



**City of Richmond**  
Planning and Development Department

## Report to Development Permit Panel

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**To:** Development Permit Panel  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** January 9, 2009  
**File:** DP 07-389916  
**Re:** **Application by Coast Architectural Group on Behalf of 0768807 B.C. Ltd. for a Development Permit at 11900 No. 1 Road and 4091, 4111 Chatham Street**

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### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a four-storey, 144-unit "Supportive Independent Living" (seniors) building and a new Army Navy Air Force (ANAF) 284 Club, on top of a 157-space subsurface parking garage on a site zoned "Comprehensive Development District (CD/199)"; and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Increase the proportion of allowed small car parking spaces permitted from 30% to 41%.

Brian J. Jackson, MCIP  
Director of Development

FM:sl/blg  
Att.

## Staff Report

### Origin

Coast Architectural Group, on behalf of 0768807 B.C. Ltd., has applied to the City of Richmond for permission to construct a new four-storey, 144- unit Independent Living building and a new Army Navy Air Force (ANAF) 284 Club, on top of a 157-space subsurface parking garage at 11900 No. 1 Road and 4091, 4111 Chatham Street on a site zoned "Comprehensive Development District (CD/199)". The site currently contains a one-storey structure that houses the present ANAF 248 Club and associated surface parking.

The site is being rezoned from "Steveston Commercial (Two-storey) District (C4)" and "Single--Family Housing District, Subdivision Area E (R1/E)" to Comprehensive Development District (CD/199) for this project under Bylaw No. 8433 (RZ 07-384741).

A standard Servicing Agreement for road improvements to No. 1 Road and Chatham Street along with associated utility upgrades is required as part of the proposal.

### Development Information

In general, the proposed development achieves the urban design objectives for the area envisioned in the Steveston Area Plan, while also providing a significant community amenity by partnering facilities for ANAF members and supportive "Independent Living" units for seniors (with a clear focus on veterans) thereby increasing the housing options for seniors available within the Steveston neighbourhood in particular and Richmond, in general.

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

The development proposal will occupy a large consolidation of land [approximately 7,937 m<sup>2</sup> (85,433 ft<sup>2</sup>)], at the northern entrance to the Steveston Village. This parcel is one of the last large sites remaining in the area that would be able to support this type of "Independent Living" housing for seniors.

The proposal involves the following components:

- Approximately 144 supportive "Independent Living" residential rental units, including one guest unit, organized in a "H" shaped, four-storey wood-frame building that is oriented in an east-west axis and associated outdoor courtyard and amenities;
- A new approximately 1,161 m<sup>2</sup> (12,450 ft<sup>2</sup>) ANAF 284 Club that extends along the No. 1 Road frontage of the site; and
- A semi-submerged parking structure that provides for the parking needs of the supportive "Independent Living" residential units and the ANAF 284 Club patrons.

Development surrounding the subject site is as follows:

To the North: Several three-storey townhouse clusters and a four-storey wood-frame building (ANAVETS) on individual;

To the East: A paved parking area serving the needs of Steveston Park, which is an important "Public Open Space" in the Steveston Village;

- To the South: Across Chatham Street, a single-family residence and the surface parking area for the residents of the Bill Rigby Manor apartment building. The old Steveston Telegraph Exchange building is located south of the residence at the corner of No. 1 Road and Chatham Street.
- To the West: Across No. 1 Road, at the corner of Chatham Street and No. 1 Road, a mixed-use development consisting of commercial uses at the ground level and two (2) residential floors above, which is under construction. At the corner of No. 1 Road and Broadway Street is a single-family dwelling.

### Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved prior to the Development Permit being referred to the Development Permit Panel. The applicant's design response and action taken to address these general matters are included in *"italics"*.

- The Conservation of the 4091 Chatham Street Heritage Building.  
*The building at 4091 Chatham Street (also referred to as the "The Nurses Residence" and/or "the 4091 Chatham Street Heritage Building") will be relocated and conserved at another site. A community consultation process has just been completed in regard to determining the most appropriate location for this heritage resource. The applicant will contribute \$50,000 towards relocation and conservation of the structure and has offered ongoing janitorial and cleaning services for the heritage building, once it is operational (Attachment 2). In addition, The Townline Group of Companies has offered to build the concrete foundation for the relocated building (Attachment 3).*
- Addressing the Advisory Design Panel recommendations.  
*Proposed Development Permit final design has properly reinforced a heritage architectural vocabulary and addressed the recommendations from the May 7, 2008 meeting of the Advisory Design Panel (Attachment 4).*
- Addressing the Richmond Heritage Commission recommendations.  
*Proposed Development Permit final design has properly addressed the recommendations from the May 8, 2008 meeting of the Richmond Heritage Commission (Attachment 5).*
- Design Development to overall massing and architectural treatment of the ends of the building to achieve a proper transition to the east (No. 1 Road) and west (Steveston Park)  
*The applicant's architect has worked collaboratively with staff in addressing these initial concerns through adjustments to the building design. The final design minimizes building mass impact and achieves a softer transition to No. 1 Road and Steveston Park by stepping down the east and west ends of the building from four (4) storeys to two (2), providing additional architectural articulation in the form of stepping down building mass and providing decks on the west and sloping roofs on the east end of the building, and maximizing building recesses and openings.*

- Improvements to the overall streetscape and building-street interface along No.1 Road and Chatham Street.

*No. 1 Road: Building-street interface along No. 1 Road has been reinforced by eliminating the grade difference between the ANAF Club portion of the building and the sidewalk. A regular pattern of large windows achieve a good interior-exterior space relationship while planters and a continuous canopy across the frontage of the building facilitate achieving a pedestrian scale that, when combined with the main access to the Club's Lounge and a recessed, sheltered bus waiting area provided along the No. 1 Road frontage, contribute to providing strong street animation.*

*Chatham Street: Improvements to the building-street interface along Chatham Street include additional windows in the "Independent Living" residential lobby area and fenestrations on the parkade wall, the use of brick as a cladding material in the lower portion of the building and provision of stepped planters against the parkade wall. Pattern and coloured pavement of the sidewalk contribute to the high quality of the streetscape and identify the portion of the east-west greenway extending from Garry Point to Steveston Park, along the north side of Chatham Street.*

The applicant posted signs on the site and held a series of public information meetings to provide area residents, businesses, and property owners with the opportunity to comment on the proposed Rezoning and Development Permit applications.

The Public Hearing for the rezoning of this site was held on October 20, 2008. At the Public Hearing, three (3) written submissions were received by Council; two (2) in support and one (1) critical of the proposed development. Staff worked with the applicant to address the issues raised in the opposition submission, as follows:

*Affordability: The proposed development is a market rental type of residential building that will offer opportunities for congregate housing (senior housing) not presently available in Steveston. This "Independent Living" residential project for seniors will provide priority to Veterans (with some rent subsidies if required as identified in the rezoning Staff Report) under an agreement between ANAF and Chartwell REIT, the management company that will operate this facility.*

*Nurses Residence and Heritage Significance of the Site: The applicant is making financial contributions and providing construction work to facilitate relocation of the "Nurses Residence" heritage structure for preservation at another location in Steveston, as agreed by Council. Also, the applicant is committing provision of ongoing cleaning and janitorial services once the structure is operational.*

*In recognition of the Japanese Canadian heritage significance of the site the proposal proposes a public commemorative plaza on the southeast corner of the site at the eastern end of the east-west greenway between Garry Point and Steveston Park; this space will also identify the entrance to the park from the west. Pavement textures, treatment, and colour, in addition to a symbolic "Gate of Hope" structure of a design that convey a strong Japanese visual vocabulary that makes reference to the history of the site.*



Character Neighbourhood and Trees on the Site: *The applicant and staff have cooperatively worked toward achieving a proper scale and character fit in regard to the Steveston Village heritage context and in addressing all the recommendations of the Richmond Heritage Commission. The proposed development massing and form are stepped and carved out to achieve a soft transition and interface with the adjacent built environment. The proposed building design provides adequate architectural detailing, façade articulation and interest to relate to the scale and architectural expression of buildings in the Village.*

*As preservation of existing trees was not possible, the development proposes to replace them as per City requirements and conditions.*

### **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 the “Comprehensive Development District (CD/199)” 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) Increase the proportion of allowed small car spaces permitted from 30% to 41%.

*(Staff supports the proposed variance as it does not impact on the total number of parking spaces required for the proposed development but rather relates to the size of the spaces provided. Staff recognizes that the dimensional non-compliance results from constraints placed on the development of the site that have resulted from the required right-of-way (ROW) along Chatham Street to provide for extension of the east-west Greenway from Garry Point to Steveston Park that includes a wider sidewalk and improved boulevard on the north side. The required ROW has impacted the width of the subject site and therefore the efficiency of the parking level layout.)*

### **Advisory Design Panel Comments**

The Advisory Design Panel reviewed the subject development proposal at the rezoning phase at its meeting of May 7, 2008 and was supportive of the proposed development proceeding to the Development Permit Panel. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 4**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in *‘bold italics’*.

### **Richmond Heritage Commission Comments**

The Advisory Design Panel reviewed the subject development proposal at its meetings of January 17, 2008 and May 8, 2008. At its meeting of May 8, 2008, the Commission supported the changes and design development that took place in addressing the Commission’s comments at its previous meeting and was supportive of the proposed development scheme form and character, and the gesture of providing a commemorative public space that illustrates the Japanese heritage and historical significance of the subject site which was the location of the Japanese Hospital. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 3**). The design response from the applicant has been included immediately following the specific comments from the Commission and is identified in *‘bold italics’*.

## **Analysis**

### ***Conditions of Adjacency***

- Location of the building on the site and its “H” shape configuration have properly addressed the mass and open space relationship to Steveston Park and provided a gradual transition toward the west, to No. 1 Road.
- Relationship to the two (2) townhouse clusters to the north has been addressed by providing an 8.0 m building setback along the north property line; this setback increases to 11.0 m at the northwest corner, thus providing additional separation to the townhouse cluster that fronts on to No. 1 Road
- Mass and scale of the Club structure relates well to the existing single-family dwelling at the southeast corner of No. 1 Road and Chatham Street intersection and the townhouse cluster fronting on No. 1 Road, on the adjacent parcel to the north.

### ***Urban Design and Site Planning***

- Site planning and building mass distribution combine to achieve an interesting double courtyard type of development that also presents a strong street edge/frontage on No. 1 Road.
- The proposed development proposes the ANAF Club lower mass extending along the No. 1 Road site frontage with the higher “Independent Living” residential component organized in an “H” shape along an east-west axis.
- The “Independent Living” building configuration creates two (2) courtyards at the second level, on the roof of the parkade; the eastern courtyard provides open and long views toward the Steveston Park, while the western courtyard is an outdoor extension of the common dining area, providing a quiet gathering place for residents and visitors.
- East and west ends of the “Independent Living” residential building are lower and step down to minimize mass and scale of the building, therefore improving the relationship to Steveston Park and No. 1 Road.
- Club/street relationship along No. 1 Road has been well resolved by placing the Club at the same level of the sidewalk and providing an attractive treatment of the streetscape and building frontage along No. 1 Road. The minimum grade difference between the ANAF Club and the sidewalk facilitates a positive relationship between indoor uses and the outdoor public realm, which also creates opportunities for passive surveillance of street activities.
- The building-street interface along Chatham Street reinforces the pedestrian scale and character of this portion of the greenway between Garry Point Park and Steveston Park that extends along the south building frontage.
- Materials and architectural detailing on the lower levels of the building, and the presence of the porte-cochere and entrance lobby to the “Independent Living” residential component of the proposal on Chatham Street contribute to provide pedestrian activity and interest along the greenway.
- Access to the semi-submerged parking level is provided from Chatham Street with the parking level layout organized based on a one-way vehicular circulation pattern. The parking area serving the “Independent Living” residential component is separated from the general parking area serving the needs of the ANAF Club.
- The proposal provides a total of 157 parking spaces in one parking level. This total includes 58 parking spaces (including two (2) accessible parking spaces) for the residents, visitors and staff of the “Independent Living” residential component of the project and 99 parking spaces (including three (3) accessible parking spaces) for the ANAF Club patrons and employees.

- The total number of parking spaces is considered acceptable on the basis that this is a seniors/congregate care type of residential development where residents will have a lower level of mobility and many would rely on taxis, alternative (scooters) or seniors-oriented type of public transportation. Operation of this type of transportation services is facilitated by the lay-by and porte-cochere provided on Chatham Street in front of the residential entrance lobby and the provision of two large rooms that will store/park scooters for seniors.
- Based on the specific characteristics of the proposed development and the Transportation Engineering Study that was reviewed and accepted by the City Transportation Engineering Department, one (1) loading and unloading space is provided on the north side of the building. Access to the loading and service area takes place from No. 1 Road at the northwest corner of the site.
- The proposal includes a total of 144 residential suites, including 143 “Independent Living” units and one (1) guest suite. The proposed development offer a diversity of unit sizes and layouts as follows:

10	<i>Studio units ranging in size from 33.5 m<sup>2</sup> to 49.0 m<sup>2</sup></i>
109	<i>1BR units ranging in size from 48.0 m<sup>2</sup> to 65.0 m<sup>2</sup></i>
11	<i>1BR+Den units ranging in size from 61.0 m<sup>2</sup> to 67.5 m<sup>2</sup></i>
10	<i>2BR units ranging in size from 78.0 m<sup>2</sup> to 93.0 m<sup>2</sup></i>
4	<i>2BR+Den units ranging in size from 78.0 m<sup>2</sup> to 93.0 m<sup>2</sup></i>

#### ***Architectural Form and Character***

- The one-storey Club that extends across the whole frontage of the site on No. 1 Road is the dominant mass perceived at street level and establishes a desirable, strong pedestrian scale on this street; the entrance to Steveston Village from the north.
- The scale and pedestrian character along No. 1 Road is further reinforced by a continuous canopy and the provision of a pattern of columns and windows that facilitate the transition between the commercial frontage of buildings on the south side of the site and the residential uses to the north.
- Modular window and post/pilasters treatment, and a canopy across the ANAF Club frontage on No. 1 Road successfully reference the commercial uses located south of the site and contribute toward maintaining a commercial character and ambiance at the street level.
- The higher mass of the two (2) west endings of the “Independent Living” residential portion of the development are setback from the Club frontage on No. 1 Road and step up from two-storey to four-storeys. Setbacks provided are 4.7 m (approximately 15-16 ft.) for the lower two (2) levels and 12.0 m (approximately 40 ft.) for the upper additional two storeys.
- The strong vertical articulation created by the flat roof and the wide, recessed portion of the building above the entrance lobby to the “Independent Living” component successfully breaks the length and mass of the south wing of the residential building on Chatham Street.
- Balconies/decks projections and recessed areas, shed roof accents, second level roof skirts details and architectural detailing contribute to add articulation and interest to the long facades of the “Independent Living” building so it reflects a stronger “residential” character; which is especially noticeable along Chatham Street.
- Design development to the southeast corner of the ANAF Club and west ending of the residential building mass have achieved a good relationship with the street at the intersection, and successfully reduced the apparent mass of the higher residential building behind.

