

# City of Richmond Urban Development Division

# Memorandum

To Development Permit Panel-Feb 2/05

**Date:** January 24, 2005

File: DP 04-277201

To:

**Development Permit Panel** 

From:

Raul Allueva

Director of Development

Re:

Development Permit 04-277201 - 8011 Saba Road

(Referral from January 12, 2005 Development Permit Panel Meeting)

The Development Permit Panel referred the above-noted Development Permit Application to the February 2, 2005 meeting in order for the applicant to explore the viability of future development of the properties north of the subject site and liability issues related to the proposed sky bridge.

The applicant has worked with staff to investigate these issues as follows:

#### 1. Impact on Development Potential of Adjacent Sites to the North

The applicant has provided a conceptual site plan (**Attachment 1 and 2**) demonstrating a possible scenario to achieve the maximum permitted density (i.e. 3.0 floor area ratio) in the Downtown Commercial District (C7) zone on the neighbouring sites to the north (6020 No. 3 Road, 6040 No. 3 Road, 8060 Westminster Highway and 8080 Westminster Highway). Attachment 1 shows the towers on 8011 Saba as proposed. Attachment 2 shows a 12 m setback to the common property line, which would create significant Building Code issues as the proposed Tower 1 overlaps the existing bank building.

Site assembly is required to facilitate high-density future development on these properties for the following reasons:

- The small parcel size and site dimension of the individual lots facing Westminster Highway would prevent individual properties from achieving maximum density allowed under Downtown Commercial District (C7) due to limitations on parking and loading arrangements as well as inability to provide vehicular access off either Westminster Highway or No. 3 Road. Any development on these properties would be contingent on the opening of the future (north-south) lane to Westminster Highway for vehicular access.
- The depth of the neighbouring site (taking into account all four lots) can only accommodate a single tower and mid-rise regardless of the placement of the proposed Tower 1 at 8011 Saba Road. The location of the proposed Tower 1 at 8011 Saba would affect the tower placement on the future development site. However, it does not impact on the ability of the assembled site to develop to its maximum potential.
- In reality, the location options for the proposed Tower 1 is limited, given the necessity to retain the existing two-storey bank building with a long-term lease securely in place. The proposed tower arrangement on 8011 Saba Road minimizes the impact of the sun/shade on future adjacent developments. In addition, the landscaped roof of this development will provide visual amenity for future residents to the north.



#### 2. Indemnification of Liability-Sky Bridge

The developer is working cooperative with the City Solicitor to draft an agreement to indemnify Richmond of any liability resulting from the sky bridge connecting the two (2) parkades over the registered public-right-of-passage right-of-way on the development site. It is recommended that the successful resolution of the restrictive covenant should be added as a condition for approving this Development Permit.

The proposed development has met the requirements of the Official Community Plan (OCP) and the applicable Zoning Bylaw requirements except for the variances requested as outlined in the Development Permit Report dated December 20, 2005. Staff recommend approval subject to the additional condition regarding the indemnification.

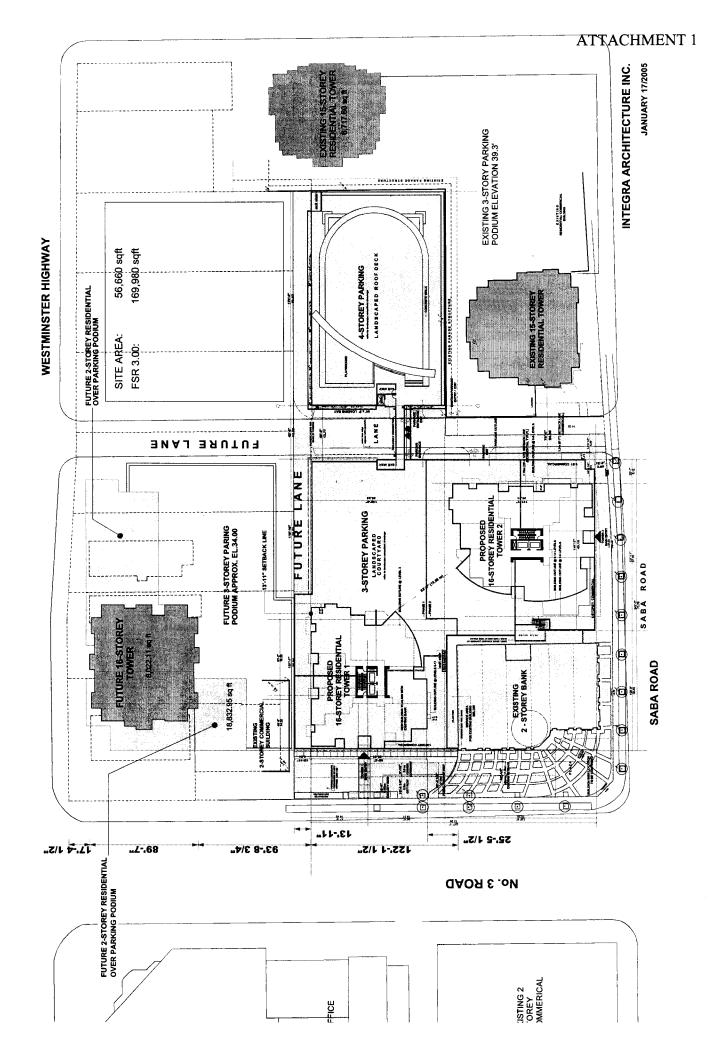
Raul Allueva

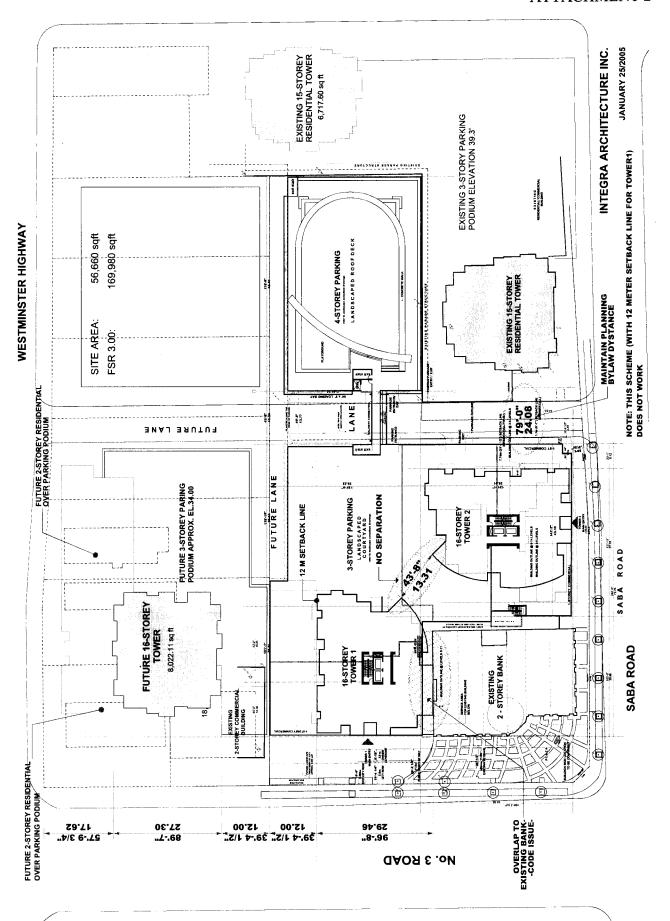
Director of Development

#### CA:blg

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

• Registration of an agreement on title to indemnify the City of Richmond of any liability resulting from the sky bridge connecting the two (2) parkades over the registered public-right-of-passage on the development site.







# Report to **Development Permit Panel**

To:

Development Permit Panel

Date:

December 20, 2004

From:

Raul Allueva

File:

DP 04-277201

Director of Development

Re:

Application by Integra Architecture Inc. for a Development Permit at

8011 Saba Road

#### Staff Recommendation

- 1. That a Development Permit be issued that would permit the existing (2) two-storey commercial building (approximately 1,601 m<sup>2</sup>) to be retained, and the development of two (2) 16- storey residential towers, containing approximately 251 apartments above three (3) storeys of parking, approximately 1,293 m<sup>2</sup> of new commercial units on the ground floor, and a free-standing four-storey parkade (connected by a sky walk on the third level) on this site zoned Downtown Commercial District (C7); and
- 2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Vary the maximum height of the towers from the permitted 45 m to 45.5 m;
  - b) Reduce the manoeuvring aisle width in the parking structure from 7.5 m to 6.7 m; and
  - c) Reduce the required residential parking spaces from 377 to 340, in keeping with the accepted practice in City Centre.

Raul Allueva

Director of Development

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### Staff Report

#### Origin

Integra Architecture Inc. has applied to the City of Richmond to develop two 2) 16- storey residential towers, containing approximately 251 apartments above three (3) storeys of parking, approximately 1,293 m<sup>2</sup> of new commercial units on the ground floor and a free-standing four-storey parkade (connected by a sky walk on the third level), on this site zoned Downtown Commercial District (C7) at 8011 Saba Road. The existing (2) two-storey commercial building (approximately 1,601 m<sup>2</sup>) will be retained.

