

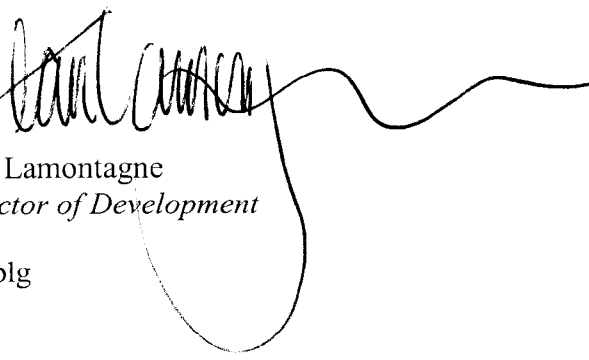


To: Development Permit Panel
From: Jean Lamontagne
Director of Development
Date: May 24, 2007
File: DP 07-367240
Re: **Application by Fairchild Developments Ltd. for a Development Permit at
4000 No. 3 Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of an eight-storey addition to the existing Aberdeen Centre consisting of retail space, approximately 150 room hotel and parking on a site zoned 'Comprehensive Development District (CD/183)'; and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - (a) Vary the Cambie Road setback of the hotel portion of building (third to eighth floors) from 3.0 m to 1.1 m;
 - (b) Reduce the parking provision by approximately 7 %; and
 - (c) Allow columns encroachment of no greater than 0.15 m into a parking space in the proposed parkade.



Jean Lamontagne
Director of Development

CA:blg
Att.

Staff Report

Origin

Fairchild Developments Ltd. has applied to the City of Richmond for permission to develop an eight-storey addition to the existing Aberdeen Centre consisting of retail space, approximately 150 room hotel and parking at 4000 No. 3 Road. The site is currently vacant. The Canada Line guide way and Aberdeen Station, currently under construction, encroaches on a portion of this site along the No. 3 Road frontage. This development includes the Aberdeen Station transit plaza.

The site is being rezoned from “Automobile-Oriented Commercial District (C6)” to ‘Comprehensive Development District (CD/183)’ for this project under Bylaw No. 8229 (RZ 06-355420).

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, existing hotel with ancillary uses zoned Comprehensive Development District (CD/1) north of Cambie Road;
- To the east, existing shopping centre and multi-family development zoned Comprehensive Development District (CD/86);
- To the south, existing mixture of shopping malls and light industrial uses with a variety of zoning designations south of Browngate Road; and
- To the west, across No. 3 Road, an existing gas station zoned Gas Station District (G1) and mixed-use commercial buildings zoned Automobile-Oriented Commercial District (C6).

Rezoning and Public Hearing Results

During the rezoning process, staff identified the some design issues. Staff worked with the applicant to address these issues in the following ways:

- Provision for future transformer location for CLCo.
(A proposed location on Level 1 has been included in the submission based on CLCo’s preference for proximity to the station for cost purposes and construction accessibility. However, the need for this future transformer is not for certain and may never be required and the size requirement might be significantly reduced with future technologies. The developer is still negotiating with CLCo for an alternate location to allow the retail frontage to run through on the Station Plaza side).

- Provision for parking stalls for CLCo's maintenance vehicles.
(CLCo has indicated to the developer that designated parking on-site is no longer required. Servicing vehicles will use the lay by along Cambie Road for temporary parking).
- Integrated glazing on the Aberdeen Station façade.
(The developer and CLCo are continuing their negotiations on this topic which does not have any direct impact on this development).
- The status of sky bridge link from the north bound Canada Line platform to the subject site and the location of remote YVR airport check-in. If the sky bridge is permitted by CLCo/InTransit BC, then the developer is to provide evidence of legal agreements securing public access thereto.
(The sky bridge is still under negotiations. It is not a rezoning or development requirement and does not have any direct impact on the approval of this development).
- On-site bicycle parking and facilities in accordance with the Richmond Official Community Plan (OCP) Development Permit guidelines.
(Bicycle storage has been provided in the basement parkade).
- Design development to address Advisory Design Panel comments outlined in the February 21, 2007 minutes.
(The Development Permit submission has satisfactorily addressed Advisory Design Panel comments. Further details will be provided in the "Advisory Design Panel Comments" section of this report).

The Public Hearing for the rezoning of this site was held on May 22, 2007. Several written submissions were received, including a business owner in the area expressing his concern that his business and signage would not be visible enough, and several other submissions in favour of the proposal. One speaker spoke in praise of the proposal and no one expressed objection against the rezoning at the Public Hearing. Council moved to give the Zoning Amendment Bylaw (No. 8229) second and third reading and to replace the zoning conditions with the revised set submitted by staff at Public Hearing.

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 Comprehensive Development District (CD/183) except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

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

- 1) Vary the Cambie Road setback of the hotel portion of building (third to eighth floors) from 3.0 m to 1.1 m.

(Staff supports the proposed variance. The retail floors (first and second floors) comply with the setback requirement. The hotel portion has a different geometry than the retail portion of the development to add architectural interest. The proposed variance does not create any negative impact or additional shadowing along Cambie Road).

- 2) To reduce parking provision by approximately 7 %.
- (Transportation Division reviewed the parking based on the requirement and parking availability for the entire mall (including 4151 Hazelbridge Way) as an integrated project, instead of treating the addition as a stand-alone development on a separate site. This development is a perfect candidate for advancing transit oriented development (T.O.D.) principles and Traffic Demand Measures (TDM) because of its adjacency to the Aberdeen Station. Furthermore, the Richmond Parking Bylaw requirements have changed since the construction of the Aberdeen Mall. Based on the current Parking Bylaw, the parking requirements for commercial uses in a City Centre location is significantly reduced from the time of the original mall development in recognition of availability of public transit and proximity of City Centre developments to the Canada Line.*

The total parking requirement for the entire site, including 4151 Hazelbridge Way is 1666 parking spaces (including the residential, commercial and hotel uses). The total parking provided is 1550 spaces. The shortfall of 116 parking spaces represents a reduction of 7% of the current Parking Bylaw requirement.

In addition, the developer has volunteered to provide up to \$100,000 for the purchase of 2-zone fare saver tickets (\$27 per booklet, 10 tickets per booklet) for use by both employees and customers to nurture a transit “culture” amongst regular users of the site. The developer is also actively working with TransLink through their corporate marketing initiatives to develop and promote transit use to the public; and it is anticipated that a significant number of hotel guests will use the Canada Line to connect to and from YVR).

- 3) To allow columns encroachment of no greater than 0.15 m into a parking space in the proposed parkade.
- (The proposed parkade will be restricted to employee and valet parking for the hotel only. The public and shoppers will be directed to use the existing parking facilities at Aberdeen Mall. As a result, these regular parkade users (i.e. employees and valets) will be familiar with negotiating the narrower manoeuvring aisle widths and the columns encroaching into the parking spaces, so there is no significant traffic and safety concerns as a result of the proposed variances).*

The Transportation Division has reviewed this proposal and is prepared to support the proposed transportation related variances based on Transit Oriented Development principles.

Advisory Design Panel Comments

This project was presented to the Advisory Design Panel twice. The first time was as a “preliminary” submission as part of the rezoning application on February 21, 2007. The subsequent Development Permit submission took into consideration the design comments from the February 21, 2007 meeting and was presented to the Advisory Design Panel on May 2, 2007.

A copy of the relevant excerpt from the Advisory Design Panel Minutes from is attached for reference (**Attachment 2**). The Design Panel enthusiastically supported the proposed development to move forward to Development Permit Panel without conditions. There were several design considerations suggested. The applicant has considered the Design Panel's comments and their responses are identified in '*bold italics*' in **Attachment 2**.

Analysis

Conditions of Adjacency

- In general, the siting of the development complies with the City of Richmond Official Community Plan (OCP) guidelines. It provides a dynamic interface with the Canada Line Aberdeen Station along No. 3 Road and completes the Cambie Road frontage to Hazelbridge Way.
- In addition, the proposed transit station plaza along No. 3 Road and the highly sculptural building design provide a focal point to mark this important intersection in City Centre.
- The interface between the proposed mall addition and hotel with the existing residential building (under construction at 8060 Cambie Road) has been addressed by terracing the proposed building away from the condominium and providing landscaped terraces to provide a pleasant overlook for the future residents. As well, the condominium units are oriented mainly towards the north or the south, rather than westward directly towards the proposed development.
- Direct, internal pedestrian routes have been provided on various levels to facilitate free movement between the proposed mall addition to the existing Aberdeen Mall, and via the condominium building at 8060 Cambie Road on Level 2. Legal agreements are being secured as part of the rezoning process to ensure this pedestrian circulation.
- There is a vehicular connection between the existing mall parkade and the subject site on Level 4 (roof level).
- The south wall of the proposed development will be concealed once the site to the south redevelops. In the interim, architectural reveals have been incorporated into the pre-cast concrete panel façade to provide some visual interest.

Urban Design and Site Planning

- The transit plaza is the focal point of the streetscape in support of the conceptual vision of the No. 3 Road streetscape principles to create "Great Streets" vision endorsed in principle by Council in 2005. A Right-of-Way agreement over the transit plaza is being secured as part of the rezoning process.
- The proposed plaza integrates the public realm between the Aberdeen Station and the mall frontage. The developer proposed to blend the "public" plaza and "private" domain of the proposed mall by continuing the same paving pattern and material into the atrium space of the proposed mall. In addition, the glazing along the ground floor façade of the mall is largely composed of sliding glass doors that are intended to be kept open, weather permitting, to allow for an "seamless" integration between the plaza and the mall space to further animate the street.

- The façade of the proposed mall is fully glazed and will be animated with Public Art and lighting to further enliven the space and to provide visual connection to the Canada Line station so that the buildings and the plaza function more as a precinct and a related family of buildings, rather than unrelated objects adjacent to one another. A large skylight has been incorporated into the three-storey high atrium roof to bring natural light all the way to the ground plane to further emphasize the sense of being “outdoor” within the mall.
- A significant amount of glazing has been incorporated into the north and west facades of the building as they are highly visible. The south façade abutting the property line is scored concrete as future development to the south and is expected to have a 0 m setback along this common property line. The future developments to the south to Browngate Road are anticipated to provide a substantial No.3 Road setback to carry on the transit plaza and to provide streetscape transition to Browngate Road.
- The original mall was setback approximately 3 ft. 9 in. from the west property line as to facilitate a future shared drive aisle/lane with the proposed site (which was not owned by Fairchild Developments Ltd.) to allow for maximum development flexibility under a different development scheme. The proposed building will encroach onto the adjacent site to the east where the existing Aberdeen Mall is located to eliminate the “gap” created from the construction of the original Aberdeen Mall. As a condition of the rezoning, a Building Code Equivalency Application and an Encroachment Agreement on 4151 Hazelbridge Way (existing mall) will be secured to the satisfaction of the City Solicitor and the Director of Building to allow for this encroachment.
- Vehicular access to this site is via a right-in-right-out driveway onto Cambie Road. The parkade is intended for use of non-transient users only (i.e. employees and hotel valet parking, etc.). Public parking is available at the existing Aberdeen Mall at 4151 Hazelbridge Way. As a condition of the rezoning, legal arrangements to the satisfaction of the City Solicitor and the Director of Transportation for off-site parking have been secured as part of the rezoning process. Clear signage will be posted at the vehicular entrance to notify the public of the non-transient use restriction.
- The rooftop parking on Level 4 will be accessible to the public via a vehicular connection from the existing Aberdeen Mall at 4151 Hazelbridge Way. The registration of legal agreements to the satisfaction of the City Solicitor and the Director of Transportation has been secured as a rezoning condition for the non-transient usage and the public rights-of-access and cross-access agreement to the parking at Level 4.
- Garbage and recycling will be handled by private contract. Staff has ensured that adequate height clearance has been provided for access and manoeuvring to the loading and garage and recycling storage area.
- The proposed development has taken universal accessibility into consideration by including handicap parking spots at convenient areas close to elevators. The hotel will meet the Richmond Building Bylaw requirements for the number of wheelchair and audio-impaired accessible rooms. Details of a typical wheelchair accessible hotel room have been provided on Sheet A-6.02 of the attached drawings.

Architectural Form and Character

- The proposed building is highly sculptural with very dynamic expression. A major Public Art component has been incorporated into the glazing in the form of random patterned fritted glazing on the curved and tiered corner element at No. 3 Road and Cambie Road. The proposed finish material for the project includes concrete, glass curtain walls, zinc panels, glazing and doors with aluminium frames, painted steel, metal and glass canopy roof, and metal louvers.
- Roof top mechanical units are screened to minimize visual impact to the adjacent developments.
- The proposed building steps back along the east side to minimize any overlook and visual impact on the existing condominium building to the east at 8060 Cambie Road.
- Signage for the mall will be designed at a later date in accordance with the Richmond Sign Bylaw requirements. The signage is intended to be designed to integrate with the architecture of the building.

Landscape Design and Open Space Design

- One (1) existing tree at the northeast corner of the site along Cambie Road frontage will be removed to accommodate the “kiss-and ride” lay by for Canada Line. 19 trees of minimum 6 cm calliper have been proposed in the Landscape Plan.
- The four *Liquidamber Styraciflua* (Sweet Gum) trees to be planted along Cambie Road are minimum 7 cm calliper.
- There are landscape roof patios provided on Levels 3 and 4. The landscape terrace on Level 3 is designed to minimize visual impact from the condominium units looking onto the proposed development. It is not intended for intensive use to avoid any privacy conflict with the future residents.
- The roof terrace on Level 4 has geometric paving pattern and planters with trees and plant material to provide an attractive roofscape as a visual amenity for the hotel guests and the condominium residents with views onto the roof. It also provides outdoor amenity for the hotel guests.
- No landscaping has been provided on the roof of Level 8, as there is no visual impact to area residents. There is only one (1) residential development in the vicinity, as the site is located in an Aircraft Noise Sensitive area where residential development is not permitted in the Official Community Plan (OCP) Aircraft Noise Sensitive Development (ANSD) Policy. The development application for the condominium at 8060 Cambie Road was applied for prior to the ANSD Policy being adopted by Council in 2005.

Crime Prevention Through Environmental Design (CPTED)

- The proposed development has some impact on the at grade outdoor amenity space on the adjacent condominium building at 8060 Cambie Road by creating a “dog leg” that has very little natural surveillance opportunities. The safety and security of this area has been improved by reorienting additional active indoor spaces on the ground floor at 8060 Cambie Road onto this outdoor space, incorporating a one-way (out only) gate to exit Cambie Road, but does not allow entrance from the street and incorporating close circuit TV and private security patrol.
- A notation on Drawing A2.00 indicates the CPTED principles, including glazed doors to the elevator and stairs, security gate, adequate lighting levels, white paint on walls and ceilings to reflect light, etc., have been incorporated in the parkade design to enhance safety and security for the users.

