



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Holger Burke
Acting Director of Development
Date: September 21, 2005
File: DP 05-292001
Re: **Application by Adera Equities Inc. for a Development Permit at 9180/9186, 9200 and 9220 Westminster Highway**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of an eighty-four unit four-storey apartment over a one level parkade at 9180/9186, 9200 and 9220 Westminster Highway on a site zoned Comprehensive Development District (CD/166); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the minimum Katsura Street setback from 4.5 m to 3.8 m to permit building projections into the setback area;
 - b) Increase the maximum projection into the Katsura Street setback from 2.0 m to 3.3 m to permit entry porch and cantilevered roof projections into the setback area; and
 - c) Reduce the minimum side and rear yard setbacks from 6.0 m to 5.0 m to permit building projections into the setback area.

Holger Burke, MCIP
Acting Director of Development

HB:ef
Att. 5

Staff Report

Origin

Adera Equities Inc. has applied to the City of Richmond for permission to develop an 84-unit multiple-family building at 9180/9186, 9200, and 9220 Westminster Highway on a site zoned Comprehensive Development District (CD/166). The site previously contained one two-family dwelling, one single-family dwelling and a vacant lot.

Development Information

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

Background

The subject site is located at 9180/9186, 9200, and 9220 Westminster Highway. Development surrounding the subject site is as follows:

- To the north, across Westminster Highway, an undeveloped Federally owned quarter section (DFO lands) zoned Agricultural District (AG1) and in the ALR;
- To the east, an existing church rectory and church zoned Assembly District (ASY);
- To the south, single-family homes fronting on Ferndale Road, the approved development for 9171 Ferndale (RZ 04-271217 and DP 04-275373), nine-storey apartments over parking, and the proposed development at 9211, 9231 and 9251 Ferndale (RZ 05-302273 and DP 05-306274) which is second phase of the overall development (Red 1 and 2) by the applicant (Adera), for which the subject site is the first phase; and
- To the west, an existing gas station and automotive service station, zoned Service Station District (G2).

Rezoning and Public Hearing Results

The rezoning application for this development (RZ 04-287217) was presented to Planning Committee on May 3, 2005. The Public Hearing for the rezoning of this site was held on June 20, 2005. At the Public Hearing, there were no concerns expressed about rezoning the property.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with Comprehensive Development District (CD/166) except for the zoning variances noted below.

Zoning Compliance/Variiances (staff comments in **bold**)

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

- 1) Reduce the minimum Katsura Street setback from 4.5 m to 3.8 m to permit building projections into the setback area;

(Staff supports the proposed variance as the proposal meets the intent of the zoning district which is to accommodate multiple-family development within a formal, park-like setting. The variance would permit a 2-storey window bay and the end bay of the corner unit to project 0.7 m into the Katsura Street setbacks. The requested variance is a function of the alignment of Katsura Street, which is not perpendicular to Westminster Highway and Ferndale Road, to which the building is aligned, and has resulted in the building exceeding the required setback at the northern portion along Katsura Street with a reduced setback at the south portion of the building. The building articulation contributes to the architectural character, consistent with the design guidelines for the area.)

- 2) Increase the maximum projection into the Katsura Street setback from 2.0 m to 3.3 m to permit entry porch and cantilevered roof projections into the setback area; and

(Staff supports the proposed variance as the proposal meets the intent of the zoning district. The variance would permit a central entry porch to project 3.3 m into the setback area along Katsura Street which contributes to the pedestrian experience along the street.)

- 3) Reduce the minimum side and rear yard setbacks from 6.0 m to 5.0 m to permit building projections into the setback area.

(Staff supports the proposed variance as the proposal meets the intent of the zoning district. The variance would permit unenclosed balcony projections of 1.2 m within the side and rear yard setbacks. The requested variance is a function of the siting of the building to provide an increased setback to the north along Westminster Highway, greater than the minimum setback of 6 m, where the main face of the building is setback on average more than 8.0 m from the property line to allow for a sidewalk Right-of-Way. Privacy concerns are addressed through landscaping and a coordinated interface with the Phase II site.)

Advisory Design Panel Comments

The Advisory Design Panel was supportive of the proposal, provided the following were incorporated: design development to address pedestrian scale and access along the Westminster Highway frontage; consistency in the building materials; access from the handicapped parking stalls to the elevator; and design development to the landscape features.

The applicant has addressed the Panel's resolution through the incorporation of: improved pedestrian access and articulation of features along the Westminster Highway frontage; improvements to finishes and window placement; consistency in landscape features; placement of one handicapped parking stall immediately adjacent to the elevator lobby; and grading along the perimeters of the site has been adjusted to make a better transition to the existing grades.

A copy of the relevant excerpt from the Advisory Design Panel Minutes from April 20, 2005 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold italics**'.

Analysis

Criteria and policies for the issuance of Development Permits appear in Bylaw 7100, the Official Community Plan (OCP):

- Schedule 1: 9.2 General Guidelines
 9.3 Multiple-Family Residential Development Permit Guidelines (Townhouses)

Schedule 2: 2.10 City Centre
2.10C McLennan North Sub-Area Plan

The subject application complies with the applicable development permit design guidelines.

Conditions of Adjacency

- The proposed height, siting and orientation of the building respects the massing of the surrounding existing and proposed residential development; and
- The units along the south and west side yard setbacks are adjacent to proposed multi-family buildings on large sites. Where units overlook the adjacent properties, the adjacency has been mitigated by increased setbacks from 5.0 m to 5.7 m, privacy fencing, and the retention of existing hedges and trees. In addition, the applicant proposes further landscape buffering on this site.

Urban Design and Site Planning

- Vehicle access to the site will be from a single driveway on Katsura Street;
- The indoor amenity space is intended to be a multipurpose lounge with a coffee bar, a TV, an electric fireplace, and seating used for social gatherings for residents and their guests.
- The outdoor amenity space is intended for passive sitting and strolling by adults. There is also a play area for children located at the western end of the open courtyard, to maximize daylight exposure.
- 84 resident bicycle storage parking spaces have been provided for the 84 units in accordance to OCP requirements.
- Pedestrian frontage character facing Ferndale Road and Westminster Highway, and pedestrian connections have been incorporated. There are individual unit and communal pedestrian entries on both streetscapes. A pedestrian route enters the site from Ferndale Road and continues around the central amenity area;
- A total of 17 visitor parking spaces are provided within the development site, including two (2) accessible parking spaces for visitors and one space for residents;
- A total of 105 resident parking spaces are provided on site, which exceeds the minimum of 94 spaces required in Comprehensive Development District (CD/166);
- A total of twenty-one units have two vehicle parking spaces, provided in tandem as permitted in Comprehensive Development District (CD/166), with sixty-three (63) small units provided with one space, each;
- The site has been designed to accommodate fire-fighting requirements;
- A centrally located garbage and recycling room within the parking level has been provided to accommodate this 84 unit apartment development, which will be on private garbage collection and City's blue carts recycling. Due to the slope of the entrance driveway to the underground parking level, the carts must be brought out on collection day to a holding area close to the sidewalk, within the boulevard south of the driveway ramp; and
- All units are designed to accommodate enhanced accessibility requirements, including one bathroom within every unit that is accessible, with roughed in electric door openers, and lower handles, and adequate framing to accommodate "grab rails".