# **Development Information**

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

# **Background**

The existing bank building on this site will be retained with new buildings proposed around it to honour the existing long-term lease arrangement that the developer has with its tenant (the bank).

Development surrounding the subject site is as follows:

- To the north, existing retail/commercial buildings zoned Downtown Commercial District (C7) and Westminster Highway beyond;
- To the east, high-rise residential over retail/parking podium (Evergreen) zoned Comprehensive Development District (CD/38);
- To the south, Saba Road and existing commercial and high-density residential development zoned Downtown Commercial District (C7); and
- To the west, No. 3 Road and existing commercial and office building (Three West Centre) zoned Downtown Commercial District (C7).

# Rezoning

The site is presently zoned Downtown Commercial District (C7), and permits the proposed uses and total floor area. However, the applicant proposes to subdivide the site in the future to create a separate parcel where the existing bank is located. As a result, a rezoning application (RZ 04-268939) has been submitted to facilitate the future subdivision on this site, and ensure the overall density of 3.0-floor area ratio (F.A.R.) is maintained on the total site, in accordance with the requirements of Downtown Commercial District (C7). A Comprehensive Development District (CD) will be used to ensure that the overall density of the total combined site remains within the 3.0 FAR. The applicant understands that a full public process will be involved as part of the rezoning and that subdivision will not be permitted until the rezoning is completed.

#### Staff Comments

The proposed scheme meets the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the applicable Design Guidelines in Schedule 1 (9.2 General Guidelines, and 9.3 Multiple-Family Residential Development Permit Guidelines (Apartment) and Schedule 2 (2.10 City Centre Area Plan).

The revised scheme attached to this report has satisfactorily addressed all the significant staff comments that were identified as part of the Development Permit application review process.

# **Zoning Variances**

The application is generally in compliance with the Downtown Commercial District (C7) zoning requirements of the Zoning and Development Bylaw No. 5300 except for the following variances (*Note: Staff comments in bold*):

- 1. To vary the maximum height of the towers from the permitted 45 m to 45.5 m. (Staff support the proposed variance. Transport Canada has no objection to the proposed height variance as it is within the maximum permitted height of 47 m (measured based on geodetic datum). The additional height provides additional flexibility for the design of the penthouse floors and allows the applicant to further step Levels 15 and 16 to provide a more varied skyline for a slimmer profile encouraged by the City Centre Design Guidelines).
- 2. To reduce the manoeuvring aisle in the parking parkade from 7.5 m (24.6 ft.) to 6.7 m (22 ft.).

  (Staff support the proposed variance. The proposed reduction of the aisle width does not pose significant impact to vehicular manoeuvring and helps to achieve a more efficient layout in the parkade. The supporting columns are setback from the end of the parking stalls to provide additional manoeuvring and turning radius to facilitate vehicular movement to the satisfaction of Transportation Department. This revised standard for parkade aisle width will be considered as part of the future review of the Zoning Bylaw).
- 3. To vary the required residential parking spaces from 377 (Parking Bylaw Requirement) to 340 (City Centre practice).

  (Staff support the proposed variance. Applicants within City Centre are eligible to reduce the proposed resident parking to the City Centre standards in locations close to amenities, services and public transit. There is a bus stop located in front of this site along No. 3 Road with connections to local buses and B-Line. RAV is anticipated to run either along No. 3 Road or in close proximity on Minoru Boulevard. The applicant has proposed 87 shared retail and visitors' parking spaces in addition to the 340 residents' parking spaces).

# **Advisory Design Panel Comments**

This application was presented to the Advisory Design Panel (ADP) on October 6, 2004 (See Attachment 2). The panel supported moving the project forward subject to the applicant resolving the Panel's comments with staff. The Panel's comments (excerpted from the ADP Minutes) are as follows: (Staff comments in bold):

• Carry through the level of detailing and improve the resolution of the surface area between the bank and the proposed tower; and improve the physical connection between the bank and the tower.

(The applicant has enclosed the connection between the bank and the proposed parkade for the towers with an arcade with landscaping on the roof to provide architectural tie-in with the existing building (see section on drawing #14).

- Provide more details of the elevation of the stand-alone parking garage east of the lane. (Additional details have been provided for the parkade. More architectural articulation and soft landscaping have been incorporated to enhance the elevations of the parkade).
- Design improvements to the roofscape of the existing bank to address the tower's overview of the roof.
   (The applicant has introduced some decorative roof decking material and screening around the existing roof top mechanical unit to improve the existing roofscape for the benefit of the future residents who would be looking onto the existing roof).
- Better design integration of the bank into the whole scheme.

  (This has been accomplished by "joining" the existing and the proposed buildings with the arcade to provide an architectural transition).
- A review of the programming of green space on the parkade roof.

  (The programming of the green space on the parkade roof has made significant improvements. The children's play areas have been consolidated on the eastern (stand alone) parkade roof to provide adjacency between active and passive play. A concrete perimeter walk has been incorporated for wheeled toys such as tricycles and roller-skates. The western parkade roof provides a series of more "passive" outdoor rooms, with terraces, lawns, seating areas and private patios).
- Provide lane elevations of the parkade to ensure high quality materials and to incorporate landscaping to soften edges. Consideration to be given to incorporating green wall/planters to soften the building facades.

  (The lane elevations have improved significantly. The lane reads more as an articulated "narrow street" with highly articulated facades integrating solids and voids. A clearly delineated walkway has been introduced to facilitate pedestrian traffic between the two parkades. Street trees and planters with landscaping have been introduced to soften the building edges).
- Consider widening the sky bridge connection to improve the relationship between the parkades.
   (The revised sky bridge is located on the third level of the parkade to provide an architecturally integrated, universally accessible, weather protected connection between the two parkades).
- Explore further articulation or other design elements that would further reduce the bulkiness of the towers.

  (The applicant has revised the tower forms to accentuate its verticality by incorporating projected bays; modulating the bulk of the towers by incorporating curved walls to achieve the recommended 24 m tower separation in accordance with the City Centre Design Guidelines; and stepping in the penthouse levels to further articulate the building silhouette).

- Improve the connection of the amenity areas of the two (2) roof podiums to make the connection more accessible.

  (An architecturally integrated skywalk across the lane has been incorporated on Level 3 of the parkade to provide a safe, convenient, and wheelchair accessible connection between
- The relationship between the indoor and outdoor amenity areas.

  (Exterior stairs have been introduced to the amenity area on the second floor to directly access the landscaped roof podium on the third level. In addition, the roof of the arcade connecting the existing bank building and the proposed towers will be landscaped to provide visual continuity from the roof podium).

#### **Analysis**

#### Adjacency

- The construction of this project will enliven the No. 3 Road streetscape and complete the developments along the north side of Saba Road between No. 3 Road and Buswell Street. The site is in close proximity of major transit route and regional transportation network.
- The revised submission has incorporated significant design developments to improve the interface and the physical connection between the proposed parking podium and the existing bank.
- Applicant has provided sun and shade diagram to illustrate that consideration has been given to the tower size and location in accordance with Section 8.2.2 of the City Centre Area Plan.
- Design development has been incorporated to address the roofscape of the existing bank for the visual benefit of the future residents in the proposed towers.

# Urban Design and Site Planning

the two (2) roof podiums.)

- Design development to the No. 3 Road streetscape has been kept to a minimum except to match the paving patterns along the new and existing commercial frontages given the uncertainty with respect to the RAV route and alignment. A payment in lieu has been arranged to address the construction of the streetscape (See Landscaping and Open Space for details).
- The site is affected by Airport Noise Contours. The development will be required to register a covenant to disclose noise restrictions and to engage an acoustical consultant to determine suitable construction details to address Section 9.2.5.B Noise Mitigation of the Development Permit Design Guidelines as part of the Building Permit application.
- Typical unit types 2B-2 3B-2 and 2B-5 are designed to be easily convertible to wheelchair accessible units with minimal effort in response to Section 9.3.15 (Equitable Access) of the General Development Permit Design Guidelines. Potentially, up to 54 accessible dwelling units can be created as required.
- The site design prioritizes pedestrian movement by providing adequate weather protection and clearly designated routes.
- Provisions for loading have been made along the east side of the lane for delivery and moving trucks and along the north side of Saba Road for large cargo trucks.

- Building ventilation systems and utility kiosks will be screened and designed to minimize noise and exhaust in the pedestrian area at the Building Permit stage once their locations have been determined.
- The applicant has proposed 276- long-term bicycle storage spaces and 28 visitors' bicycle parking to support cycling as an alternative means of transportation in accordance with the City Centre Design Guidelines.
- The construction of the buildings will be phased to ensure that the required parking for the existing bank will be maintained throughout the construction (Attachment 3).

