



To: Development Permit Panel **Date:** January 4, 2006
From: Holger Burke **File:** DP 05-302414
Acting Director of Development
Re: **Application by Ah Ten Holdings Ltd. and Hemlock Drive Development Limited
Partnership for a Development Permit at 6288 Katsura Street and
9371 Hemlock Drive**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of two (2) five-storey residential buildings, consisting of approximately 232 dwelling units, over a single-storey parking structure at 6288 Katsura Street and 9371 Hemlock Drive on a site zoned Comprehensive Development District (CD/68); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Increase the maximum permitted building height from 15 m to 15.4 m for the fifth floor of the building and vary the maximum permitted height from 15 m to 18.15 m for a small portion of each of the two (2) buildings for an architectural appurtenance to accommodate the required vertical clearance above the elevator shaft;
 - b) Permit four (4) tandem parking spaces;
 - c) Reduce the manoeuvring aisle within the parking structure from 7.5 m to 7.3 m; and
 - d) Vary the south (Hemlock Drive) setback only to the entry canopies of the two (2) residential lobbies from 7.62 m to 1.8 m.

Holger Burke
Acting Director of Development

CA:blg
Att.

Staff Report

Origin

Ah Ten Holdings Ltd. and Hemlock Drive Development Limited Partnership have applied to the City of Richmond for permission to develop two (2) five-storey residential buildings, consisting of approximately 232 dwelling units, over a single-storey parking structure on a site zoned Comprehensive Development District (CD/68) at 6288 Katsura Street and 9371 Hemlock Drive. The site currently is vacant.

The site was rezoned in 1997 (RZ 96-000162).

Development Information

Please refer to 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, neighbourhood park, a single-family dwelling zoned “Single-Family Housing District, Subdivision Area F (R1/F)” and Ferndale Road beyond;
- To the east, recently approved 24-unit three-storey townhouse development, known as “Trellaine” (DP 05-297694) zoned Comprehensive Development District (CD/167);
- To the south, Hemlock Road and existing townhouse development zoned Comprehensive Development District (CD/72) and proposed 23-unit three-storey townhouse development at 9391 Alberta Road under rezoning (RZ 05-301844); and
- To the west, Katsura Street and highrise/townhouse developments zoned Comprehensive Development District (CD/67).

Official Community Plan Amendment and Public Hearing Results

The site was rezoned from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/68) in 1997.

Bylaw No. 7996 to amend the Land Use Map in the Richmond Official Community Plan McLennan North Sub-Area Plan was approved by Council on December 12, 2005 to permit a maximum building height of “five storeys maximum up to 19 m” to facilitate the orderly transition of building heights from 45 m high residential towers west of Katsura Street to three-storey townhouse developments flanking Alder Street east of the proposed development. There are no other changes requested to the regulations in the Comprehensive Development District (CD/68) Bylaw. Any variances were to be addressed as part of the Development Permit application process.

During the notification period for the Official Community Plan (OCP) amendment, staff received several inquiries regarding the impact of the proposed OCP amendment to the “height” indicated on the Area Plan Land Use Map on maximum allowable density and traffic. Staff noted that additional density is not granted and the applicant did not request a parking variance in the Development Permit Application.

Some residents from Trellaine expressed concerns with increase traffic and problems with parking in the area. They noted that the City has granted parking variance to Trellaine which might have contributed to the parking problem. Staff assured the residents that no parking variance is being proposed for this application. The project meets the parking bylaw requirement in accordance with the CD/68 zoning.

No concerns or issues were raised at the Public Hearing for the Official Community Plan amendment.

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 and is generally in compliance with Comprehensive Development District (CD/68) except for the zoning variances noted below.

Zoning Compliance/Variances (staff comments in bold)

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

- 1) Increase the maximum permitted building height from 15 m to 15.4 m for the fifth floor of the building and vary the maximum permitted height from 15 m to 18.15 m for a small portion of each of the two (2) buildings for an architectural appurtenance to accommodate the required vertical clearance above the elevator shaft.

(Staff supports the proposed variance. The project has been completely redesigned from a four-storey wood frame construction proposed in the original rezoning application (RZ 96-000162) to two (2) five-storey concrete buildings. The redesign resulted in a significantly improved interface with the park edge, an increase in the common on-site open space and more light and view access to some of the proposed townhouses on the site to the east.

The five-storey building is terraced to minimize shading impact to the park north of the proposed development. The building cannot be lowered further into the ground to avoid the slight height variance without major structural implications due to flood plain requirements. The minimum recommended flood plain elevation for habitable area in this area is 1.5 m (geodetic datum), which is the proposed finished elevation of the first floor of this development. The proposed floor-to-floor height is at the minimum requirement to accommodate the floor to ceiling height and the minimum floor slab. The terracing approach is preferable to a four-storey full height structure at the park's edge for sun access. The massing in the area is intended to step down from highrise buildings on parking podium west of Katsura Road (maximum 45 m), to four-storey buildings on parking podium (between 15 m to 19 m) between Katsura Street and Alder Street and two-storey to three-storey townhouses (maximum 12 m) east of Alder Street.

The slight increase of shadowing generated by the height variance for the architectural appurtenance (clearstory windows to conceal elevator shaft) does not have a negative impact on surrounding development as the elevator shaft is limited in size and set back from the building facades. The proposed development is surrounded by roads to the east and south,

abuts the park to the north and adjacent to a proposed townhouse development to the east. As a reference, the permitted height of the existing four-storey building (known as Trellaine) south of Hemlock Drive is approximately 19.3 m. The proposed height variance is to accommodate and conceal the minimum required height clearance above the elevator shaft for maintenance).

- 2) Permit four (4) tandem parking spaces.

(Staff supports the proposed variance given the minor nature of the variance. Tandem arrangement is preferable to a reduction of parking requirement. The proposed tandem arrangement allows the project to meet the parking requirements in the Comprehensive Development District (CD/68) zone. The Transportation Department has reviewed the proposal and supports the variance as proposed. The proposed development meets the parking requirement).

- 3) Vary the manoeuvring aisle from 7.5 m to 7.3 m.

(Staff supports the proposed variance. The proposed reduction of the aisle width does not pose significant impact to vehicular manoeuvring and helps to achieve a more compact parkade plan in order to meet the parking requirement).

- 4) Vary the south (Hemlock Drive) setback only to the entry canopies of the two residential lobbies from 7.62 m to 1.8 m.

(Staff supports the proposed variance. The proposed entry canopies help to create entry identification to the lobbies of the two (2) buildings. The proposed variance does not create any negative impact on the surrounding developments and improves the streetscape by creating a sense of entry at the pedestrian scale).

Advisory Design Panel Comments

The Advisory Design Panel was held on September 7, 2005. The Panel gave unanimous support to move the project forward. A copy of the relevant excerpt from the Advisory Design Panel Minutes 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**'.

Analysis

Conditions of Adjacency

- In general, the siting of the development complies with the City of Richmond Official Community Plan (OCP) guidelines and provides a gradual height and massing transition from the highrise buildings west of Katsura Street to the east to the three-storey townhouses east of Alder Street.
- In addition, the terracing of the building down from Hemlock Drive towards the City park to the north allows for additional sun penetration into the park and the on site common open space.
- The terracing of the building also improves the overlook and shadowing on a portion of the west facing units on the development to the east by increasing the rear yard (north) setback of

the second to fifth storeys of the proposed development. The rear yard (north) setback has been significantly increased from the minimum 7.6 m required in the Zoning Bylaw on the first floor gradually to 20.8 m on the fifth floor.

- The grade of the new park to the north has been contoured to meet the finished grade above the proposed parkade where practical to provide a gradual and seamless transition from the public park to the north property line of this site. The entire parking structure along the north side is “concealed” by contouring the grade.
- Pedestrian pathways, ramps and stair connections are provided and secured under a Public Rights-of-Passage (PROP) Right-of-Way (ROW) registered on title to connect the publicly accessible path system linking Katsura Street and Hemlock Drive to the park and the proposed publicly accessible perimeter pathway system on this site.

Urban Design and Site Planning

- The developer was involved in the original comprehensive rezoning of five (5) new sites in McLennan North neighbourhood in 1997 when the Comprehensive Development District (CD/68) zoning was created for this site. At the time, the developer made significant amenity contribution to the neighbourhood including the dedication of land, design and construction of portions of Alder Street, Birch Street, Hemlock Drive (a portion to be constructed as part of this development, and Katsura Street; dedication of land towards the creation of Katsura Park and Birch Park and financial contribution of over \$225,000 towards the construction of Katsura Park north of the site.
- The two (2) proposed five-storey-over-parkade terraced concrete buildings are a unique building type amongst its neighbours comprised of mainly wood frame four-storey-over-parkade apartments, townhouses and concrete highrise buildings. The proposed development introduces diversity in the built form and housing choice in the area.
- The twin L-shaped design and terracing of the building increased the on site open space from approximately 59% to 64% of the site area (approximately 3,715 m² (40,000 ft²)) and allowed for the creation of a one-storey amenity pavilion to provide on-site amenities for the residents and add visual interest for users of the public park to the north.
- The applicant has proposed a walkway adjacent to the east property line that meets the existing grade of the vacant site, on which a 24-unit three-storey townhouse development has recently been approved (DP 05-297694), to provide a neighbourly interface.
- The proposed terracing of the proposed building has also opened up views into the park for some of the future townhouses on the neighbouring property at 9420 Ferndale Road.
- The proposed development will be completing the north side of Hemlock Drive including lay bays for additional on-street parking to alleviate the emerging demand for residents and visitors parking in the neighbourhood and to provide loading for large moving trucks when the occasion arises.
- In addition, one dedicated on-site loading for SU-9 vehicle (typical moving trucks) is provided in the parkade adjacent to the elevator lobby for easy access.
- The vehicular access is provided off Hemlock Drive west of the central stairway. A total of 300 parking spaces, in accordance with the Comprehensive Development District (CD/68) Bylaw, is provided to serve the proposed development.
- The proposed location and capacity for garbage and recycling are sufficient to address the need of the development provided they ensure that garbage, recycling and cardboard recycling are picked up on alternate days to eliminate the need for a larger holding area.
- The proposed development has incorporated enhanced accessibility features in all dwelling units in the mid-rise building. The development has incorporated accessibility measures

including using lever handles on all doors and faucets, and providing backing blocks in all the bathtubs in the mid-rise building to facilitate improved mobility and aging in place.

- In addition, unit types C2 and D1 will be constructed as wheelchair accessible units on floors 2 to 4. A total of 12 fully wheelchair accessible units will be created.
- The street frontages along Katsura Street and Hemlock Drive are well animated with individual entrance gates and steps to create a pleasant pedestrian environment.
- No retaining walls along the street and park edges will be higher than 0.6 m to maintain an attractive pedestrian realm.
- Adequate queuing area has been provided (15 m) at the driveway on Hemlock Drive to minimize traffic impact from cars stacking to enter the site.

