SITE PLAN

NO.	DESCRIPTION	AREA (ALR)
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DP#05306274



INTEGRA ARCHITECTURE INC.

5700 SHEPPARD AV. E. SUITE 1000  
SCARBOROUGH, ONTARIO M1S 1T6  
TEL: (416) 291-1111  
WWW.INTEGRAARCHITECTURE.COM

red 2

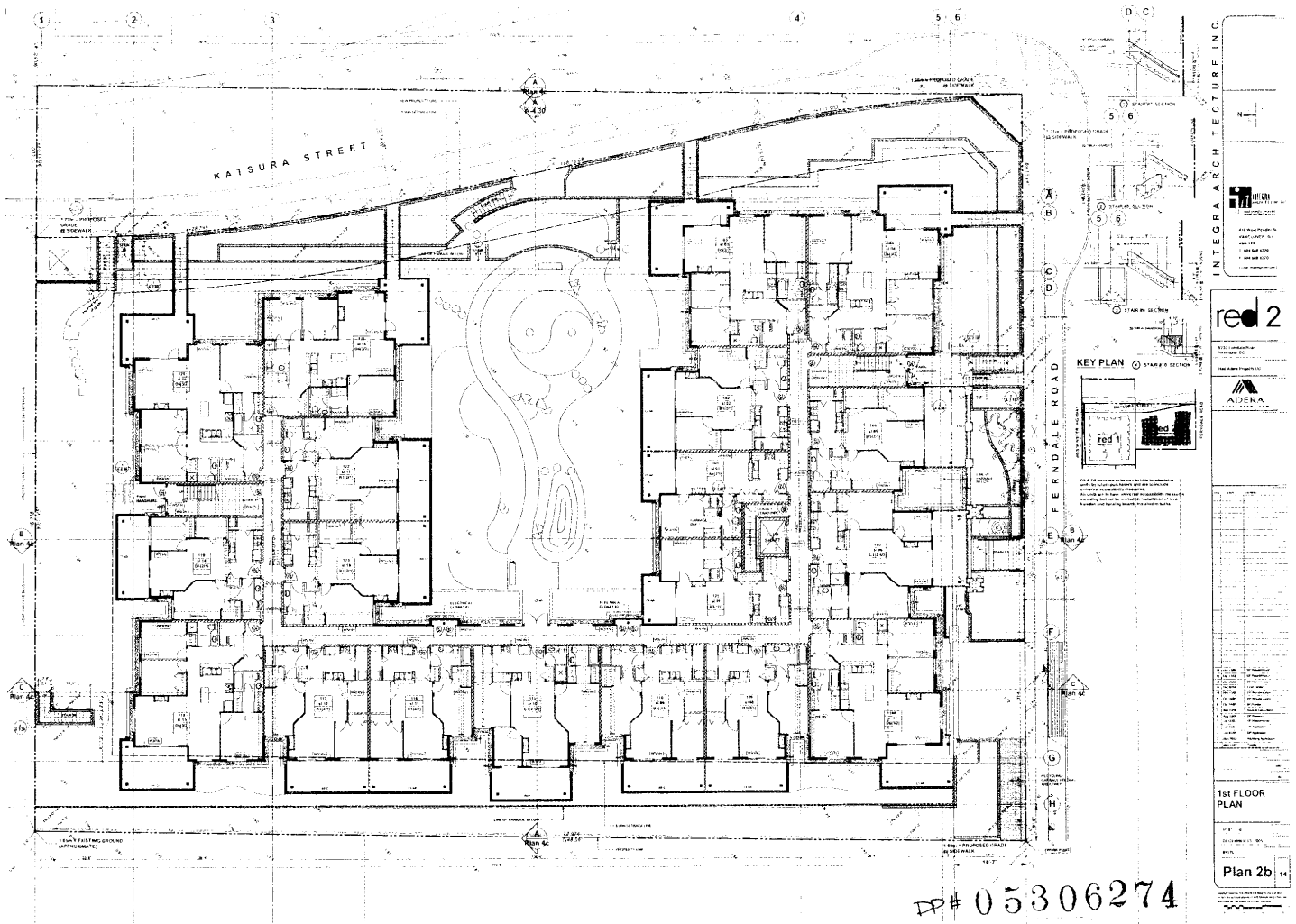
100 SHEPPARD AV. E. SUITE 1000  
SCARBOROUGH, ONTARIO M1S 1T6  
TEL: (416) 291-1111  
WWW.ADERA.COM

