



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Raul Allueva
Director of Development
Date: February 2, 2005
File: DP 04-273897
Re: **Application by Bosa Properties (Richmond) Inc. for a Development Permit at 5811 and 5851 No. 3 Road**

Staff Recommendation

1. That a Development Permit be issued which would permit one (1) 17-storey residential tower above three (3) levels of parking with 175 dwelling units and 793 m² of commercial area at 5811 and 5851 No. 3 Road, on this site zoned Downtown Commercial District (C7); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:
 - a) Reduce the required building setback to No. 3 Road for commercial uses from 3 m to 1.7 m;
 - b) Reduce the required building setback along the future Ackroyd Road for the live/work townhouses from 3 m to 2.1 m; and
 - c) Vary the required residential parking spaces from 263 to 240 in accordance with the City's practice in City Centre.

 Raul Allueva
Director of Development

CA:blg
Att.

Staff Report

Origin

Bosa Properties (Richmond) Inc. has applied to the City of Richmond to develop one (1) 17-storey residential tower above three (3) levels of parking with 175 dwelling units and 793 m² of commercial area at 5811 and 5851 No. 3 Road).

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 subject site is located north of Ackroyd Road extension (future) and east of a future 9 m wide lane. Road and lane dedications will be required as part of this application.

- To the north, existing medical offices/commercial uses (zoned Automobile-Oriented Commercial District (C6));
- To the east, No 3 Road and retail malls east of No. 3 Rd. (zoned Downtown Commercial District (C7));
- To the south, future Ackroyd Road (1/2 of road to be built as part of this development proposal); and
- To the west, existing car dealership fronting Minoru Road (zoned Automobile-Oriented Commercial District (C6)).

Rezoning and Public Hearing Results

At the rezoning stage, staff noted that the subject project's unusually large tower floor plates are a major departure from the City Centre Area Plan Development Permit Guidelines. This tower form poses a significant design challenge that must be addressed in order for the project to be a "good neighbour" and a desirable precedent for development elsewhere in the City Centre. As such, through the course of the Development Permit stage, the applicant was required to demonstrate clear advantages of a single large slab tower over a more conventional twin tower form including, but not limited to, the provision of (**Staff comments in bold**):

- a) A larger, more attractive, and more usable open space on the podium roof.
(The applicants have addressed this issue by proposing a large consolidated floor plate with connection from the residential tower via pedestrian bridges over the courtyard. This arrangement enables the open space to be consolidated on the podium roof, and allows for the provision of integrated, substantially sized, and universally accessible amenities including a pool and associated deck areas, various large terraces, children's play area with a large informal lawn, substantial landscape screening between private patios and common outdoor open space on the podium).

- b) Enhanced sunlight, views, and privacy for existing and future towers nearby.
(Applicant has provided sun and shade diagram (Attachment 3) 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. The large floor plate proposed has been endorsed by the Advisory Design Panel as an "experiment" to explore other variations of high rise building types in City Centre. Further discussion on the suitability of this specific site for this experiment is included in the "Analysis" Section of this report. The proposed single large floor plate as opposed to two separate towers, has the following benefits:
- The location of the single tower close to No. 3 Road allows for maximum flexibility for the siting of future developments fronting Minoru Boulevard west of this site with respect to compliance of the 24 m separation between towers in accordance with the City Centre Design Guidelines.*
 - The consolidated landscaped roof podium provides visual relief to future developments to the north, south and west.*
 - There are advantages and challenges associated with either the single large floor plate or the two towers built form with respect to the impact on sun and shade on adjacent properties. Ackroyd Road will eventually be constructed, thus providing a guaranteed separation for future development to the south, and the placement of future towers to the north can respond equally to the single or two floor plate option. As such, neither of the tower placement options is significantly superior than the other, and the tower size/placement is not considered to be a determining factor for preferring one option over the other on this site.).*
- c) A greater percentage of on-site dwellings with direct sun exposure.
(The units will receive similar direct sun exposure in either building form given this (future) corner location and thus, not considered to be a determining factor for preferring one option over the other.).
- d) More attractive streetscapes.
(The podium design has been strengthened to accentuate the commercial frontage and to provide identity to the residential entries. When the both sides of the Ackroyd Road frontage are eventually completed, it will provide an attractive and animated streetscape. In addition, high quality storefront material has been proposed along No. 3 Road.

The applicant's ability to fully envision the landscaping along No. 3 Road is limited because of the RAV alignment and street level design has not been finalized. 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.

Nonetheless, the applicant has submitted an interim and an ultimate landscape plan for the Ackroyd Road frontage to address the need to prioritize vehicular movement in the interim until the entire Ackroyd Road is constructed when the site to the south develops in the future).

- e) A more varied and interesting skyline.

(The applicant has modified the original design by sculpting the upper floors of the building located at the corner of Ackroyd Road (to be constructed) and No. 3 Road to provide further articulation of the building façade. The applicant has opted to follow Advisory Design Panel preference for a symmetrical roof expression to maintain the formality of the design rather than vary the expression between the two vertical elements that form this building).

On balance, the proposal can be supported as it represents a unique treatment which has some advantages including the consolidating the open space on the podium roof and increased flexibility of tower placement for the surrounding development sites.

The Public Hearing for the site was held on July 19, 2004. No delegation or written submission was received at Public Hearing, and no issues were raised by Council to be addressed at Development Permit stage.

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 reduce the required building setback to No. 3 Road for commercial uses from 3 m to 1.7 m. ***(Staff support the proposed variance. There is a substantial road right-of-way along this portion of No. 3 Road to accommodate future transportation options. It is considered sound urban design practice to encourage commercial activities up close to the street edge to animate the street. The 1.3 m variance requested will enable the commercial portion of the building to have a more urban street interface without adversely affecting the liveability of the residential units above street level).***

2. To reduce the required building setback along the future Ackroyd Road for the live/work townhouses from 3 m to 2.1 m.

(Staff support the proposed variance. The reduced setback will not create negative impact on the liveability and streetscape along Ackroyd Road. The visual privacy for the townhouse has been addressed by elevating the patio slightly above street level and by the proposed landscaping.

In addition, to the RAV fee described earlier, the applicant is contributing 50% of the estimated cost of the full construction of the Ackroyd/Elmbridge Connector Road between No. 3 Road and the service lane at the rear of the consolidated development parcel. As well, the applicant will be constructing a fully functional temporary road access along the future Ackroyd Road in order to provide vehicular access to the lane, as driveways are not permitted on No. 3 Road.

Only six (6) live/work three-storey dwelling units will be fronting Ackroyd Road (future). Therefore, in consideration of all the temporary road work, the right-of-way requirement along Ackroyd Road (future) and the financial contributions, the proposed .9 m setback variance of the setback along Ackroyd Road (future) is considered to be reasonable.

3. To reduce the required residential parking spaces from 263 (Parking Bylaw Requirement) to 240 (City Centre Policy).

(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. This site is along No. 3 Road with connections to local buses and B-Line and RAV will be constructed along No. 3 Road in the future. No reduction to visitor parking spaces is proposed. The applicant has proposed 37 shared retail and visitors' parking spaces in addition to the 240 residents' parking spaces in accordance with the Zoning Bylaw requirements. The proposed 37 shared parking spaces are sufficient to accommodate operational requirements for visitors and commercial tenants).

Advisory Design Panel Comments

This application was presented to the Advisory Design Panel (ADP) on August 18, 2004. The Panel supported moving the project forward subject to the applicant resolving the Panel's comments with staff. The applicant has worked cooperatively with staff to address the Advisory Design Panel comments (excerpted from the ADP Minutes), which are as follows:

(Staff comments in bold)

- Resolution of the form and massing of the tower.
(The Design Panel supported the proposed tower floor plate (approximately 1,275 m²), which is more than twice the recommended City Centre Design Guidelines (600 m²), as an experiment to create variety in the City Centre. The potential visual impact of the proposed single floor plate has been addressed by conceiving the design as two towers joined by a recessed glassed corridor to minimize the visual impact of linking the two buildings.

The design challenge of this approach is the articulation of the façade to create interest, the accentuation of the verticality, and the creation of a varied skyline. The applicant has responded by strengthening the podium expression and the entry features to the residential tower to add interest along the street; accentuate the vertical expression of the tower by articulating the façade of the building to give the appearance of two (2) towers joined by a glass connector; and create a rhythmic façade expression by stepping the building. The upper floors at the corner of No. 3 Road and the future Ackroyd Road have been revised to create some variation of the skyline and to respond to the “corner” location).

- Improvement to the design of the commercial streetscape along No. 3 Road.
(The commercial canopies have been designed to be substantially different from the residential entry canopies to vary the architectural characters between the uses. The reduced setback to the street and the incorporation of full height glazing allows further opportunities for commercial activities to be visible on No. 3 Road and to animate the street).
- Improvement to the design of the auto courtyard and associated landscaping.
(The design of the auto courtyard with access from the future Ackroyd Road has been refined. The incorporation of additional and more substantial landscaping soften the hard edges along the vehicular ramp up to the second level, help create a sense of arrival to the central drop-off area adjacent to the lobby, and “humanize” the space. The water wall feature on the east parkade wall directly across from the lobby provides further animation of the space).
- Explore the possibility of ensuring visibility of the parking structure from the street (auto courtyard).
(Additional openings have been incorporated into the west façade of the parkade to minimize the sense of “enclosure” within the parkade and to increase opportunities for natural surveillance from the lower floors of the tower. Other Crime Prevention Through Environmental Design (CPTED) measures, such as the provision of adequate lighting, glazing in elevator lobbies in the parkade, gates separating residents’ and visitors’/commercial parking are incorporated to ensure safety in the parkade).
- Significant refinement of the podium roof level landscaping.
(Since the Advisory Design Panel submission, the landscape design has since been refined to provide further details including plant sizes, quantities and species; paving materials; details of walls and trellis, and cross-sections to clearly demonstrate the intent of the landscape design. Further details on the landscaping and open space is provided in the Analysis Section following).

Analysis

Adjacency

- The construction of this project will enliven the No. 3 Road streetscape and contribute to the opening (half road) of Ackroyd Road to the south. Provisions have been made for both the interim and ultimate treatments of the streetscapes along No. 3 Road and Ackroyd Road when the final road construction is completed.
- The applicant has incorporated further design development to add architectural detailing to the north wall of the parking podium to relieve the bland massing that will be visible until the site to the north redevelops.
- The west elevation of the parking podium is well articulated with a series of openings (protected with aluminium screen) along the lane.

