



To: Development Permit Panel

Date: April 2, 2007

From: Jean Lamontagne
Director of Development

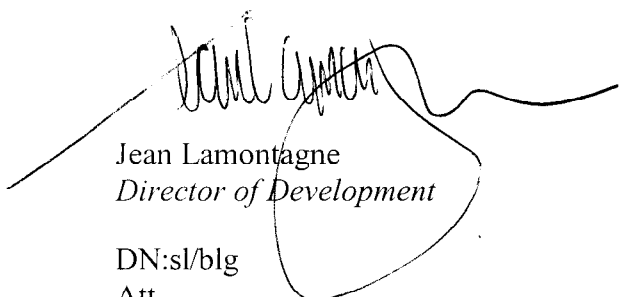
File: DP 06-350946

Re: **Application by MingLian Holdings Ltd. for a Development Permit at
6040 No. 3 Road and 8060, 8080 Westminster Highway**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a mixed-use commercial/residential development consisting of approximately 131 dwelling units (including 5 seniors housing units), approximately 750 m² (8,070 ft²) of commercial space and associated parking in a 16 storey building fronting on Westminster Highway and a 4 storey building fronting on No. 3 Road on a site zoned "Downtown Commercial District (C7)"; and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the required number of parking spaces for each seniors' housing unit from 1.7 (resident and visitor) parking spaces per dwelling unit to 0.4 (resident and visitor) parking spaces per dwelling unit;
 - b) Permit six (6) parking stalls in a tandem arrangement; and
 - c) Reduce the minimum off-street manoeuvring aisle width for commercial use from 7.5 (25 ft.) to 6.7 m (22 ft.).



Jean Lamontagne
Director of Development

DN:sl/blg
Att.

Staff Report

Origin

W.T. Leung Architects, on behalf of MingLian Holdings Ltd., has applied to the City of Richmond for permission to develop a mixed-use commercial/residential development consisting of approximately 131 dwelling units (including 5 seniors housing units), approximately 750 m² (8,070 ft²) of commercial space and associated parking in a 16 storey building fronting on Westminster Highway and a 4 storey building fronting on No. 3 Road on a site zoned "Downtown Commercial District (C7)". With the exception of the two-storey commercial building at 6040 No. 3 Road fronting No. 3 Road, the commercial buildings on site have been demolished and the site cleared.

Development Information

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

Background

Development surrounding the subject site is as follows:

To the north, 6020 No. 3 Road is located immediately adjacent to a portion of the subject site and is similarly zoned "Downtown Commercial District (C7)". The site is currently under application (DP 07-363082) and is being processed concurrently with the subject proposal; the details of the interconnected relationship between the two (2) proposed developments is provided within the body of the following report. A single-storey commercial building is currently located on the site. The VanCity commercial building is located on the north side of Westminster Highway and is zoned "Downtown Commercial District (C7)";

To the east, Bong's Motors, consisting of a car lot adjacent to Westminster Highway and a single-storey building at the south end of the lot zoned "Downtown Commercial District (C7)";

To the south, the Paloma development (DP 04-277201), which will consist of two (2) residential towers on parking, and a three-storey parking structure on a site zoned "Comprehensive Development District (CD/179)"; and

To the west, No. 3 Road and the CIBC building, zoned "Downtown Commercial District (C7)". The Canada Line will be introduced along the east side of No. 3 Road on the subject site within a Public Rights-of-Passage Right-of-Way.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Downtown Commercial District (C7)" zone 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:

- a) Reduce the required number of parking spaces for each seniors' housing unit from 1.7 (resident and visitor) parking spaces per dwelling unit to 0.4 (resident and visitor) parking spaces per dwelling unit.

(The seniors' units proposed on site will be secured by a Housing Agreement registered on title. Transportation Engineering is supportive of the reduced parking requirement, which complies with ratio referenced in the Affordable Seniors' Supportive Housing Design Guidelines.)

- b) Permit six (6) parking stalls in a tandem arrangement.

(The provision of parking stalls in a tandem arrangement maximizes the number of parking stalls that can be provided on-site. Tandem parking stalls are supported, conditional to their assignment to a single residential unit. An agreement is required to be registered on title to ensure that the tandem parking stalls are assigned to the same dwelling unit.)

- c) Reduce the minimum off-street manoeuvring aisle width for commercial use from 7.5 m (25 ft.) to 6.7 m (22 ft.).

(Approximately 750 m² (8,070 ft²) of commercial/office space is proposed on the subject site and the associated expected use and turn-over rate will be accommodated by the reduced drive aisle width. Large commercial vehicles will not access the site's internal drive aisles; the SU-9 loading space is accessed via the north-south lane. Transportation Engineering has reviewed and support the proposed variance.)

Advisory Design Panel Comments

The development proposal was reviewed by the Advisory Design Panel on March 7, 2007. 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'**.

Analysis**Conditions of Adjacency**

- The intersection of No. 3 Road and Westminster Highway is a major juncture within the City of Richmond. The subject development application is associated through design, and access and use agreements with a future development at 6020 No. 3, which is located at the prominent corner of No. 3 Road and Westminster Highway.
- A 9 m (25.5 ft.) wide Public Rights-of Passage Right-of-Way along the No. 3 Road frontage will be secured prior to issuance of the Development Permit and includes provisions for the introduction of the Canada Line, any required road widening, and pedestrian space. The building is setback 12 m (39 ft.) from the existing west property line.
- In addition to the introduction of the Canada Line, a 1.5 m (5 ft.) wide bike lane will be established along the eastern edge of No. 3 Road to facilitate an additional transportation option within the downtown core.

- The proposed design responds to the combined impact of the site's proximity to No. 3 Road and Westminster Highway, which are arterial roads, and the Canada Line elevated guideway, which will interface with the second and third storeys along the west façade. As a result, residential units are not proposed below the fourth storey. Parking is located on the first four levels and is appropriately screened as discussed later in the report.
- The combination of recessing the patios for the seniors' units proposed on the south façade on the fourth storey, and the landscaping proposed on the parking podium, and the roofs of the seniors' units, the five storey units fronting Westminster Highway, and the indoor amenity space minimize overlook impacts on the residential tower on the southern adjacent site.
- The residential tower is sited on the east side of the site to minimize the impact on adjacent existing and future development, to maximize the liveability of the proposed residential units, and to comply with guidelines related to tower separation.
- The streetscape along both the No. 3 Road and Westminster Highway frontage is characterized by two-storey commercial units and lobby entrances to the seniors' units and tower residences located along No. 3 Road and Westminster Highway respectively.
- The applicant has provided a sun and shade diagram to illustrate consideration has been given to the tower size and location in accordance with the Official Community Plan guidelines for the City Centre.

Urban Design and Site Planning

- As a condition of Development Permit issuance, the applicant is required to extend the north-south lane pattern, which was introduced by the southern adjacent development (DP 04-277201), by registering a 6 m (19.6 ft.) wide Public Rights-of-Passage Right-of-Way along the eastern edge of the subject site. At the time the adjacent eastern property develops, the lane will be widened to 9 m (29.5 ft.) in accordance with City Centre lane standard requirements, which include provisions for the inclusion of a sidewalk and illumination.
- Vehicle access to the site is via the north-south lane. Further, access to 6020 No. 3 Road will be via the north-south lane and the subject development; access will be secured through a registered access agreement.
- 26 commercial/residential visitor parking stalls are provided on the ground floor level and 191 parking stalls are provided for the residential use proposed on site. Six (6) stalls are provided in a tandem arrangement; a legal agreement registered on title is required to ensure that the tandem parking stalls are assigned to a single dwelling unit.
- An additional 35 stalls (8 commercial, 27 residential) are provided on site and will be secured for future development at the corner of No. 3 Road and Westminster Highway by an agreement. The commercial stalls for use by the adjacent site will be located among the commercial stalls on site; similarly, the residential stalls that will eventually be used by the adjacent site will be located with other residential stalls within the subject parking area. Accessible parking is provided on-site in accordance with the Official Community Plan (OCP).
- Secured bicycle parking is provided on the third level on the north side of the parking structure in accordance with the City's commitment to support alternative modes of transportation.
- One loading space that can accommodate a SU-9 vehicle is provided adjacent to the north-south lane on the east side of the site and will be used by the subject development and the eventual development at 6020 No. 3 Road. Shared use will be secured by an agreement registered on title. An additional loading area is located within the parking level adjacent to the commercial units adjacent to No. 3 Road.

- Residential and commercial garbage and recycling facilities for the proposed development are separated. Residential facilities are located adjacent to the lobby and are accessible via both the lobby and the parkade; commercial/office facilities are located on the south side of the entrance drive aisle.
- Further, a temporary garbage holding area is provided adjacent to the commercial/office facilities for the benefit of future development at 6020 No. Road, which will move its garbage and recycling into the secured holding area on days designated for garbage and recycling pick up.
- A lobby entrance for the seniors' units is located on No. 3 Road, which provides pedestrian level access to the seniors' units and seniors' lounge located on the fourth storey. Similarly, a lobby entrance is provided on Westminster Highway for the residential tower.
- With the exception of the lobby entrances, commercial units line the No. 3 Road and Westminster Highway frontages establishing retail continuity to animate the streetscape. Weather protection is included in the design to encourage pedestrian activity.
- Access to the commercial units and lobby entrance on No. 3 Road has been undertaken with consideration of the location of the Canada Line guideway columns.
- All levels within the development are accessible and ramps have been included to address accessibility to the podium level outdoor amenity space.
- The seniors' units and lounge have been designed to facilitate wheelchair accessibility. Similarly, eleven (11) units within the residential tower are designed to be accessible. Provisions for accessibility have been incorporated in the facilities in the indoor amenity space.
- The site is affected by Airport Noise Contours; the applicant is required to provide an acoustical report by a registered professional, qualified in acoustics, substantiating that the building design includes sufficient noise mitigation elements to comply with the standards set out in the Official Community Plan (OCP). An Aircraft Noise Covenant is required to be registered on title prior to issuance of the Development Permit.

Architectural Form and Character

- The massing and height of the development proposed complies with the site's T6 Urban Core Zone designation in the City Centre Area Plan (CCAP) Update and with the applicable design guidelines.
- The building is located 12 m (39.3 ft.) from the property line adjacent to the No. 3 Road frontage and 3 m (9.8 ft.) from the existing property line adjacent to the Westminster Highway frontage to permit road upgrades, introduction of the Canada Line, and public space.
- Along the No. 3 Road and Westminster Highway façades the ground and first storey of the multi-level parking podium is screened from the adjacent street façade by the residential lobbies and commercial units, which animate the streetscape. The materials used include profiled concrete columns, glazed clear storefronts, commercial aluminium glazing and a steel and glass canopy.
- The second and third storey along No. 3 Road and Westminster Highway are similarly parking levels. The concrete façade is interrupted by architectural grilles proposed along both frontages that will include two (2) levels of texture. The outer plane will consist of an orthogonal grid of rods and bars to create a lattice. An architectural screen of aluminum horizontal louvers will be installed behind the outer plane to further cover the opening. Lighting will be installed between the layers for additional visual interest. The aluminum

grille facilitates air circulation within the parking levels and minimizes deflection of sound from the adjacent Canada Line off the building and toward adjacent developments. The Westminster Highway elevation also incorporates veneer stone panels that are oriented horizontally and consist of varying bandwidths and random joint lengths, and translucent channel glass, with a concrete eyebrow, which will be backlit at night for visual interest.

- The south elevation consists of painted concrete and aluminum grilles on the eastern portion of the building. The building will be constructed adjacent to the south property line and abuts the existing residential tower's parking levels and a lane; the building materials are context appropriate.
 - The east elevation will interface with a lane. Vertical growing plants will mature to cover the aluminum grilles and soften the building façade.
 - The grade level treatment at the intersection of the north-south lane and Westminster Highway is characterized by two (2) levels of glazing and an increased setback at the corner of the building that is supported by a column.
 - The residential levels that commence at the fourth storey are consistent with the modern building typology established within the City Centre and propose materials used by nearby developments including painted concrete, painted and powder coated aluminum, and glazing. Neutral shades of brown and beige that are complementary to adjacent development are proposed.
 - The development introduces a distinctive and varied skyline as a result of the varying heights proposed on site. Further, the building heights proposed consider not only the relationship of on-site elements within the development, but also the relationship with existing and proposed building forms.
 - The two (2) levels of residential units adjacent to the tower on the north elevation function as mid-rise linking architecture between the residential tower proposed on the subject site and future potential tower on the adjacent property at the intersection of No. 3 Road and Westminster Highway.
 - Similarly, the single storey of seniors' units at the southwest corner of the site facilitates transition between the existing tower on the adjacent southern lot and future potential tower at the corner of No. 3 Road and Westminster Highway.
- Landscape Design and Open Space Design
- Redevelopment of the subject site will result in substantial landscaping improvements.
 - The minimum 12 m (39.3 ft.) setback from the No. 3 Road frontage establishes a generous public space consisting primarily of hard surface that is interrupted by Upright Maidenhair trees and street furniture. The Canada Line guideway will be located within this setback on private property within a right-of-way and the applicant will ensure a safe public space is established. The landscaping shown on the attached landscape plan may be adjusted in conjunction with the Servicing Agreement, which will include design details for the No. 3 Road frontage.
 - The height, placement, and massing of the tower element has taken the impact on sunlight penetration both to individual residential units and to the outdoor amenity space into consideration.
 - The landscaping treatment of the podium level effectively addresses overlook concerns, programs for active and passive use by the residents, addresses concerns related to accessibility, and establishes connection between the housing types.
 - The common outdoor space is a garden terrace with planters and soil depths between 45 cm to 60 cm (18 in. to 24 in.) and proposes a combination of hard and soft landscaping to create two (2) distinct outdoor rooms. A perennial garden is located adjacent to the seniors' units.

The central courtyard features the Kompan Apex climbing and play tower, which is designed to stimulate active play that includes an oversized stairway with climbing grips. In addition to a variety of trees (including Yulan Magnolia, Japanese Maple, Japanese Stewartia, and Satomi Dogwood) and shrubs, introduction of tiled seating walls, arbours, feature trees, water features, and a stepping stone pathway create an inviting environment designed to accommodate a range of users.

- Privacy and separation between the common outdoor space and individual unit outdoor spaces is achieved through strategic landscape design, pathway placement and wooden privacy screens.
- The seniors' units access the outdoor space via the common lounge. The residential tower units access the space via the corridor adjacent to the indoor amenity space. Ramps have been incorporated into the design to ensure accessibility.
- The roof above the seniors' units, the amenity rooms, and the residential units along Westminster Highway is proposed to be treated with a layered roofing system that includes waterproof and root-resistant membranes, a drainage system, and a soil depth between 7.6 cm to 15 cm (3 in. to 6 in.) and will be landscaped in an arcing pattern with a combination of ground cover in hues of burnt copper, light blue, bronze and burgundy.
- Indoor and outdoor amenity space is provided in accordance with the OCP.