# Architectural Form and Character

- The massing and height of the building are generally in compliance with the applicable design guidelines.
- The commercial units along No. 3 Road provide retail continuity to enliven the streetscape.
- The proposed building is highly articulated with large cantilevered balconies and overhangs to enhance the building silhouette. The penthouse levels of the towers are further recessed than the typical floors to further articulate the skyline.
- The proposed concrete building is cladded double-glazed aluminium windows, and metal and glass spandrel panels. The projected balconies have aluminium railings with glass panels. The commercial units are finished with storefront glazing and metal and glass canopies. The proposed colours are variations of grey tones.
- The commercial streetscapes along No. 3 Road and Saba Road provide pedestrian interest.
- The applicant has provided design concept of signage for the commercial units to ensure that the signage compliments the architecture of the building.
- The lane elevations have incorporated a balanced solid and void expression on the parkade facades and incorporated landscaping and pedestrian walkway to soften the parkade facade and animate the lane.

# Crime Prevention and Safety

- Design development have incorporated natural surveillance opportunities, adequate level of lighting on the roof podium and within the parking garages, gates separating residents' and visitors/commercial parking, eliminate areas for concealment and incorporate glazing into the underground elevator lobbies and doors to prevent crime and improve safety of the residents in this mixed-use development.
- The roof podium (children's play area and greens) of the eastern parkade abuts the existing landscaped roof podium of the existing residential high rise at 8171 Saba Road. A raised planter of significant width layered with trees and shrubs has been proposed to provide visual separation and physical barrier between the two developments.

# Landscaping and Open Space Design

• In consultation with Parks and Engineering staff, it was determined that since the ultimate RAV alignment is still unknown and the ultimate sidewalk and boulevard treatment have not been determined, the landscaping proposed for street frontage should **not** form part of this Development Permit. Instead, the applicant will provide a Letter of Credit calculated at \$250 per m² of frontage improvement area between the property line and the front of the proposed

new building along No. 3 Road in a separate Letter of Credit to be collected at the Building Permit stage.

-7-

- The landscape design is generally of high quality. Careful consideration has been given to the programming of the podium roof top landscaped area and to improve connection between the two roofs and to enable them to complement the functioning of each other as described earlier in this report.
- The connection between the indoor amenity area on the second floor with the roof podium has been improved by providing direct stair access to encourage usage.
- Indoor amenities are provided with access to the landscape roof podiums for use by all residents of the project. The outdoor amenities include separate children's play structure on each podium adjacent to lawn areas for free play. Various seating areas in addition to private roof patios for units on the podium deck level are provided for more passive activities.
- Private open spaces, which are separated from the sidewalk by a layering of fence, hedges and trees to delineate the private and public spaces, have been provided for units on the podium level.

#### Conclusions

• The proposed building has a distinctive built form. Its high quality architectural and attention to detail will contribute towards the realization of the City Centre as envisioned in the Official Community Plan. Staff therefore recommend approval of this Development Permit application.

Cecilia Achiam, MCIP Urban Design Planner (Local 4122)

CA:blg

Att. Attachment 1: Project Data Summary

Attachment 2: Advisory Design Panel Minutes

Attachment 3: Parking Phasing Plan

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

A Letter of Credit for \$ 627,756 for landscaping.

- The applicant to provide a Letter of Credit of \$91,251 (based on \$250/ m²) for frontage improvement payment-in-lieu for the portion of the sidewalk adjacent to the proposed building fronting onto No. 3 Road.
  - The applicant is to register a covenant on title for the disclosure that this site is impacted by the Noise Exposure Forecast Contours as noted in the City Centre Area Plan to the perspective purchasers.
- Existing 3 m utility right-of-way (R.O.W.) across the north edge of the site secured via LMP33205, needs to be replaced with a Public Rights-of-Passage R.O.W. (vehicles and utilities).
- Existing 5.5 m right-of-way (R.O.W.) along No. 3 Road to be discharged and replaced with a 9.0 m right of way.

# Prior to the Issuance of Building Permit:

- A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries and workers and loading, 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 Master Municipal Construction Document (MMCD) Traffic Regulation Section 01570.
- Submission of an acoustical report and incorporation of the recommended acoustical measures in the construction details.
- Applicant to modify the existing public-rights-of-passage agreement over the north south "lane" to permit the sky bridge to the satisfaction of the City of Richmond.

# **Development Permit**



# Development Application Data Sheet

**Development Applications Department** 

DP 04-277201 Attachment 1

Address: 8011 Saba Road

Applicant: Integra Architecture Inc. Owner: RFC Holding Ltd.

Planning Area(s): 2.10 City Centre

Site Size: 2.4 acres 104,626 sq ft	9720 m <sup>2</sup>	
Land Uses	retail/commercial	commercial/residential
OCP Designation	2.10 City Centre	
Zoning	C7 Downtown Comm.	C7 Downtown Comm.
Number of Units	0	251

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0	3.0	Complies
Lot Coverage – Building:	90 %	74.4%	Complies
Density (unit/acre)/ (units/hectare)		104.58upa/ 258.2uha	Complies
Setback – (North)	0 m	0m to parking podium 4.19m to building	Complies
Setback – No. 3 Road (W):	3 m	11.9 m to building	Complies
Setback – Lane: (E)-9m wide From lane edge	3 m	1.7m to commercial parking podium 5.04m to residential podium	Complies
Setback – Saba Road (S):	3 m	3 m	Complies
Height:	45 m	47 m geodetic height 45.47m (from lowest floor level	Height variance supported to 47 m supported by Transport Canada
Lot Size:	n/a	n/a	Complies

# **Development Permit**

Manoeuvring Aisle	7.5 m	6.71 m	Variance Supported
Off-street Parking Spaces – Resident/Visitor and/or commercial:	377/87	340*/ 87 shared	Parking Bylaw variance required but complies with City Centre Practice
Off-street Parking Spaces – Accessible: (2% of total provided)	9	9 stalls	complies
Off-street Parking Spaces – Total:	464	427	Variance of 37 spaces supported
Amenity Space – Indoor:	100 m²	424 m²	Complies
Amenity Space – Outdoor:	1020 m <sup>2</sup>	> 2900 m <sup>2</sup>	Complies

<sup>\*</sup> Proposed parking is in accordance with City Centre Parking practice which requires 346 residents' parking spaces and 86 shared visitors'/commercial spaces.

## PARTIAL MINUTES FROM THE DESIGN PANEL MEETING

# Wednesday, October 6th, 2004 – 4:00 p.m.

#### RICHMOND CITY HALL

3. Apartments
Integra Architecture
8011 Saba Road
(Formal)

DP 04-277201

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Prior to the applicant joining the meeting Ms. Achiam provided the Panel members with policy background and a review of the model. Staff comments were also distributed and reviewed, a copy of which are attached as Schedule 2 and form a part of these minutes.

Mr. Seigrist, Integra Architecture, introduced Mr. Richard Lee and Mr. Mathew Ng to those present. With the aid of a model, an artists' rendering, elevations, a site plan, a materials list, and a computer presentation, provided an extensive overview of the project.

Mr. Masa Ito, Landscape Architect, provided the landscape details of the various levels of the project.

The comments of the Panel were as follows:

- a very good package, well executed. It was gratifying to get into information and digest a project of this scale. The location of the towers could be understood architecturally the towers were well articulated. Nice expression breaks down the building footprint to look smaller than it is. Nice viewing flavour. Concern was expressed for the lack of resolution as to how the towers and the podium connect to the bank. How the service canyon is detailed, expressed and articulated is not as well resolved and should be more than it is, not only for CEPTED reasons, but for how the connection is made to the existing building, i.e. is there a skylight, paving etc. Should look at the parking podium/parking garage. Not convinced about the elevation along the back area. Metal panels and pre-cast are okay as a beginning but are not seen in the package. A sense of the roofscape on the bank would be appreciated. Are there air conditioning units etc. what are the units looking at that might affect liveability. What happens to the roofscape of the parking garage that is shown as greenspace will it be usable for the project?
- well executed in terms of landscape. Comes together well. The expanse of lawn area and the amount of energy that will be required to maintain them was of concern. Was anything planned in terms of a more sustainable way to retain the areas? The shrub list could be increased a bit. While not a big variety, the trees were well balanced and large enough.

# Minutes of Design Panel Meeting Wednesday, October 6<sup>th</sup>, 2004 Meeting Room 1.003, 1<sup>st</sup> Floor, Richmond City Hall

ITEM MINUTE

#### **SUBJECT**

FILE

- the existing plaza should be upgraded somewhat to better connect in scale to the proposed plaza. The lawn bands could prove difficult if retail was located adjacent. Transitioning from one level of amenity area to another was not desirable join together more easily. Why not incorporate planters/hangars along the wall of the lane? Not sure why a covered structure was provided from one open area to another for visual purpose a trellis might be better. Indoor amenity space should be conjunctive with outdoor space. If the play area was moved to the other level easy access should be maintained. Signs on the commercial units need to be defined.
- great looking buildings and a great presentation. The 3 storey wall of the parkade, with nothing on the edge, was not appropriate for the lane, especially in the town centre. Please consider a green wall, or townhouses or commercial around the edge. The 20% accessible units was commended.
- agreement that the 20% accessible units was good especially as demand will increase as baby boomers age.
- the comments about the presentation and the materials was echoed. The massing was found to be bulky in spite of the fin wall, slandering, and 'hats'. The total integration of the bank building was of concern. It was difficult to look at the service corridor and the way the bank is separated from the project by the massing. The treatment of the parkade deals with some of the larger elements and landscaping, but the materials and visible elements from the street need some work especially along the laneway. The northeast walkway could be a wider connection that brings the spaces together. The landscaped space between the two towers would be in shade for a considerable amount of the day.