Servicing Capacity Analysis

Engineering Services are addressed as conditions of the rezoning (RZ 06-355420). As part of the rezoning consideration, the City has accepted the developer's offer to provide a voluntary payment to the City Identified Upgrades as follows:

Water:	\$ 46,858.37
Storm:	\$328,008.59
Sanitary:	<u>\$140,575.11</u>
TOTAL:	\$515,442.07

Details of the services upgrade will be addressed as part of the Servicing Agreement. If the Building Permit is issued after the new Development Cost Charges (DCCs) come into place in July 2007, then the developer will pay the new DCCs instead of this voluntary contribution.

Servicing Capacity Analysis for storm and sanitary utilities as a result of the proposed development prepared by MPT Engineering has been review to the satisfaction of the Engineering Department. Details will be addressed in the Servicing Agreement.

Public Art

The developer has voluntarily agreed to participate in the Richmond Public Art program and has commissioned artist Venelin Kokova to design a piece of Public Art intended to capture the idea of movement. The developer and his consultants are working with the City's Public Art Coordinator to realize the Public Art. The Public Art concept was presented to the Advisory Design Panel on May 2, 2007 and was well received by the Panel.

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) as a condition of the rezoning.

Conclusions

Staff recommend approval of this Development Permit application as the proposal meets the intent of the Official Community Plan (OCP) and is generally in compliance with the Zoning Bylaw requirement. In addition, it supports the City's future vision of creating Transit-Oriented Development along the No. 3 Road corridor as envisioned in the City Centre Area Plan Concept (CCAP) adopted in principle by Council on February 6, 2007.



Cecilia Achiam, MCIP, BCSLA

Senior Coordinator, Major Projects & Development Applications

CA:blg

Attachment 1: Developmetn Application Data Sheet

Attachment 2: Advisory Design Panel Minutes and Applicant's Response

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$480,070 (based on total floor area of 240,035 ft²).



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 07-367240

Attachment 1

Address: 4000 No. 3 Road

Applicant: Fairchild Developments Ltd. Owner: Greater Vancouver Transportation Authority*

Planning Area(s): 2.10 City Centre

Floor Area: 22,374 m²

	Existing	Proposed
Site Area:	7,459 m ²	7,459 m ²
Land Uses:	Commercial Mixed-Use	Commercial
OCP Designation:	Commercial	Commercial
Zoning:	CD/183	CD/183

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 3.0	3.0	none permitted
Lot Coverage – Building:	Max. 90%	88%	none
Lot Size (min. dimensions):	N/A	7459 m ²	none
Setback –No. 3 Road (m):	Min. 3 m	Min. 3 m	none
Setback- Cambie Road (m)	Min. 3 m	Min. 1.1 m	variance supported
Setback – Side & Rear Yards (m):	Min. 0 m	Min. 0 m	none
Height (m):	40 m	36.8 m	none
Off-street Parking Spaces –	1666	1550**	76 (approx. 4.6 %)-variance supported

* (Fairchild Developments Ltd. has option to purchase, closing in 2009)

**The parking spaces located in the parkade at 4000 Cambie Road are intended for non-transient use only. Public parking is located at the existing Aberdeen Mall at 4151 Hazelbridge Way

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

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

**Wednesday, May 2, 2007 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

Development Permit DP 07-367240

APPLICANT: Bing Thom Architects/ Fairchild Property Group

PROPERTY LOCATION: 4000 Cambie (formerly 4020,4040 and 4060 Cambie)

Staff Comments

Cecilia Achiam reminded the Panel that they saw the subject application as a preliminary submission in association with the rezoning application on February 21, 2007.

She referred the panel to the comments on page 2 of the Staff Comments which referenced the efforts to integrate the ‘piano’ structure, and the inclusion of vibrant public art (the applicant is actively working with the Public Art Planner).

The applicant is targeting the June 13, 2007 Development Permit Panel.

The associated CD Bylaw varies parking to permit column encroachments into off-street parking stalls.

CPTED concerns were expressed regarding the relationship at the ground level between the existing condominiums and the subject site (‘dog leg’).

Applicant’s Comments

Danny Leung, from Fairchild Developments introduced the team and explained that Bing Thom is out of town.

Michael Henney, explained the work undertaken for the ‘piano’ to develop from a rudimentary massing to a more organic expression. The ‘piano’ is now a series of terraces, reminiscent of an “eroding canyon”, that provides access into the mall (under a skylight) and back into the station.

The building references the architectural vocabulary of the Aberdeen Centre but introduces its own identity. At the street level the structure picks up the color glass used on the existing condos and the zinc wall treatment. The hotel is an individual form and consists of a freestanding glass structure.

The proposed public art consists of two layers. The exterior (front) is clear glass. Behind the glass will be a “strut system” that provides support and reference to the Canada Line rail structure. The play of light and shadow between the glass and the struts during the day will be the dominant art feature. At night the second level (rear), which consists of an opaque curved surface with painted/super graphics projected on top and lit by lighting installed within the cavity between the glass and the rear wall illuminated will become the dominant public art. There is a space between the two that allows for an installation to be introduced for added flexibility. The feature can easily be changed by repainting the rear wall. The content is to be controlled by the landlord not the tenant.

A green roof is currently being investigated. Due to the cantilevers and the sensitivity of soils (particularly with consideration of the adjacent SkyTrain station and guide way) the technical feasibility of its introduction is being carefully investigated.

Kim Perry, discussed the landscaping features which include bridging the old and new buildings via the courtyard. As well as introducing a skylight that will fill with water and be illuminated as a visual feature. The roof top parkade will be treated like an urban courtyard that blurs the distinction between surface for the exclusive use of vehicles and pedestrian. Bollards will be introduced to separate the pedestrian realm from vehicular circulation.

The grade level transit plaza will reference the landscaping on the adjacent development. Concrete pavers (granite) will be introduced. The paving pattern will be undertaken in association with Canada Line to minimize the distinction between the SkyTrain space and Aberdeen Mall. Banding and the use of color will be introduced into the paving pattern. Lighting of the plaza will be recessed into the various roof soffits of the “eroding canyon”.

Building. Canada Line station and street elevation is approximately equal and the road will be approximately 18 inches below the elevation of the station’s ground level. The plaza will be raised to the station elevation to facilitate transition to the curb level. A maximum of 3 risers may be required to facilitate transition. Full wheelchair accessibility has been incorporated. The hotel lobby was lowered to meet the sidewalk on Cambie.

To address the CPTED concerns noted in association with the ‘dog leg’, gates, a fence, provision of a connection back into the parkade, and the inclusion of security cameras is proposed.

Panel Discussion

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

- Is the paving pattern localized?
Yes. The special paving pattern will be introduced with less regularity as you move away from the SkyTrain station.
- How is public art expressed at the pedestrian level?
The soffits would also be treated (The underside of the soffits will be clad with polycarbonate panels to give it a finish look. Lighting will be recessed under the soffits.)

- Will a green roof be introduced, how would it be treated?
Not yet determined.
Is the feasibility of a green roof being reviewed by a structural engineer?
Yes. SkyTrain station columns cannot shift so it is being carefully assessed.
- Is the public art opaque?
Yes. The rear component consists of drywall, which can easily be painted.
- How is the change in grade at the northwest corner being addressed?
It will meet the sidewalk with a 1% change in grade.
What material will be used for the sidewalk beyond the property line?
Cast in place unit pavers.
- Does the bridge providing access to the station continue to the existing mall?
Provision of a bridge to the station is still being discussed with CLCO

Comments from the Panel were as follows:

- The proposal can be considered “iconic” and will draw attention to this significant corner. The public art proposed captures the idea of movement. (It was clarified that the artist commissioned is Venelin Kokova.)
- Good penetration of light and visibility into a busy area. It’s important to ensure users don’t feel claustrophobic. Concern that the ‘dog leg’ will encourage the wrong crowd to congregate. The installation of a security camera is effective in recording occurrences, but does not necessarily prevent them. Applicant is strongly encouraged to revisit the “dog leg” area to improve safety and to discourage loitering in a concealed area.
- Intriguing form and strong glass expression. Effective at permitting light to enter the area. Suggest including a translucent element into the solid (public art) wall. Support for the paving pattern, work to extend it as much as possible. Concern regarding the ‘dog leg’ expressed.
- The improved architectural expression can be considered as a “symphonic” response, in keeping with vocabulary established by referencing the ‘piano’ element. The development sets a precedent.
- Interesting architectural forms, which are also difficult from a structural engineering perspective.
- Good response to previous ADP comments. The relationship between the station and the ‘piano’ is well addressed.
- Ensure on-site signage is appropriate and architecturally integrated. Ensure public art does not become a giant “billboard” to call attention to the building and away from the monolithic grey guideway structure. Ensure that the combination of the paving pattern, color and the canyon effect does not become too much geometric and visual stimulation.
- Screening the loading area is a challenge.
In keeping with the overhang that finishes off the previous “piano” element, applicant is encouraged to consider adding a similar roof overhang to the eroding canyon.
The mechanical room on the roof looks “tacked on” and the incorporation of a similar overhang would help to integrate it into the building design.

- Ensure any change in ownership does not result in the public art being used as an advertising space. Using the skylight to manage stormwater is challenging. Look for opportunities to remove the bollards proposed to distinguish between the pedestrian realm and the parking area. Granite curbs can be a challenge to introduce on-site.

In response to the Panel's comments, the applicant advised that all lease agreements will be similar to those for the existing centre, which relinquishes all design criteria to management, in this way appropriate use of the public art space is ensured. A translucent element within the public art installation will be considered. The risks associated with the proposed stormwater management/skylight are recognized and the benefits are considered to validate the associated risk.

Panel Decision

It was moved and seconded that

That Development Permit 07-368382 move forward to the Development Permit Panel process taking into consideration the following comments provided by the Advisory Design Panel: [STAFF COMMENTS]

1. *CPTED concerns associated with the 'dog leg' are addressed; [THE APPLICANT HAS RESOLVED CPTED CONCERNS BY INSTALLING A ONE WAY GATE (OUT ONLY) AND TO ORIENT ADDITIONAL ACTIVE USES ADJACENT TO THE OUTDOOR AREA OF THE ADJACENT CONDOMINIUM BUILDING AT 8060 CAMBIE ROAD]*
2. *Consider incorporating a translucent treatment in the art wall to maximize light; [THE APPLICANT HAS TAKEN THIS INTO CONSIDERATION AND WILL INCORPORATE TRANSLUCENT TREATMENT WHERE PRACTICAL ONCE THE TENANTS ARE DETERMINED.]*
3. *Consideration of the elevation of businesses at grade and the plaza to ensure accessibility; [THE ELEVATION OF THE BUSINESSES AT GRADE ARE WILL COMPLY WITH THE ACCESSIBILITY REQUIREMENTS OF THE RICHMOND BUILDING BYLAW.]*
4. *Consider additional edge treatment of the 'piano' and the mechanical/electrical structures; and [THE APPLICANT HAS CONSIDERED THIS COMMENTS BUT DECIDED TO REMAIN WITH THE CURRENT DESIGN WITHOUT ADDING AN EDGE TREATMENT.]*
5. *The applicant is encouraged to continue to work with CLCO to include a bridge linkage with the station. [THIS IS NOT A DP REQUIREMENT. THE DEVELOPER INTENTS TO CONTINUE WORKING WITH CLC_o ON THIS ISSUE.]*



No. DP 07-367240

To the Holder: FAIRCHILD DEVELOPMENTS LTD.
Property Address: 4000 NO. 3 ROAD
Address: C/O MR. DANNY LEUNG
#130 - 4400 HAZELBRIDGE WAY
RICHMOND, BC V6X 3R8

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) Vary the Cambie Road setback of the hotel portion of building (third to eighth floors) from 3.0 m to 1.1 m;
 - b) Reduce the parking provision by approximately 7 %; and
 - c) Allow columns encroachment of no greater than 0.15 m into a parking space in the proposed parkade.
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 \$480,070. to ensure that the landscaping 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 landscaping 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 landscaping 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 07-367240

To the Holder: FAIRCHILD DEVELOPMENTS LTD.