Architectural Form and Character

- The massing and height of the proposed buildings are generally in compliance with the applicable City of Richmond OCP design guidelines.
- The applicant has provided shadow diagram (**Attachment 3**) to illustrate the benefit of the terracing of the building with respect to the shadowing impact on the on-site common open space and the City Park.
- The proposed architectural style, including the flat roof, accentuates the horizontal expression of the building and compliments the architecture residential towers under construction west of Katsura Street.
- The site is organized around two (2) L-shape buildings in a mirror image with a central water feature cascading along a water channel to a central entry plaza on Hemlock Drive. A stand-alone amenity pavilion with an extensive green roof overlooking the City park house all the indoor amenity areas for the development.
- The proposed architectural materials include painted concrete, aluminium guardrails, doors and windows and spandrel glass panels.
- Project signage and lighting has been designed to be architecturally integrated with the building design.
- All the mechanical services for the building will be located in the parkade. No mechanical room (other than elevator shaft) will be needed on the roof to ensure a pleasant roofscape for the residents in the highrise development to the west.

Landscape Design and Open Space Design

- An arborist report prepared by Durante Kreuk Ltd. has been submitted to assess tree retention/removal and replacement strategies on site. Most of the trees are within the building envelope and others need to be removed to accommodate the parkade. All but two (2) trees on site will be removed. 151 new trees of various species, mostly at 7 cm calliper, and numerous shrubs, groundcovers and Perennials are proposed in the landscape plan.
- The on-site common outdoor area is located above the parkade roof organized around the amenity pavilion and indoor swimming pool.
- The outdoor area is divided into four (4) areas with distinct characters: the Perennial court, the Dove tree common green, the circular lawn and the Trembling Aspen Grove which doubles as a creative children play area.
- No formal children play structure is incorporated on site given its proximity to the children playground (which the developer provided both land and financial contribution towards) just north of the site. The provision of the Aspen Grove for free play activities such as hide and

seek, in an area where natural surveillance opportunities abound is highly supported by the Advisory Design Panel.

- The site provides extensive indoor amenities including an indoor swimming pool, steam room and associated change rooms, games room and gymnasium. The amenity pavilion has free and easy access from all sides and flows down a terrace and stairs/ramp directly onto the Public Park for a seamless transition.
- Each of the units in the buildings have ample private open space (patio, deck or balcony) and have direct view onto either the park, streets or a side yard for maximum natural light and increased opportunities for natural surveillance on the street and open space.
- The design of the east-west public walkway along the north side of the site at the Park's edge is incorporated in the landscape plan.

Crime Prevention Through Environmental Design

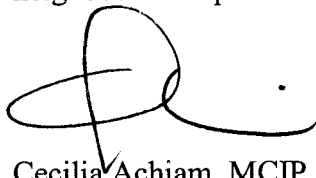
- Adequate Crime Prevention Through Environmental Design (CPTED) measures such as the use of anti-graffiti, high quality paint and materials on parkade walls, adequate level of parkade and outdoor lighting, windows in the doors leading into the elevator lobbies, security gates separating residential and visitor's parking, etc., have been incorporated to promote a safe environment.

Utilities and Servicing

The developer has provided a first submission of the capacity analysis to the City Engineering Department. Staff are working with the developer to determine the scope of upgrade requirements for storm water. The details of the required upgrading and the developer's costs will be resolved as part of the Servicing Agreement prior to the issuance of the Building Permit.

Conclusions

Staff recommend approval of this Development Permit application as the development meets the intent of the Official community Plan (OCP) and is generally in compliance with the Zoning Bylaw requirements. The proposed variances do not create negative impact on the surrounding developments and the developer has provided a generous amenity package including road construction, public-rights-of-passage, and land and financial contribution to the creation of neighbourhood parks.



Cecilia Achiam, MCIP, BCCLA
Senior Planner - Urban Design

CA:blg

Attachment 1: Development Application Data Sheet

Attachment 2: Design Panel Minutes

Attachment 3: Shadow Diagram

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 \$410,764.
- Consolidate the two sites into one parcel

- The Public-Right-Of-Passage (PROP) Right-of-Way (ROW) for fire access should be discharged; the 3 m PROP for walkway is to remain. The PROP ROW will be maintained by the Strata.
- 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 prior to forwarding this Development Permit application to Council for consideration.

Prior to the Issuance of Building Permit:

- The developer is required to enter the City's standard Servicing Agreement for design and construction of all the noted off site requirements. No Development Cost Charge credit is applicable to this development. The Servicing Agreement must address construction of:
 - a. The 10 m wide half road along the Hemlock Drive edge. This roadwork will partially tie into works done by Magusta on the south side via Servicing Agreement (SA 97-119341). Works include, but are not limited to, road widening (opposite SA 97-119341) to provide 11.2 m curb-to-curb complete with Polyvinyl Chloride (PVC) water main and sanitary sewer, with a 1.75 m sidewalk along the property line, with the balance being grass and treed boulevard and Zed street lighting. The asphalt width is to be a minimum of 6 m from Katsura Street to the existing construction. A traffic bulge is ultimately required at Katsura/Hemlock Street. The developer is responsible for completing curb and gutter in asphalt as an interim solution. The developer of 9271 Alberta Road will be responsible for the permanent construction via future rezoning application. In addition, the curb return for their entrance must be designed as a driveway crossing.
 - b. The 3 m east/west walkway along the north edge of the site. (The walkway is included as part of the Landscaping plan; i.e. not included as part of the Servicing Agreement).
 - c. Any required storm drainage upgrades identified in the final capacity analysis and as approved by the City's Engineering Department.
- The Sanitary capacity is adequate. The developer to confirm pre and ultimate development conditions for the sanitary services as part of the Servicing Agreement process.
- The applicant is to provide an acoustical report by a registered professional, qualified in acoustics, that the building design includes sufficient noise mitigation elements to ensure compliance with the standards set out in Section 5.4 Noise Management of the Richmond Official Community Plan (OCP).
- Submission of a construction parking and traffic management plan 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.
- The applicant to incorporate into the Building Permit drawings, enhanced accessibility features including the use of lever handles on all doors and faucets and backing blocks in the bathtubs in all the dwelling units in the high-rise tower including to facilitate mobility and aging in place.



City of Richmond

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

**Development Application
 Data Sheet**
 Development Applications Department

DP 05-302414

Attachment 1

Address: 6288 Katsura Street and 9371 Hemlock Drive

AH TEN HOLDINGS LTD. & HEMLOCK DRIVE

Applicant: DEVELOPMENT LIMITED PARTNERSHIP Owner: AH TEN HOLDINGS LTD.

Planning Area(s): 2.10C McLennan North Sub-Area Plan

Floor Area Gross: 19,080 m² Floor Area Net: 17,611 m²

	Existing	Proposed
Site Area:	13,344 m ²	13,344 m ²
Land Uses:	Residential	Residential
OCP Designation:	Residential	Residential
Zoning:	CD/68	CD/68
Number of Units:	0	232

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.43+ .1 for ground floor indoor amenity	1.43	Complies
Lot Coverage:	Max. 41.1 %	36.3%	Complies
Setback – Front Yard (S):	Min. 7.62 m (balconies and porches may project 1.5 m)	7.62 m to building 1.8 m to entry canopy	Complies Variance Required
Setback – Side Yard (E):	Min. 7.32 m (balconies and porches may project 1.5 m)	7.32 m	Complies
Setback – Side Yard (W):	Min. 7.62 m (balconies and porches may project 1.5 m)	7.62 m	Complies
Setback – Rear Yard (N):	Min. 7.62 m (balconies and porches may project 1.5 m)	7.62 m	Complies
Height (m):	Max. 15 m	15.4 to the 5th floor 18.15 m for the architectural appurtenance & elevator penthouses	Variance Required
Lot Size:	6,000 m ²	13,344 m ²	Complies
Off-street Parking Spaces – Blended Resident & Visitor:	300	300	Complies

Off-street Parking Spaces – Accessible:	6	7	Complies
Tandem Parking Spaces:	4	4	Variance Required
Indoor Amenity Space:	Min. 100 m ²	563.3 m ²	Complies
Outdoor Amenity Space:	Max. 600 m ²	3,219 m ²	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**

5. 5-Storey Apartments over Single-Storey Parking

Rostitch Hemphill & Associates
6268 Katsura Street/9371 Hemlock Drive
(Formal)

DP 05-302414

Ms. Cecilia Achiam, reviewed the staff comments provided for the project, (Schedule 5).

Mr. Hemphill introduced his team consisting of Hani Lammam, Jason Turncotte, Peter Kreuk, Nadia Said. Mr. Hemphill with the aid of a model and artist's renderings, described the project, advising that:

- non-combustible concrete would be used instead of wood for construction. This opened up the interior portion of the site which would be accessed from Hemlock Drive;
- the north-end of the building was terraced to allow sunlight into adjacent city park;
- building ends had been strengthened;
- amenity building in the centre has a green roof;
- parking has been re-arranged to provide direct pedestrian access to the elevator lobby;
- the main entrance on the south side was strengthened with access through court yards;
- the periphery of the project was changed – there was a larger number of pedestrian access to units;
- there was a definition of public, semi-public and private space;
- more usable amenity outdoor space was provided;
- stairs have been introduced to provide a yard-like feel to project along the street;
- D1 and C2 units have been designed to be adaptable.

Mr. Peter Kreuk, landscape architect, reviewed the details of the landscape plan.

General questions put forth by the Panel included:

- Were the upper balconies individual. **Yes with privacy screens.**

The comments of the Panel were as follows:

- Concerned about the design and character of the amenity building. Seems like the back of a building facing the park. Too boxy.
- Expression – how does it take advantage of the park. Great opportunity for design expression along park edge – chance of having stepping down expression to public space. Layer of planting wall – ceremonial entrance into the park. Dialogue on interface back needs more expression.
- Great looking development. Applicant congratulated.

- Great scheme. Applaud direction of bringing access down to street level.
- Agrees with comments on amenity building – back portion should appear as front of building – needs some design development. Permeability of pavers. Articulate fence to provide permeability.
- Children’s play area duplicated. Too close to one in park. Densely planted scheme with forested area – can be actively used. Remove play equipment.
- Great Scheme.
- Dynamite Scheme.
- Modern look great Sets standard for Richmond. Landscape concept fits with buildings. Amenity building does not match rest of project – move overhangs, add glass. Do something innovative with children’s play area – don’t compete with one in park.

Applicant stated that he appreciated comments about amenity area – the windows were out of scale. He also appreciated comments about play area.

Discussion then ensued that resulted in the following motion:

It was moved and seconded

That the project move forward subject to the amenity building being developed with “Pavilion in Park” character.

