



To: Development Permit Panel **Date:** January 28, 2012
From: Wayne Craig **File:** DP 12-611486
Director of Development
Re: Application by Paul Goodwin, GBL Architects for a Development Permit at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road (Phase 1)


Staff Recommendation

That a Development Permit be issued, which would:

1. Permit the construction of the first phase of a five-phase residential development at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road on a site zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”, which phase incorporates two (2) high-rise buildings containing 259 market dwellings and 20 Artist Residential Tenancy Studio (ARTS) Units, secured via a Housing Agreement, and publicly-accessible road and open space; and
2. Vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw No. 8840, to:
 - 2.1. Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 2.1.1. For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
 - 2.1.2. For Patterson Road, reduced from 4.9 m to 1.9 m.
 - 2.2. Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 2.2.1. For Sexsmith Road, reduced from 6.6 m to 3.0 m; and
 - 2.2.2. For Patterson Road, reduced from 3.9 m to 0.3 m.
 - 2.3. Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 2.3.1. For Sexsmith Road, reduced from 7.0 m to 2.8 m; and
 - 2.3.2. For Patterson Road, reduced from 4.3 m to 0.3 m.

2.4. For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m² and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:

- 2.4.1. Permit the minimum area of 25.0 m² to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and
- 2.4.2. Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling :
 - a) For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and
 - b) For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.



Wayne Craig
Director of Development
WC:spc
Att.

Staff Report

Origin

Paul Goodwin – GBL Architects has applied to the City of Richmond for permission to construct Phase 1 of “Concord Gardens”, a five-phase, 97,704 m² (1 million ft²), multi-family residential development containing approximately 1,245 dwellings on a 3.05 ha (7.55 ac) site at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”. (**Attachment 4**, aerial view & phasing reference) The subject application for Phase 1 of “Concord Gardens” proposes a 23,394 m² (251,822 ft²) residential development in the northwest corner of the subject site, including two high-rise apartment buildings containing 259 market dwellings, 20 rental dwellings secured via a Housing Agreement as Artist Residential Tenancy Studio (ARTS) units, and publicly-accessible road and open space constructed over a two-level (349 car) parking structure concealed below finished grade.

Rezoning of the proposed five-phase, “Concord Gardens” development (RZ 06-349722) was approved after Public Hearing on February 20, 2012, and is notable for, among other things:

- Being one of the first developments to commit to contribute to the Capstan Station Reserve, as per City Centre Area Plan (CCAP) and Zoning Bylaw policies encouraging voluntary developer contributions towards station construction, in respect for which developers are eligible for a 0.5 floor area ratio (FAR) density bonus;
- As per zoning amendment Bylaw No. 8840, supporting the City Centre’s emerging “arts district” by providing affordable housing (over and above the City’s standard (5%) low-end market rental units secured via a Housing Agreement) in the form of 20 subsidized “Artist Residential Tenancy Studio (ARTS)” units for professional artists (which ARTS units are the subject of a Housing Agreement and provided for via the subject DP application);
- Undertaking extensive road improvements on and off site including, in Phase 1, the extension of Hazelbridge Way and upgrades to Sexsmith and Patterson Roads (via SA 12-616223) and a publicly-accessible/privately-maintained street constructed over a parking structure;
- Providing for a minimum of 9,220 m² (2.28 ac) of on-site, publicly-accessible open space (as per the ZHR10 zone) including, in Phase 1, the construction of 2,674.4 m² (0.66 ac) of permanent and temporary, publicly-accessible open spaces and related features; and
- A new sanitary pump station (to be constructed off-site) to support the redevelopment of Capstan Village east of No. 3 Road.

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, which is currently vacant, is situated in Capstan Village: a transitional area designated for high-density, mixed-use development in anticipation of the construction of a future Canada Line station at the northeast corner of Capstan Way and No. 3 Road. Existing development surrounding the subject site includes:

North: Patterson Road, across which is a row of Single Detached (RS1/F) zoned lots (the north side of which backs on to Sea Island Way) designated under the CCAP for a maximum of 3.5 FAR, of which a maximum of 2.5 FAR may be residential and the remainder may be office.

East: Garden City Road, across which is “The Oaks”, a well-maintained, low density residential area and the site of Talmey Elementary, Capstan Village’s designated elementary school.

South: Lands designated for future redevelopment with a mix of higher-density residential and community uses, including TransLink’s 13,337 m² (3.3 ac), former park-and-ride site, the Richmond Capstan Alliance Church, and three 3 Single Detached (RS1/F) zoned lots.

West: Sexsmith Road, across which is a large, predominantly vacant area designated for future high-rise, high-density, mixed-use development owned in part by the subject developer and in part by Pinnacle International, the latter of which has concurrent development applications including one for 200 residential units at the northwest corner of Sexsmith Road and Capstan Way (RZ 10-544729/DP 12-604012) and another for rezoning the balance of its lands to permit the development of +/-960 units, together with various commercial and community uses (RZ 12-610011).

Landlocked Lot: In addition to the above, at the northwest corner of the subject site is 3200 Sexsmith Road, a small, vacant lot measuring approximately 1,070 m² (0.26 ac) that the developer has been unable to acquire.

Rezoning and Public Hearing Results (Staff comments in *bold italics*)

The Public Hearing for the rezoning of the subject site was held on February 20, 2012. During the rezoning process, various issues were identified, as follows, to be resolved at the Development Permit stage.

Design Issues: Staff and the developer have worked together to address the following form and character issues. The developer’s response to each issue is described in *bold italics*.

1. Variation in tower height, floorplate shape and orientation, and rooftop features are encouraged to provide for an interesting skyline.
 - *The two towers proposed for Phase 1 are the same height (47 m geodetic); however, the buildings have undergone significant changes since rezoning, including greater definition of the mid-rise streetwall, strengthening and slimming of vertical tower elements, and greater articulation of the tower tops, all of which serve to visually break-up the project’s massing and provide for a much more interesting and attractive streetscape and skyline. Furthermore, preliminary design has been advanced in respect to Phase 5 (which will be constructed in the future on the site of Phase 1’s proposed Temporary Park) with the aim of contrasting with Phase 1’s towers and making Phase 5 an important focus of the overall development. (Attachment 6)*
2. Tall buildings must minimize shading of the Neighbourhood Park, especially during peak periods and in high-use or sun-sensitive locations (i.e. children’s playgrounds, garden plots) in order to maximize public use and enjoyment of this important amenity.
 - *Phase 1 is situated west of the Neighbourhood Park (Attachment 4) and its buildings will have negligible impact on shading of the Neighbourhood Park. Public open*

spaces proposed for Phase 1 (e.g., Hazelbridge Plaza, ARTS Terraces, and the temporary park) have been designed to take maximum advantage of the sun.

3. Streetwall articulation is encouraged to visually break up long streetwalls and provide for an attractive, sensitive interface with the Neighbourhood Park, streets, and other pedestrian spaces.
 - *The composition of Phase 1's mid-rise streetwalls combines a highly articulated, pedestrian-friendly environment at grade along the ARTS Units frontages (e.g., seating steps, 2-storey glass walls with garage-style doors, projecting industrial-style balconies, temporary and permanent art displays) with more block-like massing above, boldly articulated with projecting architectural "frames" and colour, to create a vibrant, visually-engaging streetscape. (Attachment 8)*
4. The proposed change in grade from approximately 1.5 m geodetic along existing fronting streets to 7.0 m geodetic in the centre of the site must be handled sensitively to ensure easy access for pedestrian, cyclists, and the mobility impaired, together with attractive frontage treatments that fully conceal parking with non-parking uses.
 - *Parking is concealed from public view, all grades are wheelchair accessible (i.e. 5% or less), and street frontages are designed to take advantage of changes in grade via innovative landscape treatments (e.g., seating steps, water-walls, viewpoints/platforms).*
5. The public open space design must balance the desire to create an attractive, quiet setting for the development's residential uses with the demands of creating inviting, engaging park spaces for daily, active (e.g., noisy) public use and making the maintenance of that public space cost effective over the long term for property owners.
 - *At Phase 1, public open space is well coordinated with private residential uses and provides for a wide variety of activities, including an off-street bike path and arts-related uses along Sexsmith and Patterson Roads, a "pocket park" and tot-lot along Hazelbridge Way, and a 1,730 m² (0.43 ac) Temporary Park for the interim use of residents and the general public until additional permanent park space is completed via Phases 2 and 3.*
6. The ARTS Units and related uses/spaces (e.g., public art, on-site open space) must provide for an attractive, arts-related "home-based business" environment designed to:
 - a) Meet the anticipated needs of the ARTS Units' resident artists (e.g., durability, lighting, studio space, noise attenuation);
 - b) Complement the form, character, and livability of adjacent dwellings; and
 - c) Enhance the project's streetscape character and visual identity of the City Centre's proposed "arts district".
 - *The ARTS Units are designed as 2-storey, loft-style units with their more public, day-lit, studio spaces on the first floor (offering direct access to the street via regular entry doors and over-sized glass garage doors) and more private living and bedroom spaces behind and above. Terraces have been added along the units' frontages and balconies have been added to the units' second storeys to enhance the streetscape, provide for more usable private outdoor space, and accommodate publicly-accessible outdoor areas at grade for art display and socializing. The proposed balconies will be accessed via movable catwalks that span the units' double-height studio spaces and can be used as gantries for lighting or to support/access tall works.*

- NOTE: The catwalks were not anticipated at rezoning stage and represent a net increase in the combined total floor area of the ARTS Units.***
- ***The ARTS Units will be constructed at the sole cost of the developer in compliance with construction standards identified via RZ 06-349722 (and included in the Housing Agreement registered on title). In addition, the developer has agreed to comply with the attached Supplementary DP Requirements (Attachment 7), which address more detailed requirements in respect to materials, finishes, and fittings to help ensure that the special needs of artists will be satisfactorily addressed and streamline the Building Permit review process.***
7. The rooftops of mid-rise buildings must contribute to the attractiveness, amenity, and sustainability of the development.
 - ***Mid-rise rooftops are design to be fully accessible and provide for a series of sunny, intimately-scaled “rooms”, including paved seating and sunning areas focussed around barbeque and fire pit features and agricultural garden plots with water, compost, and tool storage facilities, framed by a combination of intensive and extensive green roofs, shade trees, and landscape structures.***
 8. Importantly, steps must be taken to ensure that the development reads as a neighbourhood, not a “project”.
 - ***Given the large size of the subject development, it is important that it provides enough continuity of scale, form, and character to help establish a clear neighbourhood identity, without becoming too homogeneous. Phase 1 has achieved this by maintaining a consistent approach to massing and design across its north and south wings/towers complemented by variations in colour and architectural features that together provide for dynamic, visually interesting streetscapes. Furthermore, preliminary design for Phase 5 respects the basic massing approach established at Phase 1 – thus, helping to further reinforce a consistent neighbourhood identity – while intentionally incorporating design features that will make it a unique. (Attachment 6)***
 9. The interfaces between each phase of the proposed development’s residential uses and between the subject development and its future neighbours, especially with regard to potential view blockage and related impacts.
 - ***Steps have been taken in the design of the subject development to minimize overlook between residential units and maximize spacing between towers. In addition, as recommended in the rezoning staff report, a covenant will be registered on the subject site notifying future residents of potential view and other impacts that may arise as a result of adjacent development on- and off-site.***
 10. Prior to rezoning, the developer was unable to acquire 3200 Sexsmith Road, a small lot at the northwest corner of Phase 1. While this lot is much smaller than the minimum size recommended under the CCAP Development Permit (DP) Guidelines for the area (i.e. 4,000 m² / 1 ac), prior to rezoning of the subject site being considered at Public Hearing the developer prepared a conceptual design demonstrating that the lot could be developed in a manner generally consistent with Area Plan objectives. (**Attachment 5**) In addition, via RZ 06-349722 the developer was required to register a statutory right-of-way on the subject site for a driveway to be shared with the future residents of 3200 Sexsmith Road.

- *As per RZ 06-349722, the subject DP provides for the required driveway on the Phase 1 portion of the subject site for shared use with the future residents of 3200 Sexsmith Road, the construction of which driveway shall be at the sole cost of the subject developer (secured via the landscape bond for DP 12-611486).*

Aircraft Noise: In addition to the above design issues, at Public Hearing the Vancouver International Airport Authority (VIAA) submitted a letter expressing concern with the proposed development on the basis that it would introduce residential uses in an area affected by aircraft noise.

- *The subject site is situated in the Official Community Plan (OCP) Aircraft Noise Sensitive Development (ANSD) "Area 3", which permits multi-family residential uses, as proposed, provided that a restrictive covenant is registered on title and acoustics reports are prepared at DP and Building Permit (BP) stages identifying necessary noise attenuation measures and confirming their implementation.*
- *The required aircraft noise covenant will be registered on title prior to rezoning adoption, a satisfactory DP-stage acoustic report has been received and is on file, and the developer has agreed that the BP drawings will incorporate all measures necessary to satisfy the covenant and DP acoustic report recommendations.*

Staff Comments

The subject development satisfactorily addresses the urban design and related considerations raised by staff via the DP application review process. In addition, the proposal complies with the general intent of the OCP, CCAP, and Zoning Bylaw provisions, including those specific to Capstan Village (e.g., Capstan Station Bonus) and the site-specific "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)" zone.

All Engineering requirements in respect to the subject development have been resolved via RZ 06-349722 and the related Servicing Agreements (SA). No additional SA is required in respect to Phase 1 or the subject DP application.

During the rezoning process, the need for strategies to facilitate the phased development of "Concord Gardens" and, more specifically its first phase, was identified. Staff and the developer have worked to address these items, which are outlined below and described in detail in **Attachment 10**.

1. Capstan Station Funding – Phase 1: As per the Zoning Bylaw and legal agreements registered on title, the developer will contribute funds towards the Capstan Station Reserve, on a phase-by-phase basis, based on the rates in effect at the time of Building Permit issuance. (The Zoning Bylaw's September 2010 rate of \$7,800 per unit will be adjusted annually based on CPI.)
2. Public Art – Phase 1: The developer's Project-Wide Public Art Plan and Phase 1 Detailed Public Art Plan were reviewed and supported by Richmond's Public Art Committee on September 18, 2012. Prior to issuance of the subject DP, the developer will enter into a public art agreement for Phase 1, secured by a Letter of Credit for \$140,089.20. In addition, over and above the developer's formal public art contribution, "Concord Gardens" proposes three large murals at prominent locations on the Phase 1 site (each of which are proposed to be 6-7 storeys high and +/-18 m wide) to enhance the area's "arts district" appeal and temporarily screen three end-walls until adjacent on-site and off-site development is complete.

3. Public Park & Open Space – Phase 1: “Concord Gardens”, Phase 1, provides for 2,674.4 m² (0.66 ac) of publicly-accessible space for park purposes, secured via right-of-ways, including:
 - 3.1. Permanent Open Space: 944.4 m² (0.23 ac) in the form of a pocket park and children’s playground along Hazelbridge Way, an off-street bike path along Sexsmith Road, and space for socializing and art display adjacent to the ARTS Units; and
 - 3.2. Interim Open Space: 1,730 m² (0.43 ac) in the form of a Temporary Park in the proposed location of future Phase 5.
4. Tree Removal & Replacement Strategy – Phase 1: Off-site, the developer has agreed to voluntarily contribute \$36,400 to the City’s Tree Compensation Fund for tree replacement based on a 2:1 replacement ratio and \$650 per replacement tree. On-site, the developer’s landscape plan provides for trees to be replaced at more than 3:1.
5. Vehicle & “Class 1” Bike Parking Strategy – Phase 1: The developer’s proposed a parking strategy for Phases 1, 2, and 5, prepared to the satisfaction of the City’s Transportation staff:
 - 5.1. Complies with Zoning Bylaw requirements for a transition from higher “Zone 2” rates to lower “Zone 1” rates as the build-out of Phases 1, 2, and 5 proceeds and the Capstan Canada Line Station nears construction/completion;
 - 5.2. Requires the developer’s implementation of Transportation Demand Management (TDM) measures at Phase 1 and future phases, including streetscape improvements and Electric Vehicle (EV) Charging Stations for cars (105) and bikes (14); and
 - 5.3. Provides for shared driveway access to help facilitate the future development of the small, vacant, corner lot at 3200 Sexsmith Road (at Patterson Road).
6. Loading & Waste Collection Strategy – Phase 1: The developer has prepared a coordinated strategy addressing the anticipated loading, garbage, and recycling needs of Phases 1, 2, and 5 to the satisfaction of the City’s Transportation and Sanitation/Recycling staff.

Zoning Compliance/Variances (Staff comments in *bold italics*)

The subject site is zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”, a site-specific zone only applicable to the “Concord Gardens” five-phase development site. The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw 8840 (i.e. ZHR10 zone) to:

1. Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 1.1. For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
 - 1.2. For Patterson Road, reduced from 4.9 m to 1.9 m.

Via the DP process, it was determined that right-of-ways secured along Phase 1’s Sexsmith and Patterson Road frontages (via RZ 06-349722) should be expanded to enhance public open space opportunities in association with the ARTS Units. The ZHR10 zone did not

anticipate these expanded public areas and the developer was unable provide them without setback relaxations. In light of this, and given that the proposed setbacks do not compromise the appearance or amenity of the streetscape or fronting units, staff support the requested variances.

2. Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 2.1. For Sexsmith Road, reduced from 6.6 m to 3.0 m; and
 - 2.2. For Patterson Road, reduced from 3.9 m to 0.3 m.

Staff support the requested variances on the basis that the development's proposed projecting balconies are an attractive streetscape feature and, as above, the relaxations will help to facilitate the expansion of public open space in association with the ARTS Units.

3. Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 3.1. For Sexsmith Road, reduced from 7.0 m to 2.8 m; and
 - 3.2. For Patterson Road, reduced from 4.3 m to 0.3 m.

Staff support the requested variances on the basis that the proposed projecting frame-like elements and related features are an attractive and integral part of the development concept and, as above, the relaxations will help to facilitate the expansion of public open space in association with the ARTS Units.

4. For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m² and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:
 - 4.1. Permit the minimum area of 25.0 m² to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and
 - 4.2. Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling :
 - a) For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and
 - b) For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.

The ZHR10 zone requires roughly 1/3 of the floor area of each ARTS Unit to have a clear ceiling height of at least 4.5 m (14.8 ft) to accommodate studio uses. While the ceiling height of some studio spaces meets or exceeds this requirement, others do not.

Furthermore, the provision of expanded public open space along the frontages of the ARTS Units (as described above) resulted in the need to cross the units' studio areas at the second-storey to access private balconies. Staff have concluded that the lower ceiling heights proposed for some units will not unreasonably impact their attractiveness or utility for professional artists; and, the developer's agreement to install second-storey walkways

that are movable, rather than fixed in place, will mean that the walkways can be moved out of the way of studio uses or, as required, utilized as gantries for lighting or accessing tall artworks. On this basis, staff support the requested variances.

Advisory Design Panel Comments (ADP)

The subject Phase 1 development was presented for consideration by the ADP on September 6, 2012. The Panel voted in favour of the application advancing to Development Permit Panel, subject to the applicant giving consideration to the Panel's comments. Those comments, together with the applicant's design response (in *bold italics*), is provided in **Attachment 2**. In brief, the Panel encouraged the development to:

1. More strongly express an "arts district" theme, especially at street level and in association with the project's proposed Artist Residential Tenancy Studio (ARTS) Units;
2. Refine the decorative "frame" elements and colour palette to better highlight and visually break up the massing;
3. Enhance the terminus of Hazelbridge Way;
4. Refine the landscape design to, among other things, take more advantage of grade changes; and
5. Provide for aging in place and convertibility features.

In staff's view, the developer has satisfactorily addressed all of the Panel's comments. The subject development takes full advantage of changes in grade to conceal parking from public view, provide for extensive grade-level, landscaped areas for the benefit of both the public and project residents, and create unique frontage treatments that make the development engaging and pedestrian-friendly. Aging in place and convertibility features have been incorporated throughout the development. And, the design of the loft-style ARTS units, which includes a combination of "industrial-like" features (e.g., glass garage doors onto studio spaces, projecting metal balconies), armatures for the temporary display of art and signage, and seating steps finished in wood and stone, will make for a distinctive, dynamic streetscape that will complement the ARTS Units' uses/users and contribute towards the area's emergence as part of the City Centre's designated "arts district".

Analysis

The proposed development is the first phase of a five-phase, comprehensively planned, high density, multi-family development in the Capstan Village area of Richmond's City Centre. The site is zoned "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)" and is subject to OCP and CCAP policies and DP Guidelines aimed at encouraging the development of a high-amenity, pedestrian-oriented, urban community supportive of City objectives for the future construction of a Canada Line station in Capstan Village and the area's establishment as part of a vibrant "arts district". In support of this, current City policies and zoning:

- Require the subject site to be developed with a combination of high-density, high- and mid-rise residential uses and public open spaces;

- Provide for density bonusing to encourage voluntary developer contributions towards the Capstan Station Reserve fund, the provision of publicly-accessible open space, and the construction of affordable housing and subsidized rental housing for professional artists; and
- Encourage the development of an attractive, high-amenity environment that will set a benchmark for subsequent development in and around Capstan Village and the City Centre's emerging "arts district".

The subject Phase 1 development proposes a 23,394 m² (251,822 ft²) residential development in the northwest corner of the subject site, including two high-rise apartment buildings containing 259 market dwellings, 20 rental dwellings secured via a Housing Agreement as Artist Residential Tenancy Studio (ARTS) units, and publicly-accessible road and open space constructed over a two-storey parking structure concealed below finished grade. Staff's review indicates that the subject development proposal is a well-considered and attractive design that is consistent with the intent of the OCP, CCAP, and Zoning Bylaw and warrants favourable consideration as follows:

1. Conditions of Adjacency:

As a comprehensively planned, five-phase development, building siting and related features were considered at both rezoning stage and via the subject DP in order to identify and mitigate potential adjacency issues by (i) maximizing opportunities for units to be oriented towards landscaped open spaces, (ii) sensitively addressing adjacent proposed and future development, and (iii) ensuring that phase boundaries would be attractive. More specifically, for Phase 1:

- 1.1. To maximize sun exposure and provide for a park-like, landscaped frontage along the extension of Hazelbridge Way – the key entry to the "Concord Gardens" site and its future neighbourhood park (Phases 2-3) – the subject development is designed as the first two legs of a U-shaped complex that wraps around a large central open space and publicly-accessible "pocket park" with a children's playground, opening to the south.
- 1.2. To complement the scale and form of development proposed for the west side of Sexsmith Road (Pinnacle, DP 12-604012) and anticipated development elsewhere in Capstan Village, mid-rise buildings, 7 - 8 storeys in height, are proposed with two-storeys ARTS Units at their bases to provide for a strong and animated, urban edge along the site's fronting streets.
- 1.3. To minimize overlook, shading, and related high-density development issues, Phase 1's towers are situated near street corners and spaced 52 m (172 ft) apart, which far exceeds the minimum spacing of 24 m (79 ft) encouraged under the CCAP.
- 1.4. To ensure that the future site of Phase 5 will be attractive and complement the appearance and amenity of the "Concord Gardens" development while it is in its pre-development state:
 - i. The Phase 5 site will be raised to the level of the fronting extension of Hazelbridge Way and the proposed Private (publicly-accessible) Road (over 2 levels of parking) and landscaped as a Temporary Park;
 - ii. The Temporary Park, which will include lawn, trees, planting, picnic tables, furnishings, and walkways secured via a right-of-way for public use, will be constructed and maintained at the sole cost of the developer;

- iii. The Temporary Park space and Phase 1's adjacent outdoor amenity (lagoon/courtyard) space will have shared views (i.e. to/from each other), and Phase 1 residents will enjoy convenient, gated access between the two spaces; and
 - iv. A mural, measuring up to 6 storeys tall and 18 m (60 ft) wide, will be installed on the end wall of Phase 1 at the future connection to Phase 5. This mural, the scale and location of which will make it a "signature feature" of "Concord Gardens" and Capstan Village's emerging "arts district", may include areas of spandrel glass and other treatments that provide visual continuity with adjacent facades and will be complemented by mature trees and landscaping within the Temporary Park. (This mural will be undertaken and maintained at the developer's sole cost, over and above Phase 1's formal voluntary public art contribution.)
- 1.5. To help facilitate the future development of the small, vacant, corner lot at 3200 Sexsmith Road (at Patterson Road) – and recognize that it could be some time before such development occurs – Phase 1 is designed to:
- i. Set its towers back and orient its units away from the corner lot to minimize overlook and shading;
 - ii. Provide for a shared driveway along Phase 1's north frontage to enable the corner lot to maximize the use of its street frontages for residential units;
 - iii. Leave a generous opening, approximately 16.5 m (54 ft) in width, between Phase 1's two mid-rise wings, to allow future development of the corner lot to enjoy solar access and views across Phase 1's large, central lagoon/courtyard;
 - iv. Build Phase 1's parking levels and its Sexsmith Road mid-rise wing to the corner lot's south and east property lines, so that future development of the corner lot does not need to set back in these locations (which will provide it with more efficient development options); and
 - v. Install one temporary and one permanent mural on the end walls of Phase 1 adjacent to the south and east property lines of the corner lot to make the area around the corner lot more attractive and visually interesting while the lot is in its pre-development (vacant) state. (These murals will be undertaken and maintained at the developer's sole cost, over and above Phase 1's formal voluntary public art contribution.)
- 1.6. To screen views to the undeveloped portions of "Concord Gardens" (i.e. Phases 2-4) and ensure public safety during construction, hoarding will be installed along the fronting streets and phase boundaries of Phases 2 - 4.
2. Urban Design and Site Planning:

The "Concord Gardens" development proposes to raise the grade across its five phases from roughly 1.5 m (4.9 ft) geodetic along the site's existing fronting streets to roughly 7.0 m (23.0 ft) at its centre. This approach provides opportunities and benefits not commonly found in Richmond's high-density downtown, where the city's high water table typically results in bulky, above-grade, parking structures that leave little or no space at grade-level and force usable outdoor areas to be located on podium rooftops. In contrast, "Concord Gardens" effectively pulls the finished grade up and over its parking, much as is being done along the riverfront near the Richmond Olympic Oval. More specifically, for Phase 1:

- 2.1. To maximize opportunities for grade-level public and private outdoor spaces, parking is fully concealed below finished grade and residential building footprints occupy only 24% of Phase 1's gross site area (i.e. 39% of site area net of the Temporary Park and publicly-accessible road secured via right-of-ways) as opposed to lot coverage of up to 90% common in many high-density developments.
- 2.2. To ensure that Phase 1's "small footprint" buildings contribute to attractive, animated streetscapes and help to provide casual surveillance of outdoor spaces:
 - i. All buildings are double-fronting, streetwall-type buildings, with units oriented towards both the site's fronting streets and landscaped, central courtyard;
 - ii. Unlike typical tower-and-podium developments that locate most of their units in towers, Phase 1 locates most of its units (67%) units in its mid-rise streetwall; and
 - iii. As per CCAP DP Guidelines, the floorplates of Phase 1's two towers are a maximum of 650 m² (6,997 ft²) in size and are sculpted at their top two storeys, such that the towers' upper floorplates measure only 468 m² (5,037 ft²) for one tower and 555 m² (5,978 ft²) for the other.
- 2.3. To make it feasible to extend Phase 1's development concept, including its small building footprint, to future phases, a parking strategy has been prepared to minimize the number of parking spaces and, by doing so, the size of the parking structure required for Phases 1, 2, and 5, to the satisfaction of the City's Transportation staff, which strategy:
 - i. Complies with Zoning Bylaw requirements for a transition from higher "Zone 2" rates to lower "Zone 1" rates as the build-out of Phases 1, 2, and 5 proceeds and the Capstan Canada Line Station nears construction/completion;
 - ii. Requires Transportation Demand Management (TDM) measures at Phase 1, including:
 - The extension of sidewalks along Sexsmith Road north and south of the subject site and across the frontages of 3200 Sexsmith Road;
 - Electric Vehicle (EV) Charging Stations for resident parking at a rate of 30% of total vehicle parking spaces (i.e. 105 spaces equipped with duplex outlets); and
 - EV Charging Stations for bike parking at a rate of 1 for each 40 bikes or 1 per bike compound, whichever is greater (i.e. 14 stations total); and.
 - iii. As indicated on the DP drawings and secured by legal agreement, provides for Phase 1's parking structure to be connected seamlessly (e.g., via knock-out panels along its eastern wall) with the parking structure constructed in future Phase 2.
- 2.4. To satisfy CCAP objectives for forms of development that respond to issues of sea level rise without compromising streetscape amenity, appearance, or accessibility:
 - i. All habitable indoor spaces comply with the City Centre's Flood Construction Level (FCL) of 2.9 m (9.5 ft) geodetic, including all residential units, lobbies, and indoor amenity spaces;
 - ii. All outdoor residential amenity space and most outdoor publicly-accessible areas have an elevation of 2.9 m (9.5 ft) geodetic or greater;
 - iii. All public sidewalks and walkways have a maximum slope of 5% or less to accommodate convenient wheelchair use;

- iv. The ARTS Units fronting Sexsmith and Patterson Roads are designed to take advantage of the grade difference between the fronting streets and the FCL with publicly-accessible terraces and seating steps along their frontages that provide places to sit, socialize, and display art; and
- v. Tower entries and outdoor spaces incorporate dramatic bridges, viewpoints, and waterfalls that take advantage of the elevated grade as a way to impart a unique identity to the development.

3. Artist Residential Tenancy Studio (ARTS) Units:

The subject development is situated in the CCAP's designated "arts district", the intent of which is to help foster the growth of the arts in Richmond and its City Centre by encouraging the establishment of a focus for arts facilities, events, support services, studio spaces, and complementary uses and endeavours in a location offering strong regional linkages and proximity to the city's rapidly growing downtown and public amenities. As per RZ 06-349722, the subject developer proposes to provide affordable housing for professional artists in the form of 20 subsidized Artist Residential Tenancy Studio (ARTS) Units. This proposal is consistent with CCAP objectives for the City Centre's emerging "arts district" and offers the opportunity for the City and the arts community to benefit from an innovative housing option that marries the City's successful affordable housing policy with a developer-funded model for the creation of arts-supportive residential studio dwellings.

3.1. **Key Features:** As per RZ 06-349722, Phase 1's proposed 20 ARTS Units will be:

- i. Designed and constructed to a turnkey level of finish in the first phase of the subject development's five phases, at the sole cost of the developer, to the City's satisfaction;
- ii. Loft-style units incorporating high ceilings, durable materials, and flexible designs that will enable them to accommodate a broad range of arts uses (excluding uses that may pose an unreasonable nuisance or hazard to neighbours);
- iii. Developer owned and managed; and
- iv. Affordable rental housing, secured via the City's standard Housing Agreement, as generally defined by the City's Affordable Housing Strategy, EXCEPT that in addition to the City's typical affordable housing requirements, the ARTS Units will require that:
 - At least one resident of each unit is a "professional artist" as defined by the Canada Council for the Arts; and
 - Regardless of actual unit size, all the ARTS Units shall all be treated as "bachelors" for the purpose of determining applicable maximum rents and household incomes. (NOTE: The last point effectively makes the ARTS Units "subsidized housing", as the minimum floor area of each unit is required to be 74 m² (797 ft²), which is roughly twice that of a "bachelor" unit under the Affordable Housing Strategy.)

3.2. **Additional ARTS Units' Floor Area:** Via the DP review process, it was agreed that balconies would be added to the units' second storeys to enhance the streetscape, provide for more usable private outdoor space, and accommodate more space for publicly-accessible activities at grade. Access to the proposed balconies will be via

movable catwalks that span the units' double-height studio spaces and can be used as gantries for lighting and to support or access tall artworks. The proposed catwalks, which were not anticipated at rezoning stage, have a combined floor area of 76 m² (818 ft²) and represent a 5% increase in the total floor area of the ARTS Units that will be provided by the developer (i.e. an increase from 1,628 m² /17,524 ft², as per RZ 06-349722, to 1,704 m²/18,340 ft²).

3.3. **Design Development:** In addition to the increase in floor area described above, the design of the ARTS Units has been greatly advanced since the rezoning stage and now includes, among other things, the following key features:

- i. The proposed unit mix will include 2 two-bedroom units and 18 one-bedroom units, which will make them appropriate for a variety of household types (e.g., singles and couples, including households with children);
- ii. The units' street frontages will be developed as the "ARTS Terraces", linear publicly-accessible open spaces for art display, socializing, art openings, and events, incorporating seating steps, armatures for temporary art displays and signage, grade-level access or mechanical lifts to facilitate moving large, heavy objects, and complementary landscape features, furnishings, and lighting; and
- iii. Supplementary DP Requirements (**Attachment 7**) describing the City's preferred range of materials, finishes, and fittings in order to streamline the project's detailed design stage and ensure that the units adequately provide for the special needs of artists.

3.4. **ARTS Variances:** Via the DP process, the need to vary some Zoning Bylaw provisions in respect to the design of the units' studio spaces was identified. More specifically, the Bylaw requires roughly 1/3 of the floor area of each unit to have a clear ceiling height of at least 4.5 m (14.8 ft) to accommodate studio uses. While the ceiling height of some studio spaces meets or exceeds this requirement, others do not. Staff have concluded that the studio spaces, with their two-storey windows and overhead catwalks, are very attractive and usable, and the lower ceiling heights proposed in some portions of some studio spaces will not unreasonably impact the utility of the affected units for professional artists. On this basis, staff recommend that the Bylaw is varied via the subject DP approval process.

4. Architectural Form and Character:

The CCAP encourages the City Centre to be developed as a mosaic of distinctive urban villages and vibrant public spaces. Capstan Village's "arts district", in addition to being a key part of that "mosaic", is intended to be an "incubator" for emerging artists and a place where zoning and development guidelines provide incentives for arts-supportive uses and forms of development. Via rezoning of the subject development, site-specific zoning was created for "Concord Gardens" that provides a density bonus for the developer's provision, at Phase 1, of 20 ARTS Units (i.e. affordable, loft-style residential units for professional artists, secured via a Housing Agreement). The use and design of the ARTS Units, in combination with other features of Phase 1, result in an appealing and dynamic form of development that is supportive of CCAP objectives for high-density, pedestrian-oriented development and the emergence of a unique and vibrant "arts district". More specifically:

4.1. To contribute towards the development of a distinctive character for Capstan Village's "arts district", especially along its streetscape, the developer proposes to:

- i. Concentrate the ARTS Units at grade along Phase 1's Sexsmith and Patterson Road frontages, where their unique 2-storey, loft spaces and "industrial-like" features (e.g., glass garage doors, projecting metal balconies, studios with movable overhead catwalks) will be highly visible to the public and can be a catalyst for complementary future development by others nearby;
- ii. Emphasize the mid-rise streetwalls that front Phase 1's outer perimeter streets (Sexsmith and Patterson Roads) as the development's dominant, "signature" architectural form through the use of bold colours, projecting horizontal "frames", and reduced/varied building setbacks that combine to provide for a new style of residential frontage that is strong and urban, while still providing for intimate spaces and uses at grade;
- iii. Set the bold colours and massing of the streetwall's frames against a light, glassy backdrop that wraps the entire building and, by doing so, makes the frames "pop" along the frontages, while providing for a quieter, more visually subdued character within the development's central courtyard where the landscape takes over as the dominant feature;
- iv. Define the tower lobbies with expansive windows, light, natural colours, simple, modern forms, and the use of water both inside and outside the building as a means to make them both bold and elegant – a bridge between the development's public streetscape and more tranquil private courtyard; and
- v. Anchor the corners of Phase 1 with slim, vertical "frames" that float above the tower lobbies and extend a bold sweep of colour up to the tower tops where this, in combination with the sculpting, light colours, and glassiness of the towers' upper storeys, provide for bold and modern skyline features. (NOTE: Staff do not encourage variations in tower height because it could affect the bulk and/or footprint of Phase 1's mid-rise elements and the "Concord Gardens" site-specific zone requires lower building heights for adjacent future phases.)

4.2. To contribute to visual interest and a high-quality urban realm, the developer proposes a layering of materials and colours including:

- i. Painted architectural concrete and window mullions in shades of white and pale gray outside the frames and dark gray on the frames and the features within them;
- ii. Metal panel cladding on the inner faces of the frames, in shades of green tea on the horizontal frames and burnt umber on the vertical, tower frames;
- iii. Metal balcony guards painted burnt umber on the ARTS Units and glass balcony guards with fritted details on the market residential units; and
- iv. The use of natural materials (e.g., wood doors, stonework) at grade to enhance the pedestrian experience of the development and help to knit the building design into the landscape.

4.3. To help make the development a catalyst for revitalization of Capstan Village as part of Richmond's "arts district", the developer proposes to integrate public art into the built form and related features, including:

- i. As part of the developer's formal voluntary contribution, as per Richmond's Public Art Strategy, provide public art along the frontages of the ARTS Units (to be secured via a public art agreement and Letter of Credit for \$140,089.20 prior to issuance of the subject DP); and in addition
- ii. Install three large murals on the end walls of Phase 1, including one adjacent to the Temporary Park and a pair adjacent to the small, corner lot at 3200 Sexsmith Road.

5. Landscape and Open Space Design:

The CCAP encourages the development of Capstan Village with a network of small- and medium-size neighbourhood parks linked by greenways, bikeways, mid-block walkways, and other landscape features that are designed to place each of the Village's residents no more than a short walk from park amenities. In addition, Zoning Bylaw requirements in respect to the Capstan Station Bonus require that benefitting developments (including the subject development) provide on-site publicly-accessible open space over and above basic CCAP park standards. The concept for "Concord Gardens" focuses most of its permanent public open space in its second and third phases in the form of a large neighbourhood park. Nevertheless, the amount of public open space and outdoor residential amenity space proposed as part of Phase 1 is substantial and the role it plays in establishing a character for the subject development is significant. More specifically, as suggested by the development's name, "Concord Gardens", its landscape and open space design seeks to create a lush, garden-like environment at the heart of the proposed high-density development, which is appealing both at grade and when viewed from above. Features include:

5.1. To make Phase 1 a unique reflection of the local community, the developer proposes to:

- i. Draw inspiration for the design of the development from Richmond's natural delta landscape of islands and tributaries;
- ii. Reflect the community's eastern influences through features such as the "sky lantern" proposed as a focus of the central courtyard and complementary strategies incorporated the design of the towers lobbies; and
- iii. Weave the philosophy of Feng Shui throughout the design.

5.2. To provide for an attractive range of public open spaces opportunities that will meet the short- and long-term needs of Phase 1 residents and the general public, four key publicly-accessible open spaces are secured via right-of-ways for park and related purposes (constructed and maintained at the developer's sole cost), including:

- i. The ARTS Terraces along Sexsmith and Patterson Roads, which spaces are designed as seamless extensions of the abutting sidewalks and Sexsmith Bikeway (i.e. a landscaped off-street bike path) and provide for art displays, seating, and socializing in association with the ARTS Units with the intent of enhancing public access to the arts as an anchor for the day-to-day life of the local community;
- ii. Hazelbridge Plaza along the extension of Hazelbridge Way, which space is an intimate, south-facing "pocket park" and children's playground incorporating a "water wall" and pond designed to take advantage of grade changes across the site to demarcate the public space and adjacent residential amenity areas without the need for fences or other barriers;
- iii. The Temporary Park on the future site of Phase 5, which space is a passive public open space offering lawn, planting, trees, and picnic tables for the use of the general

- public and Phase 1 residents, the design of which takes advantage of the large, landscaped “lagoon-like” feature within the adjacent residential amenity area to provide an attractive backdrop for public park activities, while providing an unobtrusive barrier to public access into the private spaces; and
- iv. The Private Road running along the east side of the Temporary Park between Hazelbridge Way and Patterson Road, which route is intended to be a slow-moving area that may accommodate mixed pedestrian/vehicle activities related to the Temporary Park and future Neighbourhood Park, the design of which incorporates a variety of special features such as an inverted crown, decorative paving and planting, pedestrian-scale lighting, roll-over curbs, and bollards.

5.3. To provide for a range of private outdoor amenity space opportunities for Phase 1 residents, in coordination with indoor amenity spaces, the following are proposed:

- i. At grade, Phase 1 is focussed around a courtyard, approximately 2,013 m² (0.5 ac) in size, including a large, lagoon-like water feature that creates a pattern of promontories, islands, and bridges defining areas for sunning, socializing, and outdoor dining, together with a children’s playground, roughly 290 m² (2,000 ft²) in size, incorporating lawn, sand play areas, trees, boulders, seating/balance walls, and an interactive (push-button activated) water play feature;
- ii. At the lower levels of the development’s two towers, 625 m² (6,731 ft²) of indoor amenity space is provided, including facilities for fitness, dance/yoga, music, study, meeting, and table tennis, many of which uses enjoy views and direct access to the large outdoor courtyard; and
- iii. At the roof-level space of the development’s mid-rise wings, landscaped spaces including trees and a mix of intensive and extensive green roofs that provide an attractive setting for seating, sunning, outdoor dining and barbequing, and gardening (i.e. raised garden plots, tools storage, compost facilities, and hose bibs).

6. Accessible Housing:

Richmond’s OCP seeks to meet the needs of the city’s aging population and people facing mobility and related challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities. To address the City’s policy, the developer proposes barrier-free access to both tower lobbies from the street, together with barrier-free access to all indoor and outdoor amenity spaces (both at grade and on rooftops). In addition, the developer proposes, and staff support, the following:

- 6.1. **Basic Universal Housing Units:** 15% of units (41) shall be designed and constructed to satisfy Richmond Zoning Bylaw provisions for Basic Universal Housing (which units are indicated on the DP drawings). On this basis, as per section 4.6 of the Zoning Bylaw, a total of 1.86 m² (20 ft²) per Basic Universal Housing unit shall be eligible to be exempted from the development’s maximum floor area ratio calculation (i.e. combined total of 76.26 m²/821 ft²).
- 6.2. **Aging in Place:** 100% of units will be designed and built so that some accessibility features are provided now and others can be added easily and inexpensively after construction. These aging in place features include stairwell handrails, lever-type handles

for all plumbing fixtures and door handles, and solid blocking in washroom walls for future grab bars beside toilets, bathtubs, and showers.

- 6.3. ***Future Phases 2-5:*** All future phases of “Concord Gardens” will be designed and constructed to the OCP standards in effect at the time of DP approval.

7. Crime Prevention Through Environmental Design (CPTED):

A variety of measures are incorporated to minimize safety and security issues including, but not limited to, the following:

- 7.1. The parking structure and lobbies are designed to minimize alcoves and hidden corners;
- 7.2. The parking structure will be well illuminated and its interior will be painted white;
- 7.3. Elevator lobbies and vestibules will include glazing in accordance with the Building Code;
- 7.4. Outdoor amenity spaces will be visually open, well illuminated, offer multiple access options, and be separated from public areas by changes in grade and/or water features;
- 7.5. The development’s site planning and design incorporates opportunities for passive surveillance of street frontages, the ground-level courtyard, Hazelbridge Plaza, and the Temporary Park; and
- 7.6. Residential lobbies are placed in prominent locations, have clear sightlines to fronting streets, and provide for individual mailboxes within the lobby areas.

8. Sustainability Measures:

The project’s sustainability goals are to provide a cost-effective, high-value development that meets or exceeds City standards (i.e. LEED Silver equivalency). The strategies being pursued have been collaboratively developed via an integrated design process, designing towards LEED Silver equivalency, and building simulations for energy analysis. As a result, a level of LEED Silver has been targeted with a minimum of 52 points. (**Attachment 3**) Measures proposed include, but are not limited to, the following:

- 8.1. District Energy Utility (DEU) “ready”, such that the development will be capable of connecting to a City DEU system when one comes available;
- 8.2. Rainwater management aimed at reducing the volume of stormwater entering the City storm system via the retention and re-use of rainwater for landscape irrigation, a supplementary water source for water features, and the nourishment of rain gardens within the street boulevards;
- 8.3. Intensive and extensive green roofs, vegetated outdoor areas, and urban agriculture plots;
- 8.4. Funding towards the construction of the Capstan Canada Line station, implementation of Transportation Demand Management (TDM) measures, construction of an off-street bike path and frontage improvements, and the establishment of a multi-phase “transitional parking strategy” aimed at minimizing parking demand and supporting transit and alternative travel modes;
- 8.5. Electric Vehicle (EV) Charging Stations for 105 vehicles and 14 bike compounds; and

- 8.6. Water efficient irrigation system (i.e. moisture sensor system) and plumbing fixtures (e.g., low-flow shower, kitchen, and lavatory faucets and dual flush toilets).

Conclusions

The subject development is consistent with Richmond's objectives for the subject property and Capstan Village, as set out in the City Centre Area Plan (CCAP). The proposed project's distinctive, mid-rise streetwall buildings, articulated towers, small building footprint, and extensive on-site public and private open space amenities, together with the developer's proposed ARTS Units, related frontage improvements, and public art, will complement the area's establishment as a high-amenity, high-quality urban community and its emergence as part of a new "arts district" for Richmond. On this basis, staff support the proposed development and recommend approval of a Development Permit.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

Attachments:

1. Development Application Data Sheet
2. Advisory Design Panel Minutes & Applicant's Response
3. LEED (Silver) Equivalent Checklist
4. "Concord Gardens": 5-Phase Development Concept as per RZ 06-349722 (aerial view)
5. Illustrative Concept for Neighbouring Site @ 3200 Sexsmith Road
6. Preliminary Concept for Future Phase 5 (Planned to replace Phase 1's Temporary Park)
7. Supplementary Development Permit Requirements for ARTS Units (Signed copy on file)
8. ARTS Units – Streetscape Images
9. Conditional Development Permit Requirements (Signed copy on file)
10. Phased Development Strategies



City of Richmond

Development Application Data Sheet

Development Applications Division

DP 12-611486

Address: Phase 1 of development @ 8800, 8820, 8840, 8880, 8900, 8920, 8940 & 8960 Patterson Road & 3240, 3260, 3280, 3320 & 3340 Sexsmith Road

Applicant: Paul Goodwin, GBL Architects Owner: 0754999 BC Ltd.

Planning Area(s): City Centre (Capstan Village)

Floor Area Gross: 23,476 m² (252,705 ft²), excl. parking Floor Area Net: 23,394 m² (251,822 ft²)

	Existing	Proposed
Site Area:	For Phases 1-5: <ul style="list-style-type: none"> 30,536 m² (7.55 ac), including statutory right-of-way (SRW) for public open space & road 	For Phase 1 only: <ul style="list-style-type: none"> Gross Site: 9,338 m² (2.31 ac) Private Road SRW: 1,720 m² (0.43 ac) Public Open Space SRW: 944 m² (0.23 ac) Temporary Park SRW: 1,730 m² (0.43 ac)@ future location of Phase 5 Net Site: 4,944 m² (1.22 ac)
Land Uses:	<ul style="list-style-type: none"> Large single-family residential lots (vacant) 	<ul style="list-style-type: none"> High-rise apartment Artist Residential Tenancy Studio (ARTS) Units Public open space & road
OCP Designation:	<ul style="list-style-type: none"> Mixed Use Park 	<ul style="list-style-type: none"> No change
City Centre Area Plan Designation:	<ul style="list-style-type: none"> Urban Centre T5 (35 m) & (25 m) Park Institution Capstan Station Bonus 	<ul style="list-style-type: none"> No change
Zoning:	<ul style="list-style-type: none"> High Rise Apartment & Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre) 	<ul style="list-style-type: none"> No change
Net Floor Area @ Phase 1:	<ul style="list-style-type: none"> Nil (vacant) 	<ul style="list-style-type: none"> Market Residential: 21,690 m² (233,482 ft²) ARTS Units: 1,704 m² (18,340 ft²) Total: 23,394 m² (251,822 ft²)
Number of Units @ Phase 1:	<ul style="list-style-type: none"> Nil (vacant) 	<ul style="list-style-type: none"> Market Residential: 259 ARTS Units: 20 Total: 279

	Bylaw Requirement	Proposed	Variance
Net Floor Area @ Phase 1	<ul style="list-style-type: none"> 23,400 m² (251,884 ft²) maximum 	<ul style="list-style-type: none"> 23,394 m² (251,822 ft²) 	<ul style="list-style-type: none"> None permitted
Lot Coverage	<ul style="list-style-type: none"> 90% max, excluding areas secured for public open space & road SRW i.e. 4,450 m² (47,897 ft²) 	<ul style="list-style-type: none"> 51% i.e. 2,275 m² (24,496 ft²) 	<ul style="list-style-type: none"> None
Setback (Min.) @ Road & Park	<ul style="list-style-type: none"> For structures below finished grade (e.g., parking): Nil 	<ul style="list-style-type: none"> Below-grade parking: Nil 	<ul style="list-style-type: none"> None