ADERA

PARKING

Plan 2a

DP# 05306274



INTEGRA ARCHITECTURE INC

red 2

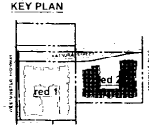
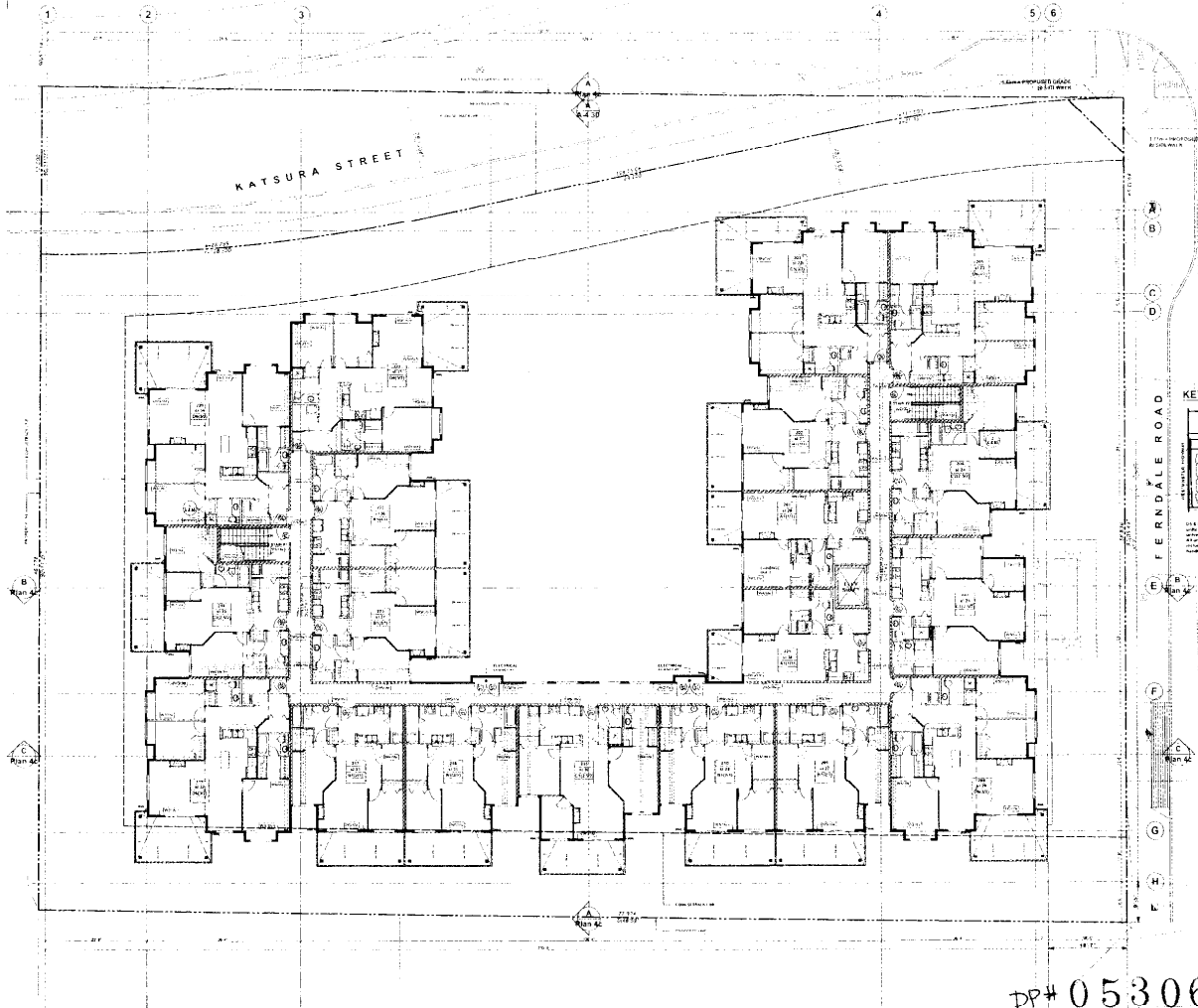
ADERA

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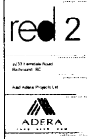
1st FLOOR PLAN

