



City of
Richmond

Report to Development Permit Panel
Planning and Development Department

To: Development Permit Panel

Date: February 12, 2013

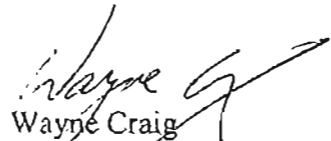
From: Wayne Craig
Director of Development

File: DP 12-617639

Re: Application by Hollybridge Limited Partnership for a Development Permit at
5440 Hollybridge Way

Staff Recommendation

That a Development Permit be issued which would permit the construction of the first phase of a three-phase, high-rise, mixed use development at 5440 Hollybridge Way on a site zoned "Residential/Limited Commercial (RCL3)", which phase incorporates 219 dwelling units and approximately 1,157.5 m² (12,459 ft²) of ground floor retail.


Wayne Craig
Director of Development
WC:spc
Att.

Staff Report

Origin

Hollybridge Limited Partnership has applied to the City of Richmond for permission to develop the first phase of "River Park Place", a three phase, 44,567 m² (479,733 ft²), high-rise, high-density, mixed use project containing approximately 582 dwelling units at 5440 Hollybridge Way on a site in the City Centre's Oval Village. The subject application for Phase 1 of "River Park Place" is located on "Lot 1" at the east side of 5440 Hollybridge Way, adjacent to Gilbert Road, and includes 219 dwelling units, approximately 1152.0 m² (12,400 ft²) of ground floor retail, and parking for 310 cars.

5440 Hollybridge Way, which is currently occupied by a large warehouse/office building, is being rezoned from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3) for this project under Bylaw No. 8879 (RZ 09-506904).

All Engineering requirements in respect to the subject development have been resolved via the rezoning. As per legal agreements registered on title, the developer is responsible for the design and construction, at the developer's sole cost, of upgrades across the subject site's street frontages, together with various other transportation, engineering, and park-related works, on a phase-by-phase basis. The required work will be managed in three stages via the City's standard Servicing Agreement (SA) processes as follows:

- Servicing Agreement #1: Prior to rezoning adoption, the developer must enter into the first SA, secured via a Letter(s) of Credit, which work will include (i) all sanitary, storm, and water improvements, except for works within Pearson Way, (ii) road widening along Gilbert Road, and (iii) the first stage of frontage works along the south side of new River Road;
- Servicing Agreement #2: Prior to Building Permit issuance for Phase 1/Lot 1 (the subject of DP 12-617639), the developer must enter into the second SA, secured via a second Letter(s) of Credit, which work will include (i) construction of Pearson Way, including all required sanitary, storm, and water improvements, and (ii) frontage works along Gilbert Road, new River Road, and Hollybridge Way; and
- Servicing Agreement #3: Prior to Building Permit issuance for Phases 2 and 3/Lot 2 (west of Pearson Way), the developer must enter into the third SA, secured via a third Letter(s) of Credit, which work will include the completion of frontage works specific to Lot 2.

No additional Servicing Agreement works are required in respect to the subject Development Permit application.

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

Development surrounding the subject site includes the following:

Oval Village: The subject site and lands to its north, west, and south are designated for high-rise, mixed use development with a maximum density of 3 floor area ratio (FAR), of which up to two-thirds may be residential. (**Attachment 2**) This area includes:

- To the north, across new River Road is property recently rezoned by ASPAC Developments (Oval 8 Holdings/RZ 09-450962) to permit the development of a 5-phase, high-rise, high-density, mixed-use project, construction of a portion of Pearson Way, and improvements to a City-owned park and natural area at 6900 River Road (adjacent to Gilbert Road) that is designated as a heritage landscape. The first two phases of ASPAC's development, including one fronting new River Road and the other fronting the Middle Arm, are currently the subject of Development Permit (DP) reviews.
- To the west, across Hollybridge Way from the subject site is the Hollybridge drainage canal and Riparian Management Area (RMA), which are being improved as part of a new linear park system by the developer of the high-rise, mixed-use development currently under construction along the park's western edge (Onni "Ora"/DP 10-520511).
- To the south, abutting the subject site is the City-owned Richmond Winter Club, beyond which is Lansdowne Road (which is identified for future improvements as part of a linear park system) and a site currently undergoing rezoning review for high-rise, high-density, mixed use development (Cressey/RZ 12-602449).

Lansdowne Village: Lands east of the subject site are largely designated for residential uses with a maximum density of 2 FAR and a typical maximum height of 25 m (82 ft). This area includes:

- To the east, across Gilbert Road is a mix of older warehouses, light industrial uses, and a limited number of high-rise, residential buildings. In addition, a 6-storey residential development containing 660 dwellings has recently been approved at 7731 and 7771 Alderbridge Way (Onni "Riva"/RZ 11-5985209).

Rezoning and Public Hearing Results

During the rezoning process, staff indicated that design development was encouraged at Development Permit (DP) stage in regard to the following:

1. Refine the individual characters of the project's three towers, together with their interfaces with the fronting streets, the development's mid/low-rise massing, and the skyline.

"River Park Place" is comprised of three towers: one at Hollybridge Way; one "mid-block"; and, one at Phase 1 at the corner of new River Road and Gilbert Road – a key entrance to the City Centre. To address Phase 1's prominent location, its tower has been pulled close to the corner and the building's finishes and colours have been chosen to give it a clean, contemporary appearance and contrast with the tower's canted blue-grey curtain wall – its signature feature. In addition, public art, pedestrian weather protection, and a unique "rain garden" landscape design are proposed to complement the tower and provide for a distinctive streetscape that blends Richmond's riparian heritage with its emerging urban character.

2. Ensure that the project's large tower floorplates do not appear blocky.

At rezoning stage, to increase tower spacing and variation in tower height across the “River Park Place” site, it was agreed that the development’s tower floorplates would be larger than what is typically recommended under the City Centre Area Plan (CCAP). To ensure that this would not result in a “blocky” appearance, at Phase 1 the developer has sculpted the tower and used shifts in materials and colour to break up (layer) the massing and create visual interest.

3. Provide for an attractive residential interface with the street, especially where building setbacks are minimal, as at the proposed affordable housing building.

All building setbacks at Phase 1 comply with the Zoning Bylaw. (The development’s affordable housing building is proposed for Phase 2.) Townhouse units will be located a minimum of 3 m (10 ft) back and a maximum of 1.0 m (3 ft 3 in) above the fronting public sidewalk. The proposed frontage designs, which include a combination of entry gate features, raised terraces bordered by hedges and planting, and projecting window bays and wood-look front doors at the unit entries, provide for both an attractive residential streetscape and pleasant transition from the public street to the private realm.

4. Explore opportunities to create vibrant retail streetscapes that contribute to the animation, pedestrian-amenity, and commercial success of the development and its surroundings.

The design of the development’s proposed retail frontage along new River Road incorporates a combination of wood and glass canopy features, hanging signage armatures and sign bands, stone piers that define retail unit bays, and recessed store entries with brightly coloured frames. The two ends of Phase 1’s retail frontage are anchored by the development’s “gateway” tower, which incorporates a bold canopy design and increased setbacks on the east, and a special commercial unit design incorporating folding glass doors on the west. These features, together with new River Road’s proposed wide sidewalks, off-street bike paths, dual tree-lined boulevards, furnishings, and amenities, will contribute towards making this important Village “high street” an attractive, visually interesting place for shopping and strolling for residents and visitors alike.

5. Refine the rain garden concept in respect to its form and character, together with the potential environmental role of this and other project features in respect to City Centre Area Plan (CCAP) “eco-amenity” and related “green building” objectives.

The rain garden proposed for Phase 1’s Gilbert Road frontage has been relocated from the building’s front yard to the back of curb in order to expand its size, better provide for the range and amount of indigenous and riparian planting recommended to replace the habitat lost as a result of ditch infill around the site, and manage stormwater runoff from the public sidewalk. Detailed design and construction of the rain garden will be managed via the City’s Servicing Agreement process (at the sole cost of the developer), to the satisfaction of the Director of Environmental Sustainability, Senior Manager, Parks, and Director of Engineering.

6. Refine the rooftop landscape concept, taking into consideration, among other things, how the lower 2-storey portions of the project’s podium frontages can best “fit” with the development’s taller forms.

The design of the podium rooftop and perimeter residential and indoor amenity uses have been refined. The outdoor amenities, which include children's play, garden plots, a tai chi area, open lawn, decorative planting, and seating, are laid out to create a pattern of distinct, but connected, "outdoor rooms" that are well suited to allowing a variety of active and passive uses to coexist comfortably. Surrounding uses provide for casual surveillance along three sides from private and shared decks, balconies, and indoor spaces (i.e. the fourth is left open to maximize sun exposure), and overlook from the tower above is selectively screened by trees and shade structures.

7. Address how best to coordinate the parking/loading areas and access points on both lots so as to minimize impacts on the streetscape and neighbours.

For Phase 1, parking, loading, and waste handling will be accommodated entirely off street via a proposed on-site service lane (secured via a right-of-way) along the site's south side. That lane, which will also provide for a mid-block pedestrian connection between Pearson Way and Gilbert Road, the project's hydro transformers, and, in the future, parking/loading access to development on the Richmond Winter Club site, has been designed as an attractive space (e.g., decorative paving, trees and planting, special architectural features) and an amenity for residents and commercial tenants (e.g., car/dog/bike wash facility, workshop, and end-of-trip facilities). In addition, given that the building's core is located in the tower on the north side of the site (i.e. not near the lane), a "delivery" space is proposed inside the parkade for the convenience of residents. (Future vehicle access to Phases 2 and 3 will be via a single shared driveway along Pearson Way, as per legal agreements registered on title.)

The Public Hearing for the rezoning of the subject site was held on September 5, 2012. No concerns about rezoning the property were expressed at the Public Hearing.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified via the review of the subject DP application. In addition, the proposal complies with the intent of the applicable sections of the Official Community Plan (OCP) and is in compliance with the Residential/Limited Commercial (RCL3) zone.

Advisory Design Panel Comments

The subject Phase 1 DP application was considered by the Advisory Design Panel (ADP) on a preliminary (non-voting) basis on September 19, 2012 and a formal (voting) basis on November 21, 2012. An excerpt of the ADP Minutes of November 21, 2012 in respect to the subject DP application is attached, including the applicant's design response to the Panel's comments in "***bold italics***". (**Attachment 3**)

In brief, the Panel was pleased with the applicant's design development between the project's preliminary and formal reviews and indicated support for the project's clean, contemporary look, which the Panel indicated would make it an attractive addition to the Oval Village and Gilbert Road's City Centre "gateway". Refinement was encouraged with respect to the detailed design of the rain garden, retail and residential frontages, and material/colour selection. Overall, staff believe that the applicant has satisfactorily addressed the Panel's comments.

Analysis

The subject DP application is for the first phase of a three-phase, comprehensively planned, high density, mixed use development in the Oval Village area of Richmond's City Centre. The site is zoned "Residential/Limited Commercial (RCL3)" and is subject to OCP and CCAP policies and DP Guidelines aimed at establishing a high-amenity, pedestrian-oriented, urban village supportive of City objectives for the Richmond Olympic Oval and a premier urban riverfront. In support of this, current City policies and zoning encourage:

- High-density, high-rise, mixed use development;
- The establishment of new River Road as the village's "high street" (i.e. a focus for pedestrian-oriented shops, services, and, restaurants) and Lansdowne Road as an "art walk" linking the Richmond Oval with the Canada Line;
- Development of a "gateway" feature near the Gilbert Road/new River Road intersection;
- Voluntarily developer contributions towards child care, affordable housing, and public art;
- Sustainable development and Transportation Demand Management (TDM) measures aimed at reducing greenhouse gas and encouraging alternate travel modes; and
- Road and pedestrian network improvements, including the construction of Pearson Way between new River Road and Hollybridge Way, which will subdivide 5440 Hollybridge Way into an east lot (Phase 1/DP 12-617639) and a west lot (future Phases 2 and 3).

The subject Phase 1 development proposes a 16,536 m² (178,000 ft²) mixed use development on the east side the subject site (between Gilbert Road and the proposed extension of Pearson Way) containing 219 market dwellings, approximately 1,152 m² (12,400 ft²) of ground-floor retail fronting new River Road, and three levels of parking containing 310 spaces.

At rezoning stage it was determined that the developer would make a voluntary cash contribution of \$874,000 to the Child Care Development Reserve Fund to facilitate the construction of an off-site, City-owned, child care facility and, on that basis, it was agreed that the construction of the development's 2,412 m² (25,963 ft²) of affordable (low-end market rental) units would be deferred to the project's second phase. Furthermore it was agreed that the combined total floor area of the development's commercial uses (Phases 1-3), which are proposed in compliance with the CCAP Village Centre (density) Bonus policy and RCL3 zone, would be limited to approximately 3,609 m² (38,843 ft²) unless, as per that policy and zone, the developer provides additional voluntary amenity contributions for child care and/or other purposes, as determined to the satisfaction of the City.

Overall, as noted at rezoning stage, the three-phase development has successfully demonstrated:

- A strong urban concept providing for a high-density, pedestrian-friendly environment;
- Variation in building height, including two 15-storey towers at the site's "landmark" corners (including one at Phase 1) and one 10-storey "mid-block" tower, that together help to open up upper-level views across the site for residents on-site and neighbours, provide skyline interest, and maximize sun to usable rooftop spaces and the new River Road "high street";
- A mid-rise building typology that suggests a "series of buildings", which serves to break up the development's large scale, contribute towards visually engaging streetscapes, and create opportunities to develop a distinctive and varied retail character at grade; and
- A strong landscape strategy, especially in the treatment of the development's podium roofs and the site's Gilbert Road frontage (i.e. Phase 1), the latter of which incorporates a rain

garden that, in combination with public greenway features, contributes towards a distinctive, park-like character complementary to Gilbert Road's "gateway" role and the City's adjacent "heritage woodlot" park at 6900 River Road.

Additional comments specific to Phase 1 are as follows:

1. Conditions of Adjacency

1.1. **Potential Development Impacts:** The subject site is located in the Oval Village, a rapidly developing, high-rise, mixed use area affected by aircraft noise. The lack of finished construction, retail businesses, and local residents in the Village make it challenging for developers and potential purchasers to envision what the area will be like when it is more established. In light of this, the subject developer has reviewed the potential development impacts that residents of Phase 1 may experience with the aim of mitigating them to the extent possible and making potential residents aware of them in order that they may make an informed decision regarding where they wish to live. Overall, it has been demonstrated that the design of the subject development is sensitive to its emerging urban context and well suited to mitigating anticipated impacts. More specifically:

- a) **View blockage:** This item is largely a function of tower spacing. The subject Phase 1 development's proposed tower is located at the northeast corner of the site, where it will be (i) 45 m – 70 m (150 ft – 230 ft) from future towers on its west and south, (ii) have mid-rise development (typically no taller than 25 m) on its east, and (iii) and enjoy open views across the City-owned "heritage woodlot" and Dinsmore Bridge on its north.
- b) **Overlook:** This is a function of tower spacing, the relationship of Phase 1's outdoor common and private amenity spaces with its neighbours, and the relationships between Phase 1's units. As the tower spacing noted above is broad, overlook is not expected to be a problem in this respect. Nevertheless, overlook of rooftop amenity spaces can still be uncomfortable and may discourage use, so the design of the subject development's rooftop outdoor space includes significant tree planting and shelters to screen views and provide a greater sense of privacy. Likewise, attention has been paid to the design of private outdoor spaces to, as much as possible, maximize spacing, ensure that units are not oriented towards one another, and, in the case of Phase 1's townhouse units, many are provided with both more public outdoor space at grade and more private outdoor space above in the form of rooftop decks.
- a) **Shading:** The CCAP encourages developers to maximize solar access to common on-site and off-site open spaces during the high use mid-day and afternoon periods. As demonstrated by shading diagrams submitted by the subject developer, due to the broad tower spacing and south-facing orientation of Phase 1's rooftop amenity space, it can be expected to enjoy good sun exposure, even when the area is more highly developed. Moreover, in respect to the new River Road "high street", Phase 1 and future Phases 2 and 3 have been designed to minimize shading of the street's north sidewalk, thus, helping to ensure that the "high street" will be a pleasant place to shop and linger.
- b) **Aircraft & ambient noise (experienced indoors):** In respect to aircraft noise, the subject site is situated in OCP "Area 2", which permits multi-family residential uses, provided that air conditioning and other noise mitigation measures are incorporated, as identified via an acoustic study by a Registered Professional. The result of the required study,

which also took into account transitional noise (i.e. from existing industrial and commercial activities) and traffic noise (which can be expected to increase as the area builds out), makes recommendations in respect to the development's glazing and air conditioning systems that the developer has agreed to fully incorporate into the development.

- c) ***Ambient night-time light***: As areas urbanize, ambient night-time light (i.e. light pollution) typically increases, which can disturb sleep and cause other nuisances if it is not mitigated. To address this issue, the subject developer proposes to (i) eliminate balcony soffit lighting and, in its place, providing electrical outlets on the project's balconies so that residents may plug-in outdoor lighting when required, and (ii) install horizontal louver blinds on windows to enable residents to fully block out unwanted light.

1.2. ***"Heritage Woodlot"***: The City-owned park at 6900 River Road, north of Phase 1 (across new River Road), is designated by City bylaw as a heritage site and identified as a Riparian Management Area (RMA) and ecologically sensitive landscape. An impact assessment, undertaken by a Registered Professional, has concluded that the subject Phase 1 development is not expected to impact the heritage or ecological resources within the park. Monitoring of the park will continue throughout Phase 1's construction processes and, as per legal agreement registered on the subject site, in the event that unforeseen impacts on the park are observed, the developer will undertake necessary mitigation and/or compensation, as required to the satisfaction of the City.

1.3. ***Richmond Winter Club***: South of the subject development is the City-owned Richmond Winter Club. While there are currently no plans for the redevelopment of this property, it is currently developed at a very low density and could be redeveloped in the future. In light of this, the subject Phase 1 development provides for a service lane along its common (south) boundary with the Winter Club site (secured via right-of-way) for shared vehicle access and related purposes in the event the Winter Club site is redeveloped.

1.4. ***Traffic Considerations***: Potential traffic impacts are expected to be minimal, as traffic generated by Phase 1 will have access to new River Road (scheduled to open in 2013) and Hollybridge Way via the developer's extension of Pearson Way, and all parking access, loading, and waste handling will be managed via the service lane proposed for the site's south boundary. In addition, driveway access will be provided to the existing Winter Club facility from Pearson Way (until the facility is redeveloped) and the Construction Parking and Traffic Management Plan completed for the project has satisfactorily demonstrated that construction activities will be well managed and, among other things, will not conflict with access to the Richmond Oval.