- Building materials and colour, roof forms and slopes, architectural details, proportion of fenestrations make reference to a heritage architectural vocabulary and convey subtle historical references.

***Landscape Design and Open Space Design.*** The proposal includes planting of a row of Cherry trees along Chatham Street and a small urban plaza/space at the eastern end of the greenway/sidewalk, at the entrance point to the park, that will commemorate the site's history; originally the site of the Japanese hospital.

- In making visual reference to the heritage aspects associated with this site, the small plaza provided at the southeast corner of the site as a public open space is treated with a pavement pattern representing the Japanese Canadian heritage by using the flag motif. A large Maple leaf on the pavement surface represents the Canadian heritage and a circle, at the base of the proposed "Gate of Hope" structure, represents the Japanese heritage. Real Maple leaves will be stamped onto the coloured concrete paving within the large pattern along with small number of bronze maple leaves. Red flamed granite slabs will be installed on the concrete base
- The boulevard along No. 1 Road is proposed to house a single row of Red Maple trees.
- The west courtyard is proposed to take advantage of its location adjacent to the dining room, therefore is designed to allow for an extension of this space and provide the opportunity to have an indoor / outdoor dining space. This area will allow for larger congregations and smaller meeting place areas for residents to take their visitors.
- The west courtyard has passive landscaping, provides for a few raised garden plots and includes a shallow water feature reminiscent of a small creek that will provide for visual and acoustic effects. The intention of the east courtyard is to visually connect to the park and act as a continuation of that public space on private property.
- The proposed development of the site does not provide opportunities for on-site tree preservation due to the proposed building form. Tree survey information submitted with the development application identifies approximately 13 trees on-site; the landscaping plan indicates a replacement of these trees at a 2:1 ratio.

#### ***Amenity Space. Indoor and Outdoor***

- Proposed development provides for a series of indoor amenity spaces that include a theatre, craft area/workshop, billiard, card and games room, a multi-purpose room and various health related facilities. Because these spaces form part of the amenities offered to the residents in association with the rental units, these areas have not been excluded for density calculation purposes.
- A total of approximately 1,350 m<sup>2</sup> (14,500 ft<sup>2</sup>) are provided as outdoor amenity area for the residents in the east and west courtyards.

#### ***Crime Prevention Through Environmental Design***

- Glazing is provided in elevator lobbies and vision panels in doors leading to publicly accessible areas, such as exit stairs to improve visual permeability in all levels of the building, and especially in the parkade level.
- Parking will be painted with reflective white paint, incorporates clear way-finding queues for residents and visitors, and include ramps and clear definition of areas for pedestrian circulation.
- Residents parking area is enclosed and separated from the rest of the parking, and provided with overhead security gates.

### ***Affordable Housing***

- “Comprehensive Development District (CD/199) permits congregate housing, and accessory uses. The Richmond Affordable Housing Strategy applies only to the development of market housing, and as a congregate housing project, the Richmond Affordable Housing Strategy, including maximum rental rate restrictions, do not apply to the subject development application.
- The applicant has indicated that veteran subsidies may be available to future tenants. Depending on rank and level of disability, subsidies or shelter allowances may be in the order of \$700-\$1200 per month. In addition, the ANAF has announced that it will further subsidize veterans by 10% for the lifetime they are in the building. This 10% applies to both the rent and subsidies. Rental rates will include the optional provision of food services, housekeeping services, and potentially recreation services.

### ***Sustainability Features***

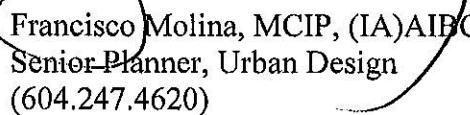
The proposed development represents a desirable response to general sustainability concerns.

- The project provides for 144 units in a multi-storey, relatively compact building, therefore lowering the demand for land, building materials, and energy (both operating energy and the embodied energy within the production of building materials).
- The building mass and courtyard organization concept maximizes exposure to natural ventilation and daylight, and the stepped configuration of the east and west ends of residential wings.
- Except for the parking level, the building will be built as a wood framed structure therefore using a renewable regional resource that has a lower embodied energy than other common building materials. Brick and concrete elements used in the project are potentially recyclable.
- The project incorporates a significant social/leisure element in the ANAF club, and a variety of resident amenities within the “Independent Living” component of the building. This reduces the amount of trips that residents have made to facilities elsewhere, thereby reducing potential vehicular travel.
- Landscaping covers the horizontal large courtyard surfaces of the project. Almost 50% of the building footprint will effectively be exterior landscaped space, contributing to cleaner, healthier air, reduction in the urban heat island effect, increased residential liveability (inviting exterior amenity areas translate into more time spent out-of doors for residents), and a significant reduction in surface run-off from precipitation.
- Focus is placed on minimizing building energy consumption by the use of efficient technologies (lighting, HVAC, space heating, etc.), maximizing the use of healthy materials and finishes in interior spaces, and identifying and implementing design and operational synchronicities into the project.



## Conclusions

The proposed development form and character respond well to the overall urban design and complete community objectives of the Steveston Area Plan for the area. The proposed development, which would permit 144 supportive "Independent Living" housing units for seniors, a new Club space for the ANAF 248 Club, and associated parking, provides a unique opportunity to introduce rental-housing options for Richmond seniors (and particularly Veterans) and make improvements to the Club space for this long-standing Richmond group. The proposed development will also contribute to establishing an urban landmark at the gateway to Steveston Village from the north.



Francisco Molina, MCIP, (IA)AIBC  
Senior Planner, Urban Design  
(604.247.4620)

FM:sl/blg

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 \$140,150.43 (based on cost estimate provided by the Landscape Architect).
- Encroachment Agreement, including an indemnity clause, for planters that encroach on the existing and proposed Utilities ROW along the east property line, and porte-cochere columns and canopy over the ROW along the south property line.

The following requirements are to be met prior the issuance of a Building Permit\*:

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).





**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 07-389916**

**Attachment 1**

Address: 11900 No.1 Road, 4091 and 4111 Chatham Street  
Coast Architectural Group on behalf of  
 Applicant: 0768807 B.C. Ltd. Owner: Steveston Unit (284) Holdings Ltd.

Planning Area(s): Steveston Planning Area

Floor Area Gross: 18,097 m<sup>2</sup> Floor Area Net: 13,481 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	8,088 m <sup>2</sup>	7,937 m <sup>2</sup>
<b>Land Uses:</b>	ANAF 284 Club, Residential	Private Club, Independent Living Seniors Residence
<b>OCP Designation:</b>	Neighbourhood Service Centre	Congregate Housing including Accessory Uses.
<b>Zoning:</b>	Steveston Commercial (Two Storey) District 4 (Being Rezoned To C.D.)	Comprehensive Development District (CD/199)
<b>Number of Units:</b>	2	144 (143 Resident units and 1 guest suite)

	Bylaw 8433 Requirement (CD/199)	Proposed	Variance
Floor Area Ratio:	1.75	1.69	none permitted
Max. area of accessory uses (Food Catering Establishment and Commercial Entertainment)	1,200 m <sup>2</sup> (12,920 ft <sup>2</sup> )	1,161 m <sup>2</sup> (12,497 ft <sup>2</sup> )	
Lot Coverage:	Max. 60 %	52.12 %	
Setback – Public Roads:	min. 0.80 m	0.80 m	
Setback – Side Yard (north):	min. 3.0 m	7.50 m (3.10 m to stairs)	
Setback – Rear Yard (east):	min. 3.0 m	3.05 m	
Height (m):	max. 21.0 m	19.30 m	
Off-street Parking Spaces –Food Catering – Commercial:	99	99	
Off-street Parking Spaces – Congregate Housing:	58	58	
Off-street Parking Spaces – Accessible:	4	5	
Total off-street Spaces:	157	157	
Small Cars	30%	41%	variance

September 17, 2008

City of Richmond  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1

Attention: Brian Jackson, Director of Development

Re: Application by 0766807 B.C. Ltd. For Rezoning at 11900 No. 1 Road from 'Steveston commercial (Two-storey) District (C4)' and 4091 & 4111 Chatham Street from 'Single-Family Housing District, Subdivision Area E (R1/E)' to Comprehensive Development District (CD/199)

Dear Brian:

We write further to the Planning Committee meeting held on September 16, 2008 and in particular with respect to the issue of the ongoing maintenance of the heritage house at 4091 Chatham Street (known as the 'Nurse's Residence'). We write to confirm that in addition to the \$50,000 being offered by the applicant, 0768807 B.C. Ltd to relocate the Nurse's Residence, the applicant will commit to paying for janitorial services for the building in perpetuity once it is moved off of the property at 4091 Chatham to its new location. the renovations to the Nurse's Residence has been completed and the Nurse's residence is open to the public and the development of the above named properties is complete.

Please contact us with any questions or concerns regarding this issue.

Yours truly,



Robert Strasser  
Per 0768807 B.C. Ltd.



T O W N L I N E

*Via Email*

September 17, 2008

City of Richmond  
 6911 No.3 Road  
 Richmond, BC  
 V6Y 2C1

Attention: Brian Jackson, Director of Development

**RE: Application by 0768807 B.C. Ltd. For Rezoning at 11900 No. 1 Road from  
 "Steveston Commercial (Two-storey) District (C4)" and 4091 & 4111 Chatham  
 Street from "Single-Family Housing District, Subdivision Area E (R1/E)" to  
 Comprehensive Development District (DC/199)"**

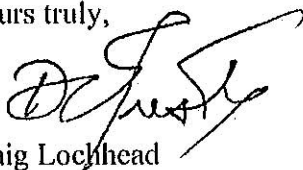
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Dear Brian;

We write further to the Planning Committee meeting held on September 16, 2008, and in particular with respect to the issue of the relocation of the Japanese heritage building located at 4091 Chatham Street (the "Heritage Building"). We write to confirm that in addition to the \$50,000 being offered by the applicant, 0768807 B.C. Ltd., to relocate the Heritage Building, the Townline Group is offering to build the concrete foundation for the relocated building at its cost (soil prep for the foundation is to be by others).

Please contact us with any questions or concerns regarding this issue.

Yours truly,

*per*   
 Craig Lochhead  
 VP, Special Projects  
 CL/DCT

cc: 1. Townline: Rick Ilich  
 2. Bob Strasser

THE TOWNLINE GROUP OF COMPANIES

**Attachment 4**  
**Excerpt from the Minutes from**  
**The Design Panel Meeting**

**Wednesday, May 7– 4:00 p.m.**  
**Rm. M.1.002**  
**Richmond City Hall**

Time: 4:00 p.m.

Place: Room M.1.002  
 Richmond City Hall

Present: Dana Westermarck, Chair  
 Gary Fields  
 Mark J. Greatrix  
 Dean Gregory  
 Thomas Leung  
 Tom Parker  
 Willa Walsh

Also Present: Diana Nikolic, Planner  
 Hanieh Floujeh, Recording Secretary

Absent: Cst. Derek Cheng  
 Simon Ho

The meeting was called to order at 4:00 p.m.

**1. REZONING 07-384741 (FORMAL)**

APPLICANT: Coast Architectural Group

PROPERTY LOCATION: 11900 No. 1 Road, 4091,4111 Chatham Street

**Staff Comments**

Francisco Molina, Senior Planner III, Urban Design, reviewed the site context and noted that this project went before the Richmond Heritage Commission and the plans had been modified to satisfy the Commission's strong comments. Mr. Molina further advised that:

- the building-street interface along Chatham Street was well done as it reinforced the character and pedestrian scale of the greenway extending between Garry Point Park and Steveston Park;
- the Club-street relationship along No. 1 Road was resolved by lowering the Club to slightly above the sidewalk level;
- the mass and scale of the Club structure related well to the existing single-family dwelling at the south-east corner of No. 1 Road and Chatham Street intersection;
- the north and south wings of the Independent Living (I.L.) component of the proposal excessively extend to the west, over the Club;
- the west end of the I.L. building's south wing, including its relationship to the Club and overall architectural expression required further design development; and
- sloping rooflines should be considered in resolving the massing transition at the west end of the I.L. structure's north and south wings.

## **Applicant's Comments**

Rodney Cottrell of Coast Architectural Group stated that David Eaton is the project architect, however Mr. Eaton could not be present. With the aid of a model and various artist renderings, Mr. Cottrell highlighted the following information:

- due to the surrounding low-density structures, the proposed design introduced a skirt level in order to bring down the massing and create a friendlier relation at the pedestrian level;
- eroding the ends of the I.L. structure was challenging in light of maintaining a high unit count;
- the proposed design indicated the Club entrance off of No. 1 Road would have a double bay entry, thus, making the bus stop shelter area, also located on the No. 1 Road frontage, secondary;
- the entry off Chatham Lane was designed as the principal and sole entry to the I.L. building due to concerns related to the safety, health, and security of future residents;
- the proposed principal colour scheme is darker, touching on earth tones; this scheme was chosen to help visually reduce the size of the building; softer tones were chosen for the building trim to help unify the structures;
- in keeping with surrounding buildings, the proposed roofs will have a simple slope and brick was identified as the material for the lower portion of the building;
- I.L. units on the second floor will extend out over the Club in order to maintain a maximum number of units; and
- the wall along the front of the Club was identified to be a parapet wall.

Masa Ito, Landscape Architect, provided the following information related to the proposed landscaping:

- along No. 1 Road, there will be a single row of red maple trees;
- along Chatham Lane, there will be low raised planters to create opportunities for seating to stay connected with the community and to socialize;
- Cherry trees will be planted all along Chatham Lane to commemorate the site's history – originally, a Japanese hospital;
- the west courtyard is adjacent to a dining room; thus, creating an opportunity to have an indoor / outdoor dining space; this area will allow for larger congregations and smaller meeting place areas for residents to take their visitors;
- the west courtyard has passive landscaping and a shallow water feature for visual and acoustic effects; and
- the intention of the east courtyard is to visually connect to the park and act as a continuation of the park.

## Panel Discussion

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

- the ANAF sign along No. 1 Road will be illuminated with painted metal as a background and raised lettering;
- the roof structure over the ANAF Club has a shallow truss on the interior, however it will be screened by a parapet;
- the materials being considered included painted standard brick, painted board and batten wood siding; wood shingles, wood trim, shingled balconies with glazed detail, duroid-shingles for the upper roof, a charcoal standing seam for the lower and skirt roofs, metal doors and windows,
- parking for residents of the I.L. component is secured and separate from other parking;
- there are two separate entrances to the parking areas in order to ensure safety of drivers and pedestrians;
- there are many small parking stalls due to the parking stall quota;
- the ANAF Club's small second floor will primarily serve as an administrative area with offices;
- residents of the I.L. building will not have open access to the ANAF Club due to liquor licensing requirements;
- two elevators are being proposed for the Club component of the project; and
- there will be direct and secure routes to the garbage area for the I.L. kitchen and service areas.