Plan 2b

# 05306274



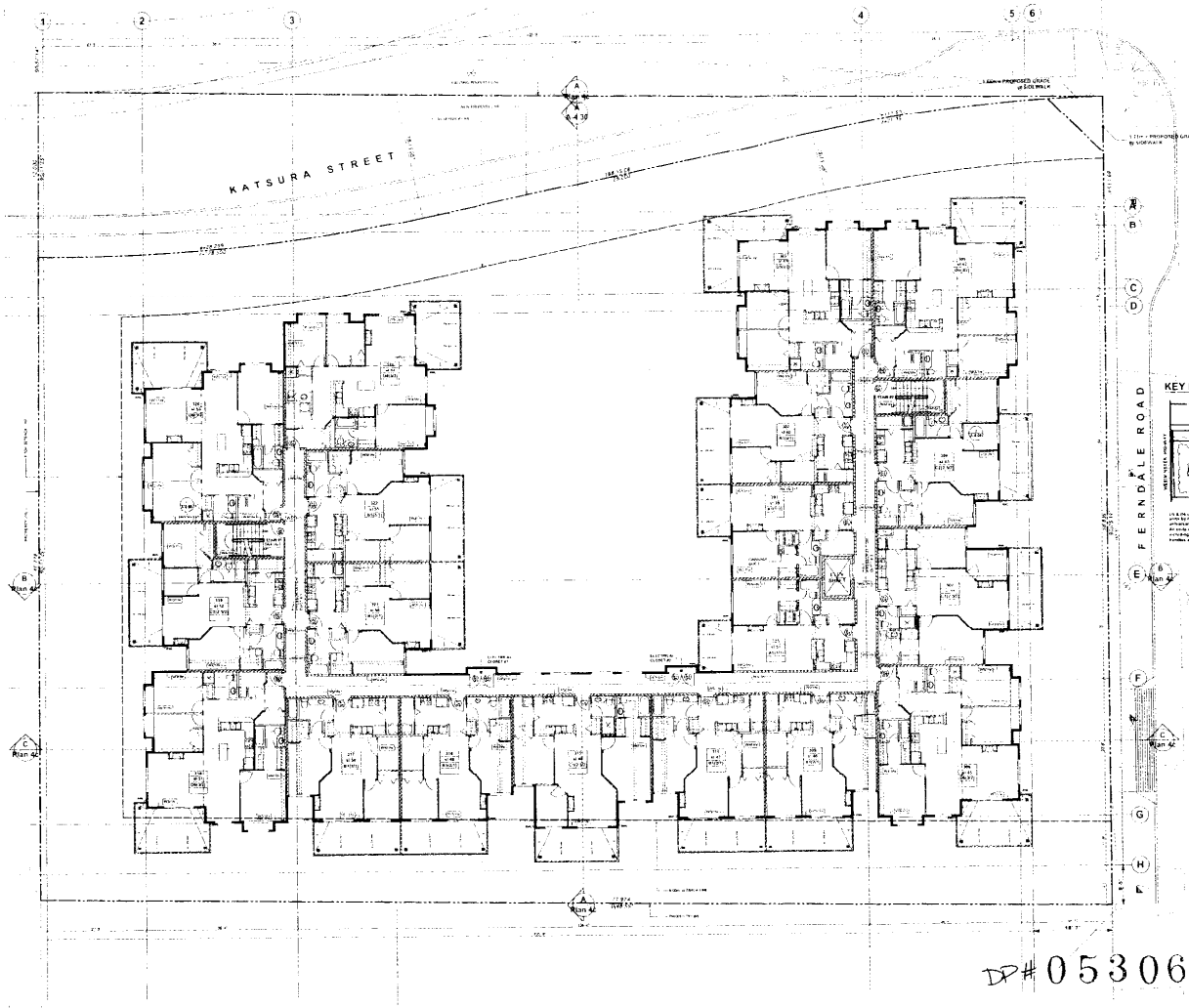
INTEGRA ARCHITECTURE INC.  
 11250 S. KINGSWAY  
 SUITE 100  
 VANCOUVER, BC V6V 1W2  
 TEL: 604.273.8888  
 FAX: 604.273.8889  
 WWW.INTEGRAARCHITECTURE.COM



NO.	REVISION	DATE	BY	CHECKED
1	ISSUED FOR PERMIT	2015.10.15	...	...
2	...	...	...	...
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2nd FLOOR PLAN  
 DRAWING NO. 15  
 PROJECT NO. 15  
 DATE 2015.10.15  
 PLAN 2c 14

DP# 05306274



KATSURA STREET

KEY PLAN



INTEGRA ARCHITECTURE INC.