2. Urban Design and Site Planning

2.1. ***Streetscape Strategies***: The subject Phase 1 development incorporates distinct design strategies that address the unique circumstances of each of its four frontages, including:

- a) ***River Road "High Street"***: The north face of the development fronts new River Road, which is intended to provide for a visually engaging, pedestrian-friendly streetscape. The proposed development satisfactorily addresses this with:

- Ground floor retail with narrow shop fronts and direct access to the public sidewalk, pedestrian-oriented signage, large shop windows, and pedestrian weather protection along the full length of the building;
 - A mid-rise (5 storey) streetwall that is in scale with surrounding planned development and the broad width of new River Road, while also helping to define the street edge, provide for continuity along the “high street”, and contribute towards an intimate urban realm;
 - Bookending of the mid-rise streetwall with a special corner treatment on the west and the development’s residential tower on the east, the latter of which visually anchors the end of the block and helps to create a “gateway” at the entrance the Oval Village; and
 - Public space incorporating a wide sidewalk, off-street bike path, dual tree-lined boulevards and landscaping, bike parking, pedestrian lighting, furnishings, and areas for outdoor dining and display.
- b) ***Gilbert Road:*** This frontage is a prominent City Centre “gateway” and part of an important greenway linking the Middle Arm and proposed Lansdowne linear park and “art walk”. This is addressed by blending strong, urban forms with riparian-type features to create a distinctly Richmond streetscape. More specifically, the subject Phase 1 development proposes:
- A 15-storey tower with a slim north-facing profile and distinctive, glassy corner, which is pulled close to the street to visually anchor the site’s “gateway” corner;
 - A mid-rise (5 storey) streetwall, which extends south from the tower in a graceful curve to define the street edge, complement the scale of development planned east of Gilbert Road, and enhance the distinctive image of this City Centre entry;
 - Two-storey townhouse units at the building’s base, which enhance the pedestrian scale of the space and provide for visual interest and casual surveillance;
 - A broad rain garden and coordinated private landscaping incorporating a mix of indigenous vegetation, water, and related features, which are designed to “pull” the riverfront’s riparian landscape into the city and complement the nearby “heritage woodlot”; and
 - Public art at the new River Road corner, which will help to reinforce the prominence of this corner, enhance the narrative quality of the pedestrian realm, and enrich the area’s expanding public art network.
- c) ***Pearson Way:*** This frontage is intended to be a pedestrian-friendly, residential street. To achieve this in the Oval Village’s emerging high-density , mixed use urban environment, the subject development proposes:
- Three-storey, street-oriented townhouses units with individual entrances, raised patios with terraced/landscaped fronts (no more than 0.8 m / 2 ft 9 in above the grade of the fronting sidewalk), entry gates with address features, window bays, and private rooftop decks;
 - A landscape buffer, including decorative planting at grade and a vine covered wall, between the townhouses and the point where new River Road’s commercial units turn the corner onto Pearson Road;
 - A rain garden feature and small seating area with a timber deck between the townhouses and the service lane;

- Special architectural and landscape features and uses incorporated into the design of the service lane area to make it an attractive, pedestrian-friendly space; and
 - Traffic calming and landscape features incorporated into the street design (e.g., raised intersection at the service lane, decorative treatments at pedestrian crossings).
- d) **Services Lane:** This frontage, as noted above, is intended to accommodate access to Phase 1's parking, loading, and garbage/recycling areas, together with shared vehicle access in the event the Winter Club site (south of Phase 1) is redeveloped. In addition, the lane is the proposed location of Phase 1's above-grade electric equipment cabinets, provides for a mid-block pedestrian walkway between Pearson Way and Gilbert Road, and is aligned with the east-west leg of Pearson Way, which makes its appearance important to the quality of the adjacent streetscape. To address the lane's competing objectives for service-type facilities and a street-friendly appearance, the development proposes the following:
- Phase 1's lowest parking level is submerged fully below the grade of the service lane in order that the lane can be open to the sky and tied seamlessly into the fronting street;
 - The building's garage and loading entrances are all oriented to the south to minimize views into the parkade and indoor service areas from Pearson Way;
 - A four-storey building bay projects into the east end of the lane, accented by a brightly coloured vertical stripe, to provide a visual "street-end" focus;
 - A bold, grey-on-grey checkered pattern is incorporated into the paving and façade treatments along the lane (e.g., 4-tone painted architectural concrete, 2-tone perforated metal panels);
 - Greening of the area is provided with a hedge and row of trees along the lane's south side and planting areas at its east and west ends;
 - Pedestrian lighting is provided, including wall mounted fixtures and ground embedded lighting along the edge of the lane's designated pedestrian walkway; and
 - Special uses are provided to help activate the lane, increase casual surveillance, and provide an amenity for the building's tenants, including a car/bike/dog wash and workshop for the use of residents and end-of-trip facilities for commercial tenants.
- 2.2. **Tower Guideline Non-Compliance:** The proposed Phase 1 tower departs from CCAP policy regarding maximum tower height within 60 m (197 ft) of Gilbert Road and maximum floorplate size. Nevertheless, staff are supportive of the proposed form of development as follows:
- a) **Tower Height:** The development exceeds the CCAP policy encouraging a maximum typical building height of 25 m (82 ft) within 60 m (197 ft) of Gilbert Road. The intent of the policy is to encourage consistent massing along the east and west sides of the street to enhance Gilbert Road's image as a formal processional route into Richmond's downtown. In compliance with the CCAP policy, the subject development proposes a 5-storey streetwall along Gilbert Road; however, at the north end of the development (i.e. at new River Road) the continuity of the streetwall is

interrupted by the development's proposed tower. Staff support this approach on the basis that:

- The scale and form of the proposed tower is an appropriate design response to the importance of the City Centre's Dinsmore Bridge "gateway";
 - The tower will provide a dynamic urban counterpoint to the large trees at the City's adjacent "heritage woodlot"; and
 - The proposed massing will not impact neighbouring existing/future developments.
- b) ***Tower Floorplate Size:*** The development exceeds the CCAP policy encouraging a maximum tower floorplate size of 650 m² (6,997 ft²) for portions of the building greater than 25 m (82 ft) in height. In contrast, the subject development's proposed tower floorplates are approximately 880 m² (9, 475 ft²). Staff are supportive of the developer's proposal on the basis that:
- Larger tower floorplates allow for a reduced number of towers across Phases 1-3, which in turn will allow for increased tower separation, greater variation in tower height, larger areas of sunny, uninterrupted rooftop amenity space, and less shadowing of new River Road;
 - The Phase 1 tower, as a "gateway" feature, should have a distinctive form; and
 - The tower's slab form (with its narrow profiles facing north and south) and wide tower spacing increases the extent of uninterrupted views across the subject site (to the mountains) that will be enjoyed by future towers to the south.

2.3. ***Parking:*** To ensure that parking is convenient for users while minimizing the impact that parking may have on the appearance of the streetscape and supporting City objectives for alternate travel modes, the developer proposes the following:

- a) To minimize the number of required parking spaces by employing Zoning Bylaw parking relaxations in respect to Transportation Demand Management (TDM) measures, including the provision of:
 - End-of-trip (bike) facilities for the use of commercial tenants;
 - Electric vehicle charging stations for 20% of resident vehicles (i.e. 46 stations), 10% of commercial tenant vehicles (i.e. 7 stations), and 5% of bike racks or 1 per compound, whichever is greater (i.e. 16 stations); and
 - Temporary sidewalk improvements along the Gilbert Road frontage of the Winter Club (i.e. cash-in-lieu contributed prior to rezoning adoption);
- b) To provide three levels of parking that are well designed to meet the needs of users by:
 - Providing for the development's commercial and residential visitor parking:
 - In one consolidated location on the parkade's mid-level, which is at the grade of the fronting street;
 - To have direct pedestrian access to new River Road's shops and services via a mid-block walkway; and
 - Set aside a minimum of 50% of spaces for general public use (secured via legal agreement on title so that they cannot be sold, leased, or otherwise assigned for the sole use of an individual person or business); and
 - Designating the top and bottom parking levels solely for the use of residents, accessed via security gates (including a number of private garages that offer direct access to individual townhouse units above); and

- c) To minimize the visual impact of the parking by:
 - Fully concealing the lowest parking level below the grade of the fronting streets;
 - Orienting the parking garage entrance perpendicular to the street and screening it with planting; and
 - Sharing the south service lane with future development at the Winter Club site so that it too may be designed to minimize the impact of its parking on the public realm.

2.4. **Flood Construction Level:** The CCAP encourages forms of development that respond to issues of sea level rise without compromising streetscape amenity, appearance, or accessibility. In light of this, the finished grade of new River Road is planned to be, wherever possible, a minimum elevation of 2.6 m (8.5 ft) geodetic to make it easier for fronting development to achieve the City Centre's recommended minimum habitable floor level of 2.9 m (9.5 ft) geodetic. On this basis, the proposed development has been designed to fully comply with the City's Flood Construction Level bylaw and provides for the following:

- a) All dwelling units have a minimum habitable floor level of 2.9 m (9 ft 6 in) geodetic and townhouse units are set a maximum of 1.0 m (3 ft 3 in) above the grade of the fronting sidewalk;
- b) The residential tower lobby and all retail units have a minimum habitable floor level of 0.3 m (1 ft) above the crown of the fronting street; and
- c) All public sidewalks and walkways have a maximum slope of 5% or less to accommodate wheelchair use.

3. Architectural Form and Character

3.1. **Character:** The CCAP encourages the City Centre to be developed as a mosaic of distinctive, transit-oriented, urban villages and vibrant public spaces. Moreover, for the Oval Village, the CCAP encourages a character that is contemporary, urban, and complementary to the Richmond Oval. In light of this, the area surrounding the subject site is rapidly developing with large-scale, street-oriented, mixed use and multi-family buildings typically characterized by substantial streetwalls, glassy towers above, and a high amenity, pedestrian-friendly, public realm designed for public art, bikes, transit, walking, and lingering. The developer has responded to this with a design approach that aims for a clean, modern look that is able to retain its relevance and contemporary appeal through attention to detail and a simple, yet sophisticated, composition, including:

- a) Simple massing incorporating a large landscaped podium and a single tower without intermediate stepping or terraces, which helps to focus attention on and elongate the appearance of the development's "gateway" tower, while maintaining an overall massing complementary to its neighbours;
- b) A restrained palette of colours and materials that uses translucent layers to bring a sense of depth and lightness to the building's appearance; and
- c) An expansive landscaped roofscape covering over 75% of the building's footprint (including landscaped amenity space and intensive green roof areas).

3.2. *Materials & Colour:* The subject development uses materials and colour to present a strong, cohesive image that focuses attention on the public realm. Features include:

- a) A silver grey palette of painted architectural concrete, vision glass, and spandrel glass layered across the building facades, with darker tones more prevalent at lower levels and lighter tones above;
- b) A canted blue-grey curtain wall, designed to contrast with the silver-grey colours used elsewhere, leans out towards the street at the Gilbert/new River Road corner to reinforce the building's "gateway" image;
- c) Punches of white and recessed and projecting balconies, including some with "floating" fritted glass guards, add texture and lightness to the upper storeys of the facades;
- d) Dark stone and masonry define the retail unit bays, punctuated with brightly coloured frames around the shop entrances, special signage features, and varied setbacks that provide for interesting corner display windows and, at the Pearson Way corner, folding glass doors that allow the retail unit to be opened up to the street for outdoor dining or other uses;
- e) Perforated steel cladding on the south façade provides visual interest at the service lane; and
- f) Wood and wood-look features are incorporated throughout to provide a sense of warmth, texture, and a link with the development's natural setting, including wood-look entry doors at the townhouse units, wood-look soffits under the projecting balconies, wood-look panels (combined with glass) in the pedestrian weather protection, heavy timber features in the rain garden, and bold wood pulls on the tall glass doors to the residential tower.

4. Landscape Design and Open Space Design

- 4.1. ***Tree Replacement:*** The subject development, as proposed, exceeds the City's 2:1 tree replacement requirements set out in the tree replacement plan for Phase 1.
(Attachment 4) The developer has agreed to provide \$1,300 compensation to the Tree Compensation Fund for the replacement (off-site) of one tree proposed for removal from the Gilbert Road right-of-way.
- 4.2. ***Public Streetscape Design:*** The CCAP encourages the establishment of high-amenity streetscape designs that are pedestrian-friendly, support alternative travel modes, incorporate innovative stormwater management measures, and enhance connections between the emerging urban area and the riverfront.
 - a) ***New River Road & Pearson Way:*** The proposed development will extend sections of these two streets, both of which have already been the subject of detailed design via previous Oval Village development applications. In brief, the subject development will provide for the design and construction, at the developer's sole cost, of the following:
 - Along the south side of new River Road, a broad sidewalk, an off-street bike path, dual tree-lined boulevards, decorative pedestrian lighting, and feature areas of permeable paving and rain garden-type planting; and

- The full width of Pearson Way including two driving lanes, two parking lanes, a raised intersection at the south service lane, special pavement markings at crosswalks, decorative street lights, 2 m (6' 6") wide sidewalks, 1.5 m (5 ft) wide boulevards, street trees, and feature areas of permeable paving and rain garden-type planting.

NOTE: As the grade of new River Road is being raised to 2.6 m (8 ft 6 in) geodetic or greater, Pearson Way must slope gently down (at 5% or less) to meet existing grade at Hollybridge Way. As a result, Phase 1's townhouse patios along Pearson Way, which have a proposed elevation of 2.9 m (9 ft 6 in) geodetic, will be no more than 0.84 m (2 ft 9 in) above the grade of the fronting sidewalk.

- b) ***Gilbert Road Rain Garden:*** Phase 1's Gilbert Road frontage is proposed to be developed as a linear rain garden incorporating a uniquely Richmond style of riparian landscape. The frontage works will be designed and constructed via the City's Servicing Agreement process (as per RZ 09-506904) to enhance the "gateway" role of Gilbert Road, manage stormwater run-off from the City sidewalk, and contribute towards the establishment of a greenway route between the Middle Arm and the proposed Lansdowne linear park and "art walk". Proposed features along the development's Gilbert Road frontage include:

- A wide walkway measuring 3 m (10 ft) wide;
- A broad boulevard measuring 4.5 m – 6.4 m (15 ft – 21 ft) wide;
- A rain garden (i.e. landscaped swale) within the boulevard, which will be graded as to not exceed the maximum allowed fall height of 0.6 m (2 ft) and landscaped to provide for an attractive interface with the sidewalk and fronting street incorporating a mix of riparian grasses and shrubs, seating, and related features;
- A curb-height rail, tactile strip, and pedestrian lighting along the edge of the sidewalk, adjacent to the rain garden, for the safety and comfort of the visually impaired and other pedestrians;
- A row of large-growing street trees formally lining the street edge; and
- Within the private realm, fronting townhouse units, a water feature at the residential tower entry (in association with a portion of the development's indoor amenity space), and a complementary palette of planting and related features designed to make the private realm appears as a seamless extension of the public rain garden landscape.

NOTE: Phase 1's townhouse patios along Gilbert Road, which have a proposed elevation of 2.9 m (9 ft 6 in) geodetic, will be no more than 1.0 m (3 ft 3 in) above the grade of the fronting public walkway.

- c) ***Public Art:*** Preliminary consultation with the City's Public Art Committee confirmed that the subject site occupies a strategic public art location, bookended by an important City Centre "gateway" at its northeast corner and the City Centre Public Art Plan's proposed "art walk" along Lansdowne Road at its southwest. The development's Project-Wide Public Art Plan and draft Phase 1 Detailed Public Art Plan were reviewed and supported by the Public Art Committee. Prior to Building Permit issuance for Phase 1, the developer will enter into a legal agreement for the development's first public art project, which will be located at the prominent new River Road/Gilbert Road "gateway" corner, secured by a Letter of Credit (the value of which security shall be a minimum of \$133,514).

The developer's second public art project, which will be located along the Lansdowne "art walk" at the southwest corner of the development's third phase, will be implemented with Phases 2/3. The total value of public art proposed for Phases 1-3 will be \$340,891 or as determined based on the City-approved rates and policy in effect at the time of Building Permit approval, whichever is greater.

4.3. **Amenity Space:** The subject development proposes a large outdoor amenity space at its podium level, framed on its north and east sides by residential units and, at the tower in its northeast corner, three storeys of indoor amenity space with direct access and/or views out over the landscaped rooftop space. More specifically, the developer proposes:

- a) A fully accessible, 2,358 m² (25,382 ft²) outdoor rooftop amenity space, laid out to create a pattern of distinct, but connected, "outdoor rooms" that are well suited to allowing for a variety of active and passive uses to coexist comfortably including:
 - Raised garden plots with seating edges, hose bibs, a potting bench, a compost area, and tool storage;
 - An open central lawn;
 - A children's play area, 186 m² (2,000 ft²) in size, complete with climbing equipment on a resilient play surface, a sand play area with an overhead shelter, a hose bib for water play, seating, shade trees, and direct access to the amenity space's central lawn and garden plots;
 - Areas for outdoor dining and lounging, barbeque, fire pit, and tai chi; and
 - Decorative planting, seating, walkways; and
- b) Adjacent to the outdoor amenity area, a 195 m² (2,072 ft²) indoor amenity space including a banquet/party room with a kitchen, children's indoor playroom, double-height sports court area, and change rooms. Note that in addition to this indoor amenity space, which is located on Level 3, the development proposes other indoor amenity spaces and uses including at:
 - Level 1 – a meeting area/lounge adjacent to the tower entrance and workshop adjacent to the service lane;
 - Level 4 – a fitness/equipment mezzanine overlooking the sports court;
 - Level 5 – a multi-purpose family/study/music/games room overlooking the outdoor amenity space.

4.4. **Mid-Rise Rooftops:** The roofs of the development's two mid-rise wings are treated as extensive green roofs (i.e. not accessible to residents). Stairs are provided to these areas for maintenance purposes only. Given that the size of the outdoor amenity space proposed for the development's podium level satisfies both OCP and CCAP requirements (i.e. an additional 10% of net site area), staff are agreeable to the developer's proposal that the mid-rise rooftops are not developed as accessible areas.

5. 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 Phase 1's commercial units and associated ground-floor public parking, the residential tower lobby,

and all indoor and outdoor amenity spaces. In addition, the developer proposes, and staff support, the following:

- 5.1. **Basic Universal Housing Units:** 8% of units (17) 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 31.62 m²/340.4 ft²).
- 5.2. **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.
- 5.3. **Future Phases 2-3:** All future phases of "River Park Place" will be designed and constructed to the OCP standards in effect at the time of DP approval.

6. Crime Prevention through Environmental Design (CPTED)

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

- 6.1. The development's site planning and design incorporates opportunities for passive surveillance of street frontages, including the south service lane/walkway ;
- 6.2. Outdoor amenity spaces will be visually open, well illuminated, offer multiple access/egress options;
- 6.3. The designs of the parking structure and residential lobby minimize alcoves and hidden corners and provide for open views to the building lobby, mailroom access, and elevator core from fronting streets and internal pedestrian areas;
- 6.4. Within the parkade:
 - a) All spaces will be well illuminated;
 - b) A white band, at least 1.2 m (4 ft) high, will be painted mid-way up all walls and columns to ensure high visibility and light reflectance;
 - c) Yellow painted stripes will separate vehicle travel lanes from pedestrians areas and identify pedestrian routes to the elevator core;
 - d) Overhead security gates will separate resident parking from visitor/public parking; and
 - e) Glazing will be provided in the parkade elevator lobby and vision panels will be provided in doors leading to publicly accessible areas;
- 6.5. Pedestrian scale lighting will be provided along main pedestrian routes around the site, including at townhouse entries and the south service lane/walkway.