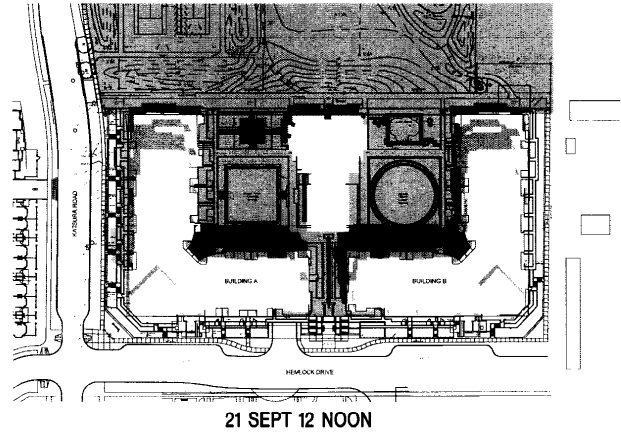
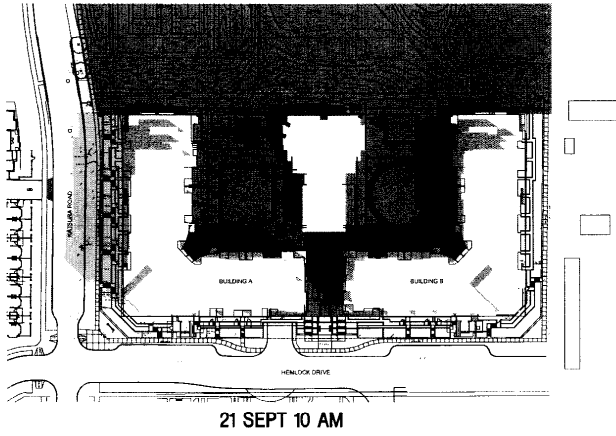
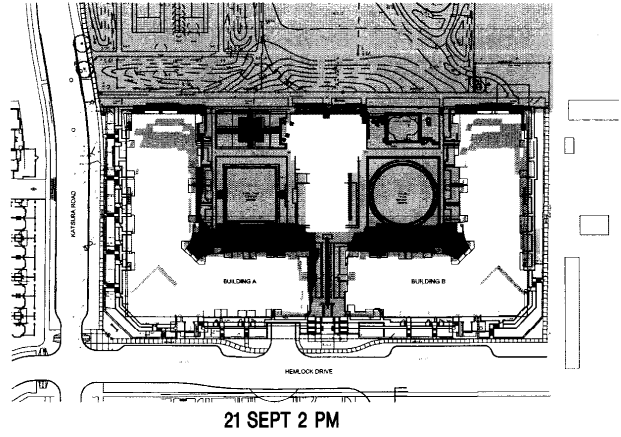
**CARRIED
Unanimous**

The applicant should also consider:

- design improvement to character of amenity building as a “pavilion in the park” with the same architectural expression as the building.
(Design development has been made to the amenity building to create a “pavilion” character)
- A landscape connection from courtyard to park for better visual integration.
(Stairs, ramps and site grading incorporated with landscape planting have been integrated into the interface with the public park to the north.)
- Possibly align parking entry with the water feature and the amenity buildings to enhance concept.
(The water feature has been extended down a water channel with stair on either side to provide visual connectivity to the street.)
- Ensure visual permeability of children’s area adjacent to the pool deck.
(A visually permeable fence will be used.)
- Design development of children’s area as alternative to playing structure in park.
(A “Trembling Aspen Grove” has been incorporated as a creative play area instead of a play structure.)



SHADOW DIAGRAMS





No. DP 05-302414

To the Holder: AH TEN HOLDINGS LTD. AND
HEMLOCK DRIVE DEVELOPMENT LIMITED PARTNERSHIP

Property Address: 6288 KATSURA STREET AND 9371 HEMLOCK DRIVE

Address: C/O MR. JASON TURCOTTE
800 - 925 W GEORGIA STREET
VANCOUVER, BC V6C 3L2

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) Increase the maximum permitted building height from 15 m to 15.4 m for the fifth floor of the building and vary the maximum permitted height from 15 m to 18.15 m for a small portion of each of the two (2) buildings for an architectural appurtenance to accommodate the required vertical clearance above the elevator shaft;
 - b) Permit four (4) tandem parking spaces;
 - c) Reduce the manoeuvring aisle within the parking structure from 7.5 m to 7.3 m; and
 - d) Vary the south (Hemlock Drive) setback only to the entry canopies of the two (2) residential lobbies from 7.62 m to 1.8 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 #16 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required, including any required storm drainage upgrades.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$410,764 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.

Development Permit

No. DP 05-302414

To the Holder: AH TEN HOLDINGS LTD. AND
HEMLOCK DRIVE DEVELOPMENT LIMITED PARTNERSHIP

Property Address: 6288 KATSURA STREET AND 9371 HEMLOCK DRIVE

Address: C/O MR. JASON TURCOTTE
800 - 925 W GEORGIA STREET
VANCOUVER, BC V6C 3L2

-
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.
 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.
DAY OF , .

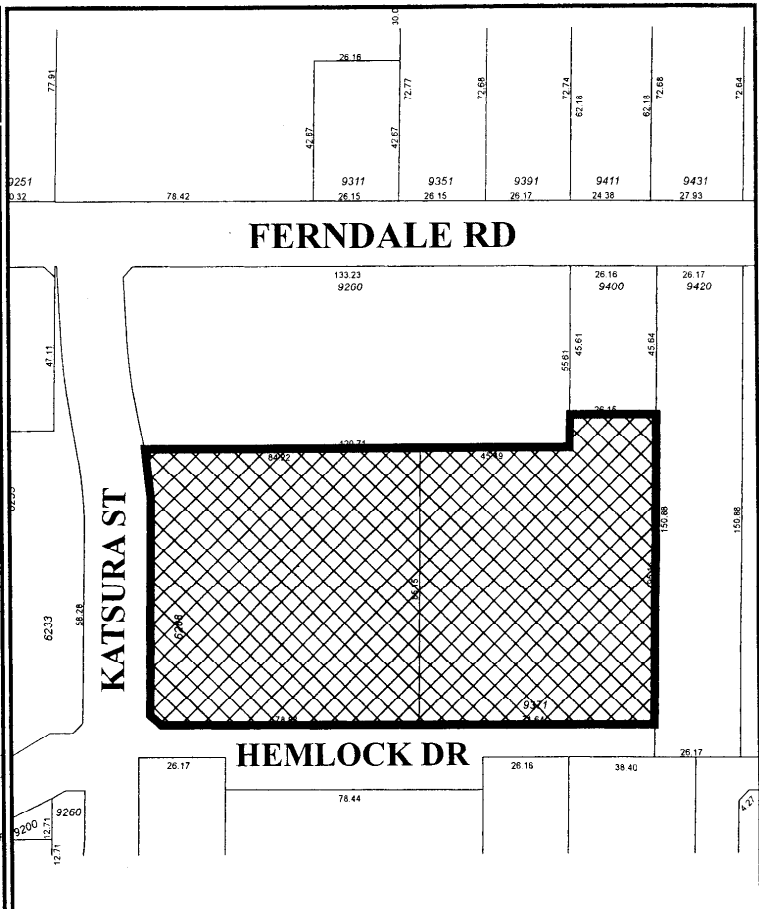
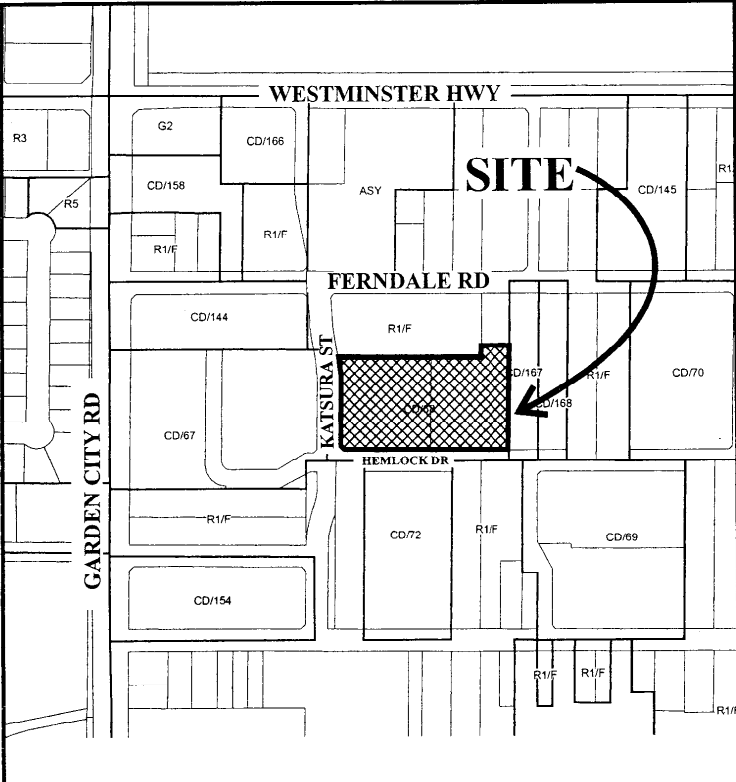
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

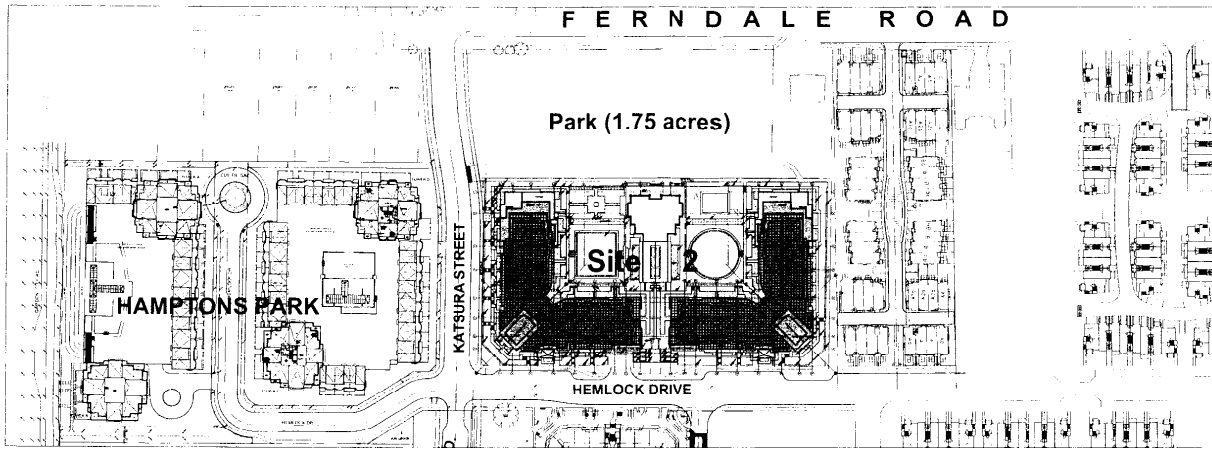


DP 05-302414 SCHEDULE "A"