Property Address: 4000 NO. 3 ROAD

Address: C/O MR. DANNY LEUNG
#130 - 4400 HAZELBRIDGE WAY
RICHMOND, BC V6X 3R8

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

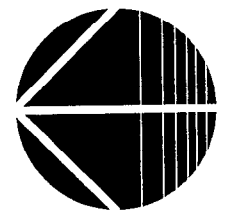
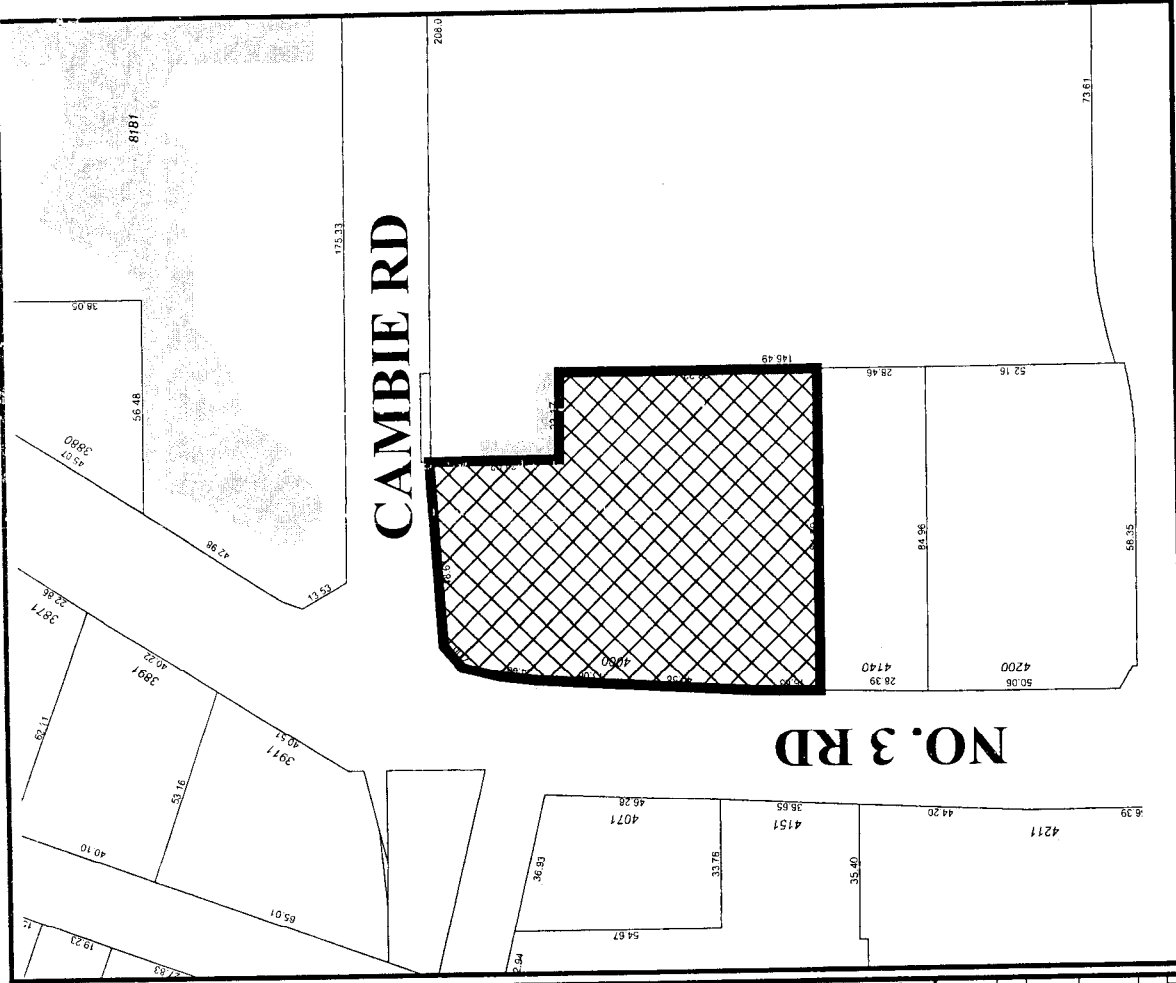
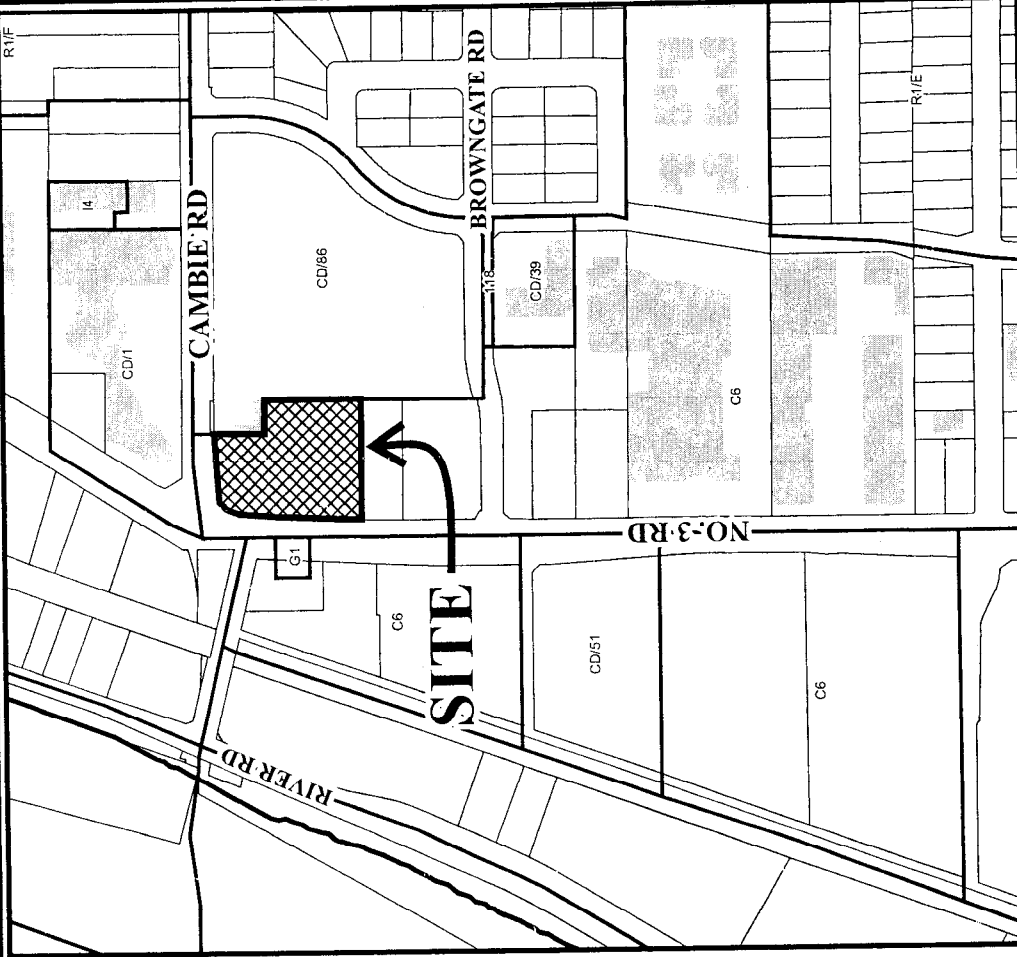
DELIVERED THIS DAY OF

MAYOR

MAYOR



City of Richmond



DP 07-367240

SCHEDULE "A"



Original Date: 05/09/07

Revision Date:

Note: Dimensions are in METRES



KEY

BING THONG ARCHITECTS
138 North Street, Suite 100, Portland, ME 04101
Tel: 603.761.1111
Fax: 603.761.1112
www.bingthong.com

ABERDEEN STATION LANDS
COVER SHEET
PROJECT DATA

DATE: 05/24/2007
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: AS SHOWN
SHEET NO. 1 OF 1
PROJECT NO. 07307210

CLIENT: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

DESIGNER: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

ARCHITECT: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

ENGINEER: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

PLANNING: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

LANDSCAPE: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

CONTRACTOR: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

GENERAL CONTRACTOR: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

ARCHITECT: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

ENGINEER: BING THONG ARCHITECTS
PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/2007

ABERDEEN STATION LANDS

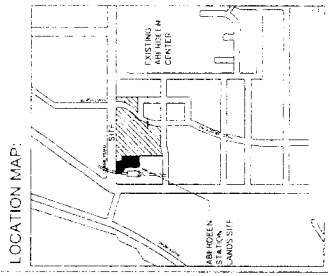
PROJECT DATA:

ADDRESS:	402-4450 Am 3 Road, Portland, ME
PROJECT NO.:	07307210
CLIENT:	BING THONG ARCHITECTS
DATE:	05/24/2007
SCALE:	AS SHOWN
PROJECT DESCRIPTION:	ABERDEEN STATION LANDS
OWNER:	BING THONG ARCHITECTS
DESIGNER:	BING THONG ARCHITECTS
ARCHITECT:	BING THONG ARCHITECTS
ENGINEER:	BING THONG ARCHITECTS
PLANNING:	BING THONG ARCHITECTS
LANDSCAPE:	BING THONG ARCHITECTS
CONTRACTOR:	BING THONG ARCHITECTS
GENERAL CONTRACTOR:	BING THONG ARCHITECTS

NO.	DESCRIPTION	AREA (SQ. FT.)	AREA (SQ. YD.)	PERCENTAGE
1	Site Preparation	10,000	727	10.0%
2	Foundation	10,000	727	10.0%
3	Structure	10,000	727	10.0%
4	Roofing	10,000	727	10.0%
5	Interior Finishes	10,000	727	10.0%
6	Exterior Finishes	10,000	727	10.0%
7	Site Work	10,000	727	10.0%
8	Other	10,000	727	10.0%
TOTAL	80,000	5,818	72.7%	100.0%

NO.	DESCRIPTION	AREA (SQ. FT.)	AREA (SQ. YD.)	PERCENTAGE
1	Site Preparation	10,000	727	10.0%
2	Foundation	10,000	727	10.0%
3	Structure	10,000	727	10.0%
4	Roofing	10,000	727	10.0%
5	Interior Finishes	10,000	727	10.0%
6	Exterior Finishes	10,000	727	10.0%
7	Site Work	10,000	727	10.0%
8	Other	10,000	727	10.0%
TOTAL	80,000	5,818	72.7%	100.0%

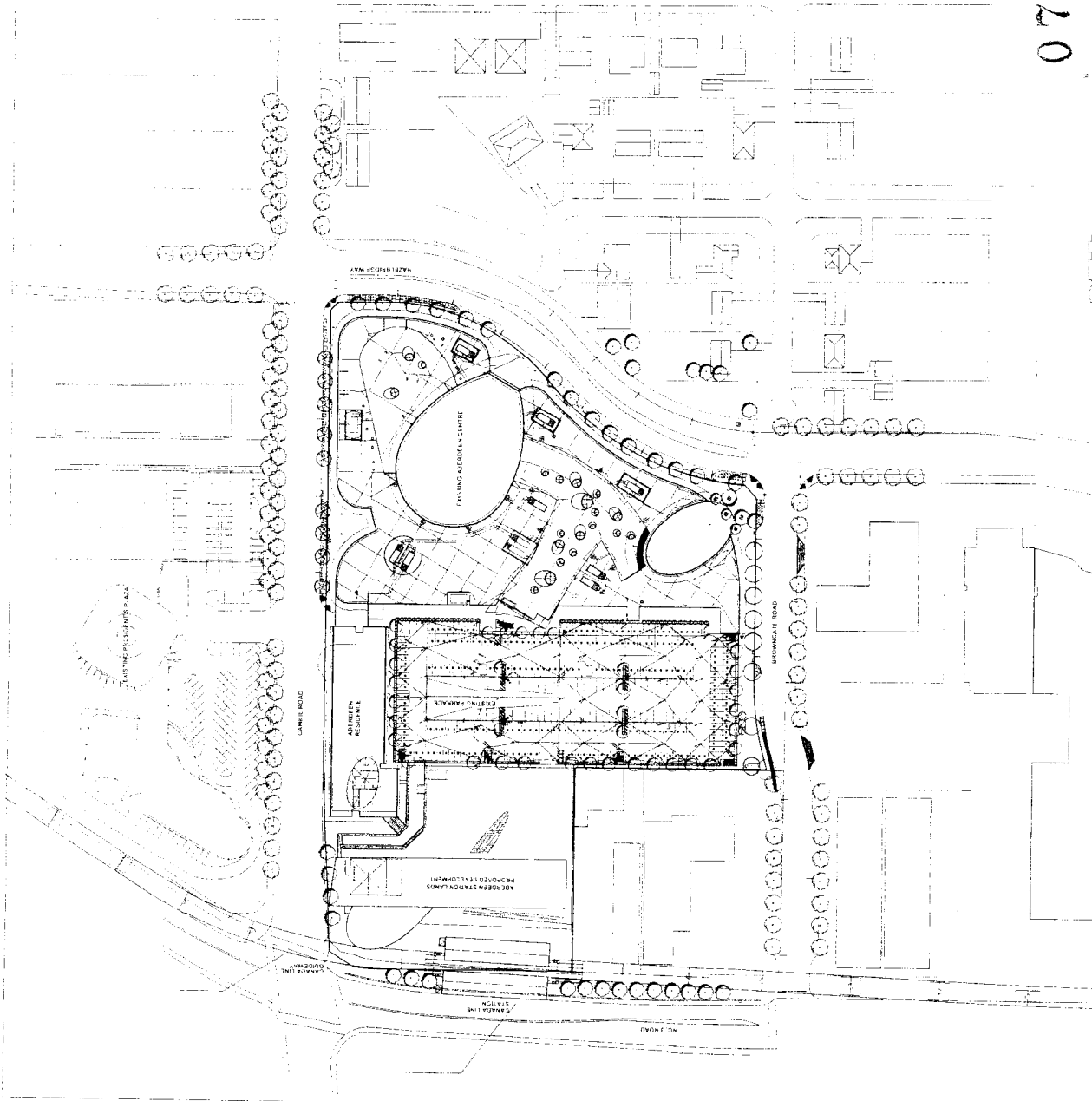
NO.	DESCRIPTION	AREA (SQ. FT.)	AREA (SQ. YD.)	PERCENTAGE
1	Site Preparation	10,000	727	10.0%
2	Foundation	10,000	727	10.0%
3	Structure	10,000	727	10.0%
4	Roofing	10,000	727	10.0%
5	Interior Finishes	10,000	727	10.0%
6	Exterior Finishes	10,000	727	10.0%
7	Site Work	10,000	727	10.0%
8	Other	10,000	727	10.0%
TOTAL	80,000	5,818	72.7%	100.0%



MAY 24, 2007

07307210 BY: #1

A1.00



KEY

LOCATIONS

1. Aberdeen Station Lands	2. Aberdeen Station
3. Aberdeen Harbour	4. Aberdeen City Centre
5. Aberdeen Harbour Bridge	6. Aberdeen Harbour
7. Aberdeen Harbour	8. Aberdeen Harbour
9. Aberdeen Harbour	10. Aberdeen Harbour
11. Aberdeen Harbour	12. Aberdeen Harbour
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97. Aberdeen Harbour	98. Aberdeen Harbour
99. Aberdeen Harbour	100. Aberdeen Harbour