7. Sustainability Measures:

The subject development is being planned and designed to provide for a cost-effective, high-value development that meets or exceeds City standards (i.e. LEED Silver “equivalency”). (**Attachment 5**) The strategies being pursued have been developed via an integrated design approach, including the development of a conceptual energy model to determine site-specific architectural, electrical, and mechanical energy conservation features. Measures proposed include, but are not limited to, the following:

- 7.1. The building will be District Energy Utility (DEU) “ready”, such that the development will be capable of connecting to a City DEU system when one comes available;
- 7.2. A large rain garden and related rainwater management features will be installed along the site’s entire Gilbert Road frontage and other innovative stormwater management measures (e.g., permeable paving) will be installed along new River Road and Pearson Way;
- 7.3. Transportation features are proposed to encourage the use of alternate travel modes, including:
 - Local transit, cycling, and pedestrian area upgrades designed to increase network connectivity (e.g., bike paths, greenways, street furnishings, transit shelter funding);
 - Bike storage for residents, visitors, and commercial tenants and end-of-trip facilities;
 - Convenient on-site delivery/passenger loading in the parkade; and
 - Electric vehicle charging stations for cars and bikes for residents and commercial tenants;
- 7.4. Water-efficient design aimed at minimizing the use of potable water through the use of low-flow plumbing fixtures and water efficient irrigation;
- 7.5. 36% of the net site is proposed to be a combination of intensive and extensive green roofs, vegetated outdoor areas, and urban agriculture plots; and
- 7.6. Various energy efficient and responsibly-sourced items (e.g., Energy Star appliances, low VOC materials).

Conclusions

The subject development is consistent with Richmond’s objectives for the subject property and the Oval Village, as set out in the City Centre Area Plan (CCAP). The proposed project’s massing, coordinated architectural and landscape design approaches, and attention to detail will contribute to its livability and the emergence of the surrounding area as a high-amenity, high-quality urban community. 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. Specific Land Use Map: Oval Village (2031)
3. Excerpt from the Minutes of the Advisory Design Panel Meeting, November 21, 2012
4. Tree Replacement Plan
5. LEED (Silver “Equivalency”) Checklist
6. Conditional Development Permit Requirements (Signed copy on file)



Development Application Data Sheet

Development Applications Division

DP 12-617639

Address: 5440 Hollybridge Way for the first phase of a three (3) phase development

Applicant: Hollybridge Limited Partnership Owner: Hollybridge Limited Partnership

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

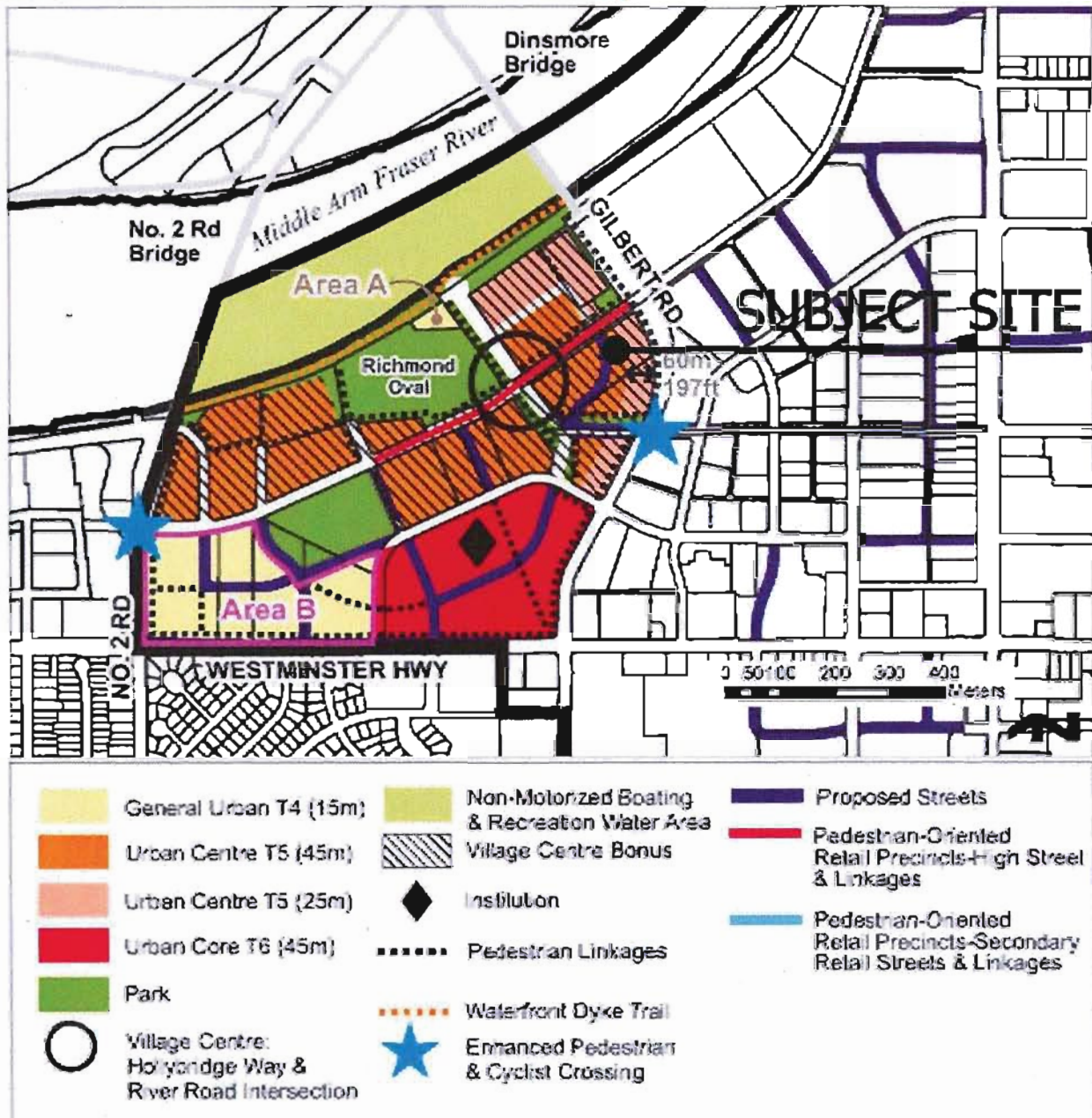
Floor Area Gross: 19,390 m² (208,719 ft²) Floor Area Net: 16,536 m² (178,000 ft²)

	Existing	Proposed
Site Area	20,524.5 m ² , including future subdivided lots & road as per RZ 09-506904: <ul style="list-style-type: none"> Phase 1 (Lot 1): 6,824.3 m² Phases 2/3 (Lot 2): 9,837.3 m² Pearson Way dedication: 3,862.9 m² 	<ul style="list-style-type: none"> Phase 1 (Lot 1): 6,824.3 m² (73,458 ft²)
Land Uses	<ul style="list-style-type: none"> Warehouse & office 	<ul style="list-style-type: none"> High-rise residential & ground-floor commercial
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> No change
City Centre Area Plan Designation	<ul style="list-style-type: none"> Urban Centre T5 (45 m) & (25 m) Village Centre Bonus 	<ul style="list-style-type: none"> No change
Zoning	<ul style="list-style-type: none"> Residential/Limited Commercial (RCL3), including provisions for increased residential density in respect to the developer's dedication of a minimum specified area of non-DCC road 	<ul style="list-style-type: none"> No change
Net Floor Area @ Phase 1	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Residential: 15,384.2 m² (165,600 ft²) Commercial: 1,152.0 m² (12,400 ft²) Total: 16,536.20 m² (178,000 ft²)
Number of Units @ Phase 1	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> 219

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR) (Max):	For Lots 1 & 2 combined: <ul style="list-style-type: none"> Residential: 2.463 FAR Non-residential: 3,608.5 m² 	For Phase 1 on Lot 1 alone: <ul style="list-style-type: none"> Residential: 2.254 FAR Non-residential: 1,152.0 m² 	None permitted
Lot Size (Min):	<ul style="list-style-type: none"> 4,000.0 m² 	<ul style="list-style-type: none"> Phase 1 (Lot 1): 6,824.3 m² 	None
Lot Coverage (Max):	<ul style="list-style-type: none"> Max. 90% 	<ul style="list-style-type: none"> 77% 	None
Setback @ Street (Min):	<ul style="list-style-type: none"> Min. 6.0 m, EXCEPT may be reduced to 3.0 m based on a proper interface with the street 	<ul style="list-style-type: none"> 3.0 m min. 	None
Setback @ Interior Side Yard (Min):	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Below-grade parking: 5.2 m Elsewhere: 6.4 m 	None
Height (Max):	<ul style="list-style-type: none"> Max. 47.0 m geodetic 	<ul style="list-style-type: none"> Max. 47.0 m geodetic 	None

	Bylaw Requirement	Proposed	Variance
Flood Construction Level (FCL)	<ul style="list-style-type: none"> 2.9 m geodetic, EXCEPT may be reduced to 0.3 m above the crown of the fronting street 	<ul style="list-style-type: none"> Dwellings: 2.9 m geodetic Residential lobby & commercial uses: 0.3 m above the crown of the fronting street 	None
Off-Street Parking – Residential (Min):	<ul style="list-style-type: none"> Residents: 1.2/unit LESS 10% TDM = 237 Commercial (shared w. visitors): 4.2/100 m² LESS 10% TDM = 44 TOTAL: 281 	<ul style="list-style-type: none"> Residents: 245 <ul style="list-style-type: none"> 193 units (88%) @ 1/unit 26 units (12%) @ 2/unit Commercial & visitors: 65 <ul style="list-style-type: none"> 22 assigned spaces 43 "public" spaces secured via legal agreement on title, including: <ul style="list-style-type: none"> 24 regular (58%) 17 small cars (40%) 2 accessible (2%) TOTAL: 310 	None
Off-Street Parking – Small Cars:	<ul style="list-style-type: none"> 50% max (i.e. 155 max permitted based on 310 spaces provided) 	<ul style="list-style-type: none"> 68 proposed 	None
Off-Street Parking – Accessible:	<ul style="list-style-type: none"> 2% of min required parking (i.e. 6 spaces) 	<ul style="list-style-type: none"> 6 proposed 	None
Off-Street Parking – Tandem Spaces	<ul style="list-style-type: none"> Permitted for residential use provided that each tandem pair is assigned to a single unit (Legal agreement registered on title) 	<ul style="list-style-type: none"> 14 tandem pairs (28 spaces) 	None
Bike Parking – Class 1 (Min)	<ul style="list-style-type: none"> Residential: 1.25/unit = 274 Commercial: 0.27/100 m² over 100 m² = 3 	<ul style="list-style-type: none"> Residential: 290 (14 rooms) Commercial: 12 (1 compound) 	None
Bike Parking – Class 2 (Min)	<ul style="list-style-type: none"> Residential: 0.2/unit = 44 Commercial: 0.40/100 m² over 100 m² = 5 	<ul style="list-style-type: none"> 10 bikes min near tower entry 39 bikes min grouped as a "corral" @ near the north end of Pearson Way 	None
Electric Vehicle (EV) Charging Facilities (Min)	Rates as per RZ 09-506904: <ul style="list-style-type: none"> Residents' cars: 20% (46) Commercial cars: 10% (7) Bikes (Class 1): 5% (16) 	<ul style="list-style-type: none"> Residents' cars: 46 Commercial cars: 7 Bikes (Class 1): 16 	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: 8% (17 units) Aging in Place Features: 100% 	None
Amenity Space – Indoor (Min):	<ul style="list-style-type: none"> 2 m²/unit = 400 m² 	<ul style="list-style-type: none"> 456 m² 	None
Amenity Space – Outdoor (Min):	<ul style="list-style-type: none"> OCP @ 6 m²/unit: 1,314 m² CCAP @ 10% net site: 682 m² Total: 1,996 m² 	<ul style="list-style-type: none"> 2,358 m² 	None
LEED	<ul style="list-style-type: none"> CCAP: Silver "equivalency" 	<ul style="list-style-type: none"> Silver "equivalency" 	None
District Energy Utility (DEU)	<ul style="list-style-type: none"> Provision for DEU hook-up 	<ul style="list-style-type: none"> DEU-ready, secured via a legal agreement on title 	None
Green Roofs	<ul style="list-style-type: none"> Encouraged 	<ul style="list-style-type: none"> 36% of net site is green roofs & rooftop garden plots & planting 	None

Specific Land Use Map: Oval Village (2031)

Bylaw 8585, 1701
2011/10/24

**Excerpt from the Minutes of the
Advisory Design Panel Meeting
November 21, 2012**

2. DP 12-617639 – 16,577 M² MIXED-USE, HIGH-RISE DEVELOPMENT INCLUDING 1,118 M² PEDESTRIAN-ORIENTED COMMERCIAL AND 220 MARKET DWELLINGS

APPLICANT: Hollybridge Limited Partnership (Intracorp)

PROPERTY LOCATION: 5440 Hollybridge Way

Comments from the Panel were as follows:

- no concern from CPTED perspective;
- consider further development to the rain garden edges [along the Gilbert Road frontage to] ensure safety of pedestrians walking on the sidewalk adjacent to the rain garden;
The City boulevard along Gilbert Road will be landscaped with a combination of street trees and "rain garden" (landscaped swale), which will be designed and constructed via the City's Servicing Agreement process to manage stormwater run-off from the public sidewalk. The edge of the sidewalk will incorporate a curb-height rail and tactile strip for the safety and comfort of the visually impaired and other pedestrians. The swale will be graded as to not exceed the maximum allowed fall height of 0.6 m and planted to provide for an attractive interface with the sidewalk and fronting street.
- appreciate the changes made to the project which successfully addressed the concerns of the Panel in the previous presentation by the applicant;
- the glass tower feature at the corner of Gilbert Road and River Road makes a very strong statement and provides a strong identity to the project; the project will create a precedent in the urban neighbourhood;
- understand that the present treatment of the plaza is not intended for a large public gathering place;
- appreciate the work done on the retail side along River Road; appears to be more alive and has more warmth and texture than the version previously presented to the Panel;
- building appears to be very slick, classy and contemporary; however, consider using more wood elements, e.g. wood-looking soffit in the retail side;

In addition to using a combination of glass and wood-look panels for new River Road's retail canopies, the same wood-look material is proposed for the underside of projecting elements across the development, including the townhouses' bay windows along the Gilbert Road and Pearson Way frontages and projecting balconies on the Gilbert Road and new River Road facades.

- retail and residential sides need to be treated differently; retail side needs to be more civic and should have more "texture" to make it feel like a public place; residential side needs further resolution to make it more private;

Along the retail frontages, "texture" will be provided via a combination of canopy detailing, hanging signage armatures and sign bands, stone piers that divide the display windows into regular bays, and colourful bands framing the shop entrances. These elements, together with new River Road's wide sidewalk, off-street bike path, dual tree-lined boulevards, and furnishings will make this important "high street" frontage welcoming, comfortable, and visually interesting.

Along the residential frontages, a sense of privacy and intimacy will be created through a combination of individual entry gates with stone address piers and accent panels, hedges and

decorative planting defining the units' raised terraces, and projecting window bays and wood-look front doors at the unit entries. The proposed change in grade, layering of elements, and natural materials will provide for an attractive, residential-scale environment that complements, yet appears distinct from, the character of the development's retail frontage.

- project is well resolved; applicant has given a lot of attention to the retail side on River Road; River Road frontage has its own distinct identity while complementing the identity of the overall project;
- podium rooftop is well resolved, functional and simple; the space has good sun exposure; there is good indoor-outdoor relationship on the podium roof;
- understand that the Gilbert Road frontage (i.e., the plaza, public art and location of the rain garden) is still evolving; there is opportunity to incorporate a finer scale materiality or public art into the rain garden; consider also introducing some narrative in the rain garden;

The Gilbert Road frontage is part of an important greenway linking the Middle Arm and proposed Lansdowne linear park and, among other things, is intended to provide for innovative stormwater management measures and public art celebrating the City Centre's prominent Dinsmore Bridge "gateway". In light of this:

- i. *The rain garden design proposes a mix of indigenous vegetation reflective of the area's riparian location, complemented by furnishing and features of weathered steel, heavy timber, and shot-blasted concrete – complementary to the "heritage landscape" and related park improvements being implemented (by ASPAC) north of the subject site;*
 - ii. *Private frontage elements are proposed to complement the rain garden, including a dramatic indoor/outdoor water feature at the residential tower lobby and riparian planting along the townhouse frontages;*
 - iii. *Artist(s) involved in the development's public art will be encouraged to incorporate a "narrative" quality in their work to engage the public in the space, the architecture, and the area; and*
 - iv. *Opportunities to incorporate a "finer scale materiality" will be further investigated through the detailed design of the rain garden streetscape and public art, which will be addressed to the satisfaction of the City via Richmond's standard Servicing Agreement and Public Art processes.*
- model shows that the rain garden is a prominent feature along the Gilbert Road frontage and is enhanced by the twin walkways framing it; if the rain garden is moved closer to the street edge so that it is no longer framed, the streetscape design must become more rigorous; to enhance the special riparian qualities of the rain garden, consider relaxing the City's regular street tree planting pattern along Gilbert Road (e.g. vary tree species; group trees in clumps) and making the rain garden bigger;

The Gilbert Road landscape has been designed to celebrate the street's special roles as both a City Centre "gateway" and greenway linking the river and future Lansdowne linear park. As such, rather than the city's typical 1.5 m (5 ft) wide grass boulevard and 2 m (6 ft) wide sidewalk, the proposed design for Gilbert Road includes a:

- i. *Broad walkway measuring 3 m (10 ft) wide;*
- ii. *Broad boulevard measuring 4.5 m – 6.4 m (15 ft – 21 ft) wide;*
- iii. *A rain garden within the boulevard, including riparian grasses and shrubs, seating, and related features; and*
- iv. *A row of large-growing street trees that will formally line the street.*

Together, these features will provide for a unique and attractive streetscape that speaks to Richmond's distinct heritage and emerging urban character.