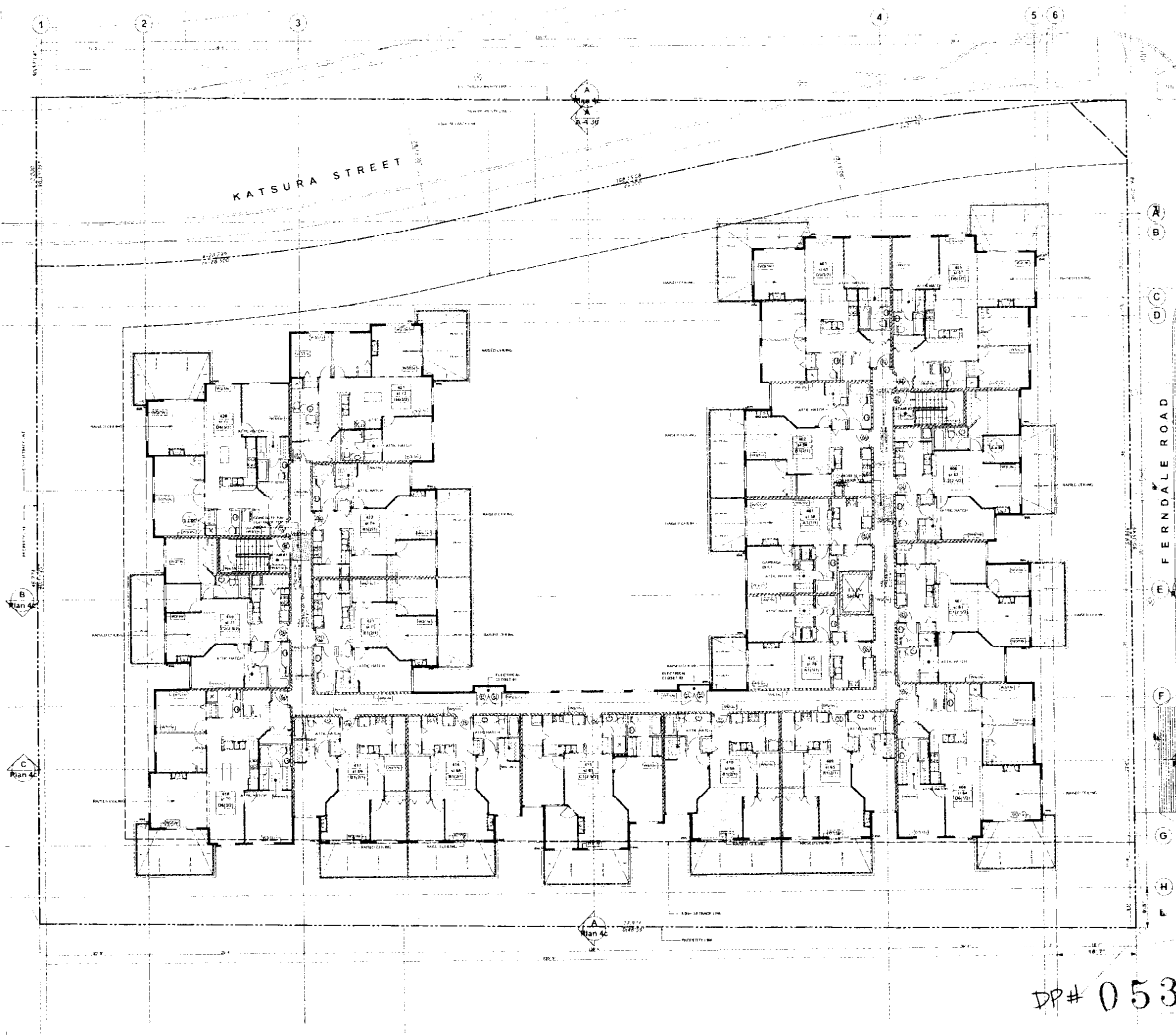
red 2

ADPRA

3rd FLOOR PLAN

Plan 2d

D#05306274



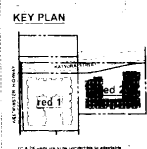
DP# 05306274

INTEGRA ARCHITECTURE INC.