Urban Design and Site Planning

- Design development to the No. 3 Road streetscape has been kept to a minimum except to provide some street presence for the commercial frontages given the uncertainty with respect to the RAV alignment on No. 3 Road. A payment in lieu has been arranged to address the construction of the streetscape (See Landscaping and Open Space for details).
- Two (2) principle entrances are provided to the residential tower. A pedestrian-oriented double storey lobby is centrally located along No. 3 Road. A second entrance, directly across from the No. 3 Road entrance is located off the auto court on Level 2 to facilitate passenger pick-up and drop-off, as well as to provide pedestrian connection from the parkade to the commercial units. The auto court and access is designed to feel like a narrow street with planting and landscape features to soften the edges.
- The site is affected by Airport Noise Contours. As part of the rezoning condition, the development has registered a covenant to disclose noise restrictions and the developer has agreed 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 Building Permit application.
- Typical unit type G is designed to be easily convertible to full wheelchair accessible units with minimal effort by eliminating one (1) of the bathroom sinks and creating an open area below the bathroom counter in response to Section 9.3.15 (Equitable Access) of the General Development Permit Design Guidelines. Potentially, up to 12 accessible dwelling units can be created as required.
- The canopies above the commercial units and the residential entries provide weather protection to facilitate pedestrian movement along No. 3 Road.
- Provision for loading bay has been made in the lane for delivery and moving trucks.
- Building ventilation systems and utility kiosks will be screened and designed to minimize noise and exhaust in pedestrian areas at the Building Permit stage once their locations have been determined.
- The applicant has proposed a total of 189 secured bicycle storage spaces and 35 conveniently located visitors' bicycle parking to support cycling as an alternative means of transportation in accordance with the City Centre Design Guidelines.

- 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.

Architectural Form and Character

- The massing and height of the building departs significantly from some aspects of the applicable design guidelines, particularly the issue of the larger floor plate discussed earlier in this report. Nevertheless, this proposal is supported by the Advisory Design Panel as an experimental approach to address this site. This one-time endorsement should not be construed as a shift in the direction of the City's City Centre Plan design guidelines with respect to massing and built form. The applicant has demonstrated that the location of this site (future corner) and the lack of significant impact on the development potential on adjacent sites (with respect to tower placement, sun and shadow impact, and open space configuration) warrants consideration of the proposed design to introduce some variety into the built form of the City Centre.
- The commercial units along No. 3 Road provide retail continuity to animate the streetscape. The live/work townhouses proposed along the Ackroyd Road extension establish the beginning of an urban streetscape to guide future developments along Ackroyd Road.
- The building form is generally symmetrical and formal. The proposed building façade is highly articulated with large indents, cantilevered balconies above the podium floor and landscaped roof and well-defined commercial frontages along No. 3 Road.
- The penthouse levels of the towers are further recessed than the typical floors, accompanied with a change of glazing pattern and interesting roof expression to further enhance the skyline. The two-storey penthouse level steps down at the corner of Ackroyd Road and No. 3 Road to respond to the corner location.
- The proposed finishes include painted concrete in muted beige tones, bronze and clear glass with aluminium window frames and accents. 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 warm grey tones.
- The internal auto court elevations have incorporated a balanced solid and void expression on the parkade facades and significant amount of glazing on the residential tower façade, as well as landscaping and pedestrian walkway to create a pleasant entrance to the development.

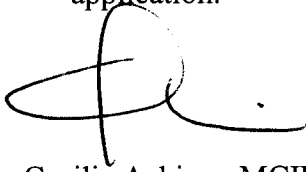
Landscaping and Open Space Design

- 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 m² of frontage improvement area between the property line and the front of the proposed new building along No. 3 Road in a separate Servicing Agreement to be collected at the Building Permit stage.

- The applicant has provide interim landscape design along No. 3 Road frontage including street trees, paved surfaces and sidewalk to ensure that a high quality urban space even before the final street treatment has been determined. However, it is anticipated that No. 3 Road streetscape will be resolved prior to the completion of the construction of this project.
- The landscape design is generally of high quality. Careful considerations have 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 applicant has proposed a cohesive landscape design scheme that builds on the formality and symmetry of the architecture. A combination of hard and soft landscaping on the roof podium has created a series of outdoor “rooms” to provide a variety of outdoor experiences/amenities for the residents. The amenities include an outdoor lap pool, lawn area for sunning and active play, terraced greens with seating and trellis for quieter activities, and an separate children’s structure tucked into the corner of a large informal lawn for children play.
- The podium is fully wheelchair accessible via a series of ramps and sky bridge connecting the residential tower to the podium roof. The sky bridge is located entirely within private property.
- Landscaping and walkways provide privacy separation and transition between the private patios on the roof deck.
- Indoor amenity areas are provided on both the second and third level. The third level amenity room including spa, steam room gymnasium and change rooms have direct access to the outdoor lap pool on the landscaped podium roof.
- A roof deck facing No. 3 Road overlooking the landscaped roof (on Level 2) is provided opposite to the elevator lobby east of the Level 3 amenity room.
- An interim landscape plan to illustrate the scope of work that will be completed prior to the completion of No. 3 Road improvement and Ackroyd Road has been provided.
- Paving patterns and landscaped tree island have been introduced to visually and physically separate vehicular and pedestrian traffic to minimize conflict between vehicular uses and pedestrian safety. In addition, other design features including waterfall, planters, trees and shrubs help to bring down the grand scale of auto court to a more comfortable human scale.
- Lighting has been incorporated into the landscaping for night use to provide a sense of security.

Conclusions

- The proposed development proposes a unique massing to provide some visual variety in the City Centre. The applicant has worked cooperative with City staff to address urban design and road related issues. 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: Shadow Diagram

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

- A Letter of Credit for \$ 419,742 for landscaping will be required.
- 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), plus the new R.O.W. needs to extend an additional 9 m west to assist in providing future lane access to Lot B, Plan 12673 - 6040 No 3 Road.

Prior to the Issuance of Building Permit:

- The developer shall enter into the City's standard Servicing Agreement to design and construct beautification improvements to City Centre standards at the developer's sole cost (e.g. no Development Cost Charge credits apply) including, but not be limited to:
 - No. 3 Road – Design and construct modifications deemed to be necessary by the City to the following:
 - a) Frontage road;
 - b) Driveway to 5811 No. 3 Road;
 - c) Landscaped area between the consolidated development parcel's east property line and the back of the existing No. 3 Road sidewalk; and
 - d) Traffic signals at the No. 3 Road/Ackroyd Road intersection.
 - Ackroyd/Elmbridge Connector Road (Interim Use) - Design and construct an interim driveway between No. 3 Road and the project's proposed auto-court and associated landscaping, to be situated within the dedicated right-of-way and associated Public Rights-of-Passage right-of-way along the south edge of the consolidated development parcel.
 - Rear Service Lane – Design and construct laneway improvements within the required Public Rights-of-Passage right-of-way including the addition of a 1.5 m wide concrete sidewalk along the east edge of the right-of-way, a continuous roll-over curb along the west edge of the sidewalk, street lighting within the sidewalk, and reconstruction of the lane as required, to the satisfaction of the City.
- The developer must submit a noise impact study, prepared by an accredited acoustical engineer, demonstrating that appropriate measures will be employed to address aircraft noise to the satisfaction of the City.
- Engineering Dept has also advised the capacity of the sanitary sewer line in the lane will not be sufficient to handle the number of units proposed, so sanitary sewer line improvements will be required. No 3 Road frontage works are limited to what has been negotiated via the Development Permit process. Works to be done are to be completed at developers' sole cost. No credits are applicable.
- The applicant to submit a Letter of Credit the City to address the \$250 m² frontage improvement payment-in-lieu for the portion of the sidewalk adjacent to the proposed building fronting onto No. 3 Road.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1

Development Application Data Sheet

Development Applications Department

DP 04-273897

Attachment 1

Address: 5811 and 5851 No. 3 Road

Applicant: Bosa Properties (Richmond) Inc. Owner: Marpole 88 Holdings Ltd.

Planning Area(s): 2.10 City Centre

	Existing	Proposed
Site Size:	6694 m ²	6,694 m ² (Ackroyd dedication completed at rezoning)
Land Uses	retail	169 apartments and 6 townhouses
OCP Designation	2.10 City Centre	
Zoning	Automobile Oriented Comm. (C6)	C7 Downtown Commercial
Number of Units		175

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0	2.91	Complies
Lot Coverage – Building:	90 %	74 %	Complies
Density (unit/acre)/ (units/hectare)		105.8 upa/42.8 uha	Complies
Setback – (North)	0 m	0 m to parking podium 4.55 at tower	Complies
Setback – No. 3 Road (E):	3 m	1.7 m (to CRU) 5.2 to tower	*1.3 m variance required
Setback – Future Ackroyd Extension: (S)	3 m	4.0 m at CRU 2.16 m at Live/work townhouse 3.9 at tower	Setback of .9 less from Ackroyd R.O.W. resulting from additional dedication given to the street Variance required
Setback – future lane (W):	0 m	3.1 m at parking	Complies
	45 m	45 m	Complies
Lot Size:	n/a	.67 ha	Complies
Manoeuvring Aisle	7.5 m	7.5m	Complies
Off-street Parking Spaces – Regular/Visitor and commercial:	263/35	240/37	Variance Required For Resident parking

Off-street Parking Spaces – Accessible:	6	6	Complies
Off-street Parking Spaces – Total:	298	277	Variance Required
Amenity Space – Indoor:	100 m ²	513 m ²	Complies
Amenity Space – Outdoor:	1020 m ²	1706 m ²	Complies

PARTIAL MINUTES FROM THE DESIGN PANEL MEETING

Wednesday August 18th, 2004 – 4:00 p.m.

Rm. M.1.002

RICHMOND CITY HALL

4.

Residential Towers/Commercial Retail

Foad Rafii, *Rafii Architects*

DP 04-272897

5811 & 5851 No. 3 Road

(Formal)

Ms. Achiam, Planner, commented that this project had previously been presented to the March 4th, 2004 panel meeting. At that meeting, there was a referral made to the panel and to the applicant to come back to the panel to address issues pertaining to tower massing and particularly large floor plate.

Mr. Foad Rafii reviewed the form and massing of the building in light of the previous panel referral. He reviewed the site layout and connection between the two towers along with a brief summation of the landscaping on the ground and second levels. Mr. Rafii then focussed on the changes to the two towers, with particular focus on the revision made to the roof form. A comment was made that in general, the floor plate for the building had not been changed. The architect also briefly reviewed the auto courtyard.

The panel then proffered the following comments about the project that:

- ❖ Generally, this submission was an improvement.
- ❖ Suggestion was made about lining the driveway entrance to the auto courtyard with landscaping on both sides of the drive aisle.
- ❖ Comments were made about utilizing higher quality material in the auto courtyard along with lower level planting and landscaping.
- ❖ Landscaping along the No. 3 Road frontage required more work.
- ❖ Landscaping on the podium level needed significant work. The plans submitted are very conceptual and have not been fully resolved. Comments were made that the placement of trees appeared too jumbled and complex. The arrangement of plantings should be simplified.
- ❖ A comment was made that the very concept of an informal landscape plan did not complement the formality of the building and site plan. A suggestion was made that landscaping in the courtyard should better complement the formality and symmetry of the building.
- ❖ A suggestion was made that efforts should be made to ensure that the two buildings remain more symmetrical rather than asymmetrical.