*Comments from the Panel were as follows:*

- there are appropriate areas in the proposed development to incorporate public art such as the main entrance and gazebo area; the applicant was encouraged to consult with the Steveston Community Society on this subject;
- the scale of the project was being resolved with articulation of the facades; would like to see further character development on the west façade; the lower levels could use variation as it appeared linear and repetitive; concerned about the commercial kitchen's exhaust; if there is any roof top equipment, consider screening it; liked the way the stairwell on the east side articulated and would like to see it carried over onto the west side; commended the landscape treatment, in particular the south east corner;
- commended the developer in recognizing the landscape as an amenity space for residents; concerned with the No. 1 Road frontage as the trees may be removed with the anticipated road widening; would like to see the plants along No. 1 Road be species that stay green throughout the year and grow to substantial heights in order to minimize the impact of the long wall; on the east side, would like to see plant material that cascade down the wall; along Chatham Lane, suggested that there be two rows of Cherry trees, or one row of Cherry trees and a different tree specie planted at random; suggested different paving patterns to distinguish dining areas in the west courtyard; would like to see planting along Chatham Lane to use the boulevard to separate from vehicular and pedestrian traffic;



- would like to see the parkade wall articulated, in addition to the No. 1 Road frontage; concerned with window types as they appear relentless and warehouse like; balconies and trellis features need to be modernized a bit; banding of the floors could use creativity; the serpentine water feature is a very nice touch;
- the trellis' in the upper portion of the I.L. wings along No. 1 Road appear out of place, suggested a cottage roof to soften the look; a metal roof does not seem appropriate for a heritage sensitive site; dormers along Chatham Lane make the building appear as a five-storey building; would like some exploration to a lower pitch to the roof; and
- elevation where the shed roof meets the gable roof – suggested that the shed roof run straight across; the site acts as a gateway to Steveston Village, therefore, there is opportunity to be playful; consider different canopies for the Club façade; consider different window types such as a roll-up garage door, large sliding window etc.; trellis' should be given more thought, in particular the trellis above the I.L. entrance along Chatham Lane; consider putting in one large garage door with a one-way traffic pattern in the parking level.

In response to the Panel's comments, the applicant advised that public art submissions are currently ongoing and due to liquor licensing requirements, open windows cannot be placed along the No. 1 Road frontage.

Following the discussion, the Chair summarized points raised, and called for additional input prior to consideration of the ensuing motion.

### **Panel Decision**

It was moved and seconded

***That Development Permit 07-839916 (RZ 07-384741) move forward to the Development Permit Panel, taking into consideration the following comments provided by the Advisory Design Panel:***

**1. *consider public art at the gazebo and entry, and investigate other areas;***

*Commemorative panels with historical/decorative images are proposed for the Club entries and as detail elements on or adjacent to the southeast corner and/or adjacent gateway. Landscape design for east courtyard includes sculptural fish within the water feature/streams. Additional public art may require extra project funding that is presently not accounted for. The client is willing to consider implementing additional features where these can be achieved within budget and schedule constraints, and where City guidelines allow.*

**2. *consult with the Steveston Community Society regarding their standards and requirements for public art;***

The Landscape Architect has consulted with the Steveston Community Society, and is aware of standards and requirements for public art.

**3. *consider further design development to the west side of the building;***

*West wings of I.L. have been revised so they step down towards No. 1 Road, they present an interesting profile from both No.1 Road and Chatham Lane, and they make the overall building seem less massive Club street frontages have been developed to increase visual interest through articulation of massing, architectural details, rhythms and proportions.*

**4. consider more variation to the Club frontage;**

*More variation has been introduced to Club street frontages. Elements include variation in glazing, variable height of masonry wall bases, decorative tile with commemorative images, separate canopies with differing profiles and variable heights.*

**5. pay attention to the venting for the commercial kitchen and other building vents in order to screen them and provide adequate separation from the living space;**

*Mechanical consultants have begun to work with the architect to identify optimal locations for mechanical equipment and vents and potential screening and spatial separation strategies. Some of the commercial rooftop equipment will be screened by the Club entry sign. Most rooftop equipment on the I.L. building will be located on flat roof areas, away from building perimeters, and screened by adjacent roofscapes.*

**6. consider screening for any roof top equipment;**

*See response to item 5 above.*

**7. consider expressing the stairs as done on the east side, to the west side;**

*East and West I.L. stairs are configured differently and cannot be similarly expressed on the end elevations. All main egress stair wells are expressed on the exterior with small windows that typically break the horizontals of the floors.*

**8. consider further amplifying the south east corner plaza;**

*South east plaza has been widened. It is defined by various elements including decorative paving, masonry walls, benches and green spaces. This plaza is further defined by an adjacent gateway structure over the sidewalk. Size of the plaza is restricted by adjacent park/parking area (to east of property line), and by the need to continuously berm parking wall and provide emergency access to Chatham from east courtyard.*

**9. consider the use of evergreen and substantial planting on the No. 1 Road frontage;**

*Some evergreen has been incorporated into the design. Refer to landscaping documents.*

**10. consider adding planting on the east side to the podium that will cascade down the wall towards the park;**

*East side planters now include cascading plants that trail greenery down the east parking wall. The apparent wall height has been reduced through use of stepped planters.*

**11. design develop linearity of the Cherry trees along Chatham Lane or as an alternative, consider a row of Cherry trees and random planting of different trees;**

*Our intent is to provide the maximum number of Cherry trees possible along Chatham Lane to celebrate the Japanese heritage aspect of the project area. This has been highly constrained by City Engineering requirements. Other planting along Chatham closer to the building is being used to soften the visual streetscape and mediate between the building and street. The Japanese heritage aspect is now focused on the southeast plaza and a commemorative structural arch (see Landscape documents).*

**12. consider detailing the paving pattern to reflect individual dining areas proposed for the courtyard space;**

*Paving patterns in the courtyard spaces now reinforce program areas within these spaces, and add visual and textural detail.*

**13. consider planting rather than lawn on small areas along Chatham Lane;**

*Planting has been maximized and is constrained within rights-of-way.*

- 14. consider further design development to the Chatham Lane frontage;**  
*Design features articulation to I.L. entry and lobby spaces above to reduce apparent overall mass of building and adding visual interest. Variation in type and location of doors and windows. Greater integration of parking level openings with fenestration modules above. I.L. canopy/porte-cochere integrated with street-scape and public walks. Club street frontage given added detail (see also item 4 above).*
- 15. consider canopies for the No. 1 Road frontage to increase articulation;**  
*The previously continuous horizontal canopy is now broken up to a series of upper and lower horizontals, with different face-profiles. Club entries are emphasized by higher canopies and more robust supporting structures.*
- 16. consider further design development to windows and trellis' on the Chatham Lane frontage and elsewhere to provide more variety;**  
*More variety in building fenestration has been achieved within budget constraints. All major wall faces feature a variety of window types and sizes. Windows over I.L. entry on Chatham are differentiated from remainder of building to emphasize residential entry, and break down mass of overall building through variety and articulation of detail.*
- 17. consider the trellis on the No. 1 Road frontage of the I.L. residential building and elsewhere and investigate if a roof element may be more appropriate;**  
*Roof elements have replaced the previous trellises.*
- 18. consider the number and location of roof vents;**  
*Main attic venting is now achieved through soffits rather than the previous ridge vent elements. Additional venting is located in visually screened areas, and via large architectural feature elements on the gable ends.*
- 19. consider further design development to dormers on the Chatham Lane frontage;**  
*Dormers have been redesigned to decrease the perceived overall height and complexity of the building, and to echo the strong horizontals of the trim detailing. Dormers have also been given additional architectural detail for visual and spatial interest.*
- 20. consider the elevation where the shed roof meets the gable roof and consider having the shed roof run straight across;**  
*This referred to the roofs over the upper stair wells on the east wings of the I.L. building. A shed roof now runs straight across the gable ends as suggested by the Panel.*
- 21. consider different window types along the No. 1 Road frontage, such as a roll-up garage window; and**  
*Windows at the Club are constrained by rules of the liquor licensing authority. As a private club, the ANAF is not permitted roll up windows or any large openings to adjacent public spaces. Windows along No.1 road now show a number of sill heights and detail differences to add visual variety, designate special areas (such as entries and the bus shelter) and to emphasize the commercial character of the club.*
- 22. consider installing one large garage door with a one-way traffic pattern.**  
*It has been found that a single entry/exit on Chatham would compromise parking layouts and public and user safety. The design now features two garage entry doors on Chatham and a one way traffic flow as suggested for optimal safety, site circulation and site access. Efforts have been made to minimize interruption of the pedestrian experience via careful consideration of materiality texture, rhythm and detailing of the building surfaces and adjacent hard landscaping elements.*

**CARRIED**

**Excerpt from the Minutes from  
The Richmond Heritage Commission**

**Thursday, May 8, 2008 – 6:00 p.m.  
Rm. M.2.002  
Richmond City Hall**

**Date:** Thursday, May 8, 2008  
**Place:** Meeting Room 2.002 – Richmond City Hall  
**Time:** 6:00 p.m.  
**Present:** Graham Turnbull, Chair  
Wendy Andrews  
Ray Froh  
Teresa Murphy  
Mitch Sakumoto (arrived 6:13 p.m.)  
Norbert Spitz  
Dana Westermark  
**Also Present:** Sara Badyal, Planner  
Terence Brunette, Planner  
Terry Crowe, Manager, Policy Planning (arrived 6:56 p.m.)  
Francisco Molina, Senior Planner III, Urban Design  
Hanieh Floujeh, Recording Secretary  
**Absent:** Jo-Anne Rocque  
Vera Smart  
Councillor Rob Howard

**3. Design Review**

*Revised Rezoning / Development Permit Proposal – 11900 No. 1 Road (ANAF Site at No. 1 Road and Chatham Street)*

Francisco Molina, Senior Planner III, Urban Design, reviewed the site context and advised that the project had seen significant change in light of the Heritage Commission's (Commission) comments in January 2008. Mr. Molina further advised that (i) the building-street interface along Chatham Street was much improved as it further reinforced the character and pedestrian scale of the greenway extending between Garry Point Park and Steveston Park; (ii) the Club-street relationship along No. 1 Road was resolved by placing the Club slightly above the sidewalk level; and (iii) detailing and materials more closely reflect those in the Steveston Village Conservation Strategy.

Rodney Cottrell of Coast Architectural Group stated that David Eaton is the project architect, however Mr. Eaton could not be present. With the aid of a model and various artist's renderings, Mr. Cottrell highlighted the following information:

- due to the surrounding low-density structures, the proposed design introduced a 'skirt level' in order to bring down the massing and create a friendlier relation at the pedestrian level;
- lowering the ends of the Independent Living (I.L.) structure was challenging in light of maintaining a high unit count;
- the proposed design indicated the Club entrance off of No. 1 Road would have a double bay entry, thus, making the bus stop shelter area secondary;
- the entry off Chatham Lane was designed as the principal and sole entry to the I.L. building due to concerns related to the safety, health, and security of future residents;
- the proposed principal colour scheme is darker, touching on earth tones; this scheme was chosen to help visually reduce the size of the building; softer tones were chosen for the building trim to help unify the structures;
- in keeping with surrounding buildings, the proposed roofs will have a simple slope and brick was identified as the material for the lower portion of the building; and
- I.L. units on the second floor will extend out over the Club in order to maintain a maximum number of units.

Mr. Cottrell concluded by stating that the project was recently before the Advisory Design Panel and the Panel encouraged that the design be playful and break some formality as the buildings and landscaping appeared too rigid.

Masa Ito, Landscape Architect, provided the following information related to the proposed landscaping:

- along Chatham Lane, there will be raised planters at seating height to create opportunities to stay connected with the community and to socialize;
- Cherry trees will be planted all along Chatham Lane to commemorate the site's history – originally, a Japanese hospital;
- the west courtyard is adjacent to a dining room; thus, creating an opportunity to have an indoor / outdoor dining space; this area will allow for larger assemblies, but also provide smaller meeting places for residents to take their visitors;
- the west courtyard has passive landscaping and included a shallow water feature for visual and acoustic effects;
- the east courtyard will have raised planters for ease of gardening, a serpentine-like water feature that will be visually appealing when seen from above; and
- the intention of the east courtyard is to visually connect to the park and act as a continuation of the park.

Discussion between the Commission and the applicant ensued and the following information was noted:

- a garage roll-up window cannot be considered along the front of the Club portion of the proposal on No. 1 Road due to the Club's liquor licence requirements, i.e. must have controlled entrances all around;
- elevated planting beds will allow those with mobility restrictions to garden;
- Japanese heritage was not adequately recognized with a row of Cherry trees; and
- photographs are being sought out to enhance the commemorative area.

Comments from the Commission were as follows:



- the proposed landscaping is very attractive and contributes well to the project; it was suggested to consider a more commercial character for the southern portion of the Club's frontage and streetscape; suggestion was made to further extend the canopy along Chatham Lane over the parking stalls in order to have a strong impact and sense of arrival; caution was made with regard to the use of brick along the base of the buildings; it was also suggested that the windows on the east side of the I.L. structure be larger to take advantage of the views of the park and have a completely different treatment;

*"We feel that the entire Club frontage along No.1 Road should reflect the club use, and that a fairly consistent club/commercial character is appropriate in this area. We have expressed that with large storefront-style glazing and a traditional commercial bay structure. The commercial character of the club frontage nearest the south (i.e. the corner No.1 Road and Chatham Lane) is further reinforced by elevated and more robust canopy overhangs, generous pedestrian entrances, and details such as architectural signage and flags".*

*"The statement "further extend the canopy along Chatham Lane over the parking stalls in order to have a strong impact and sense of arrival" is understood to refer to the entry canopy at the entrance to Independent Living (I.L.) component. We have extended the canopy as far as possible towards the lane".*

*"Colour and tone of the brick chosen is complementary and similar to other architectural elements (i.e. without a high degree of contrast). We believe the Commission comment related mainly to concerns over amount of brick visible along street frontages and pedestrian paths. We have softened the visual impact of this brick by lowering the sill level (top of brick) along No.1 Road, and ensuring that that frontages on all building faces are mediated with hard and soft landscaping (planters, trees, etc.) and changes in height, setback, and massing of wall faces."*

*"We have increased the amount of glazing along the east building faces. The east elevation is articulated quite differently from the adjacent elevations in terms of its massing, how it steps down to the ground and adjacent courtyard, the expression of vertical circulation, the interplay of roofs and wall planes, etc. We feel that these elements, together with a variety of window types, give it a distinct character as the park-facing elevation".*

it was suggested that a commercial 'feel' be implemented at grade level to relate it more to the surrounding properties; the elevation along No. 1 Road is monotonous and requires further development; the windows are very rigid and it was suggested that the windows could differentiate from those on the main floor, to the second and third floors; overall, the project has come a long way in addressing the Commission's initial comments;

*"See our comment above. We have also articulated building fenestration differently adjacent to building entries, street and courtyard frontages, and at upper floors".*

*"We have better articulated the west club elevation, with variation in sill heights, window sizes, canopy heights and profiles, and the addition of decorative panels adjacent to the entries and transit shelter."*



- suggestion was made to add interest to the windows as they appear warehouse-like; the trellis' stand out and appear out of place – would like to see a different treatment; and

*We believe this comment relates primarily to No.1 Road and the southwest corner of the property. We have responded to this with our massing (accentuating ground floor and stepping back residential component, plus continuous commercial frontage along No.1 Road), materials (different material treatments at grade from storeys above), location and articulation of entries at grade (opening to pavements and acting as extensions of the “public realm”) and architectural detailing (expression of structural bay elements, canopies, etc.).*

*“We believe the comment re. trellises referred to the trellises on the west end of the residential wings. We have removed these trellises and are now using a series of sloping roofs and better articulated building massing. These add interest and allow a good visual transition from ground plane to the upper roof.”*

- recognition was made that the size of the project has been softened; however, in comparison to surrounding properties, the massing should continue to be softened.