- appreciate the recent improvements in the public realm and the streetscape;

- the project is setting a standard for other developments along Lansdowne; the prominent location of the project in the Oval Village requires serious and careful treatment of the public realm and streetscape;

The public realm and streetscape have been carefully considered in regard to materiality, scale, and character to ensure a rich and comfortable experience for pedestrians, cyclists, and motorists. Key features include the development's:

- i. Tower, which is situated and sculpted to provide a prominent "gateway" feature at the intersection of new River Road and Gilbert Road, complemented by the design of the latter's "rain garden" landscape;*
 - ii. Massing, which is designed to maximize sun to public space along the new River Road "high street" and on-site, rooftop open spaces;*
 - iii. Residential and retail frontages that provide for visual interest and a high-quality, high-amenity pedestrian environment; and*
 - iv. Palette of natural materials and muted, natural colours, comprised of native planting, heavy timber, steel, and sand blasted concrete, that complement its location near the river and the adjacent "heritage landscape" (at the City-owned park at 6900 River Road).*
- previous drawings show very little change in the building but a lot more details have been added; the character of the building came out with the details which was not present in the previous presentation to the Panel;
 - the revised treatment at the corner of Gilbert Road and River Road is successful;
 - the glass tower feature at the corner of Gilbert Road and River Road announcing the entry to Richmond works well;
 - exterior finishes are quite good with an overall sophisticated and urban feel; however, they seem to lack tactility; consider introducing wood elements to reflect the Richmond character;

As described above, wood-look soffits and canopy details are incorporated across the development's street facades, townhouses will feature wood-look entry doors, and heavy timbers have been incorporated into the proposed design of the rain garden. In addition, the entry to the residential tower will feature tall glass panels with bold wood door pulls and wood will feature in the development's on-site landscape furnishings and structures.

- finishes are a bit drab; need to be differentiated from neighbouring developments.

The development's finishes and colours have been chosen to give the building a clean, contemporary appearance and timeless quality. The proposed silver-grey metal and glass panel cladding have been selected to contrast with the building's canted blue-grey curtain wall – its "signature" feature – and the dark stone and masonry at its base; while perforated steel cladding, fritted floating glass balcony panels, and punches of white are used to add lightness, texture, and rhythm across the facades. Overall, the development's stylistic approach is restrained, but well considered, and successfully uses material, colour, and layering to make a bold, sophisticated architectural statement.

Panel Decision

It was moved and seconded

That DP 12-617639 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

Attachment 4
Tree Replacement Plan

Bylaw-Size Trees 20 cm DBH min	Existing Trees	# Trees Removed	Replacement Trees		Implementation
▪ On-Site (Deciduous)	11	11	22	Min caliper: 4 @ 6 cm 14 @ 9 cm 4 @ 10 cm	<p>Replacement:</p> <ul style="list-style-type: none"> 100% of replacement trees will be planted on Lot 1/Phase 1 & secured via the landscape bond for DP 12-617639 <p>Tree Protection:</p> <ul style="list-style-type: none"> Lot 1 None required Lot 2 @ Parking Lot & Side Yard: None required Lot 2 @ Hollybridge Way frontage: Tree protection must: <ul style="list-style-type: none"> Be installed for all trees in the existing landscape strip Remain until the developer enters into a Servicing Agreement for construction of Hollybridge Way (i.e. SA #2)
▪ On-Site (Coniferous)	12	12	24	Min. height: 2 @ 4 m 8 @ 5 m 6 @ 5.5 m 8 @ 6 m	<p>Replacement:</p> <ul style="list-style-type: none"> Lot 1: The portion of the hedge along the south property line of Lot 1 will be replaced on Lot 1/Phase 1 (along the same property line), secured via the landscape bond for DP 12-617639 Pearson Road: The portion of the hedge along the south property line of Pearson Road will be replaced along the same property line via the Servicing Agreement for construction of Pearson Way (i.e. SA #2) <p>Tree Protection:</p> <ul style="list-style-type: none"> Lot 1 None required Pearson Way: Tree protection must: <ul style="list-style-type: none"> Be installed for all trees along the south property line of proposed Pearson Way Remain until the developer enters into a Servicing Agreement for construction of Pearson Way (i.e. SA #2)
▪ On-Site (Cedar hedge)	+/-57	+/-57	57	Evergreen hedge (1.2 m max height)	
▪ Off-Site (Gilbert Road)	1	1	2	\$650 per replacement tree	<p>Compensation:</p> <ul style="list-style-type: none"> Tree Compensation Fund: Prior to DP 12-617639 issuance, the developer will make a voluntary contribution of \$1,300
Total	81	80	103 PLUS cash-in-lieu for 2 trees		-

Attachment 5
LEED (Silver "Equivalency") Checklist



**ENERMODAL
ENGINEERING**

A member of **MMM GROUP**

Targeted	Pending	Decision Req'd	Not Pursued	
				LEED® NC 2009 Scorecard for River Park Place
				Potential LEED Rating: Silver
54	11	7	38	Certified: 40 to 49 points Silver: 50 to 59 points Gold: 60 to 79 points Platinum: 80 or more points
21	2	1	2	SUSTAINABLE SITES
				SSp1 Construction Activity Pollution Prevention
1				SSc1 Site Selection
5				SSc2 Development Density and Community Connectivity
			1	SSc3 Brownfield Redevelopment
6				SSc4.1 Alternative Transportation: Public Transportation Access
1				SSc4.2 Alternative Transportation: Bicycle Storage & Changing Rooms
3				SSc4.3 Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles
2				SSc4.4 Alternative Transportation: Parking Capacity
	1			SSc5.1 Site Development: Protect or Restore Habitat
	1			SSc5.2 Site Development: Maximize Open Space
		1		SSc6.1 Stormwater Design: Quantity Control
			1	SSc6.2 Stormwater Design: Quality Control
1				SSc7.1 Heat Island Effect: Non-Roof
1				SSc7.2 Heat Island Effect: Roof
1				SSc8 Light Pollution Reduction
3	1	0	6	WATER EFFICIENCY
				WEp1 Water Use Reduction
			1	WEp2 Water Efficient Landscaping
			1	WEc2 Innovative Wastewater Technologies
3	1			WEc3 Water Use Reduction
8	2	4	21	ENERGY & ATMOSPHERE
				EAp1 Fundamental Commissioning of Building Energy Systems
				EAp2 Minimum Energy Performance
				EAp3 Fundamental Refrigerant Management
5	2	2	9	EAc1 Optimize Energy Performance
			1	EAc2 On-Site Renewable Energy
		1		EAc3 Enhanced Commissioning
2				EAc4 Enhanced Refrigerant Management
			3	EAc5 Measurement & Verification
			2	EAc6 Green Power
5	2	0	7	MATERIALS & RESOURCES
				MRp1 Storage & Collection of Recyclables
			4	MRC1 Building Reuse
2				MRC2 Construction Waste Management
			2	MRC3 Materials Reuse
1	1			MRC4 Recycled Content
1	1			MRC5 Regional Materials
				MRC6 Recycled or Reclaimed Materials
1				MRC7 Certified Wood



A member of MMM GROUP

				LEED® NC 2009 Scorecard for River Park Place	
Targeted	Pending	Decision Req'd	Not Pursued	Potential LEED Rating: Silver	
54	11	7	36	Certified: 40 to 49 points Silver: 50 to 59 points Gold: 60 to 79 points Platinum: 80 or more points	
10	2	1	2	INDOOR ENVIRONMENTAL QUALITY	
				EQp1 Minimum IAQ Performance	
				EQp2 Environmental Tobacco Smoke Control	
	1			EQc1 Outdoor Air Delivery Monitoring	
			1	EQc2 Increased Ventilation	
1				EQc3.1 Construction IAQ Management Plan: During Construction	
				EQc3.2 Construction IAQ Management Plan: Before Occupancy	
1				EQc4.1 Low-Emitting Materials: Adhesives & Sealants	
1				EQc4.2 Low-Emitting Materials: Paints & Coatings	
1				EQc4.3 Low-Emitting Materials: Flooring Systems	
	1			EQc4.4 Low-Emitting Materials: Composite Wood and Agrifiber Products	
1				EQc5 Indoor Chemical & Pollutant Source Control	
1				EQc6.1 Controllability of Systems: Lighting	
1				EQc6.2 Controllability of Systems: Thermal Comfort	
1				EQc7.1 Thermal Comfort: Design	
1				EQc7.2 Thermal Comfort: Verification	
		1		EQc8.1 Daylight & Views: Daylight	
1				EQc8.2 Daylight & Views: Views	
6	0	0	0	INNOVATION IN DESIGN	
1				IDc1.1 Exemplar Performance: SSc7.1 Heat Island Effect: Non-Roof	
1				IDc1.2 Exemplar Performance: SSc7.1 Heat Island Effect: Roof	
1				IDc1.3 Process Water Load	
1				IDc1.4 Open Space	
1				IDc1.5 Low Mercury Lighting	
1				IDc2 LEED® Accredited Professional	
1	2	1	0	REGIONAL PRIORITY	
		1		RPc1 Durable Building	
1				RPc2 Regional Priority	
	1			RPc2 Regional Priority	
	1			RPc2 Regional Priority	

* This scorecard is intended to serve as a benchmarking tool to assess potential LEED Canada 2009 performance. It does not confirm a LEED rating nor guarantee credit compliance. This document is the sole property of Enemodal and is only to be used for the project listed above. This document is not to be used in any other capacity without the expressed consent of Enemodal Engineering.

February 9, 2013



**City of
Richmond**

Development Permit Considerations

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

Address: 5440 Hollybridge Way

File No.: DP 12-617639

Prior to approval of the Development Permit, the developer is required to complete the following:

1. **Rezoning:** Final adoption of the Zoning Amendment Bylaw No. 8879 (RZ 09-506904), including the developer entering into Servicing Agreement #1 for 5440 Hollybridge Way (SA 12-622948), secured by a Letter of Credit to the satisfaction of the City.
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:
 - a. **Pearson Way**, requiring that the developer enters into a restrictive covenant, registered on title, securing that "no building" will be permitted on any portion of 5440 Hollybridge Way and restricting Building Permit* issuance until the developer dedicates Pearson Way, subdivides 5440 Hollybridge Way to create Lots 1 and 2, and registers restrictive covenant(s) limiting driveway crossings along Pearson Way;
 - b. **District Energy Utility (DEU)**, requiring that the developer enters into a restrictive covenant in respect to Lot 1/Phase 1, registered on title, securing that "no building" will be permitted on Lot 1 and restricting Building Permit* issuance for Phase 1 until the developer enters into a DEU agreement for on a DP-by-DP basis (the form of which agreement is to be agreed to prior to rezoning adoption), as determined to the satisfaction of the City;
 - c. **Heritage Landscape & Park**, requiring that the developer submits a development impact assessment report on a DP-by-DP basis in respect to the City-owned park and heritage-designated property at 6900 River Road, prepared by a registered professional, together with proof of contractual arrangements for ongoing monitoring and preparation of a re-assessment report at the conclusion of construction, and the developer's commitment to the implementation of any necessary mitigation/compensation, to the satisfaction of the City;
 - d. **View Blockage & Other Potential Development Impacts**, requiring that the developer submits a development assessment report on a DP-by-DP basis, prepared by a registered professional, to the satisfaction of the City;
 - e. **Aircraft Noise Sensitive Use**, requiring among other things that the developer submits a development assessment report on a DP-by-DP basis, prepared by a registered professional, to the satisfaction of the City;
 - f. **Industrial/Commercial Noise Sensitive Use**, requiring among other things that the developer submits a development assessment report on a DP-by-DP basis, prepared by a registered professional, to the satisfaction of the City;

- g. *Commercial "Public" Parking*, requiring that the developer indicates the required parking on the DP drawings on a DP-by-DP basis, including the registration of final plans on title, to the satisfaction of the City, prior to Final Building Permit* Issuance Granting Occupancy.
 - h. *Phasing*, requiring that Lot 1 (i.e. the subject Phase 1 development) proceeds first; and
 - i. *Affordable Housing* (no requirements are applicable at Phase 1).
3. *"No Build/No Occupancy"*: 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 5440 Hollybridge Way until the following is complete, as determined to the satisfaction of the City:
- a. *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.
 - b. *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 the number and location of electric vehicle (EV) car and bike charging stations that shall be provided by the developer for the use of the tenants of Phase 1, to the satisfaction of the City, including, but not limited to, equipping a minimum of Phase 1's total parking as follows:
 - i. *For residential tenants*: 20% of residential parking spaces shall be equipped with electrical service, at 120V and/or 240V as determined by the developer;
 - ii. *For non-residential tenants*: 10% of non-residential parking spaces shall be equipped with 240V service; and
 - iii. *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 tenants.
- 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 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 12-617639. Final plans, to the satisfaction of the City, shall be registered on title prior to Final Building Permit* Issuance Granting Occupancy.
4. *Landscape Bond*: Receipt of a Letter of Credit for landscaping of all on-site areas, the construction of which is not otherwise secured via a Servicing Agreement (e.g., residential

amenity space, green roofs, yard setbacks), the value of which is based on 100% of the sealed cost estimate provided by the Landscape Architect (including labour and 10% contingency).

NOTE #1: The value of the landscape bond will be specified in the Development Permit.

5. Tree Replacement: City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the planting of replacement trees within the City.

NOTE #1: Replacement Trees: The tree replacement plan, as determined via RZ 09-506904, requires 103 replacement trees for the removal of on-site trees (including a mix of deciduous, coniferous, and evergreen hedge). The portion of the hedge located along the proposed Pearson Way right-of-way will be replaced by the developer as part of the Servicing Agreement for the construction of that new road (SA #2). The remainder of the hedge and all the other trees will be replaced on Lot 1 via DP 12-617639, secured via the DP landscape bond. (Confirmation must be provided on the DP landscape drawings that the required replacement trees have been satisfactorily accommodated.)

NOTE #2: Cash-in-Lieu: At rezoning stage, the City tree in the Gilbert Road right-of-way was indentified for retention; however, via the DP process it has been determined that this is not possible. Cash-in-lieu compensation to the Tree Compensation Fund is, thus, applicable and has been estimated at \$1,300 based on a replacement tree ratio of 2:1 and a replacement tree value of \$650 per tree.

6. 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 the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
7. Tree Protection: Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

NOTE #1: Tree protection must be installed prior to the issuance of DP 12-617639, including:

- a) Lot 2 @ Hollybridge Way frontage: Tree protection must be installed for all trees in the existing landscape strip west of the parking lot, and must remain in place until the developer enters into a Servicing Agreement for the construction of Hollybridge Way (i.e. SA #2); and
- b) Pearson Way: Tree protection must be installed for all trees (hedge) along the south property line of proposed Pearson Way, and must remain in place until the developer enters into a Servicing Agreement for the construction of Pearson Way (i.e. SA #2).

Elsewhere on 5440 Hollybridge Way, the developer is permitted to remove trees following the issuance of DP 12-617639.

8. Construction Parking and Traffic Management Plan: Submission of an Updated Construction Parking and Traffic Management Plan to the Transportation Division, together with updated/revised information, as determined via the Phase 1 DP review and approval processes. Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.

Prior to Building Permit* Issuance, 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:
 - a. *District Energy Utility (DEU) – Phase 1*, requiring that the developer enters into a DEU agreement for Phase 1 (the form of which agreement was agreed to prior to rezoning adoption);
 - b. *Public Art – Phase 1*, requiring that the developer enters into a Public Art agreement, secured via a Letter of Credit, for the implementation of the Phase 1 Public Art Plan; and
 - c. *Servicing Agreement(SA)* #2*, requiring that the developer enters into a SA*, secured via Letter of Credit, for the design and construction of road and related improvements along Pearson Way, Hollybridge Way, River Road, and Gilbert Road, as determined via RZ 09-506904 and secured via legal agreement(s) registered on title. Note that, among other things, SA* #2 must include:
 - i. *Hedge*: The installation of an evergreen hedge along the south side of Pearson Way (along the property line of 5540 Hollybridge Way/Winter Club) from the east boundary of Lot 1 to Hollybridge Way, to the satisfaction of the Senior Manager, Parks, which hedge shall:
 - be coordinated with hedge planting along the south property line of Lot 1, which shall be provided for via DP 12-617639 and secured by the DP landscape bond;
 - together with hedge planting on Lot 1, include a minimum of 57 trees or as otherwise determined to the satisfaction of the Senior Manager, Parks;
 - not exceed 1.2 m in height; and
 - following the SA one-year maintenance period, the City shall maintain the hedge in coordination with the operator(s) of the Winter Club; and
 - ii. *Rain Garden*: The installation of stormwater management measures within the boulevard along Lot 1's entire Gilbert Road frontage, to the satisfaction of the Senior Manager, Parks, Manager, Environmental Sustainability, Director of Development, and Director of Engineering.

NOTE: The developer must submit a report and recommendations prepared by a registered professional that, to the satisfaction of the Senior Manager, Parks, Manager, Environmental Sustainability, Director of Development, and Director of Engineering, sets out the measures that will be incorporated in the design and construction of Lot 1's Gilbert Road rain garden in order that it can effectively replace/retain the stormwater management value of the swales originally located along the subject site's River Road and Gilbert Road frontages that will be lost as a result of the proposed development. (Note that the City's Environmental Sustainability Division has determined, in consultation with the Department of

Fisheries and Oceans (DFO), that while the existing swales have recognized stormwater management value, the City shall not treat them as Riparian Management Areas.)

- d. *Site Conditions*, requiring that the developer satisfies conditions, as required, as per the covenant registered prior to DP issuance;
 - e. *Electric Vehicle (EV) Car & Bike Charging Stations*, requiring that the developer satisfies conditions, as per the covenant registered prior to DP issuance, including the registration of final plans on title, to the satisfaction of the City, prior to Final Building Permit* Issuance Granting Occupancy; and
 - f. *Commercial "Public" Parking*, requiring that the developer satisfies conditions, as per the covenant registered prior to rezoning adoption, including the registration of final plans on title, to the satisfaction of the City, prior to Final Building Permit* Issuance Granting Occupancy.
2. Required Development Features: Incorporate measures in Building Permit* (BP) plans including, but not limited to, features required to address the following, to the satisfaction of the City as determined via the Rezoning* and/or Development Permit* processes and confirmed by Letters of Assurance provided by Registered Professionals indicating that the building has been designed to incorporate the proposed features (which Registered Professionals shall submit additional Letters of Assurance prior to final Building Permit* inspection confirming that the features have been appropriately installed):
 - a. *Accessibility*;
 - b. *Aircraft Noise Sensitive Uses*;
 - c. *Industrial/Commercial Noise Sensitive Uses*;
 - d. *View Blockage & Other Potential Development Impacts*;
 - e. *Aircraft Noise Sensitive Use*;
 - f. *Industrial/Commercial Noise Sensitive Use*;
 - g. *Heritage Landscape & Park*;
 - h. *Public Parking*;
 - i. *Electric Vehicle (EV) Car (Residential & Commercial) & Bike Charging Stations*;
 - j. *End-of-Trip Facility*;
 - k. *Site-Specific Sustainability Measures*, including, but not limited to, District Energy Utility (DEU), LEED (silver "equivalency"), and green roof/wall features.
 3. Latecomer Charges: If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
 4. Construction Parking and Traffic Management Plan: Submit an Updated Construction Parking and Traffic Management Plan to the Transportation Division, together with updated/revised information, as determined via the Phase 1 DP review and approval processes. Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.

5. Construction Hoarding: Obtain a Building Permit* (BP) 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 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.

Signed copy on file

Signed _____

Date _____



City of Richmond

Development Permit

No. DP 12-617639

To the Holder: Hollybridge Limited Partnership
Property Address: 5440 Hollybridge Way
Address: 900 - 666 Burrard Street,
Vancouver, BC V6C 2X8

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. 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 #16E attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$828,357.38 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.
6. 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.
7. 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.