Architectural Form and Character

- The building form is well articulated;

- The low-rise apartment scale of the project provides a transition between higher apartment developments to the south and west and three-storey townhouses to the east;
- The scale of the development is consistent with existing City Centre development to the west, across Garden City Road;
- The courtyard plan has been carefully designed with the majority of units oriented to the outside of the building to maximize privacy for each unit;
- The west facing raised courtyard over parking provides a sunny and usable outdoor amenity area, and improves the livability of the dwelling units;
- The large balconies provide high-quality private outdoor open space for apartments;
- The dedication and construction of a portion of Katsura Street supports the development of the transportation network planned for the area;
- A mix of unit types is proposed including smaller units to provide opportunities for a range of household sizes;
- The proposed building materials (brick, architectural concrete, split-face concrete blocks, vinyl siding, painted wood trim, asphalt shingle roofing, and timber posts, beams and brackets) are consistent with the Official Community Plan (OCP) Guidelines.
- A pedestrian scale is provided at the ground floor level of the units along Westminster Highway with the inclusion of windows, doors, porches, and landscape features; and
- A contribution of \$0.60 per square foot of buildable area (e.g., \$51,307) towards the City's Affordable Housing Reserve Fund was provided as part of the rezoning (RZ 04-287217);

Overall the project is well designed and deserving of support.

Landscape Design and Open Space Design

- The landscape design includes the planting of 102 new trees and approximately 1,500 shrubs. Existing Cedar hedging will be protected and retained along the east property line;
- The landscape design also includes special paving treatment with patterning and colour, as well as substantial planting;
- Children's play opportunities on site include private yards; informal communal lawn areas and a screened play structure on a soft, matted surface;
- The outdoor amenity includes benches, pathways, planting beds and a lawn area;
- The plant sizes have been optimized for the maximum of 30" of fill over the suspended slab.
- There are no tree retention opportunities as per the arborist's report, based on the site location and construction requirements for the below grade parking structure;
- Terracing of the landscaping has been provided south of the parkade entrance. Where the HC accessible path to the main entrance of the building limits the amount of terracing, brick is being used at exposed parkade walls;
- The electrical kiosk has been located at the lowest profile location that is accessible to BC Hydro – at the southeast corner of the site. Retaining walls and berms that provide screening of the parkade also provide enclosure for the sides of the kiosk area that do not require access by Hydro. The two small hall pressurization fans have been located away from the edge of the building to minimize visibility; and
- Brick retaining walls and stepped planters are provided along the perimeter of the site to provide a transition to neighbouring sites and streets, with a privacy fence on a temporary retaining wall adjoining the Phase II portion of the project to the south, and privacy fencing on a concrete retaining wall to the west.

Crime Prevention Through Environmental Design

- Mailboxes are visible from the elevator lobby.
- Indoor and outdoor lighting levels, including exit stairwells, the parkade and exterior building lighting and paths, have been designed to IES recommended lighting levels
- Glazing has been introduced in doors at the parkade level and at exit stairwell doors. Parkade ceilings, columns and walls at the visitor parking are to be painted white. Dead ends and concealment areas have been minimized

Transportation & Traffic Comments

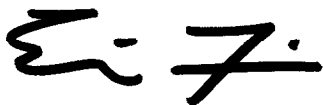
- To accommodate loading on site, the applicant has agreed to design and construct for a minimum of 8.0 m (preferably 8.5 m) temporary pavement on Katsura Street to safely accommodate for a temporary on-street loading zone on Katsura Street and 2-way traffic. The design of this temporary Katsura Street along the site's frontage will be confirmed to the satisfaction of the City at the servicing agreement stage of this project.

Servicing Analysis:

- The developer has agreed in writing as a condition of rezoning to complete the required storm and sanitary sewer analysis prior to the issuance of a Building Permit. The developer has also indicated that he will be responsible for the cost of upgrading such services subject to the analysis and agreed with the City. Analysis is being conducted as part of the Servicing Agreement for Phase I and Phase II of the Adera "Reds" development, with the Developer responsible for all costs.

Conclusions

The applicant has satisfactorily addressed issues that were identified through the rezoning process, as well as staff and the Advisory Design Panel's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context and will fit into the future context of Westminster Highway and the McLennan North Sub-Area. Therefore, staff recommend support of this Development Permit application



Eric Fiss, MCIP
Planner

EF:cas

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$246,322 (based on total floor area of 123,161).



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1

Development Application Data Sheet

Development Applications Department

DP 05-292001

Attachment 1

Address:	9180, 9186, 9200 and 9220 Westminster Highway		
Applicant:	Adera Equities Inc.	Owner:	Red (Adera) Projects Ltd.
Planning Area(s):	City Centre Area, McLennan North Sub-Area Plan (Schedule 2.10C)		
Floor Area	Gross: 11,442 m ²	Net:	7,932 m ²

	Existing	Proposed
Site Area	5,360 m ²	4,539.57 m ²
Land Uses	Single-family and Two-family residential	Multiple-family residential
OCP Designation	Residential	No change
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F) and Two-Family Housing District (R5)	Comprehensive Development District (CD/166) <ul style="list-style-type: none"> Permits Townhouses and Low-rise Multiple-family at 1.75 FAR
Number of Units	3 units (two-family dwelling, single-family dwelling, and vacant lot)	84 Apartment units