Crime Prevention Through Environmental Design

- The building has been designed to incorporate opportunities for passive surveillance of both the street frontages and the internal semi-private space.
- The area within proximity of the forthcoming Canada Line guideway will be treated to maximize surveillance opportunities.
- The outdoor amenity space is centrally located and abuts indoor amenity space facilities, which creates opportunity for passive surveillance. Seating structures are within proximity of the children's play area to similarly facilitate passive surveillance.
- An overhead gate is located at the main entrance to the site to regulate after-hours access. The commercial/visitor parking stalls are separated from the on-site residential stalls by an overhead gate. Similarly, an overhead gate will regulate access between the subject site and the adjacent proposed development that will be granted an access easement through the subject site. Further, the parking levels are secured, well illuminated, and areas for concealment have been minimized.
- Pedestrian entry into the building will be secured by an intercom system. Further, individual mailboxes are located within the lobby.

Affordable Housing

- In response to the Affordable Housing Interim Strategy, the development proposal includes five (5) seniors' rental units, which will be secured through a Housing Agreement that is required to be registered on title. The agreement will secure the units as market rental units for seniors for twenty five (25) years. These units are located within proximity of the south property line and No. 3 Road within the southwest portion of the site.
- The bathrooms have been increased in size and the doors swing outward to facilitate access. The entries and kitchens have similarly been designed to permit sufficient manoeuvring space.
- The seniors' units have a private lobby on No. 3 Road, designated indoor amenity space, and access to the large outdoor amenity space located on the fourth storey.

Public Art

- The City will accept a voluntary contribution by the applicant of \$77,667.60 towards public art and undertakes to work with the Richmond Public Art Commission to introduce public art on-site.

Roads and Access

- As a condition of issuance of the Development Permit, the applicant is required to register a Public Rights-of-Passage Right-of-Way on the 2 m (6.5 ft.) wide portion of the site adjacent to both Westminster Highway and No. 3 Road..
- In addition to the 2 m (6.5 ft.) wide right-of-way required adjacent to No. 3 Road, an additional 7 m (22.9 ft.) wide Public Rights-of-Passage Right-of-Way is required along the No. 3 Road frontage.
- A 6 m (19.6 ft.) wide Public Rights-of-Passage Right-of-Way for a north-south lane along the east edge of the development site is required.
- Registration of an access and use agreement to provide parking, access, loading, and garbage and recycling holding space to the benefit of potential future development that could take place on the adjacent site is required as a condition of issuance of the Development Permit.
- The details of the required frontage works will be confirmed by the Servicing Agreement (**Attachment 3**).

Right-of-Way Discharges

- The developer's Engineering consultant must substantiate that the sanitary sewer system indicated on 6040 No. 3 Road (Explanatory Plan 29620, ref. B-29369) does not serve 6068 No. 3 Road, which is not included in the subject application, and subsequently discharge the Right-of-Way
- Similarly, Right-of-Way 285755C registered over 8080 Westminster Highway is to be discharged.

Servicing Capacity

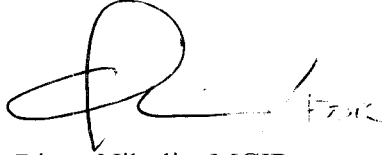
- Through the Servicing Agreement, the applicant is required to prove that the sanitary sewer can be extended from the southeast corner of this site to service 6020 No. 3 Road to the satisfaction of the Engineering Department. Any associated required Rights-of-Way will be secured as part of the design process.
- Contributions are required from the developer for water, storm and sanitary upgrades as identified below:
 - Downstream Consortium Upgrades:
 - \$13,435.08 for storm sewer; and
 - \$32,539.17 for sanitary forcemain and pump station; and
 - City acceptance of voluntary contribution towards the following City Identified Catchment Upgrades:
 - \$ 73,535.10 for water;
 - \$200,503.35 for storm sewer; and
 - \$221,822.05 for sanitary sewer. (If the developer is required to pay Development Cost Charges (DCCs) at the new rate applicable as of July 1, 2007, the voluntary contribution will not be payable.)

Flood Indemnity Covenant

- In accordance with the City's Flood Management Strategy, the applicant is required to register a Flood Indemnity Covenant on title referencing the minimum habitable elevation for the area which is 0.9 m (geodetic).

Conclusions

The proposed development successfully resolves both on-site design challenges and responds to existing and future adjacent development. The proposal incorporates provisions to both facilitate development of the adjacent northern parcel, 6020 No. 3 Road, while proposing a comprehensive design solution to ensure vibrant and aesthetically appropriate site specific redevelopment at a principle Richmond intersection.



Diana Nikolic, MCIP
Planner II (Urban Design)
(Local 4040)

DN:sl/blg

- Attachment 1 Development Application Data Sheet
- Attachment 2 Advisory Design Panel Minutes and Applicant's Response
- Attachment 3 Development Permit Considerations



City of Richmond

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

Development Application Data Sheet

Development Applications Division

DP 06-350946

Attachment 1

Address: 6040 No. 3 Road and 8060, 8080 Westminster Highway

Applicant: MingLian Holdings Ltd. Owner: 0714061 B.C. Ltd., Inc. No. 0714061

Planning Area(s): City Centre Area Plan

Floor Area Gross: 12.361 m² (133,060 ft²) Floor Area Net: 11,023.9 m² (118,660 ft²)

	Existing	Proposed
Site Area:	3,886 m ² (41,830 ft ²)	3,886 m ² (41,830 ft ²)
Land Uses:	Commercial	Downtown mixed use
OCP Designation:	High Density Mixed Use	High Density Mixed Use
Zoning:	Downtown Commercial District (C7)	Downtown Commercial District (C7)
Number of Units:	Two storey commercial building fronting No. 3 Road	126 market residential units, 5 seniors' units, 749 m ² (8,066 ft ²) commercial/office space

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0	2.99	none permitted
Lot Coverage:	Max. 90%	81%	None
Road Setback:	Min. 3 m	No. 3 Road: 12 m Westminster Highway: 3 m	None
Height (m):	Max. 45 m	45 m	None
Lot Size:	N/a	3,886 m ² (41,830 ft ²)	N/a
Off-street Parking Spaces – Regular/Commercial:	Residential: 189 Visitor (> commercial): 26 Seniors: 2	252 (an agreement is required to ensure the use of 35 stalls (8 commercial, 27 residential) is secured for the adjacent proposed development (DP 07-363082) Seniors: 0.4	Variance: to require 0.4 parking spaces per seniors' housing unit.
Off-street Parking Spaces – Accessible:	5	6	None
Tandem Parking Spaces	not permitted	6 parking stalls in a tandem arrangement proposed	Variance requested
Amenity Space – Indoor:	Min. 70 m ²	Seniors: 55.8 m ² Residential: 185.4 m ²	None

Amenity Space – Outdoor:	Min. 786 m ² (8,460 ft ²)	764 m ²	None
--------------------------	--	--------------------	------

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

**Wednesday, March 7, 2007– 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

Development Permit 07-363082

APPLICANT: Wing Leung / Eugene Lee – W.T. Leung Architects Inc.

PROPERTY LOCATION: 6040 No. 3 Road, 8060, 8080 Westminster Highway (6020 No. 3 Road)

Staff Comments

Diana Nikolic, Planner reviewed the staff comments for the two sites (attachment 1), and noted that the area has C7 zoning. The objective is to have no variances, and the applicant is undertaking provisions for affordable housing. The interface along No. 3 Road is challenging and the introduction of the Canada Line needs to be taken into consideration, and the building façade will need to be articulated. The applicant proposes development of the site without requiring rezoning.

Applicant's Comments

Wing Ting Leung of W.T. Leung Architects reviewed the project and noted that the two different clients involved are working cooperatively with each other. The corner lot shares access and parking through the north/south lane, and a right of passage will be put in place. The buildings are not connected, except for the parking access and roof top levels, and will comply with Building Code separation requirements. There will be two separate loading and garbage areas.

Mr. Leung also noted that the treatment of the podium is challenging and the podium height is the same as the adjacent Paloma development. It is the applicant's intention to seek rezoning in the future to facilitate additional affordable rental housing for seniors' units facing No. 3 Road. The intention is to add two more storeys resulting in 17 seniors' units. At this time, the goal is to complete the DP before July 1st, 2007. Amenity space specifically designed for the use of seniors will be incorporated.

At the time initial discussion was undertaken with the City, the location of the Canada Line was not yet confirmed. Some minor changes are required to the model as it currently does not reflect a change/step in elevation at the landscaped podium level.

Updated landscape plans were circulated during the meeting (on file, City Clerk's Office). Daryl Tyake, Eckford and Associates described the landscape scheme noting that the cue for the scheme was taken from the courtyard. There will be arcs taking the form of terraces, a water feature, arbours, lawn, and a children's play area.

Panel Discussion

In answer to several questions, the applicant provided the following advice:

- the exterior walls are primarily painted concrete (burgundy) and spandrel. The blank wall on the corner building is a result of fire separation requirements ;
- firewalls are in place according to the Building Code;
- in order to address the separation when the additional seniors' units are constructed, the lower floor will be extended, closing the gap between the two buildings;
- the larger building has a roof hatch for maintenance;
- the smaller building has an amenity terrace;
- the water feature is raised up, almost even with the sitting wall, and steps down with a bridge crossing;
- in case of absence of insurance, the green roof would be converted to a terrace roof. The applicant was advised to be prepared with an alternate roof scheme. Expected soil depth is 6", however, it may vary over the parking podium;
- the details of the treatment at grade along the No. 3 Road frontage are conceptual as the required treatment is not yet certain.
- architectural aluminium grille is proposed at the corner of the Clarry building.

Comments from the Panel were as follows:

- handsome project, well articulated and thought out;
- massing is appropriate; however the buildings could be taller;
- the columns on the Clarry building elevation facing No. 3 Road, at the point where they become a "Y" are too foreign to the building. Consider removing them or making them bigger;
- consider glazing in the Clarry building parkade, if grille is chosen, make sure it is detailed;
- the recessed corner on No. 3 Road and Westminster Highway needs to be established, consider extending the base;
- the special separation creates a blank wall (east wall on the Clarry building), consider articulating the wall;
- the parkade walls adjacent to the lanes need further articulation;
- there are 4 grilles on the Westminster Highway elevation podium with a sideways reverse "L", the square grille looks different from the rest;
- the massing of this project is acceptable for response to the sky train, but the corner definitely needs further design development on No. 3 Road and Westminster Highway;
- a lot of attention went into developing the roof garden, but not to the pedestrian realm along the ground. Further design development of the first three levels and the pedestrian environment is needed;
- the aluminium grilles on the No. 3 Road façade, turning to the west are harsh and a major discontinuity;
- the flamboyance and exuberance of the garden needs to be carried down to the pedestrian level;

- couldn't see a relationship to the sky train;
- there is an opportunity to take the No. 3 Road and Westminster Highway corner and add a major public art piece that responds to the kinetic energy of the sky train and incorporates the roof top garden element;
- pedestrian space between sky train and building will be dark, and there may be acoustic issues with the grilles;
- overall massing scale is appropriate, handsome project;
- appreciates the form of the Clarry building;
- corner treatment at pedestrian level to be embellished;
- podium base at the corner to be further articulated;
- consider making the colours of the building completely different or exactly the same;
- create a visual interest at the parking garage elevations on south and east side;
- consider adding color to the glass
- appreciates the accessibility to the roof top area;
- benefit of having a multi-family building is that many suites will be accessible;
- appreciate including ramps at points where grade changes;
- a great place for public art, something big and noticeable, dramatic and close to transit with a movement theme;
- new technology is available that allows unique 3-D art that gives the impression of movement. It would be well suited to this context. Consider the experience of the users of the Canada Line;
- consider providing public art jointly between the City and developer, the streetscape for Richmond has been identified for public art along the Canada Line, each area is defined by a theme;
- shared the concerns of others regarding the podium level;
- appreciates the overlap and the way the panel walls come out;
- best features happen at roof level, consider bringing these features down to the ground level;
- consider eliminating the children's play equipment, questions the usefulness;
- public and private space is nicely done;
- first three levels and lane interface needs further development;
- the podium is in relationship with Paloma;
- two buildings constructed at property line will most likely be on pile and hard to separate. Applicant is advised to retain geotechnical analysis early;
- graphic nature of landscaping is a valid approach, but need to develop a secondary plan for the green roof treatment in the case that insurance cannot be obtained;
- good articulation of the buildings from the 4th storey up. Good treatment of upper levels;
- create more detail and articulation along the No. 3 Road and Westminster Highway elevations such as public art, treatment of the textures of the grille, and visual interest. Consider what people will look out to while on the Canada Line. The first three levels require more design development.

The Chair provided a summary of the Panel's comments as follows:

- the columns on No. 3 Road should be a stronger feature;
- consider alternatives to the grille on No. 3 Road and Westminster Highway;
- strengthen the corner of No. 3 Road and Westminster Highway;
- consider varying the east façade of the corner building;

- further design development to the treatment on the lane side required, consider spill over of landscaping;
- consider adjusting the east most grille on the limestone elevation;
- further design development between the interface of the building and grade
- the same level of detail applied to the upper storeys is to be extended to the first three levels;
- consider the quality of light, sound and the pedestrian experience on No. 3 Road;
- consider varying or matching the colour of the buildings;
- consider adding color to glass panels;
- this is a strong place for public art, seek cooperation with the City. Public art must be incorporated;
- extend some of the interesting playful features of the roof top level to the ground level;
- consider deleting the play area.

In response to the Panel's comments Mr. Leung advised that a satisfactory solution has yet to be found for the treatment of the first three levels. The developers had attempted to make the two buildings "cousins", similar but different, a relationship that is to be carried to the parking level. Consideration had been given to backlit glazed panels with a giant tv screen, along the No. 3 Road elevation but they thought it might be too glaring for No. 3 Road and Westminster Highway. Therefore they opted for a more subdued approach. The building will be anchored at the corner, it should come to the ground and not sit on the podium.

Mr. Eugene Lee of W.T. Leung advised that the corner is not completed, and more time will be required to address the issues of the No. 3 Road podium and large scale architectural expression to compliment the sky train. The grille allows for acoustic transparency and the sound energy will not bounce off the building, but will filter into the parkade. Opportunities for a green wall on the East elevation of the Clarry building will be considered. The floor heights of the Clarry building are greater than the standard floor height. The comments provided by the Advisory Design Panel will be taken into consideration, and further exploration will take place of detailing the scale and providing a positive pedestrian experience.

It was noted that the deadline of mid summer to have a development permit approved is challenging, but it remains the applicant's goal to have a DP issued in advance of the deadline.

Panel Decision

It was moved and seconded

(1) That Development Permit 06-350946 move forward to the Development Permit Panel conditional to the applicant addressing the following requirements:

- (a) Further design development to the corner of Westminster Highway and No. 3 Road, include measures for the incorporation of public art or establish a clear anchor;**

Applicant's response:

At the corner there will be a clear, structural glass entry pavilion that will cap the corner and extend vertically to match the screen height for the parkade treatment. The roof of this glass pavilion will also be glass.