City of
Richmond

Development Permit
No. DP 12-617639

No. DP 12-617639

To the Holder: Hollybridge Limited Partnership

Property Address: 5440 Hollybridge Way

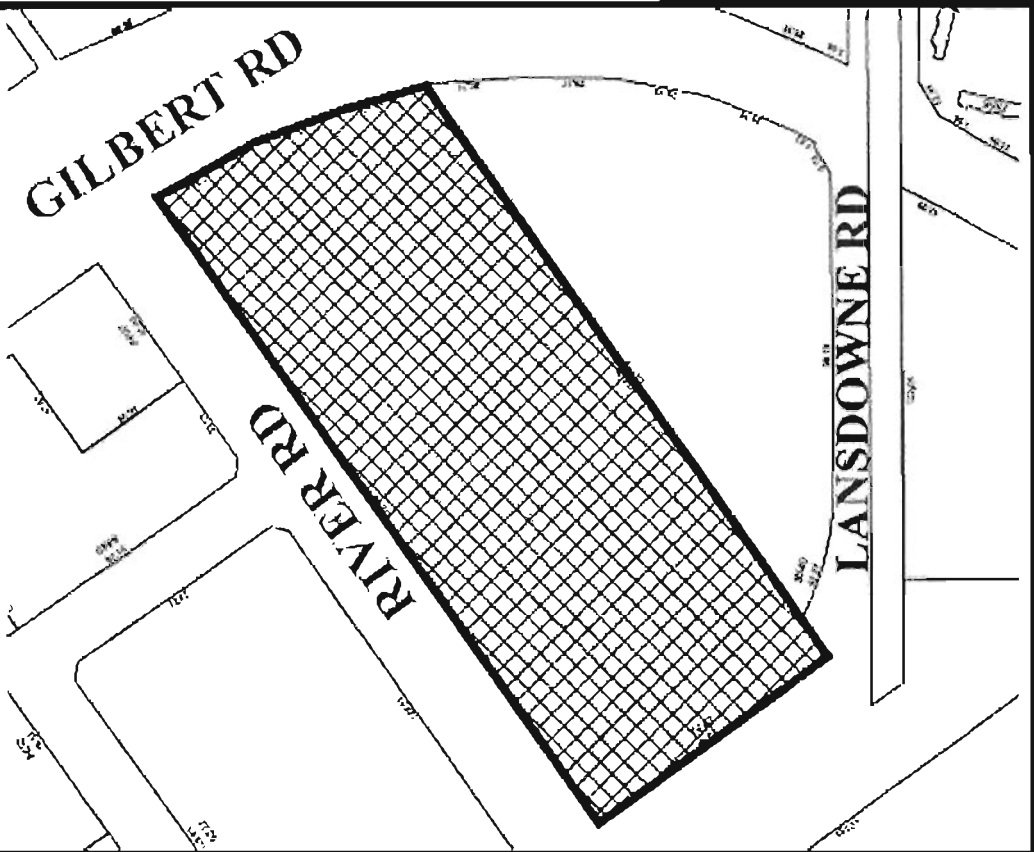
Address: 900 - 666 Burrard Street,
Vancouver, BC V6C 2X8

AUTHORIZING RESOLUTION NO.
DAY OF , .

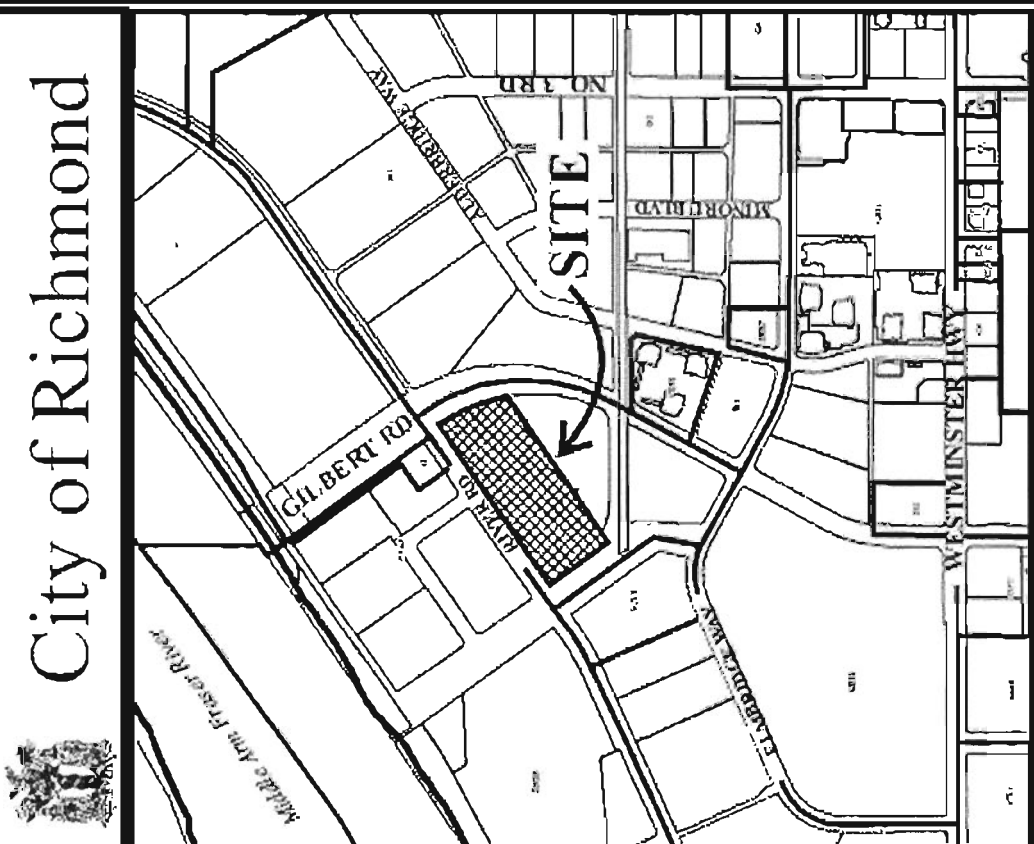
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



Original Date: 08/27/12
 Revision Date:
 Note: Dimensions are in METERS



DP 12-617639 SCHEDULE "A"



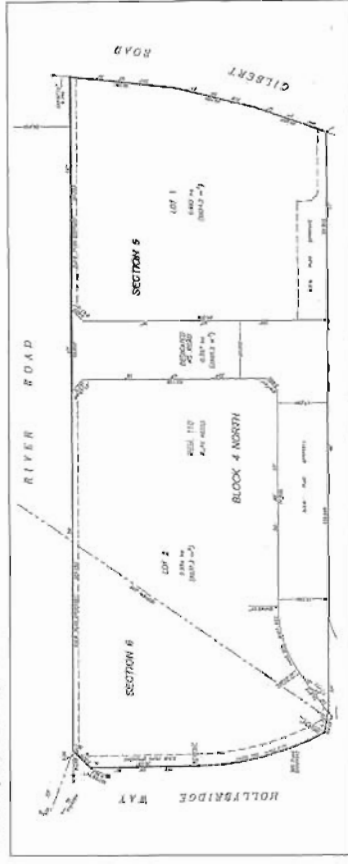
NOTES:

1. No variances are requested.
2. No affordable housing units are provided in the subject development.
3. Statutory right-of-ways are shown below.

5440 Hollyridge Way Lot Area	20,425.3 m ²
Portion of 5540 Hollyridge Way	247.7 m ²
Gross Site Area	20,723.0 m ²
Road Dedication	(4,061.4 m ²)
• Hollyridge Way ("Major Street") Dedication	(188.5 m ²)
• Pearson Way ("Minor Street") Dedication	(207.7 m ²)
• Pearson Way ("Minor Street") Dedication	(3,585.2 m ²)
Net Site Area	15,051.6 m ²
• LOT 11 PHASE 1 (EAST OF PEARSON WAY) DP 12-617639	6,824.3 m ²
• Lot 2/Phases 2-3 (West of Pearson Way)	9,837.3 m ²
Lot 1 (Phase 1) (DP 12-617639)	
Net Site Area	6,824.3 m ² (73,458.6 ft ²)
Gross Floor Area	19,350 m ² (208,719.0 ft ²)
Net Floor Area (excluding typical FAR & Basic Universal Housing/BUH exemptions)	15,536.20 m ² (178,000.0 ft ²)
• Commercial	1,152.0 m ² (12,400.0 ft ²)
• Residential	15,384.2 m ² (165,600.0 ft ²)
Building Footprint	5,227.9 m ² (56,274.0 ft ²)
Lot Coverage	76.6%

LEVEL	Gross Floor Area (ft ²)	Exemptions (ft ²)			Net Floor Area (ft ²)	No. of Units
		General	BUH	Mech./Stor.		
16	7714	394	80	0	7240	4 (4 BUH)
14	9532	394	0	0	9138	12
13	9528	394	0	0	9134	12
12	9523	394	0	0	9129	12
11	9519	394	0	0	9125	12
10	9514	394	0	0	9120	12
9	9509	394	0	0	9115	12
8	9505	394	0	0	9111	12
7	9500	394	0	0	9106	12
6	9496	394	0	0	9102	12
5	22189	881	60	0	22229	28 (3 BUH)
4	22779	881	100	0	21898	33 (5 BUH)
3	24305	881	100	0	21424	31 (5 BUH)
2	13526	0	0	7478	6048	0
1	26881	0	0	6328	19423	14
P1	5679	0	0	5679	0	0
TOTAL	208716	5983	340	19485	177599	219 (17 BUH)

Parking Cars	Residential	Shared Commercial/Visitor	Total
237 required / 245 proposed	44 required / 65 proposed	281 required / 310 proposed	
Bikes (Class 1)	274 required / 280 proposed	3 required / 12 proposed	
Bikes (Class 2)	44 required	5 required	49 required / 49 proposed



4. Accessibility:

- a. Basic Universal Housing (17 units) are indicated on the floor plans (Levels 3, 4, 5 & 15) and shown in detail on the "Basic Universal Housing (BUH) & Aging-In-Place Housing Units" sheet.
- b. 100% of units shall include aging in place features described on "Basic Universal Housing (BUH) & Aging-In-Place Housing Units" sheet

5. Parking:

- a. All Level 1 parking shall be for commercial and visitor use. All residential parking shall be located on Level P1 and 2, and shall be secured via overhead gates at the entry points to the Level 1 ramps.
- b. Residential parking shall include a maximum of 14 pairs of tandem spaces (28 total).
- c. As per legal agreement registered on title, a minimum of 50% of commercial/visitor parking must be reserved as "public parking" (i.e. not assigned to individual people/businesses) and must be signed as such and include a proportional number of small cars and handicapped spaces as per the Zoning Bylaw. (Note: The developer's proposal shown on the attached DP drawings exceeds these requirements.)
- d. As per legal agreement registered on title, Electric Vehicle (EV) Charging Stations must be provided as follows. Preliminary locations are shown on the DP drawings. Final locations must be confirmed and secured via legal agreement prior to Building Permit issuance.

Electric Vehicle (EV) Charging Facilities -	Minimum rates as per RZ 09-505904:	Proposed as per DP 12-617639:		
		Residents' cars: 20% (46 required)	Commercial cars: 10% (7 required)	Bikes (Class 1): 5% (16 required)

- a. End-of-trip facilities are shown on DP drawings.

6. Heritage Landscape & Park:

As per legal agreements registered on title, (i) a development impact assessment in respect to the heritage designated and ecologically sensitive landscape at 5900 River Road has been completed by a Registered Professional, the findings of which showed that no mitigation or compensation is required in respect to the proposed Phase 1 development, (ii) 5900 River Road will be monitored throughout the construction of Phase 1, and (iii) a re-assessment report will be completed by a Registered Professional at the end of construction of Phase 1 to identify mitigation/compensation requirements, if any, which mitigation/compensation requirements must be satisfied to the satisfaction of the Director of Development, Senior Manager, Parks, and Manager, Environmental Sustainability prior to final Building Permit inspection granting occupancy for any portion of the subject development.



LOT 2
(UNDER SEPARATE DP)

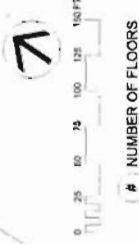
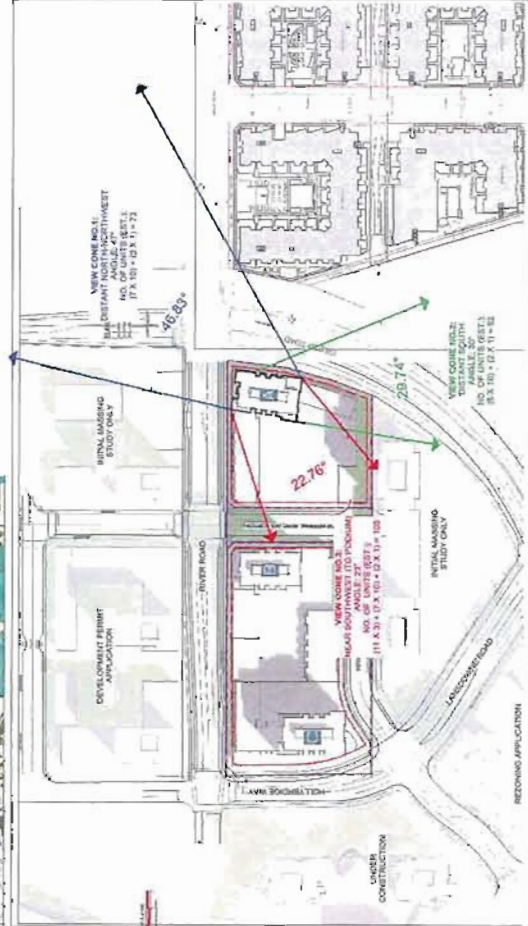
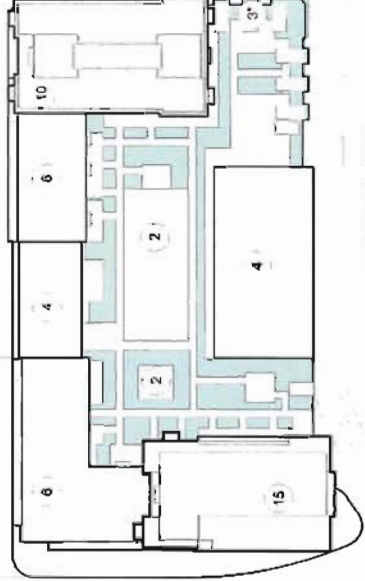
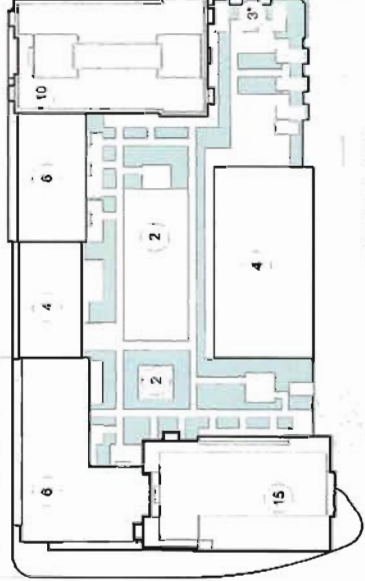
RIVER GREEN
RIVER ROAD