Mr. Siegrist said that the resolution between the project and the bank was a difficult task, which was compounded by the service room at the back of the bank building, at grade, the glazing on the second floor, and the joint to the building that rendered it effectively a half storey lower. The ground floor offered an access out to commercial or the lane. The amenity function was pulling out and taking advantage of the green area — Mr. Siegrist agreed that there were better opportunities for the space.

Mr. Ito added that it was necessary to have a gap between the two buildings because of the commercial window space. It was considered better to have a shared visual courtyard as opposed to one with usable space.

It was moved and seconded

# That the applicant consider the following:

- carry through the level of detailing and improve the resolution of the surface area between the bank and the proposed tower; and improve the physical connection between the bank and the tower;
- provide more details of the elevation of the stand alone parking garage east of the lane;

# Minutes of Design Panel Meeting Wednesday, October 6<sup>th</sup>, 2004 Meeting Room 1.003, 1<sup>st</sup> Floor, Richmond City Hall

ITEM MINUTE

**SUBJECT** 

FILE

- design improvements to the roof-scape of the existing bank to address the tower's overview of the roof;
- better design integration of the bank into the whole scheme;
- a review of the programming of green space on the parkade roof;
- provide lane elevations of the parkade to ensure high quality materials and to incorporate landscaping to soften edges. Consideration to be given to incorporating green wall/planters to soften the building facades;
- consider widening the sky bridge connection to improve the relationship between the parkades;
- explore further articulation or other design elements that would further reduce the bulkiness of the towers;
- improve the connection of the amenity areas of the two roof podiums to make the connection more accessible; and,
- improve the relationship between the indoor and outdoor amenity areas.

CARRIED

It was moved and seconded

That the project be re-submitted to the Panel upon incorporation of the comments

**DEFEATED** 

Opposed: 5

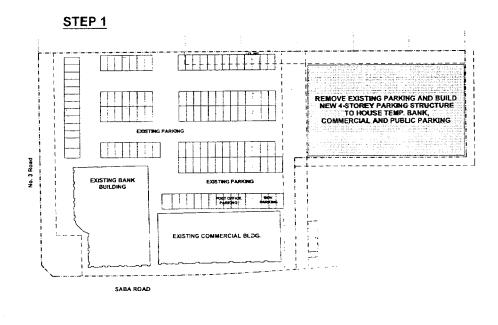
It was moved and seconded

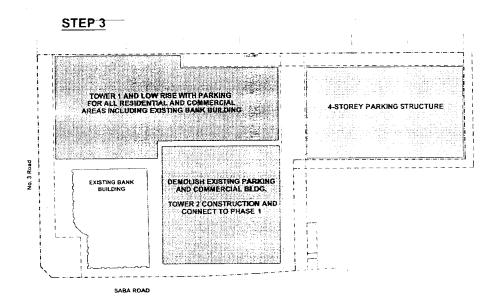
That the project move forward subject to the incorporation of the Panel's comments being resolved by staff.

**CARRIED** 

Opposed: 1

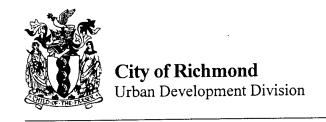
## **ATTACHMENT 3**





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# **Development Permit**

No. DP 04-277201

To the Holder:

INTEGRA ARCHITECTURE INC.

Property Address:

8011 SABA ROAD

Address:

C/O DUANE SIEGRIST

416 WEST PENDER STREET VANCOUVER, BC V6B 1T5

- 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 or supplemented as follows:
  - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1a-b attached hereto.
  - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plan #2a-2d attached hereto.
  - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #3a-e attached hereto.
  - d) Roads and parking areas shall be paved in accordance with the standards shown on Plan #2a attached hereto.
  - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring. and sidewalks, shall be provided as required.
  - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #2a-2d, and #4-14 attached hereto.
- 4. As a condition of the issuance of this Permit, Council is holding the security set out below 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, or 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.

# **Development Permit**

No. DP 04-277201

TΛ	the	Hol	lder:	

INTEGRA ARCHITECTURE INC.

Property Address:

8011 SABA ROAD

Address:

C/O DUANE SIEGRIST

416 WEST PENDER STREET VANCOUVER, BC V6B 1T5

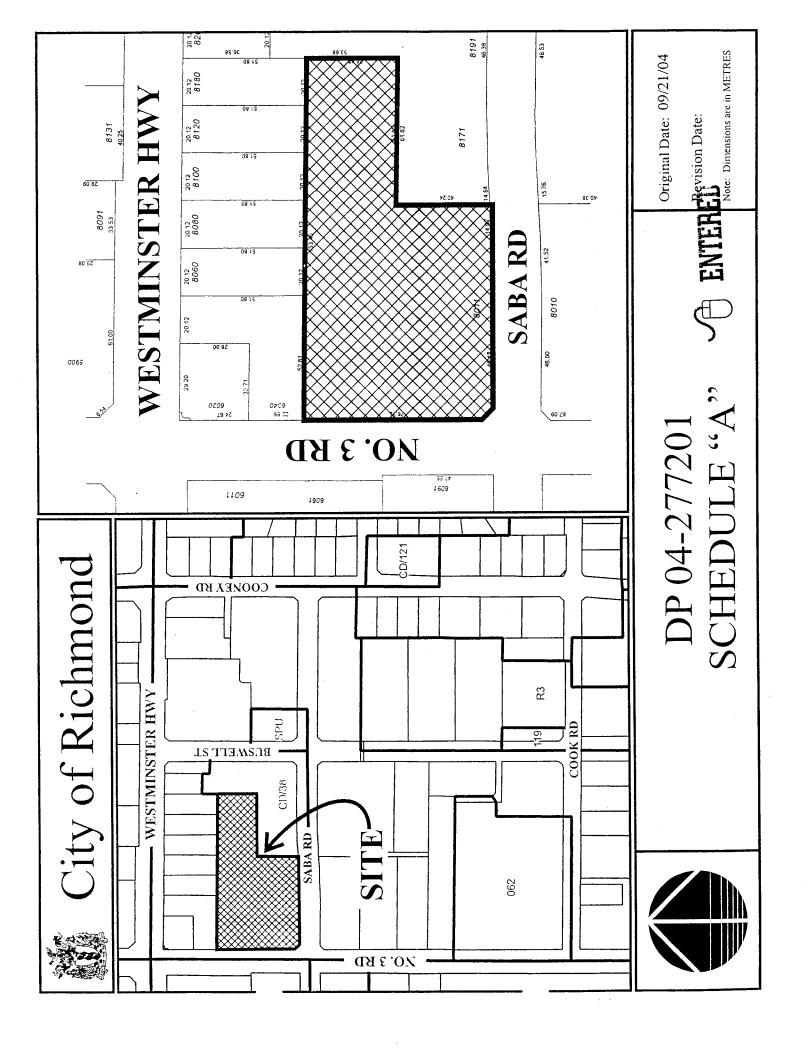
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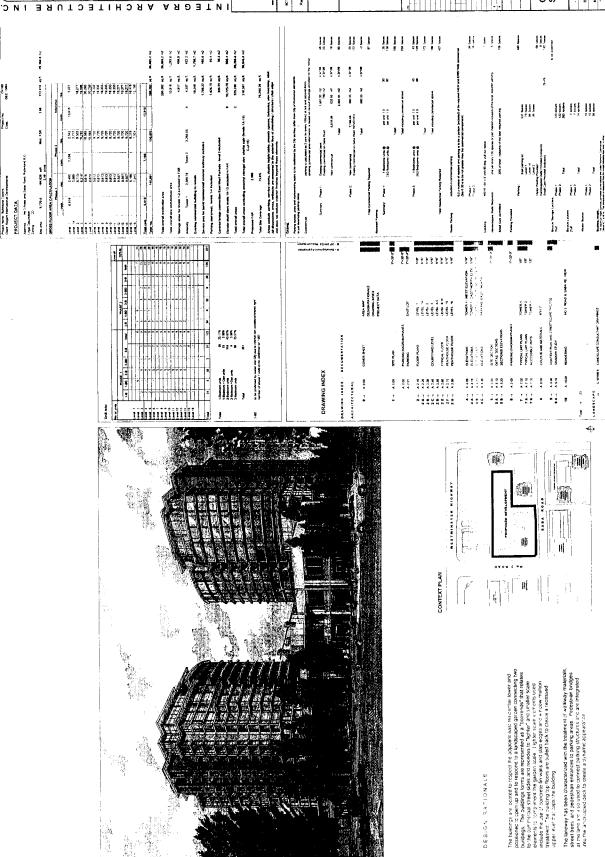
An Irrevocable Letter of Credit in the amount of \$627,756 for the development.

- 5. 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.
- 6. 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.

  This Permit is not a Building Permit.