Minutes of Design Panel Meeting
Wednesday August 18th, 2004
Meeting Room 1.002, 1st Floor, Richmond City Hall

ITEM	MINUTE	SUBJECT	FILE
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- ❖ A comment was made that “Unit type G” could be modified to be universally accessible and that the overall design was well done from an accessibility standpoint.
- ❖ A CPTED comment was made that there was no visual connection between the street and the parkade, which could pose security problems.
- ❖ Comments were then offered about the main transportation access to the internal auto courtyard and how this was critical to the project.
- ❖ A panel member made the comment that the new roof form was disliked.
- ❖ The panel chair summarized the panel's comments. The chair emphasized that the upper portion of the towers needed work to improve either the symmetry or asymmetry conveyed through the tower design.
- ❖ The chair emphasized the need to better articulate the commercial façade along No. 3 Road.

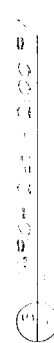
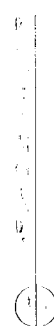
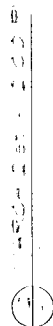
In response to the panel comments, Mr. Rafii offered the following comments:

- ❖ Acknowledged that the landscaping within the auto courtyard required improvement.
- ❖ Attempts could be made at visually opening up the parkade to better address CPTED issues.
- ❖ The architect then questioned the panel's comments made with regard to the revised form of the towers.

It was moved and seconded

To allow the project to move forward subject to the following conditions:

- ❖ ***Resolution of the form and massing of the towers.***
- ❖ ***Improvement to the design of the commercial streetscape along No. 3 Road.***
- ❖ ***Improvement to the design of the auto courtyard and associated landscaping.***
- ❖ ***Explore the possibility of ensuring visibility of the parking structure from the street.***
- ❖ ***Significant refinement of the podium roof level landscaping.***
- ❖ ***Ensure that the resolution of the above mentioned items be to the satisfaction of staff.***





City of Richmond
Urban Development Division

Development Permit

No. DP 04-273897

To the Holder: BOSA PROPERTIES (RICHMOND) INC.

Property Address: 5811 AND 5851 NO. 3 ROAD

Address: C/O DALE BOSA
#1200 - 4555 KINGSWAY
BURNABY, BC V5H 4T8

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-2b attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #3a-d 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 #4-12 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.

To the Holder: BOSA PROPERTIES (RICHMOND) INC.
Property Address: 5811 AND 5851 NO. 3 ROAD
Address: C/O DALE BOSA
#1200 - 4555 KINGSWAY
BURNABY, BC V5H 4T8

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$419,742 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.

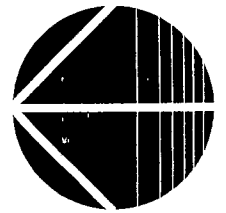
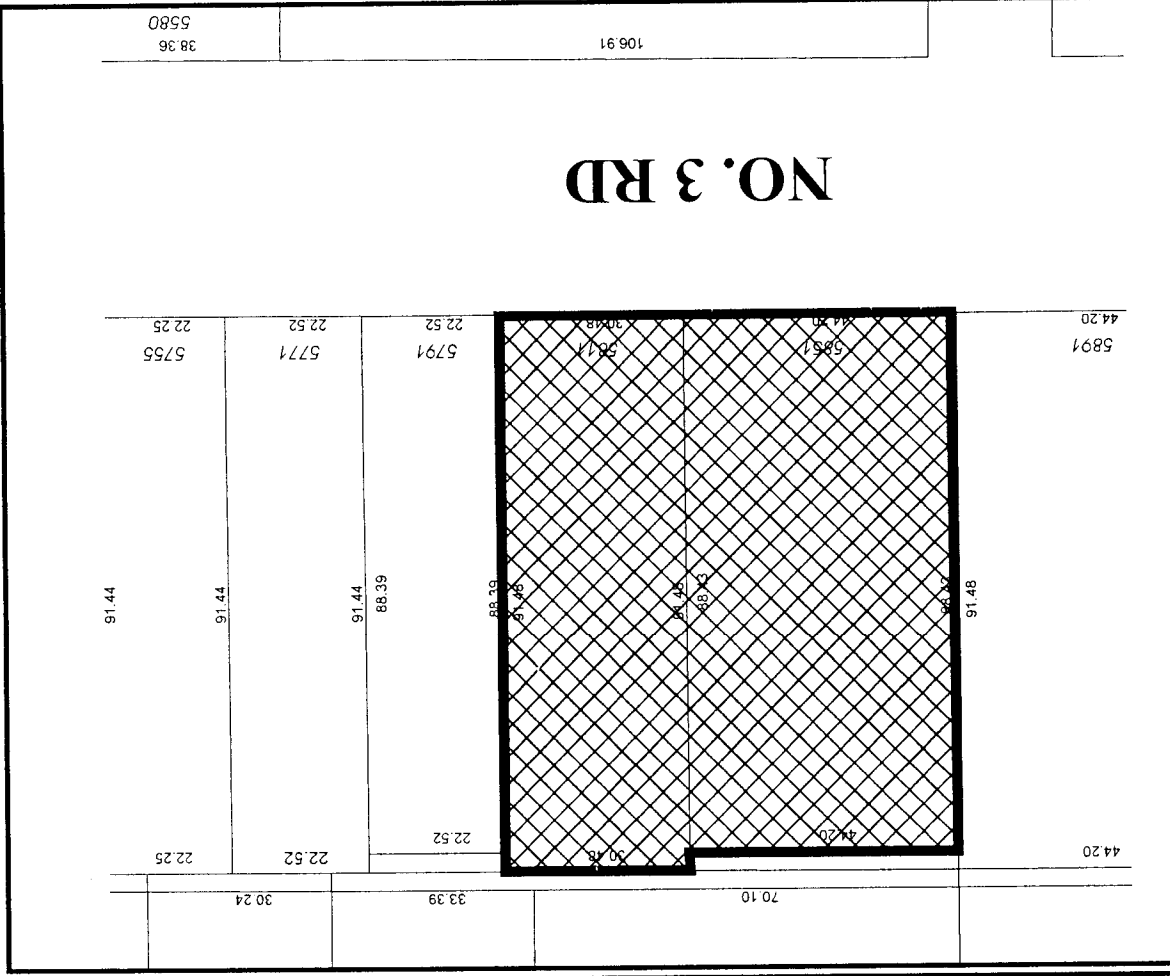
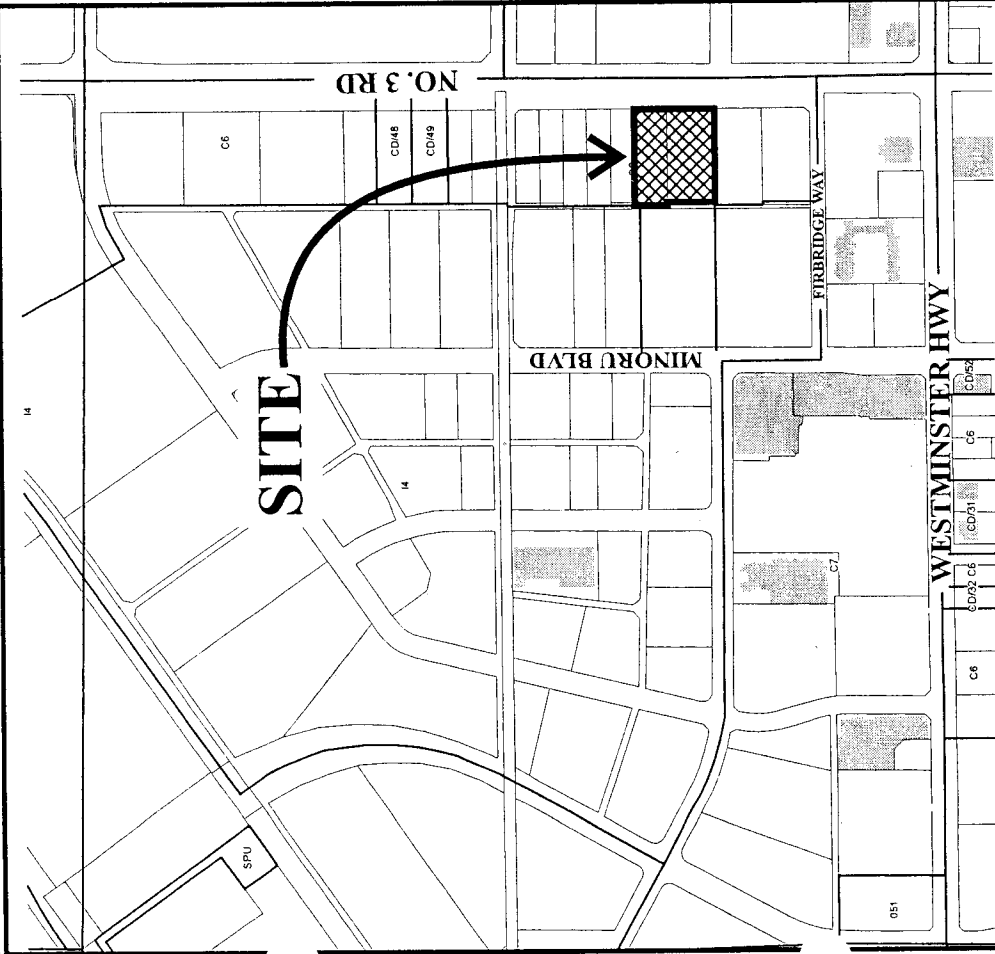
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 04-273897 SCHEDULE "A"

Original Date: 07/27/04

Revision Date:

Note: Dimensions are in METRES

ENTERED

THIS PLAN IS THE PROPERTY OF RAFI ARCHITECTS INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF RAFI ARCHITECTS INC.

NO.	DATE	REVISION
1	2005.02.02	ISSUED FOR PERMIT
2	2005.02.02	REVISED TO REFLECT COMMENTS
3	2005.02.02	REVISED TO REFLECT COMMENTS
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8	2005.02.02	REVISED TO REFLECT COMMENTS
9	2005.02.02	REVISED TO REFLECT COMMENTS
10	2005.02.02	REVISED TO REFLECT COMMENTS

RAFI ARCHITECTS INC.