	Bylaw Requirement CD/166	Proposed	Variance
Floor Area Ratio:	Max. 1.75 FAR	1.75	none permitted
Lot Coverage:	Max. 45%	44%	no
Setback – Westminster Hwy. (m):	6 m Min. Structured parking permitted in setback	(north) 6.00 m	no
Setback – Katsura St. (m):	4.5 m Min. Up to 2.0 m projection into setback for parts of building (porches, cantilevered roofs, entry stairs) Structured parking permitted in setback	(building) 4.30m (columns) 3.80 m (entry porch columns) 2.40 m (entry roof) 1.20m	Up to 0.7 m reduction to setback; and Up to 1.3 m increase in maximum projection into setback
Setback – Side & Rear Yards (m):	Min. 6.0 m Structured parking permitted in setback	(south columns) 5.00 m (west columns) 5.10m (west building) 5.60m	Up to 1.0 m reduction
Height (m):	Max. 20 m (65.6 ft.)	16.6 m	no
Lot Size:	Min. 0.35 ha (0.86 ac.)	4,540 m ²	no
Off-street Parking Spaces – Regular (R) / Visitor (V):	(R): 1.0 spaces/unit x 64 = 64 (R): 1.5 spaces/unit x 20 = 30 (V): 0.2 spaces/unit x 84 = 17	Residents – 105 spaces Visitors – 17 spaces	no
Off-street Parking Spaces – Total:	111	122	no
Tandem Parking Spaces	May be provided when used by residents of single dwelling unit	21	no

Indoor Amenity Space:	Min 100 m ²	110 m ²	no
Outdoor Amenity Space:	6 m ² per dwelling unit x 84 = 504 m ²	504 m ²	no

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, April 20, 2005 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

3. 4 Storey Apartment over Parking
Integra Architecture Inc.
9180/9186/9200/9220 Westminster Highway
(Formal)

DP 05-292001

Mr. Eric Fiss, Planner, provided the staff comments for the project, following which he indicated that the general form and massing were supported by staff, that an opportunity to retain trees would be sought, and that the requested terracing around the parking entrance had been provided. Mr. Fiss then requested the Panel's comments on the internal courtyard and how, with a tight setback and an attempt for a strong street wall expression, the step to the street should be handled.

A model and various other materials were provided. Mr. Couttie said that the product had changed subsequent to the submission of the drawings in the agenda package in that the Katsura Street dedication had been reduced from 20m to 12m as a result of which 12 units had been added and the size of the parkade increased.

Mr. Couttie then described various aspects of the project, the affordable housing contribution, the arborist report that identified none of the existing trees could be retained, and the creation of the strong visual theme 'Yaletown Boutique Hotel' .

Mr. Dale Staples, of Integra Architecture, then reviewed the exterior materials and colours, and responded to questions pertaining to accessibility issues and the City of Vancouver access standards.

Mr. Jonathan Losee, landscape architect, reviewed the landscape plan, which featured an "urban Zen" style garden within the courtyard.

General questions were then put forth regarding accessibility, *every unit has one bathroom within the unit that is accessible, roughed in electric door openers, and lower handles, etc.*; whether Katsura Street was a new street, *in this location, yes*; and, the exterior materials, *vinyl and brick*.

The comments of the Panel were as follows:

- an impressive development that will contribute to the west streetscape. The courtyard spaces are well articulated. The brick and the pulling off of materials into the landscape along Westminster Highway could be articulated into a more human scale, perhaps a gated access. The entry on the rendering was good – ensure it is well lit. A drop slab or wall should support the step up from the private patios to the lawn area.

- the height of the entry arch appeared more appropriate on the rendering than on the model. Having two types of siding was good. The soffits and balconies are generous and dominant – perhaps lessen the soffits somewhat to allow more light in. The public/shared access to the courtyard is through the stair wells – is there a way of entry that would allow more views into the courtyard.
- there is a large blank wall on the south wing that could look intimidating. The light and ventilation in those end units and the stairwell could be enhanced. The handicapped parking could be swapped with parking stalls 9,10 and 11 to bring all of the handicapped parking close to the elevator. The roof line would be better with one complete panel.
- there were no CEPTED issues.
- a very attractive project. Has an alternate material to vinyl, i.e. metal, been considered.

Using metal was not considered, in order to maintain this as an affordable project to first homebuyer.

The Chair offered the following summary of the comments put forth by the Panel for consideration:

- include human scale features on the Westminster Highway frontage and articulate those features;
An entrance/exit has been provided along the Westminster Highway frontage. Pilasters have been added to articulate the retaining wall along Westminster Highway.
- treat inside patios in the same manner as the building;
Courtyard patios are to be treated in the same manner as the patios at the perimeter of the building.
- alternate the soffit materials;
A slate coloured soffit has been selected to be the more consistent with the building character.
- provide more consistency in the elements on the building;
The building elevations have been adjusted on the courtyard side – windows and material treatment – to be more consistent with the remainder of the building.
- provide a connection of visual access to the courtyard;
Additional windows have been added at the corridor walls to provide a strong visual connection to the courtyard.
- re-locate the handicapped parking stalls closer to the elevator;
One of the HC parking stalls have been located immediately adjacent to the elevator lobby. Two other spaces within the visitor parking area have been moved closer to the parkade entrance and the ramp access to the lobby.
- review the detail of the walls, railing and terraces;

Wall, railing, and terrace details will be incorporated in the Building Permit drawings.

- develop an interim plan for grading treatment; and

Grading along the west side of the site has been adjusted to make a better transition to the existing grades along the Mr. Lube. Grading along the south side of the site is have a level transition to the 2nd phase of development (RZ 05-302273).

- consider pedestrian access on Westminster Highway.

Pedestrian access has been provided both from the main building and the courtyard, to Westminster Highway.

It was moved and seconded

That DP 05-292001 move forward subject to consideration of the comments provided.

CARRIED



No. DP 05-292001

To the Holder: ADERA EQUITIES INC.

Property Address: 9180, 9186, 9200 AND 9220 WESTMINSTER HIGHWAY

Address: C/O DARREN CHUNG/NORM COUTTIE
SUITE 2200, 1055 DUNSMUIR STREET
VANCOUVER, BC V7X 1K8

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 minimum Katsura Street setback from 4.5 m to 3.8 m to permit 0.7 m building projections into the setback area;
 - b) Increase the maximum projection into the Katsura Street setback from 2.0 m to 3.3 m to permit 3.3 m entry porch and cantilevered roof projections into the setback area; and
 - c) Reduce the minimum side and rear yard setbacks from 6.0 m to 5.0 m to permit building projections into the setback area.
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 #4 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 \$246,322. 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 05-292001

To the Holder: ADERA EQUITIES INC.
Property Address: 9180, 9186, 9200 AND 9220 WESTMINSTER HIGHWAY
Address: C/O DARREN CHUNG/NORM COUTTIE
SUITE 2200, 1055 DUNSMUIR STREET
VANCOUVER, BC V7X 1K8

8. This Development Permit is issued subject to compliance with all of the Bylaws of the City. 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.