ABERDEEN STATION LANDS ATTACHED

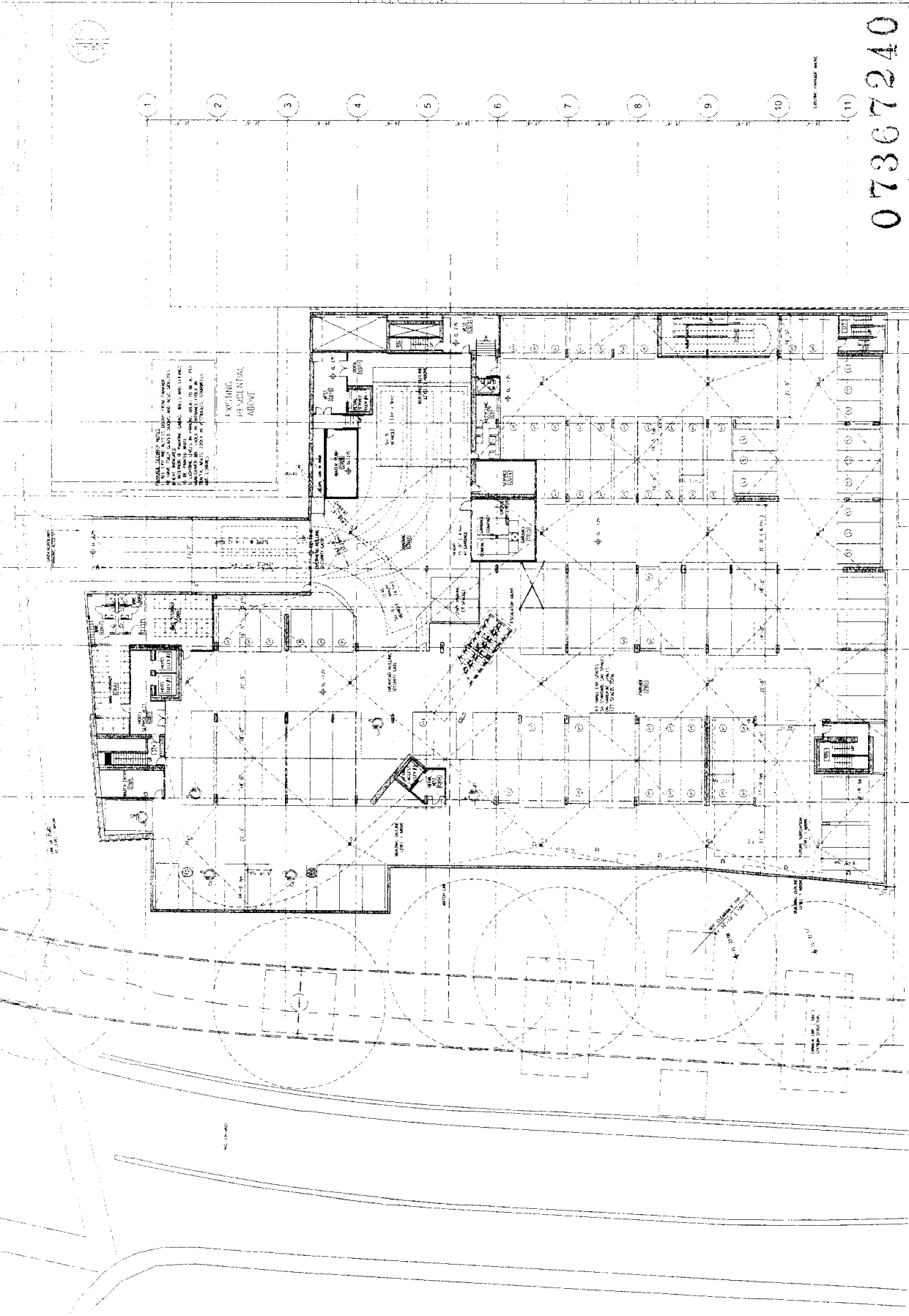
1. Aberdeen Station Lands	2. Aberdeen Station
3. Aberdeen Harbour	4. Aberdeen City Centre
5. Aberdeen Harbour Bridge	6. Aberdeen Harbour
7. Aberdeen Harbour	8. Aberdeen Harbour
9. Aberdeen Harbour	10. Aberdeen Harbour
11. Aberdeen Harbour	12. Aberdeen Harbour
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95. Aberdeen Harbour	96. Aberdeen Harbour
97. Aberdeen Harbour	98. Aberdeen Harbour
99. Aberdeen Harbour	100. Aberdeen Harbour

ABERDEEN STATION LANDS
CONTEXT PLAN

MAY 24 2007

07367240 REFERENCE PLAN

A1.01



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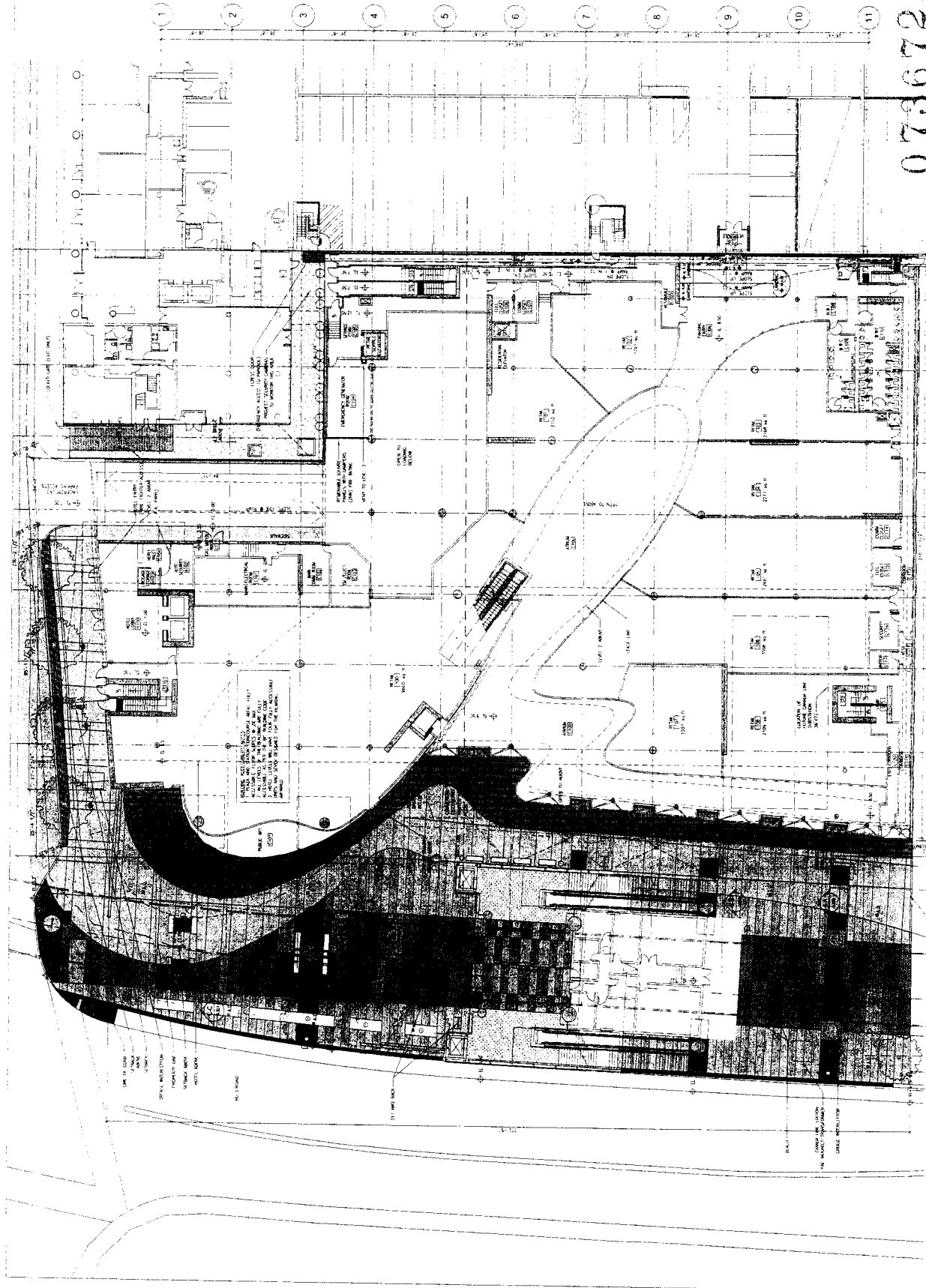
07367240
#2
MAY 24 2007

BING THOM ARCHITECTS
HEADQUARTERS
1440 North Street, Suite 1000, Seattle, WA 98109
Tel: 206.467.1000
Fax: 206.467.1001
www.bingthom.com

PROJECT: ABERDEEN STATION LANDS
DATE: 05/24/07
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: AS SHOWN

ABERDEEN STATION LANDS
PROJECT: ABERDEEN STATION LANDS
BASEMENT PLAN
ELEV. -1.25'
DRAWING NUMBER: A2.00

NOT TO SCALE
ALL DIMENSIONS IN FEET AND INCHES
UNLESS OTHERWISE SPECIFIED
CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS
ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS
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ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS



KEY

REVISIONS	
1	Initial Design
2	Final Design
3	Final Design
4	Final Design
5	Final Design
6	Final Design
7	Final Design
8	Final Design
9	Final Design
10	Final Design
11	Final Design

BING THOM ARCHITECTS
 100 North Street, Suite 2000
 New York, NY 10038
 Tel: 212 693 7000
 Fax: 212 693 7001
 www.bingthom.com

Project No.	100
Date of Issue	05/24/07
Project Name	Aberdeen Station Lands
Project Location	New York, NY
Project Phase	Final Design
Project Status	Final Design
Project Budget	\$10,000,000
Project Owner	NYCT
Project Architect	Bing Thom Architects
Project Engineer	NYCT
Project Consultant	NYCT
Project Contractor	NYCT
Project Subcontractor	NYCT
Project Supplier	NYCT
Project Manufacturer	NYCT
Project Distributor	NYCT
Project Retailer	NYCT
Project Wholesaler	NYCT
Project Importer	NYCT
Project Exporter	NYCT
Project Agent	NYCT
Project Broker	NYCT
Project Dealer	NYCT
Project Retailer	NYCT
Project Wholesaler	NYCT
Project Importer	NYCT
Project Exporter	NYCT
Project Agent	NYCT
Project Broker	NYCT
Project Dealer	NYCT

ABERDEEN STATION LANDS

LEVEL 1 PLAN
 SITE PLAN
 ELEV. +8.5'

07367240

#3 MAY 24, 2007

A2.01



KEY

REVISIONS	
1	ISSUED FOR PERMIT
2	REVISED PER COMMENTS
3	REVISED PER COMMENTS
4	REVISED PER COMMENTS
5	REVISED PER COMMENTS
6	REVISED PER COMMENTS
7	REVISED PER COMMENTS
8	REVISED PER COMMENTS
9	REVISED PER COMMENTS
10	REVISED PER COMMENTS
11	REVISED PER COMMENTS

BING THOM ARCHITECTS
 1400 Broadway, Suite 1400
 New York, NY 10018
 Tel: 212 692 2000
 Fax: 212 692 2001
 www.bingthom.com

DATE: 05/24/07
 PROJECT NUMBER: 07367240
 DRAWING DATE: 05/24/07
 DRAWING TITLE: LEVEL 2 PLAN
 SCALE: AS SHOWN
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: ABERDEEN STATION LANDS

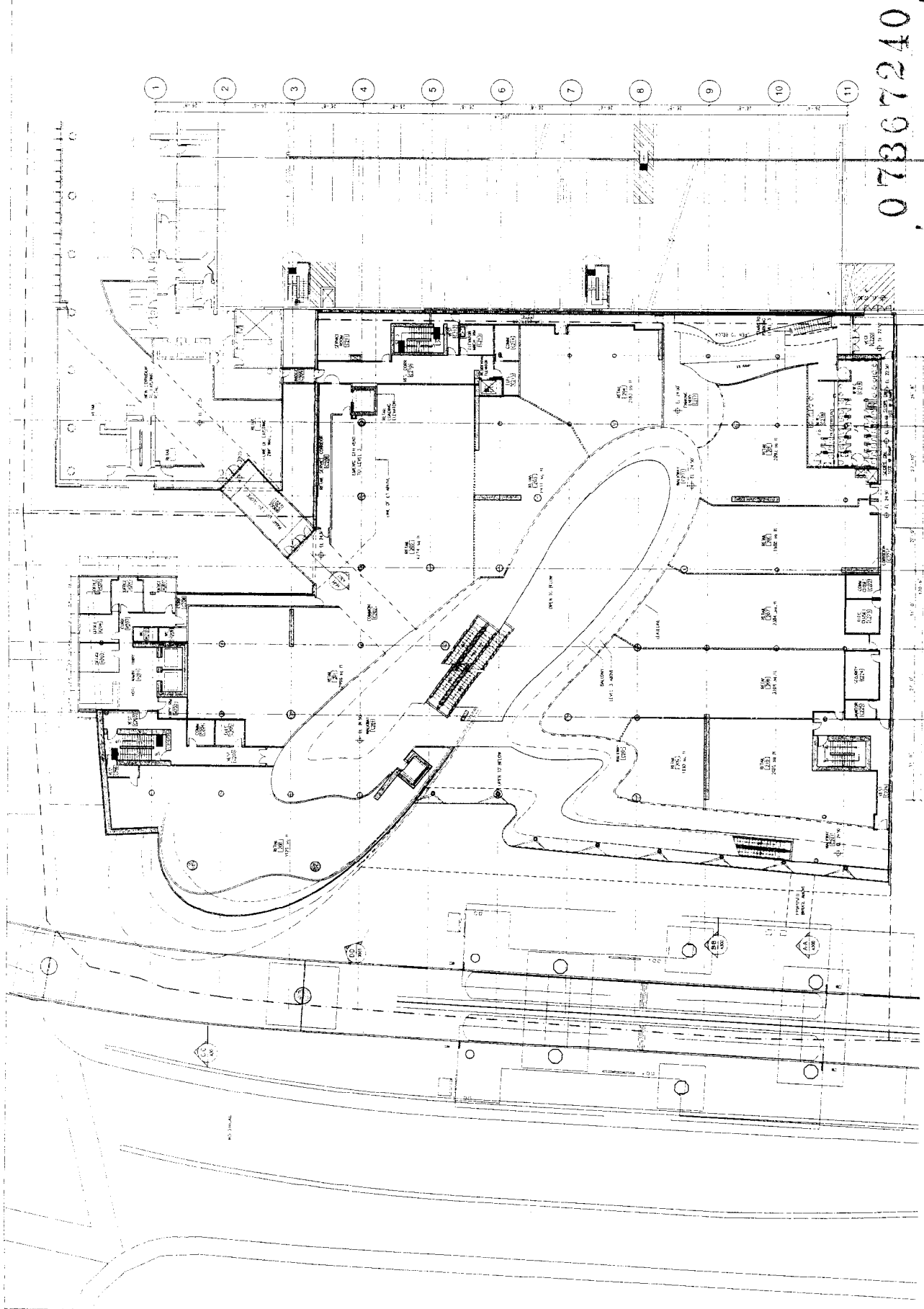
ABERDEEN STATION LANDS
 LEVEL 2 PLAN
 ELEV. +24.5'

DATE: 05/24/07
 PROJECT NUMBER: 07367240
 DRAWING DATE: 05/24/07
 DRAWING TITLE: LEVEL 2 PLAN
 SCALE: AS SHOWN
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: ABERDEEN STATION LANDS