604 688 3255
504 688 3255
1600 HOWE ST
VANCOUVER BC
V6Z 2T9 CANADA

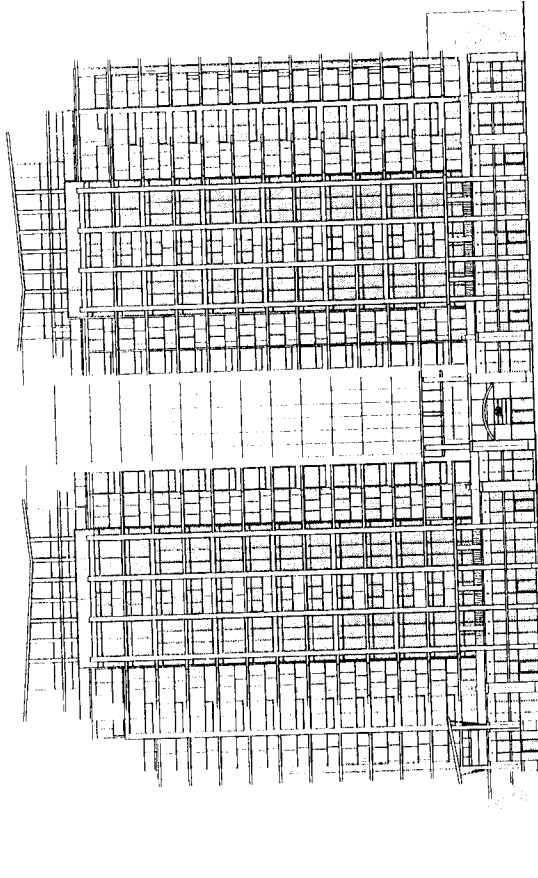
BOSA
VENTURES

123 RD
S-MOND, BC

COVER SHEET

A001

A



GENERAL NOTES:
THE MAXIMUM PERMITTED HEIGHT AS PERMITTED BY THE TRANSPORT CANADA ACT SHALL BE 47 METERS (152 FEET) TOTAL HEIGHT TO TOP OF PARAPETS AS SHOWN ON DRAWINGS.
PROVISION FOR CRASH PREVENTION WILL INCORPORATE ADEQUATE LEVELS OF LIGHTING AT ALL PUBLIC EXTERIOR AREAS OR LEVELS AT THE STREET, AUTO COURT, DRIVEWAY, PARKING, SIDEWALKS AND ALL POINTS OF ENTRY ON LOT LOCATIONS.

ARCHITECTURAL DRAWING LIST
A001 PROJECT DATA & SCHEDULE OF DRAWINGS
A101 CONTEXT PLAN
A102 CONTEXT ELEVATION
A103 SHADOW STUDY

FLOOR PLANS
A201 LEVEL MAIN
A202 LEVEL 1
A203 LEVEL 2
A204 LEVEL 3
A205 TYPICAL FLOOR PLAN
A206 LEVEL 16 & 17 PENTHOUSE
A207 ROOF PLAN

EXTERIOR ELEVATIONS
A301 EAST / SOUTH ELEVATIONS
A302 WEST / NORTH ELEVATIONS
A303 SECTIONS 1-3
A304 SECTIONS 4

FEB 02 2005
#10

DR 04273897

GENERAL NOTES:
THE MAXIMUM PERMITTED HEIGHT AS PERMITTED BY THE TRANSPORT CANADA ACT SHALL BE 47 METERS (152 FEET) TOTAL HEIGHT TO TOP OF PARAPETS AS SHOWN ON DRAWINGS.
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ARCHITECTURAL DRAWING LIST
A001 PROJECT DATA & SCHEDULE OF DRAWINGS
A101 CONTEXT PLAN
A102 CONTEXT ELEVATION
A103 SHADOW STUDY

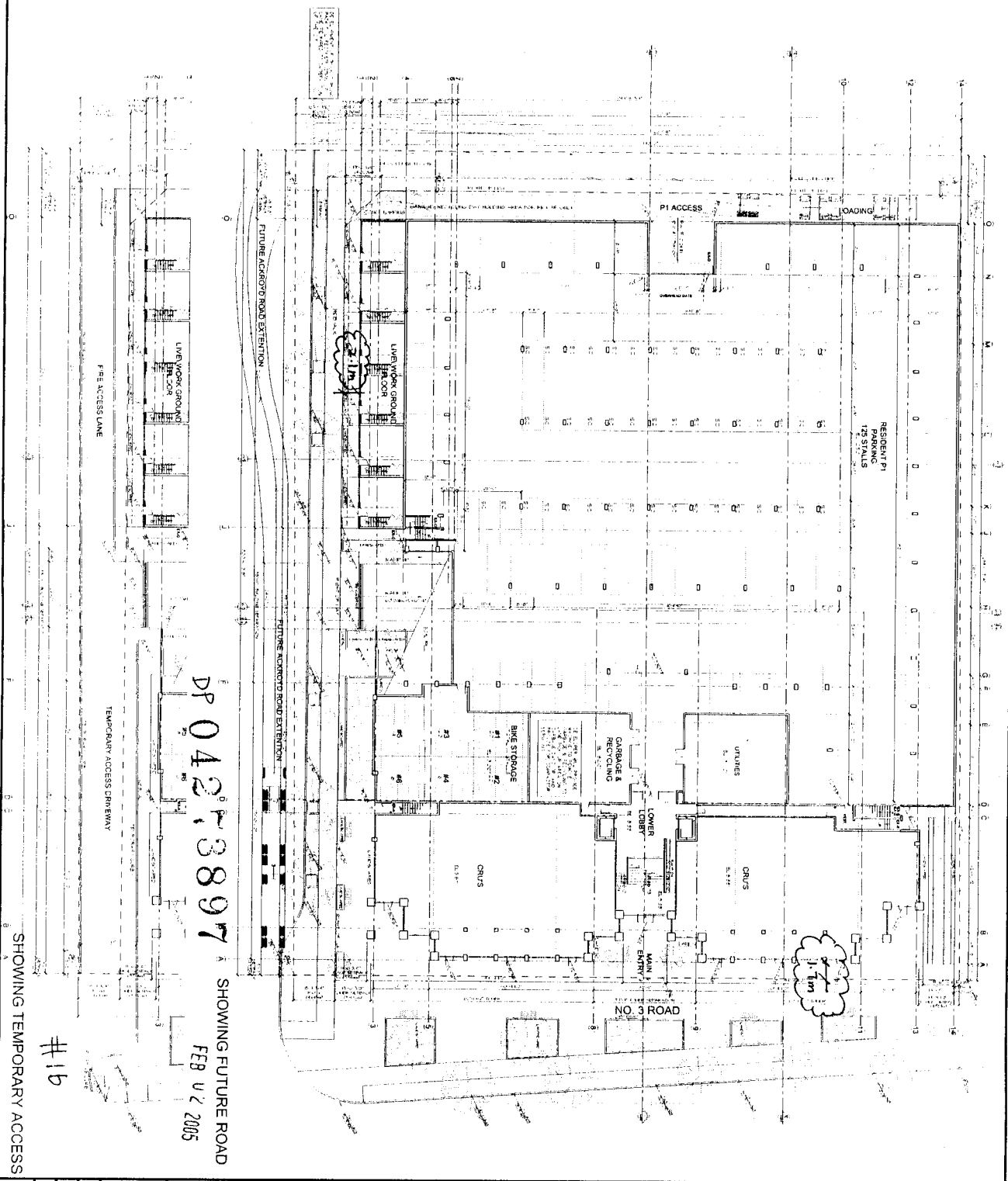
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A201 LEVEL MAIN
A202 LEVEL 1
A203 LEVEL 2
A204 LEVEL 3
A205 TYPICAL FLOOR PLAN
A206 LEVEL 16 & 17 PENTHOUSE
A207 ROOF PLAN

EXTERIOR ELEVATIONS
A301 EAST / SOUTH ELEVATIONS
A302 WEST / NORTH ELEVATIONS
A303 SECTIONS 1-3
A304 SECTIONS 4

FEB 02 2005
#10

DR 04273897

UNIT DISTRIBUTION:	UNIT	TOTALS
	TYPE	



DP 04213897

SHOWING FUTURE ROAD
FEB 14 2005

#1b

SHOWING TEMPORARY ACCESS

NOTES:
1. ALL DIMENSIONS ARE IN METERS.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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5	02/11/05	ISSUED FOR PERMITTING
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8	05/11/05	ISSUED FOR PERMITTING
9	06/11/05	ISSUED FOR PERMITTING
10	07/11/05	ISSUED FOR PERMITTING