	Bylaw Requirement	Proposed	Variance
Setback (Min.) @ Road & Park	<ul style="list-style-type: none"> For structures <u>above</u> finished grade, measured to a lot line or SRW secured for road or park, whichever is greater: 6.0 m (19.7 ft), but may be reduced to 3.0 m (9.8 ft) based on an approved DP 	<ul style="list-style-type: none"> Sexsmith Road: 4.6 m (15.1 ft) min, to the lot line Patterson Road: 1.9 m (6.2 ft) min, to the lot line Hazelbridge Way SRW: 3.0 m (9.8 ft), to the SRW Private Road SRW: 3.0 m (9.8 ft), to the SRW 	<ul style="list-style-type: none"> 3.0 m (9.8 ft) reduction 3.0 m (9.8 ft) reduction None None
Setback (Min.) @ Side & Rear	<ul style="list-style-type: none"> For structures <u>below</u> finished grade (e.g., parking): Nil For structures <u>above</u> finished grade: 3.0 m (9.8 ft), but may be nil based on an approved DP 	<ul style="list-style-type: none"> Parking @ Phase 2: Nil Parking @ 3200 Sexsmith Road: Nil Building @ Phase 5: Nil Building @ 3200 Sexsmith Road: 3.0 m @ east lot line & nil @ south lot line 	<ul style="list-style-type: none"> None None None None
ARTS Units – Over-Height Studio Spaces	<ul style="list-style-type: none"> Size: 25 m² (269 ft²) min Height: 4.5 m (14.8 ft) min 	<ul style="list-style-type: none"> Size: Stairs & movable walkways encroach Height: Varies - 3.25 m (10.7 ft) min 	<ul style="list-style-type: none"> Size reduced by area of stairs & movable walkways Max. 1.25 m (4.1 ft) height reduction
Flood Construction Level (FCL)	<ul style="list-style-type: none"> 2.9 m (9.5 ft) geodetic, but may be reduced to 0.3 m (1.0 ft) above the fronting street 	<ul style="list-style-type: none"> 2.9 m (9.5 ft) geodetic 	<ul style="list-style-type: none"> None
Height (Max.)	<ul style="list-style-type: none"> 35 m (114.8 ft), but may be 47 m (154.2 ft) geodetic based on an approved DP 	<ul style="list-style-type: none"> 47 m (154.2 ft) geodetic <p><i>NOTE: In compliance with NAV Canada requirements, as per surveyor's letter on file.</i></p>	<ul style="list-style-type: none"> None
Off-Street Parking – Capstan Village Transitional Strategy	<p>For "Zone 2" (Pre-Capstan Station):</p> <ul style="list-style-type: none"> (M) 259 @ 1.2 spaces/unit = 310.8 (A) 20 @ 0.9 spaces/unit = 18.0 (V) 279 @ 0.2 spaces/unit = 55.8 Sub-Total = 384.6 LESS TDM = 38.5 TOTAL = 347 spaces min. <p>For "Zone 1" (Build-Out):</p> <ul style="list-style-type: none"> (M) 259 @ 1.0 spaces/unit = 259 (A) 20 @ 0.9 spaces/unit = 18.0 (V) 279 @ 0.2 spaces/unit = 55.8 Sub-Total = 332.8 LESS TDM = 33.3 TOTAL = 300 spaces min. <p>Phase 1 DP Requirement (min):</p> <ul style="list-style-type: none"> Permanent: 300 Interim: 47 (for future Phase 5) Total: 347 	<p>Phase 1 Parking:</p> <ul style="list-style-type: none"> Permanent: 300 for the permanent of Phase 1 Interim: 47 (+ 2 extra) for the interim use of Phase 1, which are secured via legal agreement for the future use of Phase 5 Total: 347 (+ 2 extra) <p><i>NOTE: Parking constructed @ Phase 2 will satisfy "Zone 1" requirements for Phase 2, plus additional parking to satisfy the outstanding "Zone 1" parking needs for future Phase 5 (the latter of which will be secured by legal agreement for the interim use of Phase 2).</i></p>	<ul style="list-style-type: none"> None

	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces	<ul style="list-style-type: none"> Permitted 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
Loading Spaces	For Phases 1 & 5: <ul style="list-style-type: none"> 1 large truck (WB-17) 3 medium trucks (SU-9) 	For Phases 1 & 5: <ul style="list-style-type: none"> 1 large truck (WB-17) 3 medium trucks (SU-9) 	<ul style="list-style-type: none"> None
Bike Parking – Class 1/Residents – Phasing Strategy	<ul style="list-style-type: none"> 279 @ 1.25 bikes/unit = 349 	<ul style="list-style-type: none"> Permanent: 355 (6 extra) Interim: 160 (for Phase 5) Total: 515 	<ul style="list-style-type: none"> None
Bike Parking – Class 2/Visitors	<ul style="list-style-type: none"> 279 @ 0.2 bikes/unit = 56 	<ul style="list-style-type: none"> 57 (1 extra) 	<ul style="list-style-type: none"> None
Electric Vehicle (EV) Charging Facilities	Rates as per RZ 06-349722: <ul style="list-style-type: none"> Cars: 105, based on 30% of total Bikes: 13 min, based on 1/40 bikes or 1/bike compound, whichever is greater 	<ul style="list-style-type: none"> Cars: 105 Bikes: 14, based on 1/bike compound 	<ul style="list-style-type: none"> None
Accessible Housing	<ul style="list-style-type: none"> Measures are encouraged to address the needs of Richmond's aging population & people with impaired mobility 	<ul style="list-style-type: none"> Basic Universal Housing Units, as per Zoning Bylaw: 15% of units (41) Aging in Place Features: 100% of units <p><i>NOTE: Future phases will comply with City standards in effect at DP approval.</i></p>	<ul style="list-style-type: none"> None
Amenity Space – Indoor	<ul style="list-style-type: none"> 279 @ 2 m² (21.5 ft²) per unit = 558 m² (6,007 ft²) 	<ul style="list-style-type: none"> 625 m² (6,731 ft²) 	<ul style="list-style-type: none"> None
Amenity Space – Outdoor	<ul style="list-style-type: none"> OCP: 279 @ 6.0 m² (64.6 ft²) per unit = 1,674 m² (18,019 ft²) CCAP @ 10% of net site = 667 m² (7,180 ft²) Total = 2,341 m² (25,199 ft²) 	<ul style="list-style-type: none"> Finished grade: 1,992 m² (21,442 ft²) Mid-rise roof: 921 m² (9,915 ft²) Total: 2,913 m² (31,357 ft²) 	<ul style="list-style-type: none"> None
Capstan Station Density Bonus • Public Open Space Secured Via a SRW	Rate as per RZ 06-349722 & ZHR10. <ul style="list-style-type: none"> 279 @ 7.4 m² (79.7 ft²) per unit = 2,065 m² (0.51 ac) 	<ul style="list-style-type: none"> Permanent: 944 m² (0.23 ac) Interim: 1,730 m² (0.43 ac), to be replaced by future Phase 5 after additional permanent open space is complete on Phases 2 & 3 Total: 2,674 m² (0.66 ac) 	<ul style="list-style-type: none"> None
LEED (CCAP)	<ul style="list-style-type: none"> LEED Silver Equivalency 	<ul style="list-style-type: none"> LEED Silver Equivalency 	<ul style="list-style-type: none"> None
District Energy Utility (DEU)	<ul style="list-style-type: none"> Provision for DEU hook-up required 	<ul style="list-style-type: none"> DEU hook-up secured via legal agreement 	<ul style="list-style-type: none"> None
Green Roofs	<ul style="list-style-type: none"> Encouraged 	<ul style="list-style-type: none"> Over 50% of roof area will be a combination of intensive & extensive green roofs 	<ul style="list-style-type: none"> None

2. **DP 12-611486 – PHASE 1 OF A 5-PHASE DEVELOPMENT INCLUDING 261 UNITS (231,250 SQ FT) AND 20 (17,761 SQ FT) ARTS (AFFORDABLE HOUSING) UNITS, AS PER RZ 06-349722**

APPLICANT: GBL Architects (Concord Pacific)

PROPERTY LOCATION: Phase 1: 3240 - 3280 Sexsmith Road and 8800 - 8840 Patterson Road

Panel Discussion

Comments from the Panel were as follows:

- It is unfortunate that the developer was not able to secure the property at the northwest corner of the subject development's Phase 1, as it is an important corner.
The developer has prepared a conceptual design demonstrating that the corner lot can be developed in a manner generally consistent with Area Plan objectives and will provide for a driveway on the subject site for shared use with the future residents of the corner lot to improve the ease with which it can be developed.
- Project is well resolved; appreciate the fact that the project is not a typical Richmond-type podium parkade covered with a residential façade.
- Water is a tricky thing to do on the top of a parkade, but it has been used very successfully to integrate the three towers.
- General massing and response to the context around it is appropriate; look forward to seeing future phases being as well developed and articulated as the first.
- Like the diagonal treatment proposed for the park and the adjacent intersection of Hazelbridge Way and the North-South Road; as the highest point on site, this crossroads has the opportunity to become the central node for the development; applicant needs to focus more attention to this area; could be a potential location for public art; need to consider pedestrian safety from vehicles.
The Hazelbridge Way terminus will be enhanced in stages, including at:
 - *Phase 1, the development of a 0.173 ha (0.43 ac) temporary public park (including lawn, trees, planting, and furnishings) offering public views across Phase 1's on-site lagoon and direct access from an on-site, publicly-accessible street incorporating special paving, traffic calming, and landscape features; and*
 - *Phase 2, the establishment of a large neighbourhood park and public art.*
- Project has a lagoon feel; look at The Lagoons near Granville Island for precedent.
- Island is a wonderful tool for uniting the three towers; gazebo should do more than just complement the design of the three buildings; it needs to be a folly; something different and playful that provides for visual interest and a focal point when viewed from above.
The island gazebo has been redesigned as a dramatic lantern-like focus for the lagoon/courtyard that enhances views from above and visual interest at grade – both within the development and from the proposed Temporary (public) Park.
- Architecture is very clean, but the eyebrow form at the roofline appears fussy; suggest that the form is simplified and the overhang is increased as at Taliesin.

The “frames”, which were originally just decoration, have been strategically integrated into the development to visually reinforce its mid-rise streetwalls, break-up its tower massing, and provide for a more interesting skyline.

- A lot of frames happening in the building; however, frames seem to disappear because the building is monotone; look at the Spectrum project, which uses colour to highlight certain elements and visually break up the massing; soft colours may be more appropriate than the Spectrum’s bold palette.

Stronger colours have been introduced to enhance the appearance of the “frames” and how they help to articulate the development’s mid-rise and tower forms.

- Well resolved scheme; larger parcel allows for better resolution to parking; key is to successfully handle the parking edges.
- Public Right-of-Passage (PROP) to central garden is an admirable gesture to the public realm; hope that it is maintained public over time; nice move in the right direction.
- Would like to see more sections drawn through the edges of Phase 1 including the interior courtyard facing the temporary park (future Phase 5); would help understand public-private relationship to the park and material qualities.

Additional sections and design details have been provided.

- Edge of the [ARTS] units seems empty; does not feel like an artist’ community; should appeal to an arts community; looking for edginess; explore industrial detailing in building architecture and the use of simple materials on the ground plane.

The frontages of the ARTS units have been redefined and the proposed combination of “industrial-like” features (e.g., glass garage doors onto studio spaces, projecting metal balconies), armatures for the temporary display of art and signage, and seating terraces finished in a combination of concrete and stone provide for a unique, dynamic, and pedestrian-friendly streetscape design that will complement the ARTS units’ uses/users and contribute towards the area’s emergence as part of the City Centre’s designated “arts district”.

- Removing the Phase 5 tower from the massing model suggests a great public realm opportunity; in lieu of the proposed move by the applicant, consider a high quality plaza space of an “urban foyer” at the east side of the Phase 5 tower; should be highly detailed and refined; could be a potential venue for public art and retail would animate the space.

Special paving, traffic calming, and landscape features proposed for Phase 1’s on-site, publicly-accessible street is intended to make this area knit seamlessly into the neighbourhood park planned for Phase 2. Further design enhancements may be considered in this area, as applicable, at Phase 5.

- Aging in place and convertibility features should be detailed in the applicant’s presentation to the Development Permit Panel.

Unit designs incorporate aging in place and convertibility features, as recommended.

- Ensure usability and safety (especially at night) of pedestrian routes/linkages to Canada Line.

Via RZ 06-349722 and the subject DP, the developer will be responsible for the design and construction, at the developer’s sole cost, of sidewalks, off-street bike paths, and related streetscape improvements along the frontages of Phase 1, together with the construction of a temporary asphalt sidewalk along the east side of Sexsmith Road,

north and south of the subject site, to enhance pedestrian access to the Aberdeen and Bridgeport Canada Line stations. All public sidewalks and walkways will have a maximum slope of 5% or less.

- Drawings show good accessibility of common spaces; look at the walkability of the site and its linkages to neighbouring sites in consideration of people with disabilities and families with strollers.

See the item above.

- No concern with regard to CPTED issues.
- Applicant has the opportunity to develop a large scale project; hope that there will be a high level of coordination among the different phases of the project as they develop; building should complement each other and there should be a strong unifying theme among the different phases.
- A signage strategy is required to identify the project's ARTS units and distinguish them from the other uses; strong design elements are needed to drive the "arts district" theme and give an "artsy" look or feel to the development; want to see the "arts district" expressed more strongly at street level.

As described above, the revised frontage designs for the ARTS units include, among other things, armatures for the temporary display of art and signage that will contribute towards a visually interesting streetscape and an "arts district" identity.

- Review and address potential conflicts between the ARTS uses and residents elsewhere in the development; identify what activities will be permitted/restricted in the ARTS units.

Arts uses carried out in the ARTS Units will be limited, by the Housing Agreement registered on title, to "Category A" practices, which are commonly understood to be limited to activities, materials, and processes that do not pose an unreasonable hazard or nuisance to residential neighbours. For example, no electronically amplified sound or toxic materials will be permitted.

- The project's scale and grade changes make it unique in Capstan Village; the applicant should take greater advantage of grade changes as a feature of the development.

The design for Phase 1 has been revised to include seating terraces along the frontages of the ARTS Units and a "water-wall" linking the residents' lagoon water feature to the public Hazelbridge Plaza play space below.

- Project looks great; however, the proposed form and character do not adequately speak to it being located in an "arts district"; consider designing one building to deliver a strong statement that the project is within an arts district.

As described above, the design of the ARTS Units' frontages has been refined to better support CCAP objectives for the area's emerging "arts district". In addition, preliminary design for Phase 5 aims to make that part of the development a dynamic, architectural focus for the project. (ATTACHMENT 6)

Panel Decision

It was moved and seconded

That DP 12-611486 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

LEED Canada-NC 2009 Project Checklist

CONCORD GARDENS

Yes ? No

55	11	36	Project Totals (pre-certification estimates)	110 Possible Points
----	----	----	---	----------------------------

Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above

Yes ? No

22	0	3	Sustainable Sites	26 Points
----	---	---	--------------------------	------------------

<input checked="" type="checkbox"/>			Prereq 1	Construction Activity Pollution Prevention	Required
			Credit 1	Site Selection	1
5	0		Credit 2	Development Density and Community Connectivity	3, 5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation: Public Transportation Access	3, 6
1			Credit 4.2	Alternative Transportation: Bicycle Storage & Changing Rooms	1
3			Credit 4.3	Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation: Parking Capacity	2
1			Credit 5.1	Site Development: Protect and Restore habitat	1
1			Credit 5.2	Site Development: Maximize Open Space	1
1			Credit 6.1	Stormwater Design: Quantity Control	1
		1	Credit 6.2	Stormwater Design: Quality Control	1
1			Credit 7.1	Heat Island Effect: Non-Roof	1
1			Credit 7.2	Heat Island Effect: Roof	1
		1	Credit 8	Light Pollution Reduction	1

Yes ? No

4	4	2	Water Efficiency	10 Points
---	---	---	-------------------------	------------------

<input checked="" type="checkbox"/>			Prereq 1	Water Use Reduction	Required
2	2		Credit 1	Water Efficient Landscaping	2, 4
		2	Credit 2	Innovative Wastewater Technologies	2
2	2		Credit 3	Water Use Reduction	2, 4

Yes ? No

8	1	23	Energy & Atmosphere	35 Points
---	---	----	--------------------------------	------------------

<input checked="" type="checkbox"/>			Prereq 1	Fundamental Commissioning of Building Energy Systems	Required
<input checked="" type="checkbox"/>			Prereq 2	Minimum Energy Performance	Required
<input checked="" type="checkbox"/>			Prereq 3	Fundamental Refrigerant Management	Required
4	1	14	Credit 1	Optimize Energy Performance	1 - 19
		7	Credit 2	On-Site Renewable Energy	1 - 7
		2	Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
			Credit 5	Measurement and Verification	3
2			Credit 6	Green Power	2

Yes No

4 3 7 Materials & Resources 14 Points

<input checked="" type="checkbox"/>			Prereq 1	Storage and Collection of Recyclables	Required
		3	Credit 1.1	Building Reuse: Maintain Existing Walls, Floors, and Roof	1-3
		1	Credit 1.2	Building Reuse: Maintain Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1-2
		2	Credit 3	Materials Reuse	1-2
1	1		Credit 4	Recycled Content	1-2
1	1		Credit 5	Regional Materials	1-2
	1		Credit 6	Rapidly Renewable Materials	1
		1	Credit 7	Certified Wood	1

Yes No

11 3 1 Indoor Environmental Quality 15 Points

<input checked="" type="checkbox"/>			Prereq 1	Minimum Indoor Air Quality Performance	Required
<input checked="" type="checkbox"/>			Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
1			Credit 1	Outdoor Air Delivery Monitoring	1
0	1		Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan: During Construction	1
1			Credit 3.2	Construction IAQ Management Plan: Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials: Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials: Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials: Flooring Systems	1
	1		Credit 4.4	Low-Emitting Materials: Composite Wood and Agrifibre Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of System: Lighting	1
1			Credit 6.2	Controllability of System: Thermal Comfort	1
	1		Credit 7.1	Thermal Comfort: Design	1
		1	Credit 7.2	Thermal Comfort: Verification	1
1			Credit 8.1	Daylight and Views: Daylight	1
1			Credit 8.2	Daylight and Views: Views	1

Yes No

4 0 0 Innovation in Design 6 Points

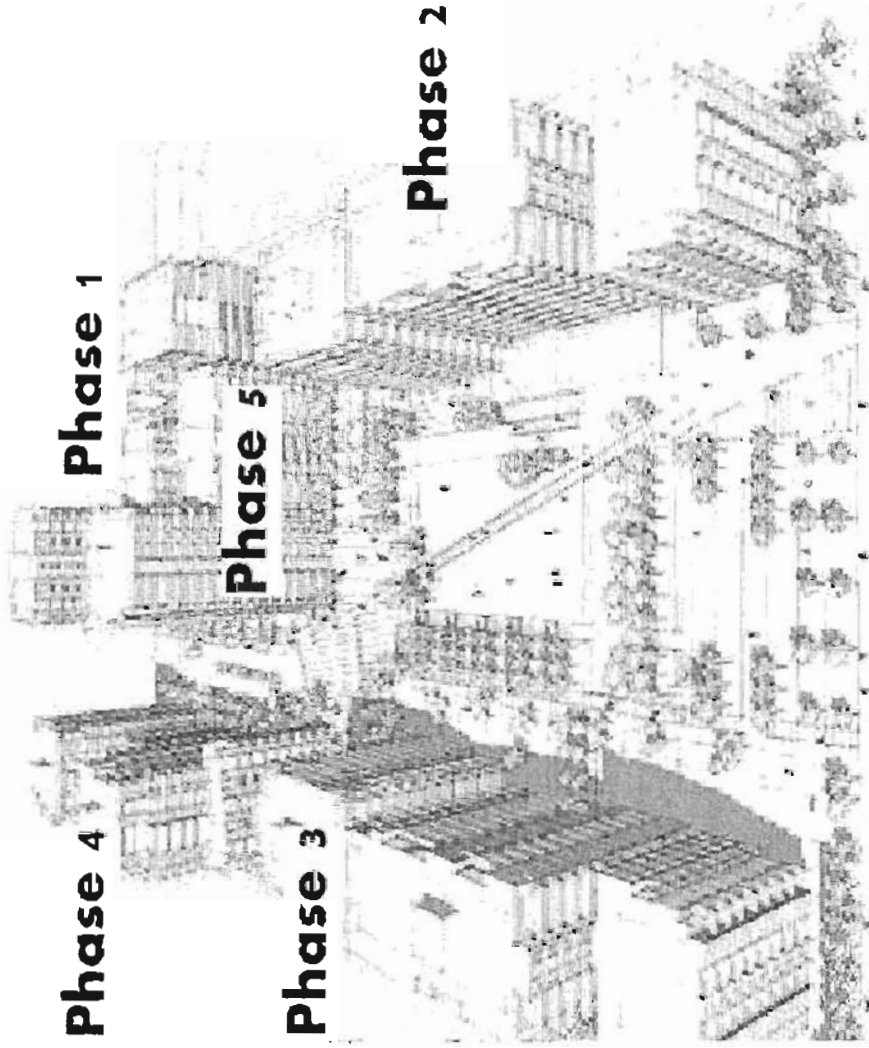
1			Credit 1.1	Innovation in Design	1
1			Credit 1.2	Innovation in Design	1
1			Credit 1.3	Innovation in Design	1
1			Credit 1.4	Innovation in Design	1
			Credit 1.5	Innovation in Design	1
			Credit 2	LEED® Accredited Professional	1

Yes No

2 0 0 Regional Priority 4 Points

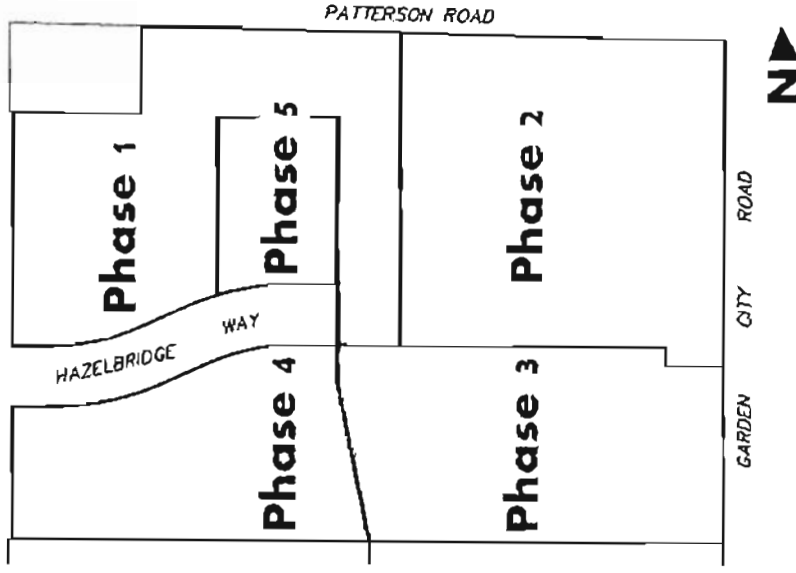
			Credit 1	Durable Building	1
1			Credit 2.1	Regional Priority Credit	1
1			Credit 2.2	Regional Priority Credit	1
			Credit 2.3	Regional Priority Credit	1

Aerial view looking west across the future Neighbourhood Park



Garden City Road is in the foreground, Phase 1 is in the background, and the proposed extension of Hazelbridge Way is between Phase 4 (south) and Phases 1 & 5 (north). A publicly-accessible "private" road will be constructed over a parking structure as part of Phase 1 (running north-south between Phase 5 & the Neighbourhood Park).

Phasing plan



NOTE: At Phase 1, "Temporary Park" will be constructed (over a 2-storey parking structure concealed below finished grade) in the area marked as Phase 5. The "Temporary Park" will be replaced with a residential tower when the construction of publicly-accessible park & open space elsewhere within & around the development is generally complete.

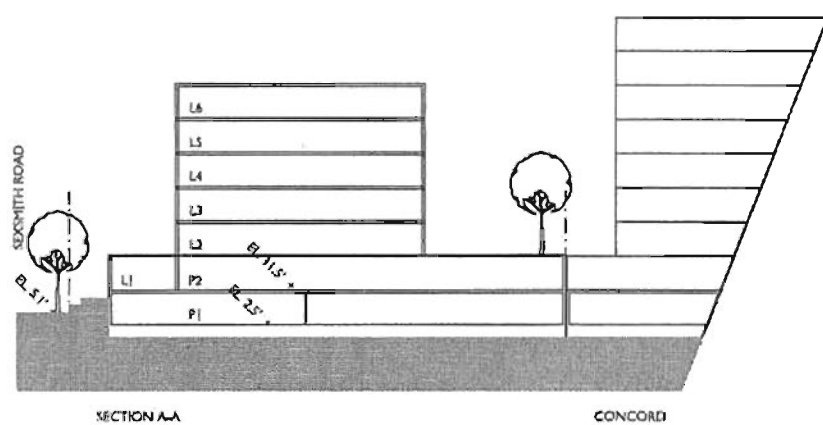
Attachment 5
Illustrative Concept for Neighbouring Site @ 3200 Sexsmith Road



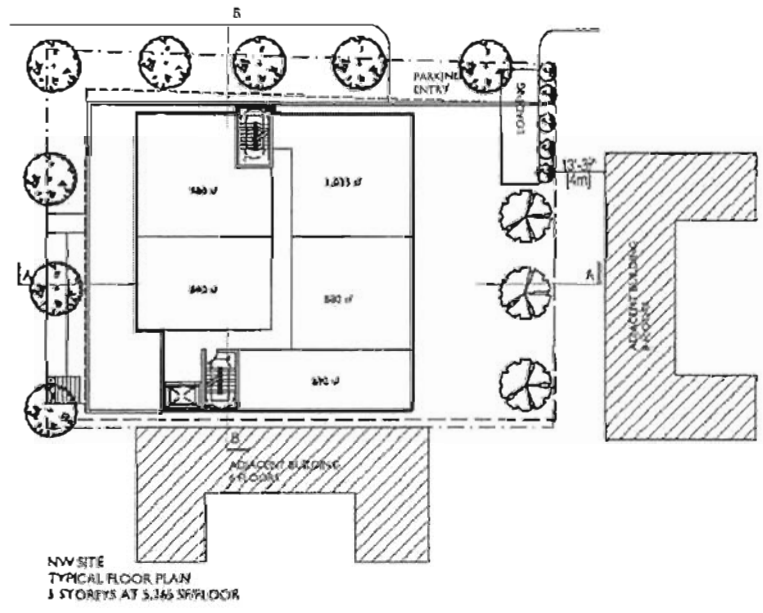
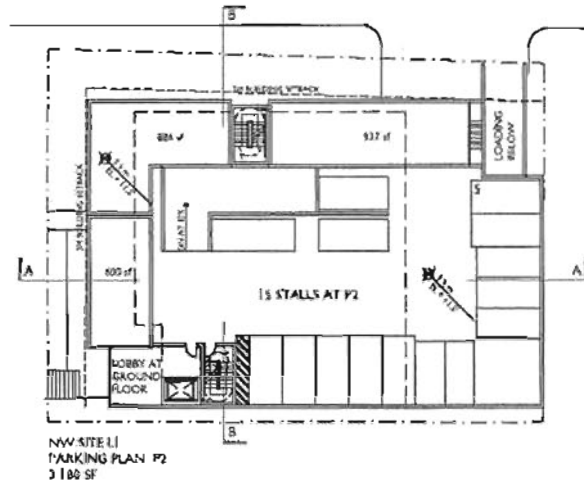
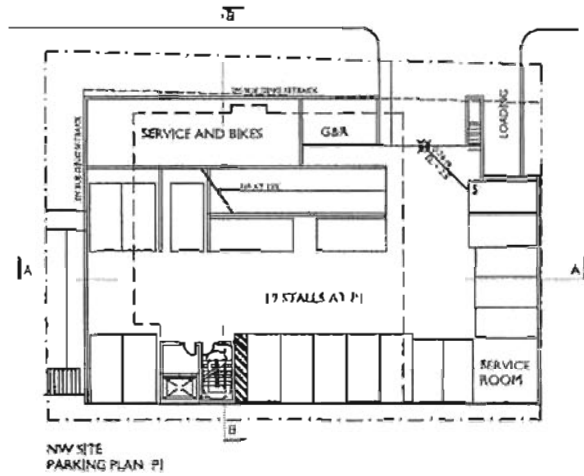
		FSR	FSR AREA
Site Area	12,000 SF	2.5	90,000 SF

DENSITY CALCULATION					
	NO OF FL.	AREA	TTL AREA	UNITS	TTL UNITS
GROUND FLOOR	1	3,180.00	3,180.00	3	3
TYPICAL FLOOR	5	5,350.00	26,750.00	5	25
TOTAL			29,930.00		28

PARKING COUNT	ZONE 1	
	REQ'D	PROVIDED
1 SPACE PER UNIT	28	28
0.2 SPACES VISITOR	5.6	6
TOTAL PARKING	33.6	34



NOTE: Access to 3200 Sexsmith Road will be via a shared driveway secured via a statutory right-of-way registered on the subject site prior to rezoning adoption. This shared driveway, which will enhance the ability of 3200 Sexsmith Road to develop in a manner consistent with City Centre Area Plan (CCAP) objectives, is not shown in the conceptual design below.