There would be a possibility that the upper volume of this space may include a suspended art feature that would be lit at night.

The storefront glazing at the ground floor facing No. 3 Road for 6020 No. 3 road will be skewed in plan which will help open up some space approaching the corner. This will result in the two storey parkade above to be cantilevered about 7'-8' over the skewed storefront at the corner. This will create a sense of tension and architectural drama that will play off the Canada Line guideway.

The canopy over this skewed storefront will also be skewed to provide a consistent projection of weather protection measured from the storefront of about 7'

- (b) *Further design development along the Westminster Highway and No. 3 Road frontages to bring the same level of detail and character to the first three levels as expressed on the roof level of the development;*

Applicant's response:

The treatment at grade described in point (a) above addresses Ground Floor and the corner treatment. The architectural grille at the Parkade will have two levels of texture scale. The outer plane of the grille at the Parkade levels on both Westminster and No. 3 Road facades consist of an orthogonal grid of rods and bars to create a larger scale lattice. Behind that will be an architectural screen of aluminum horizontal louvers that will cover the entire opening. Lighting between these two layers will provide an evening glow.

On Westminster Highway, the plane of stone cladding at the parkade level will consist of a veneer of stone panels oriented horizontally of varying band widths and random joint lengths. The opening will be infilled with translucent glass channel with each opening capped with a concrete eyebrow. The top of this wall will be capped with an architectural steel flashing and guard.

The stone façade described above will be supported by concrete columns at the Ground Floor storefront level that will have a profiled shape. A small canopy of one metre projection will provide some weather protection (size limited by Engineering. We strongly recommend a deeper section than one metre).

- (c) *Incorporate public art into the development in a way to help reinforce the corner and help anchor the Canada Line; and*

Applicant's response:

To be determined

- (d) *Further design development to the lane elevations.*

Applicant's response:

The openings on the east lane will be maintained as originally sized and positioned; however, a large galvanized steel screen with vertical slats will be hung in front of these openings, slightly overlapping them. This will provide a minimal yet architectural treatment to these garage openings. Climbing soft planting will be planted immediately below that will be of a type that creates a dramatic seasonal character of changing color.

- (2) *That Development Permit 06-350946 move forward to the Development Permit Panel conditional to the applicant taking into consideration all comments provided by the Advisory Design Panel.*

CARRIED

It was moved and seconded

- (1) *That Development Permit 07-363082 move forward to the Development Permit Panel conditional to the applicant addressing the following requirements:*

- (a) *Further design development to the corner of Westminster Highway and No. 3 Road, include measures for the incorporation of public art or establish a clear anchor;*
- (b) *Further design development along the Westminster Highway and No. 3 Road frontages to bring the same level of detail and character to the first three levels as expressed on the roof level of the development;*
- (c) *Incorporate public art into the development in a way to help reinforce the corner and help anchor the Canada Line; and*
- (d) *Further design development to the lane elevations.*

- (2) *That Development Permit 07-363082 move forward to the Development Permit Panel conditional to the applicant taking into consideration all comments provided by the Advisory Design Panel.*

CARRIED

Development Permit Considerations

6040 No. 3 Road (PID: 004-243-285, B SEC 9 BLK4N RG6W PL 12673) and 8060 (004-211-081, 5 SEC 9 BLK4N RG6W PL 8649), 8080 (004-060-644 , 4 SEC 9 BLK4N RG6W PL 8649)
Westminster Highway (subsequently referred to as the “Ming Lian Development”)
DP 06-350946

The adjacent site located at 6020 No. 3 Road (PID: 044 081 455, A SEC 9 BLK4N RG6W) referred as the “Clarry Site.

The following are to be met prior to forwarding this application to Council for issuance:

1. Consolidation of the subject site (6040 No.3 Road and 8060, 8080 Westminster Highway) into one legal parcel;
2. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues;
3. Receipt of a Letter-of-Credit for landscaping in the amount of \$384,823.50;
4. Registration a Flood Indemnification Covenant on title referencing the minimum habitable elevation for the area, which is 0.9 m (geodetic);
5. Registration of a Aircraft Noise Covenant on title;
6. Registration of a Housing Agreement with the City of Richmond to secure the five (5) rental seniors’ units for twenty five (25) years;
7. City acceptance of a voluntary contribution by the Ming Lian Development \$77,667.60 to public art and execution of a legal agreement confirming the terms of the contribution and provision of the public art;
8. Registration of a legal agreement on title requiring that tandem parking stalls are assigned to a single dwelling unit;
9. Registration of legal agreements on the Ming Lian Development title to secure for the benefit of the Clarry Site:
 - a. access through the Ming Lian Development and the north-south lane Right of Way required to be secured as a condition of issuance of the Development Permit;
 - b. exclusive access to and use of 35 designated parking stalls (8 commercial, 27 residential) within the Ming Lian Development; and
 - c. access and use of the SU-9 loading area and to have exclusive use of the garbage/recycling holding area on the Ming Lian Development;
10. Registration of Public Right-of-Passage Right-of-Way Agreements (ROW) as described below:
 - a. A 2 m wide ROW for vehicles, pedestrians and utilities along both the Westminster Highway and the No. 3 Road frontage;
 - b. In addition to the 2 m wide ROW referenced in 10 (a), an additional 7 m wide ROW for vehicles, pedestrians, Canada Line, and utilities on the No. 3 Road frontage; and
 - c. A 6 m wide ROW for vehicles, pedestrians and utilities for the new north-south lane along the east edge of the site, which will ultimately be a 9 m wide lane;
11. Dedication of the area in paragraph 10 (a) (the “Dedicated Area”), secured by way of an option to purchase over the Dedication Area, prior to issuance of any Building Permit for the Right of Way Agreements (“ROW”).

12. A separate Right-of-Way (ROW) *may be* required for utilities, specifically the relocated sanitary sewer line. As of this writing, its exact corridor had not been designed, however the option of placing the sanitary between the *existing* property line along Westminster Highway and the proposed structure, is being pursued. This *may* require a ROW from the building edge, out to the Westminster Highway edge.
13. Prove via Servicing Agreement (SA) design, that the sanitary sewer can be extended from the southeast corner of this site, to service the Clarry Site property located at 6020 No. 3 Road in a corridor acceptable to Engineering Department, with adequate capacity, grades and clearance from structures. **Any required ROWs for the new servicing corridor will be secured as required via the design process and registered on title prior to issuance of the Development Permit.**
14. Confirmation by the developer's Engineering consultant that the sanitary sewer system facilitated by Statutory Right-of-Way ref. B-29369, Explanatory Plan 29620, does not service the adjacent southern development at 6068 No. 3 Road;
15. Contributions for water, storm and sanitary upgrades – the amounts are identified below
 - a. Payment towards the following Downstream Consortium Upgrades:
 - \$13,435.08 for storm sewer; and
 - \$32,539.17 for sanitary forcemain and pump station
 - \$45,974.25 TOTAL**
 - b. City acceptance of voluntary contribution towards the following City Identified Catchment Upgrades:
 - \$ 73,535.10 for water;
 - \$200,503.35 for storm sewer; and
 - \$221,822.05 for sanitary sewer
 - \$495,860.05 TOTAL**

If the developer is required to pay Development Cost Charges (DCCs) at the new rate applicable as of July 1, 2007, the voluntary contributions specified in paragraph 14(b) will not be payable.

The following are to be completed prior to issuance of a Building Permit for the Ming Lian Development:

1. Commence the process with City Staff, to discharge Right-of-Way (ROWs) from the assembled development site that are no longer required as described below:
 - a) Right-of-Way ref. B-29369, Explanatory Plan 29620. A condition of the issuance of the Development Permit is that the developer's Engineering consultant confirm that the sanitary sewer system within this ROW does not also serve the southern adjacent development at 6068 No. 3 Road.
 - b) A ROW currently over 8080 Westminster Highway, per Title Search identified as 285755C.

The purpose of both these Right-of Ways (ROWs) was for the sanitary sewer line currently servicing the Clarry Site at 6020 No. 3 Road, which is being relocated via this Development Permit (DP)/Servicing Agreement (SA) process. They cannot remain as the proposed new structures significantly encroach into these Right- of Way (ROWs).

2. Enter into the City's standard Servicing Agreement (SA) to design and construct comprehensive offsite works. **All works are at the developer's sole cost; i.e. no credits currently apply.** Works include, but are not limited to:

- a) **No. 3 Road:** Removal of the existing barrier curb along the east edge of the current travel lanes, replacing with a roll curb and gutter, with a new 1.5 m raised bike lane created behind, and other design features required by Richmond's streetscape study. Continuing east is a 450 mm Richmond Urban Curb with a new, 2 m concrete sidewalk, with a light broom finish. The boulevard is behind the sidewalk, which is under the guideway. The boulevard cannot be continuous, as the guideway columns interrupt it. The boulevard is to be poured in place concrete with decorative banding. Supplementary to the surface, is the need for pedestrian street lighting plus street furniture; benches, bike racks and garbage receptacles, etc. *As this frontage along No 3 Road, is a small piece of an active larger project, it is quite possible that the City may request a "cash in lieu" contribution, instead of the design and construction of the works. Perhaps by mid 2007, unit costs for the works described above may be determined. The developer and their consultants cannot assume this will occur, and are responsible for pursuing this option with the City.*
- b) **Westminster Highway:** After the 2 m Public Rights-of-Passage (PROP) Right-of-Way (ROW), which is to be dedicated to the City as a condition of Building Permit issuance, along the entire Westminster Highway frontage, from the back of the existing curb to the new Property Line should be 4.29 m (developer's consultant to confirm). Westminster Highway frontage works include, but are not limited to, a new 2 m concrete sidewalk is to be poured at the new property line, with the balance to the back of curb (2.29 m+/-) to be a hard surface boulevard. Boulevard surface design details to be determined. In the boulevard, are 8 cm Armstrong Maple trees with lights, City Centre (CC) Roadway/Pedestrian Luminaires with banner arms, flowerpot holders and receptacles (Spec L12.3) and City Centre (CC) pedestrian luminaires with flowerpot holders and receptacles (L12.2), both powder coated blue. The trees and the flowerpots are to be supplied by an irrigation system installed in the boulevard. Street furniture is also required including, but not limited to, benches, bike racks and garbage receptacles.
- c) **No. 3 Road/Westminster Highway intersection-** Traffic signal modification/upgrade, with exact scope to be determined as part of the SA drawing process.
- d) **Laneworks:** The new North-South lane along the east edge of the site is to be the first 6 m of an ultimate 9 m City Centre (CC) lane. A sidewalk including laneway lighting is part of the standard, but establishing a two-way drive aisle is more critical. Therefore, this portion of the lane is to be designed with roll curb & gutter on the west edge, with full laneway construction to the East Property Line. The future developer of 8100 Westminster Highway will be required to complete the lane complete with roll curb, sidewalk and lighting.
- e) **Sanitary Sewer:** The existing service must be replaced as this application places structures on most of the current running line. Identified earlier above, the design for the relocation is still in the early stages, the corridor and possible required ROW, needs to be agreed upon and secured. Also, Engineering Department has identified sanitary sewer upgrading requirements from SMH6969 to SMH6970, to a 350 mm diameter line. Those two manholes are in the laneway, which runs North-South through 6068 No. 3 Road, immediately south of this development site.

- f) **Capacity Analysis Calculations:** Via the Servicing Agreement process, the developer's engineering consultant must provide calculations with the design drawings for Site Capacity Analysis. Any possible upgrades that may be determined via this process, must be added to the Servicing Agreement design package.
 - g) Engineering Department Policy requires that the fronting water, storm & sanitary sewer systems are to a minimum size (i.e. 150 mm for water, 600 mm for storm & 200 mm for sanitary). Any undersized systems must be upgraded as part of the SA process.
- 3. A construction parking and traffic management plan to be provided to the satisfaction of the Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>);
 - 4. Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including level handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails.
 - 5. 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).

All legal agreements are to be to the satisfaction of the City Solicitor and fully where applicable, registered on title prior to the issuance of the Development Permit.



No. DP 06-350946

To the Holder: MINGLIAN HOLDINGS LTD.

Property Address: 6040 NO. 3 ROAD AND 8060, 8080 WESTMINSTER HIGHWAY

Address: C/O W. T. LEUNG ARCHITECTS INC.
 #300 - 973 WEST BROADWAY
 VANCOUVER, BC V5Z 1K3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied to:
 - a) Reduce the required number of parking spaces for each seniors' housing unit from 1.7 (resident and visitor) parking spaces per dwelling unit to 0.4 (resident and visitor) parking spaces per dwelling unit;
 - b) Permit six (6) parking stalls in a tandem arrangement; and
 - c) Reduce the minimum off-street manoeuvring aisle width for commercial use from 7.5 m (25 ft.) to 6.7 m (22 ft.).
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 #18 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$384,823.50 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 06-350946

To the Holder: MINGLIAN HOLDINGS LTD.
Property Address: 6040 NO. 3 ROAD AND 8060, 8080 WESTMINSTER HIGHWAY
Address: C/O W. T. LEUNG ARCHITECTS INC.
#300 - 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

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

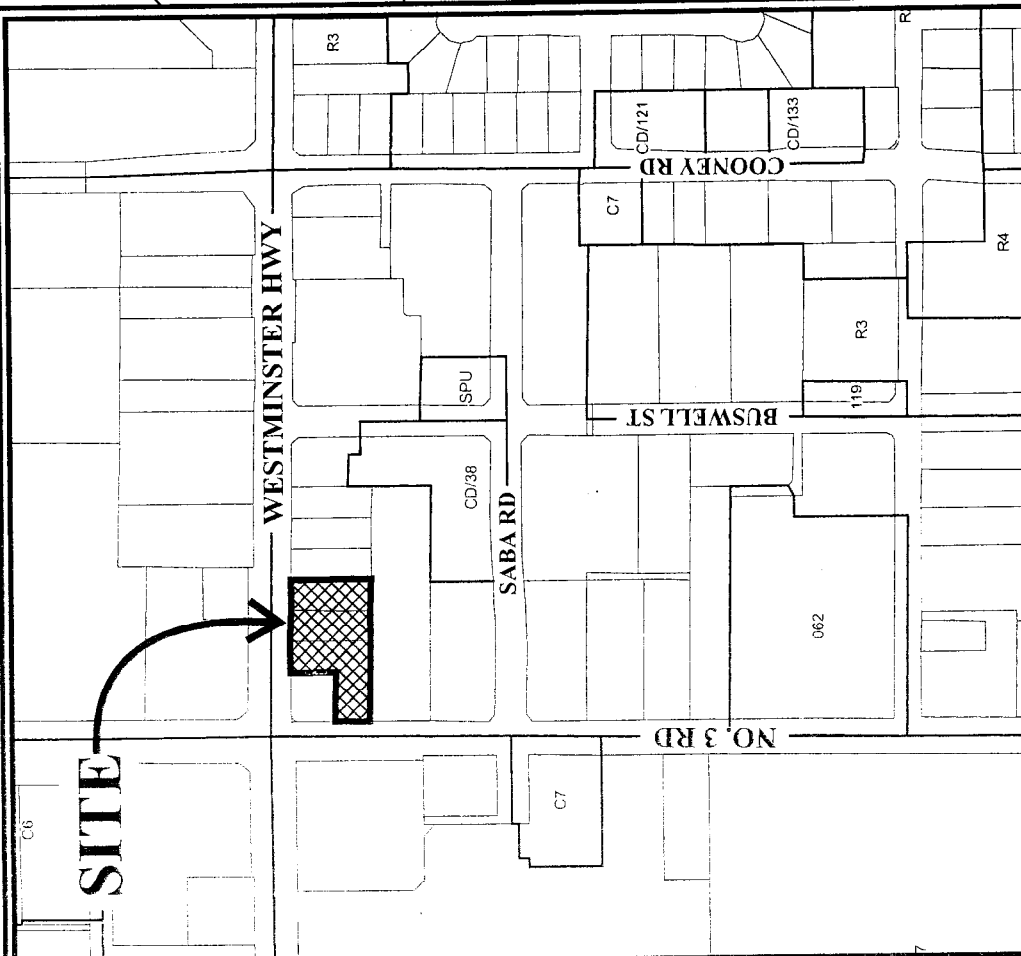
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