RAFI ARCHITECTS INC.
604 258 3855
604 258 3855
1000-1111 BURNHAMTHORPE RD.
VANCOUVER, BC V6C 2C9 CANADA

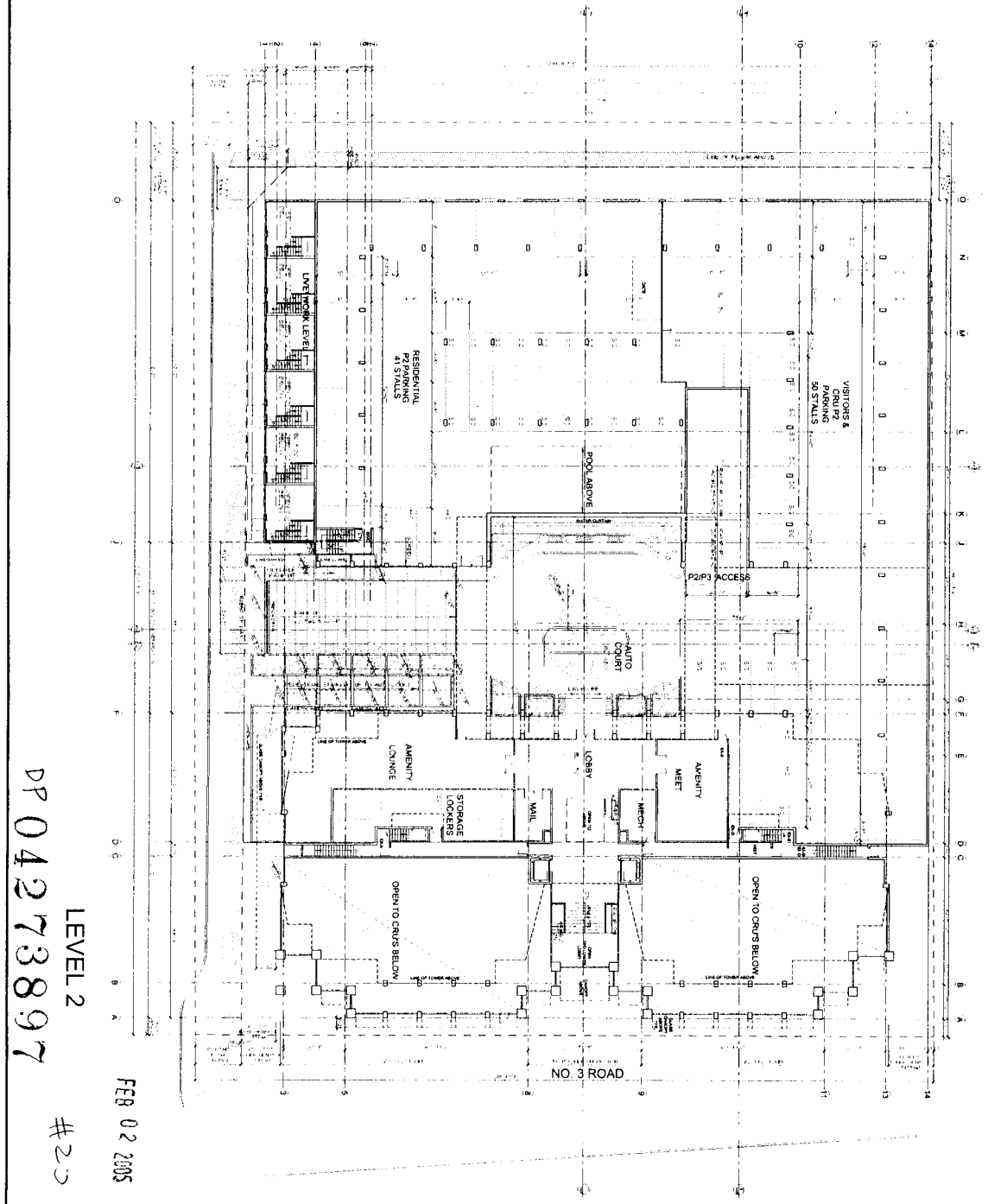
BOSA VENTURES

NO. 3 RD.
RICHMOND, BC

GROUND FLOOR
LEVEL

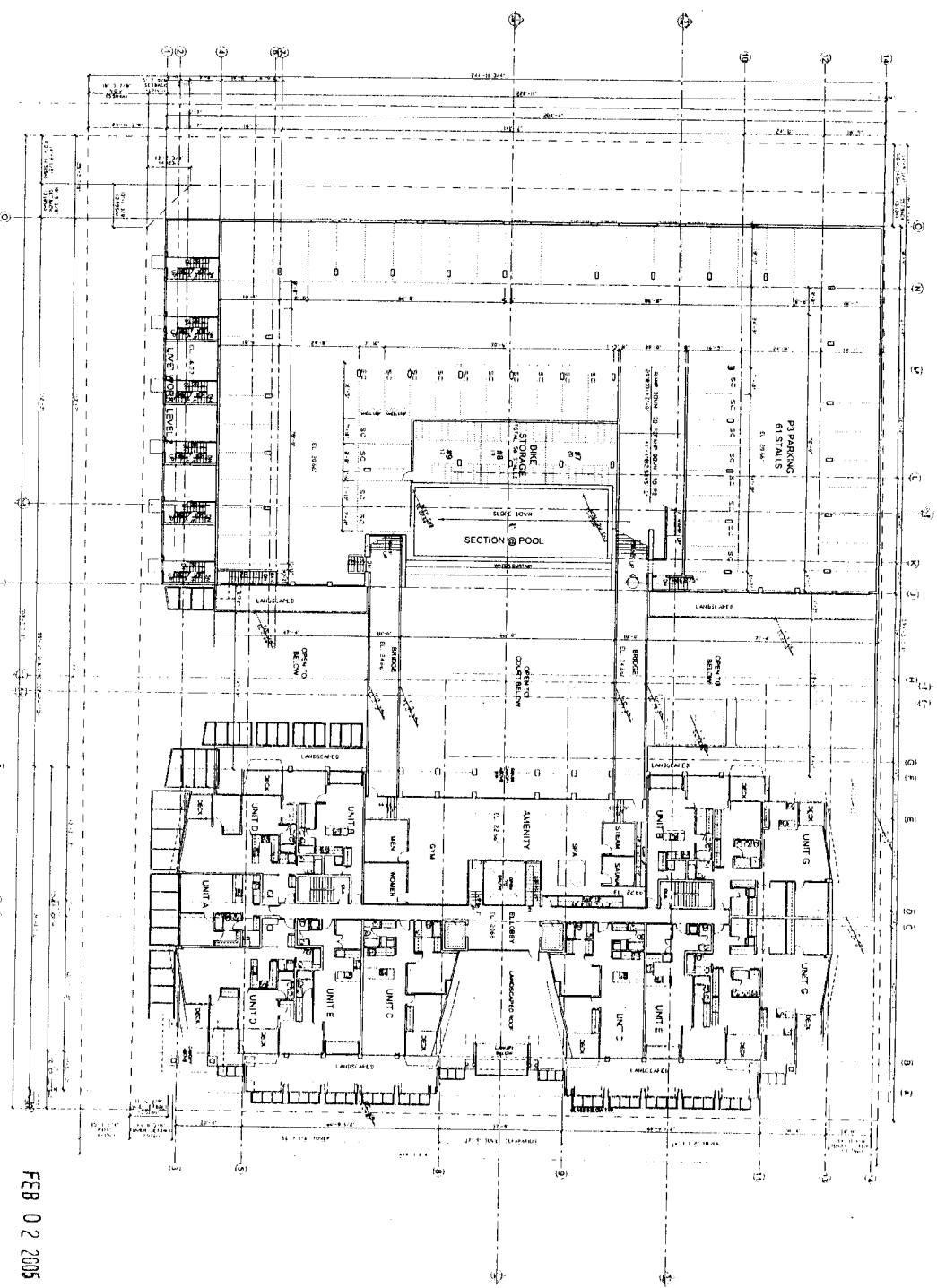
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LEVEL 2
 DP 04273897
 #225
 FEB 02 2005

REVISIONS No. Date Description 1 02/02/05 Initial Issue 2 02/02/05 Revised		PROJECT INFORMATION Project: NO. 3 RD. RICHMOND, BC Client: AUTO COURT LEVEL Design No.: A202 Scale: 1/8" = 1'-0"	
DESIGNER RAFAEL ARCHITECTS INC. 604.688.3833 604.688.3522 info@rafaelarchitects.com 1000 HOWE ST. VANCOUVER, BC V6Z 2V6 CANADA		OWNER BOSA VENTURES	

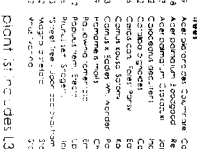


LEVEL 3
 DP 04273897
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FEB 02 2005

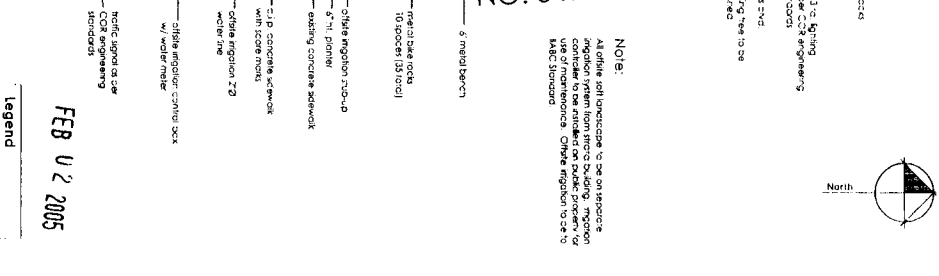
BOSA VENTURES		RATIA ARCHITECTS INC.	
Client: BOSA VENTURES Project: NO.3 RD. RICHMOND, BC Drawing Title: AMENITY/BRIDGE LEVEL Drawing No.: A203		604.688.3855 604.598.3322 info@ratia.com 731121378111.com SUITE ONE 1830 HOWE ST. VANCOUVER BC V6Z 2T9 CANADA	
Drawing Date: FEB 02 2005 Drawing No.: A203 Revision: A		Project North	

10

[illegible][illegible]

offsite migration	4
subup	
metal bench	1122
uplight tree lighting	17
wall light	11
double spring	0
metal box	0
metal tier	0
receptor	0

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Washington, DC 20042-2822
Tel: (800) 684-6111 Fax: (800) 684-6122
RFD/WWW.DK.DC.ZA

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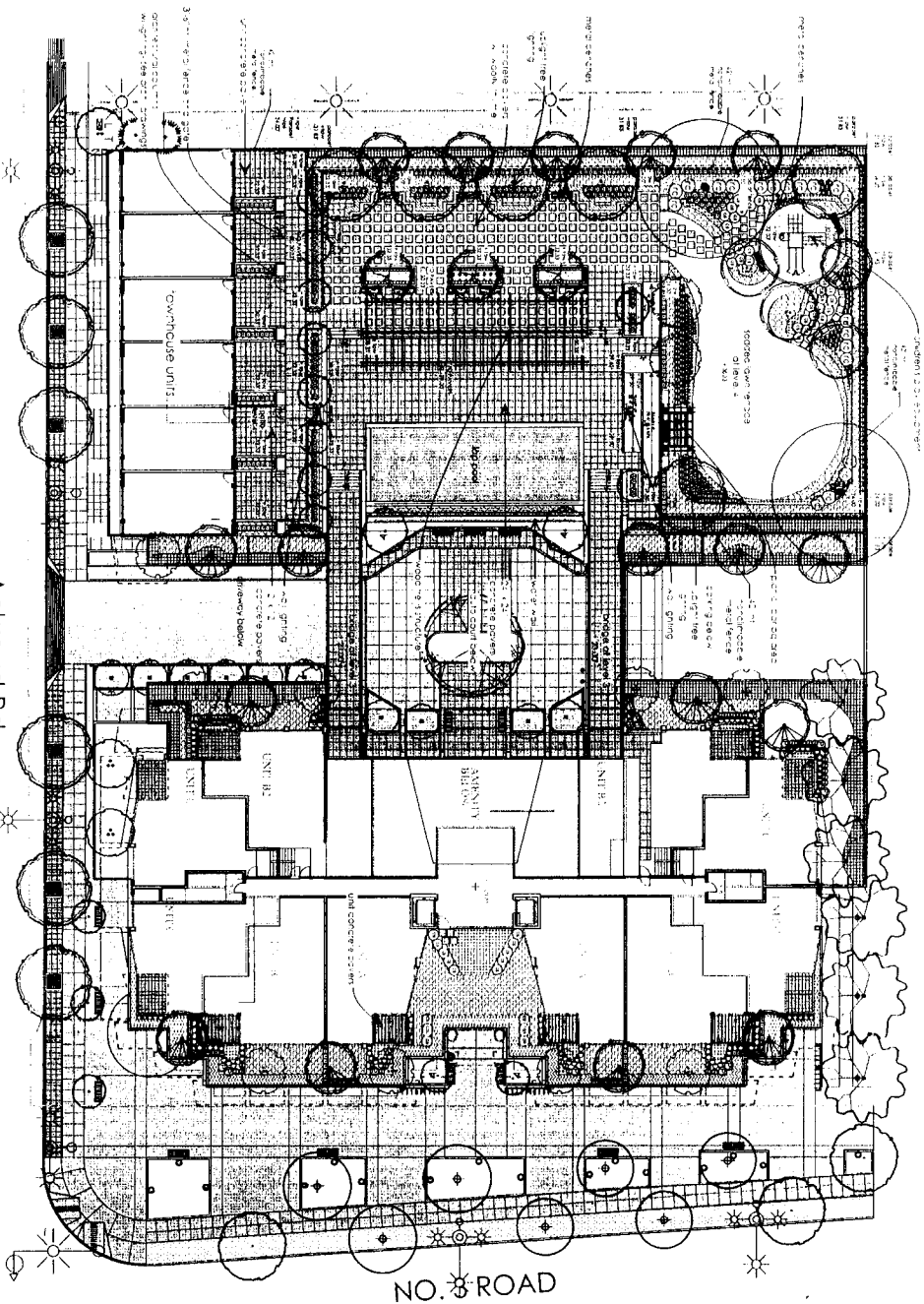
responsibility for your

TEL
604 688 3655
FAX
604 688 3522
1000 HANCOCK ST
VANCOUVER BC
V6Z 2V9 CANADA

The document has been translated up to date with any other applicable legal

#36

10



Refer to Sheet 1 for Plant List and Quantities
(Sheet 2 for Temporary Condition)

Ackroyd Rd.