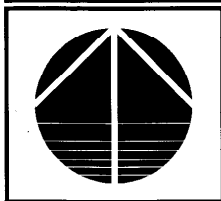
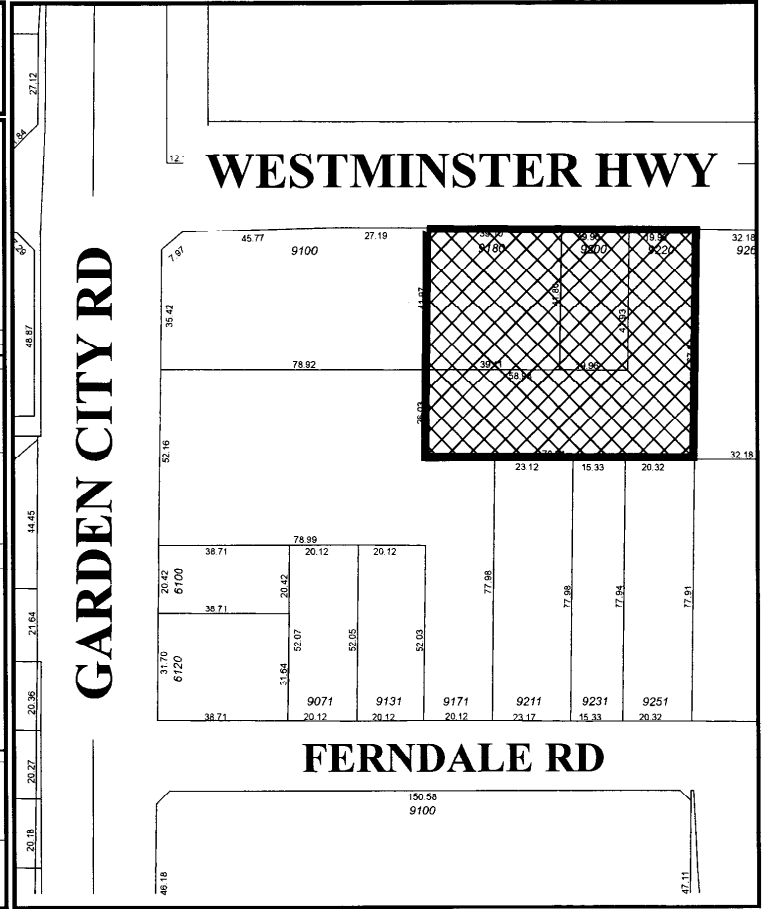
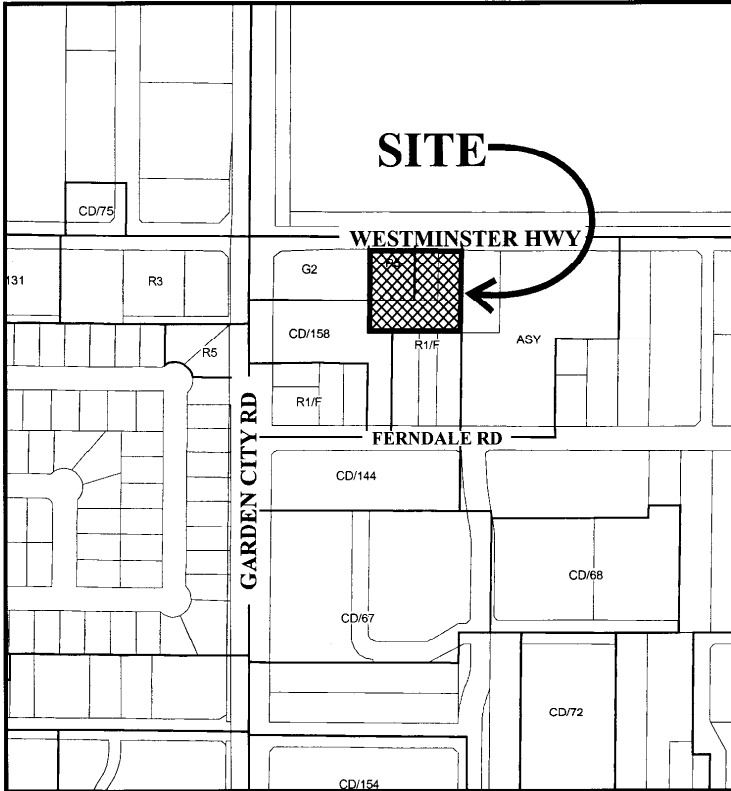
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 05-292001 SCHEDULE "A"