Attachment 6

Preliminary Concept for Future Phase 5 (Planned to replace Phase 1's Temporary Park)

NOTE: Phase 5 will be the subject of a future DP application (i.e. not DP 12-611486).



Private Road Elevation with Future Phase 5 Tower/Mid-Rise (left) & Phase 1 North Tower (right)



North Side of Hazelbridge Way with Future Phase 5 Tower (right) & Phase 1 South Tower (left)



**City of
Richmond**

**Supplementary Development
Permit Requirements**

Community Services Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

First Development Permit at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960
Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road

DP 12-611486
Concord Gardens ARTS Units
Outline Specifications and Design Guidelines

Prepared by City of Richmond January 16, 2013 (Reviewed by Concord January 20, 2013)

Division 6 Woods and Plastics

Architectural Woodwork

- Cabinets – robust durable materials, heavy duty hardware
- Countertop – stain resistant, highly durable, resilient (consider Low VOC Materials LEED Credit 4.4)
- Door Frames – durable materials, resilient to impact of large, heavy materials and equipment
- Screens, Blinds and Shutter - solar control - provide light coloured sunlight rollers/shading with percentage of transparency dependent on orientation.

Division 7 Thermal and Moisture Protection

Building envelope

- The building envelope to meet the requirements of ASHRAE 90.1 2007 prescriptive requirements and in addition all glazing values must meet the minimum requirements, below, or approved equivalent.

Division 8 Doors and Windows

Entrances and Storefronts

- Commercial grade
- Direct access from interior double height spaces to outdoor space via over-height and double-width doors.

Windows

- Consistent with LEED Credits 8.1 and 8.2

Hardware

- Commercial grade locks and door sets

Glazing

- Tempered or laminated glass in Work Areas, as required by code
- Overall glazing u-value including frame to be less than: 0.4 Btu/hr-sq.ft-F
- Solar heat gain factor SHGF of 0.40

- Visible Light Transmittance of not less than 75.0

Division 9 Finishes

General

- **General Material criteria:** high impact resistance, traffic resistance, stain resistance and exceptional longevity.
- **Maintenance Criteria:** requires only simple cleaning processes (e.g. soap & water), surface finish easily made good (e.g. Hi-Traffic Acrylic Floor Finish mopped on); hi volume use with minimal impact.
- **Repair Criteria:** requires only basic interventions (e.g. one person with mortar patching/grinding equipment) to repair cracking, gouging, or other forms of more severe/accidental wear. Repairs contribute to the character of the material/finish; do not necessitate wholesale replacement or refinishing; and are cost effective to do.
- **Replacement Criteria:** easily stripped, prepped and re-installed with minimum of structural, substrate intervention and expeditious timeline to facilitate re-lease and minimal loss of income. Any replacement must be low-tech and cost effective.

Ceilings

- Smooth white paint finish on drywall or concrete

Flooring

- Sealed polished concrete in Work Studio Space and Living/Dining/Kitchen. (Concrete flooring with smooth trowel finishing, Class A finish per CSA A23.1 with spray concrete penetrating sealer).
- Low pile carpet in Bedroom (e.g. Berber)
- Resilient Flooring in Bathroom
- Low VOC Flooring (LEED Credit 4.3)

Wall Finishes

- Walls within work studio space to have plywood or sheet metal backing to a height of 10'-0" for attachment of equipment and shelving. Living/Dining/Kitchen walls to have plywood or sheet metal backing as required for fixtures and fittings.
- Provide column free space for the Work & Exhibition space. Columns in the Work & Exhibition space may be located along the perimeter of the rooms with consultation and agreement of the City of Richmond.
- Low VOC adhesives and sealants (LEED Credit 4.1)

Paints and Coatings

- Low VOC paints and coatings (LEED Credit 4.2)
- Museum white paint colour on walls throughout

Division 10 Specialties

Identification Devices

Directories – special directory for identification of artists in ARTS Units

Exterior signage – information about program and sponsorship of ARTS Units

Exterior display

- Provisions for the permanent or temporary display outdoors of a limited amount of artwork produced on the premises.

Division 12 Furnishings

Art – Public art to be integrated with unit exterior under Public Art Program agreements

Division 15 Mechanical

Plumbing Fixtures and Equipment

- Kitchen sink and the powder room sink to be commercial grade and equipped with grease interceptors (all sinks to be 16 gauge or lower)
- Provide one (1) tamper proof, non-freezing type of hose bib on the exterior of each pair of ARTS unit (10 in total).
- Plumbing should include rough-in only for easy installation of slop sinks in Work Area if needed.

Air Distribution

- Natural and mechanical ventilation (including, but not limited to, compliance with the City's Official Community Plan Aircraft Noise Sensitive Development policies for Area 3: Moderate Aircraft Noise Area).
- The base building is to provide fresh air and exhaust air systems, likely with multiple louvers around the perimeter walls (or provide other similar acceptable type of system).
- Provide operable windows (motorized if not accessible) for exterior facing spaces to provide additional ventilation.
- All spaces need to provide venting via the outside wall while providing a self-contained ventilation system in the ART unit.

Heating, Ventilating and Air Conditioning Equipment

- Provide central heating and cooling units that utilize good design practice to ensure appropriate acoustic performance. The areas are to have individually controlled HVAC systems for each room or group of similar rooms with the capability of being controlled, consistent with LEED Credits 6.2, and 7.1.
- Each Aris Unit shall be metered separately for electricity.
- There will be one gas meter for the 20 ARTS Units.

Division 16 Electrical

- Electrical flexibility (including flexible lighting options in the double height space) consistent with LEED Credit 6.1.
- Units wired for communication/high speed data/cable.
- Provide adequate electrical service for the intended uses. CDP distribution panel to be located within the Electrical Room. The location of the panel to be coordinated with the layout of the City space, specifically within the City's electrical room. This distribution panel is intended to accommodate all of the requirements of the ARTS Unit.
- The Base Building shall provide emergency power service as required by code.

Signed copy on file



Sexsmith Road – View of Streetscape & Interior of 2-Storey, Loft-Style ARTS Unit



Sexsmith Road – View of Glass Garage Doors @ ARTS Units' Studios with Balconies Above



City of Richmond

Conditional Development Permit Requirements

Development Applications Division
6911 No. 3 Road, Richmond, BC V8Y 2C1

First Development Permit at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3280, 3280, 3320 and 3340 Sexsmith Road

DP 12-611486

Prior to forwarding this application to Council for Development Permit (DP) approval, the developer is required to complete the following requirements:

1. Rezoning: Adoption of the rezoning (RZ 06-349722), including the satisfaction of SA 12-616223 and all sanitary pump station requirements;
2. "No Development": Compliance with the terms of the restrictive covenant(s) registered on title prior to rezoning adoption securing that "no development" will be permitted and restricting Development Permit* issuance in respect to any portion of the subject development until conditions are satisfied for the following, as determined to the satisfaction of the City:
 - 2.1. District Energy Utility (DEU), requiring that the developer enter into a restrictive covenant(s) registered on title securing that "no building" will be permitted and restricting Building Permit* issuance in respect to any portion of the subject development until the developer enters into DEU agreement(s) on a phase-by-phase basis, as determined to the satisfaction of the City;
 - 2.2. Phasing, requiring that Area A (i.e. the subject Phase 1 development) proceeds first;
 - 2.3. Affordable Housing, requiring that the design of the ARTS Units in Phase 1 is addressed to the satisfaction of the City via the subject DP;
 - 2.4. Parks, requiring that the designs of the Hazelbridge Plaza, Arts Terraces, a portion of the Neighbourhood Park, and the Temporary Park are addressed to the satisfaction of the City via the subject DP and the construction of the required works, at the sole cost of the developer, is secured via a Letter of Credit;
 - 2.5. Roads & Related Improvements, requiring that the design of the portion of the Private (north-south) Road situated within the boundaries of Phase 1 is addressed to the satisfaction of the City via the subject DP and the construction of the required works, at the sole cost of the developer, is secured via a Letter of Credit; and
 - 2.6. Public Art, requiring that the developer:
 - Submit a City-approved Public Art Plan for Phase 1;
 - Enter into a public art agreement for the implementation of the Public Art Plan for Phase 1; and
 - Submit a Letter of Credit to secure the developer's implementation of the Public Art Plan for Phase 1, the amount of which shall be \$140,089.20 (based on a rate of \$0.60/ft² of buildable area approved under DP 12-611486, as determined in respect to floor area ratio calculations, excluding the ARTS Units.
3. Landscape Bond: Receipt of a Letter of Credit for landscaping, the value of which is based on 100% of the sealed cost estimate provided by the Landscape Architect (including labour and 10% contingency) for:
 - 3.1. Temporary park development within the area secured via a Statutory Right-of-Way on the subject site for this purpose;

January 25, 2013

1734764

- 3.2. Other areas secured via Statutory Right-of-Ways for Public Rights of Passage purposes, the construction of which is not otherwise secured via a Servicing Agreement* (i.e. Private Road, Hazelbridge Plaza, ARTS Terraces, and Neighbourhood Park); and
- 3.3. Landscaping elsewhere on the subject site, including residential amenity space, green roofs, and the Shared Driveway along the subject site's Patterson Road frontage (secured via a Statutory Right-of-Way in favour of 3200 Sexsmith Road as per RZ 06-349722).
4. Tree Replacement: City acceptance of the developer's voluntary contribution of \$36,400 to the City's Tree Compensation Fund for the planting of replacement trees within the city. (Tree compensation requirements filed under REDMS #3752702.)
5. Arborist Services: Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained on and around the site. The Contract should include the scope of the work to be undertaken, including the proposed number of site monitoring inspections and provisions for the Arborist to submit a post-construction assessment report to the City for review. (Confirmation received & filed under REDMS #3745391 & REDMS #3752702.)
6. Tree Protection: Installation of appropriate tree protection fencing around all the trees that area to be retained as part of the development prior to the commencement of any construction activities. (Confirmation received & filed under REDMS #3752698.)
7. "No Build": Registration of a restrictive covenant(s) on title securing that "no building" will be permitted and restricting Building Permit* issuance in respect to any portion of the subject development until the following is complete, as determined to the satisfaction of the City:
- 7.1. Site Conditions: Registration of restrictive covenant(s) and/or alternative legal agreements as determined via the subject development's Servicing Agreement(s)*, Development Permit*, and/or Building Permit(s)* to the satisfaction of the Director of Engineering, Director of Development, and Director of Transportation including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification and/or other activities that may result in settlement, displacement, subsidence, damage and/or nuisance to City and/or private utility infrastructure.
- 7.2. View Blockage & Other Potential Development Impacts: As identified in the staff report considered by Council in respect to RZ 06-349722, registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, to:
- Notify potential purchasers of residential units that the subject site is in a transitional area and, as a result of future development on surrounding properties, impacts on residential units and/or any common residential spaces may occur including, but not limited to, the obstruction of near and distant views to landmarks and features, in whole or in part (e.g., North Shore Mountains, Mt. Baker, Fraser River, Georgia Strait), increased shading, increased overlook, reduced privacy, increased ambient noise, and/or increased ambient night-time light;
 - Require that the developer take steps via the design and construction of the subject development to mitigate possible impacts; and
 - Indemnify the City.
- 7.3. Electric Vehicle (EV) Car & Bike Charging Stations: Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that electric vehicle (EV) car and bike charging stations shall be provided by the developer for the use of the residents of Phase 1 and, as applicable, future Phases 2 and 5, to the satisfaction of the City, including, but not limited to, equipping a minimum of the total parking constructed at Phase 1 as follows:

January 25, 2013

- Cars: 30% of total parking spaces shall be equipped with 120V plug-ins; and
- Bikes: Each bike compound (each of which shall provide storage for a maximum of 40 bikes as per the Zoning Bylaw) shall be equipped with one (1) 120V electric plug-in for the shared use of residents.

NOTE #1: The developer's provision of EV charging stations shall be taken into account as part of a suite of Transportation Demand Management (TDM) measures for which the applicant shall be eligible for resident/visitor parking relaxations for Phase 1 to a maximum of 10%, as provided for via the Zoning Bylaw.

NOTE #2: Preliminary plans indicating the intended location of EV charging stations shall be included in the Development Permit* drawings in respect to DP 12-611486. Final plans, to the satisfaction of the City, shall be registered on title prior to Final Building Permit* Issuance Granting Occupancy.

- 7.4. Transitional Parking Provisions: Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that parking constructed in Phase 1 in excess of Zoning Bylaw requirements for "Zone 1" resident and visitor parking uses and "Class 1" bike parking shall be secured, together with related access and uses, to the satisfaction of the City, as follows:
- For the interim use of Phase 1 residents and/or visitors, as applicable, until Final Building Permit* Issuance Granting Occupancy has been issued by the City in respect to Phase 5 (Area E); and
 - For the ultimate use of Phase 5 (Area E) residents and/or visitors, as applicable, upon Final Building Permit* Issuance Granting Occupancy has been issued by the City in respect to Phase 5 (Area E).

NOTE #1: Registration of restrictive covenant(s) and/or alternative legal agreement(s), as described above, shall satisfy the Zoning Bylaw in respect to Capstan Village transitional parking requirements.

NOTE #2: Preliminary plans indicating the intended location of "excess" parking for the interim use of Phase 1 residents and/or visitors shall be included in Development Permit* drawings in respect to DP 12-611486. Final plans, to the satisfaction of the City, shall be registered on title prior to Final Building Permit* Issuance Granting Occupancy.

- 7.5. Patterson Road Shared Driveway: Posting of a Letter of Credit (LOC) for future improvements, to be undertaken in coordination with the future development of 3200 Sexsmith Road, including the removal and reinstatement of a portion(s) of the building to accommodate the installation of a vehicle access/egress route between 3200 Sexsmith Road and the Shared Driveway along the subject site's Patterson Road frontage (secured via a Statutory Right-of-Way for this purpose as per RZ 06-349722) including, but not limited to, the removal of "temporary partitions" (e.g., fences, knock-out panels, and/or other features) and any related repairs and/or reinstatement of finishes and/or features within the subject site.

NOTE #1: The cost of installing equipment and associated improvements within the subject site (as permitted under the right-of-way agreement) for the remote control of security gate(s) at the entrance to 3200 Sexsmith Road (outside the subject site), including the removal and/or reinstatement of building and/or landscape features within the subject site, shall be the sole responsibility of the developer of 3200 Sexsmith Road.

- 7.6. Tandem Parking: Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.

7.7. Shared Residential Amenity Space: Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that residential indoor and outdoor amenity space constructed in Phase 1 (Area A), as specified in the Development Permit* for Phase 1 (Area A), shall be secured, together with related access and uses, for the unrestricted future use of the residents of Phase 5 (Area E).

Prior to Building Permit* issuance permitting construction, the developer must complete the following requirements:

1. "No Build": Compliance with the terms of the restrictive covenant(s) registered on title prior to DP issuance securing that "no building" will be permitted and restricting Building Permit* issuance in respect to any portion of the subject development until conditions are satisfied for the following, as determined to the satisfaction of the City:
 - 1.1. District Energy Utility (DEU) Agreement;
 - 1.2. Site Conditions;
 - 1.3. View Blockage & Other Potential Development Impacts;
 - 1.4. Electric Vehicle (EV) Car & Bike Charging Stations;
 - 1.5. Transitional Parking Provisions;
 - 1.6. Patterson Road Shared Driveway;
 - 1.7. Tandem Parking; and
 - 1.8. Shared Residential Amenity Space.
2. Capstan Station: As per the restrictive covenant and/or other legal agreements registered on the subject site prior to rezoning adoption (RZ 06-349722), the developer's voluntary contribution to the Capstan Station Reserve or as otherwise provided for via the Zoning Bylaw, as per the Richmond Zoning Bylaw in effect at the date of Building Permit* approval.
3. Traffic Management: Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Accessibility Measures: Incorporation of accessibility measures in Building Permit* plans as determined via the Development Permit* processes for DP 12-611486.
5. Hoarding: Obtain a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit*. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * Items marked with an asterisk require a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the

January 25, 2013

Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s)* and/or Development Permit(s)*, and/or Building Permit(s)* to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Concord Gardens: Phased Development Strategies

During the rezoning process, the need for strategies to facilitate the phased development of “Concord Gardens” and, more specifically its first phase, was identified. Staff and the developer have worked to address these items, which are listed below and described in detail as follows:

1. Capstan Station Funding – Phase 1;
2. Public Art – Phase 1;
3. Public Park & Open Space – Phase 1;
4. Tree Removal & Replacement Strategy – Phase 1;
5. Vehicle & “Class 1” Bike Parking Strategy – Phase 1; and
6. Loading & Waste Collection Strategy – Phase 1.

1. Capstan Station Funding

Following the adoption of the CCAP in 2009, the City worked with TransLink and three Capstan Village developer/owners, Polygon, Pinnacle International, and the subject developer, Concord Pacific, to prepare a funding strategy for the construction of the Capstan Canada Line station. That strategy, which was adopted in 2012, provides for density bonusing (0.5 FAR) for developments that voluntarily contribute towards station construction (i.e. to the Capstan Station Reserve) and provide on-site public open space (over and above the CCAP base-level park standard) at a rate of 5 m² (54 ft²) per dwelling. The subject development will be one of the first to contribute to the Capstan Station Reserve, which contribution will be payable prior to Building Permit issuance. Developer contributions in respect to “Concord Gardens” five phases, as estimated at rezoning stages, is shown in the table below. Actual contributions will be calculated on a phase-by-phase basis, based on the actual number of dwellings and current City rates at the time of Building Permit issuance.

Estimated Capstan Station Voluntary Developer Contribution as Per RZ 06-349722

Phase	Area	No. of Dwelling Units Estimate @ RZ 06-349722	Capstan Station Reserve Contribution Estimate based on \$7,800/unit**
1	A	290*	\$2,262,000**
2	B	264*	\$2,059,200**
3	C	245*	\$1,911,000**
4	D	304*	\$2,371,200**
5	E	142*	\$1,107,600**
TOTAL		1,245*	\$9,711,000**

* The unit numbers shown are estimates prepared at rezoning stage. Actual unit numbers will be determined on a phase-by-phase basis. (Phases may include higher or lower numbers of units than was originally estimated. For example, the subject DP for Phase 1 proposes 279 units.)

** The contributions shown are estimates prepared on the Zoning Bylaw rate identified for September 2010 & estimated numbers of units identified at rezoning stage. Actual contributions will be determined, phase-by-phase, prior to Building Permit issuance, based on actual unit numbers & the Zoning Bylaw contribution rate in effect at the time (which rate is expected to be higher than the September 2010 rate due to Bylaw provisions for annual CPI increases).

2. Public Art – Phase 1:

Richmond policy encourages developers to voluntarily contribute towards public art, especially in the case of large projects and those, such as the subject development, which are situated in the CCAP's designated "arts district". In light of this, the developer has completed a City-approved Project-Wide Public Art Plan for the development's five phases, the total value of which voluntary developer contribution is estimated at \$591,003 or greater (depending on City rates in effect at the time of each stage of Plan implementation). As per covenants registered on title, the developer's public art contributions shall be submitted in three parts, prior to DP issuance for Phases 1, 2, and 4, as generally indicated in the table below. The developer's Project-Wide Public Art Plan and Phase 1 Detailed Public Art Plan were reviewed and supported by Richmond's Public Art Committee on September 18, 2012.

2.1. Detailed Public Art Plan for Phase 1: The Phase 1 Plan proposes that an artist is engaged to undertake artwork along the frontages of the ARTS Units, within the publicly-accessible ARTS Terraces and/or integrated with the building façade. Prior to DP issuance, the developer is required to provide a Letter of Credit and enter into a legal agreement to secure the implementation of the Phase 1 Plan to the satisfaction of the City.

Updated Voluntary Developer Contribution Estimates for Public Art, Phases 1-5

Phase	Area	Applicable Developer Contribution Rate	Estimated Minimum Voluntary Developer Contribution		
			By Phase	3-Stage Implementation Plan Values & Preferred Locations	
1	A	\$0.60/ft ²	\$140,089.20	\$140,089.20 Payable @ Phase 1	ARTS Terraces and/or ARTS Units building frontages
2	B	\$0.60/ft ² or the current City rate at the time of DP approval, whichever is greater	\$125,171+	\$241,036+ Payable @ Phase 2	Neighbourhood Park and/or Patterson Street-End Park
3	C		\$115,865+		
4	D		\$144,105+	\$209,878+ Payable @ Phase 4	Neighbourhood Park and/or South Walkway
5	E		\$65,773+		
TOTAL		Varies	\$591,003+		

+ Actual contributions may be greater based on the approved City rate at the time of DP approval.

2.2. Additional Public Art (Murals) for Phase 1: Phasing of the "Concord Gardens" development and its situation as one of the first high-density projects in Capstan Village will result in three of Phase 1's mid-rise end-walls requiring special treatment to ensure they will be attractive on an interim basis until adjacent development is complete. In light of City objectives for the establishment of Capstan Village as an "arts district", the developer proposes to install murals on these walls, the locations and large scale of which will make them "signature features" of the development and Capstan Village. The proposed murals will not be managed via the development's formal public art contribution processes, but nevertheless, the developer is committed to ensuring they are of high quality. More specifically, the developer proposes that:

- The murals include one providing a dramatic backdrop at the north end of the Temporary Park and a pair providing a “gateway” feature at 3200 Sexsmith Road (as seen when entering Capstan Village from Sea Island Way via Sexsmith Road);
- The size of the murals may be up to 7 storeys high and 18 m (60 ft) wide, inclusive of areas of spandrel glass and other features intended to provide visual continuity between the end-walls and the adjacent building facades;
- Implementation will occur in roughly two years when Phase 1 nears completion; and
- Final decisions regarding artist selection, artwork design, and budgets will be deferred until the construction of the walls is adequately advanced to fully understand the opportunities and challenges they present. (Preliminary budgets for the murals are estimated at \$10,000 each.)

3. Public Park & Open Space – Phase 1:

The CCAP identifies the need for 8,094 m² (2 ac) of neighbourhood park within the block bounded by Sexsmith Road, Sea Island Way, Garden City Road, and Capstan Way. As the subject site occupies roughly 50% of this block, the developer is required to provide at least 50% of the park. In addition, in order to satisfy the proposed Capstan Station Bonus park policy (as per the CCAP and Zoning Bylaw), the developer must provide additional public open space at a rate of 5 m² (54 ft²) per dwelling, based on the total number of dwellings in the project. Via RZ 06-349722, it was determined that the developer must provide, at the developer’s sole cost, a minimum of 10,596 m² (2.62 ac) of park and public open space, including:

- *Off-site:* 1,376 m² (0.34 ac) of City-owned park, which will be designed and constructed in Phase 2 as a street-end park on a portion of Patterson Road; and
- *On-site:* 9,220 m² (2.28 ac) of publicly-access open space, secured via statutory right-of-ways, based on an estimated build-out of 1,245 dwellings.

3.1. Updated Open Space Distribution: The distribution of required on-site and off-site public open space has been refined through the rezoning adoption and DP design processes and is summarized in the table below. The amount of on-site public open space currently secured exceeds the minimum required under the ZHR10 zone. As such, via the detailed design of future phases, the City may allow the developer to reduce the amount of on-site public open space or increase the maximum number of units (i.e. from 1,245 to 1,271, based on 7.4 m² (79.7 ft²) per unit). Refinements and updates of the developer’s public open space plan will be considered, on a phase-by-phase basis, via the City’s standard DP review processes.