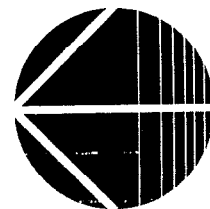
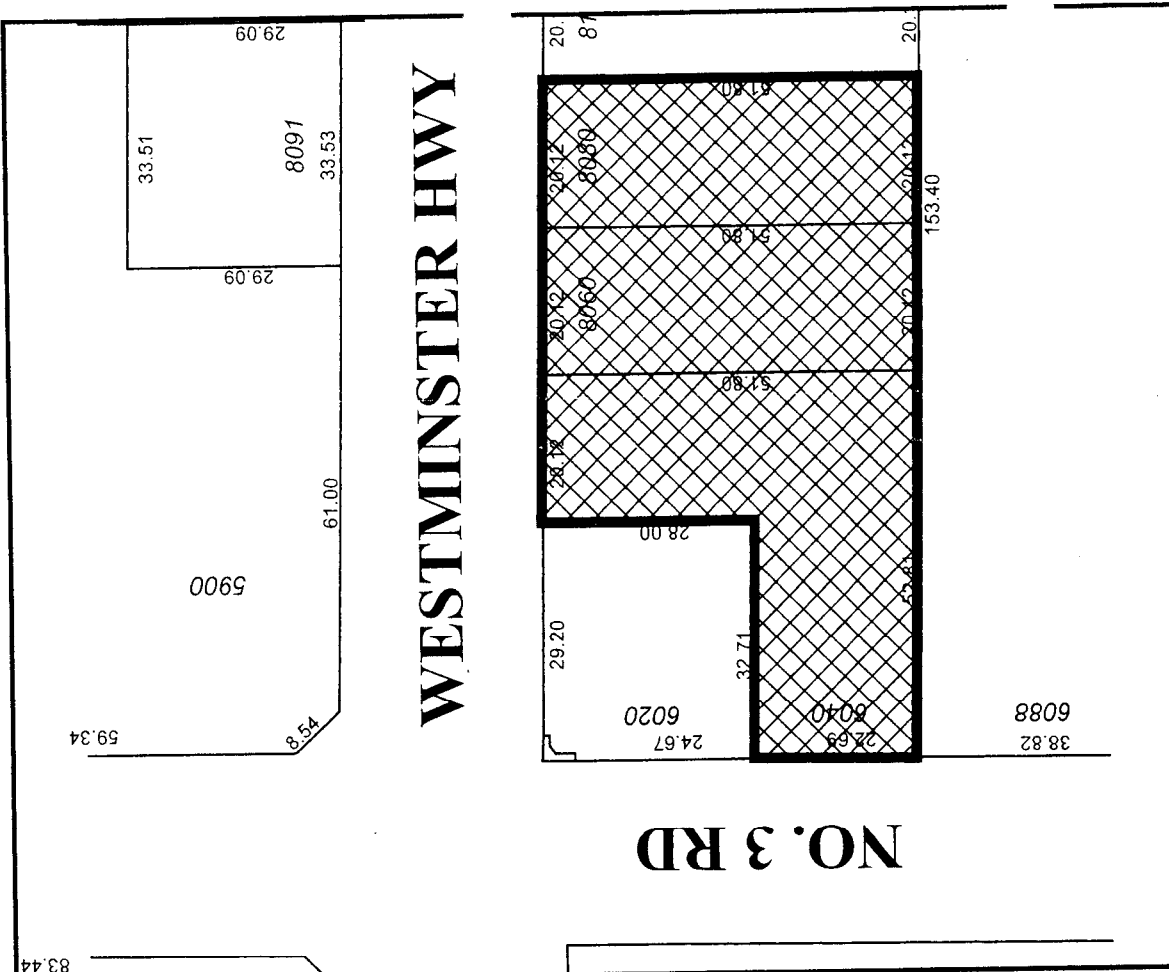
MAYOR



SIMS



NO. 3 RD



DP 06-351946
SCHEDULE "A"

Original Date: 11/01/06

Revision Date:

Note: Dimensions are in METRES



1	260507	RECEIVED	RECEIVED
2	260507	RECEIVED	RECEIVED
3	260506	RECEIVED	RECEIVED

**WESTMINSTER HWY
&
NO. 3 ROAD**

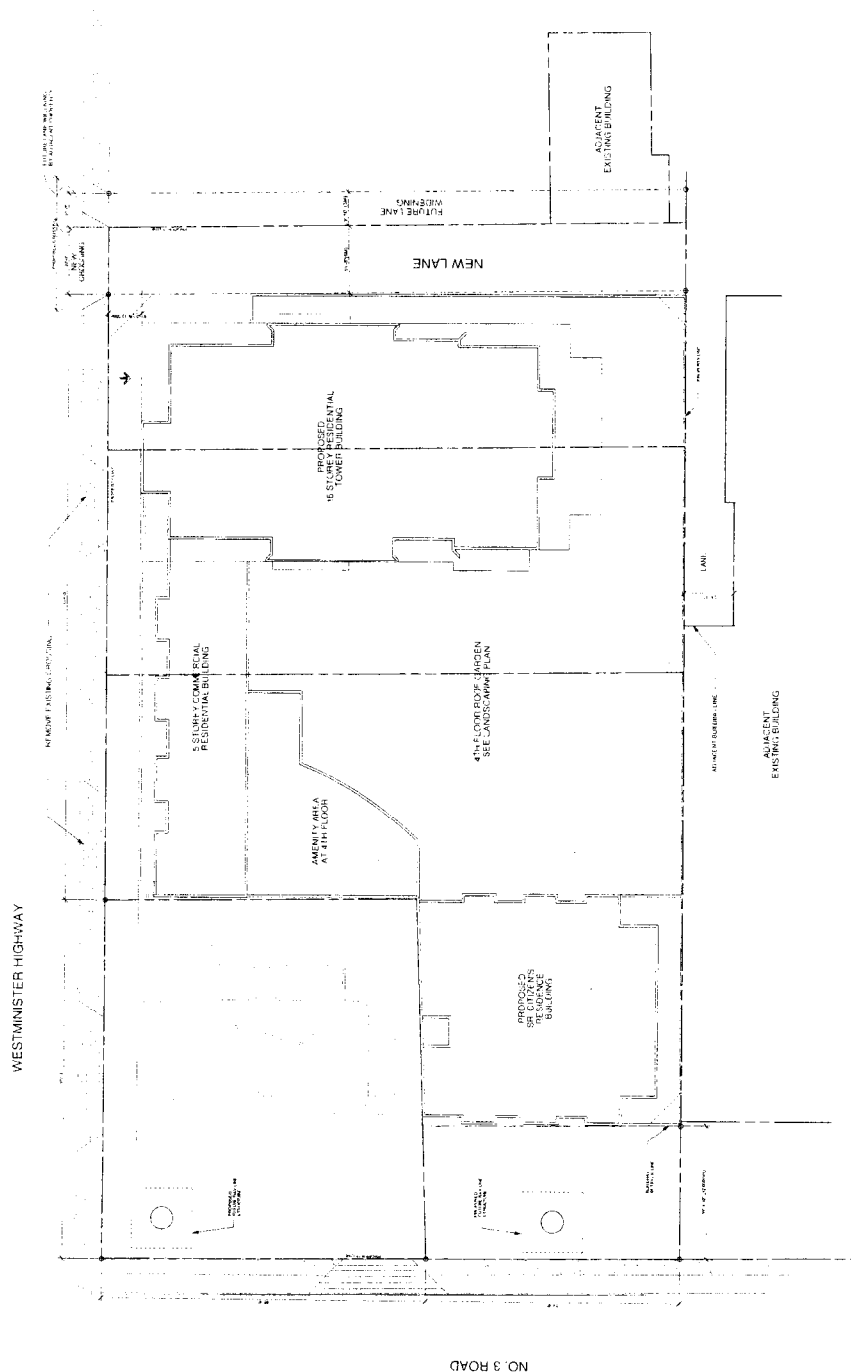
**SITE AND ROOF
PLAN ,**

PR 05 2007 #7

06-08 MS OCT 16, 2006 1/16"±1.0" WTL

DP 2.00

DP 06350946 DP 2.00



W. T. LEUNG
ARCHITECTS

1000 Westminister Hwy
Richmond, BC V6X 3E7



1	LAND	NO. 3 ROAD
2	LAND	NO. 3 ROAD
3	LAND	NO. 3 ROAD
4	LAND	NO. 3 ROAD
5	LAND	NO. 3 ROAD
6	LAND	NO. 3 ROAD
7	LAND	NO. 3 ROAD
8	LAND	NO. 3 ROAD
9	LAND	NO. 3 ROAD
10	LAND	NO. 3 ROAD
11	LAND	NO. 3 ROAD
12	LAND	NO. 3 ROAD
13	LAND	NO. 3 ROAD
14	LAND	NO. 3 ROAD
15	LAND	NO. 3 ROAD
16	LAND	NO. 3 ROAD
17	LAND	NO. 3 ROAD
18	LAND	NO. 3 ROAD
19	LAND	NO. 3 ROAD
20	LAND	NO. 3 ROAD
21	LAND	NO. 3 ROAD
22	LAND	NO. 3 ROAD
23	LAND	NO. 3 ROAD
24	LAND	NO. 3 ROAD
25	LAND	NO. 3 ROAD
26	LAND	NO. 3 ROAD
27	LAND	NO. 3 ROAD
28	LAND	NO. 3 ROAD
29	LAND	NO. 3 ROAD
30	LAND	NO. 3 ROAD
31	LAND	NO. 3 ROAD
32	LAND	NO. 3 ROAD
33	LAND	NO. 3 ROAD
34	LAND	NO. 3 ROAD
35	LAND	NO. 3 ROAD
36	LAND	NO. 3 ROAD
37	LAND	NO. 3 ROAD
38	LAND	NO. 3 ROAD
39	LAND	NO. 3 ROAD
40	LAND	NO. 3 ROAD
41	LAND	NO. 3 ROAD
42	LAND	NO. 3 ROAD
43	LAND	NO. 3 ROAD
44	LAND	NO. 3 ROAD
45	LAND	NO. 3 ROAD
46	LAND	NO. 3 ROAD
47	LAND	NO. 3 ROAD
48	LAND	NO. 3 ROAD
49	LAND	NO. 3 ROAD
50	LAND	NO. 3 ROAD
51	LAND	NO. 3 ROAD
52	LAND	NO. 3 ROAD
53	LAND	NO. 3 ROAD
54	LAND	NO. 3 ROAD
55	LAND	NO. 3 ROAD
56	LAND	NO. 3 ROAD
57	LAND	NO. 3 ROAD
58	LAND	NO. 3 ROAD
59	LAND	NO. 3 ROAD
60	LAND	NO. 3 ROAD
61	LAND	NO. 3 ROAD
62	LAND	NO. 3 ROAD
63	LAND	NO. 3 ROAD
64	LAND	NO. 3 ROAD
65	LAND	NO. 3 ROAD
66	LAND	NO. 3 ROAD
67	LAND	NO. 3 ROAD
68	LAND	NO. 3 ROAD
69	LAND	NO. 3 ROAD
70	LAND	NO. 3 ROAD
71	LAND	NO. 3 ROAD
72	LAND	NO. 3 ROAD
73	LAND	NO. 3 ROAD
74	LAND	NO. 3 ROAD
75	LAND	NO. 3 ROAD
76	LAND	NO. 3 ROAD
77	LAND	NO. 3 ROAD
78	LAND	NO. 3 ROAD
79	LAND	NO. 3 ROAD
80	LAND	NO. 3 ROAD
81	LAND	NO. 3 ROAD
82	LAND	NO. 3 ROAD
83	LAND	NO. 3 ROAD
84	LAND	NO. 3 ROAD
85	LAND	NO. 3 ROAD
86	LAND	NO. 3 ROAD
87	LAND	NO. 3 ROAD
88	LAND	NO. 3 ROAD
89	LAND	NO. 3 ROAD
90	LAND	NO. 3 ROAD
91	LAND	NO. 3 ROAD
92	LAND	NO. 3 ROAD
93	LAND	NO. 3 ROAD
94	LAND	NO. 3 ROAD
95	LAND	NO. 3 ROAD
96	LAND	NO. 3 ROAD
97	LAND	NO. 3 ROAD
98	LAND	NO. 3 ROAD
99	LAND	NO. 3 ROAD
100	LAND	NO. 3 ROAD

WESTMINSTER HWY
NO. 3 ROAD
1000 Westminister Hwy
Richmond, B.C.