11000  
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red 2

ADENA



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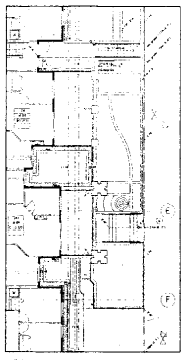
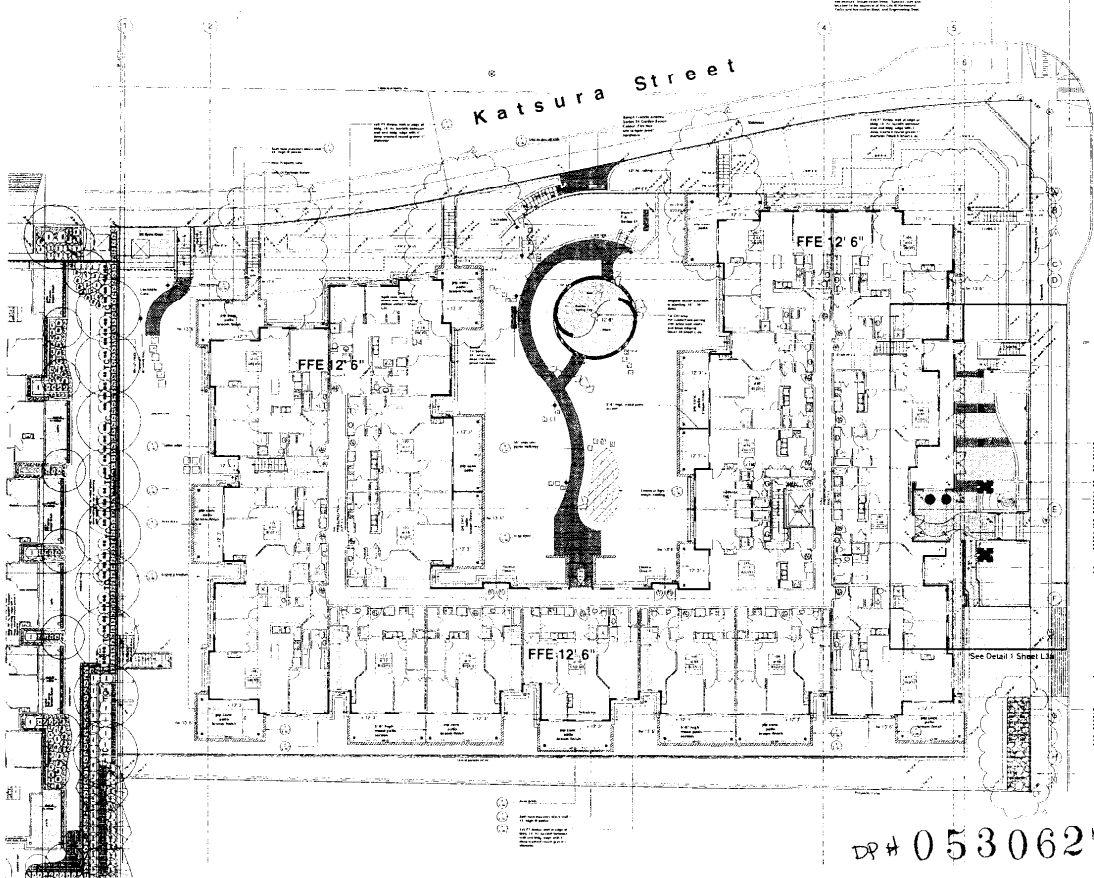
4th FLOOR PLAN

Plan 2e



**Layout Key**

Symbol	Description
[Symbol]	Architectural
[Symbol]	Structural
[Symbol]	Mechanical
[Symbol]	Electrical
[Symbol]	Plumbing
[Symbol]	Fire Protection
[Symbol]	Other