Original Date: 02/16/05
 Revision Date: 09/21/05
 Note: Dimensions are in METRES

NO.	DESCRIPTION	AREA (SQ. M)
1	Lot 1	1,234.56
2	Lot 2	2,345.67
3	Lot 3	3,456.78
4	Lot 4	4,567.89
5	Lot 5	5,678.90
6	Lot 6	6,789.01
7	Lot 7	7,890.12
8	Lot 8	8,901.23
9	Lot 9	9,012.34
10	Lot 10	10,123.45
11	Lot 11	11,234.56
12	Lot 12	12,345.67
13	Lot 13	13,456.78
14	Lot 14	14,567.89
15	Lot 15	15,678.90
16	Lot 16	16,789.01
17	Lot 17	17,890.12
18	Lot 18	18,901.23
19	Lot 19	19,012.34
20	Lot 20	20,123.45
21	Lot 21	21,234.56
22	Lot 22	22,345.67
23	Lot 23	23,456.78
24	Lot 24	24,567.89
25	Lot 25	25,678.90
26	Lot 26	26,789.01
27	Lot 27	27,890.12
28	Lot 28	28,901.23
29	Lot 29	29,012.34
30	Lot 30	30,123.45
31	Lot 31	31,234.56
32	Lot 32	32,345.67
33	Lot 33	33,456.78
34	Lot 34	34,567.89
35	Lot 35	35,678.90
36	Lot 36	36,789.01
37	Lot 37	37,890.12
38	Lot 38	38,901.23
39	Lot 39	39,012.34
40	Lot 40	40,123.45
41	Lot 41	41,234.56
42	Lot 42	42,345.67
43	Lot 43	43,456.78
44	Lot 44	44,567.89
45	Lot 45	45,678.90
46	Lot 46	46,789.01
47	Lot 47	47,890.12
48	Lot 48	48,901.23
49	Lot 49	49,012.34
50	Lot 50	50,123.45
51	Lot 51	51,234.56
52	Lot 52	52,345.67
53	Lot 53	53,456.78
54	Lot 54	54,567.89
55	Lot 55	55,678.90
56	Lot 56	56,789.01
57	Lot 57	57,890.12
58	Lot 58	58,901.23
59	Lot 59	59,012.34
60	Lot 60	60,123.45
61	Lot 61	61,234.56
62	Lot 62	62,345.67
63	Lot 63	63,456.78
64	Lot 64	64,567.89
65	Lot 65	65,678.90
66	Lot 66	66,789.01
67	Lot 67	67,890.12
68	Lot 68	68,901.23
69	Lot 69	69,012.34
70	Lot 70	70,123.45
71	Lot 71	71,234.56
72	Lot 72	72,345.67
73	Lot 73	73,456.78
74	Lot 74	74,567.89
75	Lot 75	75,678.90
76	Lot 76	76,789.01
77	Lot 77	77,890.12
78	Lot 78	78,901.23
79	Lot 79	79,012.34
80	Lot 80	80,123.45
81	Lot 81	81,234.56
82	Lot 82	82,345.67
83	Lot 83	83,456.78
84	Lot 84	84,567.89
85	Lot 85	85,678.90
86	Lot 86	86,789.01
87	Lot 87	87,890.12
88	Lot 88	88,901.23
89	Lot 89	89,012.34
90	Lot 90	90,123.45
91	Lot 91	91,234.56
92	Lot 92	92,345.67
93	Lot 93	93,456.78
94	Lot 94	94,567.89
95	Lot 95	95,678.90
96	Lot 96	96,789.01
97	Lot 97	97,890.12
98	Lot 98	98,901.23
99	Lot 99	99,012.34
100	Lot 100	100,123.45

VARIANCE TO PERMIT
SETBACK REDCTION FROM
6.0m TO 5.0 m

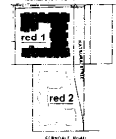
VARIANCE TO PERMIT
3.3m PROJECTION IN SETBACK

VARIANCE TO REDUCE
SETBACK FROM 4.5m TO 3.8 m

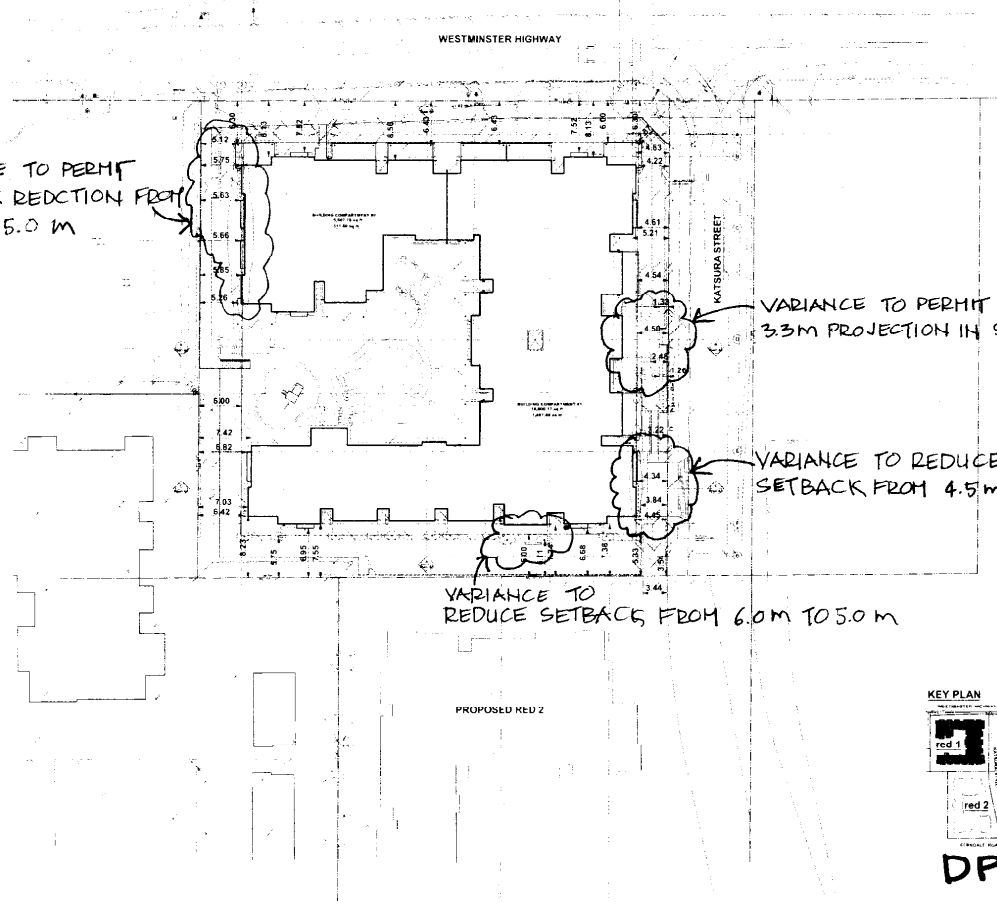
VARIANCE TO
REDUCE SETBACK FROM 6.0m TO 5.0 m