A2.02

07367240

#4 MAY 24 2007





KEY

NO.	DESCRIPTION	DATE	BY	CHKD.
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3	REVISED	12/10/07	BT	BT
4	REVISED	1/15/08	BT	BT
5	REVISED	2/10/08	BT	BT
6	REVISED	3/10/08	BT	BT
7	REVISED	4/10/08	BT	BT
8	REVISED	5/10/08	BT	BT
9	REVISED	6/10/08	BT	BT
10	REVISED	7/10/08	BT	BT
11	REVISED	8/10/08	BT	BT

BING THOM ARCHITECTS
 1400 Broadway Street, Suite 1000
 New York, NY 10018
 Tel: 212 692 2000
 Fax: 212 692 2001
 www.bingthom.com

ABERDEEN STATION LANDS

PROJECT
 LEVEL 3 PLAN
 ELEV. +40.5'

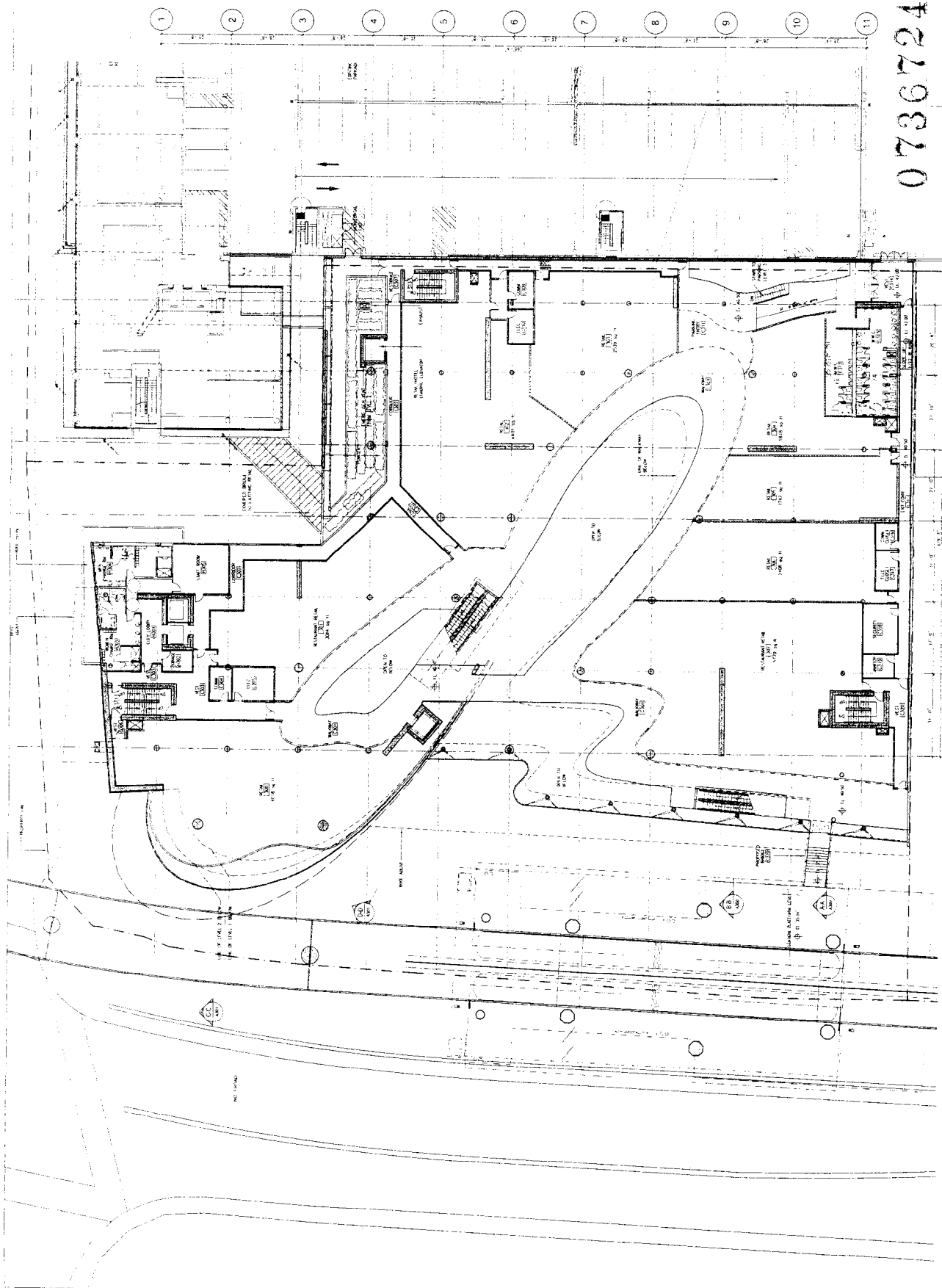
DATE: 05/24/07
 PROJECT NUMBER: 07367240
 DRAWING NUMBER: A2.03

07367240

#5

MAY 24 2007

A2.03





KEY

NO.	DESCRIPTION	DATE	BY	CHECKED
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2	REVISED	11/15/06	J.T.	J.T.
3	REVISED	12/15/06	J.T.	J.T.
4	REVISED	01/15/07	J.T.	J.T.
5	REVISED	02/15/07	J.T.	J.T.
6	REVISED	03/15/07	J.T.	J.T.
7	REVISED	04/15/07	J.T.	J.T.
8	REVISED	05/15/07	J.T.	J.T.
9	REVISED	06/15/07	J.T.	J.T.
10	REVISED	07/15/07	J.T.	J.T.
11	REVISED	08/15/07	J.T.	J.T.

BING THOM ARCHITECTS
 1500 BROADWAY, SUITE 2000
 NEW YORK, NY 10018
 TEL: 212 693 9000
 FAX: 212 693 9001
 WWW.BINGTHOMARCHITECTS.COM

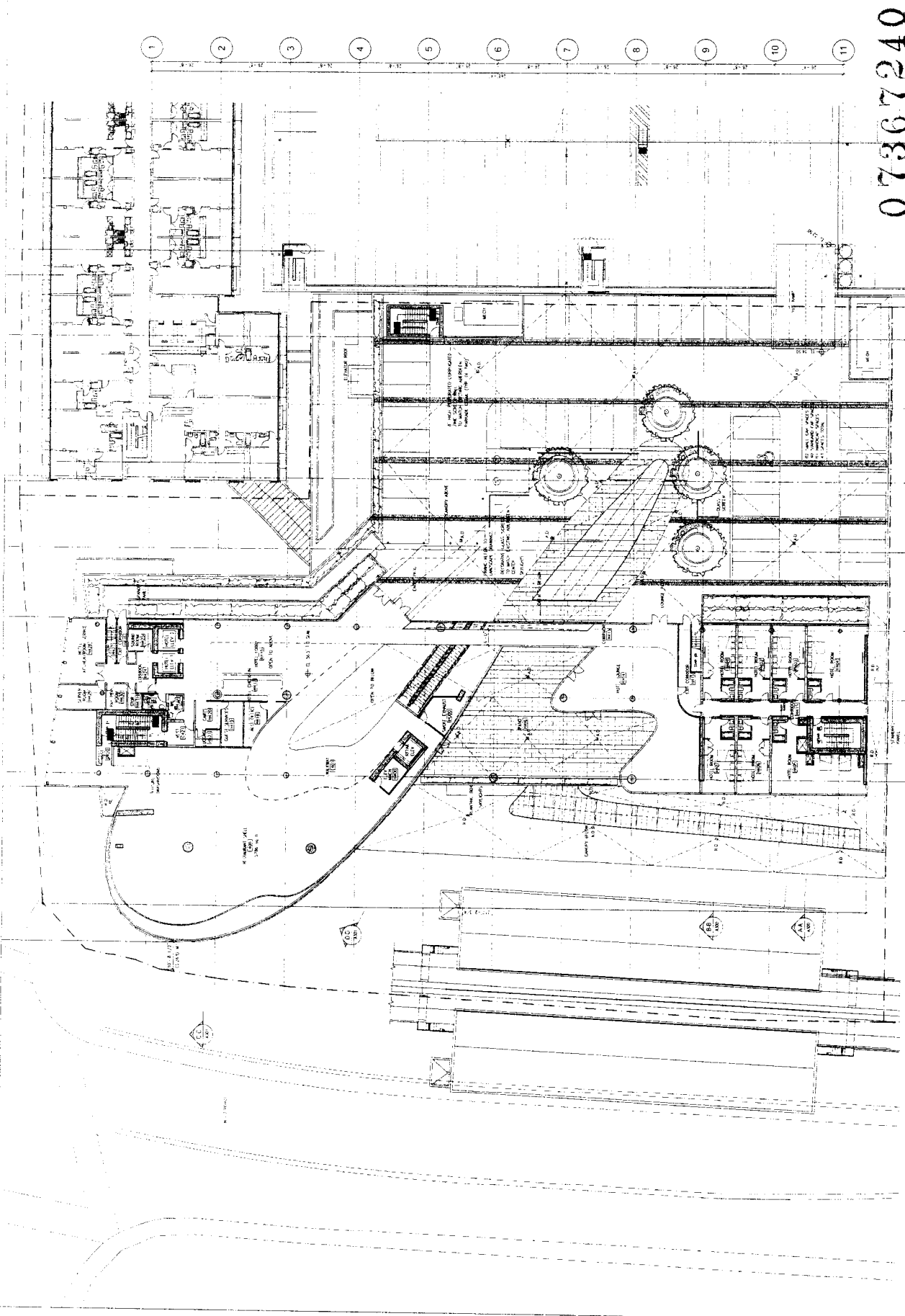
ABERDEEN STATION LANDS
 LEVEL 4 PLAN
 ELEV. +56.5'

PROJECT NO.	07367240
DATE	MAY 7, 2007
SCALE	AS SHOWN
PROJECT	ABERDEEN STATION LANDS
LEVEL	LEVEL 4 PLAN
ELEVATION	+56.5'

PROJECT NO. 07367240
 DATE MAY 7, 2007
 SCALE AS SHOWN
 PROJECT ABERDEEN STATION LANDS
 LEVEL LEVEL 4 PLAN
 ELEVATION +56.5'

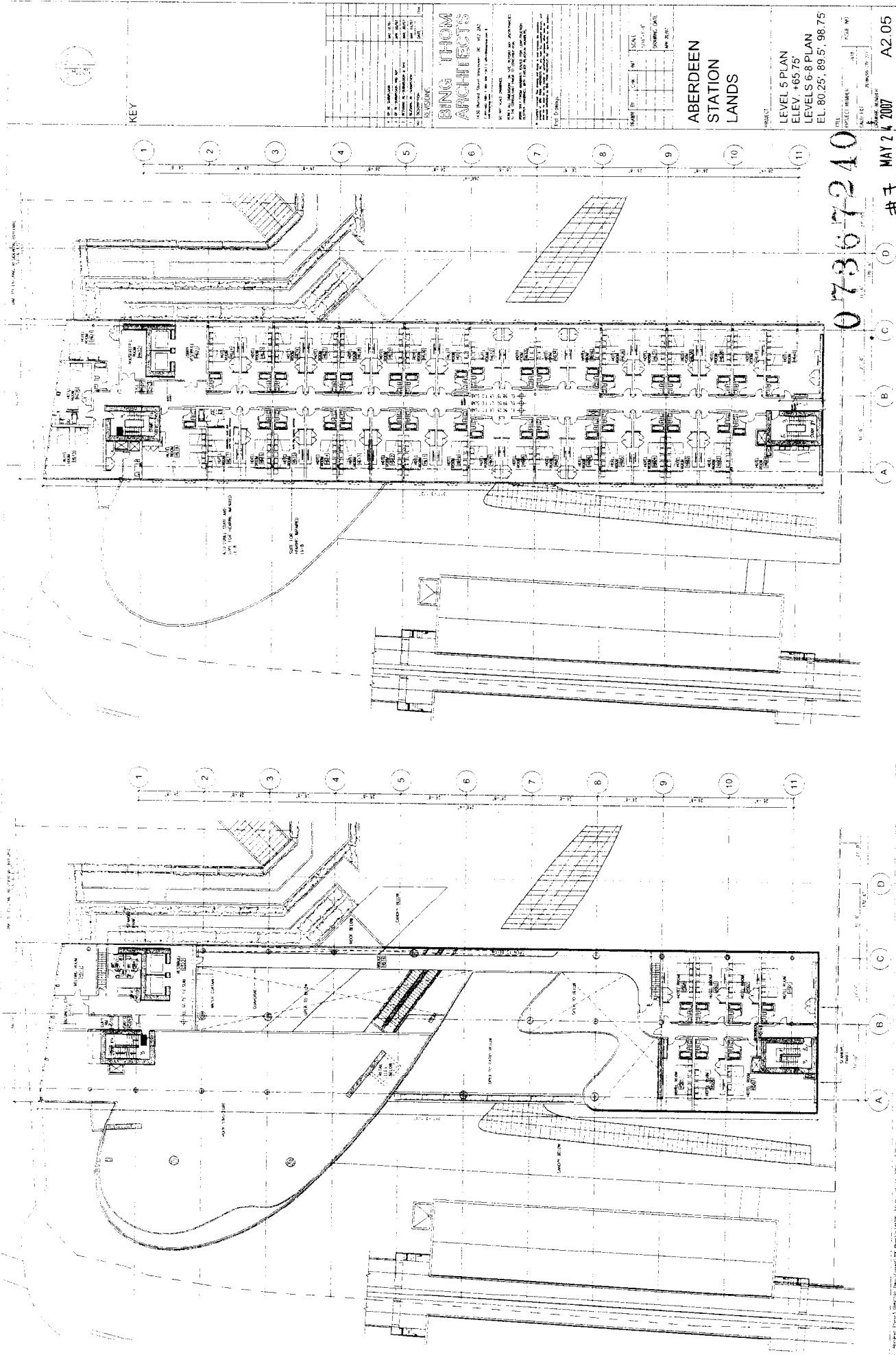
PROJECT NO. 07367240
 DATE MAY 7, 2007
 SCALE AS SHOWN
 PROJECT ABERDEEN STATION LANDS
 LEVEL LEVEL 4 PLAN
 ELEVATION +56.5'

07367240
 # 6 MAY 7, 2007



1 2 3 4 5 6 7 8 9 10 11
 A B C D E F G

A2.04



KEY

REVISION	
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3	AS NOTED
4	AS NOTED
5	AS NOTED
6	AS NOTED
7	AS NOTED
8	AS NOTED
9	AS NOTED
10	AS NOTED
11	AS NOTED

BING THOM ARCHITECTS
 152 Bedford Street, Boston, MA 02111
 TEL: 617.552.1234
 FAX: 617.552.1235
 WWW: BINGTHOMARCHITECTS.COM