GROUND FLOOR

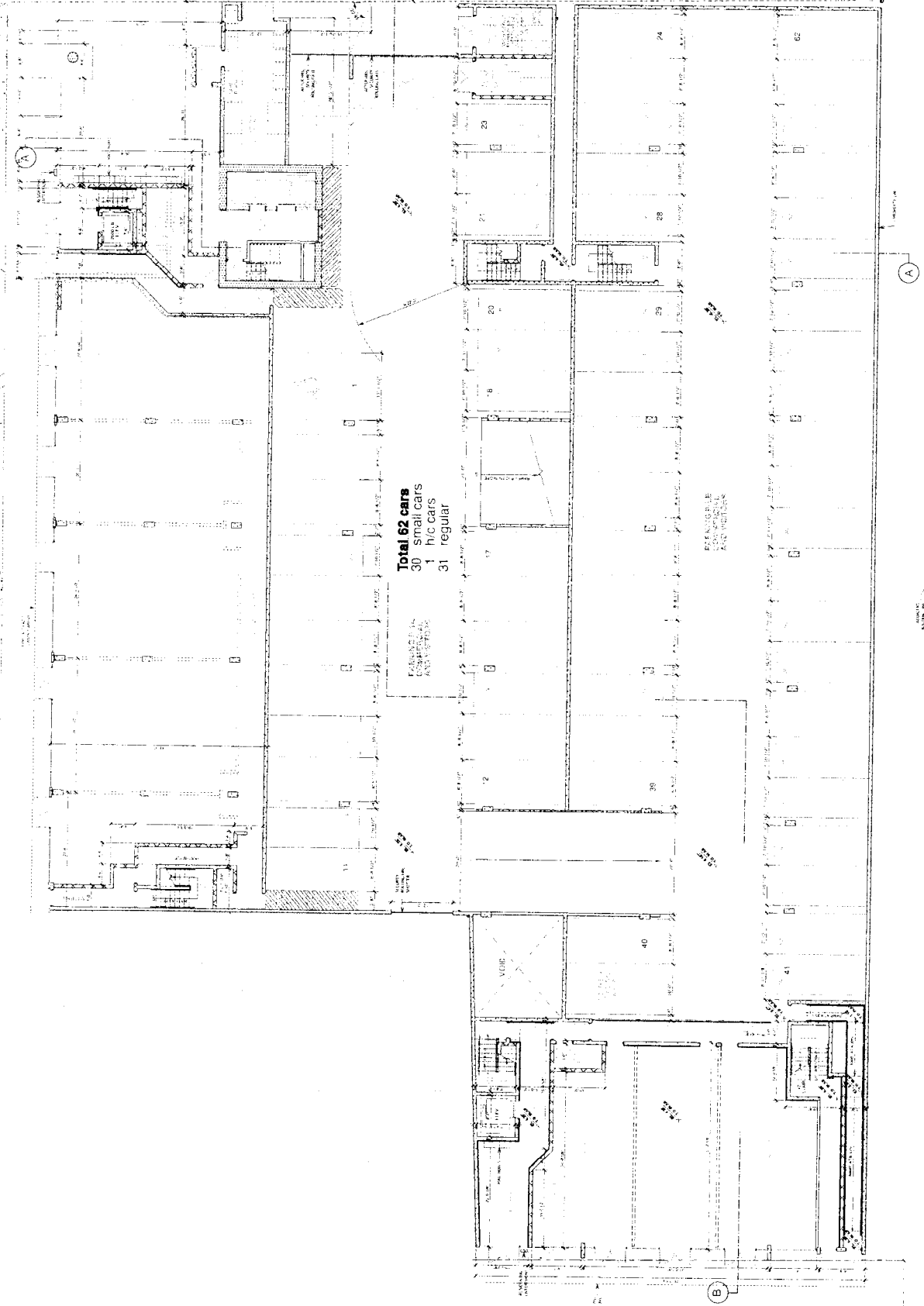
PLAN

APR 05 2007

#2

DP 2.01

DP06350945





DATE	10/15/07
BY	WTL
CHECKED	WTL
DATE	10/15/07
BY	WTL
CHECKED	WTL

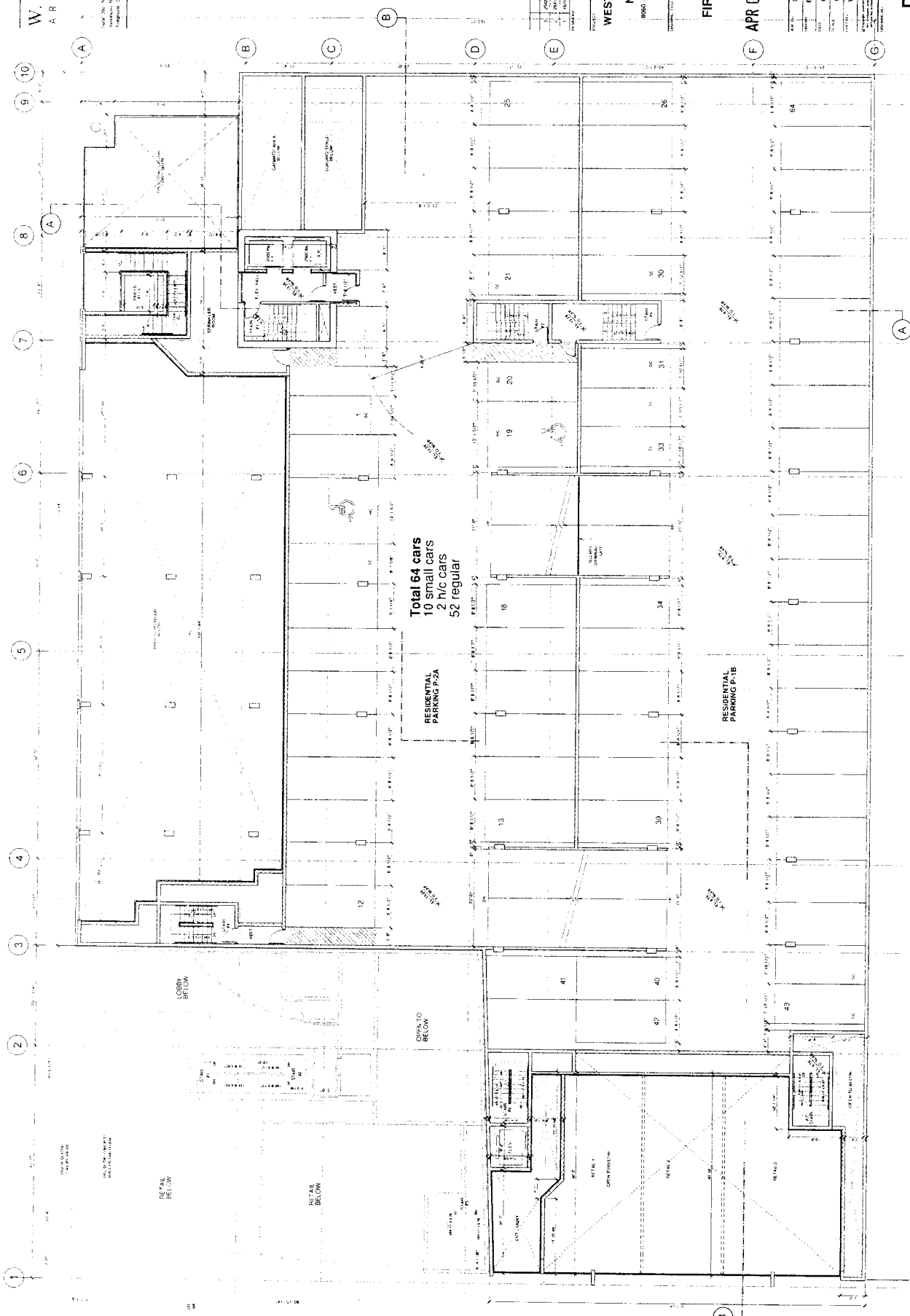
PROJECT
WESTMINSTER HWY
&
NO. 3 ROAD
8900 Westminister Hwy
RICHMOND, B.C.

FIRST FLOOR
PLAN
APR 05 2007 #3

DATE	06-08
BY	WTL
CHECKED	WTL
DATE	OCT 16 2006
BY	WTL
CHECKED	WTL

DP 2.02

DP06350946





1	ARCHITECT	W. T. LEUNG
2	DESIGNER	W. T. LEUNG
3	CONTRACTOR	WESTMINSTER HWY & NO. 3 ROAD
4	DATE	APR 05 2007
5	PROJECT	8000 Westminster Hwy RICHMOND, B.C.

WESTMINSTER HWY
&
NO. 3 ROAD
8000 Westminster Hwy
RICHMOND, B.C.

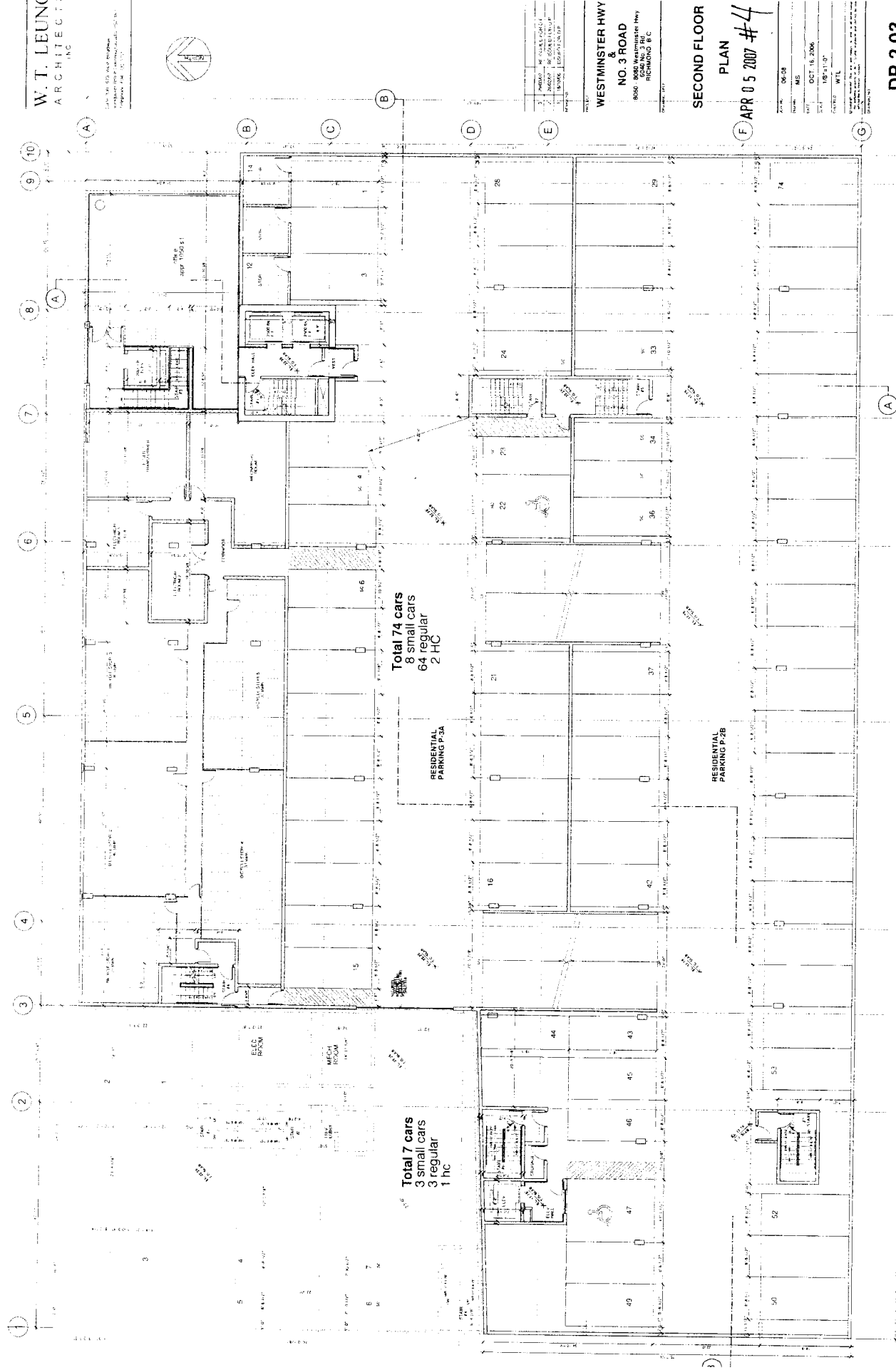
SECOND FLOOR
PLAN

APR 05 2007 #4

DATE	06-08
REVISION	MS
DATE	OCT. 18, 2006
BY	WTL
CHECKED	WTL

DP 2.03

NO 0635094





2.0000	IN. COR. CHAIR
2.0000	ME. CHAIR (W/10)
2.0000	IN. COR. CHAIR
2.0000	ME. CHAIR (W/10)
2.0000	IN. COR. CHAIR
2.0000	ME. CHAIR (W/10)

WESTMINSTER HWY
NO. 3 ROAD
8000 No. 3 Rd.
RICHMOND B.C.