Updated Park & Public Open Space Plan for Phases 1-5

Phase	Area	On-Site Public Open Space Secured Via Statutory Right-of-Ways		Off-Site City-Owned Park	Total
		Location	Size		
1	A	• ARTS Terraces	253.3 m2	Nil	944.4 m2 (0.23 ac)
		• Sexsmith Bikeway	184.8 m2		
		• Neighbourhood Park	140.0 m2		
		• Hazelbridge Sidewalk	107.2 m2		
		• Hazelbridge Plaza	220.2 m2		
	E	• Hazelbridge Plaza	38.9 m2		
2	B	• Neighbourhood Park	5,000.0 m2	-	6,562.2 m2

Phase	Area	On-Site Public Open Space Secured Via Statutory Right-of-Ways		Off-Site City-Owned Park	Total
		Location	Size		
	Off-Site	• Garden City Greenway	186.2 m ²	1,376.0 m ²	(1.62 ac)
		• Patterson Road Street-End	-		
3	C	• Neighbourhood Park	1,330.0 m ²	Nil	2,100.7 m ² (0.52 ac)
		• Garden City Greenway	98.2 m ²		
		• South Walkway	672.5 m ²		
4	D	• South Walkway	953.7 m ²	Nil	1,180.9 m ² (0.29 ac)
		• Sexsmith Bikeway	105.0 m ²		
		• Hazelbridge Sidewalk	122.2 m ²		
5	E	• Hazelbridge Plaza	Complete @ Phase 1	Nil	Complete @ Phase 1
TOTAL			9,412.2 m ² (2.33 ac)	1,376.0 m ² (0.34 ac)	10,788.2 m ² (2.67 ac)

3.2. Phase 1 Proposal: The developer's first phase provides for a total of 2,674.4 m² (0.66 ac) of publicly-accessible space for park purposes, secured via right-of-ways, including:

- **Permanent**: 944.4 m² (0.23 ac) around the perimeter of the site, including a pocket park and children's playground along Hazelbridge Way, an off-street bike path along Sexsmith Road, and the ARTS Terraces; and
- **Interim**: 1,730 m² (0.43 ac) of "temporary park" in the future location of Phase 5.

The Temporary Park will be constructed over two storeys of parking, the roof of which will be generally level with the crest of Hazelbridge Way (thus, providing for barrier-free public access), and will remain in place for public use until the developer has completed the construction of all permanent park and public open spaces required in respect to Phase 1-3, as per RZ 06-349722 and indicated in the table above. The intent of the Temporary Park is threefold:

- To provide for interim public open space in order that the developer may advance the construction of Phase 1 ahead of the establishment of permanent neighbourhood park space;
- To ensure that prior to the construction of Phase 5, the developer's designated Phase 5 site will be attractive and complement the appearance and amenity of Phases 1-4; and
- To ensure that the cost of construction and maintenance for interim public open space made necessary by the developer's proposed phasing of the subject development is the sole responsibility of the developer.

4. Tree Removal & Replacement Strategy – Phase 1:

Richmond's Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. Via RZ 06-349722, a site-wide tree removal and replacement plan was identified for the "Concord Gardens" five-phase development, the implementation of which strategy is to be reviewed and updated, as required, on a phase-by-phase basis.

4.1. Phase 1 Off-Site Tree Strategy (City Road Right-of-Ways): The tree management plan prepared for Phase 1 identifies 28 City trees for removal along Phase 1's Patterson Road and Sexsmith Road frontages as a result of required City road and related improvements.

Of these trees, at rezoning stage 19 were identified for possible retention (including a 10-tree hedgerow) and 9 for removal. The City's arborist has estimated the value of compensation for tree removal to be \$36,400, based on a tree replacement rate of 2:1 and a value of \$650/replacement tree. In light of this, the developer has agreed to voluntarily contribute \$36,400 to the City's Tree Compensation Fund for the planting of replacement trees elsewhere in Richmond.

- 4.2. Phase 1 On-Site Tree Strategy: The tree management plan prepared for Phase 1 identifies 29 trees on-site for removal. At rezoning stage, all 29 trees were identified for removal and replacement on-site with 58 new trees based on a tree replacement rate of 2:1 and minimum calliper of 6 cm (2.5 in) DBH. Tree planting proposed on-site as part of Phase 1 exceeds this minimum tree replacement requirement with a total of 90 trees including:
 - 76 deciduous trees, 6 cm (2.5 in) DBH or greater; and
 - 14 conifers, ranging in height from 2.4 - 3.0 m (7.8 – 9.8 ft).
- 4.3. Phase 1 Tree Protection Strategy: The tree management plan prepared for Phase 1 identifies 8 trees for retention in the immediate vicinity of Phase 1, all of which are located on 3200 Sexsmith Road (at the northwest corner of the subject site). Protective fencing has been installed around the required root protection zones for these trees to the satisfaction of staff. Furthermore, the developer has engaged an arborist to supervise any work carried out within the tree protection zones, monitor the on-going health of the trees, and submit a post-construction assessment report to the City for review.
- 4.4. Updated Phase 2-5 Tree Removal & Replacement Plan: In light of the tree removals and replacement proposed for Phase 1, the Plan for Phases 2-5 has been updated as shown in the table below. Updating of the Plan will continue prior to DP adoption, as required on a phase-by-phase basis.

Updated Tree Removal & Replacement Plan for Future Phases 2-5

Tree Location	Existing Trees (3)	Trees Retained (6)	Trees Relocated	Trees Removed/Replaced		
				Trees Removed	Replacement Trees (1)/(6)	Min. Callper of Replacement Trees
On-Site	61	0	0	1 (#1351 Cedar)	2	14 cm (8 m tall evergreen)
				60	120	6 cm
Off-Site	24	6 (2)	0	3 (4)	6	6 cm
				5 (5)	3	Value @ \$5,8550 6 cm
Total	85	6	0	69	131	Varies

- (1) Street trees required to be planted by the developer along Sexsmith, Patterson, and Garden City Roads via the subject development's Servicing Agreements shall be in addition to the replacement trees indicated in the table.
- (2) Off-site trees to be considered for retention include, #1480 (cedar), #1472 (holly), #1471 (holly), #1473 (holly), #1445 (maple), and #1467 (maple).
- (3) The developer's tree inventory identified 8 trees on property adjacent to the subject site. Those trees are NOT included in the table and MUST be protected, as per the City's Tree protection Information Bulletin Tree-03.
- (4) Off-site trees that may be removed @ 2:1 include (Patterson Road): #1489 (horse chestnut), #1282 (prunus) & #1477 (holly)
- (5) Off-site trees that may be removed @ a 3:5 include (Garden City Road): #1325, #1353, #1358, #1318 & #1320 (cypress hedgerow)

- (6) *Cash-in-Lieu: If trees cannot be retained or required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution payable to the City's Tree Compensation Fund is required for replacement tree planting elsewhere, as follows:*
- i. *For On-Site: \$500/replacement tree; and*
 - ii. *For Off-Site: \$650/replacement tree.*

5. Vehicle & "Class 1" Bike Parking Strategy – Phase 1:

In anticipation of the Capstan Canada Line station, the Zoning Bylaw encourages developers of multi-phase developments to implement "transitional parking strategies", whereby parking at earlier phases prior to station construction is provided at a greater rate ("Zone 2", generally 1.2 spaces/unit) than that at later phases ("Zone 1", generally 1.0 space/unit). In addition, developers are encouraged to take advantage of Zoning Bylaw parking relaxations permitted in respect to the provision of Transportation Demand Management (TDM) measures. More specifically, the parking strategy for Phase 1 is planned comprehensively in coordination with Phases 2 and 5 as follows:

- 5.1. Transportation Demand Management (TDM) Measures: A suite of TDM measures is proposed for Phase 1, allowing for a 10% reduction in the minimum number of parking spaces required at Phase 1, as determined via per RZ 06-349722, including:
- The extension of sidewalks along Sexsmith Road north and south of the subject site and across the frontages of 3200 Sexsmith Road (secured via RZ 06-349722);
 - Electric Vehicle (EV) Charging Stations for resident parking at a rate of 30% of resident vehicle parking spaces; and
 - EV Charging Stations for bike parking at a rate of 1 for each 40 bikes or 1 per bike compound, whichever is greater.

Additional TDM measures will be required to be implemented by the developer via DP applications for Phases 2 and 5, including, but not limited to the following:

- Additional EV Charging Stations for cars and bikes, as per City policies in effect at the time of DP approval;
- Road widening along the west side of Garden City Road, north of Patterson Road to Sea Island Way, providing for the extension of the developer's required frontage improvements at the subject site including, but not limited to, maintenance of the existing traffic lanes and the addition of a 1.8 m wide on-street bike lane, sidewalk, and boulevard landscaping (as per RZ 06-349722);
- The installation of an accessible bus shelter at Capstan Way / Garden City Road or cash-in-lieu (estimated value of \$25,000, based on 2012 rates), as determined to the satisfaction of the City; and
- Other measures, as determined to the satisfaction of the City via future DP application processes.

- 5.2. Phasing of Vehicle Parking Requirements: Parking for Phases 1, 2, and 5 shall proceed as follows:
- Phase 1 will provide parking based on "Zone 2" (less 10% TDM relaxations) of which, those spaces provided in excess of "Zone 1" rates will be secured via legal agreement on title for the interim use of Phase 1 until Phase 5 is occupied;
 - Phase 2 will complete the construction of all the parking required for Phases 1, 2, and 5 based on "Zone 1" rates (less 10% TDM relaxations) of which, those spaces

provided in excess of “Zone 1” for Phases 1 and 2 will be secured by legal agreement for the interim use of Phases 1 and 2 until Phase 5 is occupied; and

- Phase 5 will utilize the parking constructed at Phases 1 and 2 in excess of “Zone 1” requirements, which parking will be secured at those earlier phases via legal agreement for this purpose.

NOTE: It is the understanding of staff that the developer intends that the future development of Phase 5 will fully comply with the Zoning Bylaw in effect at the time of DP approval for Phase 5 in respect to the number of units proposed for Phase 5 and the number of parking spaces available for its use (i.e. secured via legal agreements at Phases 1 and 2 for the future use of Phase 5). In the event of non-compliance with the Zoning Bylaw, the developer may be required to reduce the number of units proposed at Phase 5, provide parking off-site for the use of Phase 5 (i.e. secured via legal agreement at Phases 3 and 4), and/or provide additional TDM measures, as determined at the sole discretion of the City.

5.3. Vehicle Access & Shared Driveway Requirements:

- Prior to rezoning adoption, legal agreements shall be registered on title specifying the number and location of permitted driveways for Phases 1-5, including one along the Patterson Road frontage of Phase 1 that is intended for shared use with the future residents of the small, corner lot at 3200 Sexsmith Road.
- Via the DP review process, staff have confirmed that the developer’s design of the shared driveway is satisfactory. As part of this review it was determined that, among other things, all visitor parking for Phases 1 and 5 will be located on Level 2 with driveway access via Hazelbridge Way in order to minimize turning conflicts that might otherwise occur at the Patterson Road driveway between cars, loading vehicles, security gates, and related features. (Note: No security/entry phone pylons or other obstructions are permitted within the shared driveway.)
- Prior to Building Permit issuance for Phase 1, the developer is required to submit an irrevocable Letter of Credit to the City for the future removal of any temporary partitions (e.g., fences) installed as part of Phase 1 across the future vehicle access to 3200 Sexsmith Road and the repair/reinstatement of related driveway/building finishes and features.

5.4. Vehicle Parking Summary:

Vehicle Parking Summary for Phases 1 & 5 Proposed for Development via DP 12-611486

Units	Phase 1 Parking		EV Charging Stations (30%)	Excess Phase 1 Parking for Phase 5	
	Zone 2 Rate/Unit <u>LESS</u> (10%) TDM	Required #		Zone 1 Rate/Unit <u>LESS</u> (10%) TDM	Excess #
259 Market Units	1.2 - 10% = 1.08	280	105*	1.0 - 10% = 0.9	47
20 ARTS Units	0.9 - 10% = 0.81	16		0.9 - 10% = 0.81	Nil
Visitors**	0.2 - 10% = 0.18	51**		0.2 - 10% = 0.18	Nil
TOTAL	Varies	347	105*	Varies	47

- * For the “EV Charging Stations” (i.e. parking spaces equipped with duplex outlets):
 - (a) All EV stations shall be assigned to resident parking (i.e. none to Visitor parking);
 - (b) A proportional share of EV stations shall be assigned to Market Units and ARTS Units, unless otherwise determined to the satisfaction of the City; and
 - (c) Prior to Building Permit issuance, legal agreement(s) must be registered on title to the City’s satisfaction.

** In respect to Visitor parking developed via DP 12-611486:

- (a) ALL Visitor parking shall be provided on Level 2 (i.e. access shall NOT be via Patterson Road); and
- (b) ARTS Units shall share Phase 1's Visitor parking with the Market Units, as per the Housing Agreement on title.

5.5. Phasing of "Class 1" (Resident) Bike Parking Requirements: "Class 1" bike parking for Phases 1, 2, and 5 shall proceed as follows:

- Phase 1 will provide bike parking based on current Zoning Bylaw rates of which, those bike spaces provided in excess of the Bylaw will be secured via legal agreement on title for the interim use of Phase 1 until Phase 5 is occupied;
- Phase 2 will complete the construction of all the bike parking required for Phases 1, 2, and 5 based on Bylaw rates of which, those spaces provided in excess of the Bylaw for Phases 1 and 2 will be secured by legal agreement for the interim use of Phases 1 and 2 until Phase 5 is occupied; and
- Phase 5 will utilize the bike parking constructed at Phases 1 and 2 in excess of Bylaw requirements, which bike parking will be secured at those earlier phases via legal agreement for this purpose.

NOTE: It is the understanding of staff that the developer intends that the future development of Phase 5 will fully comply with the Zoning Bylaw in effect at the time of DP approval for Phase 5 in respect to the number of units proposed for Phase 5 and the number of "Class 1" bike parking spaces available for its use (i.e. secured via legal agreements at Phases 1 and 2 for the future use of Phase 5). In the event of non-compliance with the Zoning Bylaw, the developer may be required to reduce the number of units proposed at Phase 5 and/or provide additional "Class 1" bike parking spaces for the use of Phase 5, as determined at the sole discretion of the City.

5.6. "Class 1" (Resident) Bike Parking Summary:

"Class 1" Bike Parking Summary for Phases 1 & 5 Proposed for Development via DP 12-611486*

Units	Phase 1 "Class 1" Bike Parking			EV Charging Stations (1/40 bikes or 1/compound, whichever is greater)	Excess Phase 1 "Class 1" Bike Parking for Phase 5
	Rate/Unit	Required #	Proposed #		
279 Units	1.25	349	515	14 proposed, based on 1/compound	160+

- * "Class 2" bike parking for visitors is required in addition to "Class 1" parking. "Class 2" parking will be provided on a phase-by-phase basis in compliance with the Zoning Bylaw at the time of DP approval (i.e. currently 0.2 bikes per unit).
- * For the "EV Charging Stations" (i.e. bike compounds equipped with duplex outlets):
 - (a) All EV stations shall be assigned for "Class 1" use (i.e. none for "Class 2");
 - (b) A proportional share of EV stations shall be assigned to Market Units and ARTS Units, unless otherwise determined to the satisfaction of the City; and
 - (c) Prior to Building Permit issuance, legal agreement(s) must be registered on title to the City's satisfaction.

6. Loading & Waste Collection Strategy – Phase 1:

As with parking, a coordinated strategy is proposed to address the loading, garbage, and recycling needs of Phases 1, 2, and 5. More specifically, the agreed strategy includes the following:

- 6.1. Garbage: All garbage collection will take place inside the parking structure with vehicle access from Patterson Road. The needs of Phase 1 and future Phase 5 will be met via two residential garbage compactors situated on Level 1, which will be serviced by private contractors with low profile vehicles. Garbage facilities for Phase 2 will likewise be fully contained within the parking structure with access from Patterson Road. Further details in respect to Phase 2 will be determined via Phase 2's future DP application.
- 6.2. Recycling: Recycling for Phases 1 and 5 will be accommodated via three recycling rooms on Level 1 of the parking structure, including one adjacent to Phase 1's south tower core, one near the future tower core for Phase 5, and a holding area near the Patterson Road parkade entry. Recycling pick-up for Phases 1 and 5 will make use of an outdoor loading space along Phase 1's Patterson Road frontage. Recycling facilities for Phase 2 will fully contained inside Phase 2's parkade structure (including recycling pick-up) with access from Patterson Road. Further details in respect to Phase 2 will be determined via Phase 2's future DP application.
- 6.3. Loading: For Phases 1 and 5, loading shall include accommodation for large truck loading (WB-17) on the publicly-accessible (north-south) road along the east side of Phase 1 and three spaces for medium trucks (SU-9), including one at a designated location on the north-south road, one on Level 1 of the parkade, and one along the Patterson Road frontage (the latter of which has extra overhead clearance to accommodate recycling vehicle activities). Loading requirements for medium trucks (SU-9) for Phase 2 will be fully contained within Phase 2's parking structure, with access via Patterson Road. Large truck (WB-17) loading for Phase 2 will be shared with Phases 1 and 5 on the north-south road. Further details in respect to Phase 2 loading will be determined via Phase 2's future DP application.



No. DP 12-611486

To the Holder: Paul Goodwin - GBL Architects

Property Address: 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road (Phase 1)

Address: 2034 West 11th Avenue, Vancouver, BC V6J 2C9

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 Bylaw 8500", as amended by zoning amendment Bylaw No. 8840, is hereby varied to:
 - a) Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:
 - i. For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
 - ii. For Patterson Road, reduced from 4.9 m to 1.9 m.
 - b) Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - i. For Sexsmith Road, reduced from 6.6 m to 3.0 m; and
 - ii. For Patterson Road, reduced from 3.9 m to 0.3 m.
 - c) Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - i. For Sexsmith Road, reduced from 7.0 m to 2.8 m; and
 - ii. For Patterson Road, reduced from 4.3 m to 0.3 m.
 - d) For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m² and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:

Development Permit

No. DP 12-611486

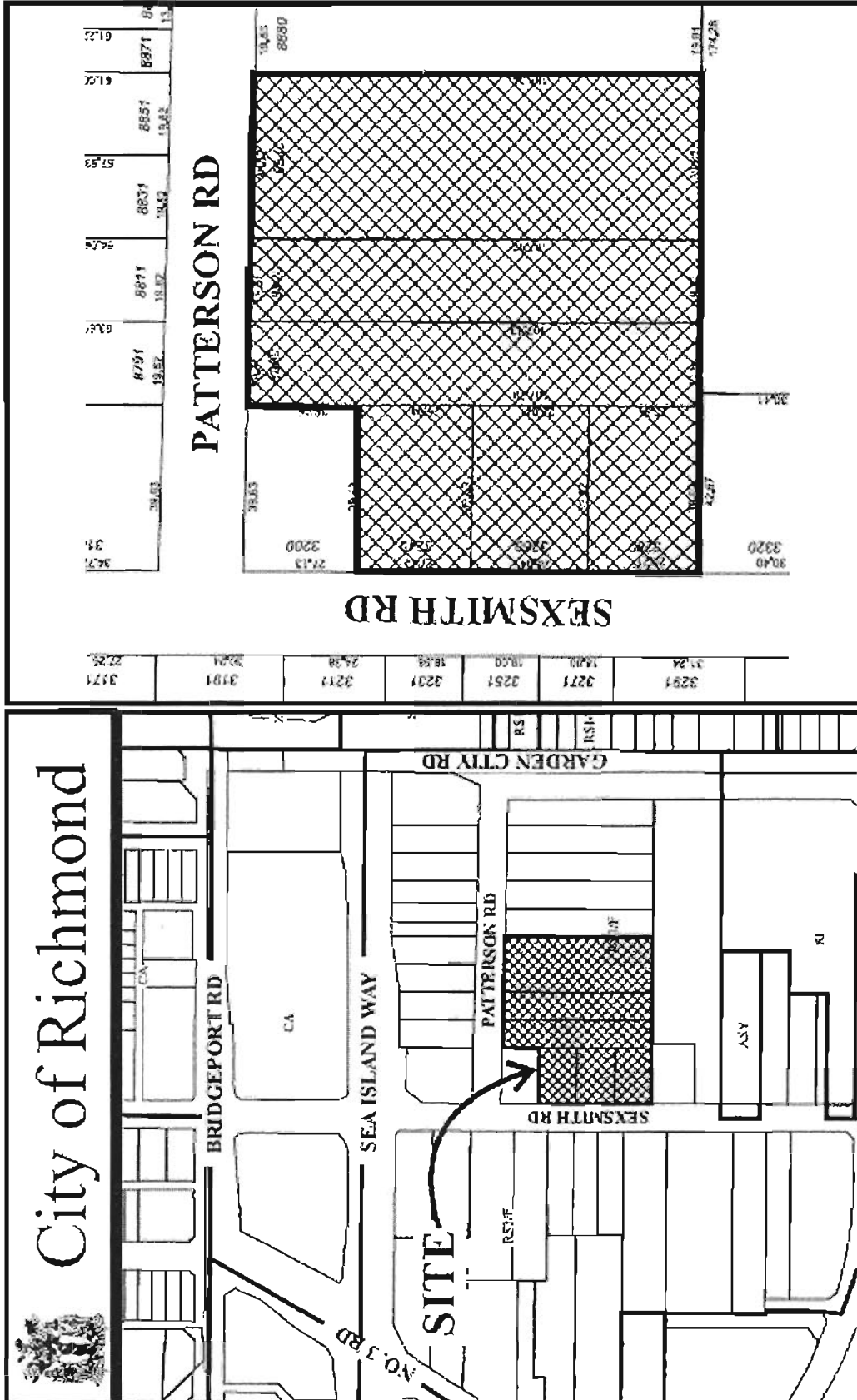
To the Holder: Paul Goodwin - GBL Architects

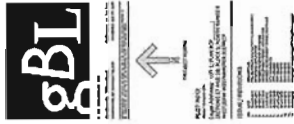
Property Address: 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road (Phase 1)

Address: 2034 West 11th Avenue, Vancouver, BC V6J 2C9

- i. Permit the minimum area of 25.0 m² to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and
 - ii. Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling :
 - For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and
 - For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.
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 #16h 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 \$1,771,016.03 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.
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.