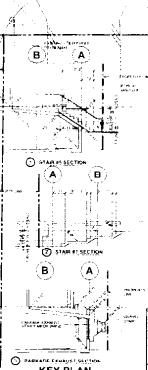
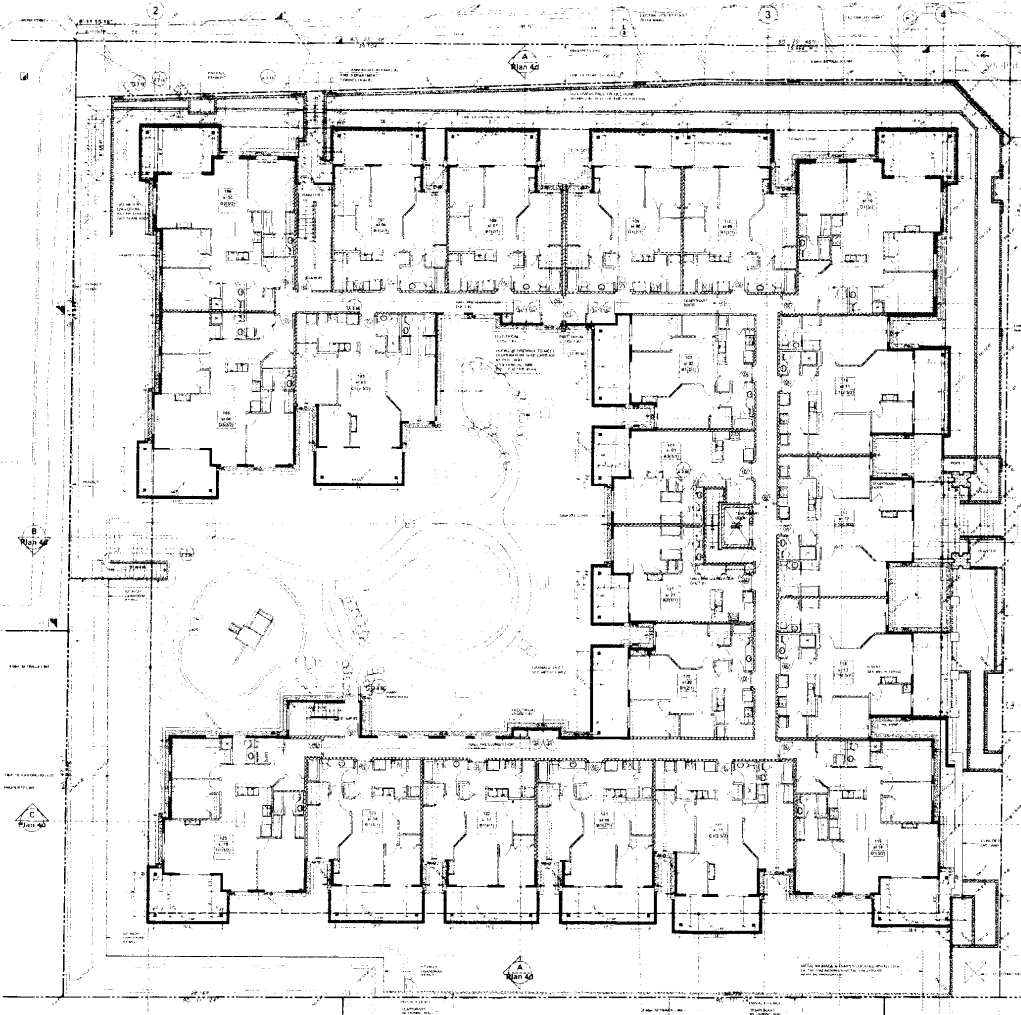
PROPERTY MAP
GROSS SITE AREA APPROXIMATE
37,887 SQ. METERS
1/2" ROAD DEDICATION
8,587 SQ. METERS
40' x 20' CORNER TRUNCATION
5572 SQ. METERS
NET SITE AREA
30,748 SQ. METERS

KEY PLAN



PLAN #1
DP 05292001





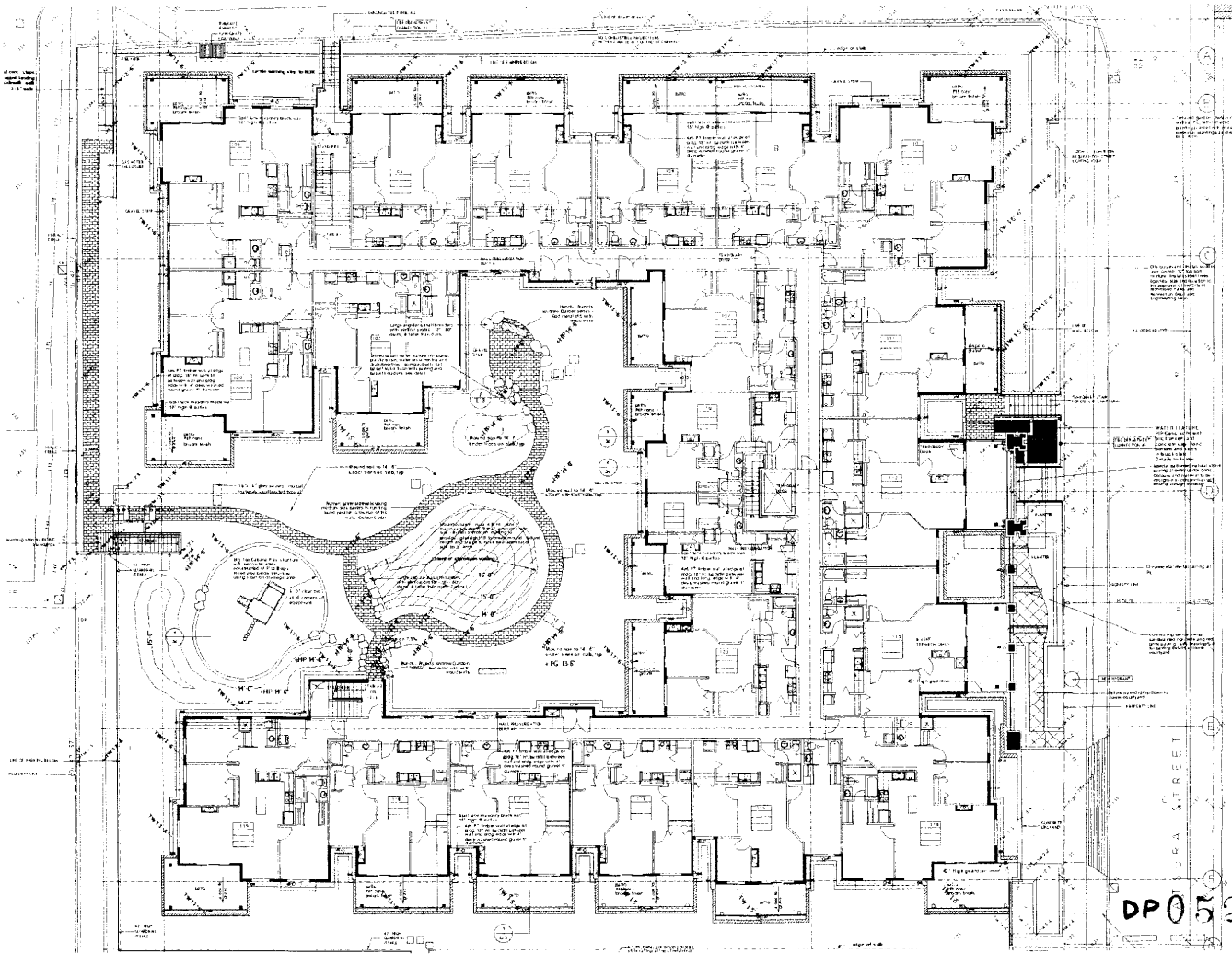
INTEGRA ARCHITECTURE INC.