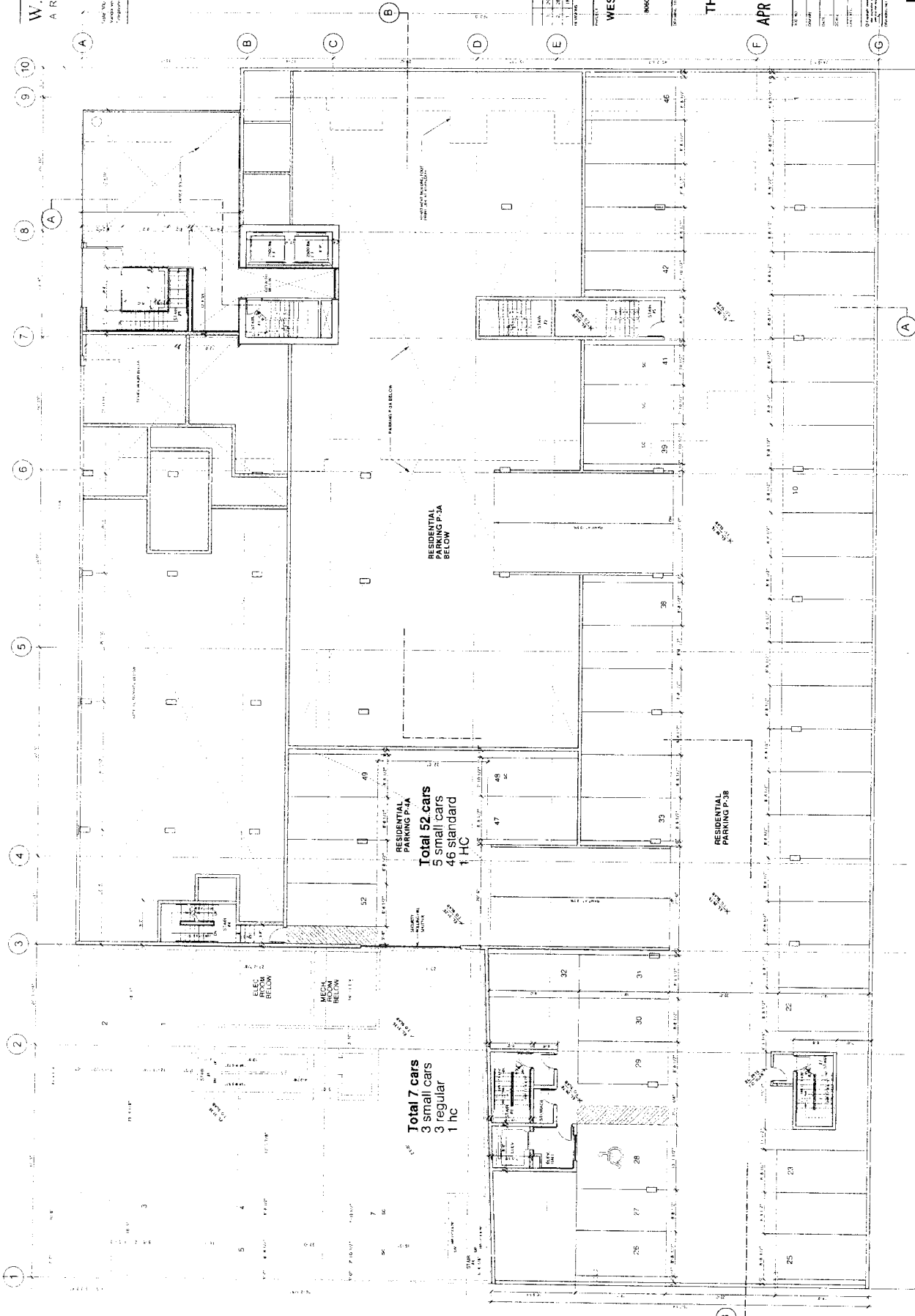
THIRD FLOOR
PLAN

APR 05 2007 #2

NO.	06-08
DATE	ME
DATE	OCT 16 2006
SCALE	1/8" = 1'-0"
PROJECT	WTL

DP 2.04

DP 06350946





DATE	RECEIVED	RECEIVED FOR OP
10/10/00		
10/10/00		
10/10/00		
10/10/00		

**WESTMINSTER HWY
&
NO. 3 ROAD**
8080 - 8080 Westminster Hwy
8040 No. 3 Rd.
RICHMOND, B.C.

FOURTH FLOOR

PLAN

APR 10 2007 #6

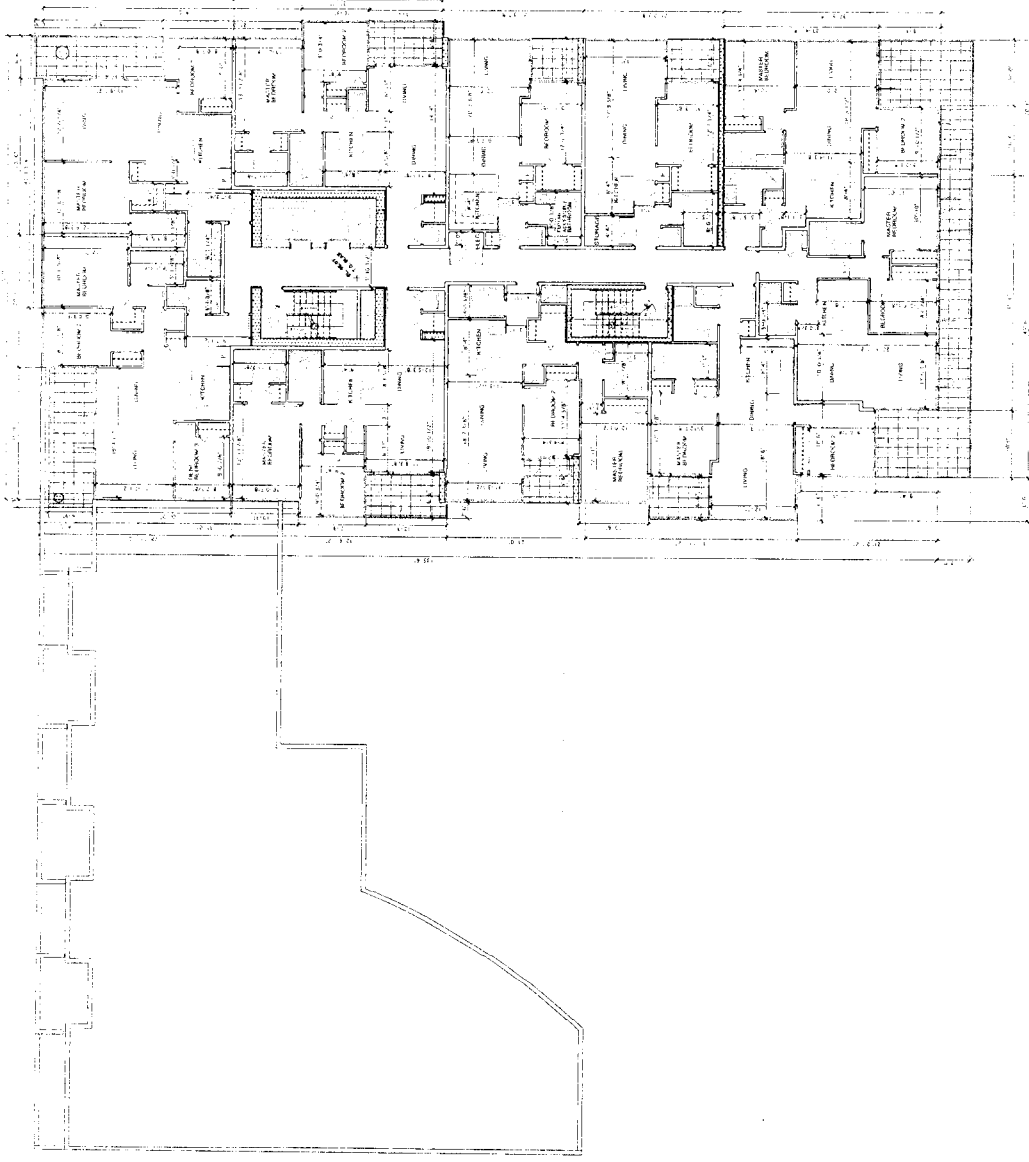
00-08
M/S
OCT. 16, 2008
1.8°N 1°0'
WTL

DP 2.05

06350946

W. T. LEUNG
ARCHITECTS
INC.

10000 10th Street, Richmond,
British Columbia V6V 1K7
Tel: 604-271-1234



1	REVISION	NO. 10000 10th Street
2	REVISION	NO. 10000 10th Street
3	REVISION	NO. 10000 10th Street
4	REVISION	NO. 10000 10th Street
5	REVISION	NO. 10000 10th Street
6	REVISION	NO. 10000 10th Street
7	REVISION	NO. 10000 10th Street
8	REVISION	NO. 10000 10th Street
9	REVISION	NO. 10000 10th Street
10	REVISION	NO. 10000 10th Street

WESTMINSTER HWY
NO. 3 ROAD
10000 10th Street
Richmond, B.C.

6TH FLOOR
PLAN

APR 10 2007 #8

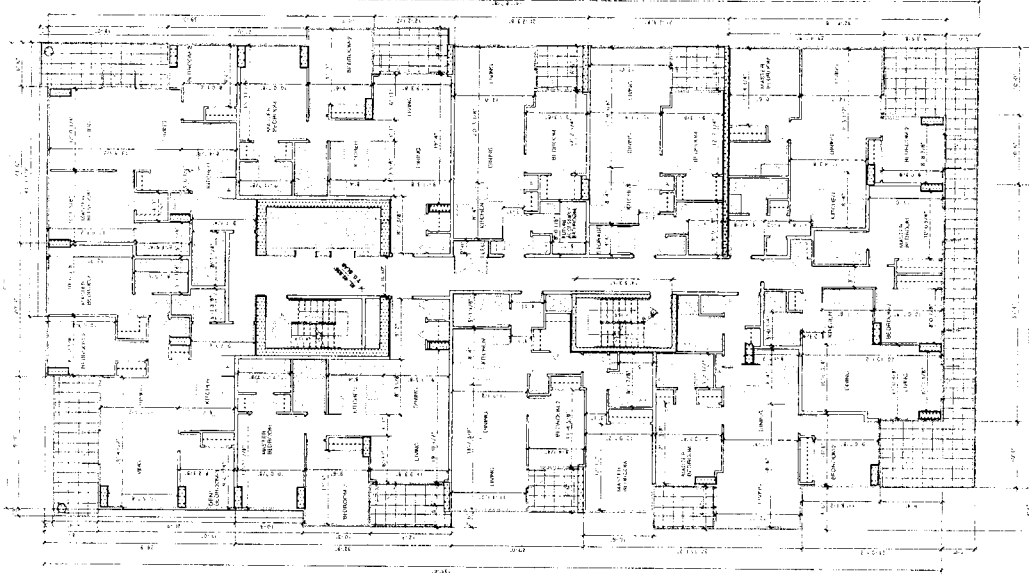
DATE	04-08
BY	ML
CHECKED	ML
DATE	OCT 16, 2006
SCALE	1/8"=1'-0"
PROJECT	WTL
DESIGNED BY	WTL
ARCHITECT	WTL
ENGINEER	WTL
LANDSCAPE	WTL
INTERIOR DESIGN	WTL
MECHANICAL	WTL
ELECTRICAL	WTL
PLUMBING	WTL
HEATING	WTL
Cooling	WTL
Sound	WTL
Lighting	WTL
Security	WTL
Fire	WTL
Accessibility	WTL
Other	WTL

DP 2.07

06350946

W. T. LEUNG
ARCHITECTS
INC.

1000 Westminister Hwy
Richmond, B.C. V6X 3E7
Tel: 604-271-7777



DATE:	10/05/07
BY:	W.T. LEUNG
CHECKED BY:	W.T. LEUNG
SCALE:	1/8" = 1'-0"
PROJECT:	1000 Westminister Hwy
LOCATION:	Richmond, B.C.

PROJECT
1000 Westminister Hwy
Richmond, B.C.

7TH - 14TH
TYPICAL FLOOR
PLAN
APR 10 2007

DATE:	10/05/07
BY:	W.T. LEUNG
CHECKED BY:	W.T. LEUNG
SCALE:	1/8" = 1'-0"
PROJECT:	1000 Westminister Hwy
LOCATION:	Richmond, B.C.

DP 2.08

DP 0635094 R



DATE	NO. 3 ROAD
PROJECT	WESTMINSTER HWY
NO. 3 ROAD	RICHMOND, B.C.

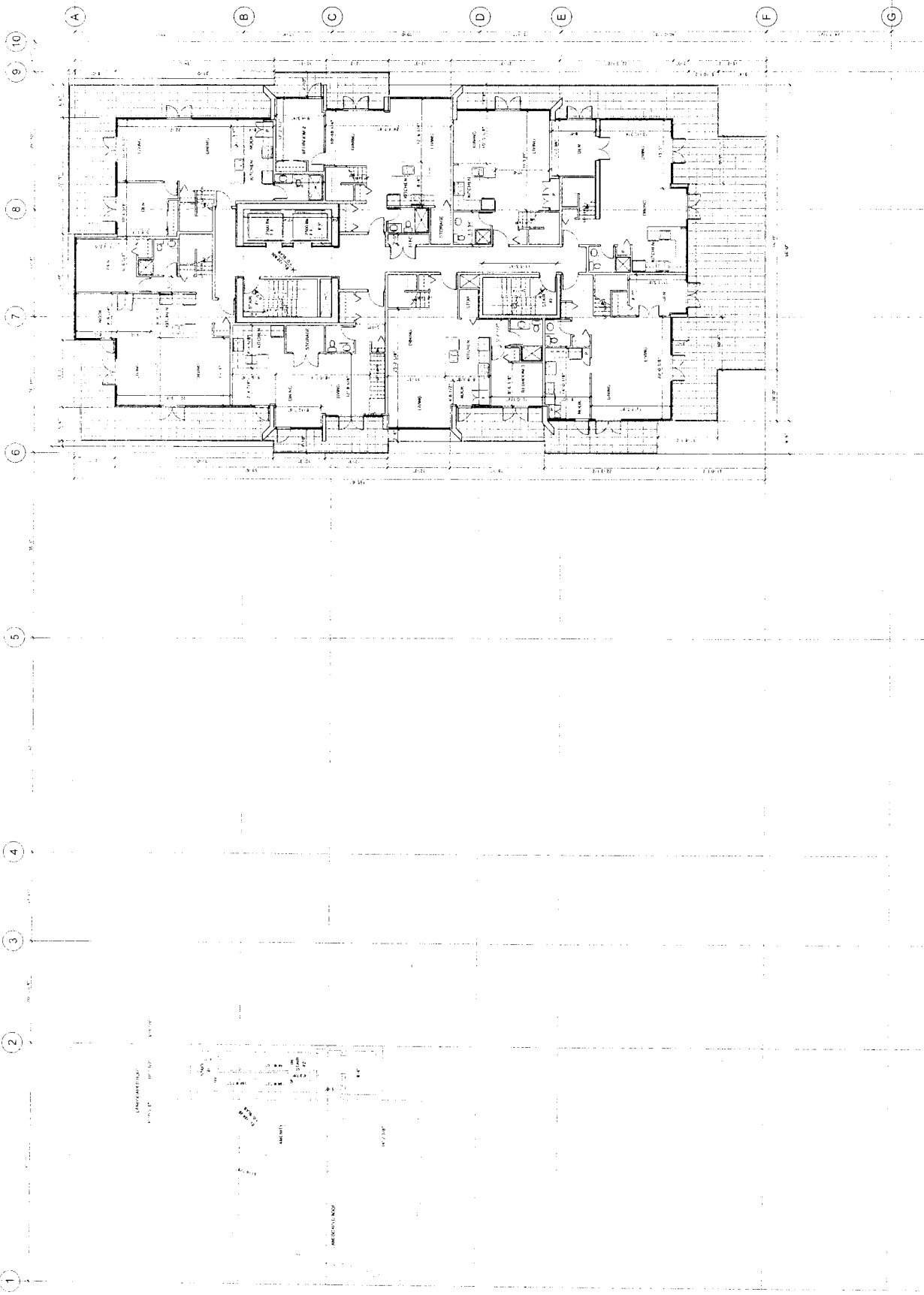
WESTMINSTER HWY
NO. 3 ROAD
8000 Westminister Hwy
8000 No. 3 Rd
RICHMOND, B.C.

15TH FLOOR
PLAN #1/C
APR 05 2007

DATE	NO. 3 ROAD
PROJECT	WESTMINSTER HWY
NO. 3 ROAD	RICHMOND, B.C.