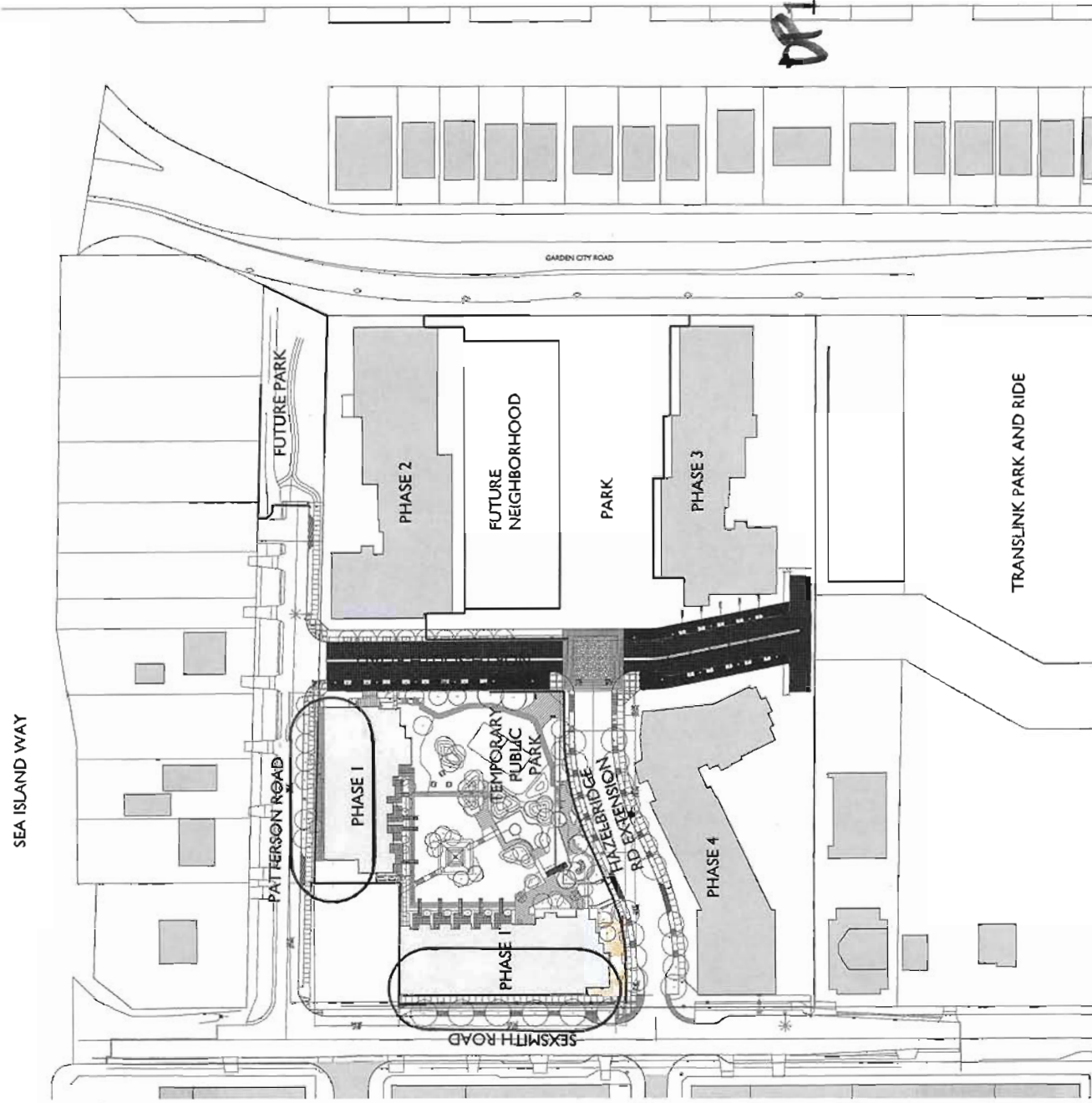




DR12611486 #2

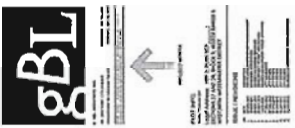


A-1.01

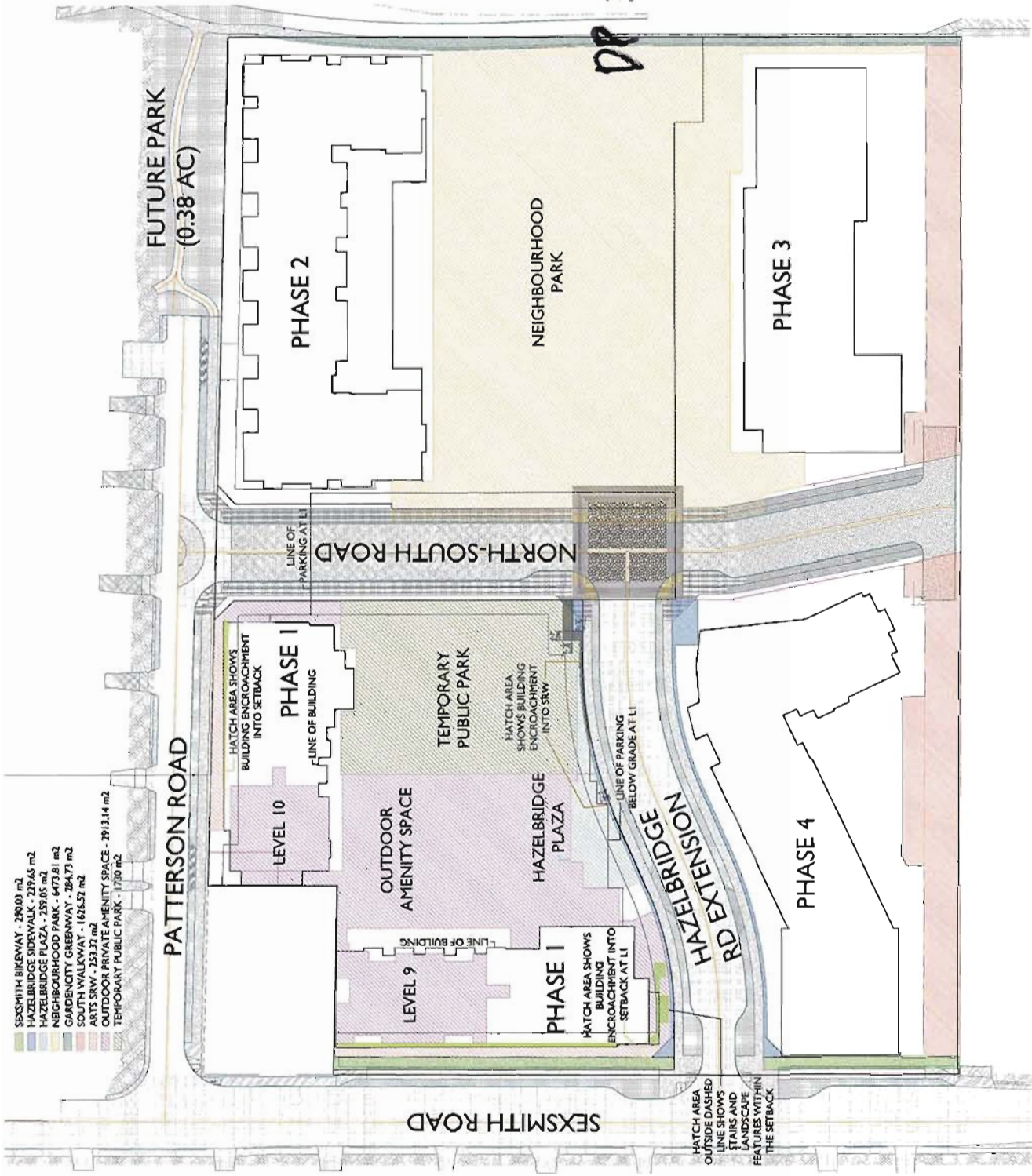


Proposed variances to the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw No. 6840, are applicable to the areas indicated in heavy black outline in the Site Plan and include:

- 1.1. Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 1.1.1. For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
 - 1.1.2. For Patterson Road, reduced from 4.9 m to 1.9 m.
- 1.2. Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 1.2.1. For Sexsmith Road, reduced from 6.6 m to 3.0 m; and
 - 1.2.2. For Patterson Road, reduced from 3.9 m to 0.3 m.
- 1.3. Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
 - 1.3.1. For Sexsmith Road, reduced from 7.0 m to 2.8 m; and
 - 1.3.2. For Patterson Road, reduced from 4.3 m to 0.3 m.
- 1.4. For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m² and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:
 - 1.4.1. Permit the minimum area of 25.0 m² to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and
 - 1.4.2. Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling:
 - a) For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and
 - b) For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.

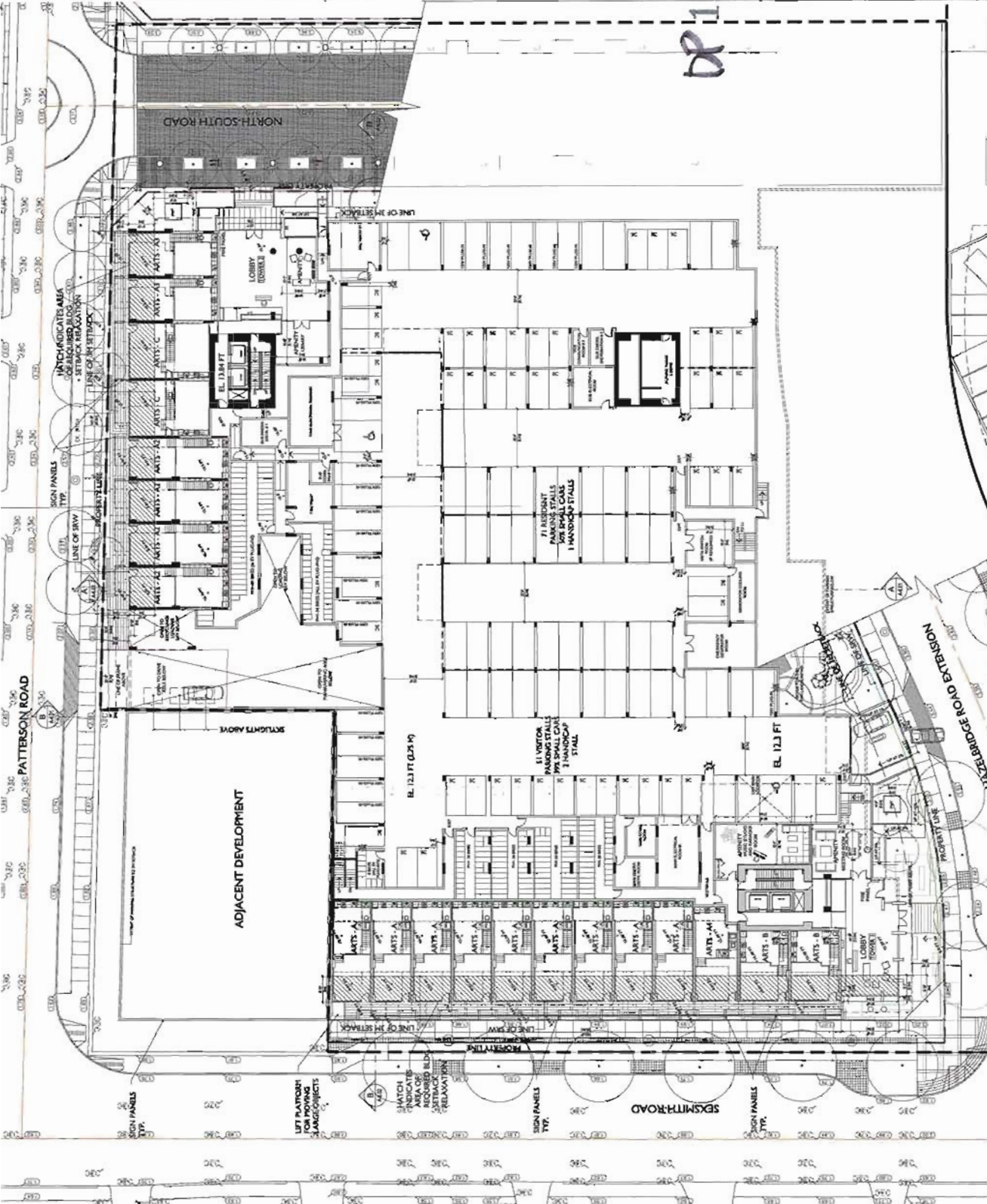


12611486 #3



- SEXSMITH BIKEWAY - 250.03 m²
- HAZELBRIDGE SIDEWALK - 239.65 m²
- HAZELBRIDGE PLAZA - 239.65 m²
- NEIGHBOURHOOD PARK - 6473.81 m²
- GARDEN CITY GREENWAY - 284.73 m²
- SOUTH WALKWAY - 1626.57 m²
- ARTS SRW - 253.37 m²
- OUTDOOR PRIVATE AMENITY SPACE - 791.314 m²
- TEMPORARY PUBLIC PARK - 1730 m²

A-1.02



CONCORD PACIFIC
 CONCORD GARDENS
 PHASE 1
 ARCHITECTURAL
 FLOOR PLANS

LEVEL 1

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

A-2.02

DR 12611486 #5

PATTERSON ROAD
 SISKIYOU ROAD
 NORTH SOUTH ROAD
 ADJACENT DEVELOPMENT
 KEYSTONE ROAD EYEBROW
 NOBLE ROAD

ARTS-A
 ARTS-B
 ARTS-C
 LOBBY EGRESS
 STAIRS
 HANDICAP STALL
 SIGN PANELS TYP.
 LINE OF BRW
 LINE OF H SETBACK
 LINE OF M SETBACK
 MATCH AREA OF RECORDED BLDG SETBACK RELAXATION
 LEFT PLATFORM FOR MOVING LARGE OBJECTS
 11 VERTICAL PARKING STALLS FOR SMALL CARS 1 HANDICAP STALL
 11 VERTICAL PARKING STALLS FOR SMALL CARS 1 HANDICAP STALL
 EL. 12.13 FT (3.75 M)
 EL. 12.13 FT
 EL. 12.13 FT

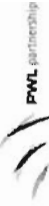
01	CONCRETE	CONCRETE
02	ASPHALT	ASPHALT
03	GRAVEL	GRAVEL
04	SOIL	SOIL
05	WOOD	WOOD
06	PAINT	PAINT
07	GLASS	GLASS
08	STEEL	STEEL
09	BRICK	BRICK
10	STONE	STONE
11	ROOFING	ROOFING
12	LANDSCAPE	LANDSCAPE
13	UTILITIES	UTILITIES
14	MECHANICAL	MECHANICAL
15	ELECTRICAL	ELECTRICAL
16	PLUMBING	PLUMBING
17	HAZEL BRIDGE	HAZEL BRIDGE
18	HAZEL BRIDGE	HAZEL BRIDGE
19	HAZEL BRIDGE	HAZEL BRIDGE
20	HAZEL BRIDGE	HAZEL BRIDGE
21	HAZEL BRIDGE	HAZEL BRIDGE
22	HAZEL BRIDGE	HAZEL BRIDGE
23	HAZEL BRIDGE	HAZEL BRIDGE
24	HAZEL BRIDGE	HAZEL BRIDGE
25	HAZEL BRIDGE	HAZEL BRIDGE
26	HAZEL BRIDGE	HAZEL BRIDGE
27	HAZEL BRIDGE	HAZEL BRIDGE
28	HAZEL BRIDGE	HAZEL BRIDGE
29	HAZEL BRIDGE	HAZEL BRIDGE
30	HAZEL BRIDGE	HAZEL BRIDGE

DP 12611486
#7a
 Doncave Gardens
 Materials & Grading
 Phase 1 with
 Interim Park

DATE	1/19	SCALE	1" = 20'-0"
PROJECT	12611486	DATE	1/19
CLIENT	12611486	DATE	1/19
DESIGNER	12611486	DATE	1/19
CHECKER	12611486	DATE	1/19
APPROVER	12611486	DATE	1/19

L1.01





100% Recycled Content
 100% Recycled Paper
 100% Recycled Ink
 100% Recycled Fiber
 100% Recycled Glue
 100% Recycled Lamination



- 100% Recycled Content
- 100% Recycled Paper
- 100% Recycled Ink
- 100% Recycled Fiber
- 100% Recycled Glue
- 100% Recycled Lamination

Concord Gardens

R12611486

#7K

Materials & Grading
 Roof

AS SHOWN

Project No. 1118

Approved 02/2012

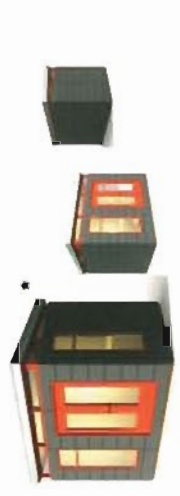
1118 of Pacific

12/21/11 12:11 PM

Sheet No. 08

L1.11

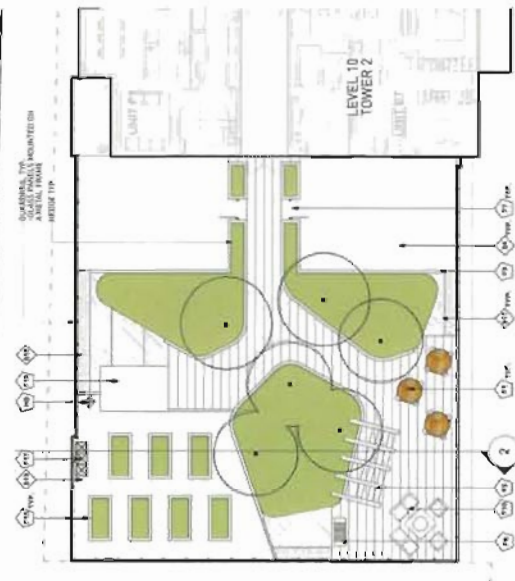
ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONCRETE FORMS	1000	SQ FT	1.50	1500.00
2	4" X 4" BRUSHY SETTS	1000	SQ FT	1.50	1500.00
3	4" X 4" BRUSHY PAVES	1000	SQ FT	1.50	1500.00
4	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
5	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
6	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
7	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
8	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
9	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
10	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
11	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
12	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
13	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
14	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
15	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
16	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
17	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
18	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
19	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
20	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
21	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
22	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
23	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
24	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
25	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
26	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
27	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
28	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
29	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
30	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
31	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
32	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
33	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
34	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
35	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
36	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
37	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
38	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
39	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
40	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
41	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
42	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
43	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
44	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
45	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
46	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
47	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
48	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
49	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00
50	CONCRETE CURB	1000	LINEAL FT	1.50	1500.00



GARDEN SHED



LEVEL 09 ROOF
 Scale 1"=10'-0"



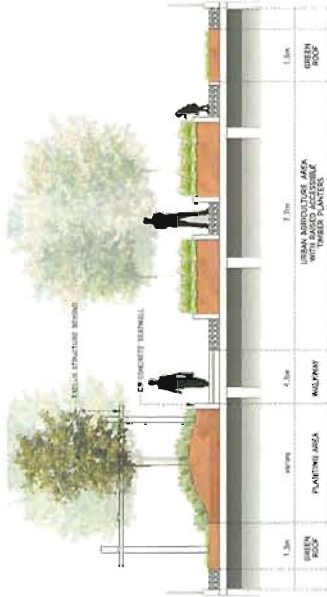
LEVEL 10 ROOF
 Scale 1"=10'-0"



100 North Park Avenue, Suite 200
 11750 Park Avenue
 New York, NY 11356
 Tel: (718) 335-1100
 Fax: (718) 335-1101
 www.pwllp.com



NO.	DATE	DESCRIPTION
01	08/22/2012	ISSUED FOR RFP
02	08/22/2012	ISSUED FOR CONSTRUCTION
03	08/22/2012	FOR APPROVAL
04	08/22/2012	ISSUED FOR CITY PERMIT
05	08/22/2012	ISSUED FOR CITY REVIEW
06	08/22/2012	ISSUED FOR CITY REVIEW
07	08/22/2012	ISSUED FOR RFP



SECTION 7
 Scale: 3/16" = 1'-0"



SECTION 8
 Scale: 3/16" = 1'-0"

Concord Gardens

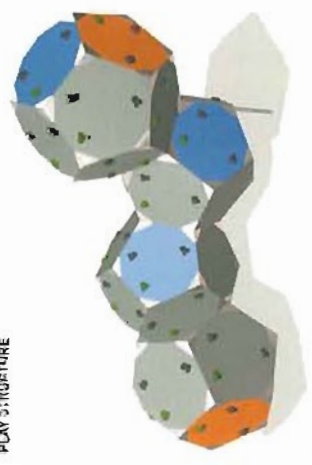
12611486
 Materials Et Grading #71
 Roof

NO.	DATE	DESCRIPTION
01	08/22/2012	ISSUED FOR RFP
02	08/22/2012	ISSUED FOR CONSTRUCTION
03	08/22/2012	FOR APPROVAL
04	08/22/2012	ISSUED FOR CITY PERMIT
05	08/22/2012	ISSUED FOR CITY REVIEW
06	08/22/2012	ISSUED FOR CITY REVIEW
07	08/22/2012	ISSUED FOR RFP

L1.12



PLAY STRUCTURE



KOMPON - BLOCKS

SITE FURNITURE



LANDSCAPE FORMS - BIKE

LIGHTING



SCHREIBER - FURIO 3



SCHREIBER - ALURA LED

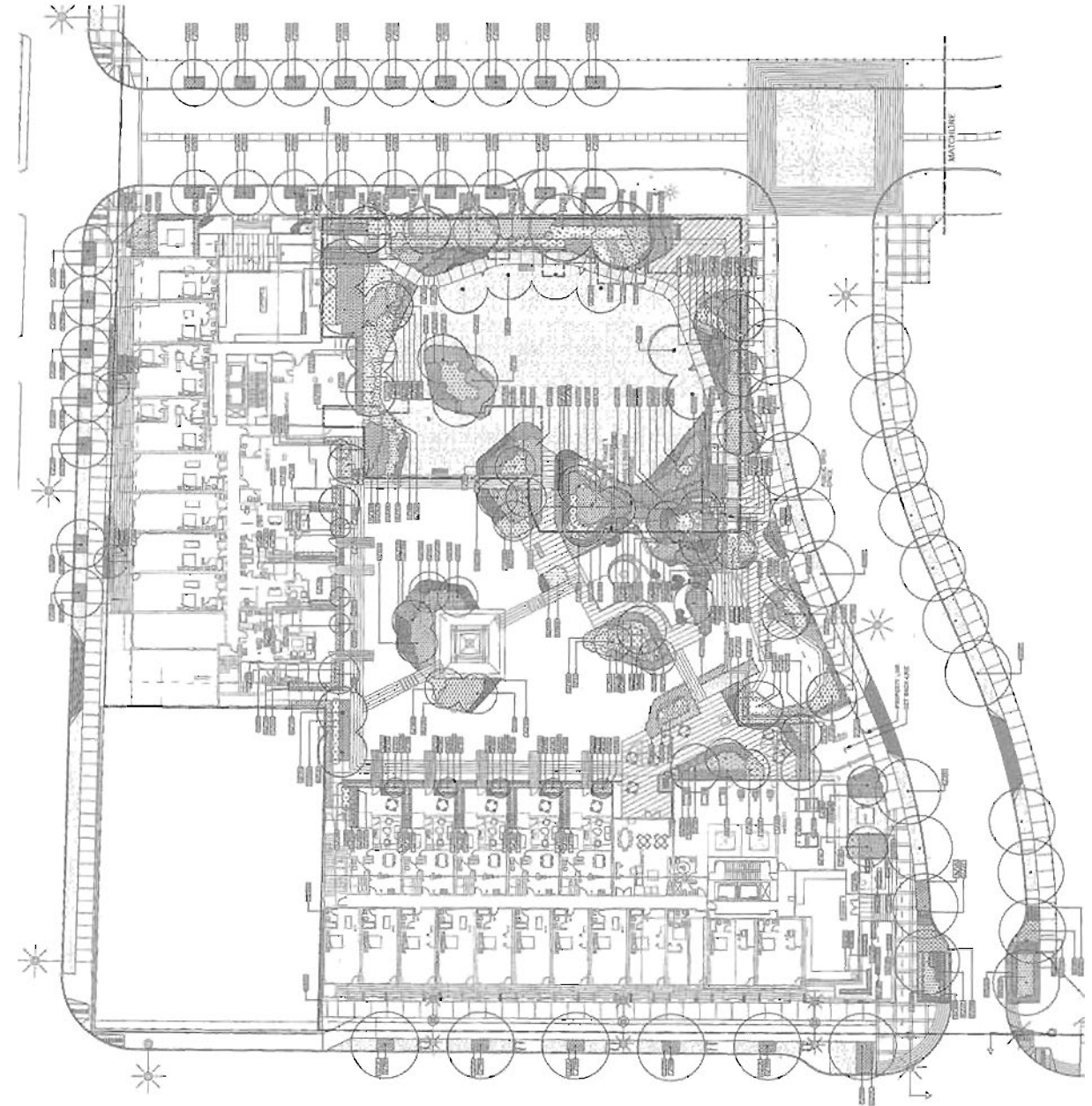
Demové Gardens

DP 12611486

IMAGE BOARD #7m

DATE		BY	REVISION
11/18		as shown	
PROJECT	11/18		
DATE	Project 11/18/14		
SCALE	1:100		
DATE	11/18/14 11:28:34 AM		
SCALE	1:100		
DATE			
SCALE			

L 1.13



NO. 001	CONCORD GARDENS
NO. 002	PHASE 1 & 2
NO. 003	LANDSCAPE ARCHITECTURE
NO. 004	PLANTING PLAN
NO. 005	SCALE: 1" = 20'-0"
NO. 006	DATE: 11/15/2011
NO. 007	PROJECT: 1118 S. PULASKI AVE., CHICAGO, IL
NO. 008	CLIENT: [REDACTED]
NO. 009	ARCHITECT: [REDACTED]
NO. 010	ENGINEER: [REDACTED]

Concord Gardens
 12611486
 #70
 Planting Plan
 Phase 1 & Interim Park

NO. 001	CONCORD GARDENS
NO. 002	PHASE 1 & 2
NO. 003	LANDSCAPE ARCHITECTURE
NO. 004	PLANTING PLAN
NO. 005	SCALE: 1" = 20'-0"
NO. 006	DATE: 11/15/2011
NO. 007	PROJECT: 1118 S. PULASKI AVE., CHICAGO, IL
NO. 008	CLIENT: [REDACTED]
NO. 009	ARCHITECT: [REDACTED]
NO. 010	ENGINEER: [REDACTED]

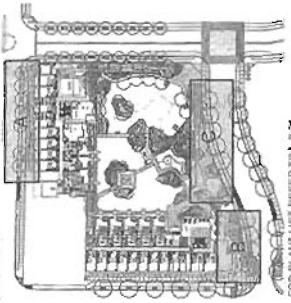
FOR PLANT LIST REFER TO SHEET L2.01

PLANTING GENERAL NOTES

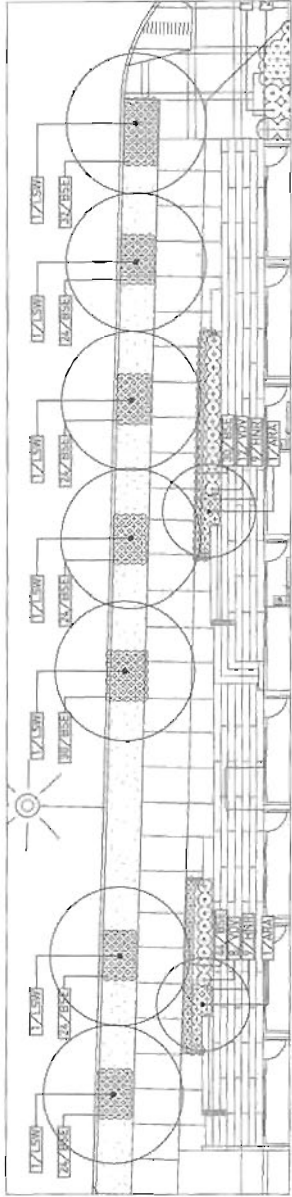
1. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
2. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
3. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
4. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
5. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
6. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
7. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
8. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
9. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.
10. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE ILLINOIS PLANTING MANUAL, 11TH EDITION, 2008, PUBLISHED BY THE ILLINOIS PLANTING MANUAL BOARD.