*“Design development has achieved a good building mass articulation and softened the height transition to the east and west”.*

It was moved and seconded

***That the application be forwarded to rezoning and the Development Permit Panel with due consideration to the issues raised by the Heritage Commission.***

**CARRIED**



**City of Richmond**  
Planning and Development Department

**Development Permit**

**No. DP 07-389916**

To the Holder: COAST ARCHITECTURAL GROUP ON BEHALF OF  
0768807 B.C. LTD.

Property Address: 11900 NO.1 ROAD AND  
4091, 4111 CHATHAM STREET

Address: C/O MR. DAVID EATON  
1690 WEST 2<sup>ND</sup> AVENUE  
VANCOUVER, BC V6J 1H3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied to:
  - a) Increase the proportion of allowed small car parking spaces permitted from 30% to 41%
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 \$140,150.43 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.

To the Holder: COAST ARCHITECTURAL GROUP ON BEHALF OF  
0768807 B.C. LTD.

Property Address: 11900 NO.1 ROAD AND  
4091, 4111 CHATHAM STREET

Address: C/O MR. DAVID EATON  
1690 WEST 2<sup>ND</sup> AVENUE  
VANCOUVER, BC V6J 1H3

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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

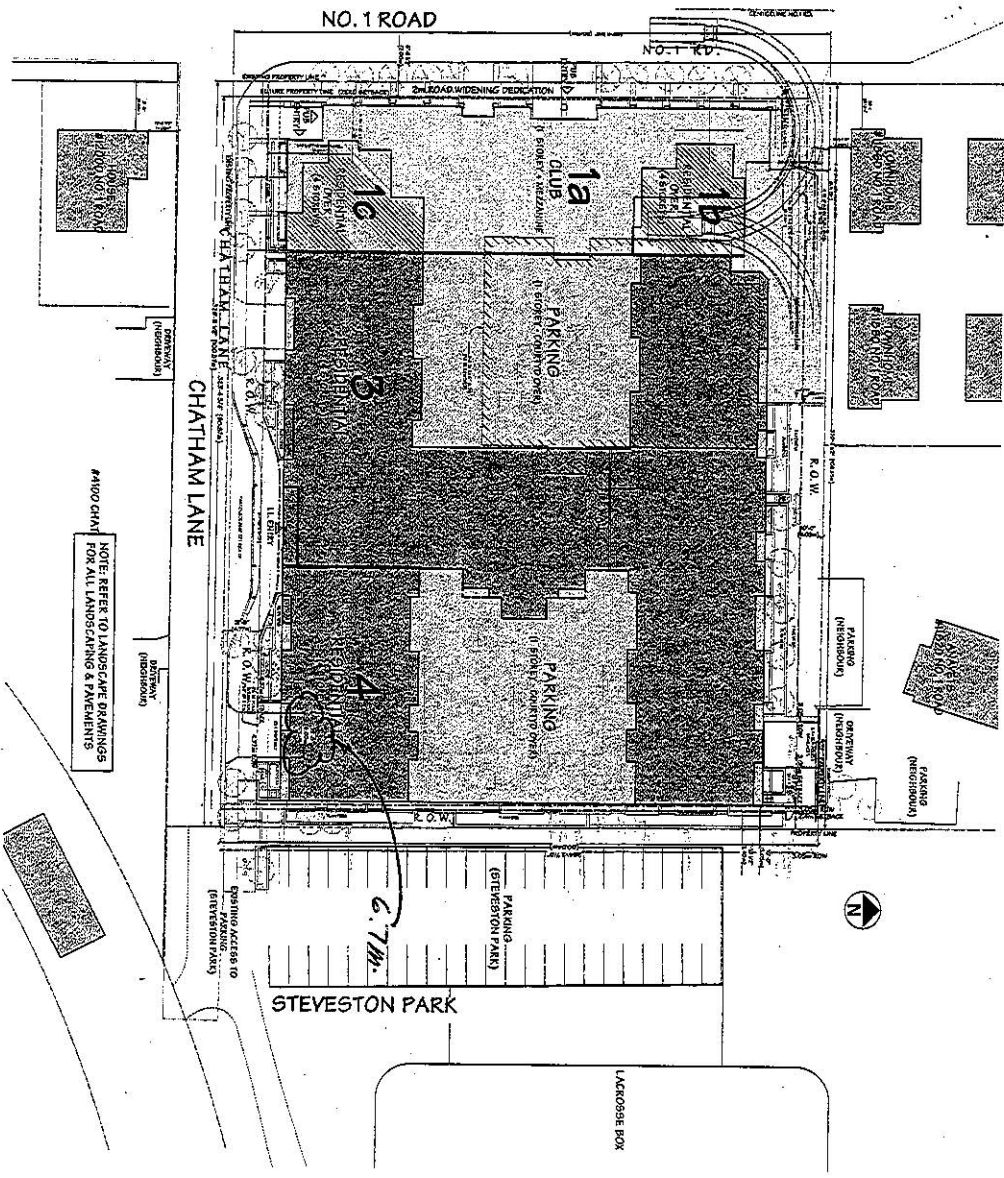
DELIVERED THIS DAY OF

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MAYOR



① DP-07389916



**COAST ARCHITECTURAL GROUP**  
 1100 West 10th Avenue, Suite 100, Vancouver, BC V6H 2T6  
 Tel: 604-681-1100 Fax: 604-681-1101

**STEVESTON PARK PLACE**  
 RICHMOND, B.C.

**CONTEXT SITE PLAN**  
 (BUILDING LOCATION PLAN)

This drawing is to be read in conjunction with the following documents:  
 1. Contract Documents  
 2. Schedule of Conditions  
 3. Specifications  
 4. Drawings

DATE: 11/11/11  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]

SCALE: 1:1000  
 SHEET NO. 1 OF 1

**A.T.O.**

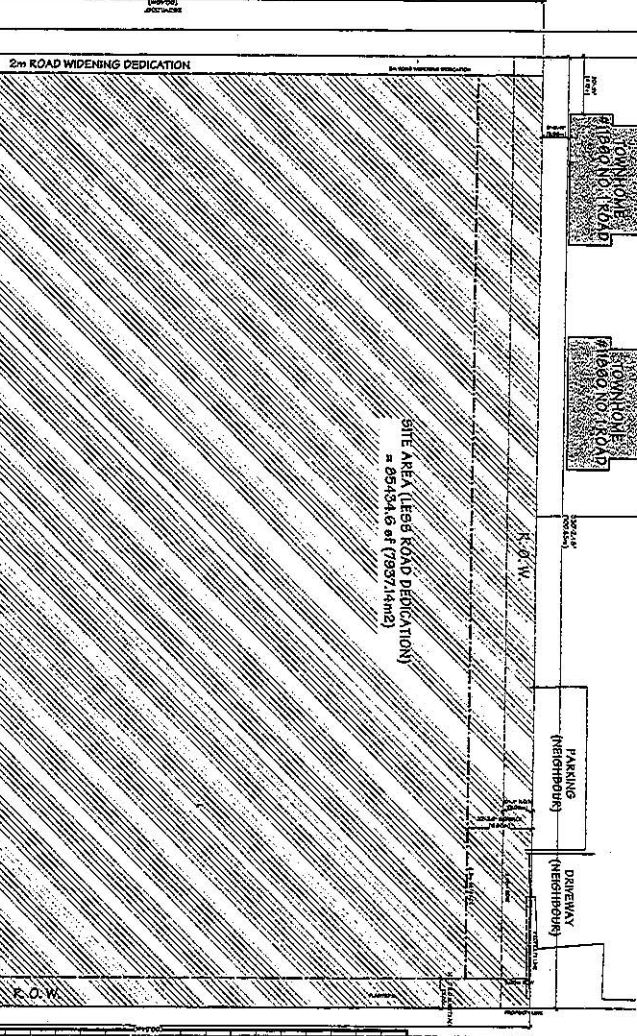
SITE PLAN (PROPOSED LOT LINES)

#A100 CHATHAM STREET

DRIVEWAY (NEIGHBOUR)

CHATHAM AVENUE

NO. 1 ROAD



② DP - 07389916



COAST ARCHITECTURAL GROUP  
 1111 West 4th Ave. Vancouver, B.C. V6H 2V6  
 Tel: 604-275-1111 Fax: 604-275-1112

STEVESTON PARK PLACE  
 RICHMOND, B.C.

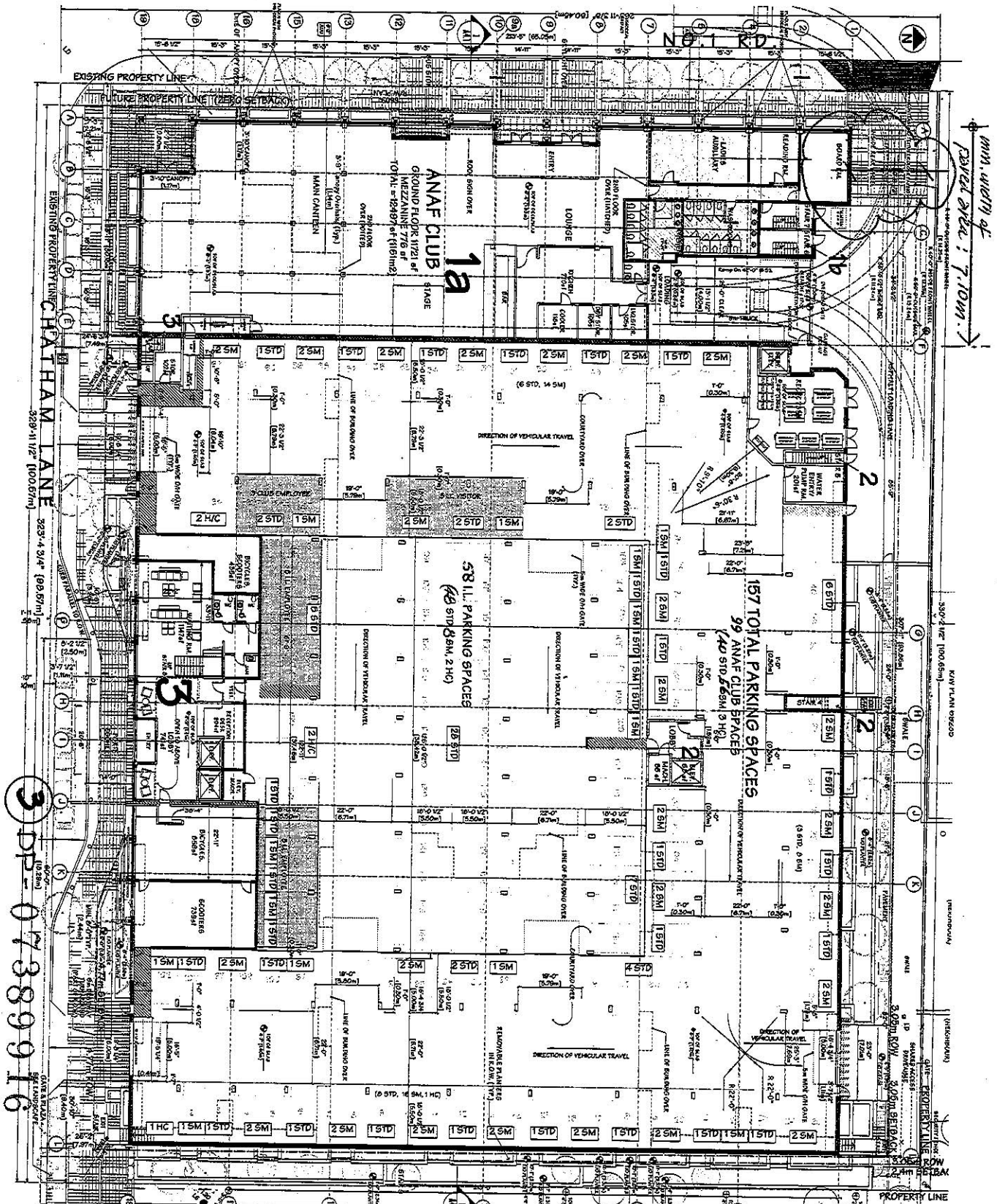
SITE BOUNDARIES PLAN  
 (PROPOSED)