AUTHORIZING RESC DAY OF	LUTION NO.		ISSUED BY TI	HE COUNCIL T	ГНЕ
DELIVERED THIS	DAY OF	,	•		
MAYOR					





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PROJECT DATA

DECEMBER 13, 2004

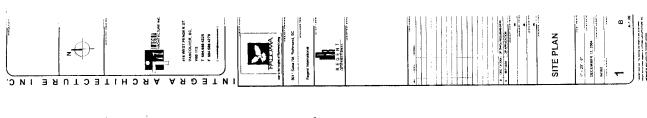
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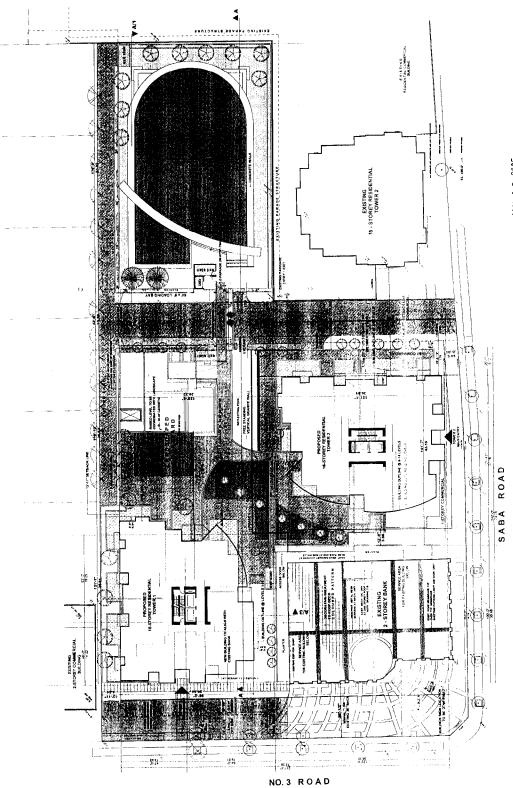
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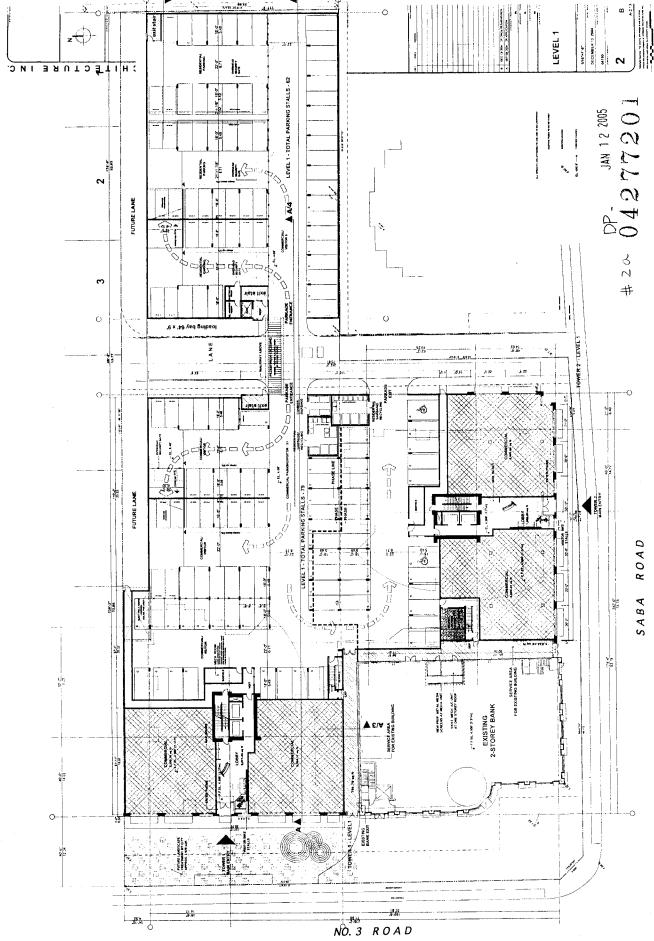
8011 Saba Road, Richmond, BC RESIDENTIAL / COMMERCIAL DEVELOPMENT

REGENT INTERNATIONAL

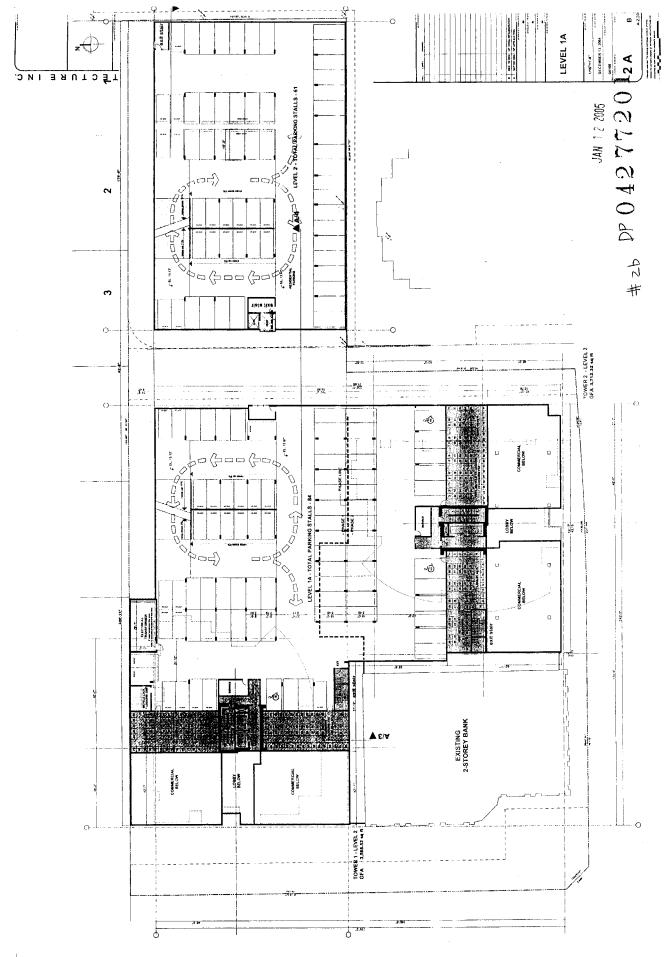
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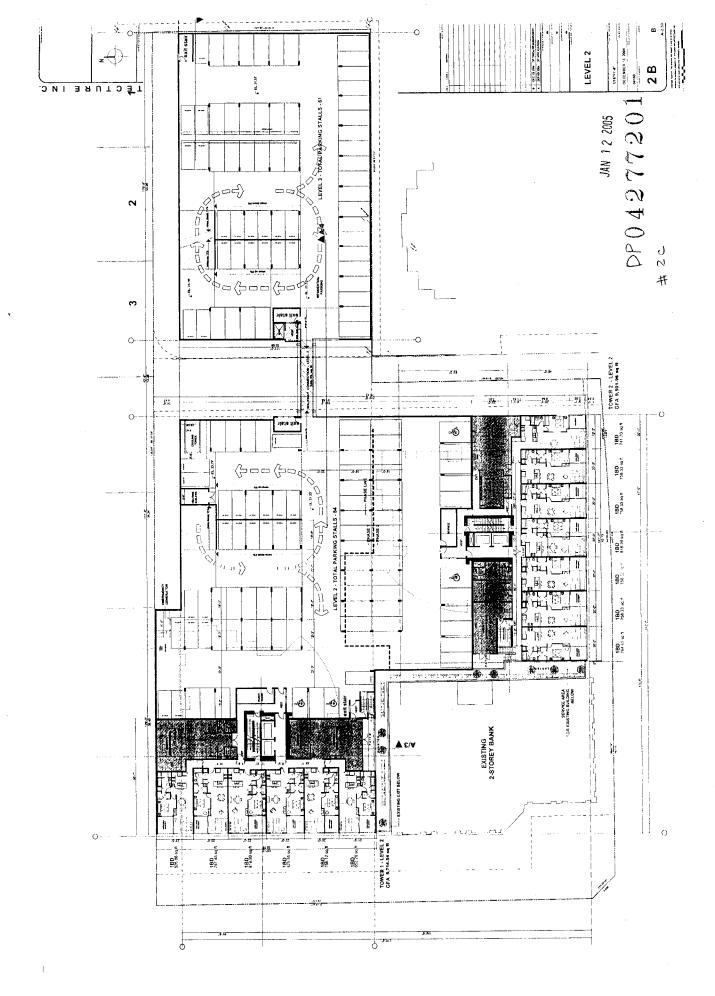