ABERDEEN STATION LANDS

LEVEL 5 PLAN
 ELEV. +65.75'
 LEVELS 6-8 PLAN
 EL. 80.25', 89.5', 98.75'

07367240

MAY 21 2007

#7

D

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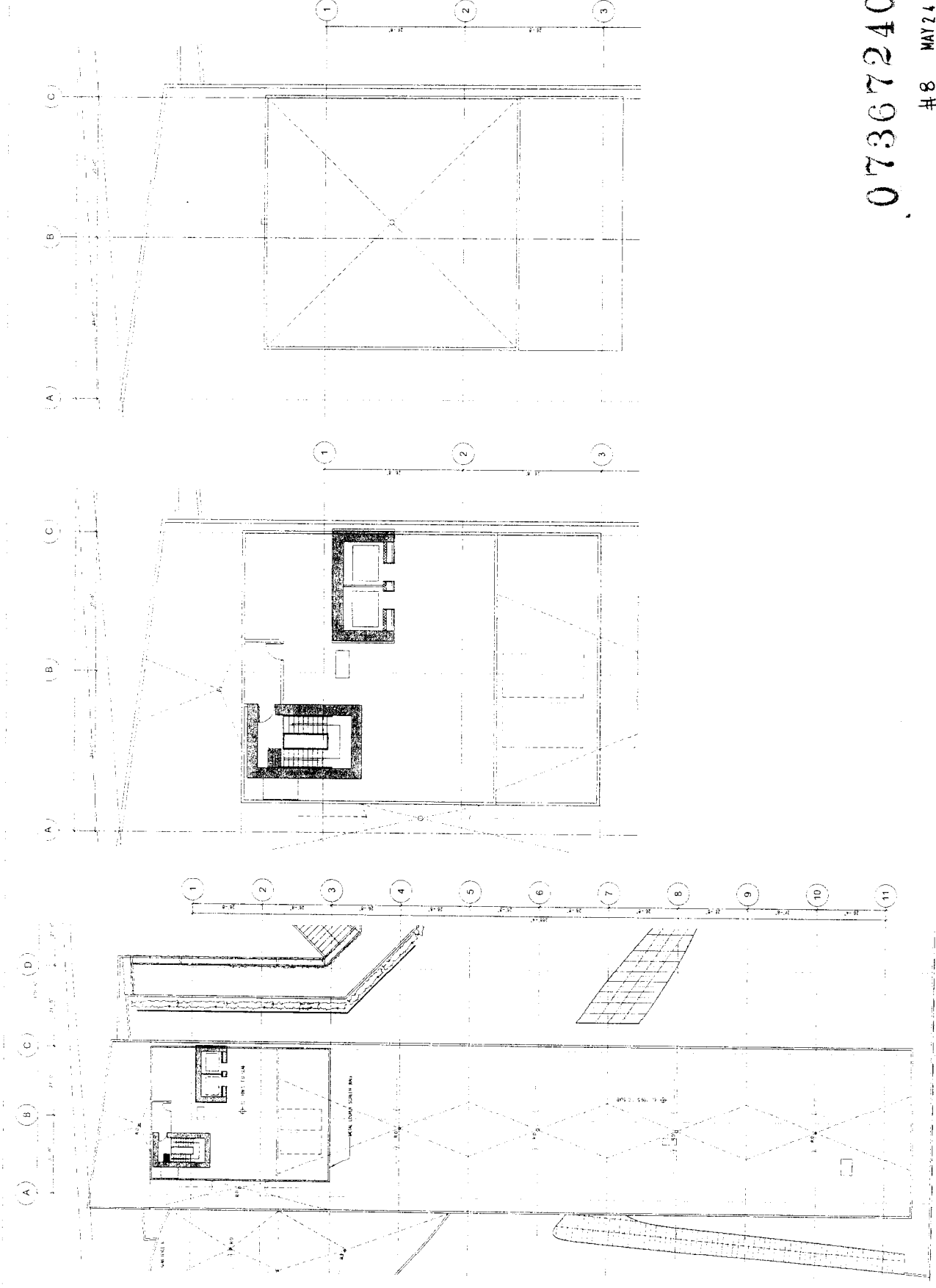
5

4

3

2

1



KEY

BING THOM ARCHITECTS
 148 Market Street, Boston, MA 02101
 TEL: 617.552.3333 FAX: 617.552.3334
 WWW.BINGTHOMARCHITECTS.COM
 PROJECT: ABERDEEN STATION LANDS
 DRAWING: MECH. PENTHOUSE ROOF
 DATE: 05/24/2007
 SCALE: AS SHOWN
 SHEET: 07367240

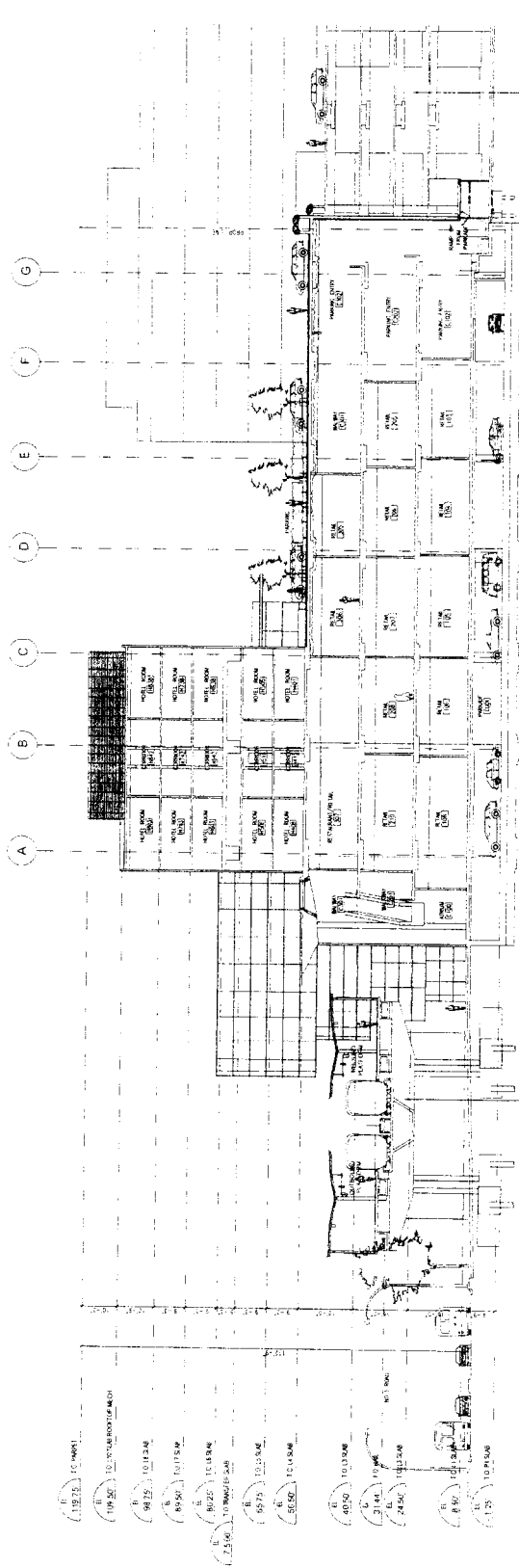
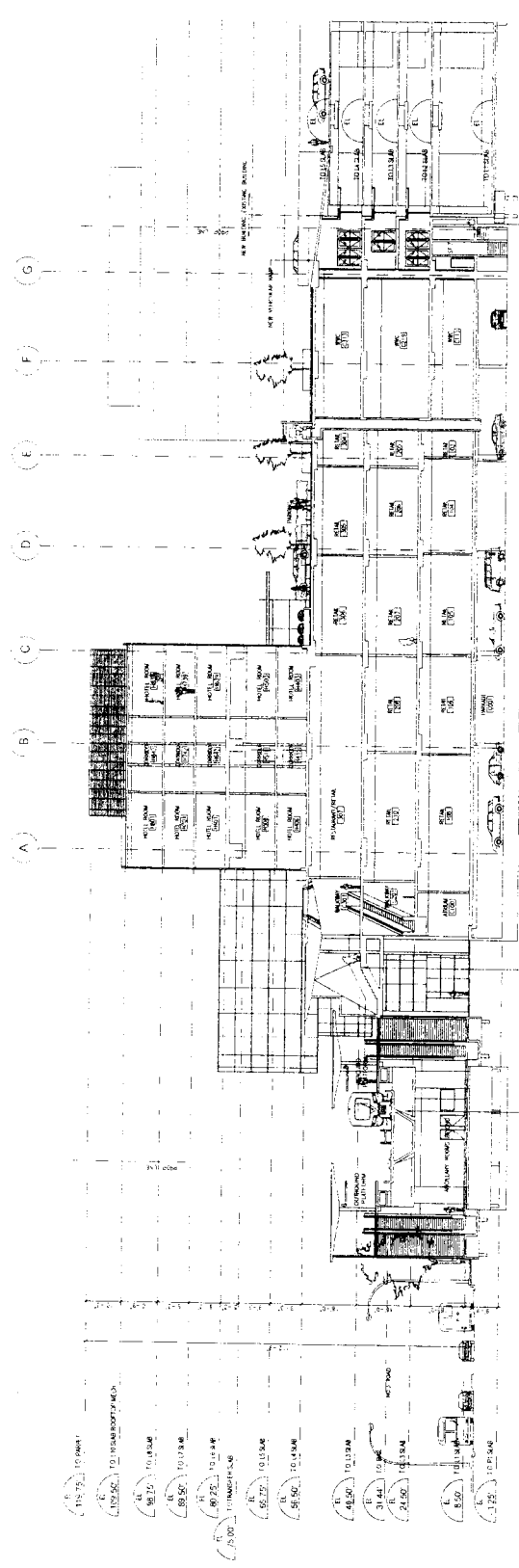
ABERDEEN STATION LANDS
 MECH. PENTHOUSE
 ELEV. 109.5'
 PENTHOUSE ROOF
 ELEV. 118.75'
 SHEET NUMBER: 07367240
 DATE: MAY 24 2007
 DRAWN BY: [Name]
 CHECKED BY: [Name]

07367240

8 MAY 24 2007

A2.06

10/15/07 - Revise: Per 10/15/07 Plan Change 006 Revise 10/15/07 Revise 10/15/07
 10/15/07 - Revise: Per 10/15/07 Plan Change 006 Revise 10/15/07 Revise 10/15/07

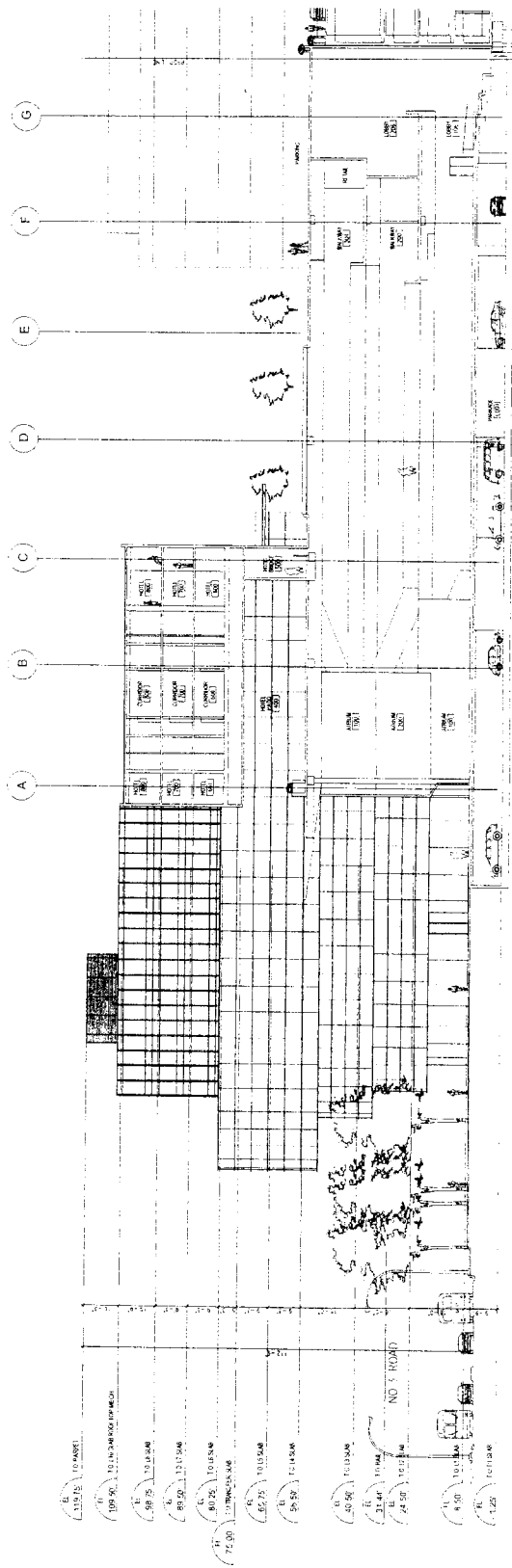
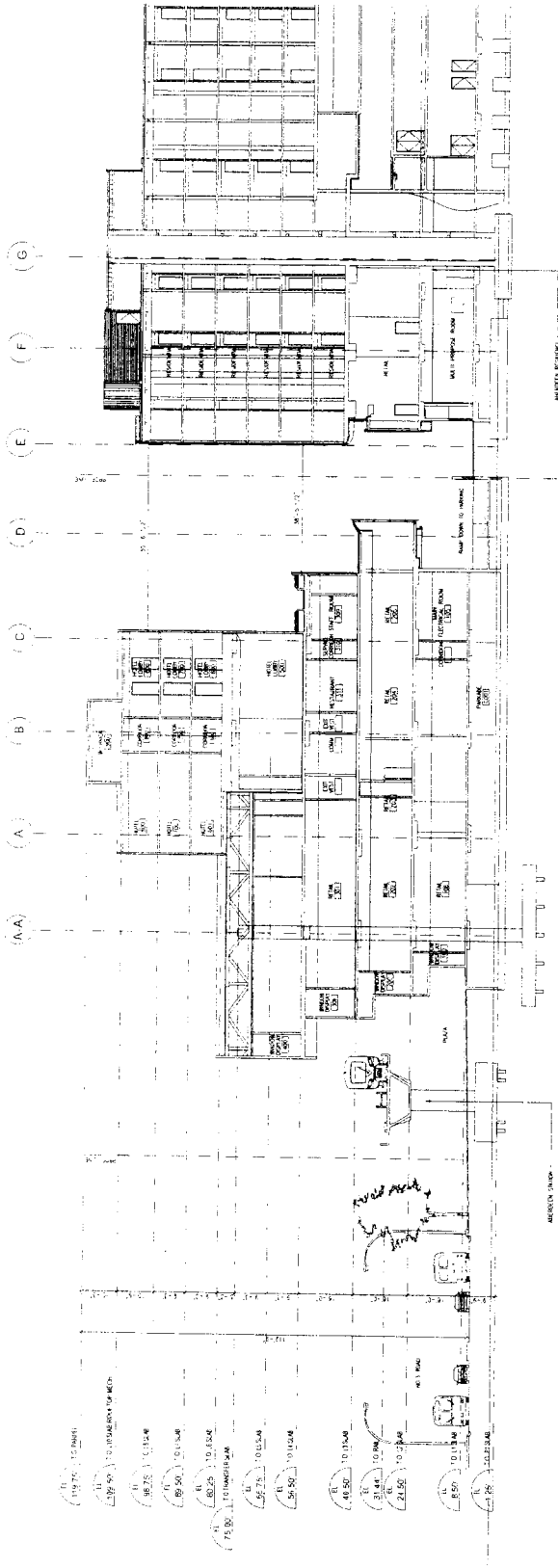