Ferndale Road

Katsura Street

DP# 05306274

Planters First Floor

See Detail 1 Sheet L10

Key Plan

MECHANICAL

PLUMBING

ELECTRICAL

STRUCTURAL

ARCHITECTURAL

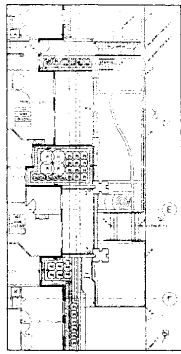
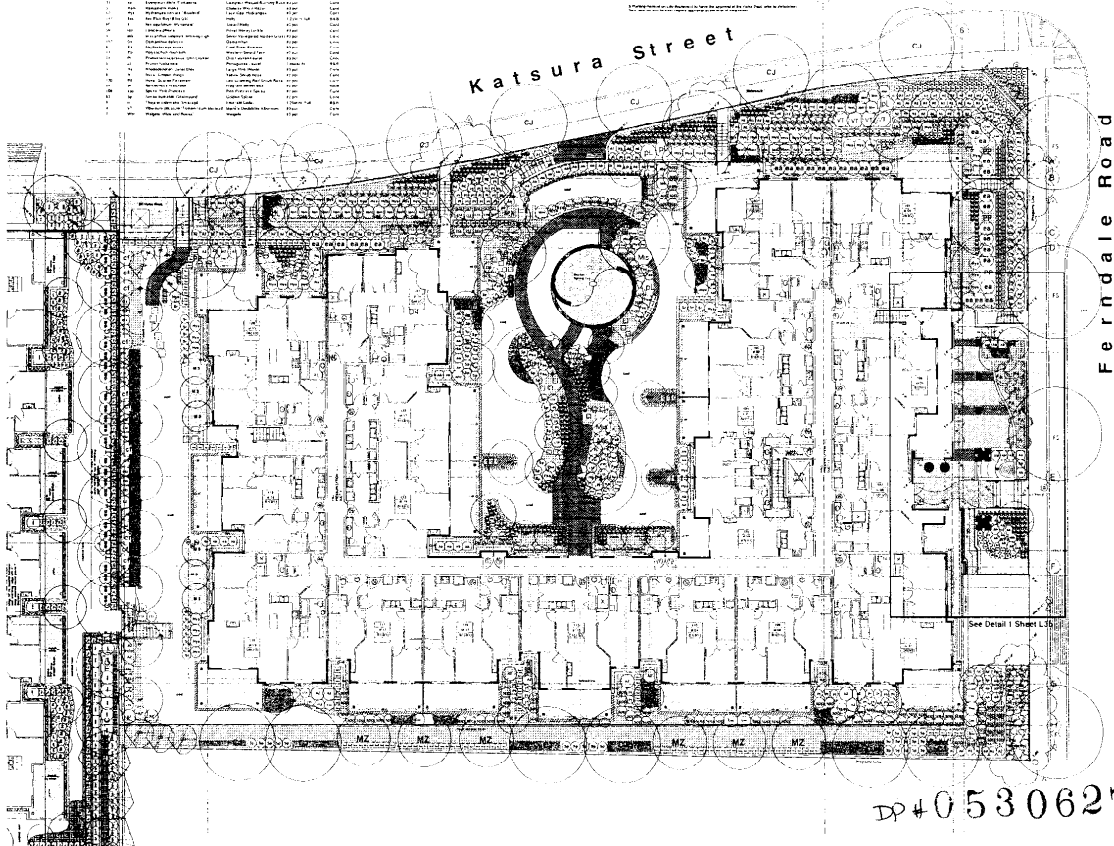
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ADSWA

Plan 3a

**Plant List**

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Planters, First Floor

INTEGRAL ARCHITECTURE INC.

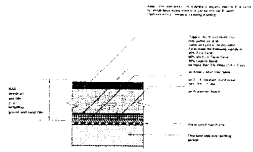
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ALVA

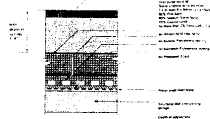
Key Plan

DP#05306274

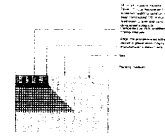
Plan 3b



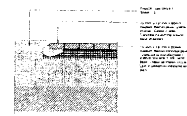
1. Growing Medium over Steel Deck



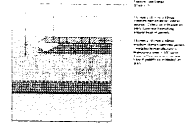
2. Growing Medium with Polyethylene Velding



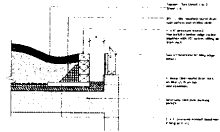
3. Panels in Girders



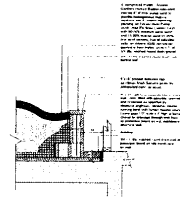
4. Joint Panels at Edge of Deck



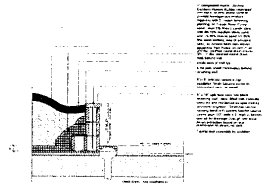
5. Joint Panels on edge



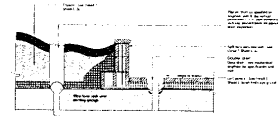
6. Tapered Edge at Building Perimeter



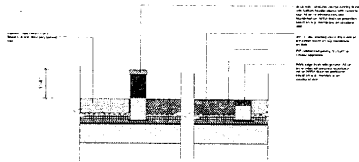
7. Concrete Block Wall/Frame-Support Deck Edge



8. Tapered Edge at Building Perimeter



9. Tapered Edge at Building Perimeter



10. Challenging Edge - Reverse Unshaped Deck

DP #05306274

INTEGRAL CONCRETE, INC.