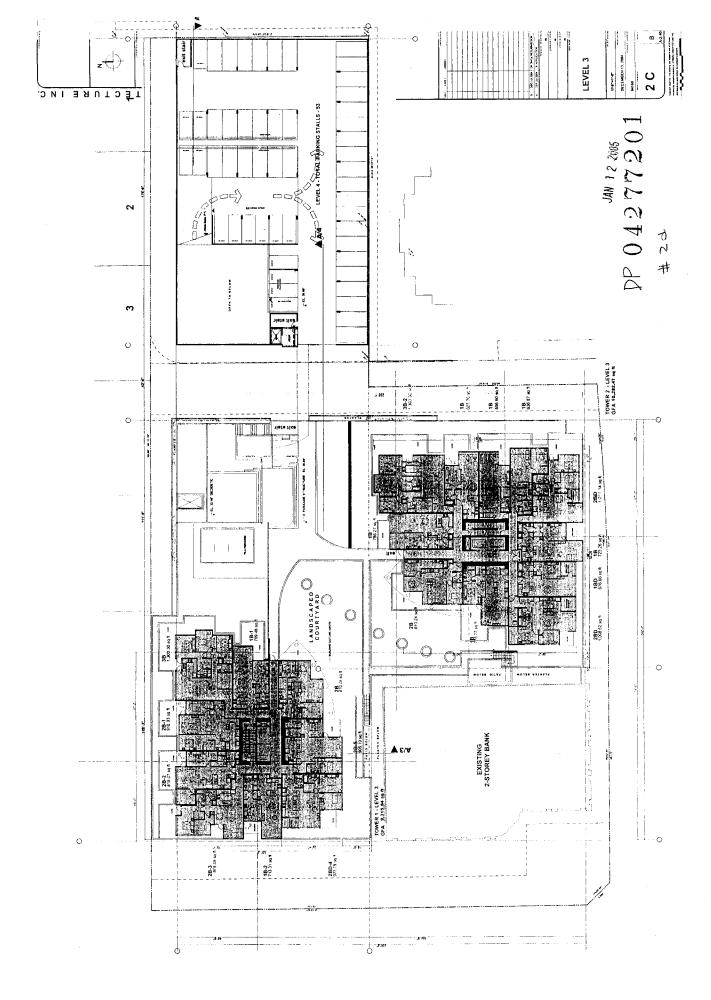




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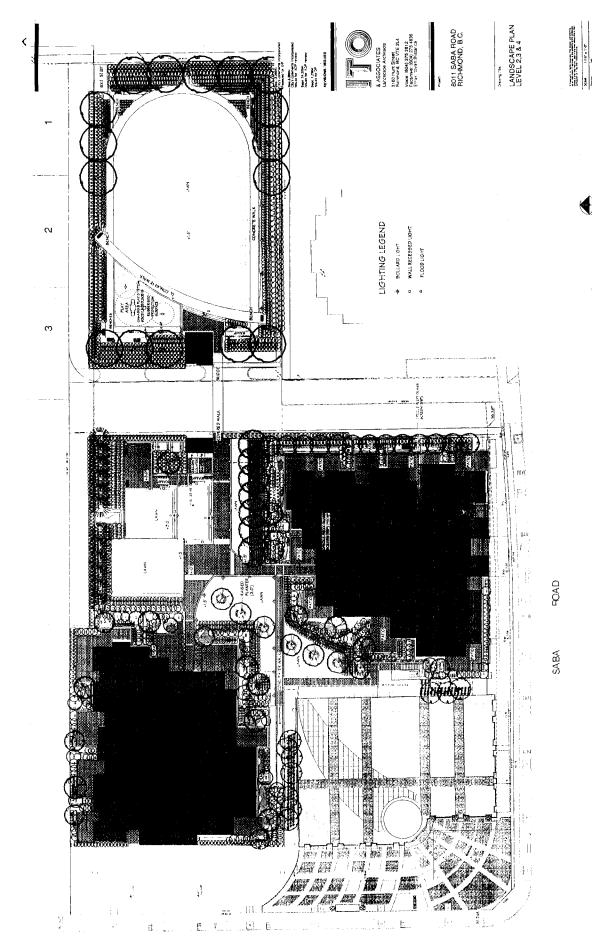






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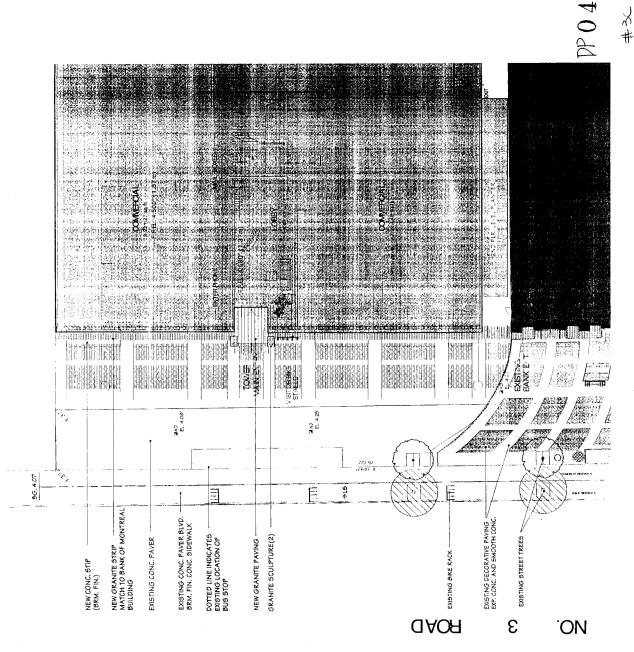
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# 3P

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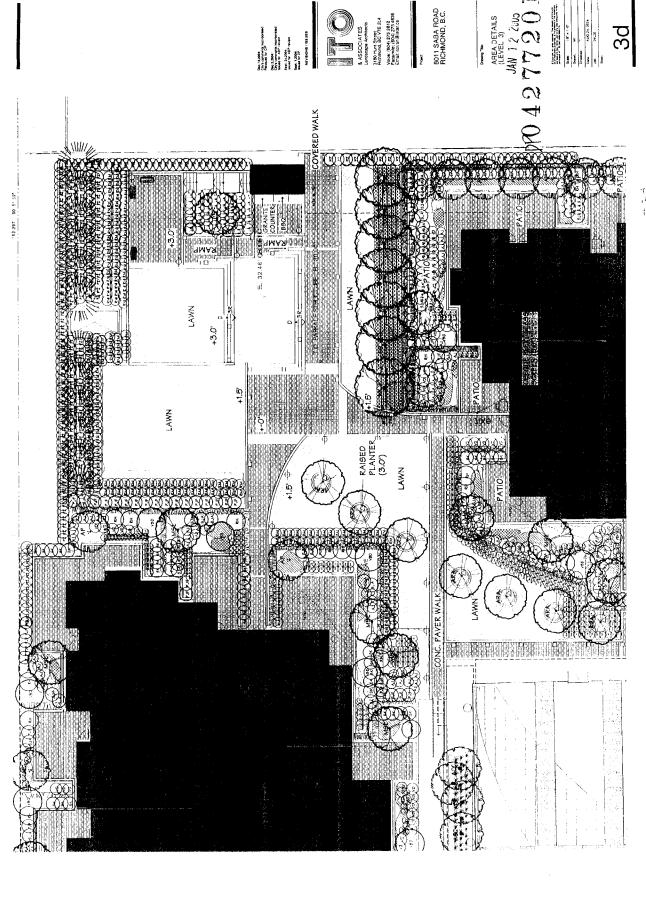
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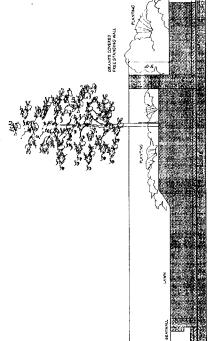