NO. 3 ROAD

DP 04273897

FEB 02 2005
#3C



RAFI A RCHITECTS INC.

604.688.3655
604.688.3522
info@rafi.ca
rafi.ca
1630 HOWE ST
VANCOUVER BC
V6Z 2Y9 CANADA

No. 3 Road,
Richmond,

Levels 3 & 4
Landscape
Concept Plan

L-3 6

DURANTE KREUK LTD
100-1152 JAMANA STREET
VANCOUVER BC V6E 2G4
TEL: 604-688-0571 FAX: 604-688-0577
WWW.DKCC.COM

NO.	DESCRIPTION	DATE
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2	2. Issued for information only	
3	3. Issued for information only	
4	4. Issued for information only	
5	5. Issued for information only	
6	6. Issued for information only	
7	7. Issued for information only	
8	8. Issued for information only	
9	9. Issued for information only	
10	10. Issued for information only	



**No. 3 Road,
Richmond**

Ackroyd Rd.

Drainage

- Slob Drain
- Bileve Drain

Direction of Water Flow

Levels 3 & 4
Landscape
Drainage Locations

FEB 02 2005

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R

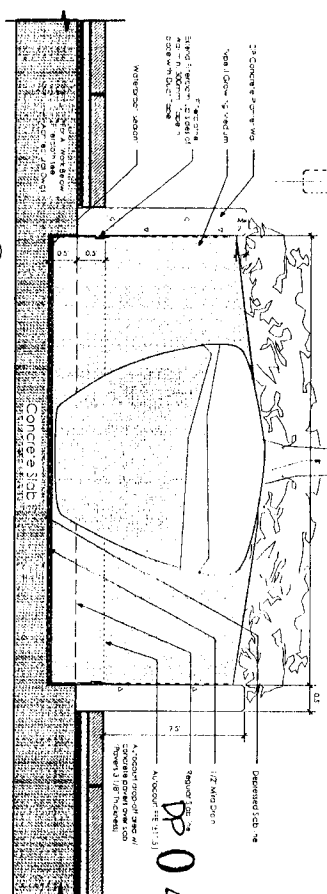
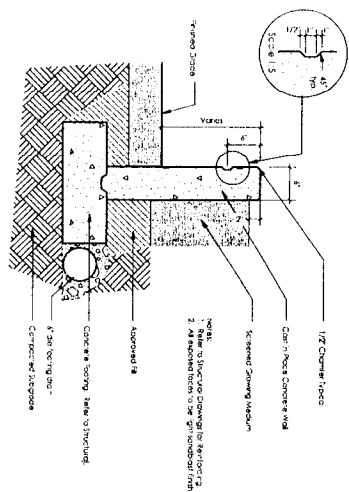
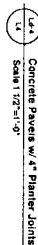
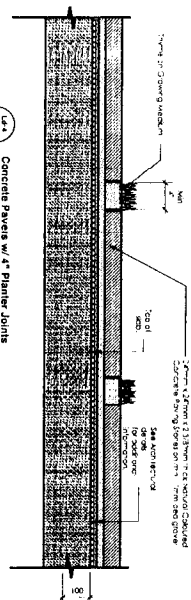
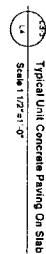
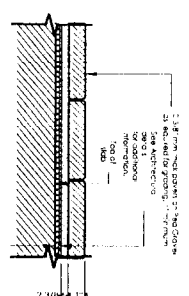
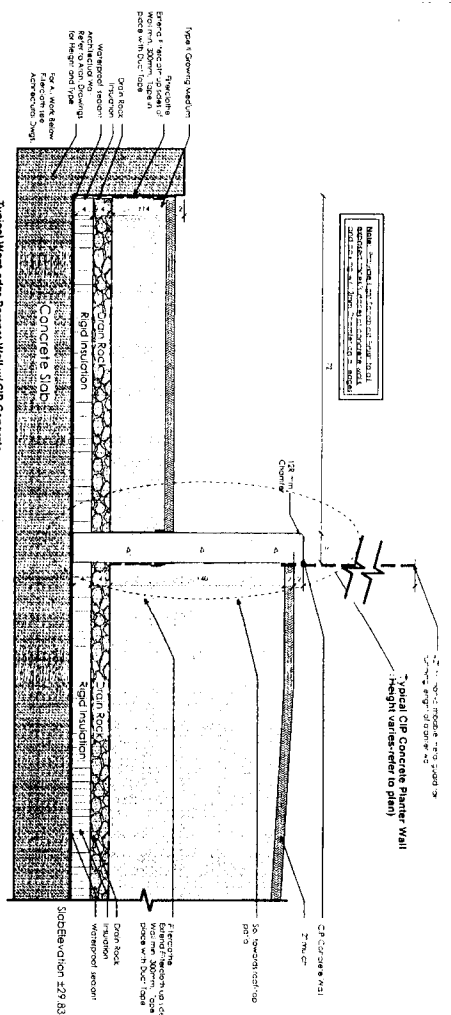
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DURANTE KREUK LTD
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http://www.dkl.co.ca

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SUI TE ONE
1600 HOWE ST
VANCOUVER BC
V6Z 2P9 CANADA

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REFERENCE

FEB 02 2005

Dr 04273897

Landscape
Concept
Details

Project No. 4020

759

NO	DATE	REMARKS
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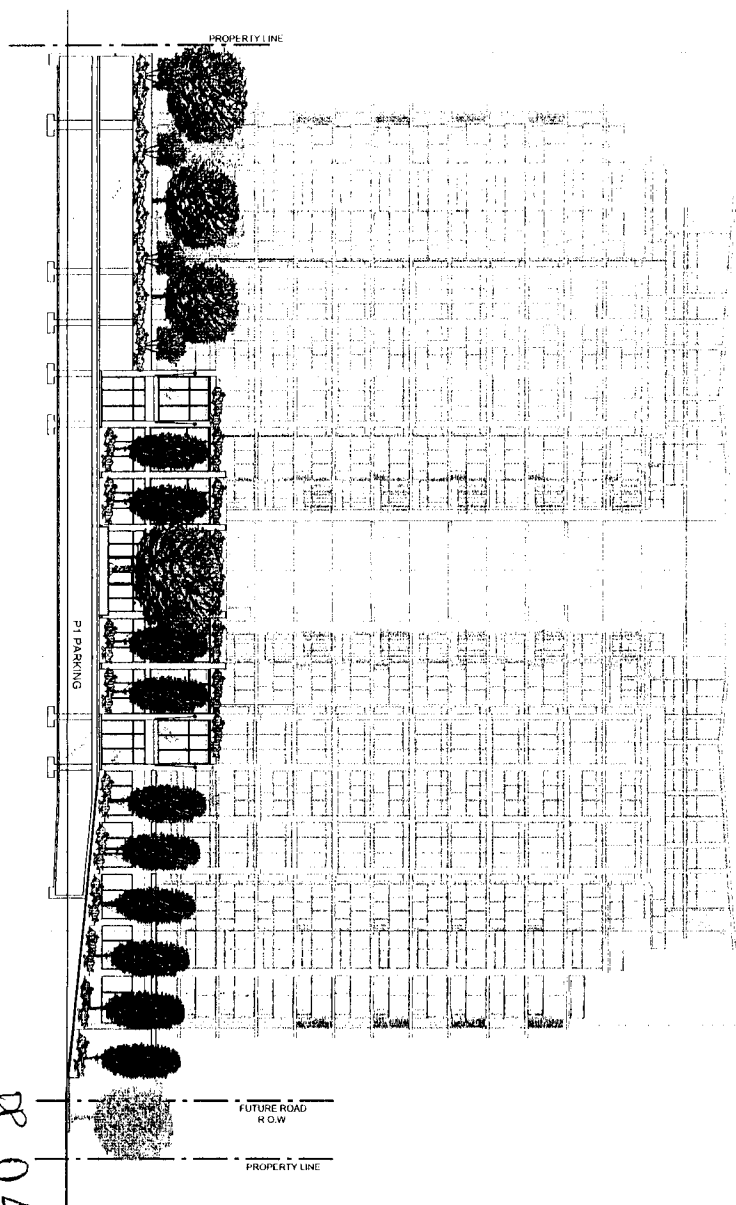
DURANTE KREUK LTD
100-1152 WILHELM STREET
VANCOUVER, BC V6B 4G2 - CANADA
PH: (604) 684-6511 - FAX: (604) 684-0577
http://www.dkci.ca

RAFFI ARCHITECTS INC.

**No. 3 Road,
Richmond**

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Created by	ms
Date	08/07/2016
Created by	ms
Scale	A4 : 1 sheet
Drawing Title	Landscape Concept Details
Project No.	1-10-2016 - 16
Sheet No.	2 / 2

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PR 04273897
FEB 02 2005
REFERENCE

NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	02/02/05
2	ISSUED FOR PERMITTING	02/02/05
3	ISSUED FOR PERMITTING	02/02/05
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100-1150 BROADVIEW AVE
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FAX: 604-688-3572
WWW.DURANTEKREUK.COM

RAFI ARCHITECTS INC.
111
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FAX
604.688.3572
rafi@rafiarchitects.com
WWW
rafi@rafiarchitects.com
SUITE ONE
1400 HOWE ST
VANCOUVER BC
V6Z 2V9 CANADA