NO.	DESCRIPTION
1	...
2	...
3	...
4	...
5	...
6	...
7	...
8	...
9	...
10	...
11	...
12	...
13	...
14	...
15	...
16	...
17	...
18	...
19	...
20	...
21	...
22	...
23	...
24	...
25	...
26	...
27	...
28	...
29	...
30	...
31	...
32	...
33	...
34	...
35	...
36	...
37	...
38	...
39	...
40	...
41	...
42	...
43	...
44	...
45	...
46	...
47	...
48	...
49	...
50	...

PLAN 2b
 DP05292001

1st FLOOR PLAN
 Plan 2b-15



- Graphic List
- L-1 Layout and Grading
 - L-2 Parking Plan
 - L-3 Landscape Details

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

PLAN#3A Layout and Grading Plan

DP05292001

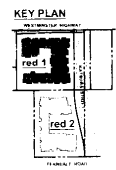
Plan 3a



1 NORTH ELEVATION (WESTMINSTER HIGHWAY)



2 EAST ELEVATION (KATSURA STREET)



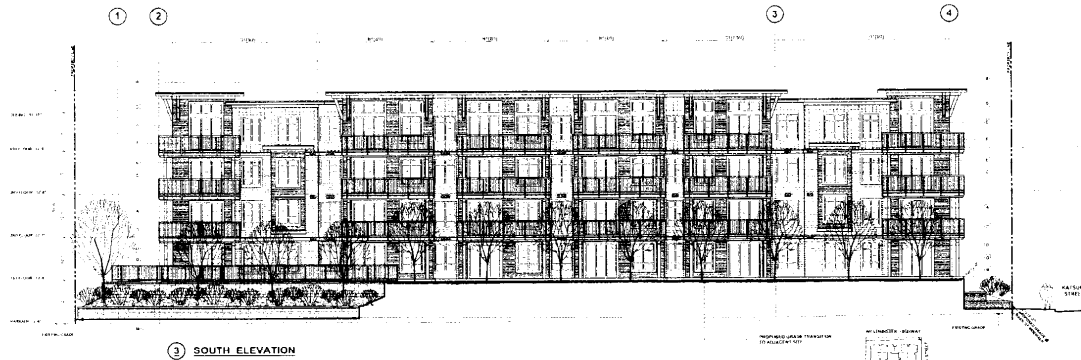
MATERIAL & COLOUR LEGEND

NO.	DESCRIPTION	REMARKS
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

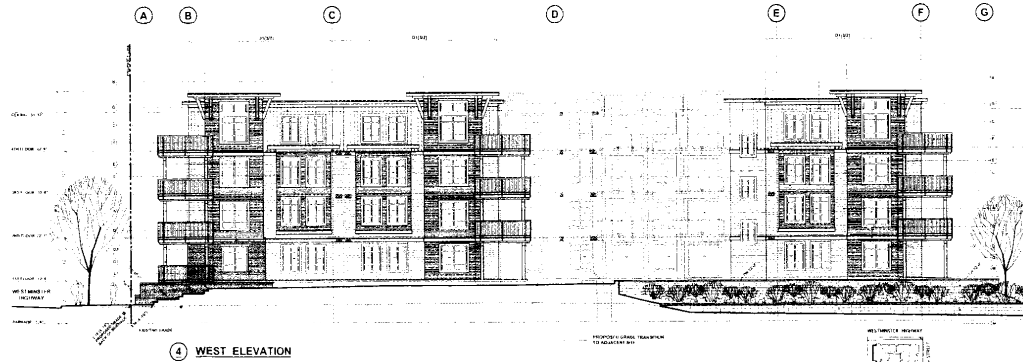
ELEVATIONS NORTH & EAST
Plan 4a 15

PLAN # A.a

DP 05292001

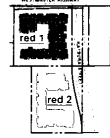


3 SOUTH ELEVATION



4 WEST ELEVATION

KEY PLAN



MATERIAL & COLOUR LEGEND

NO.	DESCRIPTION	COLOUR
1	Concrete	Grey
2	Brickwork	Red
3	Cladding	White
4	Paintwork	White
5	Roofing	Grey
6	Landscaping	Green
7	Pathways	Grey
8	Planters	White
9	Benches	Wood
10	Lighting	Black
11	Signage	White
12	Artwork	Various
13	Water Features	Blue
14	Structural Elements	Grey
15	Other	As per specification