PP 0427720

9011 SABA ROAD RICHMOND, B.C.

STATE OF THE STATE





PLANTING ON 3RD FLOOR LEVEL

# PLANT LIST

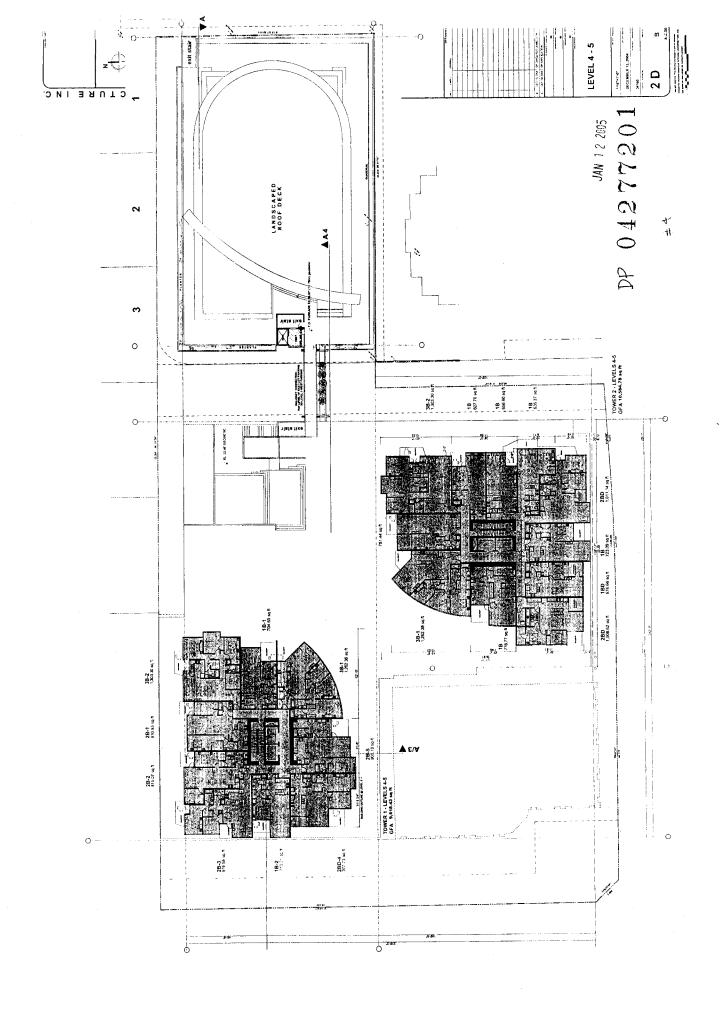
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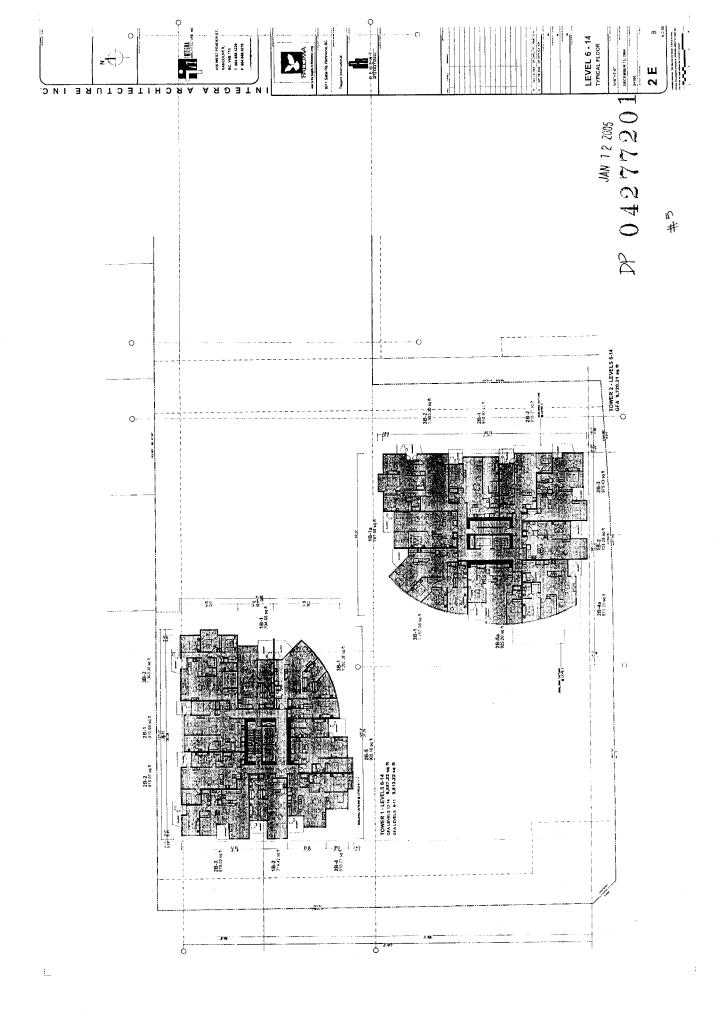
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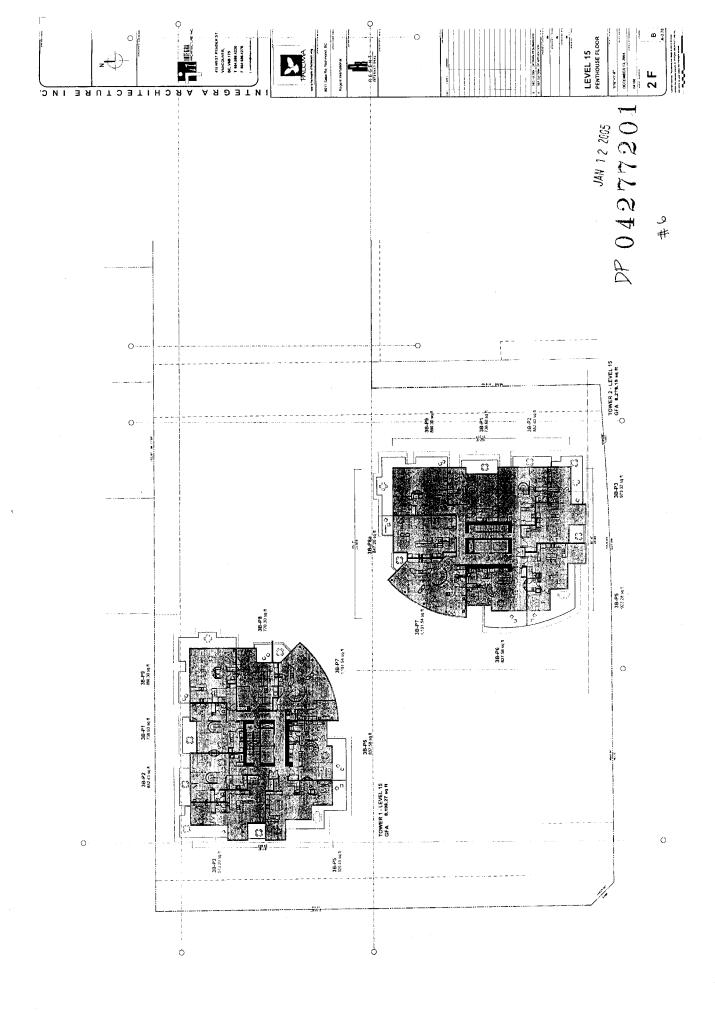
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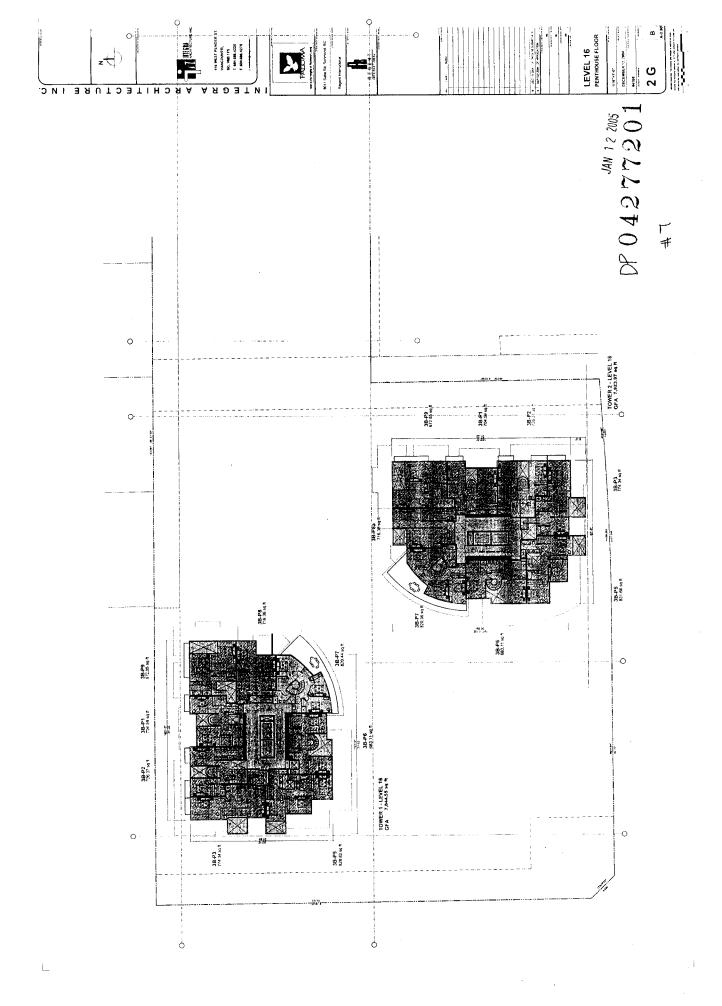
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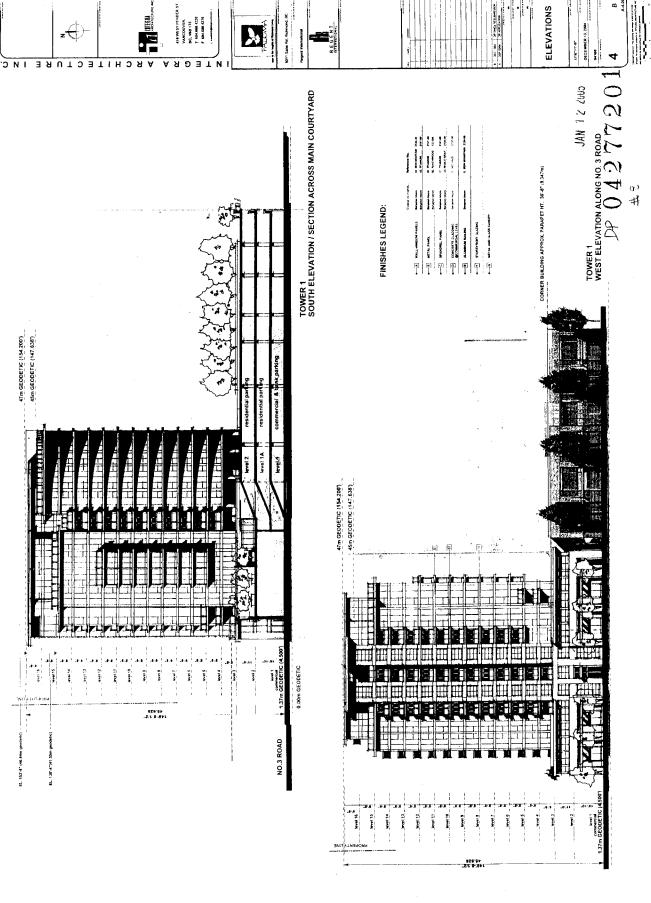
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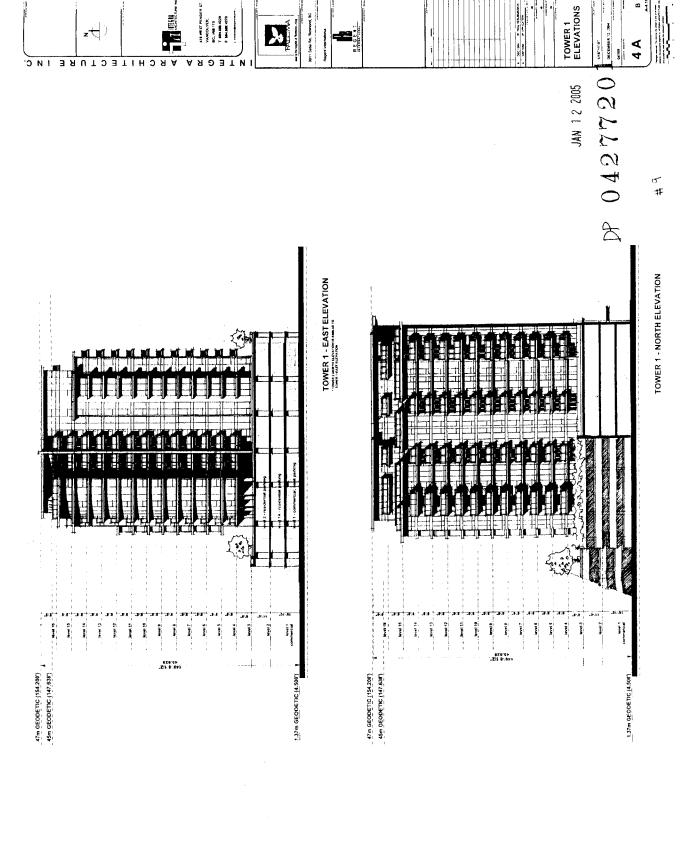