PROJECT: ABERDEEN STATION LANDS
 SECTION A-A
 SECTION B-B
 DATE: MAY 21, 2007
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: 1/8" = 1'-0"
 SHEET NO.: A-3.00

07367240 #9

BING THOM ARCHITECTS
 1400 Broadway, Suite 1000
 New York, NY 10018
 Tel: 212 692 2000
 Fax: 212 692 2001
 www.bingthom.com

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REVISIONS

BING THOM ARCHITECTS

1000 Bedford Street, Suite 200, Portland, ME 04102

TEL: 603.733.1111 FAX: 603.733.1112

WWW.BINGTHOMARCHITECTS.COM

PROJECT NO. 07367240

DATE: 05/24/07

SCALE: AS SHOWN

PROJECT: ABERDEEN STATION LANDS

SECTION: SECTION C-C

SECTION D-D

DATE: 05/24/07

SCALE: AS SHOWN

PROJECT: ABERDEEN STATION LANDS

SECTION: SECTION C-C

SECTION D-D

DATE: 05/24/07

SCALE: AS SHOWN

PROJECT: ABERDEEN STATION LANDS

SECTION: SECTION C-C

SECTION D-D

DATE: 05/24/07

SCALE: AS SHOWN

PROJECT: ABERDEEN STATION LANDS

SECTION: SECTION C-C

SECTION D-D

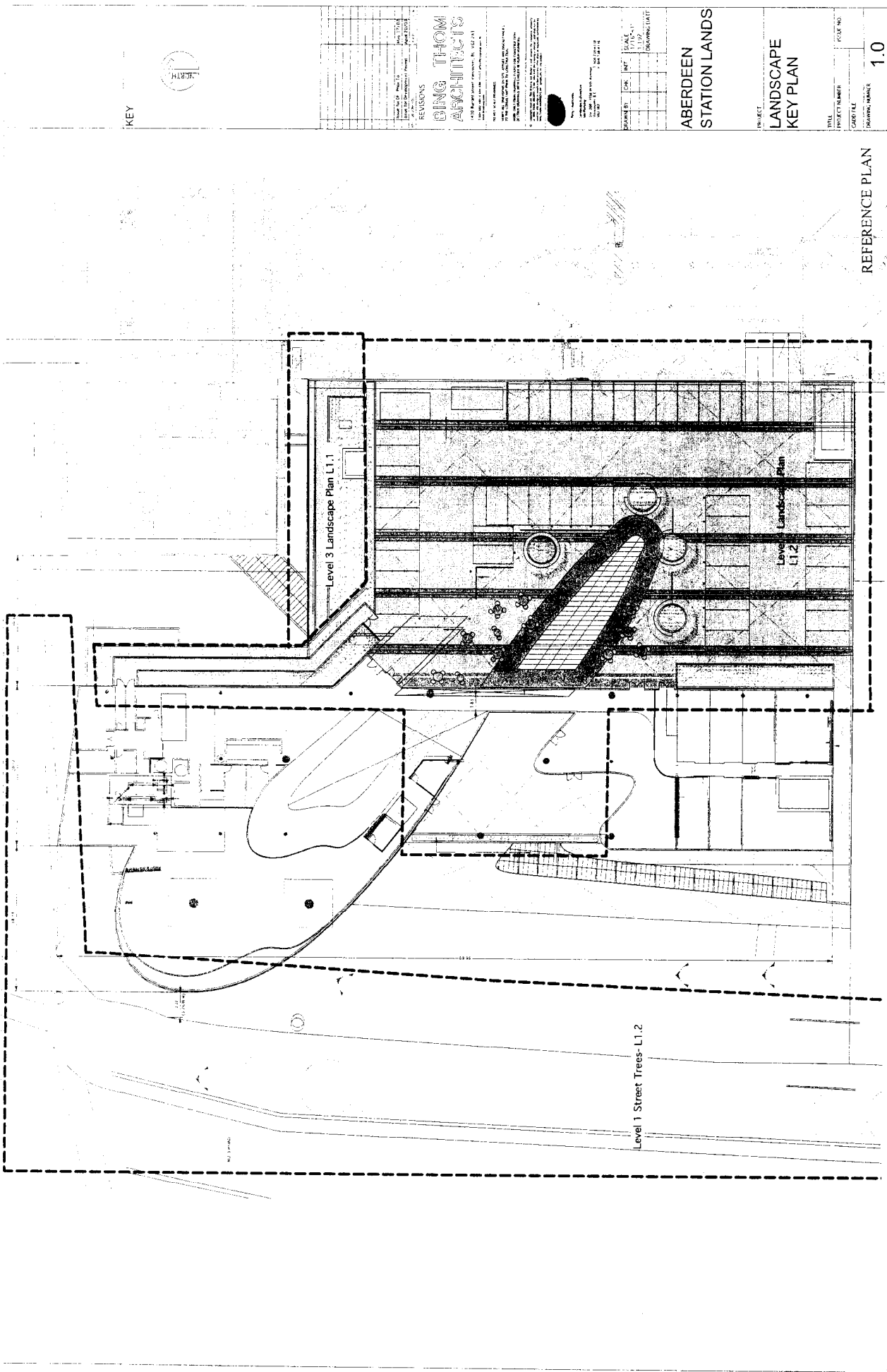
DATE: 05/24/07

SCALE: AS SHOWN

MAY 24 2007

07367240 #10

A-3.01



KEY



REVISIONS
BING THOM ARCHITECTS
 1100 Market Street, Suite 200, San Francisco, CA 94102
 Tel: 415.774.8900 Fax: 415.774.8901
 www.bingthom.com

PROJECT: ABERDEEN STATION LANDS
 DRAWN BY: D.K. INT. SCALE: 1/8" = 1'-0"
 DATE: 11/19/07
 DRAWING SHEET: LANDSCAPE KEY PLAN

PROJECT: ABERDEEN STATION LANDS

PROJECT: LANDSCAPE KEY PLAN

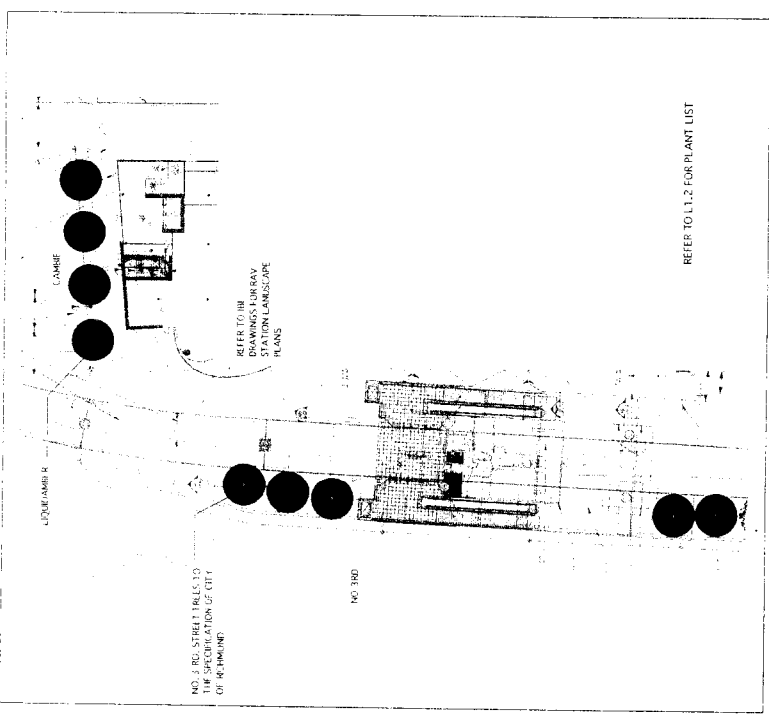
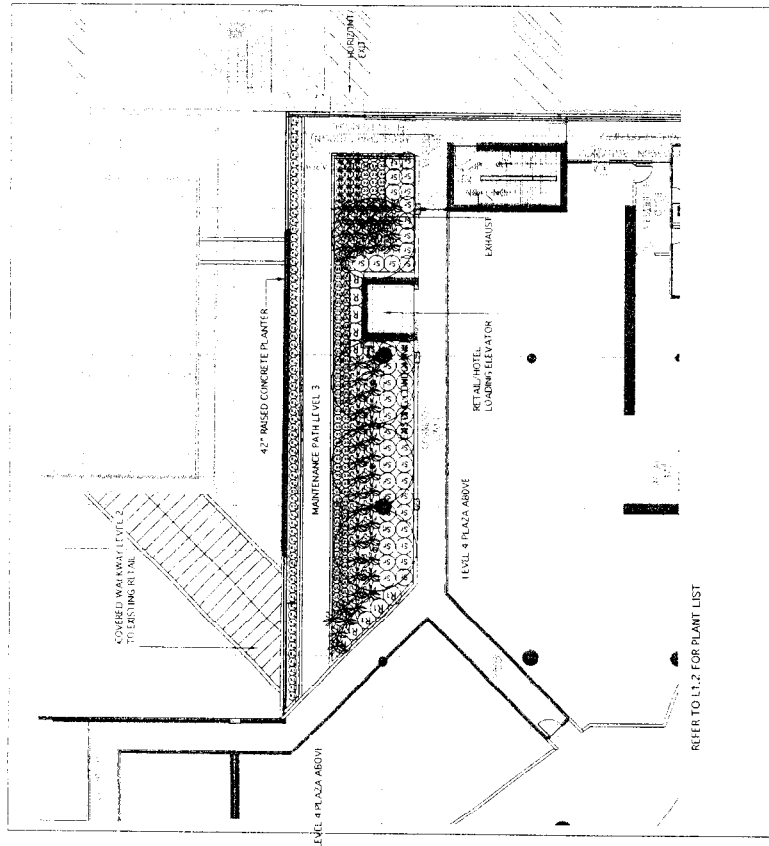
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 PROJECT NUMBER: 07367240
 DATE: 11/19/07
 DRAWING SHEET: LANDSCAPE KEY PLAN

REFERENCE PLAN

1.0

07367240

MAY 24, 2007



KEY

REVISIONS

TRING TRING ARCHITECTS

1415 North Dearborn Street, Suite 100
Chicago, IL 60610
Tel: 312.329.1111
Fax: 312.329.1112
www.tringtr.com

PROJECT: ABERDEEN STATION LANDS

DATE: MAY 24, 2007

PROJECT NO.: 07367240 # 14

ARCHITECT: JAWANKA ARCHITECT

SCALE: 1:120/1"=10'

DATE: MAY 24, 2007

PROJECT NO.: 07367240 # 14

ARCHITECT: JAWANKA ARCHITECT

SCALE: 1:360/1"=30'

DATE: MAY 24, 2007

07367240 # 14

MAY 24, 2007

L1.1

KEY



REVISIONS

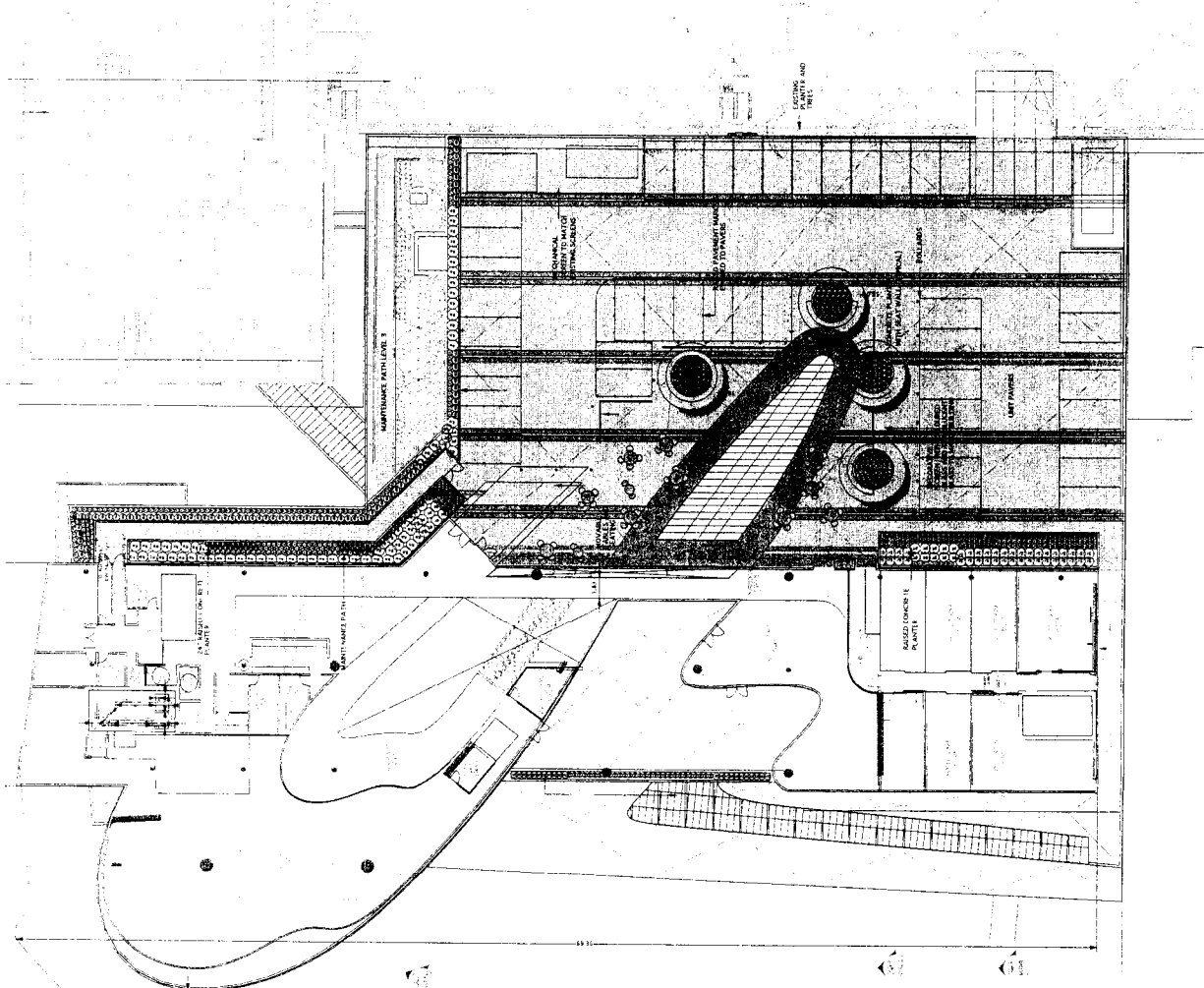
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PROJECT: ABERDEEN STATION LANDS
 DRAWN BY: C.W. INT. SCALE: 1/8" = 1'-0"
 DATE: 11/15/07
 DRAWING DATE: 11/15/07