PHASE 2

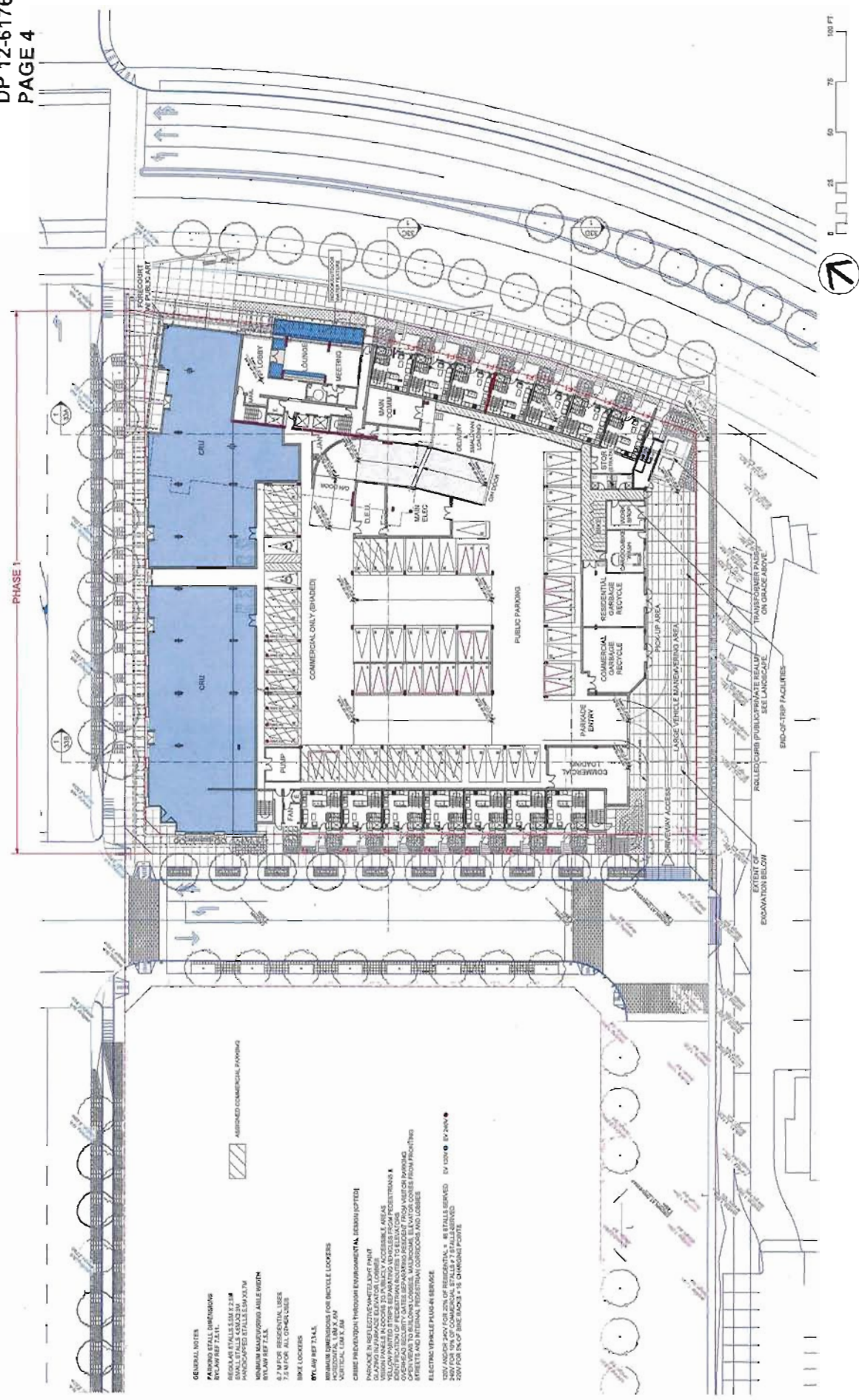
PHASE 3

LOT 1

PHASE 1
RIVER ROAD



NUMBER OF FLOORS



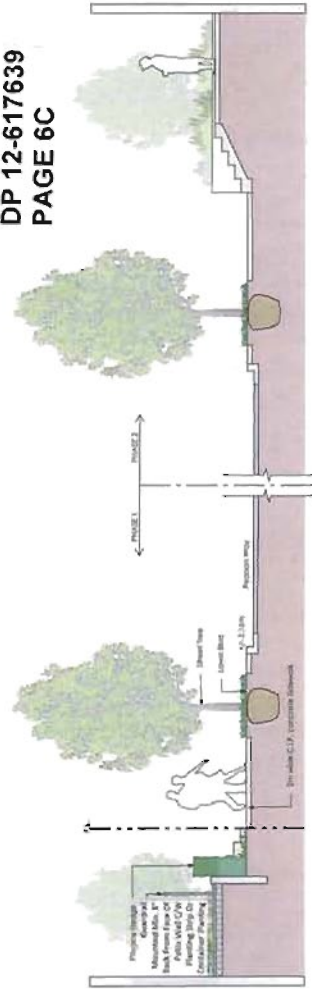
LEVEL 01

RIVER PARK PLACE - LOT 1

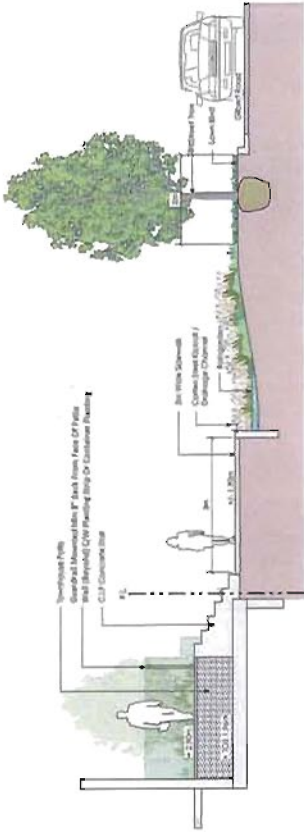


24

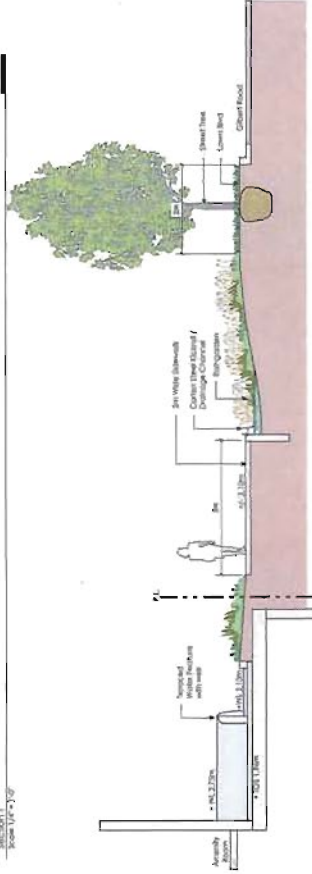




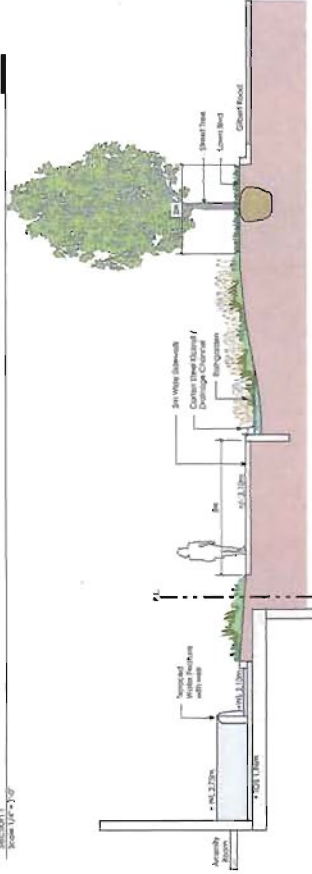
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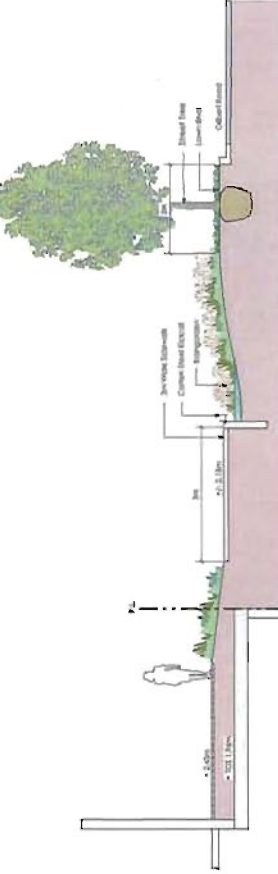
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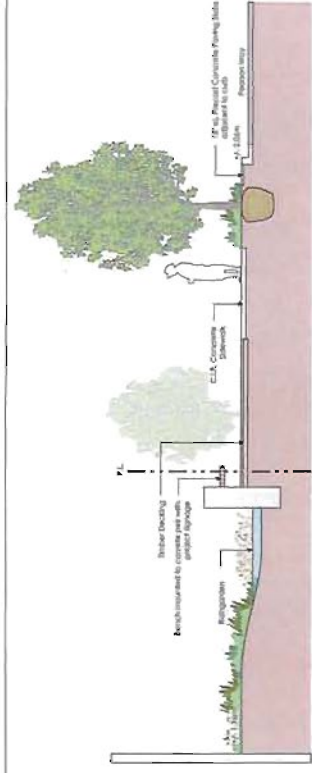
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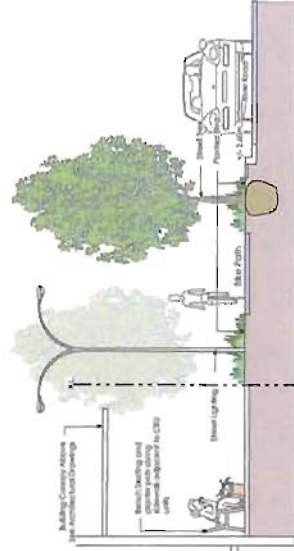
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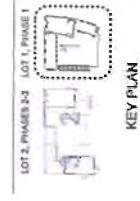
Section 5
Scale 1/4" = 1'-0"



Section 6
Scale 1/4" = 1'-0"



Section 7
Scale 1/4" = 1'-0"



KEY PLAN



LOT 1 - GROUND LEVEL SECTIONS

RIVER PARK PLACE - LOT 1

MYA/E

INTRACORP

IBI

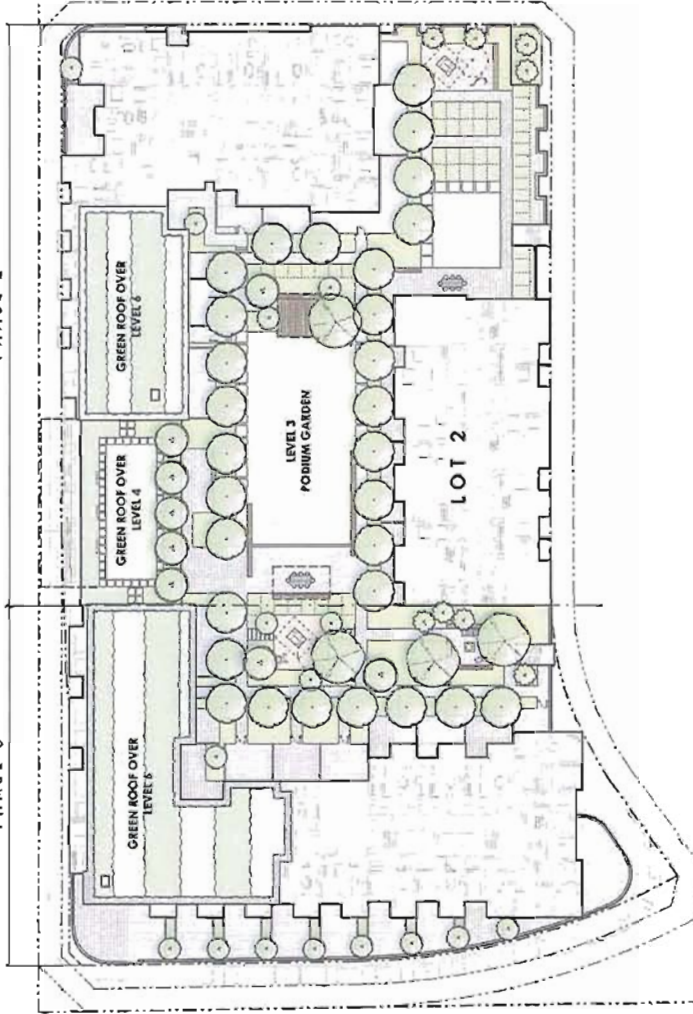
DEVELOPMENT PERMIT APPLICATION
FEBRUARY 12, 2013

PHASE 1

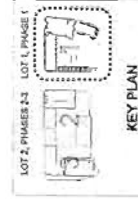
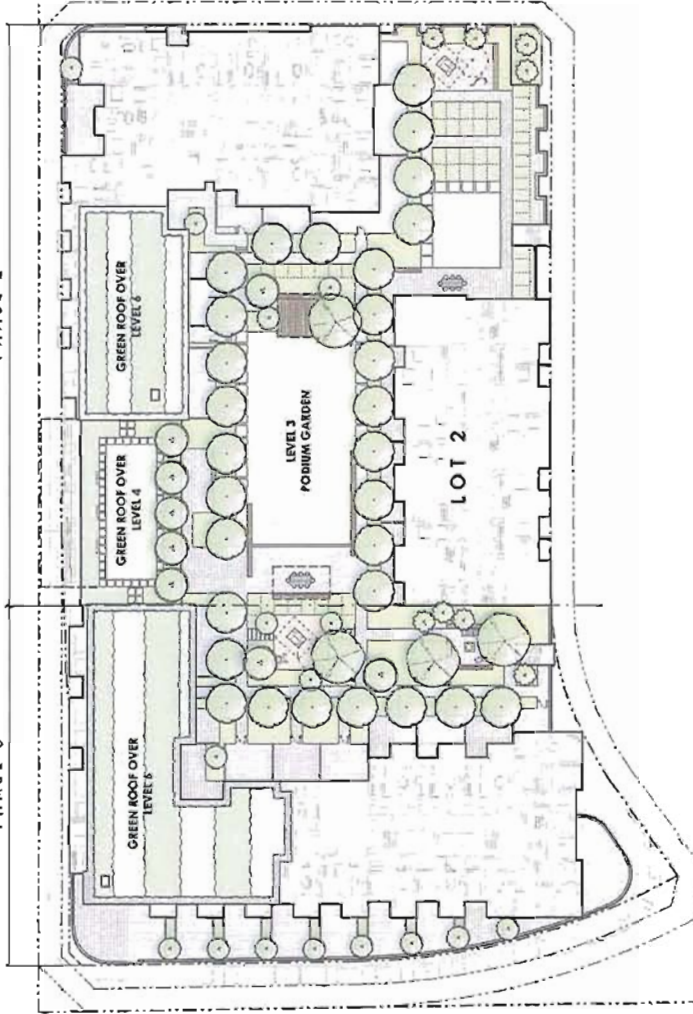


SEE SHEET 20
LOT 1 PODIUM LEVEL PLANTING PLAN

PHASE 2



PHASE 3



OVERALL PODIUM LANDSCAPE PLAN



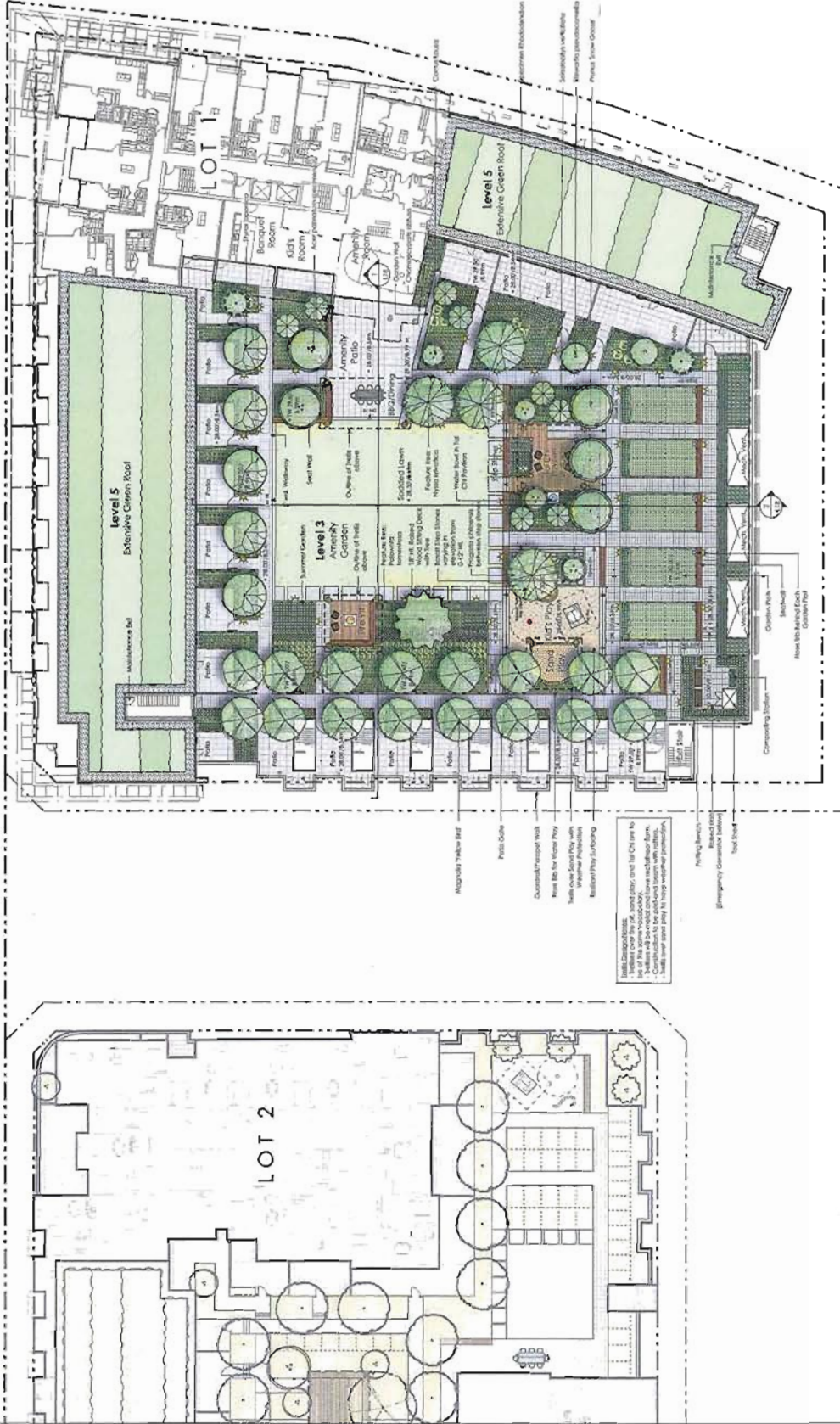
INTRACORP
PLANNING AND ENVIRONMENTAL

MYA/E
MAYNARD YOUNG ARCHITECTS

RIVER PARK PLACE - LOT 1
5440 Ridge Road, Richmond, VA

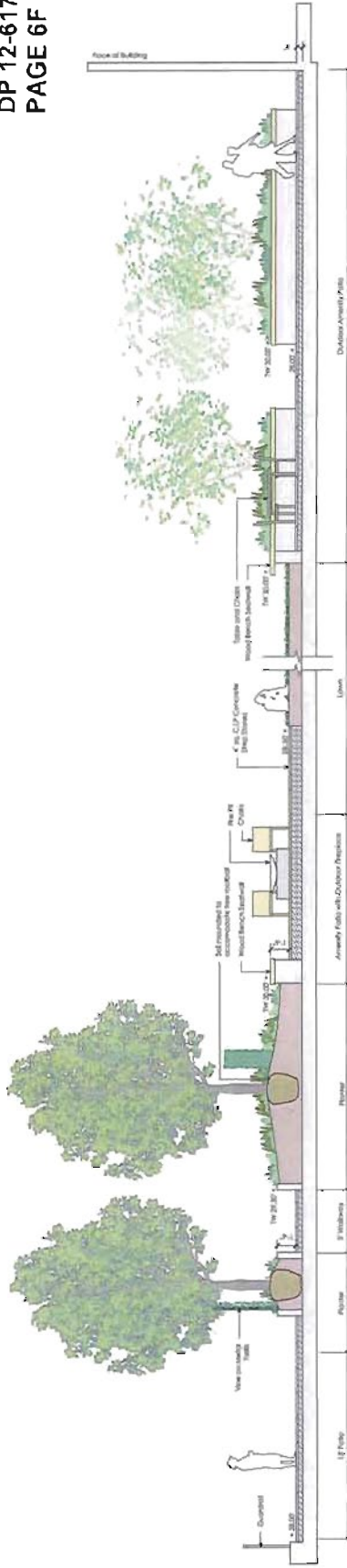
DEVELOPMENT PERMIT APPLICATION
FEBRUARY 12, 2013