L 2.02

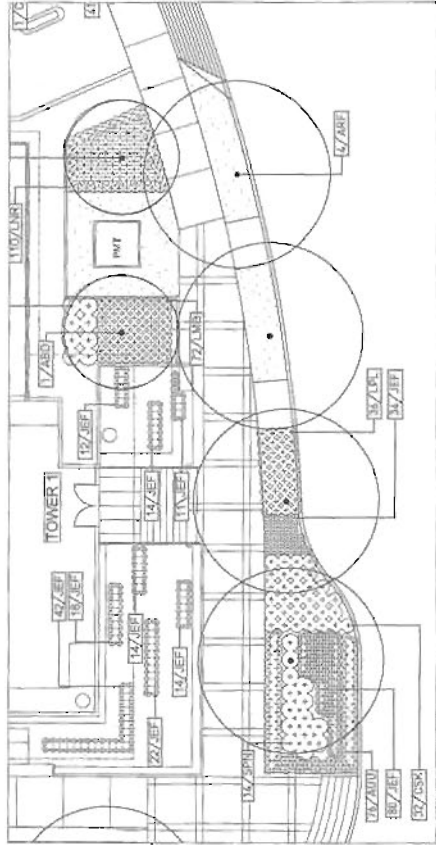
KEY PLAN



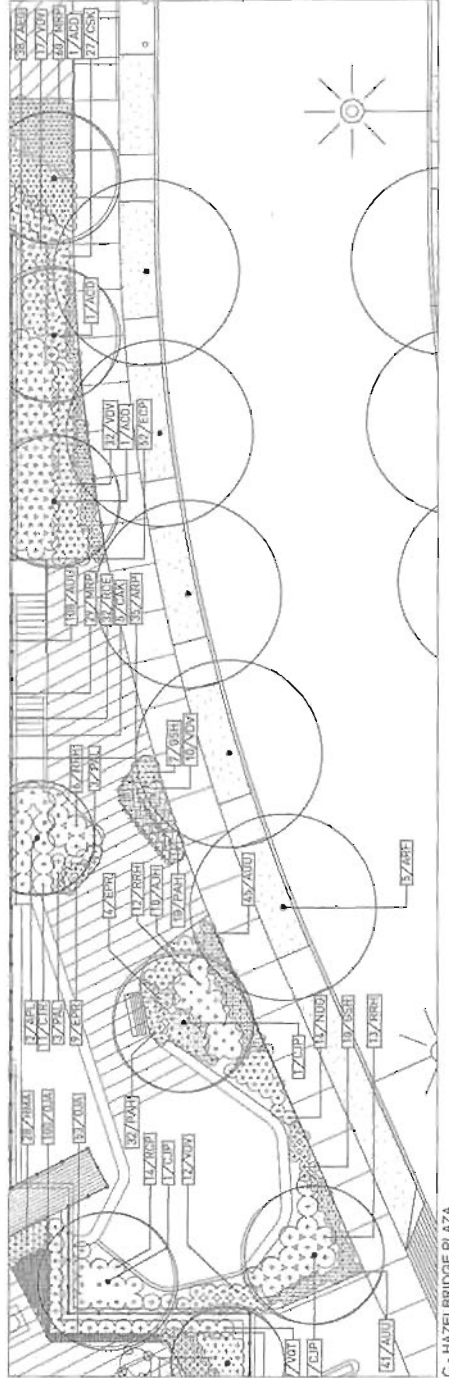
FOR PLANT LIST REFER TO L.2.01



A - LIVE / WORK PATIO
Scale 1/8"=1'-0"



B - TOWER 1 ENTRY
Scale 1/8"=1'-0"



C - HAZELBRIDGE PLAZA
Scale 1/8"=1'-0"



PROJECT NO. 12611486
 DATE 12/15/10
 DRAWN BY J. HARRIS
 CHECKED BY J. HARRIS
 APPROVED BY J. HARRIS
 PROJECT NAME 12611486
 PROJECT ADDRESS 12611486

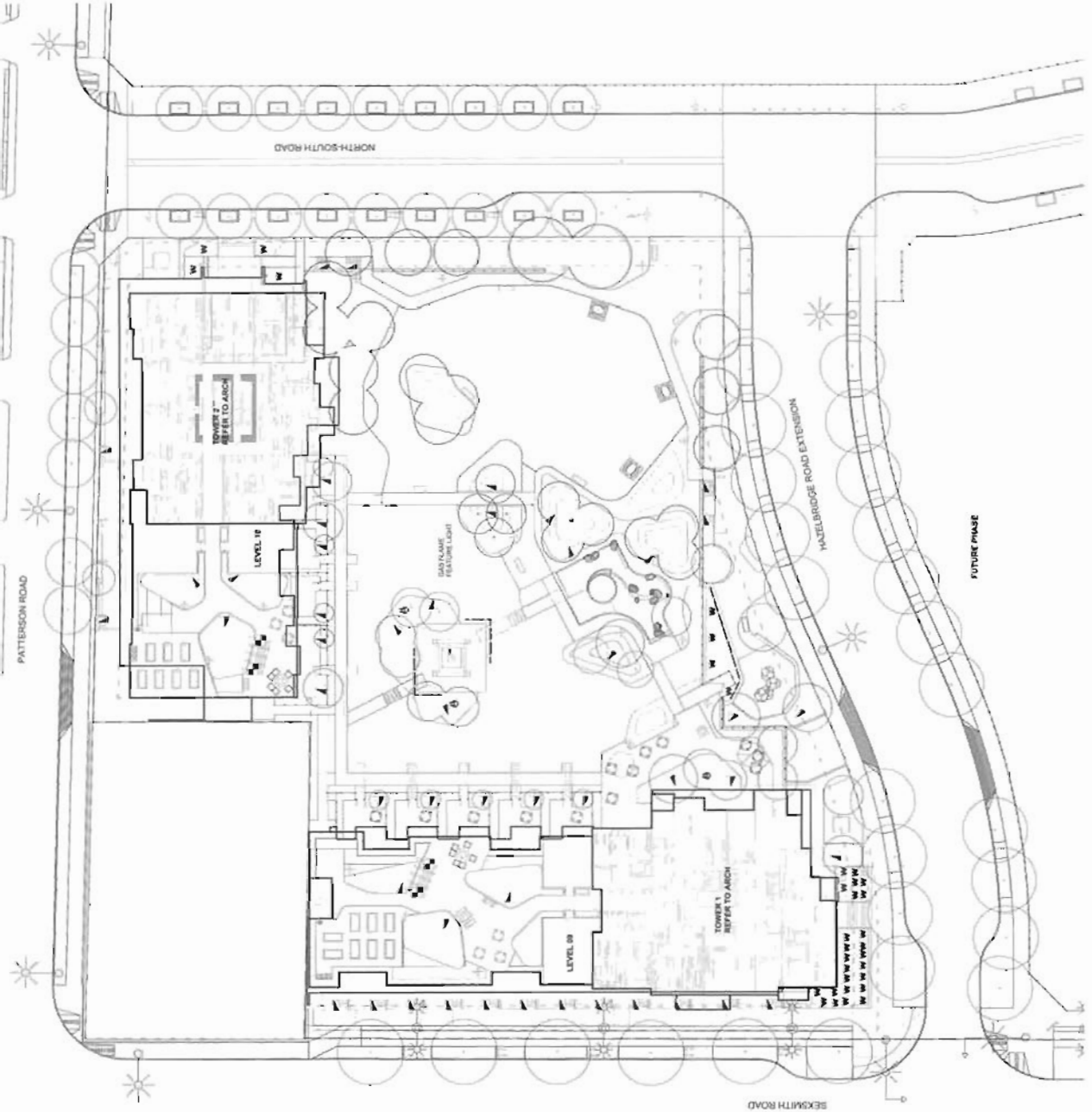
DR 12611486
 #7P

PROJECT NO. 12611486
 DATE 12/15/10
 DRAWN BY J. HARRIS
 CHECKED BY J. HARRIS
 APPROVED BY J. HARRIS
 PROJECT NAME 12611486
 PROJECT ADDRESS 12611486

PROJECT NO. 12611486
 DATE 12/15/10
 DRAWN BY J. HARRIS
 CHECKED BY J. HARRIS
 APPROVED BY J. HARRIS
 PROJECT NAME 12611486
 PROJECT ADDRESS 12611486

PROJECT NO.	12611486
DATE	12/15/10
DRAWN BY	J. HARRIS
CHECKED BY	J. HARRIS
APPROVED BY	J. HARRIS
PROJECT NAME	12611486
PROJECT ADDRESS	12611486

L 2.03



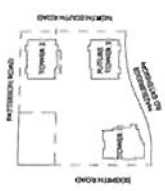
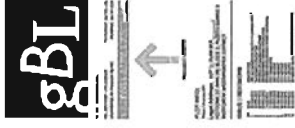
Item	Description	Quantity
1	RECESSED DOWNLIGHT	100
2	TRACK LIGHT	50
3	WALL MOUNTED LIGHT	20
4	POLE MOUNTED LIGHT	10
5	STREET LIGHT	5
6	AREA LIGHT	5
7	SCULPTURAL LIGHT	5
8	OUTDOOR WALL LIGHT	5
9	OUTDOOR WALL LIGHT	5
10	OUTDOOR WALL LIGHT	5
11	OUTDOOR WALL LIGHT	5
12	OUTDOOR WALL LIGHT	5
13	OUTDOOR WALL LIGHT	5
14	OUTDOOR WALL LIGHT	5
15	OUTDOOR WALL LIGHT	5
16	OUTDOOR WALL LIGHT	5
17	OUTDOOR WALL LIGHT	5
18	OUTDOOR WALL LIGHT	5
19	OUTDOOR WALL LIGHT	5
20	OUTDOOR WALL LIGHT	5

Concord Gardens
 DP 12611486
 #75
 LIGHTING PLAN

Scale: 1" = 20'-0"

DATE: 11/15/11
 DRAWN BY: J. B. B. B. B.
 CHECKED BY: J. B. B. B. B.
 PROJECT: CONCORD GARDENS
 SHEET: L3.01

L3.01



- MATERIALS LEGEND**
- 1 WHITE PORTLAND CEMENTITIOUS CONCRETE
 - 2 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 3 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 4 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 5 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 6 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 7 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 8 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 9 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 10 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 11 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 12 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND
 - 13 POLYMER MODIFIED ASPHALT CONCRETE, TYPICAL AND



WEST ELEVATION
2024/01/16/20

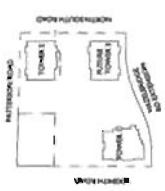
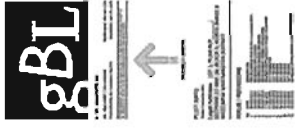
R 12611486 #8



CONCORD GARDENS
PHASE 1
RICHMOND, BC
FOR CONCORD PACIFIC



A-5.04



SOUTH ELEVATION
HAZELBRIDGE ROAD LOOKING THROUGH THE TEMPORARY PARK

DR 12611486
#106

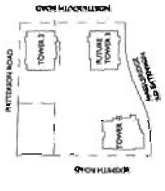
CONCORD PUBLIC

CONCORD GARDENS
PHASE 1
PROBATION, BC
ARCHITECTURE

HAZELBRIDGE RD
ELEVATION - NO TREES

101

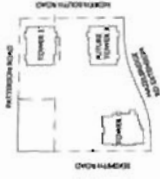
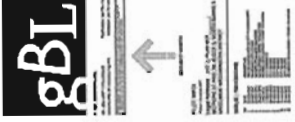
A-5.08



DR 12611486
#11a

CONCORD PACIFIC
CONCORD GROUPS
PHASE 1
PHOENIX, AZ
FOR CONCORD PHASE
NORTH-SOUTH RD
ELEVATION
1131
A-5.01

EAST ELEVATION
NORTH-SOUTH ROAD LOCATED THROUGH THE TEMPOREZZY PARK



EAST ELEVATION
WITH BOUNDARY LOOKING THROUGH THE TEMPORARY FENCE

DP 12611486
#116

CONCORD PACIFIC
 CONCORD GARDENS
 PHASE 1
 10000 DON WALTERS ROAD
 NORTH/SOUTH RD
 ELEVATION - NO TREES

A-5.06



Project Name	
Client	
Address	
City	
State	
Zip	
Phone	
Fax	
Website	
Notes	

BATHROOMS

- 20) AT LEAST ONE BATHROOM SHALL:
- A) HAVE A TOILET POSITIONED WITH THE CENTRE LINE OF THE TOILET 400 mm TO 460 mm FROM A SIDE WALL ON BAR SIDE OR IN FRONT OF THE TOILET; AND AT LEAST 1000 mm FROM ANY OBSTRUCTION ON THE NON-BAR SIDE OF THE TOILET; AND
 - B) HAVE A CLEARANCE AREA AT THE SINK OF 700 mm BY 700 mm FOR A 700mm APPROACH AND CENTERED ON THE SINK.
 - C) HAVE A MINIMUM CLEAR AREA OF 9140 mm IN DEPTH ALONG THE FULL LENGTH OF THE BATHTUB.
 - D) HAVE STRUCTURAL REINFORCEMENT IN WALLS BEHIND AND BESIDE THE TUB AND THE WALLS AROUND THE TUB FOR SHOWER.
 - E) INCLUDE EASY TO GRASP HANDLES ON FAUCETS, E.G. LEVER-TYPE FAUCETS.

- 21) WHERE BATHROOMS ARE PROVIDED TO SERVE A COMMON APARTMENT SPACE, AT LEAST ONE SHALL BE WHEELCHAIR ACCESSIBLE AS DESCRIBED IN THE BUILDING CODE AND THE TOP OF THE SINK OF THE TOILET BY THAT ONE BATHROOM SHALL BE 460 mm ABOVE THE FLOOR.

KITCHENS

- 22) THE KITCHEN MUST HAVE
- A) SOME USABLE COUNTER SPACE AND CUPBOARDS THAT INCLUDING PEOPLE WITH WHEELCHAIRS, E.G. ADJUSTABLE COUNTER BETWEEN THE STOVE AND SINK; BOARDS AT 810 mm HEIGHT; AND PULL-OUT CABINET SHELVES;
 - B) EASY TO GRASP HANDLES ON FAUCETS, E.G. LEVER-TYPE FAUCETS;
 - C) TYPE CABINET HANDLES AND GRAB EDGES UNDER COUNTERS;
 - D) TASK LIGHTING AT SINK, STOVE AND KEY WORK AREAS; AND
 - E) PLUMBING AND UTILITY RIPS LOCATED TO PROVIDE FOR A POTENTIAL 810 mm WIDE UNDER COUNTER SPACE FOR CONVERSION OF COUNTER SPACE AND SINKS TO BEING UNIVERSALLY ACCESSIBLE FOR KNEE SPACE UNDER THE SINK WHERE THERE IS A COUNTER TOP STOVE BUILT IN.

BEDROOM AND CLOSET

- 23) THE SPACE AROUND A BED IN A DWELLING UNIT THAT CONSISTS OF A BACHELOR SUITE AND AT LEAST ONE BEDROOM IN ANY OTHER DWELLING UNIT SHALL HAVE SUFFICIENT SPACE TO PROVIDE A TURNING DIAMETER OF 1500 mm ON ONE SIDE OF A DOUBLE BED.
- 24) THE CLOSET IN A DWELLING UNIT THAT CONSISTS OF A BACHELOR SUITE AND AT LEAST ONE BEDROOM IN EVERY OTHER DWELLING UNIT SHALL HAVE A CLEAR OPENING OF AT LEAST 900 mm, CLEAR FLOOR SPACE OF AT LEAST 750 mm BY 1200 mm AND A CLOTHES HANGER ROD THAT CAN BE LOWERED TO 1200 mm.

PATIOS AND BALCONIES

- 25) ACCESS DOORS SHALL HAVE A MINIMUM CLEAR OPENING OF 860.0 mm.
- 26) MINIMUM DIMENSIONS OF ANY BALCONY OR PATIO SHALL BE 1500.0 mm BY 1500.0 mm.

ALL REMAINING SUITS WILL INCORPORATE AGING IN PLACE FEATURES:

- STAIRWELL HANDRAILES
- LEVER TYPE HANDLES FOR PLUMBING FIXTURES, DOOR HANDLES, LOCKS AND DOOR KNOBS
- SCISSOR TOILET SEAT FOR FUTURE GRAB
- 6400 RESIST TOILET, BATH TUB AND SHOWER.

BASIC UNIVERSAL HOUSING FEATURES - NOTES

* DENOTES UNITS THAT INCORPORATE "BASIC UNIVERSAL HOUSING FEATURES" WILL COMPLY WITH RICHMOND ZONING BYLAW

- 1) AN AUTOMATIC DOOR OPENER SHALL BE PROVIDED FOR THE MAIN ENTRY. (MAIN LOBBY)
- 2) ROLL-OVER SWITCHING FOR AN AUTOMATIC DOOR OPENER SHALL BE PROVIDED AT EACH UNIT ENTRY DOOR.
- 3) THE MINIMUM CLEAR OPENINGS FOR ALL ENTRY DOORS TO EVERY DWELLING UNIT AND DOORS IN COMMON AREAS SHALL BE NO LESS THAN 850 mm WHICH WILL BE PROVIDED BY A SWING DOOR. AT LEAST ONE BEDROOM AND ONE BATHROOM IN EVERY DWELLING UNIT SHALL BE NO LESS THAN 800 mm.
- 4) DOORS IN EVERY DWELLING UNIT AND COMMON AREAS SHALL BE OPERABLE BY DEVICES THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING OF "Wrist".
- 5) FLUSH THRESHOLDS THROUGHOUT THE BUILDING SHALL BE A MAXIMUM OF 13 mm IN HEIGHT.
- 6) MECHANICAL ROOMS, SERVICE AREAS, CLOSETS, ETC. SHALL BE ACCESSIBLE BY A CLEAR WALKWAY TO A PERSON WITH A WHEELCHAIR. ACCESS IS NOT REQUIRED AND ACCESS TO A PERSON WITH A WHEELCHAIR IS NOT ANTICIPATED.
- 7) ENTRY DOORS TO EVERY DWELLING UNIT AND DOOR ASSEMBLIES IN COMMON AREAS SHALL HAVE A CLEAR AND LEVEL AREA WHICH IS NOT LESS THAN THE FOLLOWING:
- A) 1200 mm LONG BY 1200 mm WIDE.
 - B) THE DOOR SWINGS TOWARD THE AREA (FULL DOOR). 1200 mm LONG BY WIDTH OF THE DOOR PLUS AT LEAST 600 mm CLEAR SPACE ON THE LATCH SIDE.
 - C) WHERE THE DOOR SWINGS AWAY FROM THE AREA (FULL DOOR), 1200 mm LONG BY WIDTH OF THE DOOR PLUS AT LEAST 600 mm CLEAR SPACE ON THE LATCH SIDE.
 - D) WHERE THERE ARE DOORS IN A SERIES IN COMMON AREAS, THE CLEARANCE SHALL BE THE WIDTH OF THE DOOR PLUS THE WIDTH OF THE DOOR SWING AT LEAST 1200 mm BY 1200 mm LONG CLEAR AREA AND 600 mm CLEAR SPACE.
- IF A DOOR IN COMMON AREAS IS PROVIDED FOR FUTURE CONVERSION FOR AN AUTOMATIC DOOR OPENER.

CORRIDOR WIDTH

- 9) COMMON CORRIDORS SHALL BE NO LESS THAN 1200 mm WIDE.

FLOOR SURFACES

- 10) FLOOR SURFACES THROUGHOUT THE BUILDING SHALL HAVE NO TRIP OR FALL HAZARD. A MAXIMUM BREAK OF THE FLUSH THRESHOLD OF 13 mm HEIGHT.
- 11) FLOOR SURFACES SHALL BE SLIP RESISTANT.
- 12) WHERE CARPETS ARE USED, THEY MUST BE FIRMLY FIXED, HAVE A FIRM UNDERLAY AND FILE UNDER 13.0 mm HEIGHT.
- 13) WINDOWS WHICH ARE ACCESSIBLE SHALL HAVE A WINDOW SILL HEIGHT THAT DOES NOT EXCEED 750 mm ABOVE THE FLOOR TO AFFORD SEATED VIEWING. AT LEAST ONE WINDOW IN THE BEDROOM SHALL HAVE A WINDOW IN THE LIVING ROOMS SHALL AFFORD SEATED VIEWING.
- 14) WINDOWS WHICH ARE ACCESSIBLE SHALL HAVE OPENING MECHANISMS OPERABLE WITH ONE HAND AND OF A TYPE THAT DOES NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF THE UNIT.

OUTLETS AND SWITCHES

- 15) LIGHT SWITCHES, ELECTRICAL PANELS AND INTERCOM BUTTONS SHALL BE A MAXIMUM 1200 mm FROM THE FLOOR.
- 16) ELECTRICAL OUTLETS, CABLE OUTLETS AND TELEPHONE JACKS SHALL BE LOCATED NOT LESS THAN 450 mm FROM THE FLOOR.
- 17) THERMOSTATS SHALL BE LOCATED BETWEEN 900 mm TO 1350 mm FROM THE FLOOR.
- 18) OPERABLE PART OF CONTROLS SHALL BE LOCATED WITHIN REACH OF THE CLEAR FLOOR AREA THAT HAS A WIDTH OF NOT LESS THAN 750 mm.
- 19) LIGHT SWITCHES WILL BE ROCKER OR PADDLE-TYPE SWITCHES.

GENERAL BUILDING HANDICAPPED REQUIREMENTS

- EXTERIOR**
- RAMP, WALKWAYS, HANDRAILS TO BE CONSTRUCTED TO MEET BCBC, CURRENT EDITION
- GENERAL**
- ALL THRESHOLDS TO BE A MAXIMUM OF 12"
 - IT IS RECOMMENDED ALL EXIT DOORS HAVE A CONTRASTING OR DIFFERENT COLOR FROM WALL SURFACES
- EXTERIOR FRONT ENTRY**
- PROVIDE POWER ASSISTED ENTRY DOORS
 - PROVIDE HANDICAPPED ACCESSIBLE INTERPHONE'S
 - PROVIDE HANDICAPPED ACCESSIBLE CONTROLS BY FIRE FIGHTERS AT ANNUNCIATOR PANELS PROVIDED WITH VOICE MESSAGE CAPABILITY
- INTERIOR LOBBY**
- FLOOR FINISH TO BE NON SLIP
 - PROVIDE STAIR TURNING RADIUS IN FRONT OF MAILBOXES
- STAIRS**
- ALL TO MEET BCBC, CURRENT EDITION, INCLUDING TACTILE WARNING STRIPS AND HANDRAILS
- CORRIDORS**
- OBSTRUCTIONS IN CORRIDORS TO MEET MAXIMUM PROJECTION REQUIREMENTS OF BC BUILDING ACCESS HANDBOOK, CURRENT EDITION
 - PROVIDE VISUAL ALARMS WHERE FIRE CONSIGNS ARE INSTALLED TO MEET BCBC, CURRENT EDITION
- DOORS**
- ACCESS TO EXIT DOORS THAT OPEN INTO OR LOCATED IN PUBLIC CORRIDOR MUST MEET BC BUILDING ACCESS HANDBOOK, CURRENT EDITION - 3'-0" WIDE DOORS MINIMUM DOOR ACCESS FOR IN-SWINGING DOORS - PROVIDE 24" TO WALL ON LATCH SIDE
 - DOOR ACCESS FOR OUT-SWINGING DOORS - PROVIDE 12" TO WALL ON LATCH SIDE
 - ALL THRESHOLDS TO BE EITHER LEVER TYPE OR MAXIMUM OF 12"
 - ALL THRESHOLDS IN HIC SUITES TO BE A MAXIMUM OF 12"
 - INSTALL 12" PULLS ON ALL POCKET DOORS (MINIMUM DOOR SIZE OF 3'-0")
 - INSTALL 12" PULLS ON ALL PATIO TYPE DOORS
 - ASSURE DOOR OPENING IS AT LEAST 2'-10" CLEAR WITH DOOR IN OPEN POSITION
 - ASSURE 3 FOOT TURNING RADIUS INSIDE AND OUTSIDE SUITE
 - PROVIDE HANDICAPPED ACCESSIBLE INTERPHONE'S, CURRENT EDITION
 - ADJUST DOOR CLOSER TENSION FORCES TO MEET HIC REQUIREMENTS.