ABERDEEN STATION LANDS

LANDSCAPE LEVEL 4

1.2



PLANT LIST

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE
5	1	Street Tree (To City of Richmond/Ven. (Lilacs) & Red)		7' m. w.
4	1	Hopsalamber (Viviparous)	Sweet Gum	6' pot
4	1	Aster rubrum 'Knapik'	Red Azalea	6' m. w.
4	1	Magnolia soulangeana 'Alphandine'	Sauce Mignolia	3m HT. (Specimen Trees)
111	1	Berberis thunbergii	Japanese Barberry	4' pot
227	1	Carex comens	Sedge	4' pot
289	1	Lupinus artemisoides 'lobbar'	Wood Spurge	4' pot
179	1	Helleborus niger	Black Helleborus	4' pot
32	1	Hemerocallis sp.	Daylily	4' pot
22	1	Phormium tenax	New Zealand Flax	4' pot
56	1	Podanthum muricum	Western Sword Fern	4' pot
17	1	Rhododendron macrophyllum	Pacific Rhododendron	4' pot
108	1	Rumex crispus	Rumex	4' pot
95	1	Sarcocolla humilis	Sweetbox	4' pot
227	1	Taxus media	Yew	1.2m HT.

07367240 #15 MAY 24 2007

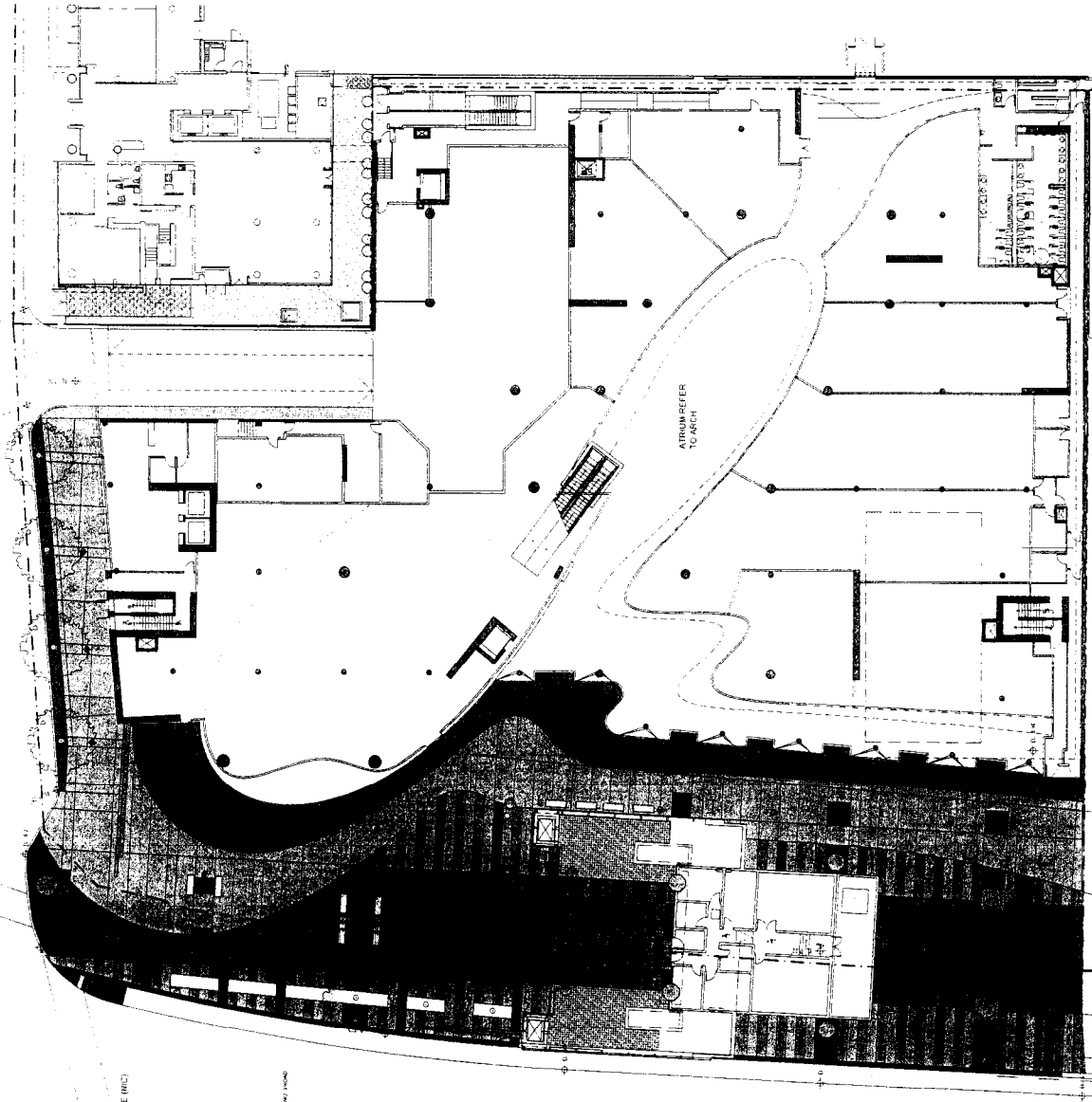


IBI GROUP ARCHITECTS
 1100 15th Avenue South
 Suite 1000
 Denver, CO 80202
 Phone: 303.733.1000
 Fax: 303.733.1001
 Website: www.ibigroup.com

KEY

MATERIALS KEY

[Pattern]	Concrete Clp Paving
[Pattern]	Marble Tiles
[Pattern]	Special Paving
[Pattern]	Granite Tile Type 1
[Pattern]	Granite Tile Type 2
[Symbol]	Pedestrian Lighting
[Symbol]	Bench
[Symbol]	Bike Racks
[Symbol]	Canbage
[Symbol]	Fire Hydrant



BING THOM ARCHITECTS
 1500 Broadway Street, Suite 1000
 Denver, CO 80202
 Phone: 303.733.1000
 Fax: 303.733.1001
 Website: www.bingthom.com

ABERDEEN
 STATION
 LANDS

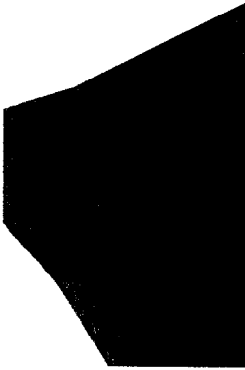
PLAZA
 MATERIALS
 PLAN

07367240 #16 MAY 21 2007

L1

100 S. Green Ave. Suite 100
 11000 SW 47th Avenue
 Fort Lauderdale, FL 33314
 Phone: (954) 377-1111
 Fax: (954) 377-1112

KEY



CAST IN PLACE CONCRETE



GRANITE URBAN CURB



CONCRETE UNIT PAVER



STONE TILES

BING THOM
 ARCHITECTS

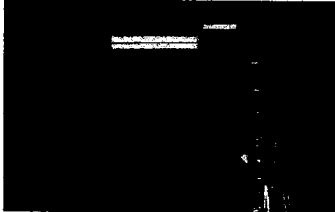
1100 S. Green Ave. Suite 100
 Fort Lauderdale, FL 33314
 Phone: (954) 377-1111

NO.	DESCRIPTION	QTY	UNIT	TOTAL

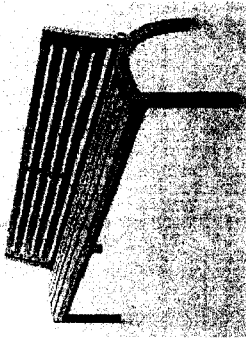
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 STATION
 LANDS

MATERIALS

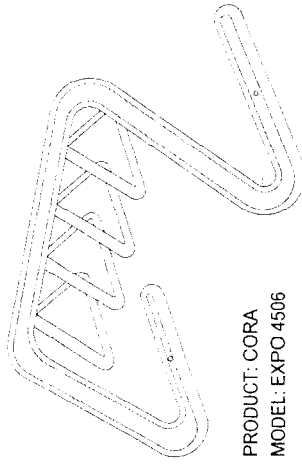
SCALE	1" = 1'-0"
DATE	5/18/07
PROJECT NO.	07367240
REVISION	



PEDESTRIAN SCALED LIGHTING



BENCH



PRODUCT: CORA
 MODEL: EXPO 4506

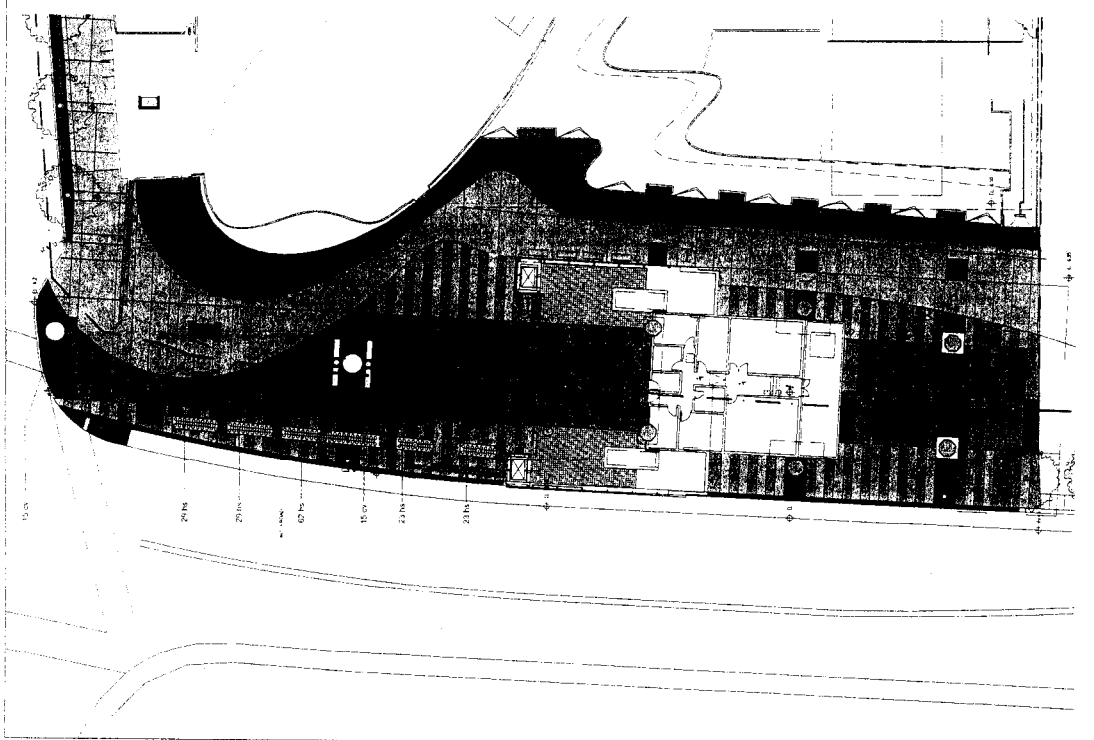
BIKE RACK



TRASH RECEPTACLE

NOTE:
 FINAL SPECIFICATION OF SITE FURNITURE
 SUBJECT TO INPUT FROM THE NO. 3 ROAD
 RESTORATION FINAL DESIGN PROJECT

07367240 #17 MAY 24 2007



PLANT LIST

ABBR.	BOTANICAL NAME/COMMON NAME	QTY.	SIZE/DESCRIPTION
186	#1 Palm	186	Full & Bushy 18" O.C.
30	#2 Palm	30	Full & Bushy

GROUNDCOVERS: VINES/PERENNIALS

186 Heliconia sp. / 30 Blue Cliff Grass

30 Climbing Vines

- NOTES:**
- All materials and quantities, including and maintenance shall be in accordance with United B.C.S., A.S.C.A., P.A. standards.
 - All planting shall be approved by Consultant prior to planting.
 - All quantities and dates shall be revised and approved by Consultant prior to planting.
 - Planting shall be completed prior to planting and shall adhere to landscape specifications.
 - Planting shall be completed prior to planting and shall adhere to landscape specifications.
 - All trees or most shrubs of plants to be laid out in 1/8" scale (one inch equals 10 feet) or larger. Refer to detail.
 - Refer to details and specifications for planting.

BING THOM ARCHITECTS
 1000 West Broadway, Suite 1000
 Vancouver, BC V6E 2E6
 Tel: 604.681.2776
 Fax: 604.681.1000
 www.bingthom.com

REVISIONS

NO.	DATE	DESCRIPTION
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8	05/18/2007	ISSUED FOR PERMIT
9	05/18/2007	ISSUED FOR PERMIT
10	05/18/2007	ISSUED FOR PERMIT

BING THOM ARCHITECTS

PROJECT INFORMATION

PROJECT NO.	07367240
DATE	MAY 18 2007
CLIENT	ABERDEEN STATION LANDS
LOCATION	PLAZA PLANTING
SCALE	AS SHOWN
DRAWN BY	[Name]
CHECKED BY	[Name]
DATE	05/18/2007

ABERDEEN STATION LANDS

PLAZA PLANTING

07367240 #18 MAY 18 2007