NOTES:
SEE SHEET 17 FOR PLANT LIST
SEE SHEET 18 FOR MATERIALS LEGEND



PODIUM LEVEL PLANTING PLAN

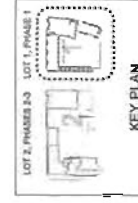




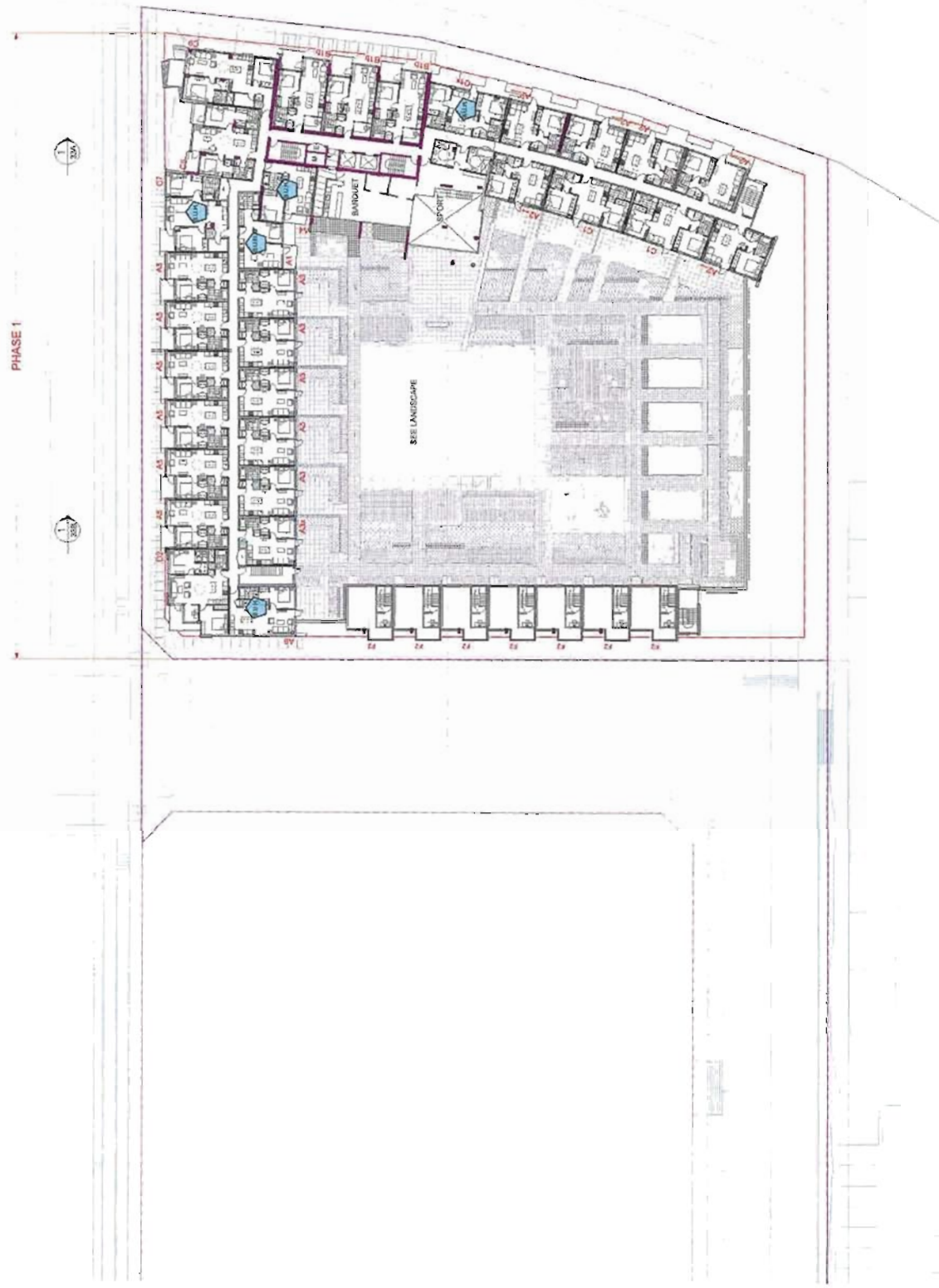
Podium Section 1
Scale 1/4" = 1'-0"



Podium Section 2
Scale 1/4" = 1'-0"

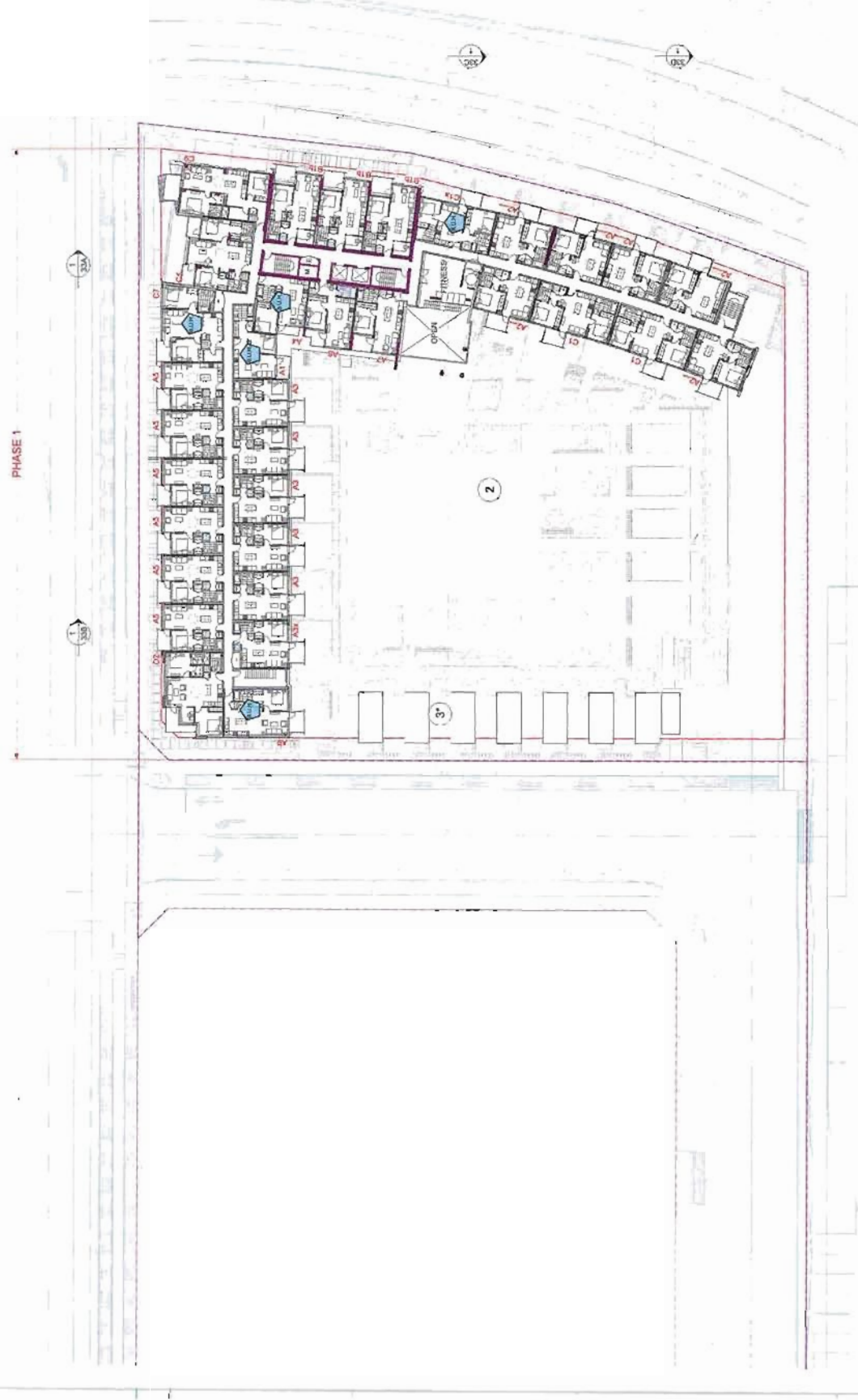


PODIUM LEVEL LANDSCAPE SECTIONS



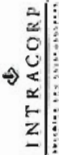
LEVEL 03

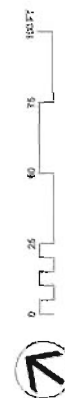
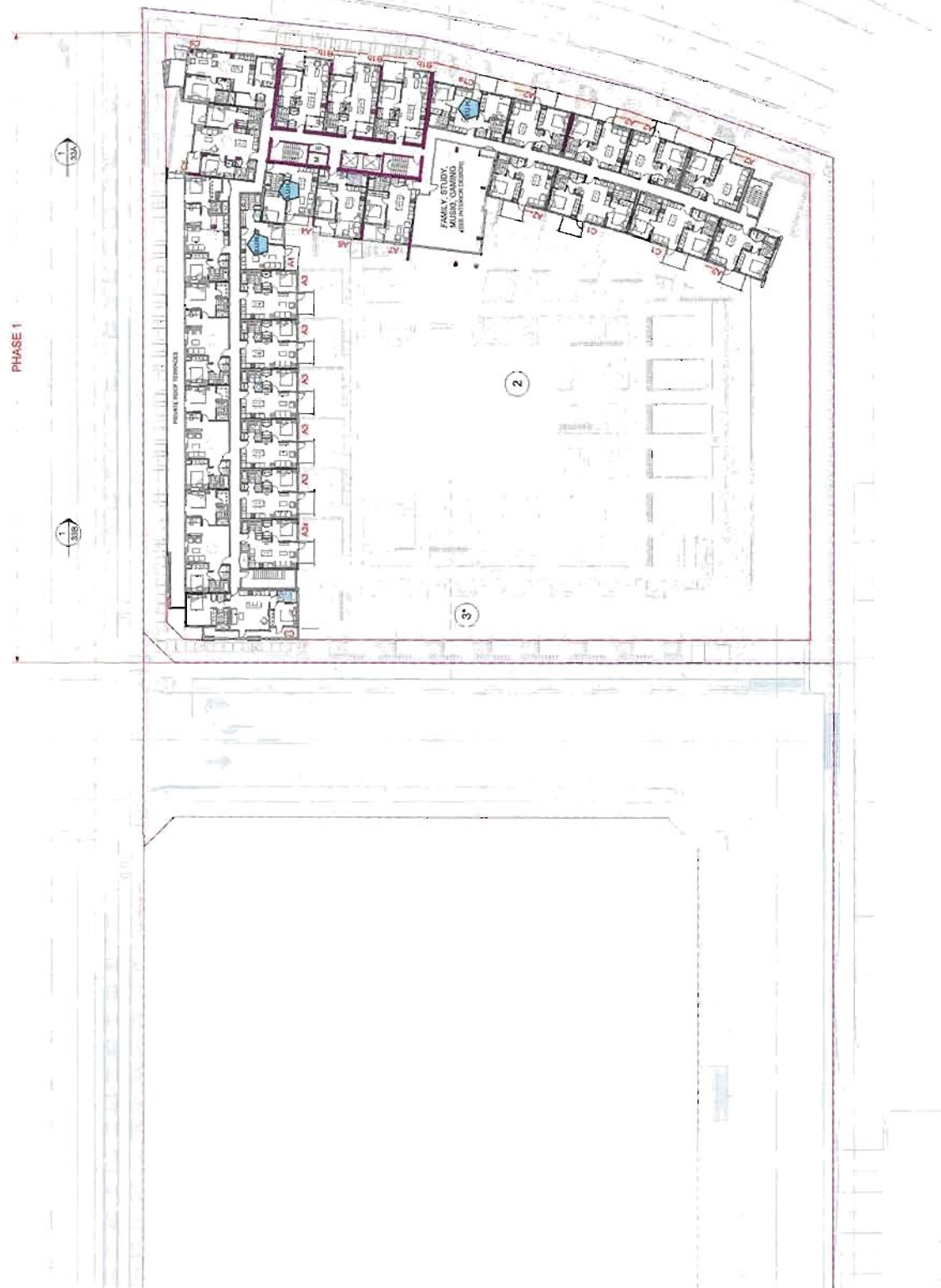
DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 6, 2013



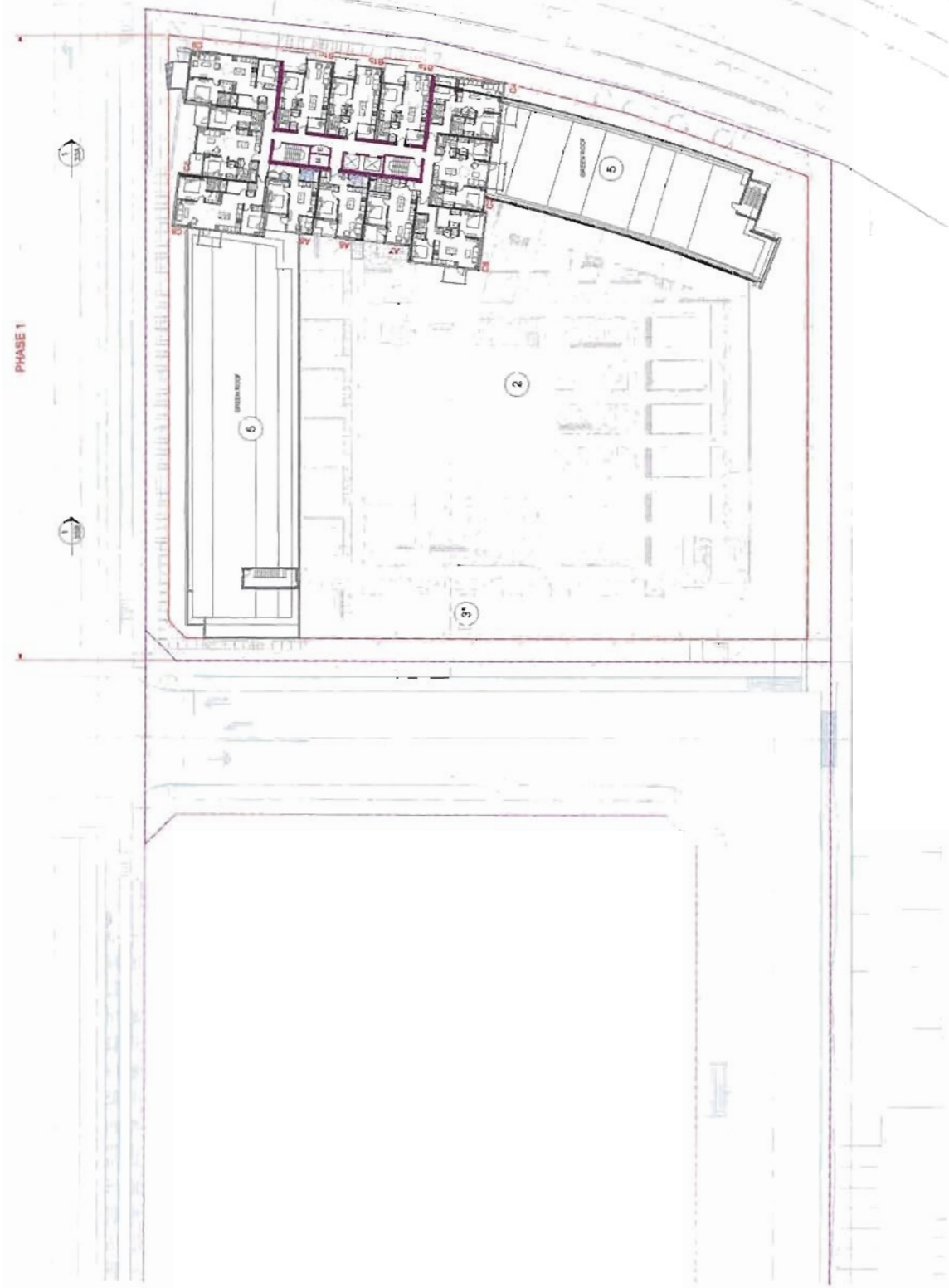
LEVEL 04

RIVER PARK PLACE - LOT 1
6440 Hurlingham Way, Richmond, BC

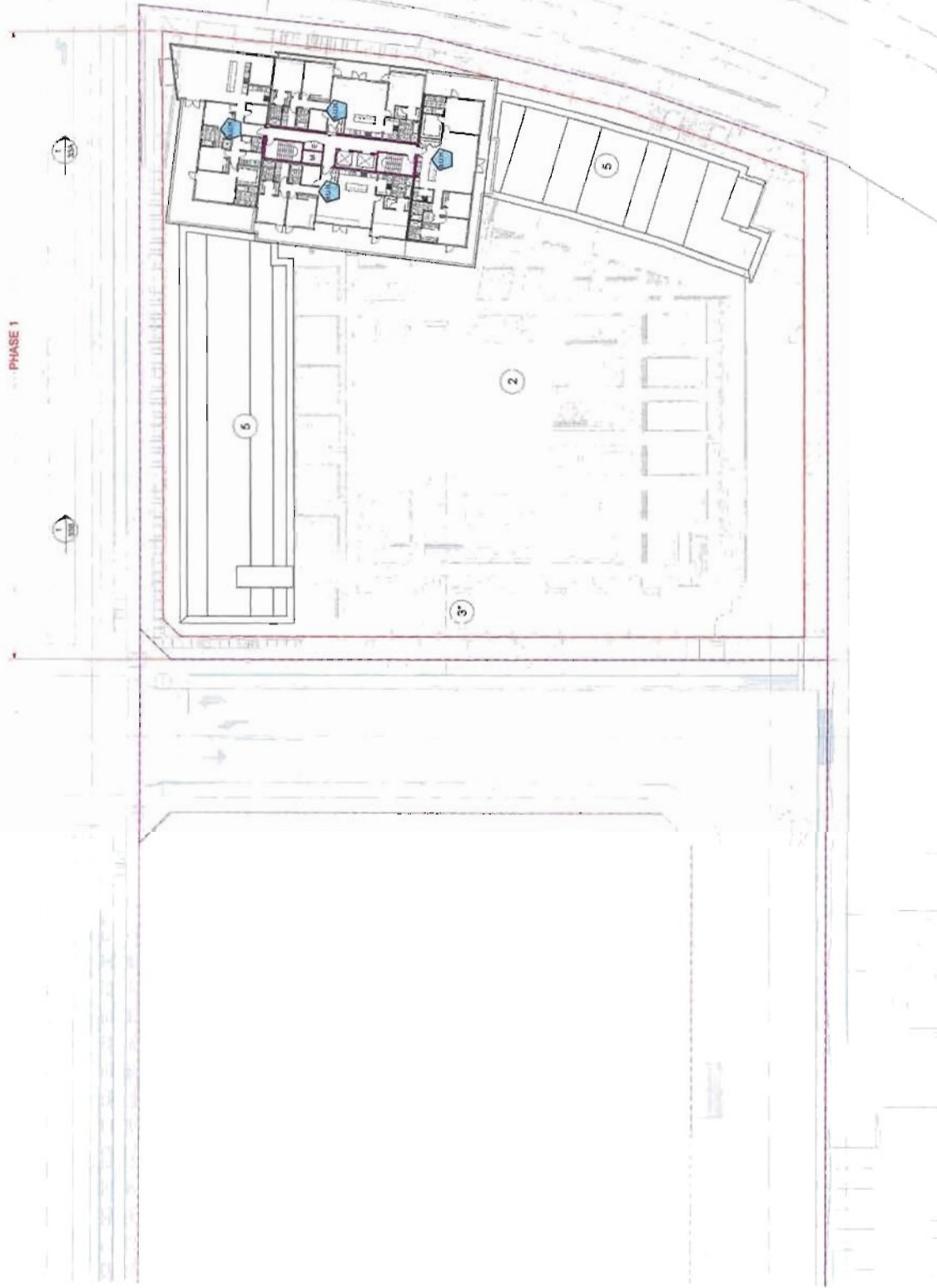




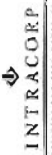
LEVEL 05

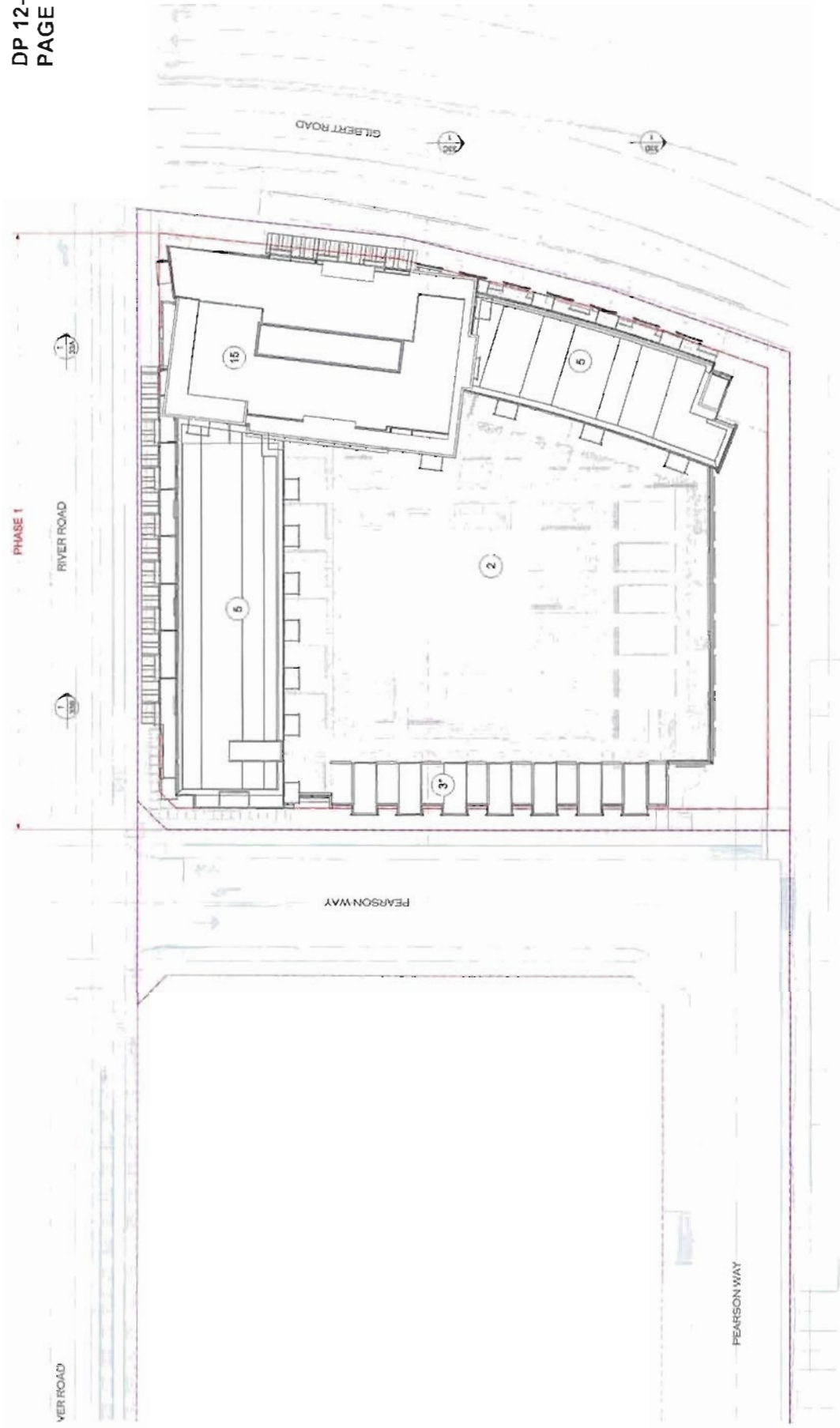


LEVEL 06 - 14 (TYP.)