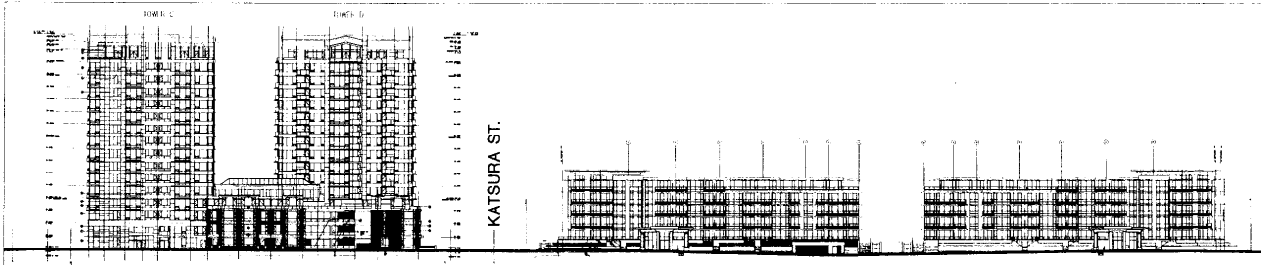
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Revision Date: 01/05/06

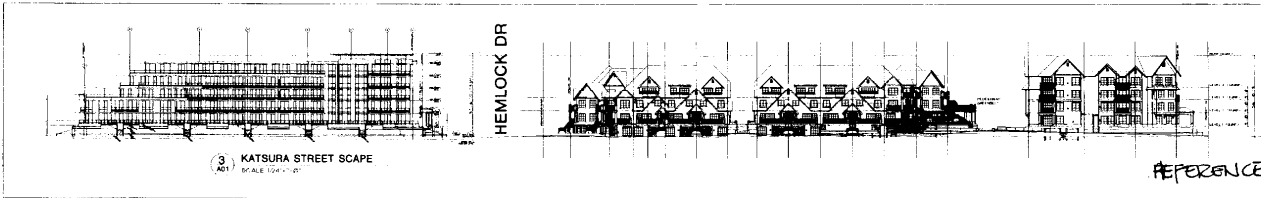
Note: Dimensions are in METRES



1 CONTEXT PLAN
SCALE 1:2000



2 HEMLOCK DRIVE STREET SCAPE
SCALE 1:200



3 KATSURA STREET SCAPE
SCALE 1:200

ROSEBACH
HEMPHILL

ASSOCIATES

ARCHITECTS

1000 WEST 10TH AVENUE
VANCOUVER, BC
V6H 3G5

TEL: 604-681-1111
FAX: 604-681-1112

WWW.ROSEBACHHEMPHILL.COM

PROJECT NO. 0312

DATE: 03/12/12

SCALE: AS NOTED

PROJECT NO. 0312

DATE: 03/12/12

SCALE: AS NOTED

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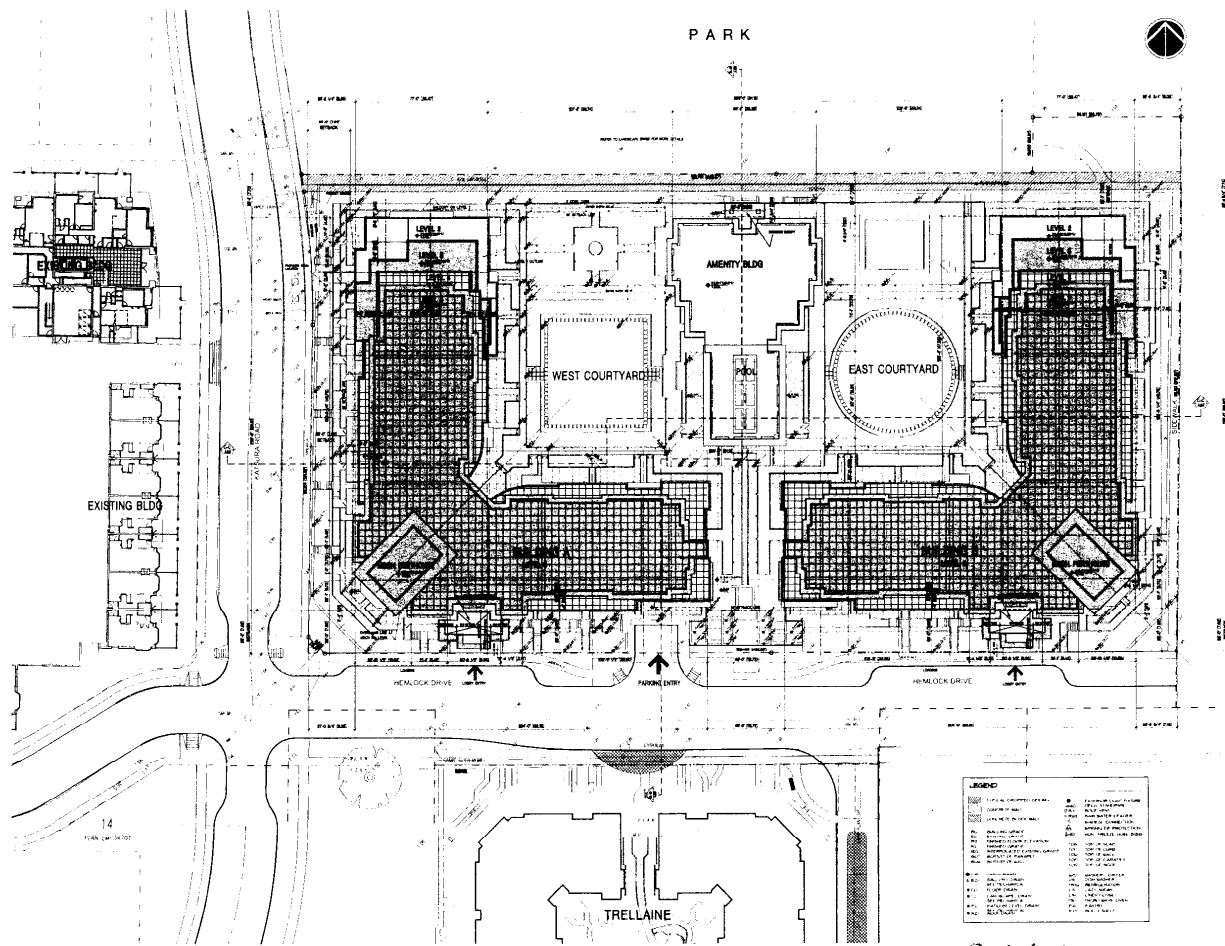
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PROJECT NO. 0312

DATE: 03/12/12

SCALE: AS NOTED



**KOSITCH
HEMPHILL
ASSOCIATES**

PLANNING HOUSE
10 METFORD STREET
VANCOUVER, B.C.
V. 6 J. A. 1. 1
TEL: 604-681-9000
FAX: 604-681-1001

ISSUED FOR
DPA PANEL
16 DEC 2005

1110 Hemlock Drive
Development Ltd
Partnership and
A. N. Ten Holdings Ltd

CRESSEY

The Mandalay-Ferdale
Nowone, BC

SITE PLAN

DATE: 0312

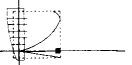
A10

DATE: 05 2004

LEGEND

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DP 05302411 #2



**KOSITCH
HEMPHILL
ASSOCIATES**

PLANNING BOARD
O. MICHELLE
MANAGER, P. C.
P. O. BOX 100
TEL. 803.547.0000
FAX 803.547.0001

NO.	DATE	DESCRIPTION
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ISSUED FOR
DPA PANEL
16 DEC 2005

DATE: 11/11/05
SCALE: AS SHOWN
PROJECT: THE MANDALAY-FERDIALE
RICHMOND, S.C.
SHEET: 0312
A11

1111 Hancock Drive
Development Ltd
Partnership and
A.H. Tan Holdings Ltd

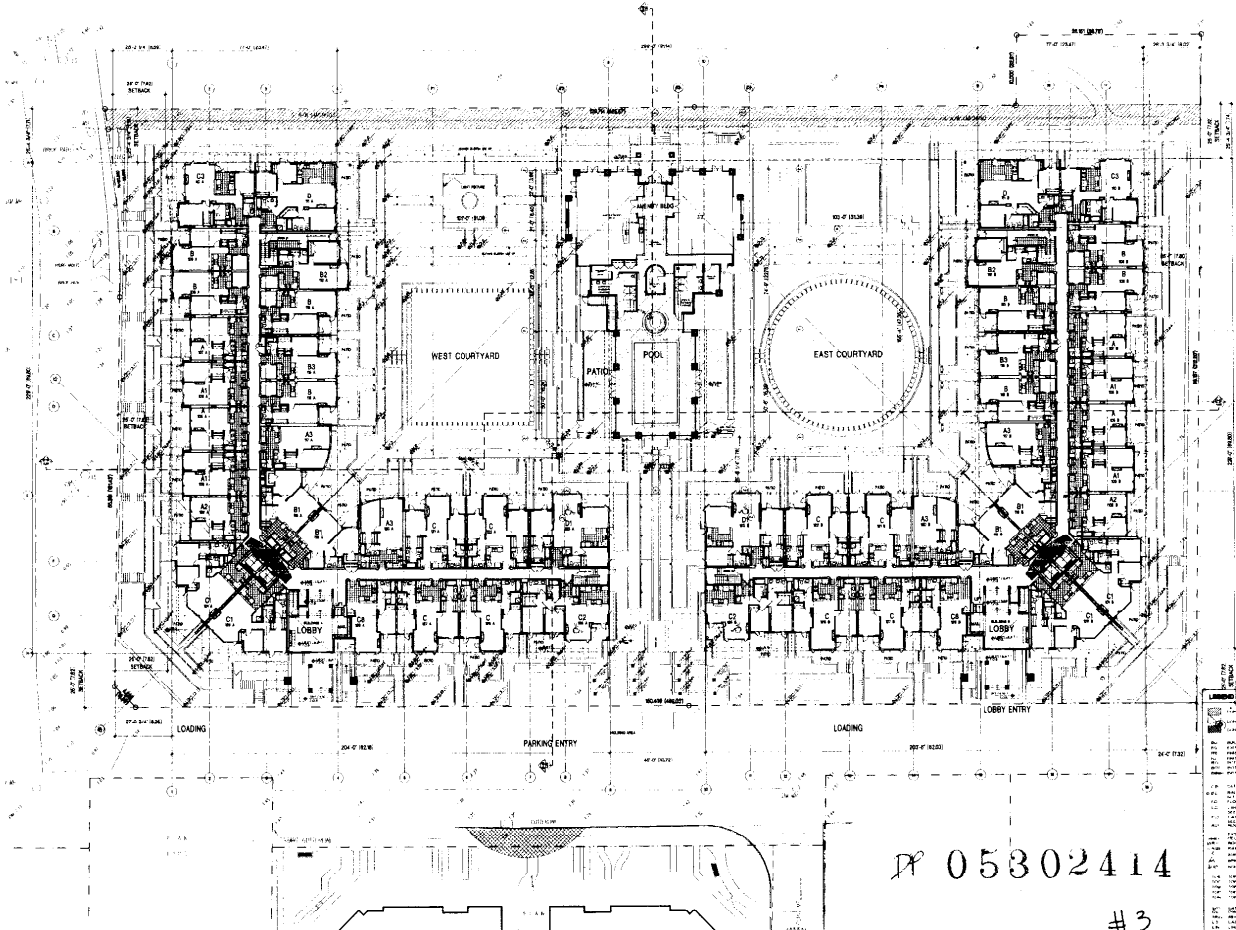
CRESSEY

The Mandalay-Ferdiale
Richmond, S.C.