Scale: 1/8" = 1'-0"  
 Date: 10/20/07  
 Project No: 07389916

Client: ALZ  
 Architect: ALZ  
 Date: 10/20/07  
 Project No: 07389916

ALZ

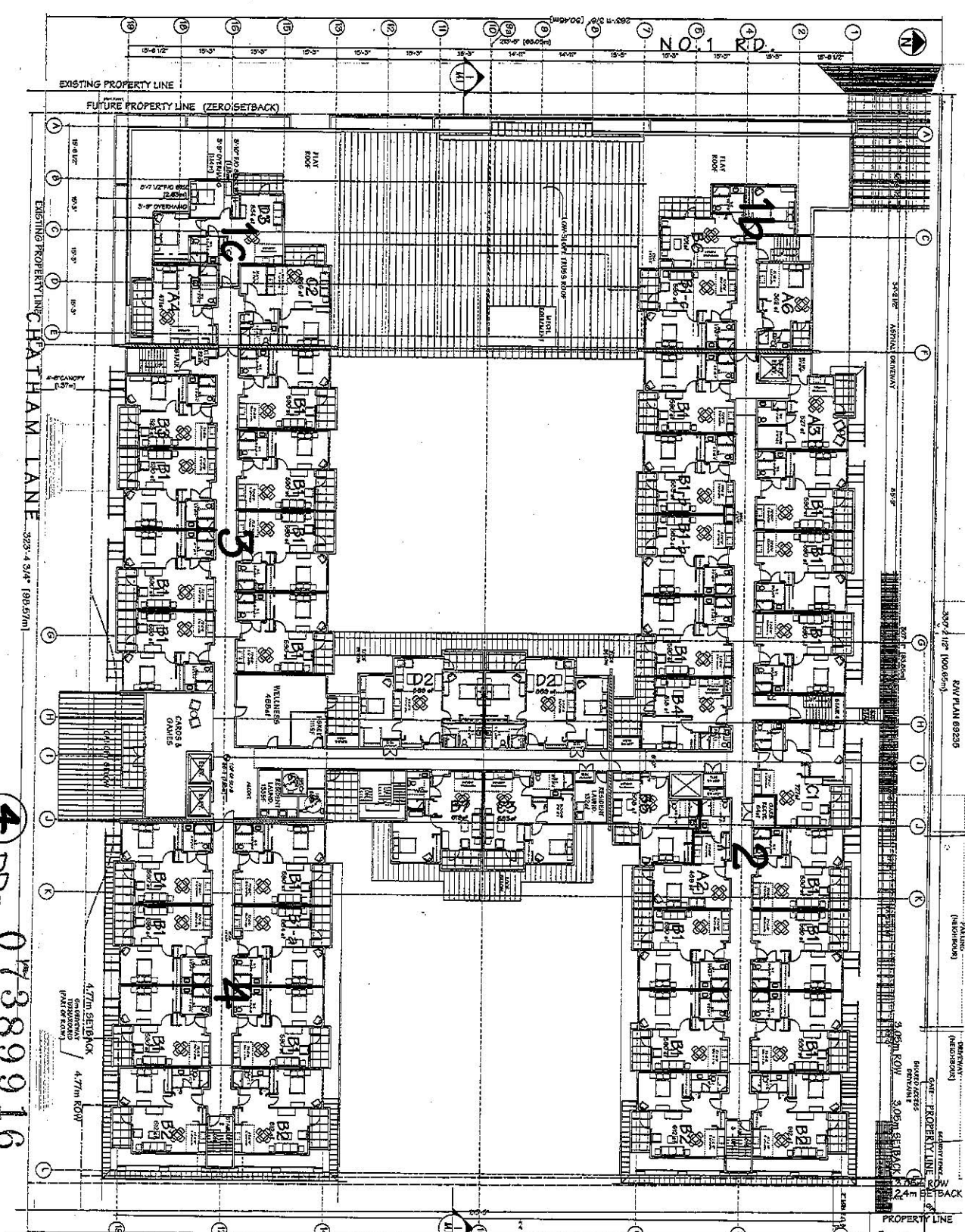


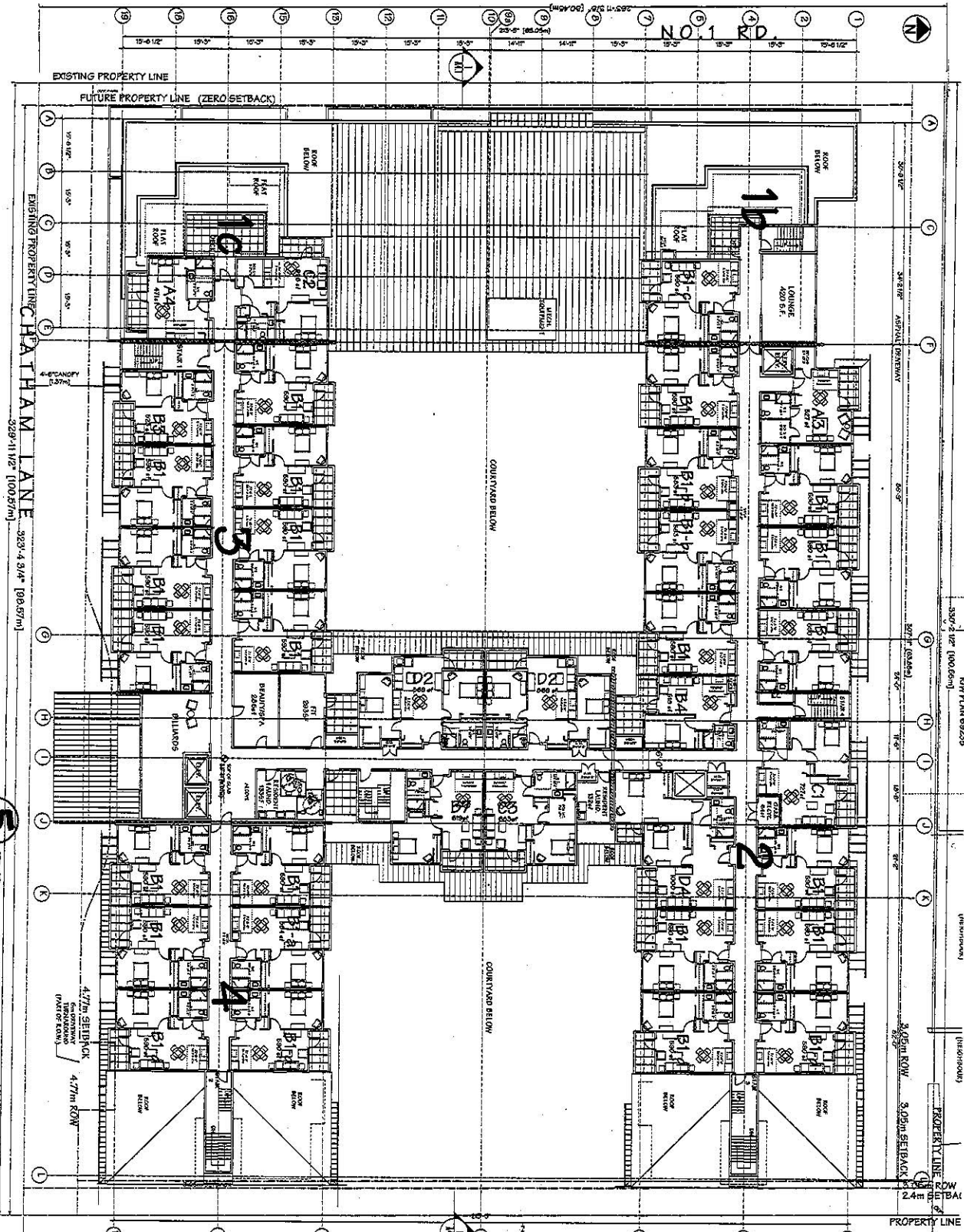


min. width of  
paved area: 7.10m

3 DP-073899916

4 DP- 07389916





5 DP - 07389916

COAST ARCHITECTURAL GROUP  
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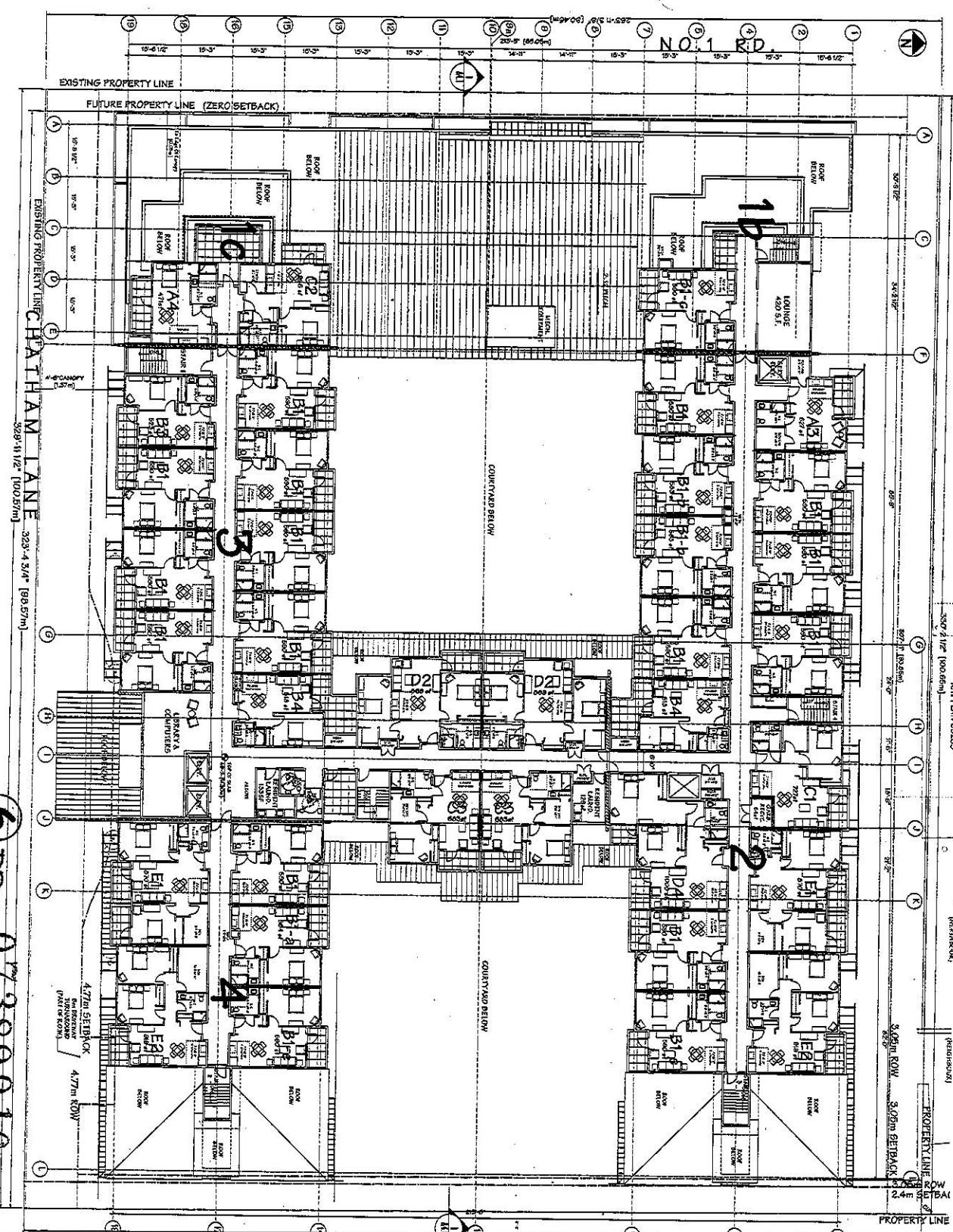
STEVESTON PARK PLACE  
 RICHMOND, B.C.

LL PLAN  
 (FLOOR 3)

DATE: 10/11/11  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO: 1000

A23

6 DP - 07389916



COAST ARCHITECTURAL GROUP  
 11111 D Street  
 Richmond, VA 23230  
 (804) 771-1111

STEVESTON PARK PLACE  
 RICHMOND, SC

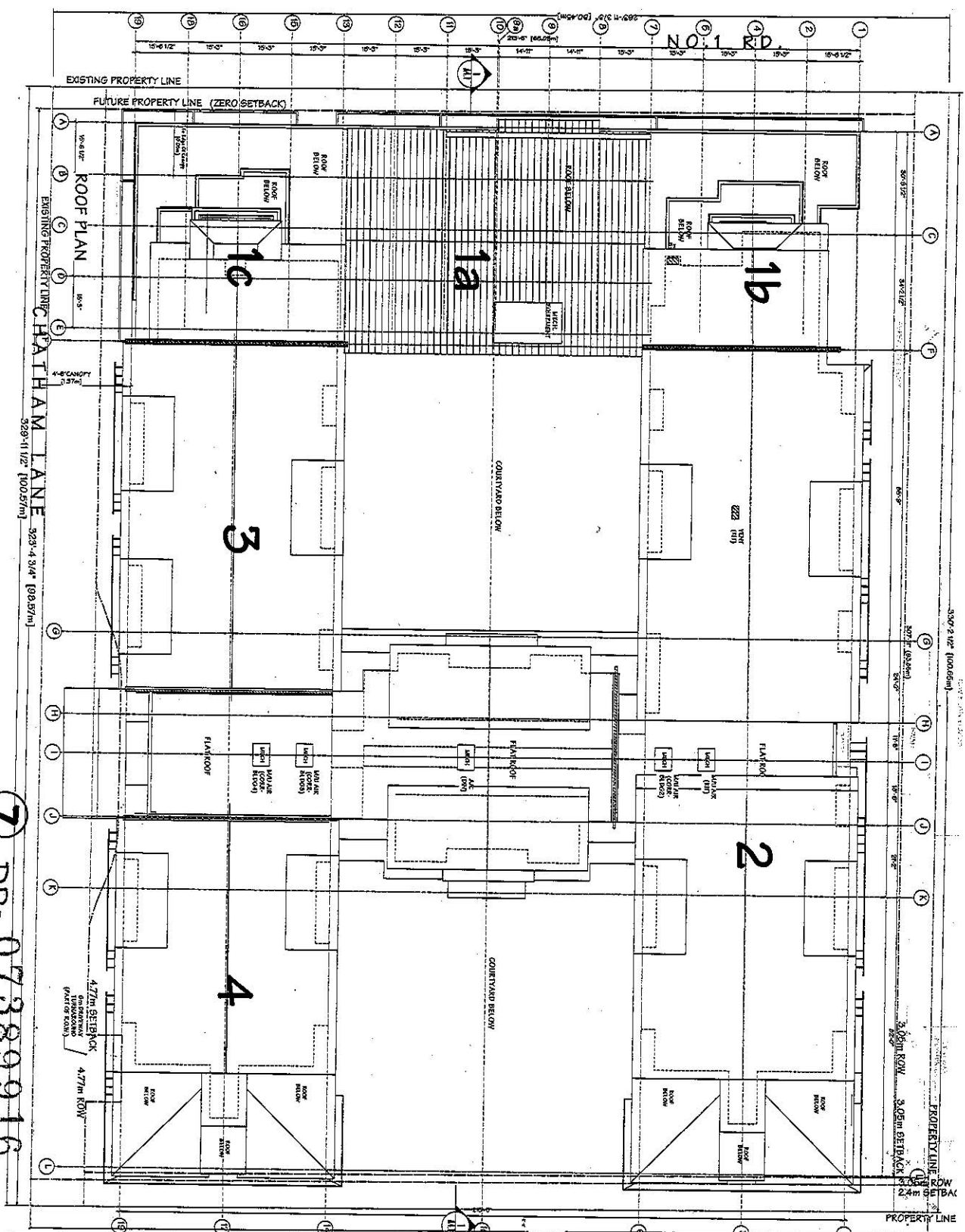
L.L. PLAN  
 (FLOOR 4)

DATE: 08/11/17  
 DRAWN BY: J. B. BROWN  
 CHECKED BY: J. B. BROWN  
 PROJECT NO: 17-0005

SCALE: 1/8" = 1'-0"  
 1/4" = 1'-0"  
 1/2" = 1'-0"  
 3/4" = 1'-0"  
 1" = 1'-0"

A2.4





7 DP-07389916

COAST ARCHITECTURAL GROUP  
 1000 10th Street  
 Richmond, B.C. V6V 1A1  
 Tel: 604-273-1111  
 Fax: 604-273-1112  
 www.coastarchitectural.com