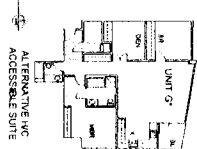
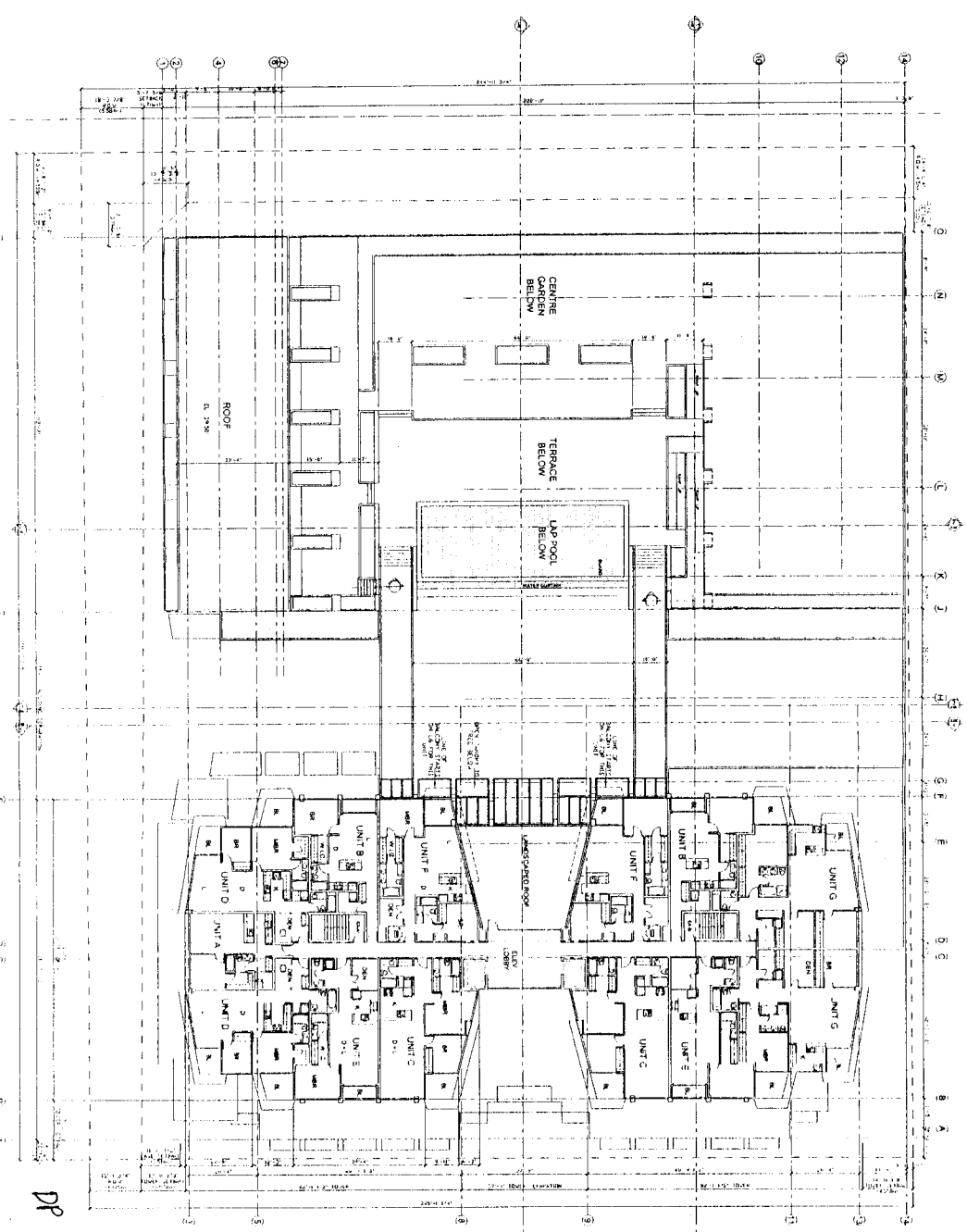
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Richmond**

Drawn by	amh
Checked by	amh
Date	Jan 31/05
Scale	1" = 1'-0"

**West Elevation
Landscape
Concept**

Project No	4020
Sheet No	24

L-6 6



FEB 02 2005
 #5
 P04273897

BOSA VENTURES		RAFLAR CHILTS INC. 604.588.3525 604.688.2572 10011 WILLOW ST VANCOUVER BC V6Z 2J9 CANADA		NO.3 RD. RICHMOND, BC	TYPICAL FLOOR PLAN L5 - L13	A205	A
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PH LEVEL 16

PH LEVEL 17 DP 04273897

#7

FEB 02 2005

RAFIIAKCHITECTS INC.

BOSA
VENTURES

NO. 3 RD.
RICHMOND BC

PHASE 1
LEVELS 16 & 17

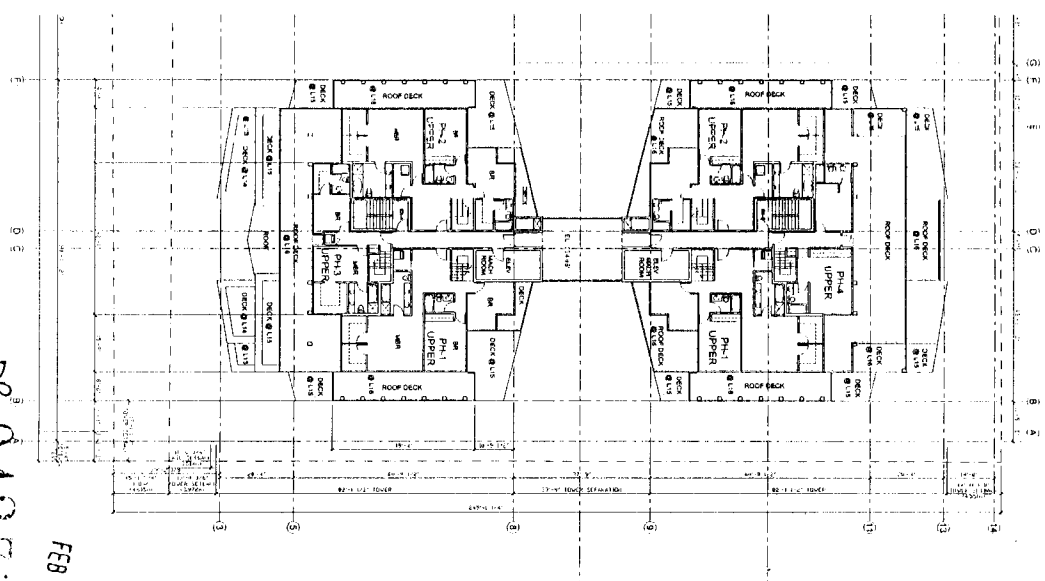
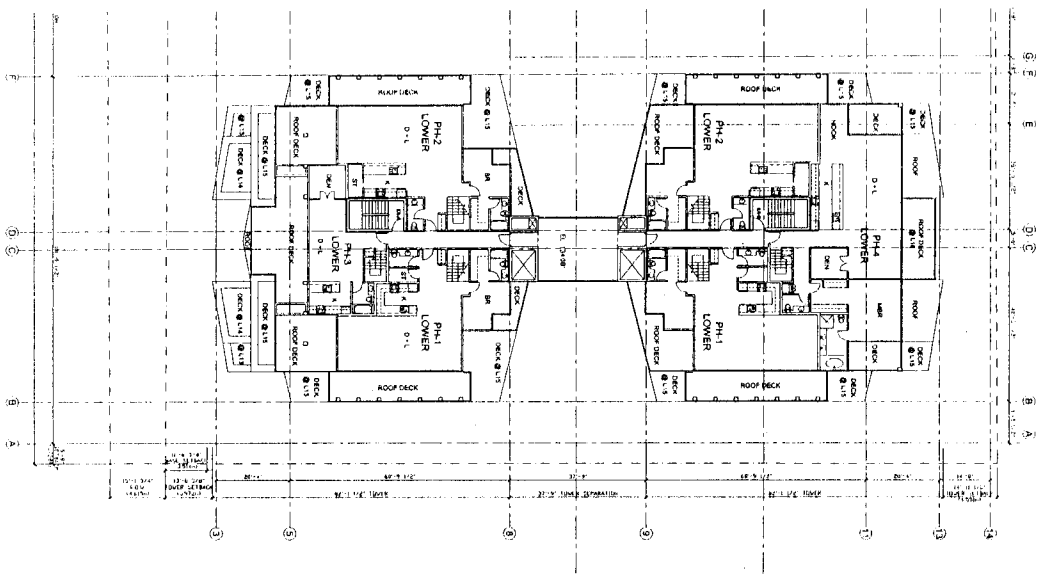
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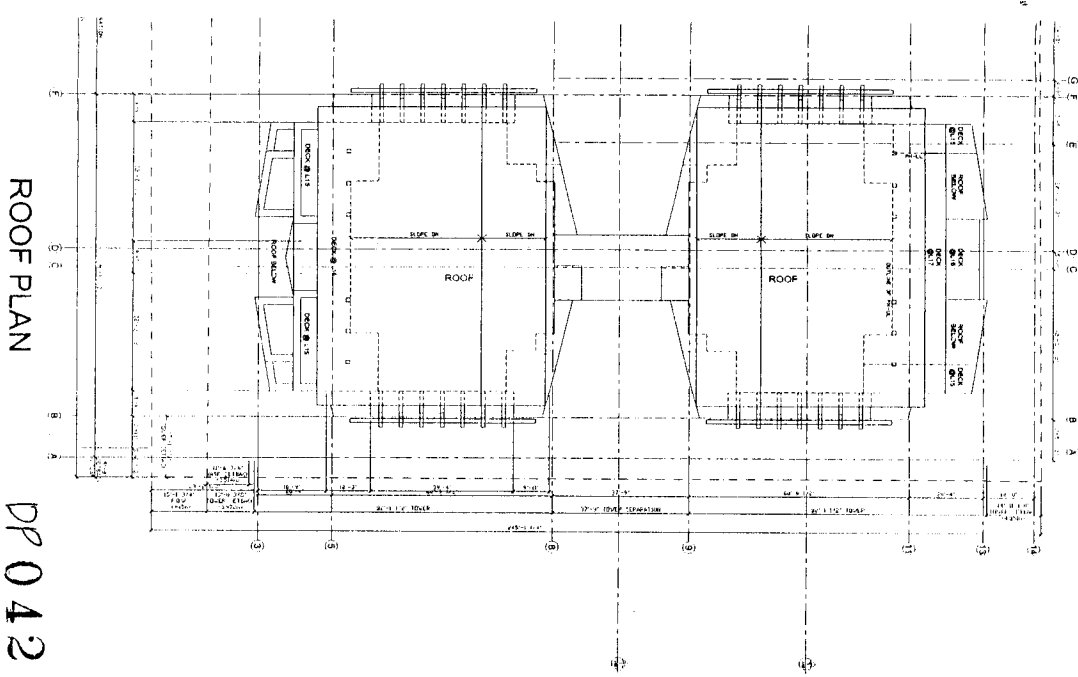
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REVISIONS

NO.	DATE	DESCRIPTION
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2	02/02/05	REVISED PER PERMIT COMMENTS
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8	02/02/05	REVISED PER PERMIT COMMENTS
9	02/02/05	REVISED PER PERMIT COMMENTS
10	02/02/05	REVISED PER PERMIT COMMENTS





ROOF PLAN

DP 04273897

#8

FEB 02 2005



RATIA ARCHITECTURAL INC.
 604 688 3585
 604 688 3522
 11001 DUNDAS ST. W.
 VANCOUVER, BC V6V 1N6
 TEL: (604) 688-3585
 FAX: (604) 688-3522
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 1605 HOWE ST.
 VANCOUVER BC
 V6Z 2L9 CANADA