ELEVATIONS SOUTH & WEST

NO.	DESCRIPTION
1	South Elevation
2	West Elevation
3	Other

PLAN # 4.b

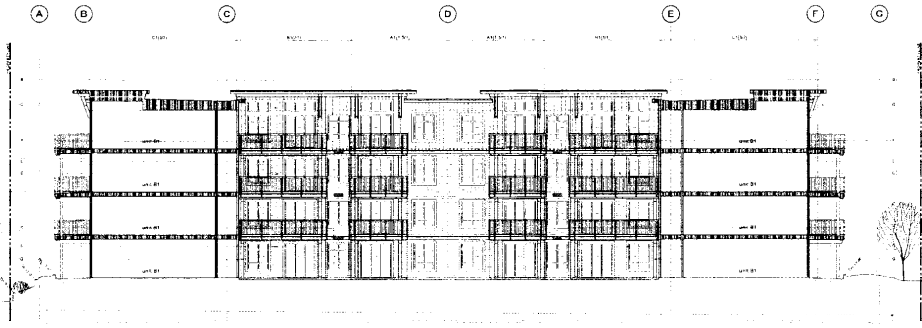
DP 05292001



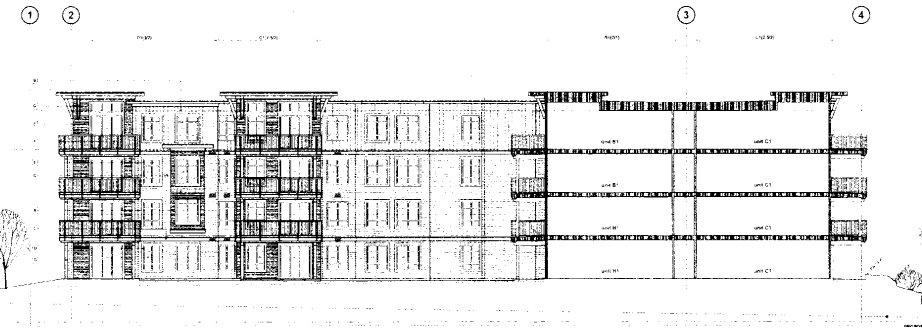
REDESIGN YOUR SPACE



ARCHITECTURE DESIGN & CONSTRUCTION



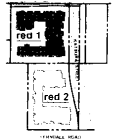
5 COURTYARD - WEST ELEVATION



6 COURTYARD - SOUTH ELEVATION



KEY PLAN



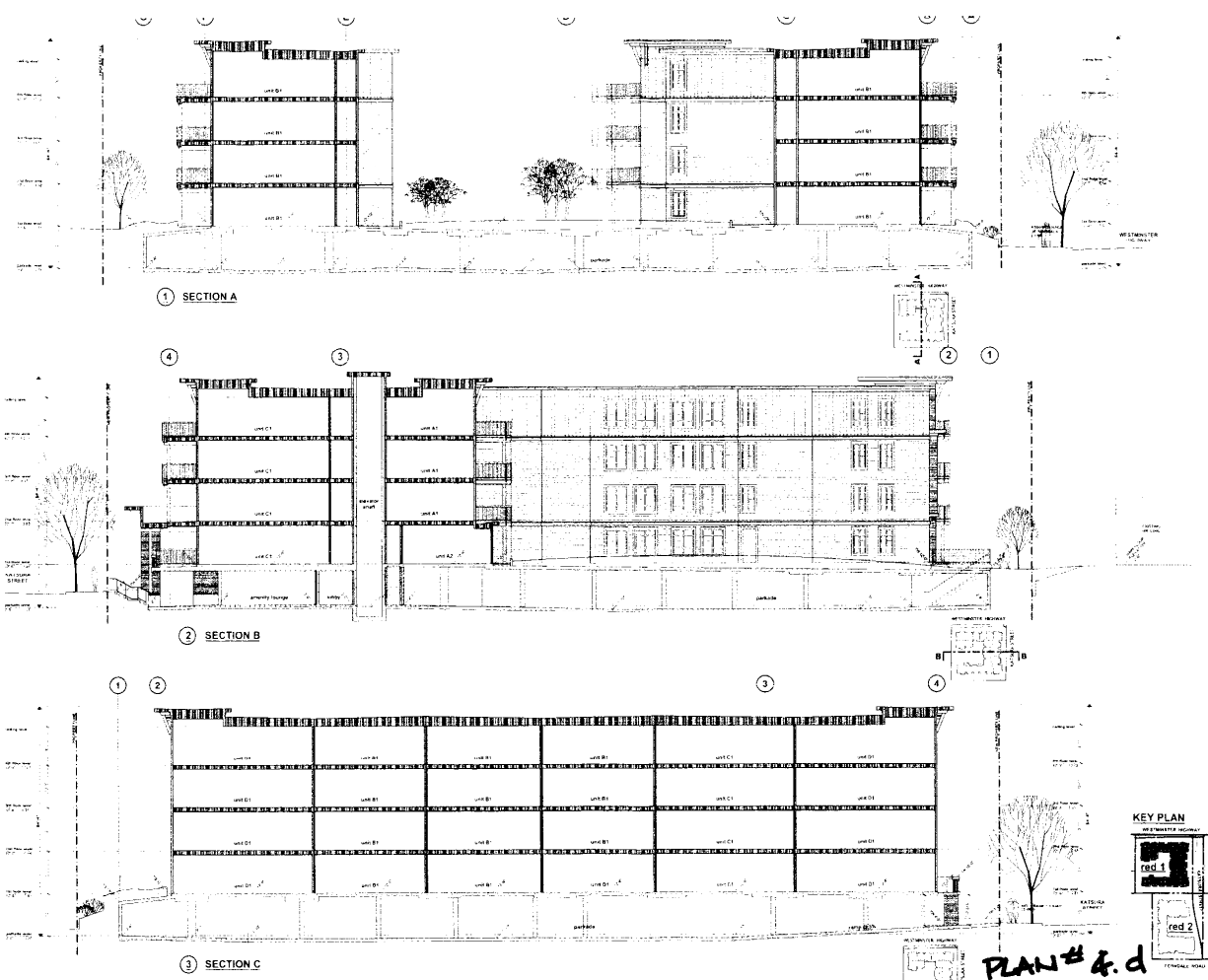
MATERIAL & COLOUR LEGEND

NO.	DESCRIPTION	COLOUR
1	Concrete	Grey
2	Brick	Red
3	Stone	Light Grey
4	Wood	Light Brown
5	Paint	White
6	Paint	Black
7	Paint	Dark Grey
8	Paint	Light Grey
9	Paint	Dark Grey
10	Paint	Light Grey
11	Paint	Dark Grey
12	Paint	Light Grey
13	Paint	Dark Grey
14	Paint	Light Grey
15	Paint	Dark Grey
16	Paint	Light Grey
17	Paint	Dark Grey
18	Paint	Light Grey
19	Paint	Dark Grey
20	Paint	Light Grey
21	Paint	Dark Grey
22	Paint	Light Grey
23	Paint	Dark Grey
24	Paint	Light Grey
25	Paint	Dark Grey
26	Paint	Light Grey
27	Paint	Dark Grey
28	Paint	Light Grey
29	Paint	Dark Grey
30	Paint	Light Grey
31	Paint	Dark Grey
32	Paint	Light Grey
33	Paint	Dark Grey
34	Paint	Light Grey
35	Paint	Dark Grey
36	Paint	Light Grey
37	Paint	Dark Grey
38	Paint	Light Grey
39	Paint	Dark Grey
40	Paint	Light Grey
41	Paint	Dark Grey
42	Paint	Light Grey
43	Paint	Dark Grey
44	Paint	Light Grey
45	Paint	Dark Grey
46	Paint	Light Grey
47	Paint	Dark Grey
48	Paint	Light Grey
49	Paint	Dark Grey
50	Paint	Light Grey

ELEVATIONS NORTH & EAST COURTYARD

Plan 4c 15

PLAN # 4.C
DP 05292001



1 SECTION A

2 SECTION B

3 SECTION C

PLAN # 4.d
DP05292001

INTEGRA ARCHITECTURE INC.

red

ADERA

SECTIONS A, B & C

Plan 4d 15