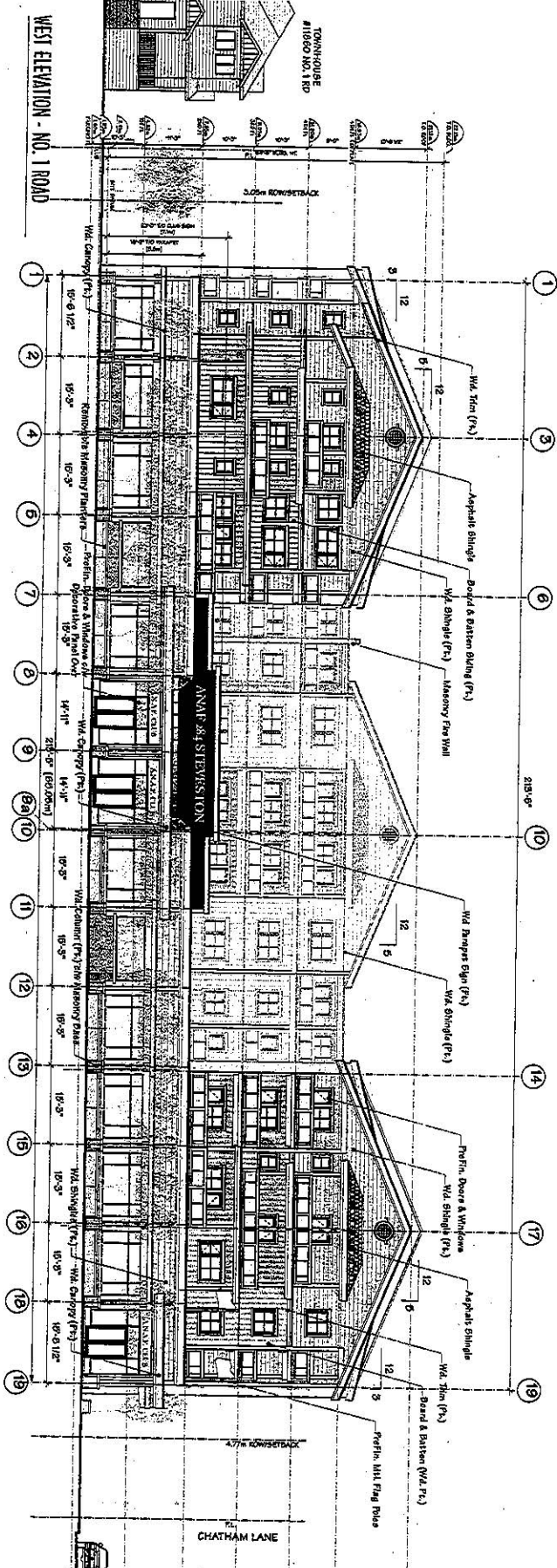
STEVESTON PARK PLACE  
 RICHMOND, B.C.

ROOF PLAN

DATE: 10/11/11  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]

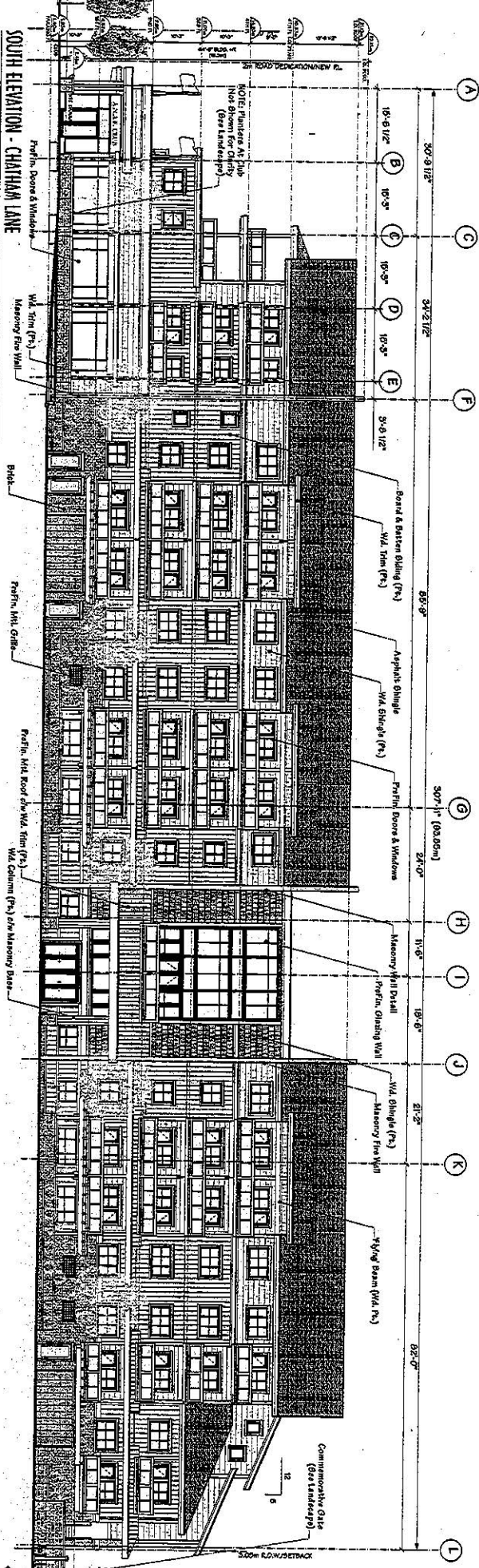
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WEST ELEVATION - NO. 1 ROAD

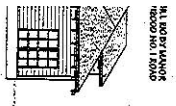


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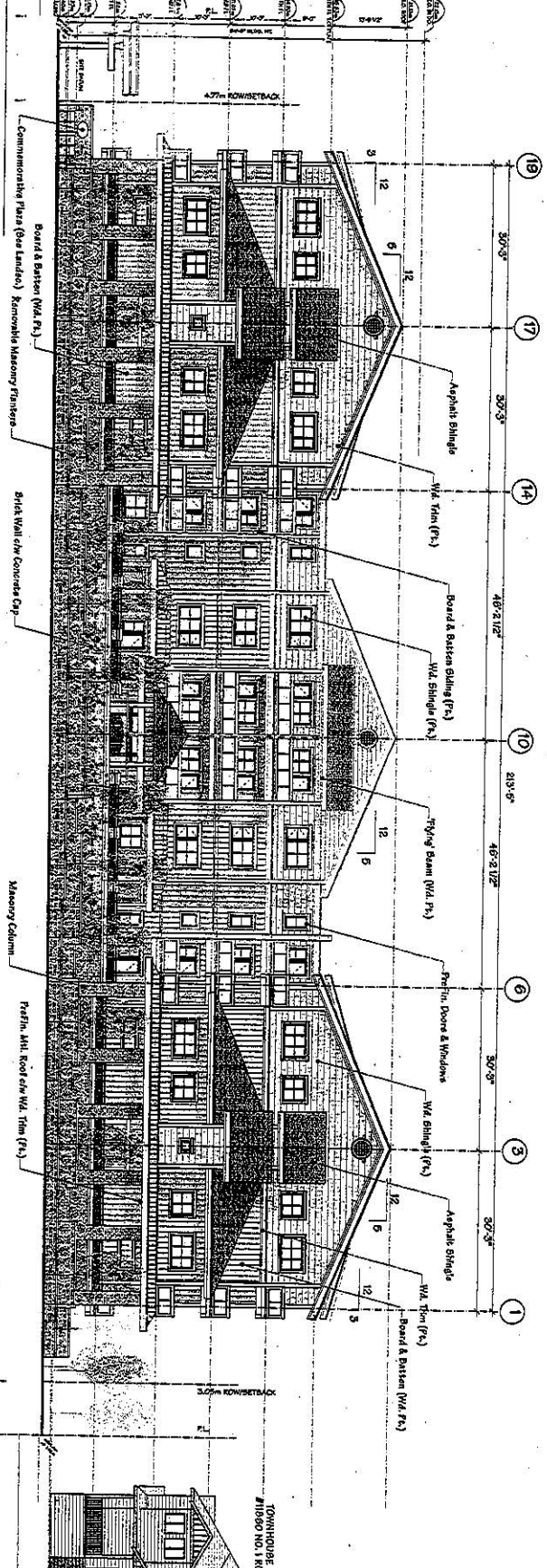
9 DP-07389916



ALL ROOF FINISHES  
SHOWN NO. 1 (2000)

EAST ELEVATION

CHATHAM LANE



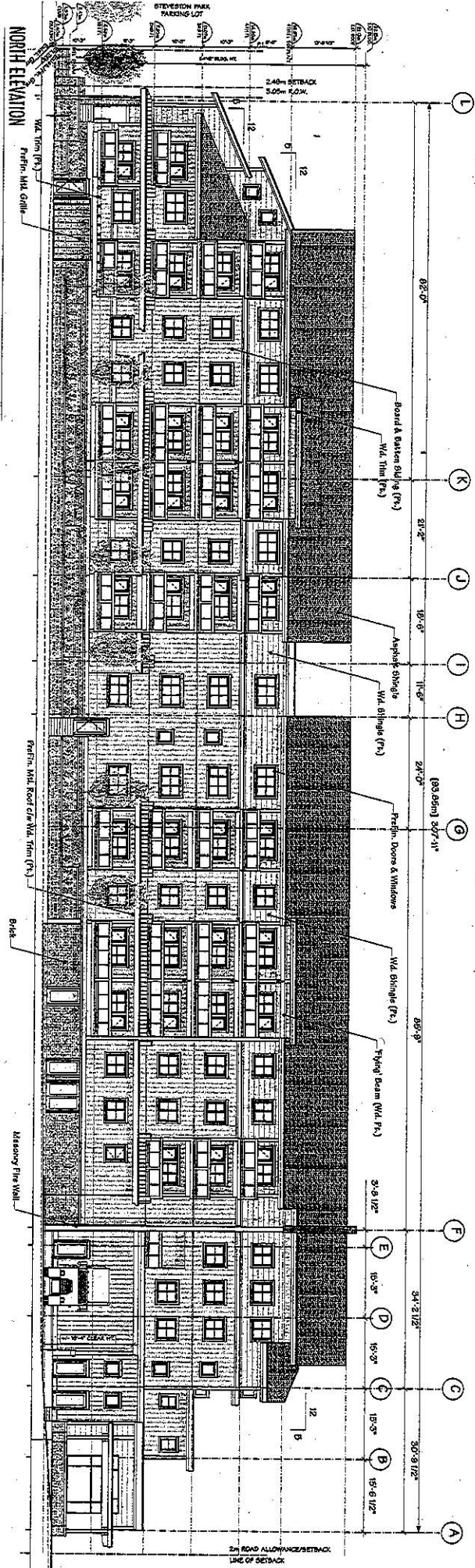
⑩ DP-07389916

COAST ARCHITECTURAL GROUP  
2100 BAYVIEW AVENUE, SUITE 100, RICHMOND, BC V6V 1K2  
TEL: (604) 273-1111 FAX: (604) 273-1112  
WWW.COASTARCHITECTURAL.COM