DP 2.09

06350946





1	CHARTER	BY ARCHITECTS
2	DESIGN	BY ARCHITECTS
3	PERMIT	BY ARCHITECTS
4	CONSTRUCTION	BY ARCHITECTS
5	FINAL	BY ARCHITECTS

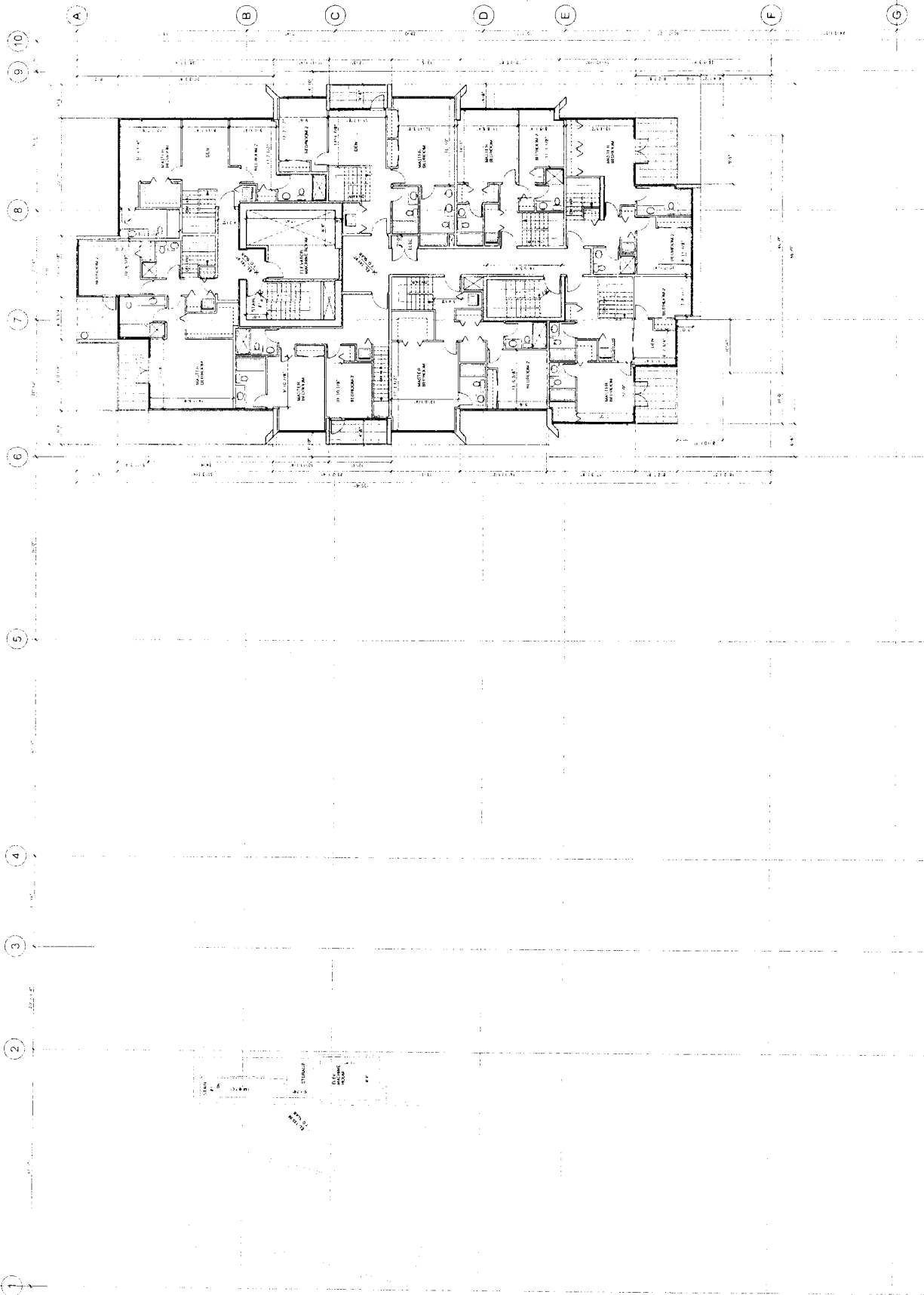
WESTMINSTER HWY
&
NO. 3 ROAD
3000 Westminister Hwy
Suite 300, Richmond BC
V6X 3A7

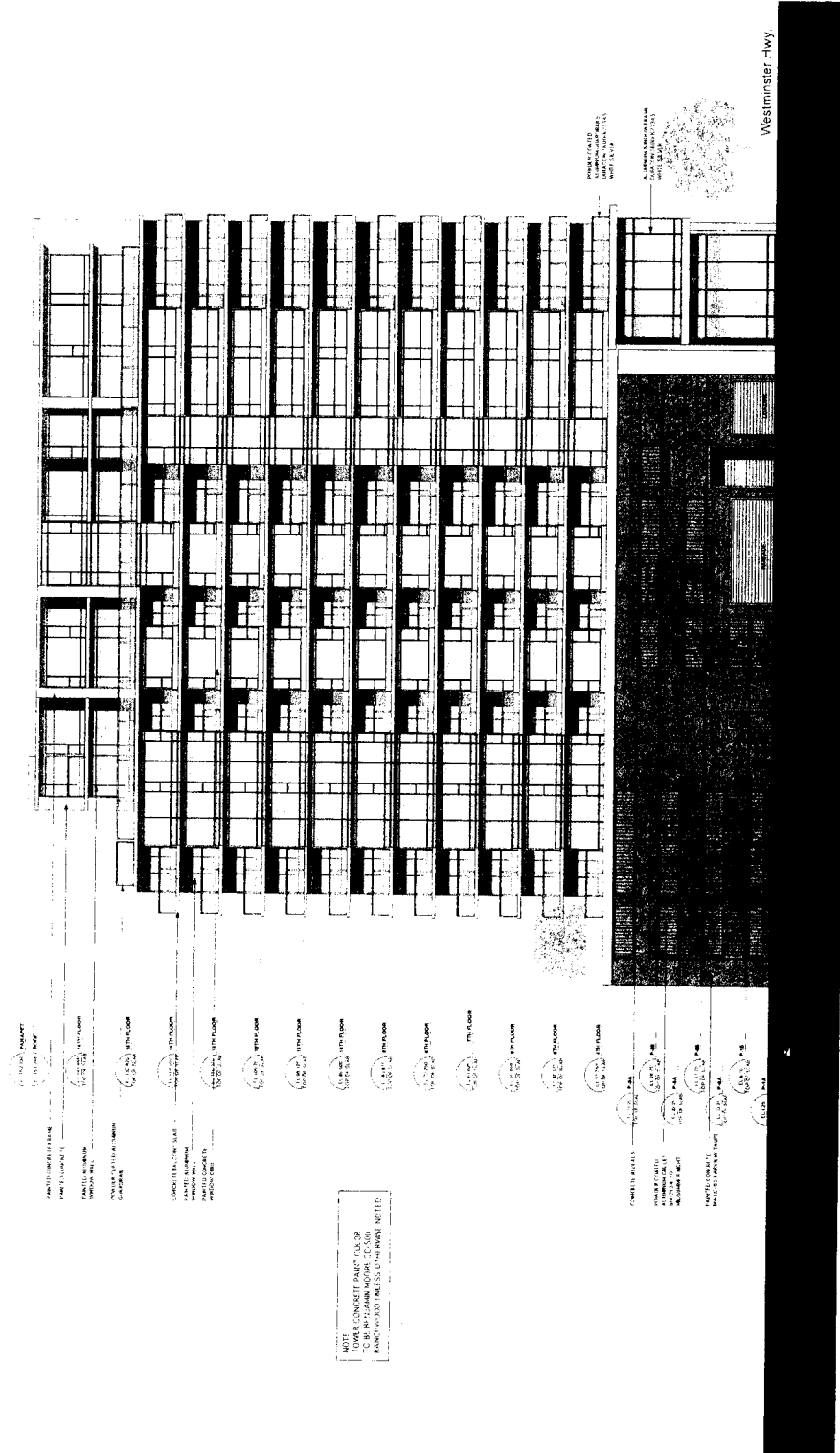
16TH FLOOR
PLAN #11
APR 05 2007

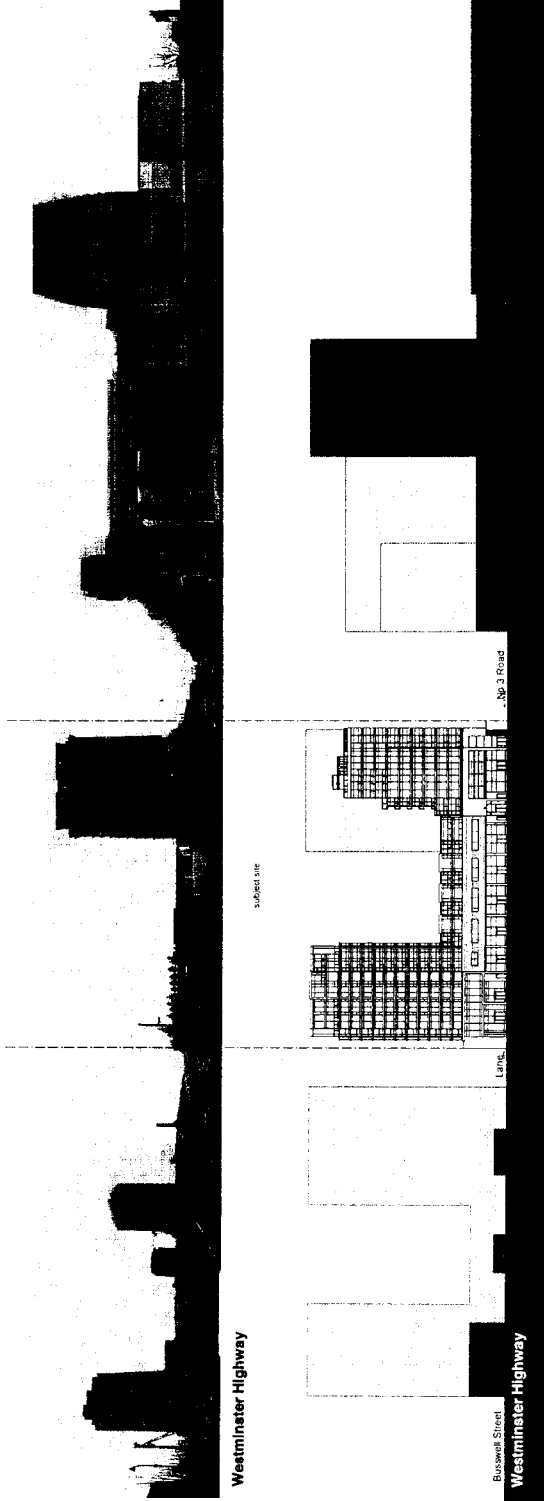
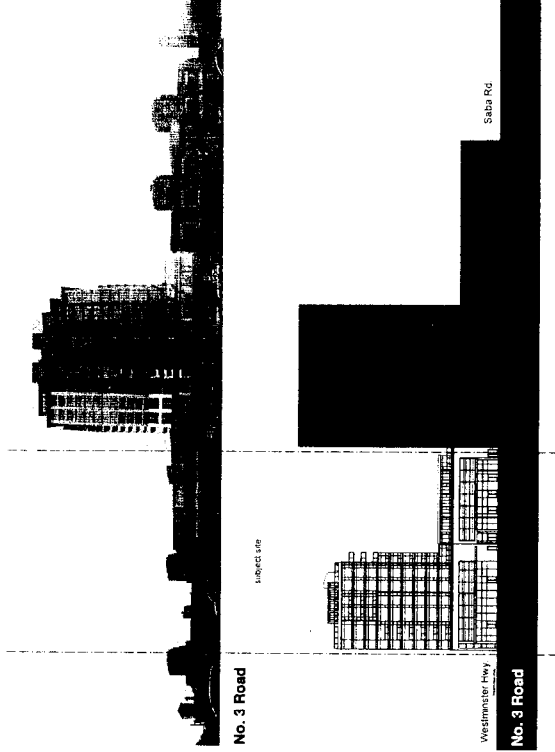
DATE	05-08
BY	MS
DATE	DCT 11.2006
BY	WTL
DATE	11/21/07
BY	WTL

DP 2.10

DP 06350946







1	DATE	DESCRIPTION
2	2007-01-15	PRELIMINARY DESIGN
3	2007-02-23	FINAL DESIGN
4	2007-03-15	FINAL DESIGN

8000-5080 Westminster Hwy,
8020 NO 3 Road
Richmond, BC

DATE: 2007-03-15

Streetscape

APR 05 2007

reference

DATE	2007-03-15
BY	WKL
FOR SCALE	1:100
DATE	2007-03-15
BY	WKL
FOR SCALE	1:100

DP 3.05

DP 06350946

Year	Number of cases	Number of deaths
1996	11,155	1,060
2000	11,856	1,014
2006	35,010	1,110

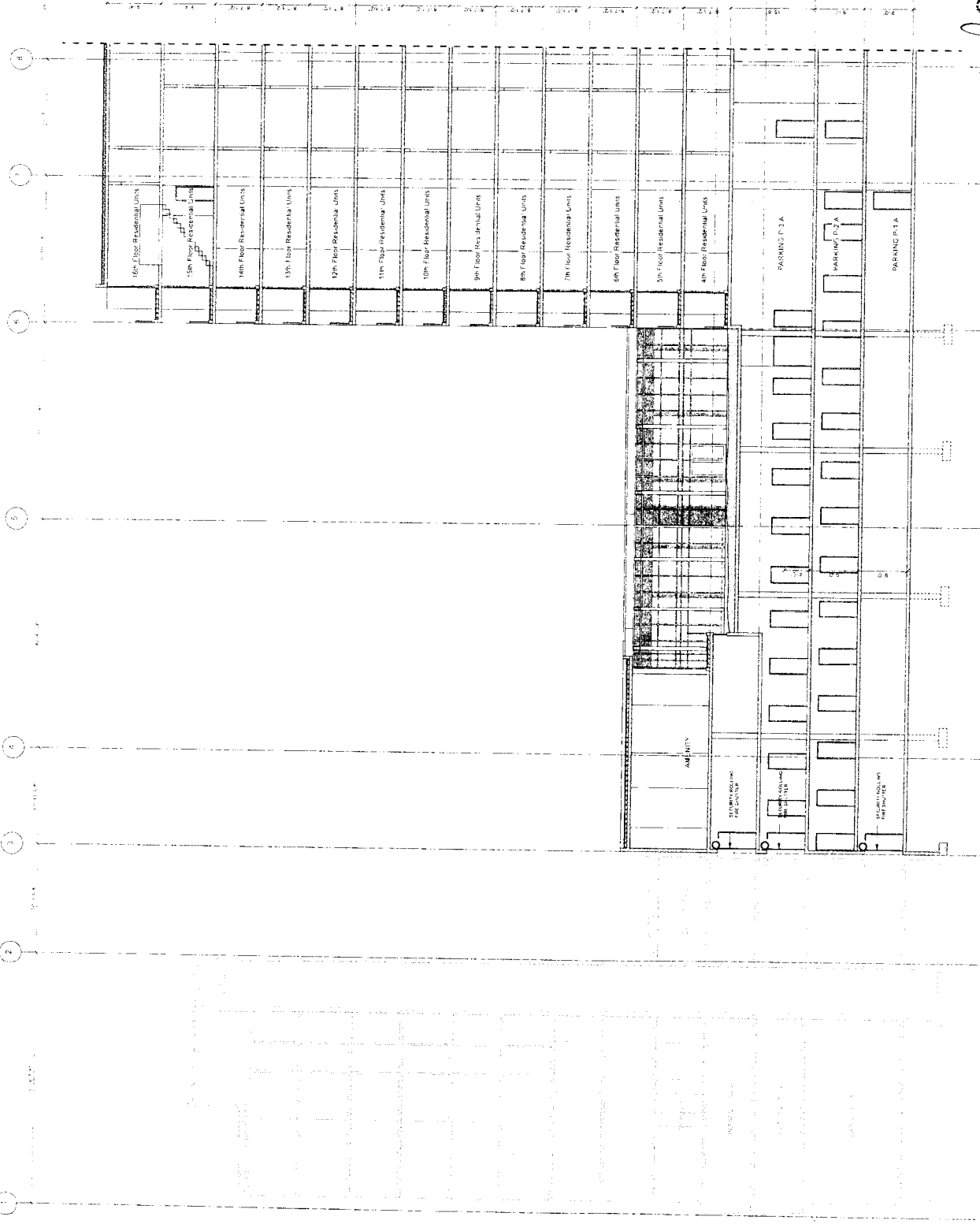
**WESTMINSTER HWY
&
NO. 3 ROAD**

**BUILDING
CROSS SECTION
(B - B) A**

APR 10 2007

C/O No. 06-06
 COUNTRY EK
 DATE FEB 23, 2007
 SCALE 1/8"=1'-0"
 C/P=2/2C WTL

DP 4.01
D 06350946



1	OWNER	WESTMINSTER HWY & NO. 3 ROAD
2	DESIGNER	W.T. LEUNG ARCHITECTS
3	DATE	APR 10 2007
4	PROJECT	8000 Westminster Hwy, Richmond, BC