SITE PLAN-GROUND LEVEL

DATE: 11/11/05
SCALE: AS SHOWN
PROJECT: THE MANDALAY-FERDIALE
RICHMOND, S.C.
SHEET: 0312
A11

A11
PROJECT: THE MANDALAY-FERDIALE
RICHMOND, S.C.
DATE: 11/11/05
DRAWN BY: [Name]



05302414

#3

LEGEND	
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**ROSITCH
HEMPHILL
ASSOCIATES**
ARCHITECTS

1100 HEMLOCK DRIVE
RICHMOND, BC V6V 2G6
TEL: (604) 273-8800
FAX: (604) 273-1071

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	15 DEC 2005
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ISSUED FOR
DPA PANEL
16 DEC 2005

1100 HEMLOCK DRIVE
RICHMOND, BC V6V 2G6
TEL: (604) 273-8800
FAX: (604) 273-1071

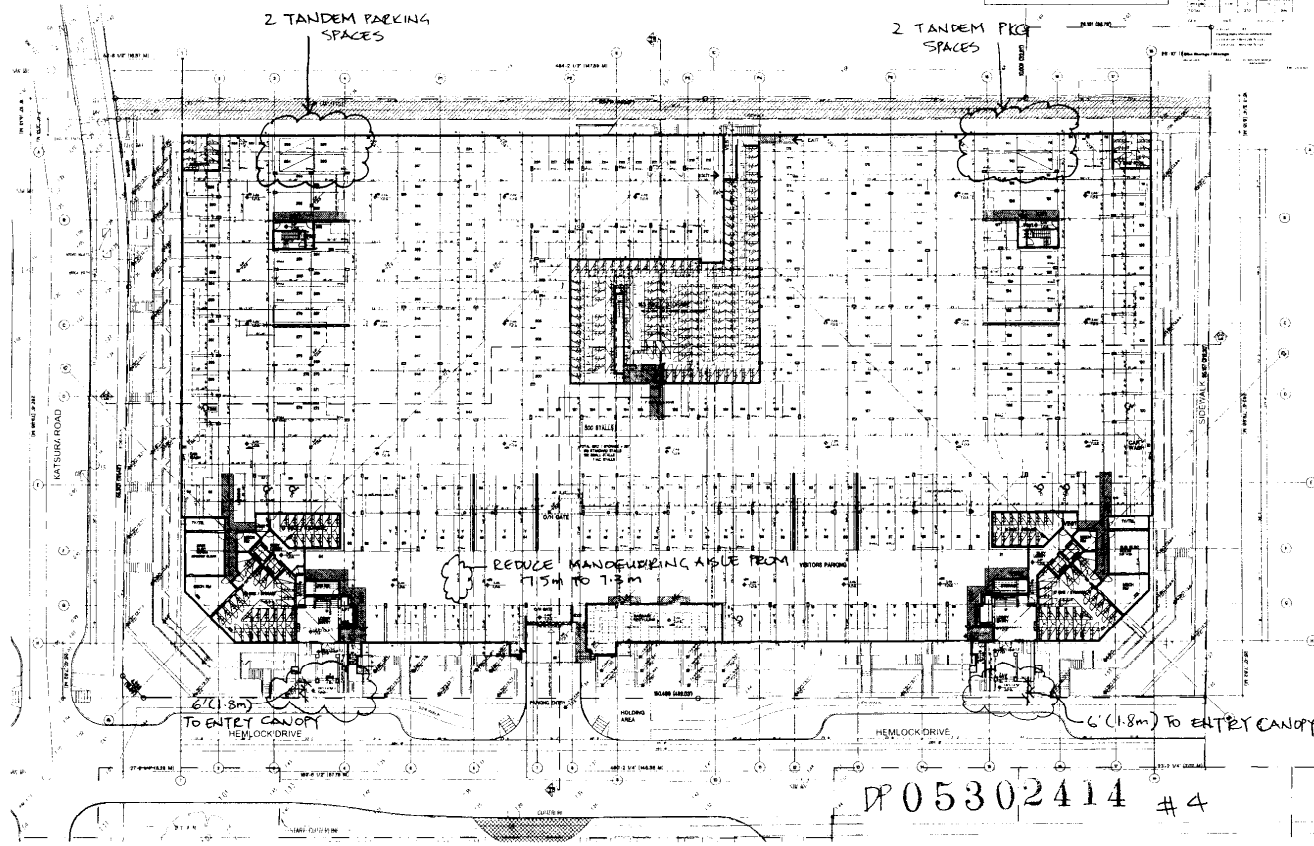
1100 Hemlock Drive
Development Ltd
Partnership and
A.R. Ten Holdings Ltd

CRESSEY

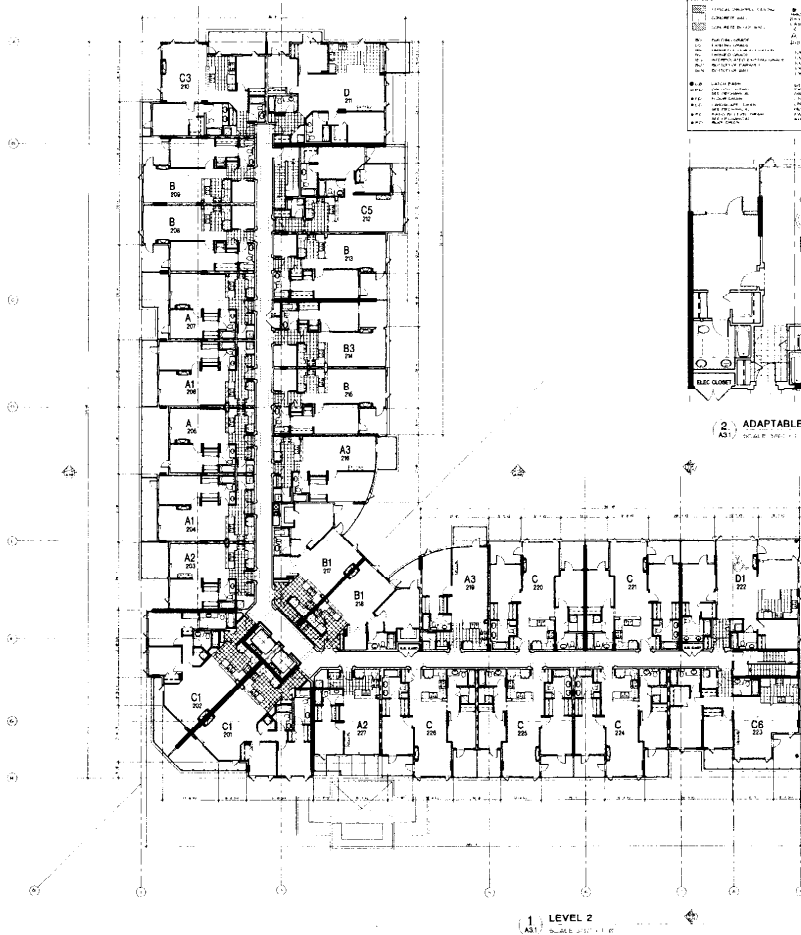
The Mandalay-Femdale
Richmond, BC

PARKING PLAN

DATE: 15 DEC 2005
DRAWN: [NAME]
CHECKED: [NAME]
SCALE: 1:500
PROJECT: 0312
A20
PROJECT: 1100 HEMLOCK DRIVE
DATE: 15 DEC 2005

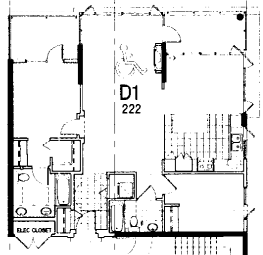


DP05302414 #4



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1.98	CONCRETE WALL	1.98	CONCRETE WALL
1.99	CONCRETE WALL	1.99	CONCRETE WALL
2.00	CONCRETE WALL	2.00	CONCRETE WALL



2. ADAPTABLE UNIT TYPE D1
A31 SCALE 1:100

1. LEVEL 2
A31 SCALE 1:100

05302414

#6

KOSITCH HEMPHILL ASSOCIATES
ARCHITECTS

1111 PULFORD HOUSE
4110 GARDNER STREET
VANCOUVER, B.C.
V6J 1K1
TEL: 604-681-5000
FAX: 604-681-1011

PROJECT NO. 0312

DATE: 14 OCTOBER 2005

FOR: Hancock Drive Development Ltd Partnership and A. S. Tan Holdings Ltd

PROJECT: The Mandaley-Ferndale Richmond, BC

SCALE: FLOOR PLANS LEVEL 2

DATE: 14 OCTOBER 2005

BY: [Signature]

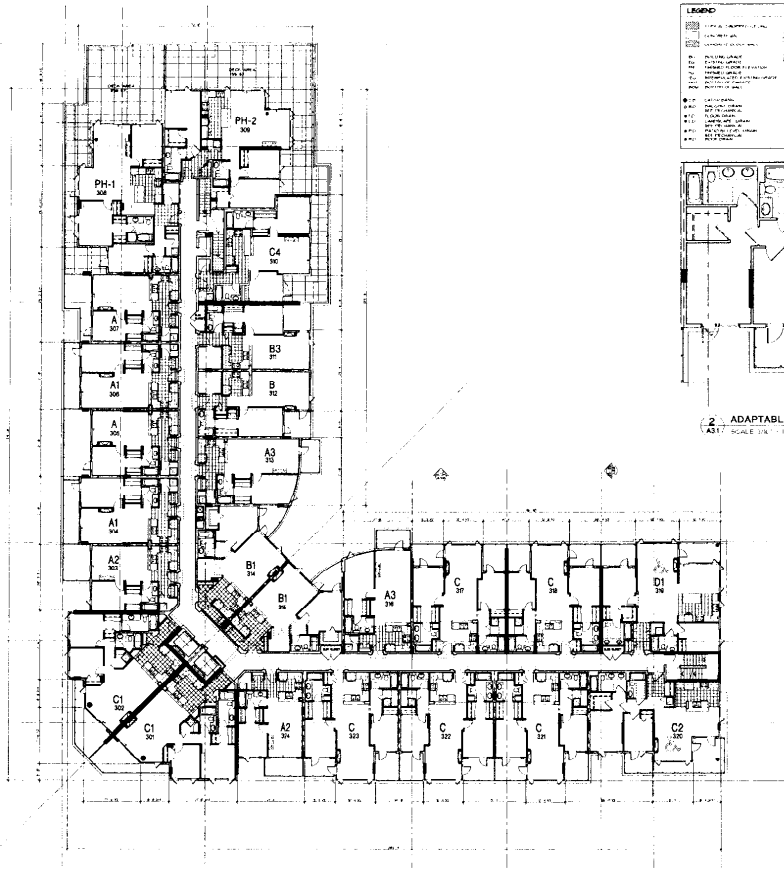
PROJECT NO. 0312

DATE: 14 OCTOBER 2005

PROJECT: A31

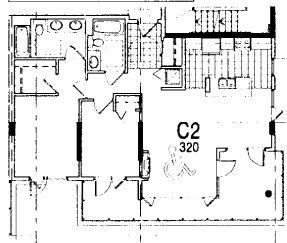
DATE: 14 OCTOBER 2005

PROJECT: D.P. 2 06 AND 144 D.P.