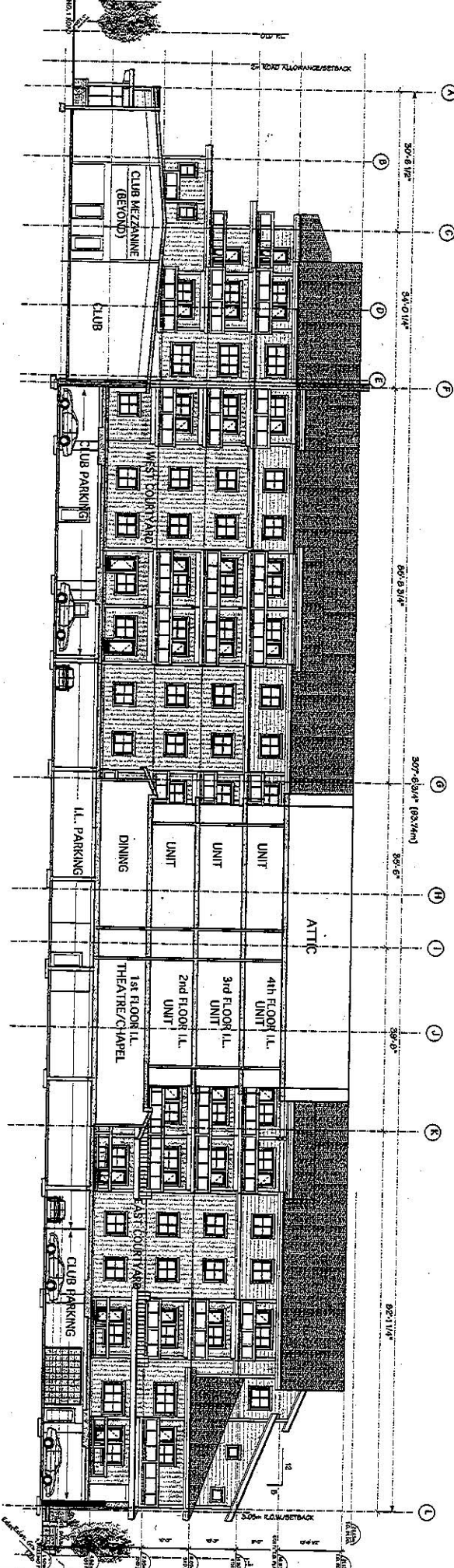
STEVESTON PARK PLACE  
RICHMOND, BC

ELEVATIONS  
EAST

Sheet No. A3.3



**II** DP-07389916

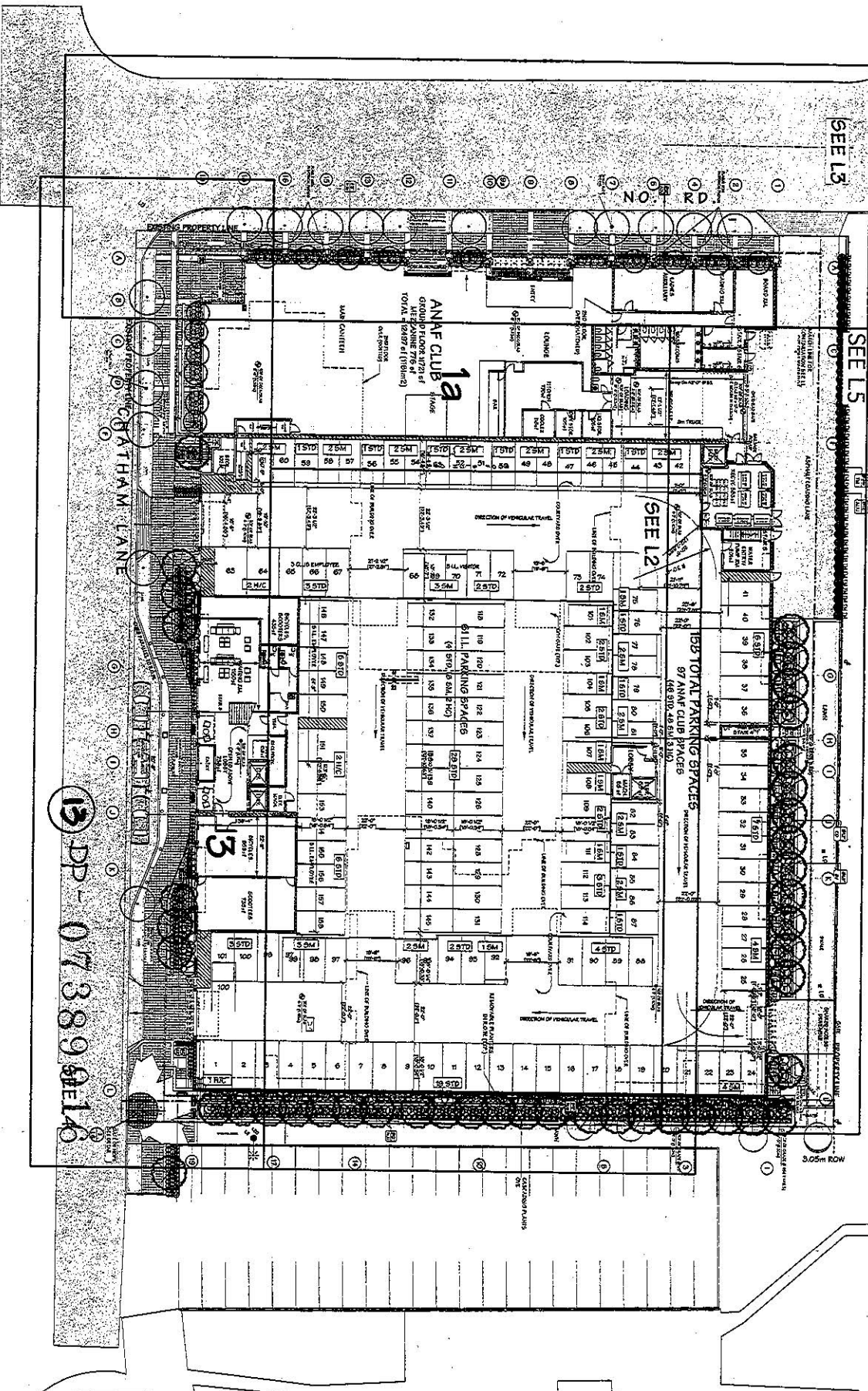


12 DP-07389916



SEE L3

SEE L5



13 DP-07389 SEE L1

L1  
of 8

1:1000 Scale

DATE	10/11/10
DESIGNER	AM
CHECKER	TI
TITLE	LANDSCAPE PLAN
SCALE	1:1000
PROJECT	13 DP-07389

Drawing Title  
**LANDSCAPE PLAN**

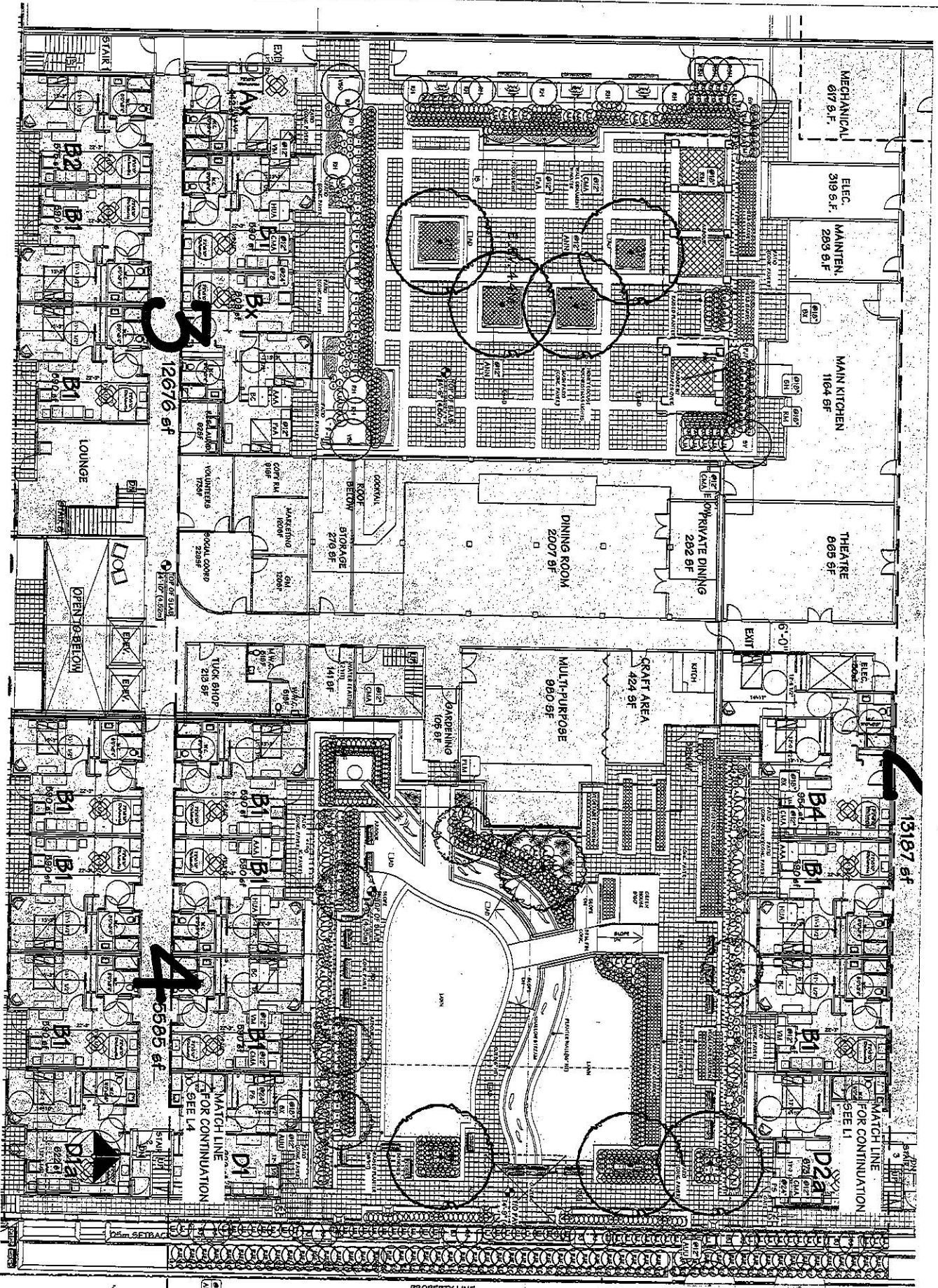
Project  
**11900 NO. 1 RD.  
RICHMOND, B.C.  
(ANMF)**

**ITP**  
LANDSCAPE ARCHITECTS & ASSOCIATES  
280 West Street  
Richmond, B.C. V6E 2A4  
Phone: (604) 273-5912  
Fax: (604) 273-5438  
Email: info@itp.ca

REVISIONS TABLE

NO.	DESCRIPTION	DATE
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3

4

12676 sf

45685 sf

13187 sf

PROPERTY LINE



**ITO & ASSOCIATES**  
 Landscape Architects  
 3180 14th Street  
 Richmond, BC V6E 2K4  
 Phone: (604) 272-2812  
 Email: info@itoassociates.com  
 Website: www.itoassociates.com

11580 NO. 1 RD.  
 RICHMOND, BC  
 (MARP)

LANDSCAPE PLAN  
 COURTYARD

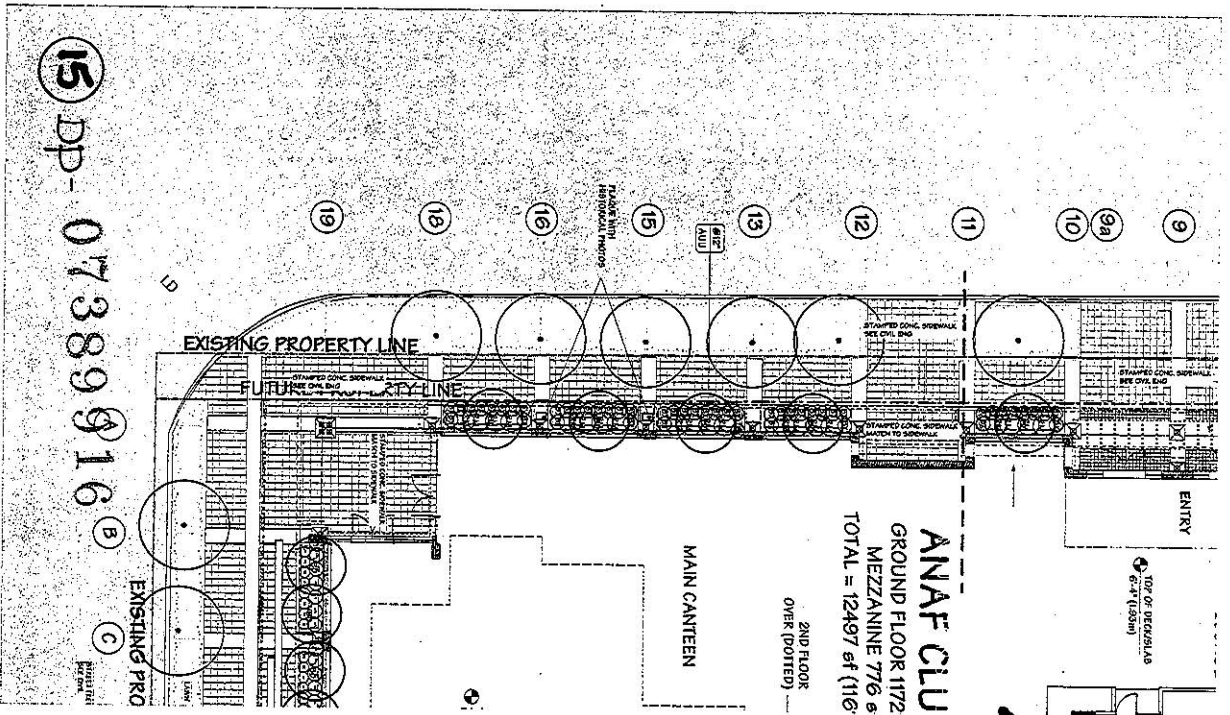
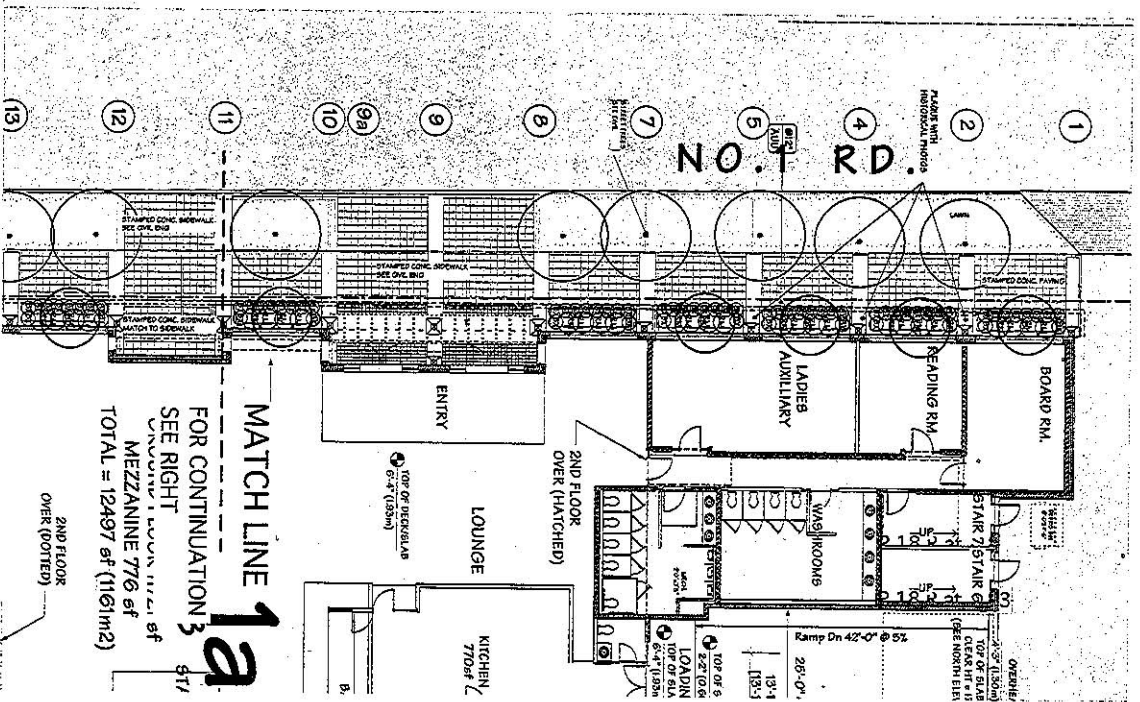
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DD-07389916

L2  
 d16

DATE	1/17/12
SCALE	AS SHOWN
PROJECT	LANDSCAPE
NO.	20
DATE	1/17/12
SCALE	AS SHOWN





11900 NO. 1 RD.  
 RICHMOND, B.C.  
 (ANAF)

**ITO & ASSOCIATES**  
 Landscape Architects  
 2181 West 4th Street  
 Vancouver, B.C. V6K 3K4  
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 Fax: (604) 278-4206  
 E-mail: info@ito.ca