BUILDING CROSS SECTION (C-C)
APR 10 2007 *reference*

1	DATE	04-08
2	BY	SY
3	DATE	FEB 23 2007
4	BY	WTL

063-0946
DP 4.02

APR 10 2007

10 AM SHADC
DIAGRAM

reference

06-05

EK

FEB. 23, 2007

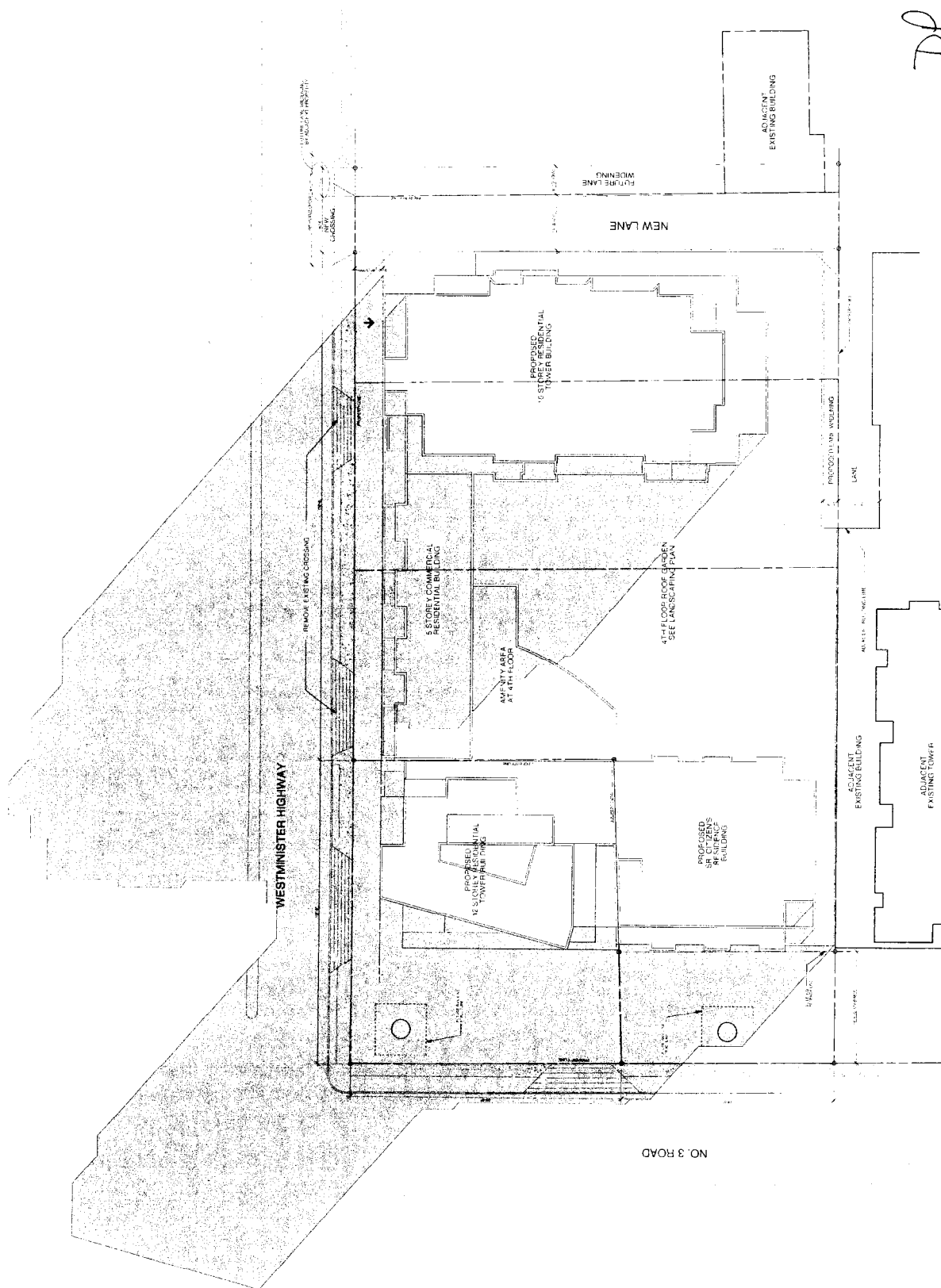
1/16" at 1.0°

WTL

[illegible]

00 E 00

DP 06350946 DP 5.00



NO. 3 ROAD

APR 10 2007

2 PM SHADOW DIAGRAM

reference

06-08

EX

FEB. 23, 2007

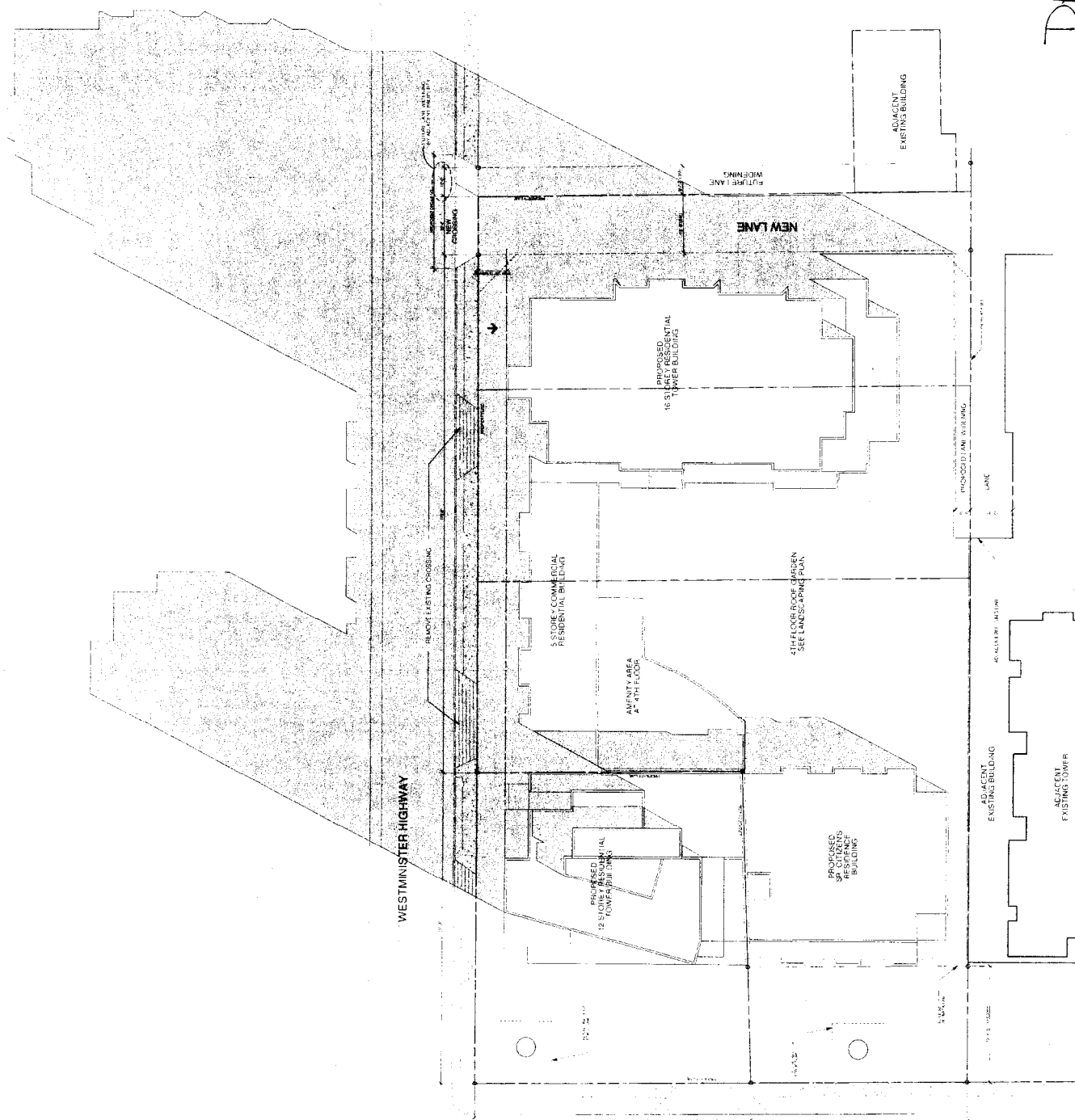
 $1/16^{\circ} =$

WTL

[illegible]

15-00000

DP 5.01
06350941





063505406

MIXED-USE RESIDENTIAL DEVELOPMENT: 8060 - 8080 WESTMINSTER HWY and 6040 NO. 3 ROAD, RICHMOND, B. C.

PROJECT DATA

LEGAL ADDRESS	LOT B PLAN 12873 AND LOTS 4 AND 5 PLAN 8679 ALL OF SECTION 34 BLOCK 14 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT
CIVIC ADDRESS	9060 - 8080 WESTMINSTER HWY, 6040 NO. 3 RD RICHMOND, B C
ZONING	C7
EXISTING USE:	COMMERCIAL
SITE DIMENSIONS	305.25' (93.042m) X 169.96' (51.804m) - IRREGULAR
TOTAL SITE AREA:	41.830a1 (3,886 sm)
FLOOR SPACE RATIO:	PERMITTED - 3.00 (125.49a1)
	PROPOSED MARKET FSR (RESIDENTIAL & COMMERCIAL) - 2,83.6 (118,660.3 sf)
	PROPOSED SENIORS AFFORDABLE RENTAL HOUSING - 0.16 (6,789.3 sf)
	TOTAL FSR - 2.99 (125,449.6 sf)

PARKING SUMMARY

COMMERCIAL (3 CARS/1.0766' LEASABLE AREA - LEASEABLE AREA = 8.066 sf)		
REQUIRED:		
22		
RESIDENTIAL VISITOR PARKING		
126 MARKET UNITS @ 0.2 CAR/UNIT	= 25.2	
COMBINED VISITOR & COMM. PARKING:		
25.2		
RESIDENTIAL		
REQUIRED:		
126 UNITS @ 1.5 CARS/UNIT	= 189 CARS	
5 SENIORS APT RENTAL UNITS @ 0.5 CARS/UNIT	= 2.5 CARS	
TOTAL REQUIRED	191.5 CARS	
PROPOSED:		
126 MARKET UNITS @ 1.5 CARS/UNIT	= 189 CARS	
5 SENIORS APT RENTAL UNITS @ 0.5 CARS/UNIT	= 2.5 CARS	
	191.5 CARS	
TOTAL PROPOSED (THE GREATER OF COMM. AND VISITOR PARKING, + RES.)	25.2 + 191.5 = 216.7	
PROVIDED:		
193		
FULL SIZE CARS		
53		
SMALL CARS		
6		
DISABLED STALLS		
252 CARS		
TOTAL PROVIDED:		
252		
EXCESS PARKING TO BE SECURED FOR CLARRY DEVELOPMENT LTD		
AT 6020 NO. 3 ROAD AS PER PURCHASE AGREEMENT		
		= 35

BICYCLE PARKING	195
SECURE	8
PUBLIC RACK	
LOADING BAY	1
RESIDENTIAL UNIT SUMMARY	
ONE BEDROOM MARKET UNITS	32
TWO/THREE BEDROOM MARKET UNITS	94
SENIOR RENTAL UNITS	5
TOTAL RESIDENTIAL UNITS	131

[illegible]

SEMI-HOUSING FOR CALCULATION				CHD NO. 7 READ	
CHD NO.	CHD NO. 7 READ	CHD NO. 7 READ	CHD NO. 7 READ	CHD NO. 7 READ	CHD NO. 7 READ
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4
5	5	5	5	5	5
6	6	6	6	6	6
7	7	7	7	7	7
8	8	8	8	8	8
9	9	9	9	9	9
10	10	10	10	10	10
11	11	11	11	11	11
12	12	12	12	12	12
13	13	13	13	13	13
14	14	14	14	14	14
15	15	15	15	15	15
16	16	16	16	16	16
17	17	17	17	17	17
18	18	18	18	18	18
19	19	19	19	19	19
20	20	20	20	20	20
21	21	21	21	21	21
22	22	22	22	22	22
23	23	23	23	23	23
24	24	24	24	24	24
25	25	25	25	25	25
26	26	26	26	26	26
27	27	27	27	27	27
28	28	28	28	28	28
29	29	29	29	29	29
30	30	30	30	30	30
31	31	31	31	31	31
32	32	32	32	32	32
33	33	33	33	33	33
34	34	34	34	34	34
35	35	35	35	35	35
36	36	36	36	36	36
37	37	37	37	37	37
38	38	38	38	38	38
39	39	39	39	39	39
40	40	40	40	40	40
41	41	41	41	41	41
42	42	42	42	42	42
43	43	43	43	43	43
44	44	44	44	44	44
45	45	45	45	45	45
46	46	46	46	46	46
47	47	47	47	47	47
48	48	48	48	48	48
49	49	49	49	49	49
50	50	50	50	50	50
51	51	51	51	51	51
52	52	52	52	52	52
53	53	53	53	53	53
54	54	54	54	54	54
55	55	55	55	55	55
56	56	56	56	56	56
57	57	57	57	57	57
58	58	58	58	58	58
59	59	59	59	59	59
60	60	60	60	60	60
61	61	61	61	61	61
62	62	62	62	62	62
63	63	63	63	63	63
64	64	64	64	64	64
65	65	65	65	65	65
66	66	66	66	66	66
67	67	67	67	67	67
68	68	68	68	68	68
69	69	69	69	69	69
70	70	70	70	70	70
71	71	71	71	71	71
72	72	72	72	72	72
73	73	73	73	73	73
74	74	74	74	74	74
75	75	75	75	75	75
76	76	76	76	76	76
77	77	77	77	77	77
78	78	78	78	78	78
79	79	79	79	79	79
80	80	80	80	80	80
81	81	81	81	81	81
82	82	82	82	82	82
83	83	83	83	83	83
84	84	84	84	84	84
85	85	85	85	85	85
86	86	8			