LEGEND

PH-1	PH-2	PH-3	PH-4	PH-5	PH-6	PH-7	PH-8	PH-9	PH-10	PH-11	PH-12	PH-13	PH-14	PH-15	PH-16	PH-17	PH-18	PH-19	PH-20	PH-21	PH-22	PH-23	PH-24	PH-25	PH-26	PH-27	PH-28	PH-29	PH-30	PH-31	PH-32	PH-33	PH-34	PH-35	PH-36	PH-37	PH-38	PH-39	PH-40	PH-41	PH-42	PH-43	PH-44	PH-45	PH-46	PH-47	PH-48	PH-49	PH-50	PH-51	PH-52	PH-53	PH-54	PH-55	PH-56	PH-57	PH-58	PH-59	PH-60	PH-61	PH-62	PH-63	PH-64	PH-65	PH-66	PH-67	PH-68	PH-69	PH-70	PH-71	PH-72	PH-73	PH-74	PH-75	PH-76	PH-77	PH-78	PH-79	PH-80	PH-81	PH-82	PH-83	PH-84	PH-85	PH-86	PH-87	PH-88	PH-89	PH-90	PH-91	PH-92	PH-93	PH-94	PH-95	PH-96	PH-97	PH-98	PH-99	PH-100
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2 ADAPTABLE UNIT TYPE C2
A317 SCALE 1/4" = 1'-0"

1 LEVEL 3
A32 SCALE 1/8" = 1'-0"

DP 05302414

#7

**KOSITCH
HEMPHILL
&
ASSOCIATES**
ARCHITECTS

1111 HANCOCK ROAD
SUITE 100
VANGUARD BLDG
1000 10TH AVE S
SEASIDE, WA 98148
TEL: 206.464.1000
FAX: 206.464.1001

DESIGNED BY: KOSITCH HEMPHILL & ASSOCIATES
DRAWN BY: J. H. HARRIS
CHECKED BY: J. H. HARRIS
DATE: 10/10/06
PROJECT NO.: 05302414
SHEET NO.: 0312

DESIGNED FOR:
DEVELOPMENT PANEL REVIEW
14 OCTOBER 2006

PROJECT NO.: 05302414

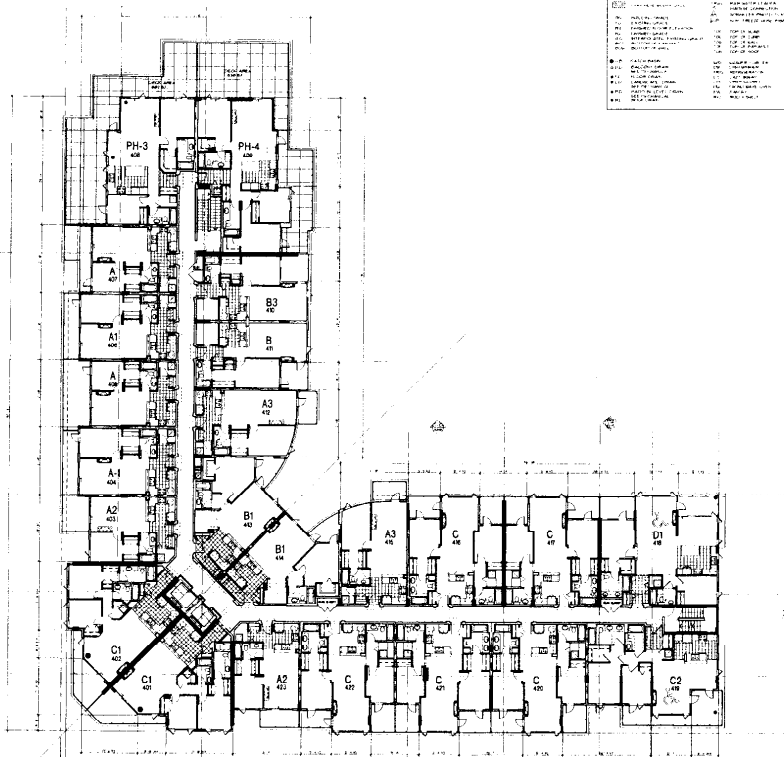
1111 Hancock Drive
Development Ltd
Partnership and
A. T. Holdings Ltd
The Mandalay-Fordale
Ridmond, BC

LEVEL 3
FLOOR PLAN

SCALE: 1/8" = 1'-0"

A32

DATE: 10/10/06
DP: 05302414



Legend

01	Structural Steel	02	Structural Concrete
03	Structural Masonry	04	Structural Glass
05	Structural Aluminum	06	Structural Steel Decking
07	Structural Steel Joists	08	Structural Steel Trusses
09	Structural Steel Beams	10	Structural Steel Columns
11	Structural Steel Girders	12	Structural Steel Bracing
13	Structural Steel Connections	14	Structural Steel Welds
15	Structural Steel Bolts	16	Structural Steel Nuts
17	Structural Steel Washers	18	Structural Steel Plates
19	Structural Steel Angles	20	Structural Steel Channels
21	Structural Steel I-Beams	22	Structural Steel H-Beams
23	Structural Steel L-Beams	24	Structural Steel T-Beams
25	Structural Steel Z-Beams	26	Structural Steel C-Beams
27	Structural Steel S-Beams	28	Structural Steel W-Beams
29	Structural Steel K-Beams	30	Structural Steel L-Columns
31	Structural Steel H-Columns	32	Structural Steel W-Columns
33	Structural Steel K-Columns	34	Structural Steel C-Columns
35	Structural Steel S-Columns	36	Structural Steel W-Columns
37	Structural Steel K-Columns	38	Structural Steel C-Columns
39	Structural Steel S-Columns	40	Structural Steel W-Columns
41	Structural Steel K-Columns	42	Structural Steel C-Columns
43	Structural Steel S-Columns	44	Structural Steel W-Columns
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47	Structural Steel S-Columns	48	Structural Steel W-Columns
49	Structural Steel K-Columns	50	Structural Steel C-Columns
51	Structural Steel S-Columns	52	Structural Steel W-Columns
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55	Structural Steel S-Columns	56	Structural Steel W-Columns
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95	Structural Steel S-Columns	96	Structural Steel W-Columns
97	Structural Steel K-Columns	98	Structural Steel C-Columns
99	Structural Steel S-Columns	100	Structural Steel W-Columns

**ROSITCH
HEMPHILL
ASSOCIATES**
ARCHITECTS

1000 WESTERN AVENUE
SUITE 1000
VANCOUVER, B.C.
V6A 4C7
TEL: 604-681-4444
FAX: 604-681-4441

PROJECT NO. 0312

CLIENT: Hemlock Drive Development Ltd Partnership and A. B. Ten Holdings Ltd

PROJECT: The Mandaley-Ferndale Richmond, B.C.

DATE: 11/11/03

SCALE: AS SHOWN

A33

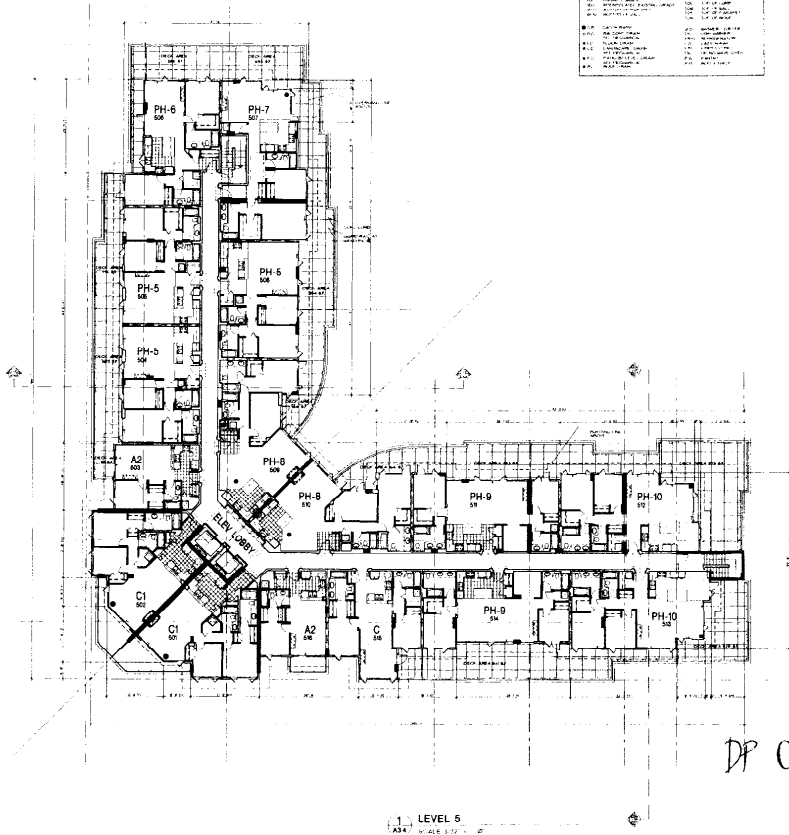
DATE: 11/11/03
PAGE: 03 OF 10

SHOULD FOR
DEVELOPMENT PANEL REVIEW
14 OCTOBER 2006

DP 05302414

#8

1 LEVEL 4
A33



LEGEND

PH-5 506	PH-7 506
PH-6 506	PH-8 506
PH-9 518	PH-10 520
A0 502	A1 502
A2 502	C1 502
C2 502	E1 507

**KOSITCH
HEMPHILL
ASSOCIATES**

FILE NUMBER: 0001
PROJECT NAME: 001
DATE: 10/10/06

SUBMITTED FOR
DEVELOPMENT PANEL REVIEW
ON **10 OCTOBER 2006**

PROJECT NO: 0312
DRAWING NO: **A34**

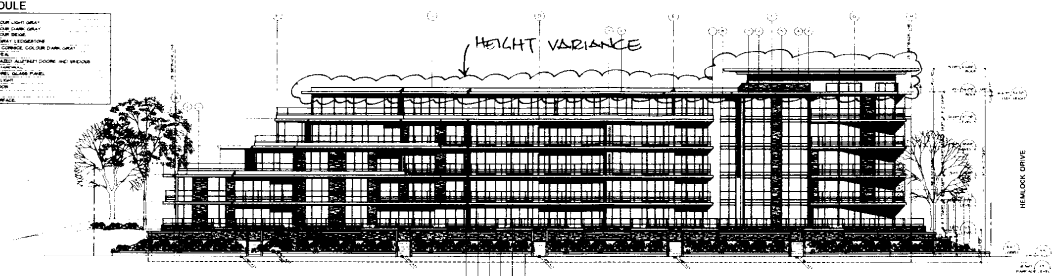
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DP 05302414
#9