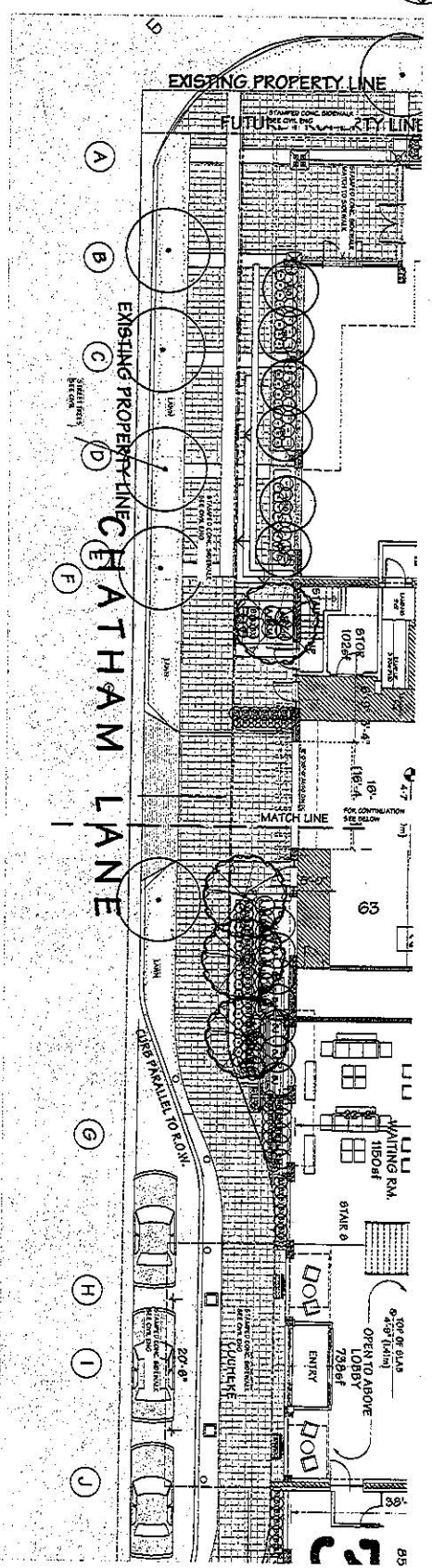
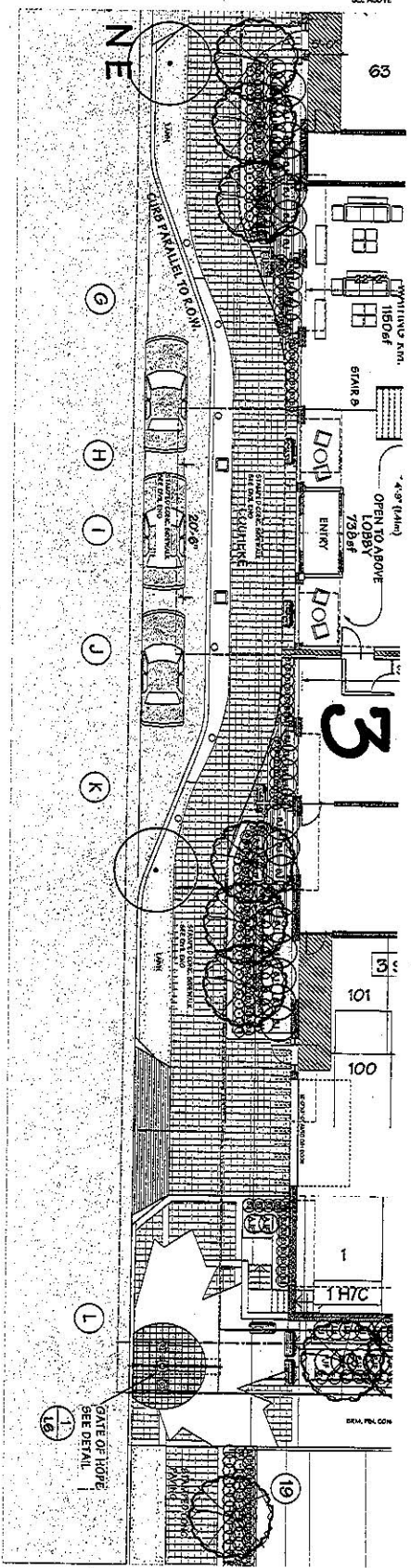
LANDSCAPE PLAN  
 WEST

Scale: 1/8" = 1'-0"  
 Date: 11/11/2007  
 Drawn: J. J. J.  
 Checked: J. J. J.  
 Date: 11/11/2007

**L3**  
 of 6



FOR CONTINUATION  
SEE ABOVE



16 DP - 07389916

1800 NO. 1 RD.  
RICHMOND, B.C.  
(604) 276-6888  
www.ito.ca

L4 of 6

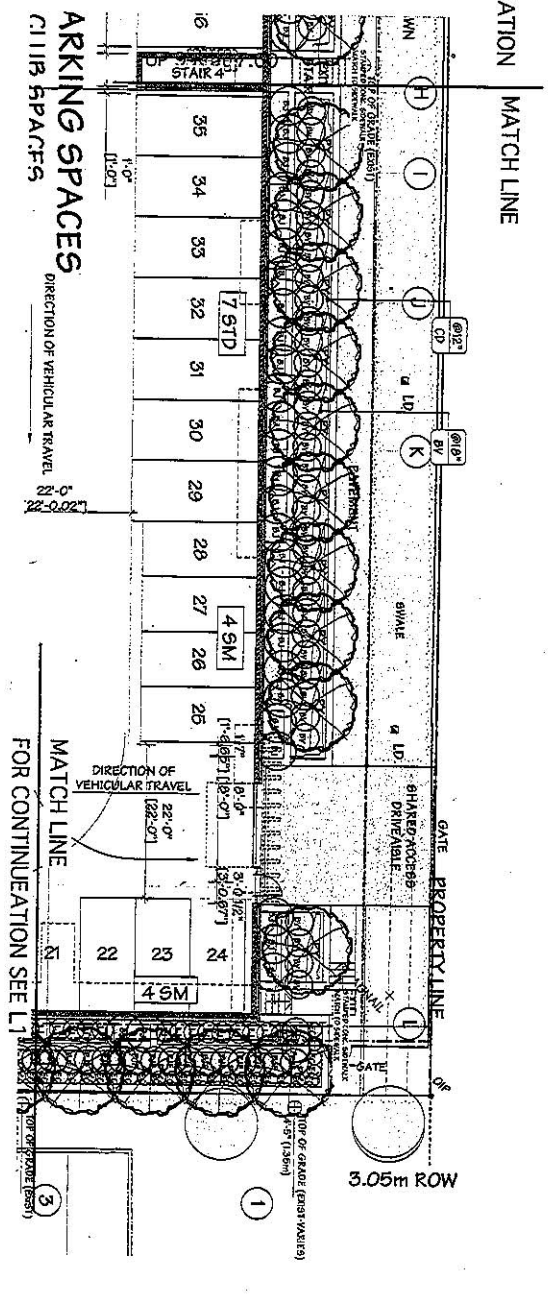
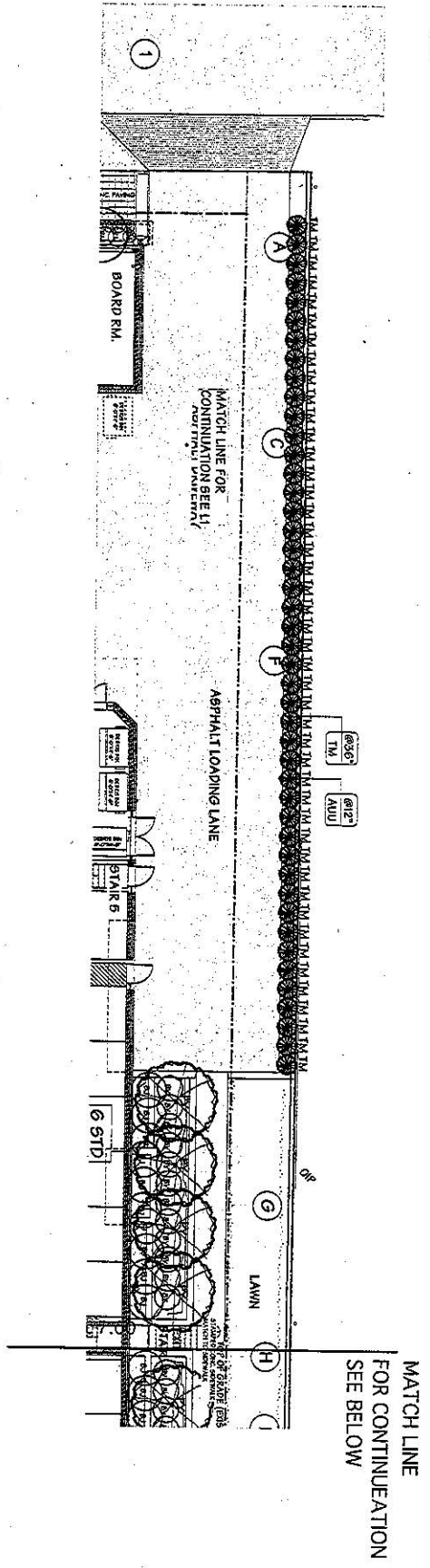
LANDSCAPE PLAN  
SOUTH

1800 NO. 1 RD.  
RICHMOND, B.C.  
(604) 276-6888  
www.ito.ca



REVISIONS/ISSUES

NO.	DATE	DESCRIPTION
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17 DP-07389916

DATE: 11/11/2007

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

PROJECT: 17 DP-07389916

CLIENT: J.A.V. (2007)

DATE: 11/11/2007

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

PROJECT: 17 DP-07389916

CLIENT: J.A.V. (2007)

LANDSCAPE PLAN

NO. 10

11900 RD 1 RD,

RICHMOND, B.C.

(VANP)

**ITO**

LANDSCAPE ARCHITECTS

11900 RD 1 RD,

RICHMOND, B.C.

(VANP)

Phone: (604) 272-8812

Fax: (604) 272-4639

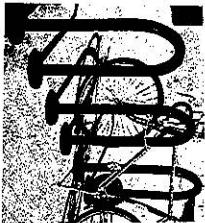
EMAIL: INFO@ITO.COM

FOR CONTINUATION SEE BELOW

FOR CONTINUATION SEE ABOVE

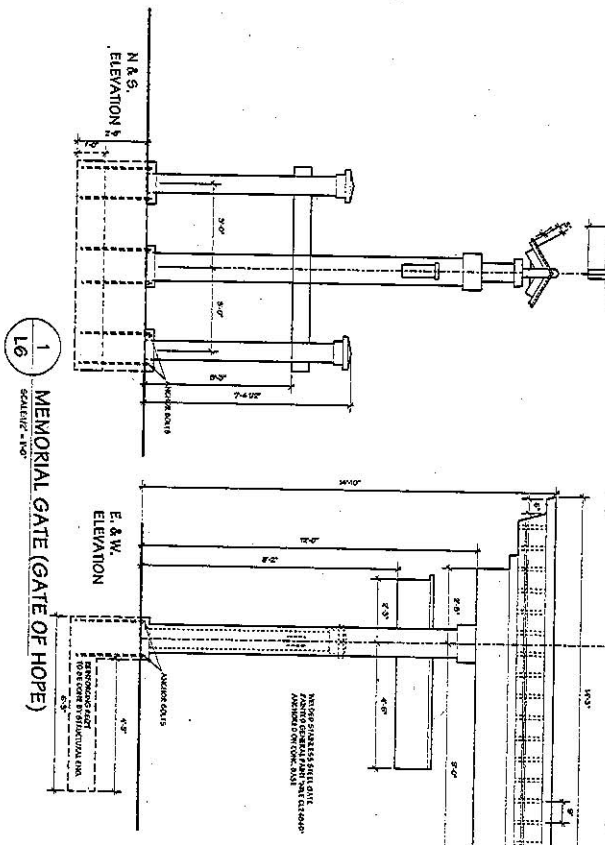
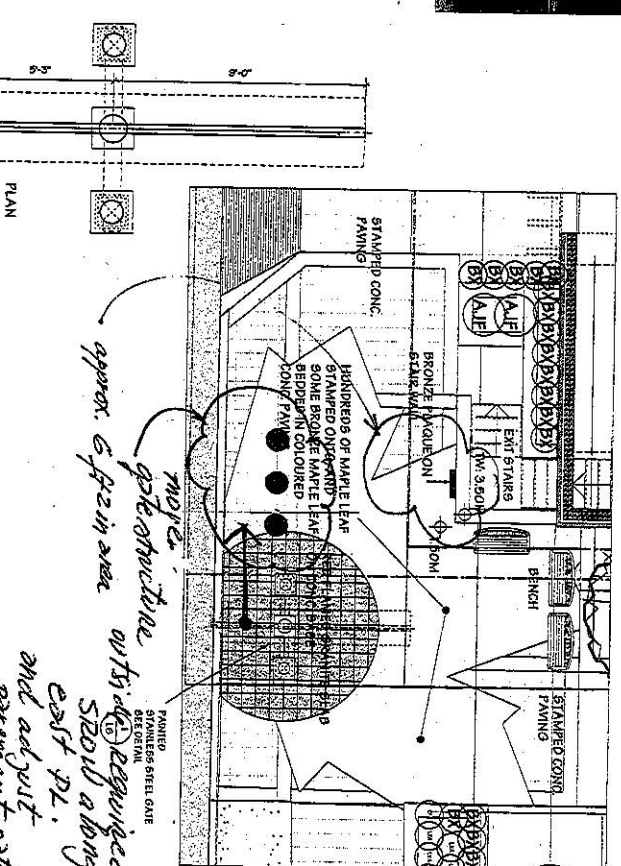


BRUSH BY  
GAVIN THOMPSON  
836-472-7482



BENCH  
BY  
GAVIN THOMPSON  
836-472-7482

PLAQUE  
BY  
GAVIN THOMPSON



1  
16  
MEMORIAL GATE (GATE OF HOPE)  
SCALE: 1/8" = 1'-0"

PLANT LIST  
PROJECT: NO.1 BLDG

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
AP	5	ACER PALMATA	JAPANESE LATE	2.5m HT, 1.8m
GM	7	QUERCUS PRACONITENS REBARS SACTURE	SCOTCH PINE	1.8m HT, 1.8m
MG	4	QUERCUS GRAMINIFLORA	SCOTCH PINE	1.8m HT, 1.8m
MG	4	QUERCUS GRAMINIFLORA	SCOTCH PINE	1.8m HT, 1.8m
TM	45	TAMUS PRINCEI INDIANA	DAWN VERBENA	1.5m HT, 1.8m
AJA	48	AZALEA JAPONICA YAMADA	FLORIDA JAPANESE AZALEA	42 POT
AP	54	AZALEA JAPONICA T. CONDOX	FLORIDA JAPANESE AZALEA	42 POT
AP	54	AZALEA JAPONICA T. CONDOX	FLORIDA JAPANESE AZALEA	42 POT
AP	54	AZALEA JAPONICA T. CONDOX	FLORIDA JAPANESE AZALEA	42 POT
AP	54	AZALEA JAPONICA T. CONDOX	FLORIDA JAPANESE AZALEA	42 POT
AP	54	AZALEA JAPONICA T. CONDOX	FLORIDA JAPANESE AZALEA	42 POT
AP	54	AZALEA JAPONICA T. CONDOX	FLORIDA JAPANESE AZALEA	42 POT
AP	54	AZALEA JAPONICA T. CONDOX	FLORIDA JAPANESE AZALEA	42 POT
AP	54	AZALEA JAPONICA T. CONDOX	FLORIDA JAPANESE AZALEA	42 POT

SYMBOL	DESCRIPTION	PLANT	SIZE
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1800 NO.1 RD.  
RICHMOND, B.C.  
(VANAV)

LANDSCAPE ARCHITECTS & ASSOCIATES  
SIRIUS LIAISON  
1800 NO.1 RD. #214  
RICHMOND, B.C. V6V 2K6  
TEL: (604) 273-4455  
FAX: (604) 273-4455  
WWW.LANDSCAPEARCHITECTS.COM

PROJECT NO.  
DATE: 11/17/19  
DRAWN BY: M.A.T./S.W.D.  
CHECKED BY: M.A.T./S.W.D.  
SCALE: AS SHOWN