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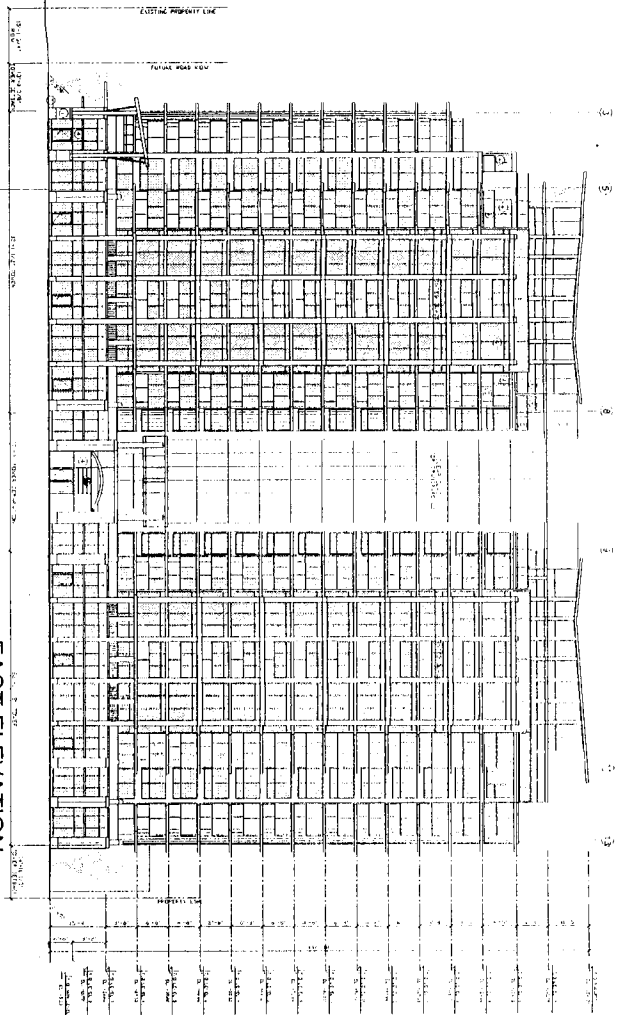
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ROOF PLAN

Sheet	1 of 1
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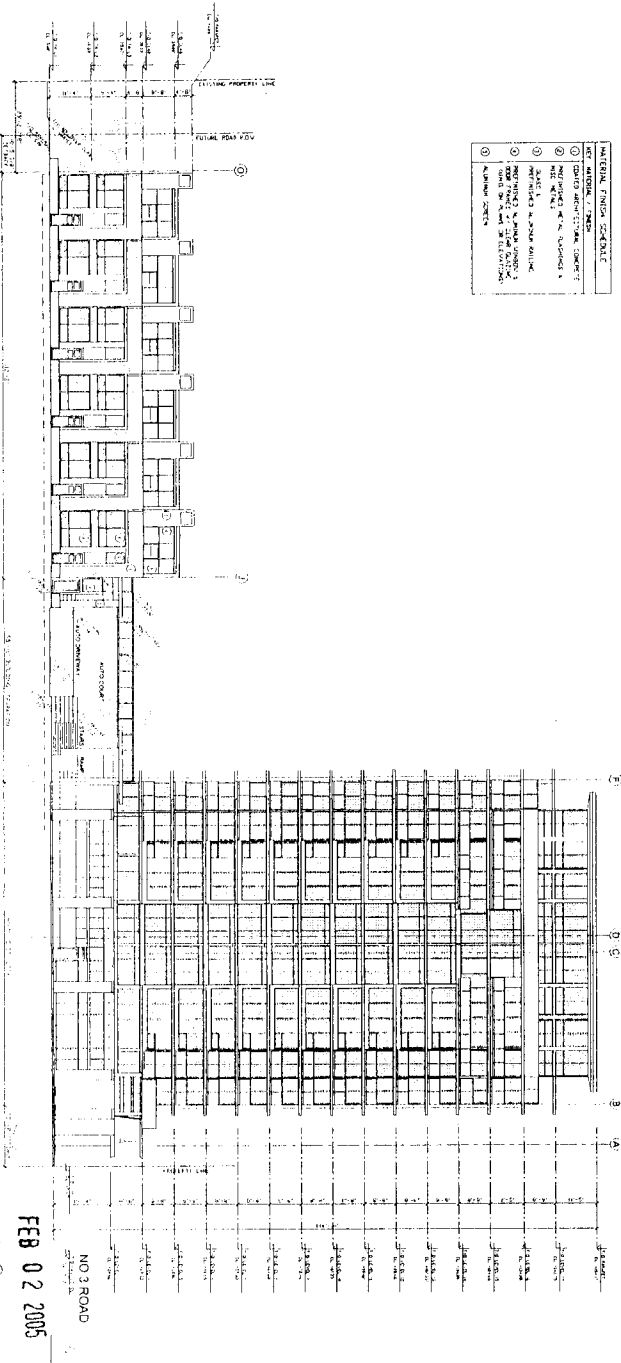
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PROPOSED
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EXTENSION



EAST ELEVATION

MATERIAL FINISH SCHEDULE	
1	CONCRETE / BRICK
2	GLAZED ALUMINUM CURTAIN WALLING
3	PAINTED METAL CLADDING
4	PAINTED ALUMINUM CLADDING
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DR 04273897 SOUTH ELEVATION

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RAJIA ARCHITECTS INC.

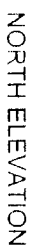
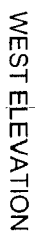
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VENTURES

NO. 3 RD.
RICHMOND BC

EAST & SOUTH
ELEVATIONS

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FEB 02 2005
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MATERIAL FINISH SCHEDULE	
BY MATERIAL FINISH	
1	CONCRETE STRUCTURAL COMPONENTS
2	PRECAST/CAST-IN-PLACE CONCRETE
3	PAINTING
4	MECHANICAL/ELECTRICAL/HVAC
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REVISIONS

9. 2014 Marion

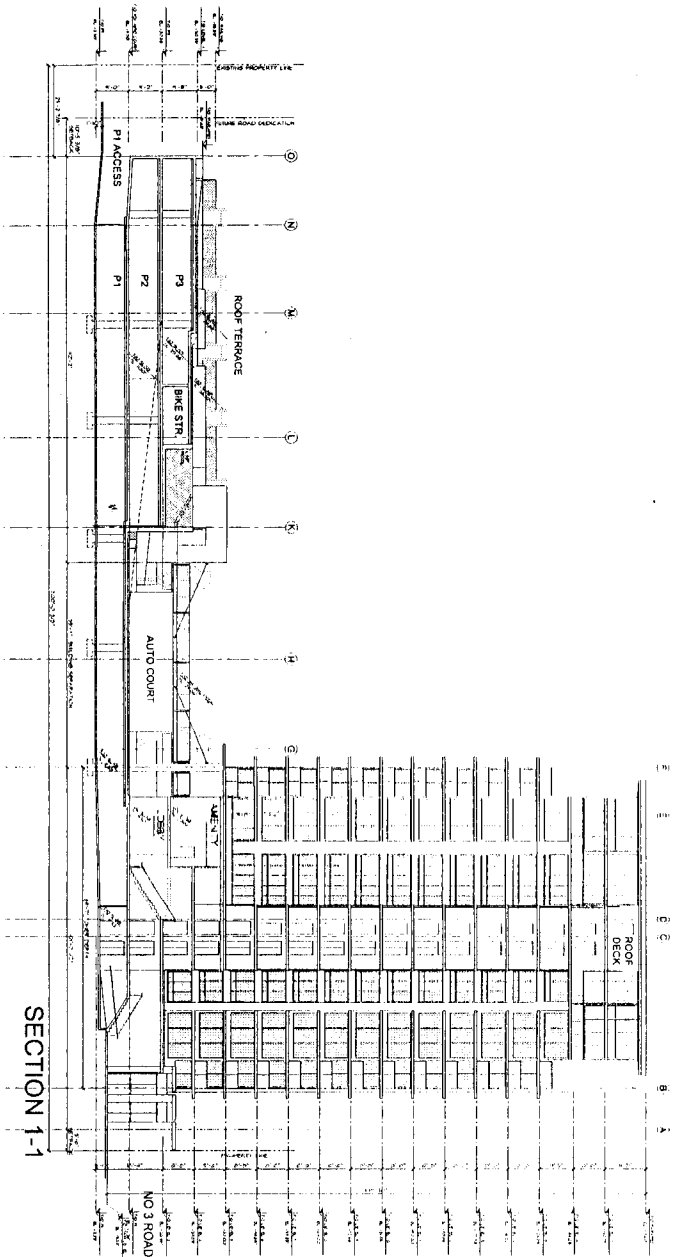
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VENTURES

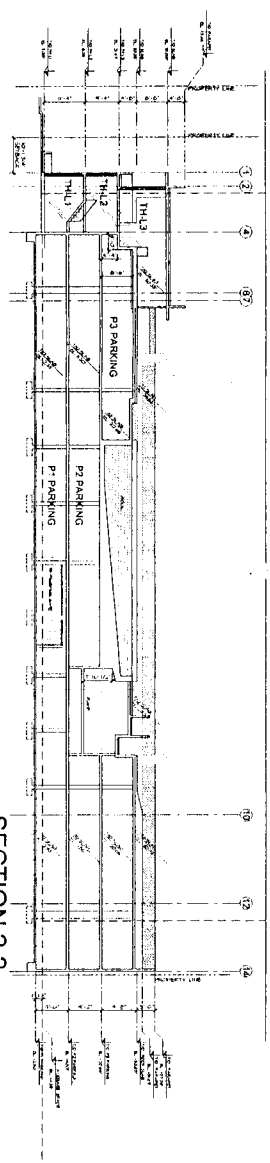
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RICHMOND, BC

WEST & NORTH
ELEVATIONS

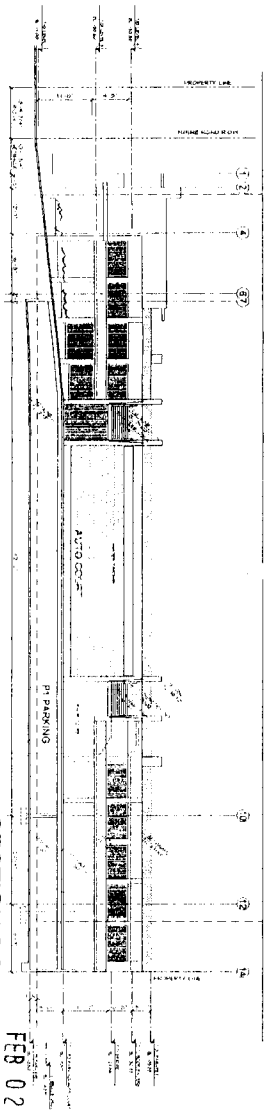
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DRAWN BY	CHECKED BY	APPROVED BY
SHEET NO.	A302	A



SECTION 1-1



SECTION 2-2



SECTION 3-3

PR 04273897

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#11

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VENTURES

103 RD
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SECTION 1-1
SECTION 2-2
SECTION 3-3

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FEB 02 2005

SECTION 5-5

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