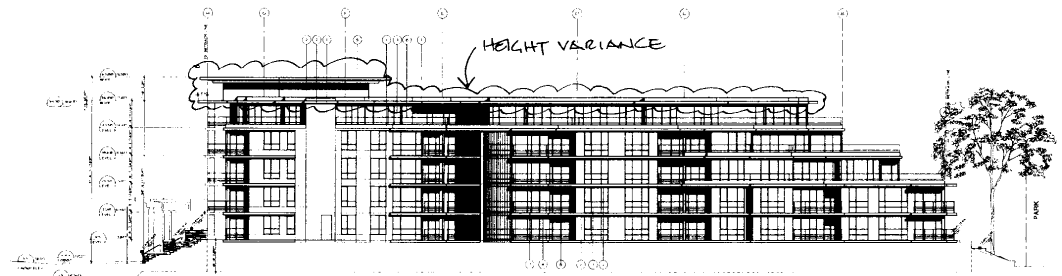
LEVEL 5
A34

FINISH SCHEDULE

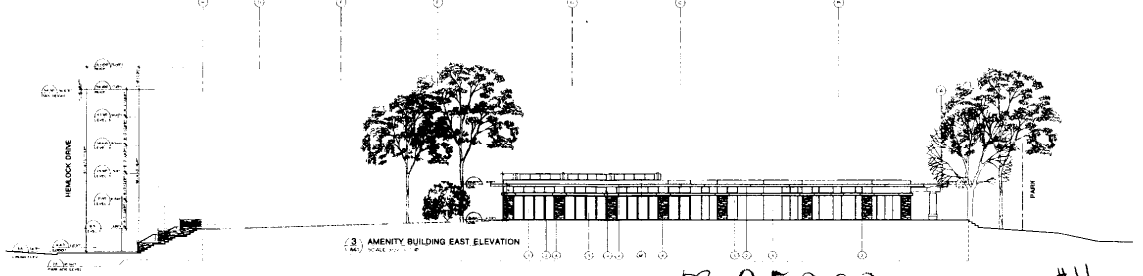
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2	PAINTING	EXTERIOR	PAINT
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4	PAINTING	GLASS	PAINT
5	PAINTING	CEILING	PAINT
6	PAINTING	FLOOR	PAINT
7	PAINTING	WALL	PAINT
8	PAINTING	DOOR	PAINT
9	PAINTING	WINDOW	PAINT
10	PAINTING	TRUSS	PAINT
11	PAINTING	ROOF	PAINT
12	PAINTING	SKYLINE	PAINT
13	PAINTING	LANDSCAPE	PAINT
14	PAINTING	PLANTING	PAINT
15	PAINTING	IRRIGATION	PAINT
16	PAINTING	WATER	PAINT
17	PAINTING	ELECTRICAL	PAINT
18	PAINTING	MECHANICAL	PAINT
19	PAINTING	PLUMBING	PAINT
20	PAINTING	FINISH	PAINT



1 WEST (SIDE) ELEVATION



2 EAST ELEVATION



3 AMENITY BUILDING EAST ELEVATION

05302414 #11

ROSITCH HEMPHILL & ASSOCIATES
 ARCHITECTS

1100 WEST 10TH AVENUE
 VANCOUVER, B.C.
 V6H 2T6
 TEL: 604-681-0000
 FAX: 604-681-0011

DATE: 18 DEC 2005

PROJECT: Hemlock Drive Development Ltd Partnership and A N Ten Holdings Ltd

CRESBY
 THE MANDALAY-FARMSIDE
 RICHMOND, BC

ELEVATIONS

SCALE: 1/8" = 1'-0"

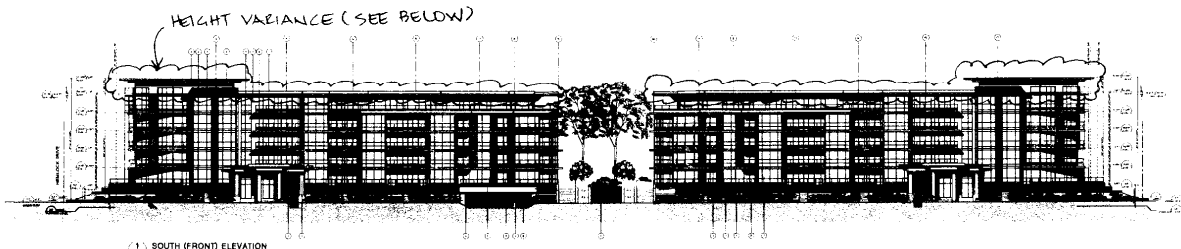
DATE: 03/12/05

BY: [Signature]

NO. 0312

A4.1

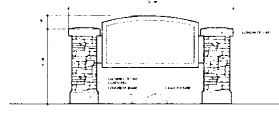
THIS DRAWING IS THE PROPERTY OF ROSITCH HEMPHILL & ASSOCIATES. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF ROSITCH HEMPHILL & ASSOCIATES.



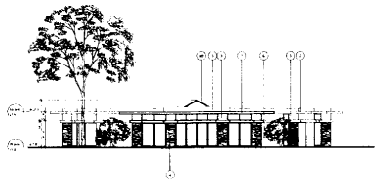
1 SOUTH (FRONT) ELEVATION
 HEIGHT VARIANCE FROM 15 m to 15.4 m FOR THE 5TH FLOOR & 18.15 m FOR ARCHITECTURAL APPEARANCE (ELEVATOR SHAFT)



2 SOUTH (FRONT) ELEVATION
 KEY PLAN



3 PROJECT SIGNAGE
 1/8" = 1'-0"



4 AMENITY BUILDING FRONT ELEVATION
 1/8" = 1'-0"

DP 05302414

FINISH SCHEDULE

NO.	DESCRIPTION	UNIT	QTY	PRICE	TOTAL
1	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
2	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
3	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
4	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
5	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
6	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
7	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
8	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
9	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			
10	PAINTED CONCRETE IN COLOR (SEE SPEC)	SQ. FT.			

#10

ROSITCH HEWPHILL ASSOCIATES
 ARCHITECTS
 1111 15TH AVENUE
 VANCOUVER, B.C.
 V6Z 2Y4
 TEL: 604-271-1111
 FAX: 604-271-1112

DATE: 18 DEC 2008

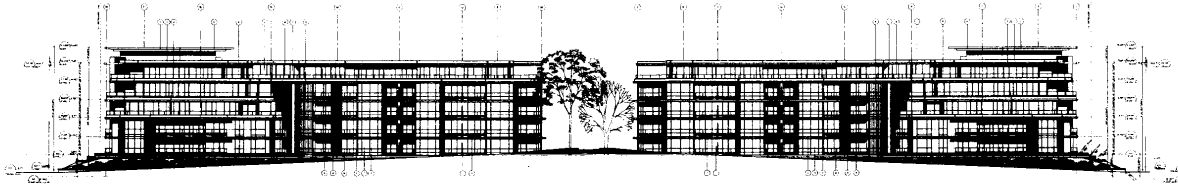
PROJECT: Hemlock Drive Development Ltd Partnership and A.M. Tan Holdings Ltd
 THE MANDALAY-FENDALE
 VANCOUVER, BC

ELEVATIONS

SCALE: 1/8" = 1'-0"

A4.0

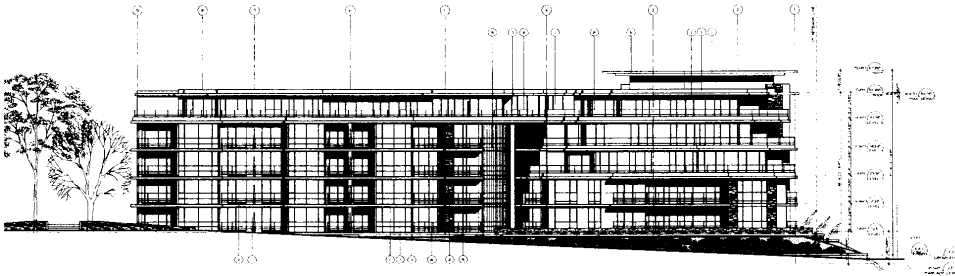
PROJECT: Hemlock Drive Development Ltd Partnership and A.M. Tan Holdings Ltd
 DATE: 18 DEC 2008
 DRAWING NO: 0312



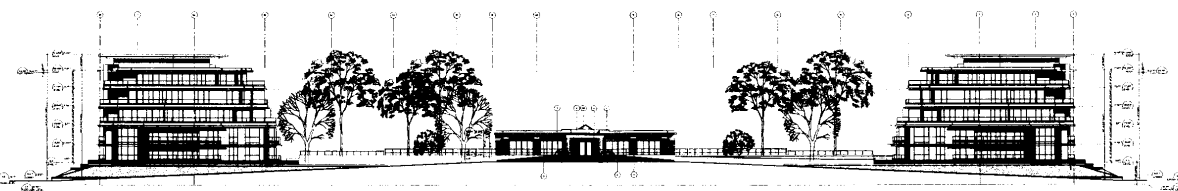
1. NORTH ELEVATION
SCALE 1:100

FINISH SCHEDULE

1.	PAINTED CONCRETE COLOR: LIGHT GREY
2.	PAINTED CONCRETE COLOR: LIGHT GREY
3.	PAINTED CONCRETE COLOR: LIGHT GREY
4.	PAINTED CONCRETE COLOR: LIGHT GREY
5.	PAINTED CONCRETE COLOR: LIGHT GREY
6.	PAINTED CONCRETE COLOR: LIGHT GREY
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14.	PAINTED CONCRETE COLOR: LIGHT GREY
15.	PAINTED CONCRETE COLOR: LIGHT GREY
16.	PAINTED CONCRETE COLOR: LIGHT GREY
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96.	PAINTED CONCRETE COLOR: LIGHT GREY
97.	PAINTED CONCRETE COLOR: LIGHT GREY
98.	PAINTED CONCRETE COLOR: LIGHT GREY
99.	PAINTED CONCRETE COLOR: LIGHT GREY
100.	PAINTED CONCRETE COLOR: LIGHT GREY



2. NORTH ELEVATION
SCALE 1:100



3. AMENITY BUILDING - NORTH ELEVATION
SCALE 1:100



4. AMENITY BUILDING NORTH ELEVATION
SCALE 1:100

DP 05302414
#12

ROSITCH HEMPHILL & ASSOCIATES
ARCHITECTS

1100 HANCOCK DRIVE
SUITE 100
VANCOUVER, B.C.
V6A 4A4
TEL: 604 681 5000
FAX: 604 681 1071

PROJECT NO. 0312
DATE: 15 DEC 2000

PROJECT: HANCOCK DRIVE DEVELOPMENT LTD. PHASE 1 AND A.H. TAN HOLDINGS LTD.