DP12611486 #15

CONCORD
CORPORATION
PHASE 1
RICHMOND, BC
V6V 2K6

Project Name	
Client	
Address	
City	
State	
Zip	
Phone	
Fax	
Website	
Notes	

A-4.01



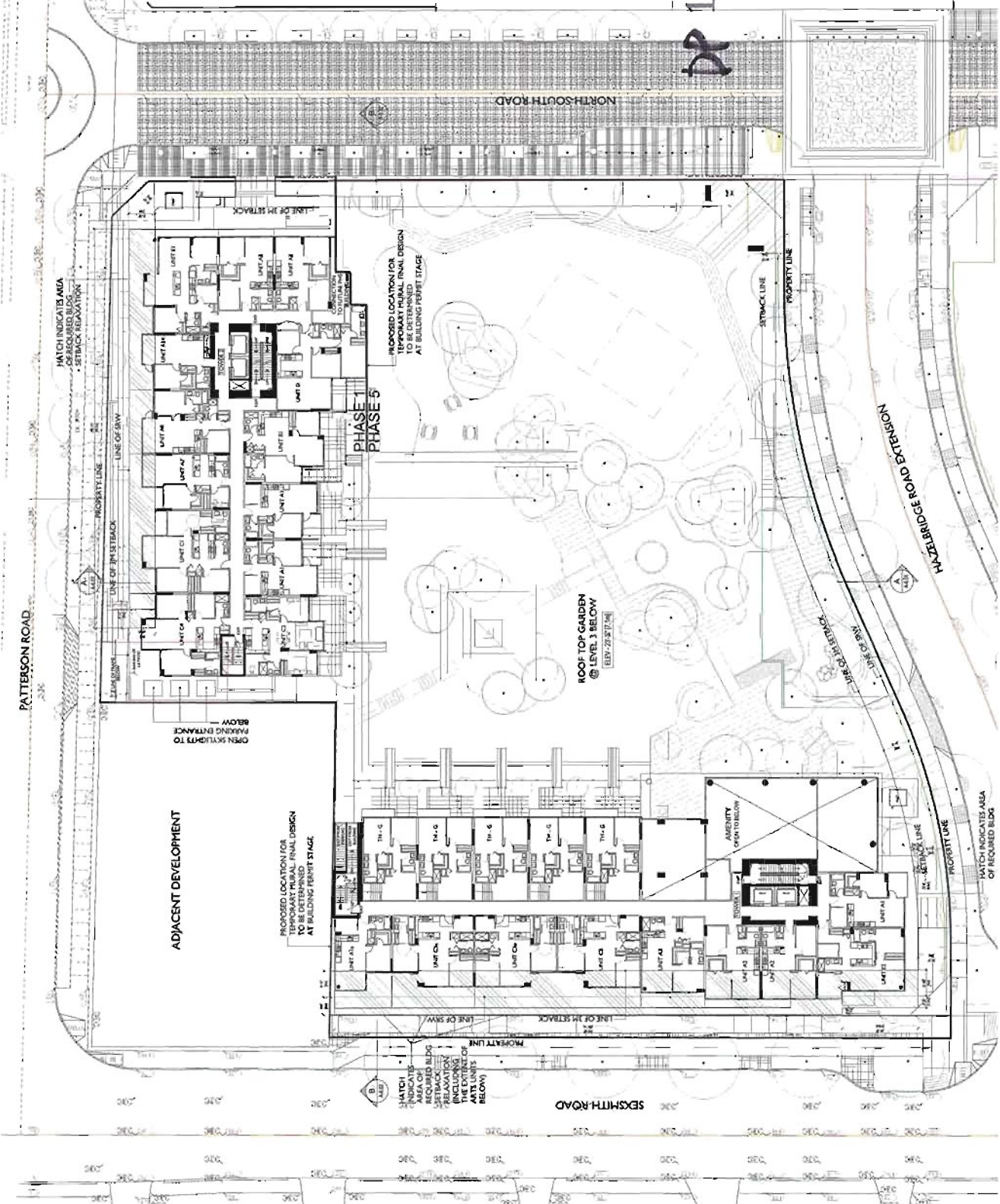
PROJECT NO.	12611486
DATE	11/15/11
SCALE	AS SHOWN
DRAWN BY	...
CHECKED BY	...
DATE	...

12611486
#16a

CONCORD PACIFIC
CONCORD GARDENS
PHASE 5
RECONSTRUCTION
PER CONCORD PACIFIC

LEVEL	1
DATE	11/15/11
SCALE	AS SHOWN
DRAWN BY	...
CHECKED BY	...
DATE	...

A-3.02





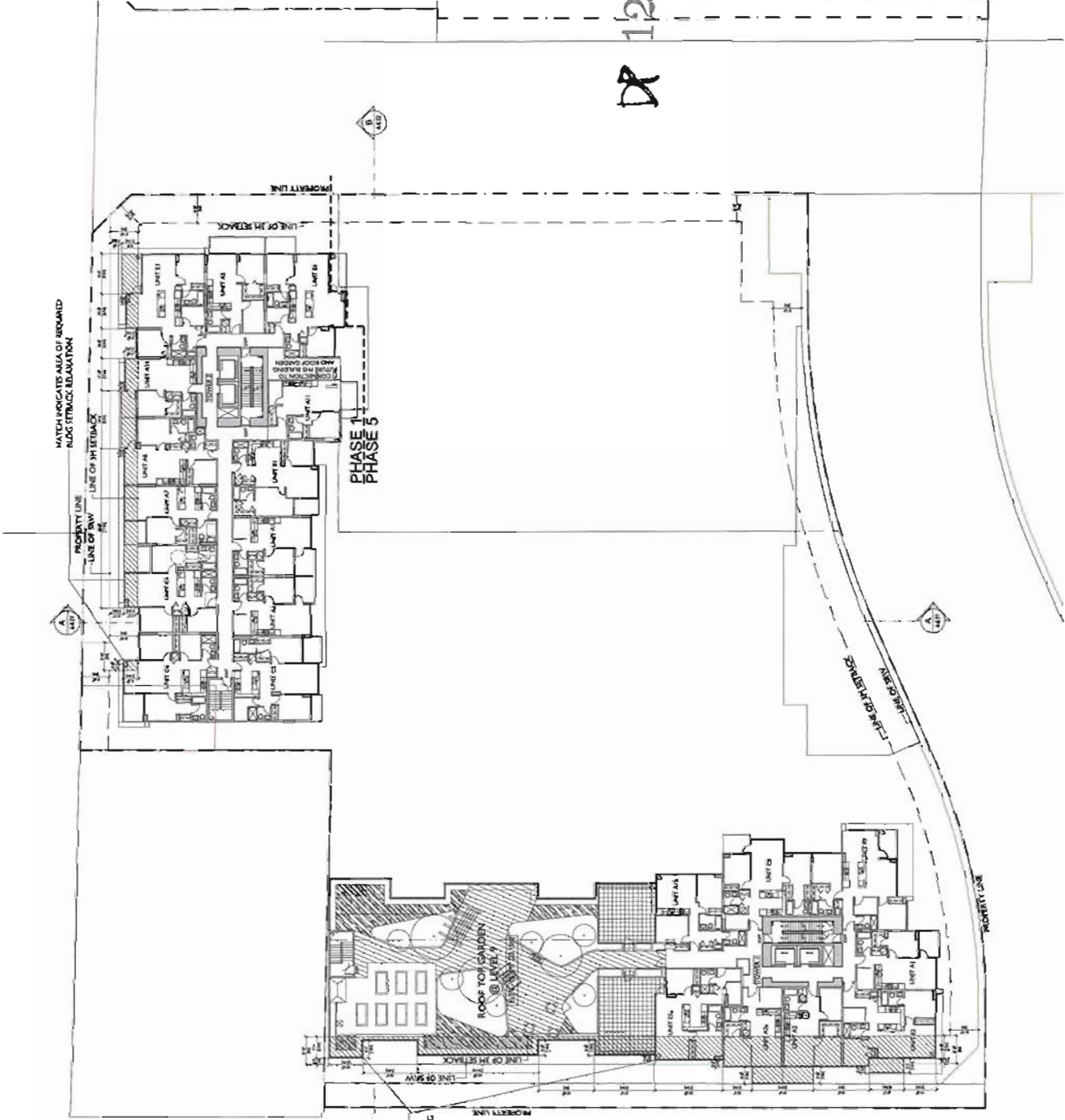
DATE: 11/15/11
 PROJECT: CONCORD GARDENS PHASE II
 DRAWING: FLOOR PLAN - LEVEL 9
 SHEET: A-3.04

DR 12611486 #160



CONCORD GARDENS
 PHASE II
 FLOOR PLAN - LEVEL 9

LEVEL 9
 PAGE 1
 A-3.04



CONCORD PACIFIC
 CONCORD GARDENS
 PHASE II
 FLOOR PLAN - LEVEL 9
 A-3.04



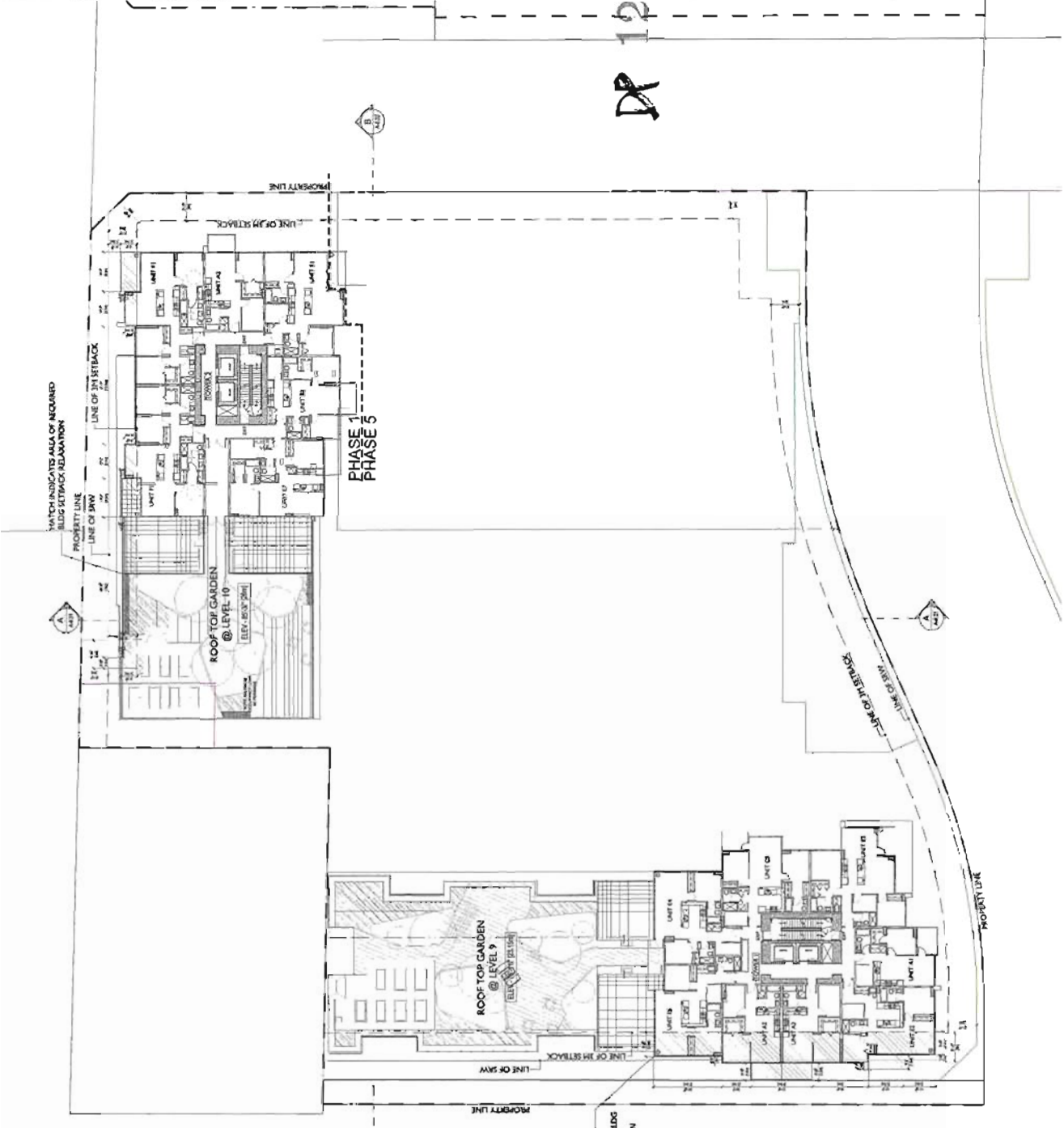
DATE: 11/11/14
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: CONCORD GARDENS PHASE 1
 SHEET: A-3.05

DR 12611486 #16d



CONCORD GARDENS
 PHASE 1
 PLANNING, DE
 ARCHITECTURE

A-3.05



HATCH INDICATE AREA OF ACQUIRED
 BUILDING TRACK RELATION

HATCH
 INDICATE
 AREA OF
 ACQUIRED
 BUILDING
 TRACK
 RELATION

LEVEL 10

11/11/14
 11/11/14

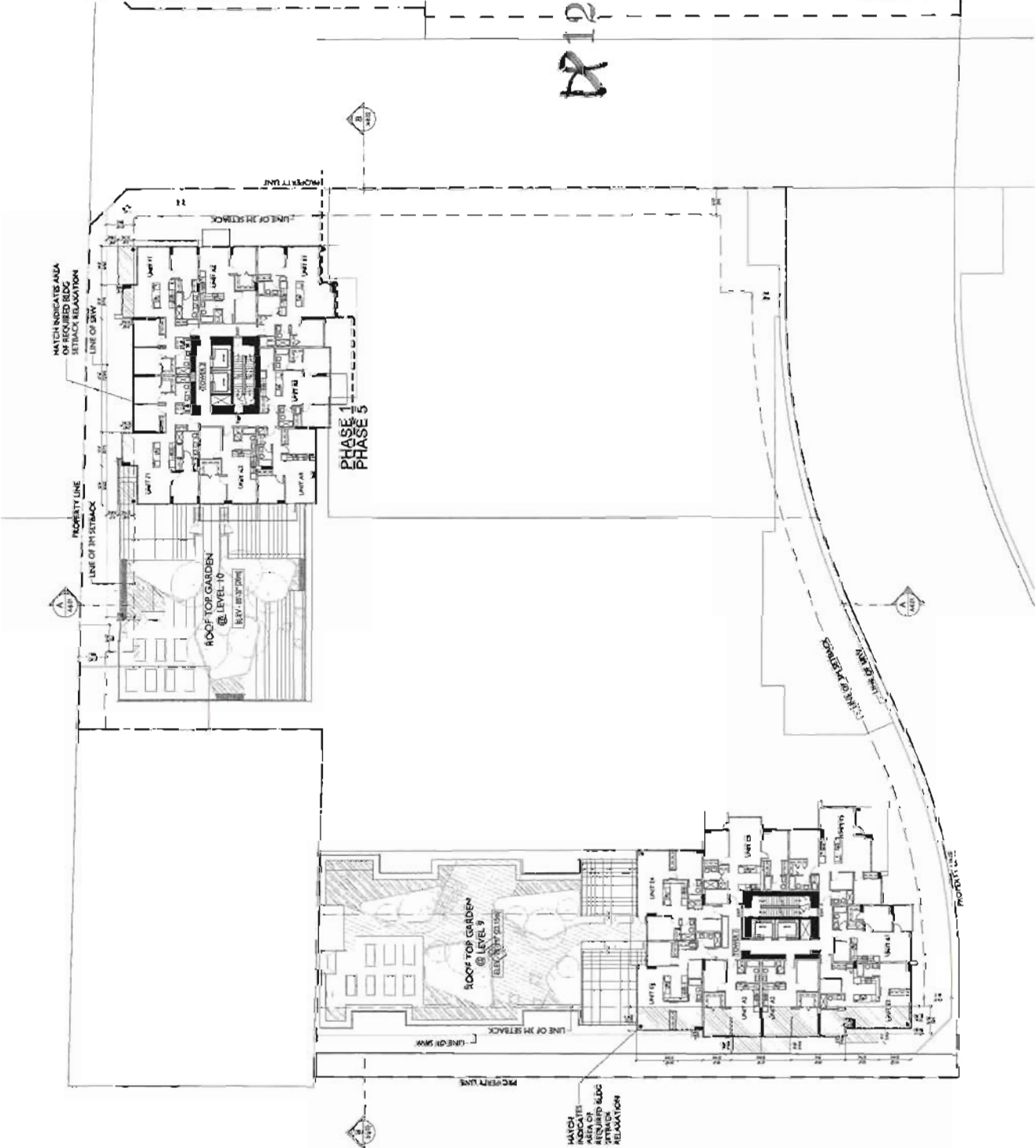


DATE: 02-23-2011 11:53 AM
 PROJECT: CONCORD GARDENS PHASE 1
 DRAWING: FLOOR PLAN
 SHEET: A-3.06

R 12 611486 #16e



CONCORD GARDENS
 PHASE 1
 1100 W. 11th St.
 HOUSTON, TX 77002
 LEVEL 11 & 12
 DATE: 02-23-2011 11:53 AM
 A-3.06





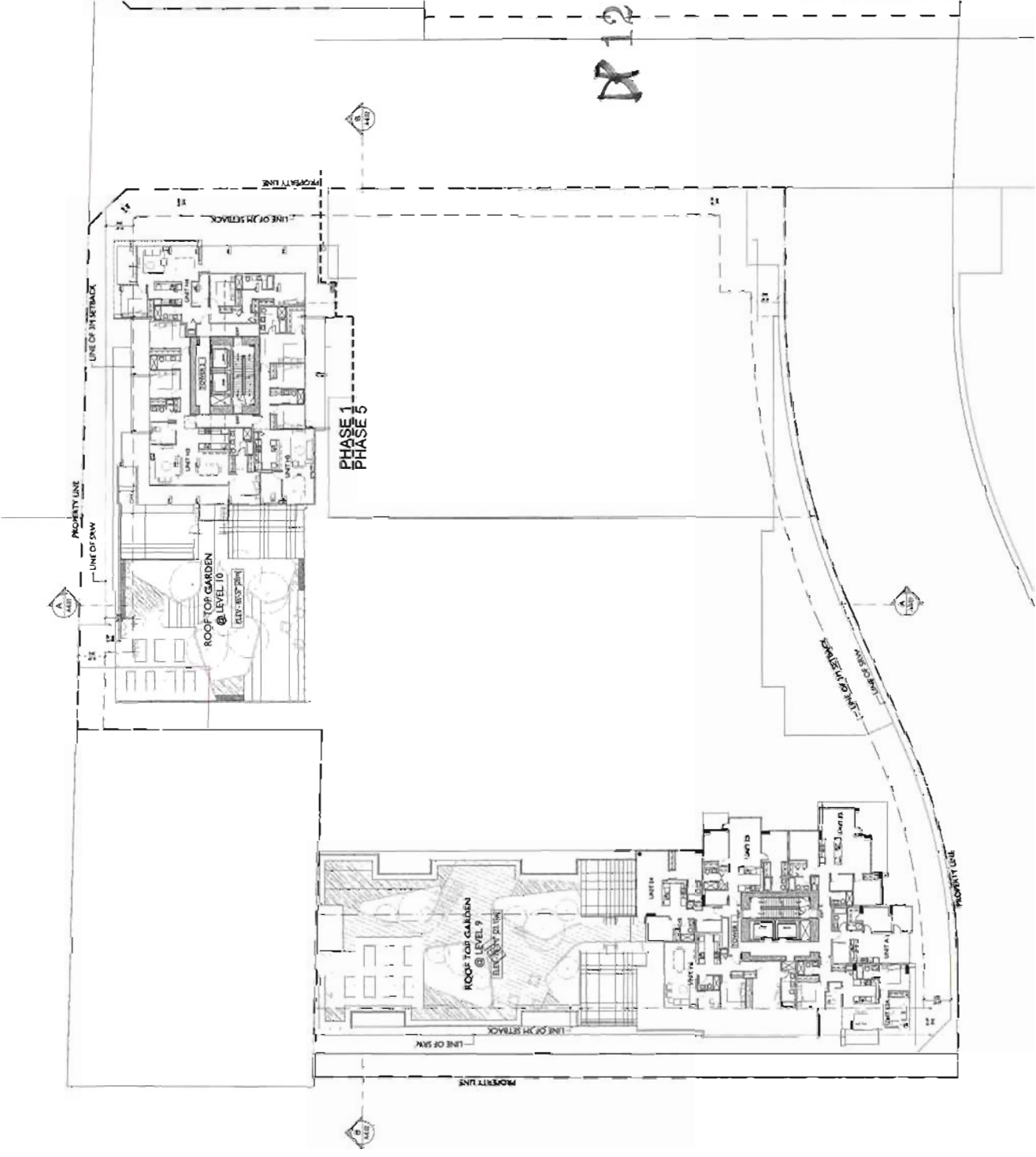
PROJECT: CONCORD GARDENS PHASE 7
 LOCATION: 12611 48th Avenue, Richmond, BC
 DATE: 01/13/2013
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

12611 48th
 #169



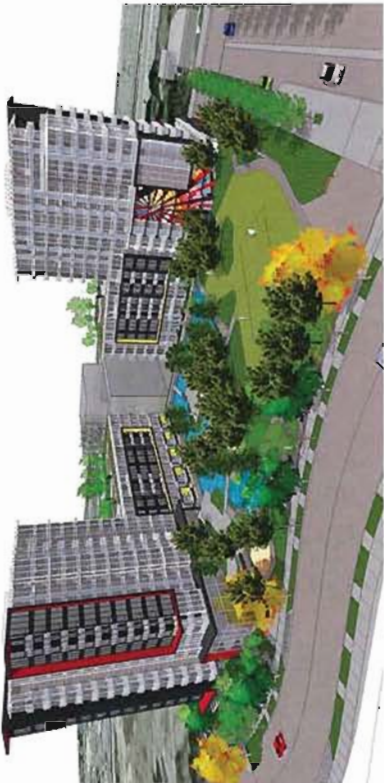
CONCORD PACIFIC
 CONCORD GARDENS
 PHASE 7
 RICHMOND, BC
 01/13/2013

A-3.08





PROJECT INFORMATION
 PROJECT NAME: CONCORD GARDENS PHASE 1
 PROJECT ADDRESS: 12611 486 STREET, RICHMOND, BC
 CLIENT: CONCORD PACIFIC
 ARCHITECT: GBL
 DATE: 2023



VIEW FROM SOUTH EAST CORNER



VIEW FROM NORTH WEST CORNER



VIEW FROM SOUTH WEST CORNER



VIEW ALONG PATTERSON

DP 12611486
 REFERENCE



CONCORD GARDENS
 PHASE 1
 RICHMOND, BC
 ARCHITECTURE

PERSPECTIVE VIEWS
 1/15

A-0.05

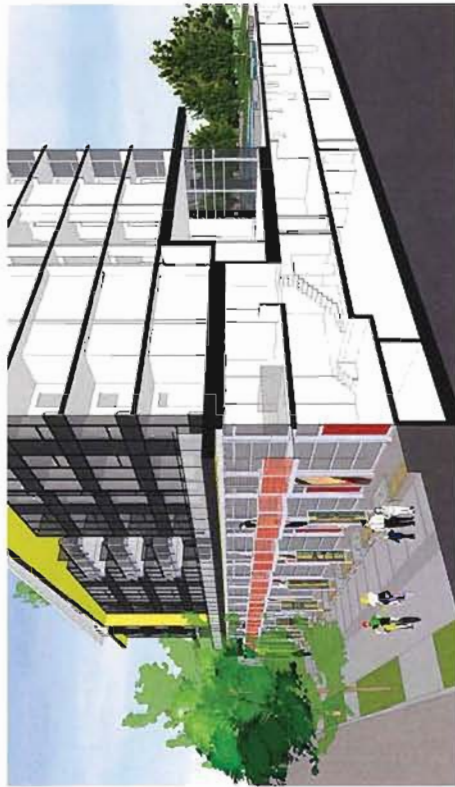


VIEW OF ARTS UNITS ALONG SEXSMITH

DP 12611486
Reference



ARTS SECTIONAL PERSPECTIVE ALONG PATTERSON



ARTS SECTIONAL PERSPECTIVE ALONG SEXSMITH



PERSPECTIVE VIEWS
A-0.07



LEGEND:

INDICATES ARTS SPACE IN EACH UNIT

Unit (U-13)	Artists Space	Artists Space	Artists Space	% of
	Area	Area	Area	Area
	SQ. FT.	SQ. FT.	SQ. FT.	SQ. FT.
A	568	100	63%	100%
A1	274	274	0	100%
A2	274	274	0	100%
A3	290	233	30	67%
B	269	204	65	76%
C	301	199	101	66%

Ceiling Height of World Studio Space

3.25 m	5.74 m	3.65 m	6.14 m
--------	--------	--------	--------

NOTES:

1. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

2. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

3. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

4. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

5. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

6. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

7. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

8. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

9. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.

10. ALL ARTS SPACE IS TO BE LOCATED IN THE UPPER LEVEL OF EACH UNIT.



ARTS - A
UPPER LEVEL - 317 SQ.FT

ARTS - A1
UPPER LEVEL - 317 SQ.FT
Optional access to Residential Corridor @ Lvl 3

ARTS - A2
LOWER LEVEL - 586 SQ.FT
1 BED 1.5 BATH (LOFT)
TOTAL AREA = 742 SQ.FT
ARTS AREA = 274 SQ.FT

ARTS - A3
LOWER LEVEL - 356 SQ.FT
UPPER LEVEL - 356 SQ.FT

ARTS - B
LOWER LEVEL - 503 SQ.FT
1 BED 1.5 BATH (LOFT)
TOTAL AREA = 880 SQ.FT
ARTS AREA = 249 SQ.FT

ARTS - B1
UPPER LEVEL - 377 SQ.FT

ARTS - B2
LOWER LEVEL - 648 SQ.FT
2 BED 1.5 BATH (LOFT)
TOTAL AREA = 1,097 SQ.FT
ARTS AREA = 300 SQ.FT

ARTS - C
LOWER LEVEL - 449 SQ.FT
UPPER LEVEL - 449 SQ.FT

12611486
REFERENCE



UNIT PLANS
ARTS & CULTURE UNITS

U-13	113
U-14	113
U-15	113

A-4.09