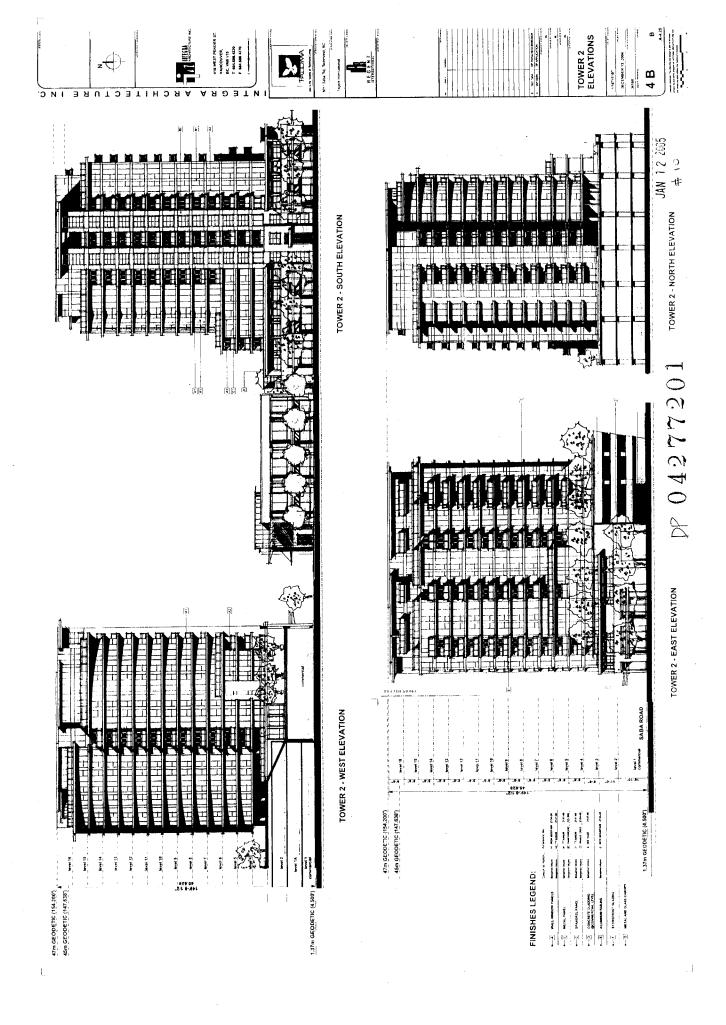


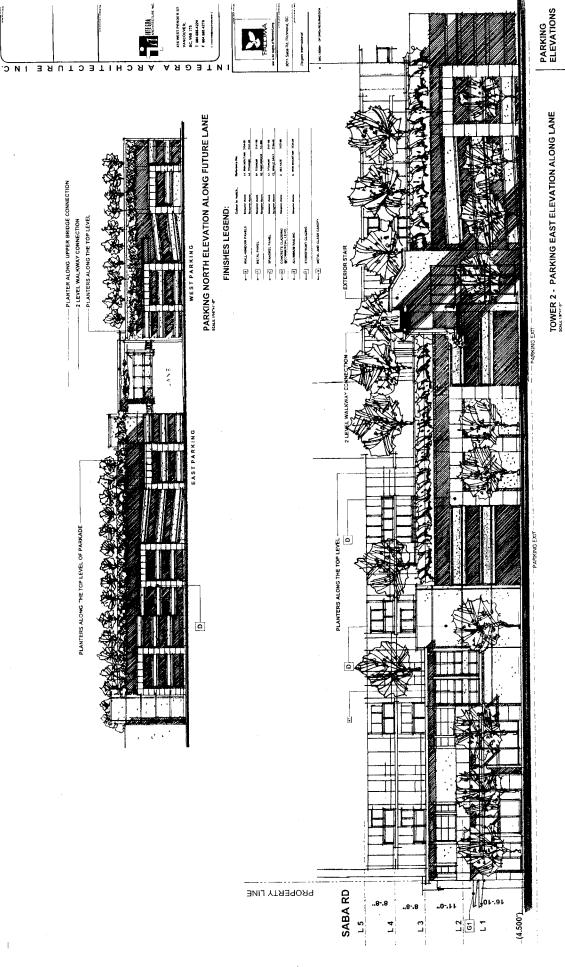








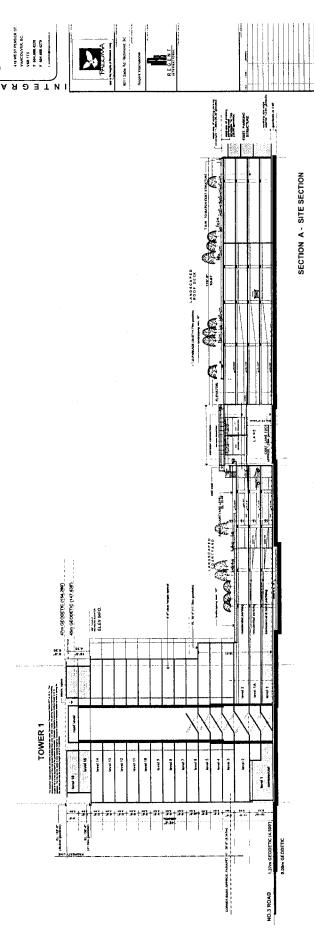




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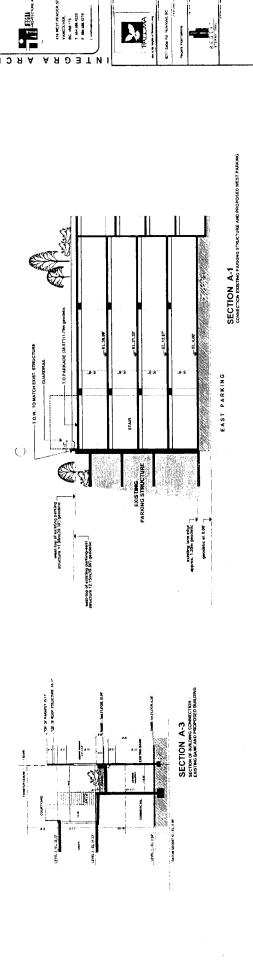
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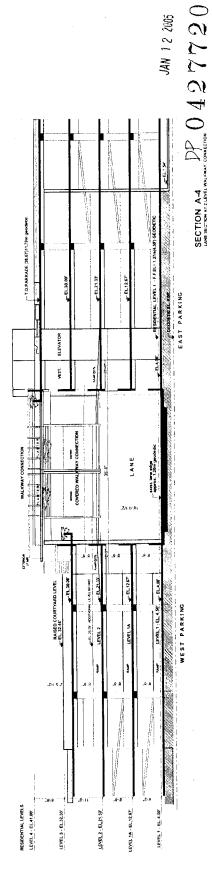


CECEMBER 13, 2004

SECTION

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DETAIL SECTIONS

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