10000 15th Street, Suite 100  
 Dallas, TX 75244  
 Phone: (214) 343-8888  
 Fax: (214) 343-8889  
 Email: info@integralconcrete.com

PROJECT NO. 05306274

DATE: 08/14/14

SCALE: AS SHOWN

DESIGNED BY: J. H. [unreadable]

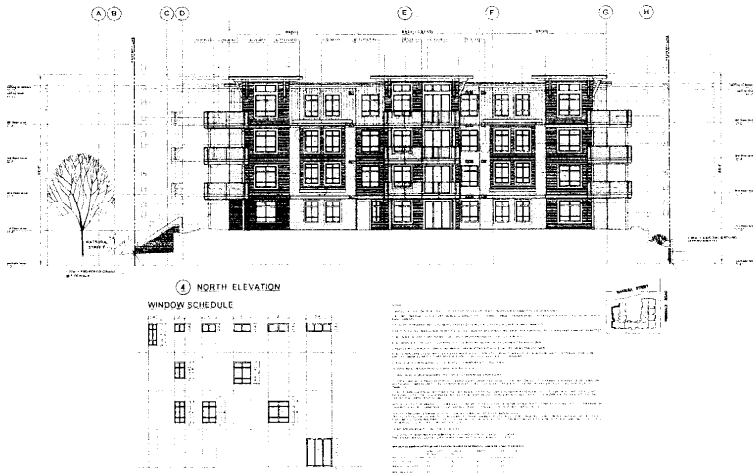
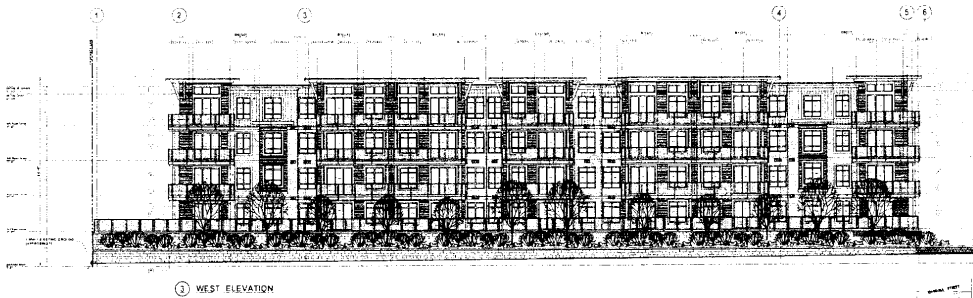
CHECKED BY: [unreadable]

APPROVED BY: [unreadable]

PROJECT: [unreadable]

PLAN: 3c





INTEGRA ARCHITECTURE INC.