CLIENT: HANCOCK DRIVE DEVELOPMENT LTD. PHASE 1 AND A.H. TAN HOLDINGS LTD.

DESIGNER: ROSITCH HEMPHILL & ASSOCIATES

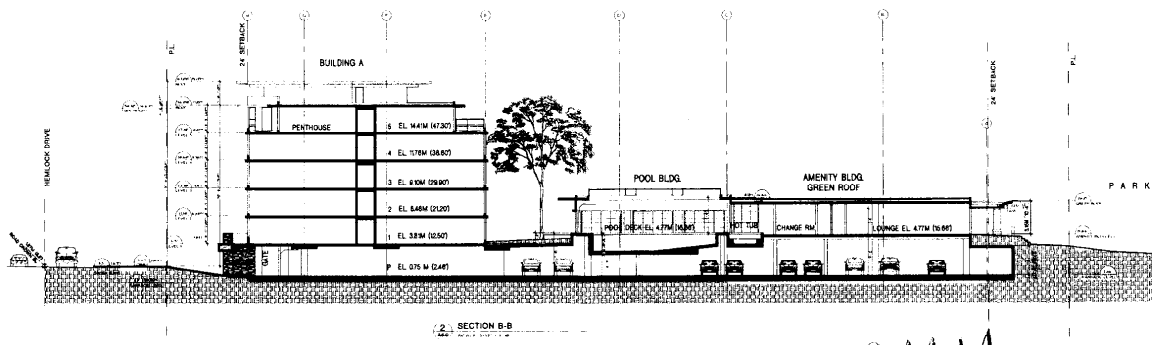
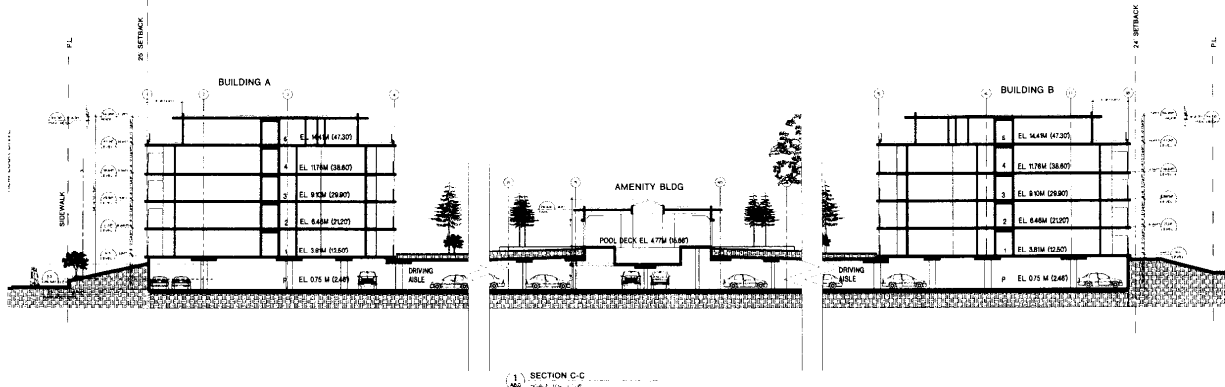
DATE: 15 DEC 2000

SCALE: 1:100

PROJECT NO. 0312

A4.2

DATE: 15 DEC 2000
DRAWN BY: ROSITCH HEMPHILL & ASSOCIATES



KOSITCH HEMPHILL ASSOCIATES
 ARCHITECTS

1500 HARBOR DRIVE
 RICHMOND, B.C. V6X 3E7
 TEL: 604-271-2222
 FAX: 604-271-2223

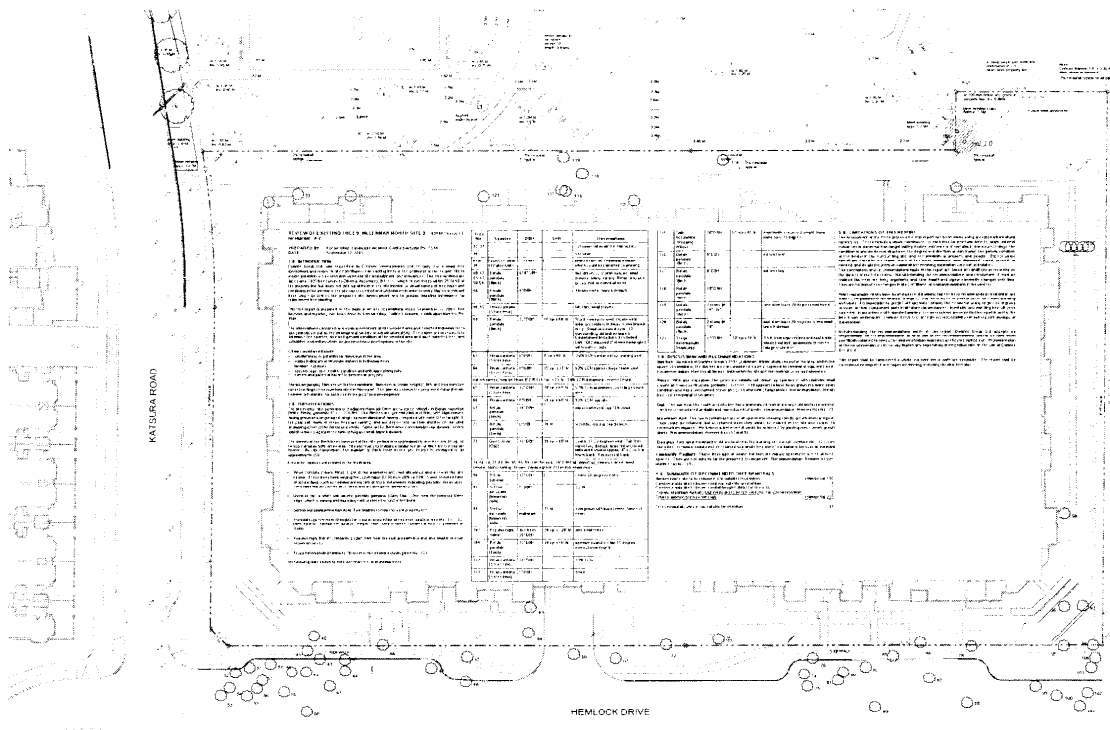
PROJECT: THE MANDALAY-FONDLE
 LOCATION: RICHMOND, B.C.

DATE: 03/12/14
 DRAWING NO: 0312

A5.0

05302414 #13

BY:



Item No.	Description	Quantity	Unit	Notes
1.0	Excavation and backfill for foundation	1500	m ³	See notes for details
2.0	Foundation concrete	1500	m ³	4000 psi concrete
3.0	Foundation reinforcement	1500	m ³	See notes for details
4.0	Foundation formwork	1500	m ²	See notes for details
5.0	Foundation labor	1500	hrs	See notes for details
6.0	Foundation materials	1500	kg	See notes for details
7.0	Foundation equipment	1500	hrs	See notes for details
8.0	Foundation safety	1500	hrs	See notes for details
9.0	Foundation cleanup	1500	hrs	See notes for details
10.0	Foundation total	1500	hrs	See notes for details

LEGEND

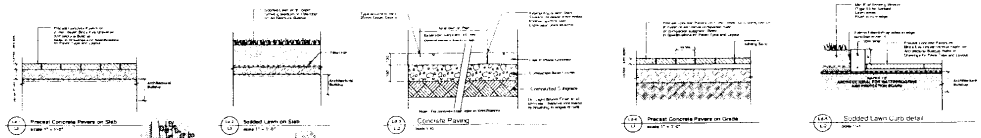
- Tree to be removed by contractor
- Tree to be retained by contractor
- Tree to be removed by owner
- Tree to be retained by owner
- Tree to be removed by owner (see notes)
- Tree to be retained by owner (see notes)
- Tree to be removed by owner (see notes)
- Tree to be retained by owner (see notes)

Note: This drawing is to be read in conjunction with Appendix B Report dated Sep. 12, 2003 and with the attached site plan.

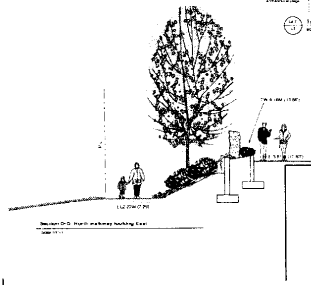
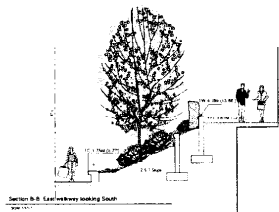
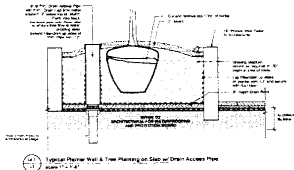
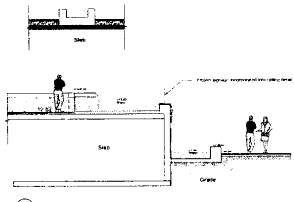
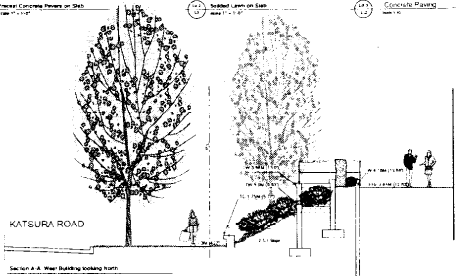
DP 05302414
#14

Site 2 - Ferndale
Richmond, B.C.

Tree Removal
Protection Plan



Item	Description	Quantity	Unit
1	Concrete Slab on Subgrade		
2	Concrete Slab on Grade		
3	Concrete Slab on Grade		
4	Concrete Slab on Grade		
5	Concrete Slab on Grade		



Item	Description	Quantity	Unit
1	Concrete Slab on Subgrade		
2	Concrete Slab on Grade		



Site 2 - Ferndale
Richmond, B.C.

DP 0530241

Item	Description	Quantity	Unit
1	Concrete Slab on Subgrade		
2	Concrete Slab on Grade		

Item	Description	Quantity	Unit
1	Concrete Slab on Subgrade		
2	Concrete Slab on Grade		

#16