red 2

KEY PLAN

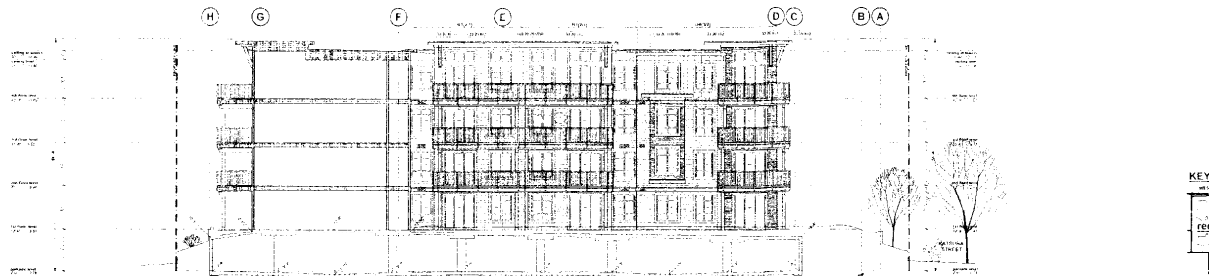
SYMBOL LEGEND

MATERIAL & COLOUR LEGEND

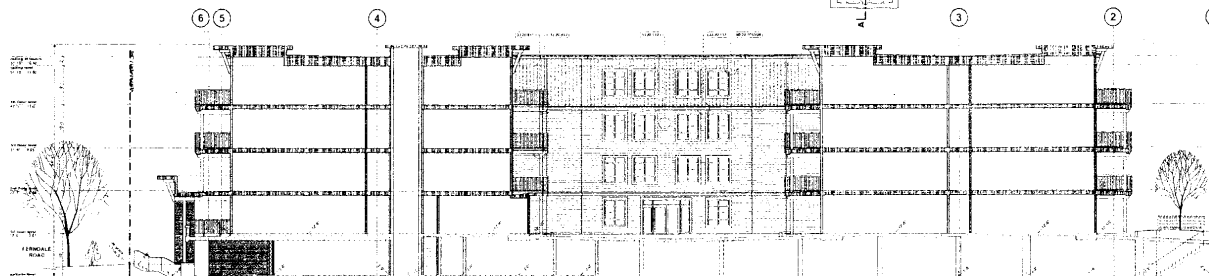
NO.	DESCRIPTION	COLOUR
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100	...	...

ELEVATIONS NORTH & WEST

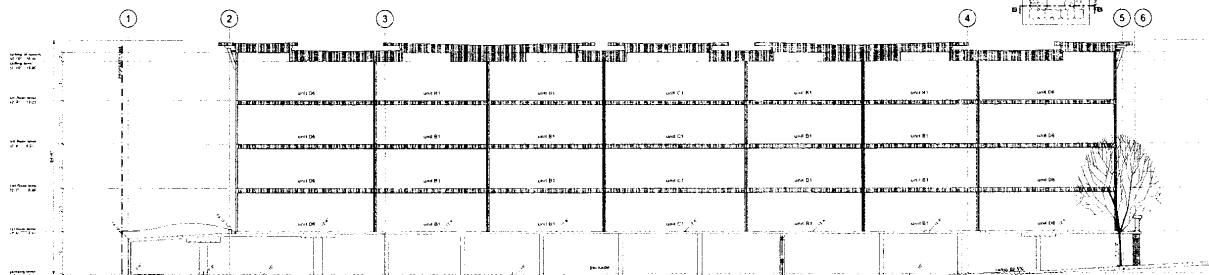
DP#05306274



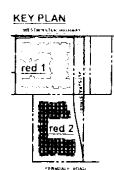
1 SECTION A



2 SECTION B



3 SECTION C



INTEGRA ARCHITECTURE INC.  
 1111 ...  
 ...  
 ...  
 ...

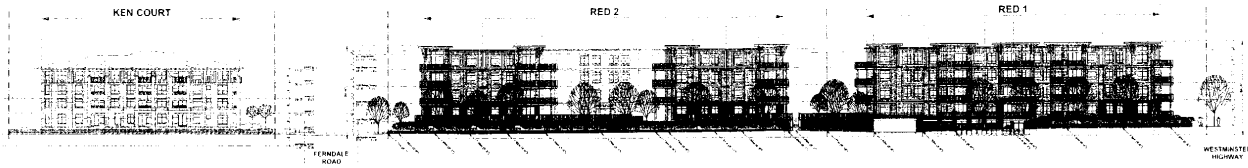
**red 2**

ADERA

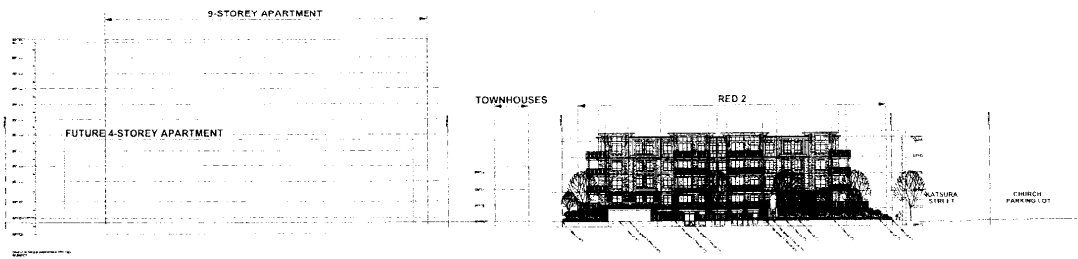
SECTIONS A, B & C

Plan 4c

DP#05306274



① STREETScape ALONG KATSURA STREET



② STREETScape ALONG FERDALE ROAD

INTEGRAL ARCHITECTURE, INC.

Name: \_\_\_\_\_

5710 HIGHWAY 101, SUITE 100, WESTWATER, MA 01981

Tel: (508) 853-0627

Fax: (508) 853-0628

www.integralarch.com

red 2

ALDKA

STREETScape

Plan 4e

DP#05306274