RIVER PARK PLACE - LOT





ROOF PLAN

FEATURES

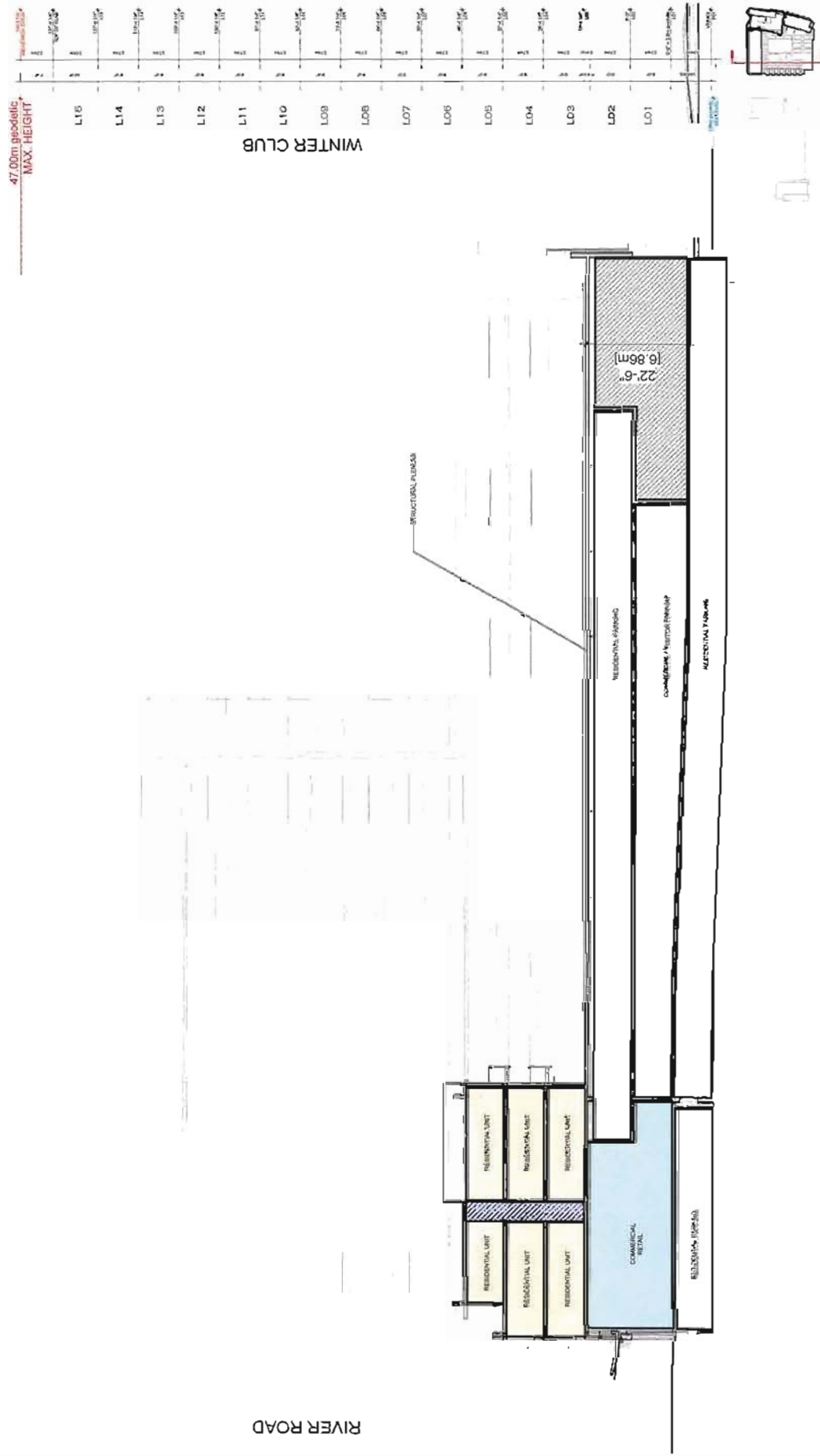
[illegible]

3 OF	3 OF	3 OF	2 OF	2 OF
				
1 OF	2 OF	1 OF	1 OF	1 OF
				

ALL UNITS NOT DESIGNATED AS BASIC UNIVERSAL HOUSING UNITS MEET AGING-IN-PLACE REQUIREMENTS



SECTION A-A (PARALLEL TO GILBERT ROAD)



SECTION B-B (PARALLEL TO RIVER ROAD)



INTRACORP

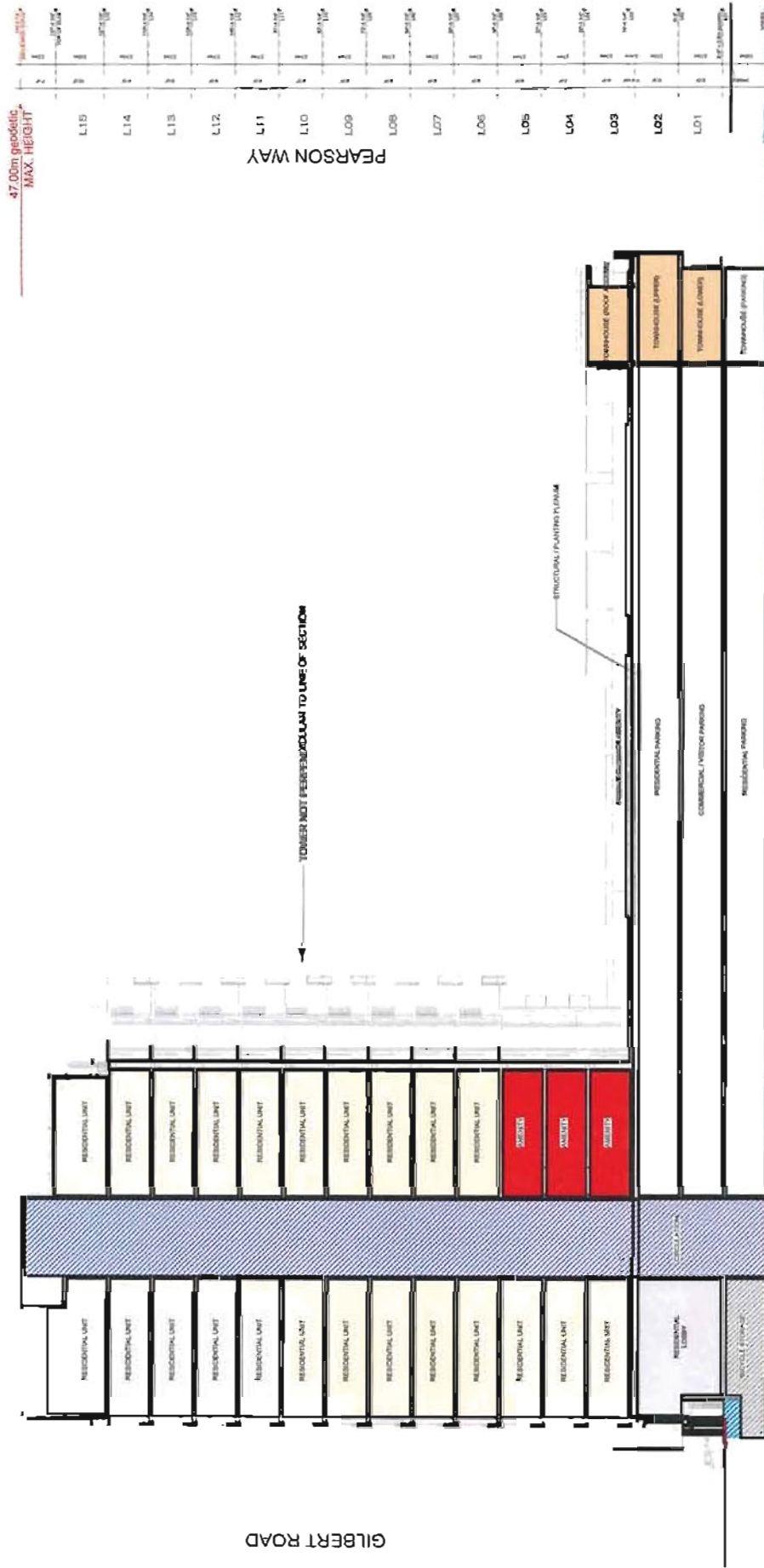


MYNE
5401 N. Highway 101, Suite 100, Fort Worth, TX 76116

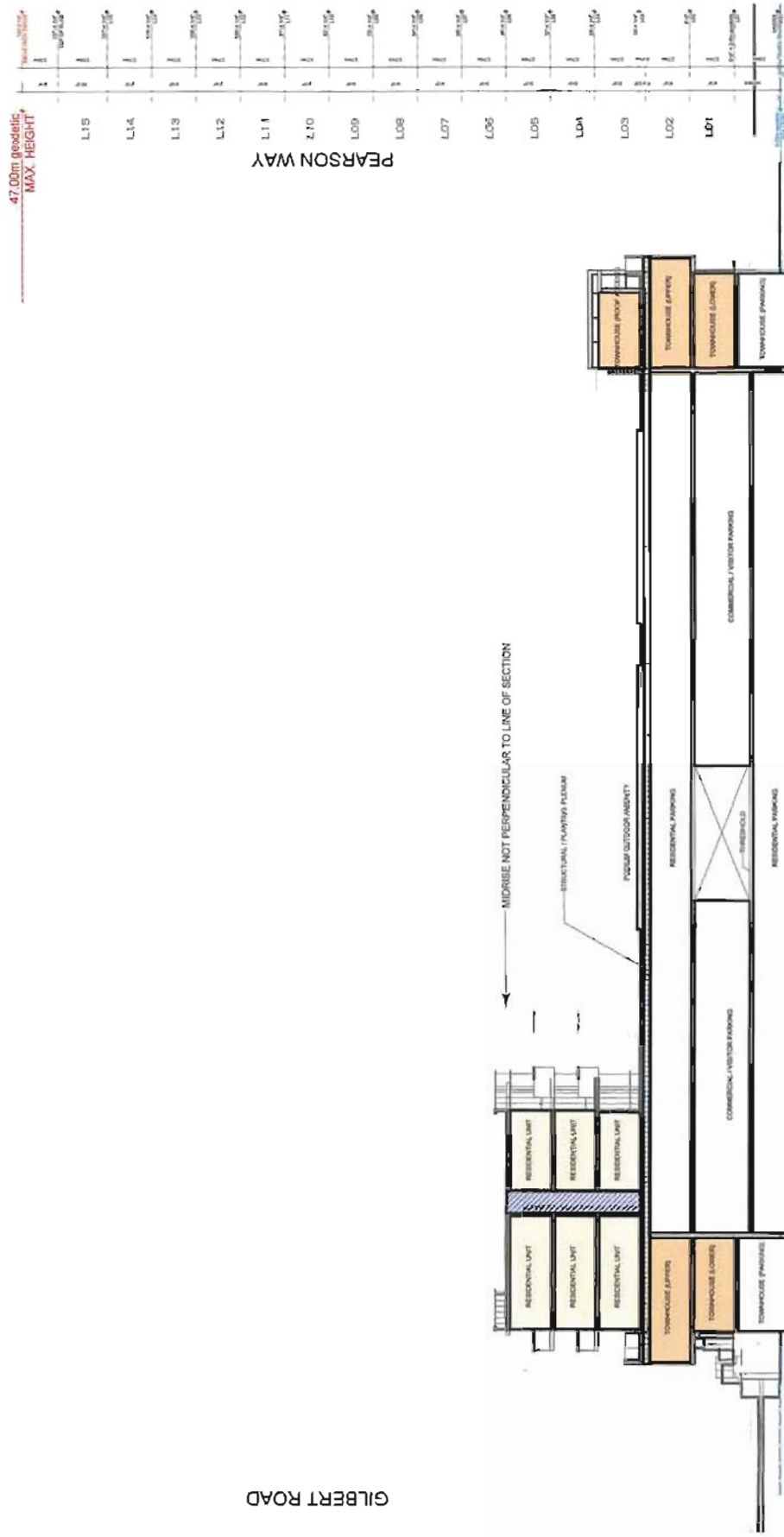
RIVER PARK PLACE - LOT 1

DEVELOPMENT PERMIT APPLICATION DP 12-617639
FEBRUARY 8, 2013

33B



SECTION C-C (PARALLEL TO RIVER ROAD)

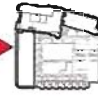


SECTION D-D (PARALLEL TO RIVER ROAD)



- MATERIALS LEGEND**
- 1 FRAMELESS CURTAIN WALL / GLASS SPANDREL
 - 2 WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 3 WINDOW WALL (SILVER) METAL PANEL
 - 4 METAL PANEL (SILVER)
 - 5 BALCONIES FRITTED GLASS GUARDS
 - 6 BALCONIES FRITTED GLASS GUARDS
 - 7 ENTRANCE CANOPY METAL GLASS WOOD
 - 8 RETAIL CANOPY
 - 9 MASONRY / STONE CLADDING
 - 10 MASONRY / STONE CLADDING
 - 11 PERFORATED METAL SCREEN (PAZEP)
 - 12 ARCHITECTURAL LOUVRES
 - 13 ARCHITECTURAL LOUVRES
 - 14 ARCHITECTURAL LOUVRES
 - 15 ARCHITECTURAL LOUVRES
 - 16 ARCHITECTURAL LOUVRES
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 - 98 ARCHITECTURAL LOUVRES
 - 99 ARCHITECTURAL LOUVRES
 - 100 ARCHITECTURAL LOUVRES

STOREFRONT 10 PEDESTRIAN ACCESS TO PARKADE SEE SHEET NO. 13 FOR DETAIL FACADE



NORTH ELEVATION (RIVER ROAD)



- MATERIALS LEGEND**
- 1. FRAMELESS CURTAIN WALL / GLASS SPANDREL
 - 2. WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 3. WINDOW WALL (SILVER) METAL PANEL
 - 4. METAL PANEL
 - 5. WOOD SIDING (DELETED)
 - 6. BALCONIES: FRITTED GLASS GUARDS
 - 7. ENTRANCE CANOPY: METAL, GLASS, WOOD
 - 8. RETAIL CANOPY
 - 9. MASONRY / FORME CLADDING
 - 10. MASONRY / FORME CLADDING
 - 11. PERFORATED METAL SCREEN (KALRP)
 - 12. ARCHITECTURAL LOUVRES
 - 13. ARCHITECTURAL PAINTED CONCRETE

STOREFRONT

BALCONY IN FRONT

E



EAST ELEVATION (GILBERT ROAD)



INTRACORP
SUSTAINABLE AND INNOVATIVE

MYAE
Myanmar Architecture & Engineering Ltd.

RIVER PARK PLACE - LOT 1
5440 Halfbridge Way, Richmond, BC

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 6, 2013



SOUTH ELEVATION (WINTER CLUB)

- MATERIALS LEGEND**
- 1 FRAMELESS CURTAIN WALL / GLASS SPANDREL
 - 2 WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 3 WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 4 METAL PANEL (84-VER) METAL PANEL
 - 5 WOOD SIDING (DELETED)
 - 6 BALCONIES: FRITTED GLASS GUARD
 - 7 ENTRANCE CANOPY: METAL GLASS, WOOD
 - 8 METAL CANOPY
 - 9 MASONRY / STONE GLAZING
 - 10 MASONRY / CONCRETE BRICK PILASTER
 - 11 PERFORATED METAL SCREEN (ALZIP)
 - 12 ARCHITECTURAL LOUVER
 - 13 ARCHITECTURAL PAINTED CONCRETE



RIVER PARK PLACE - LOT 1
5400 Highway 101, Richmond, BC



STOREFRONT

- MATERIALS LEGEND**
- 1 FRAMELESS CURTAIN WALL / GLASS SPANDREL
 - 2 WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 3 WINDOW WALL (SILVER) METAL PANEL
 - 4 METAL PANEL
 - 5 WOOD SIDING (DELETED)
 - 6 BALCONIES: FRITTED GLASS GUARDS
 - 7 ENTRANCE CANOPY: METAL GLASS, WOOD
 - 8 RETAIL CANOPY
 - 9 MASONRY / CONCRETE CLADDING
 - 10 MASONRY / CONCRETE BRICK PILASTERS
 - 11 PERFORATED METAL SCREEN (KALZIP)
 - 12 ARCHITECTURAL LOUVRES
 - 13 ARCHITECTURAL PAINTED CONCRETE



RIVER PARK PLACE - LOT 1
5440 Hollyridge Way, Richmond, BC

WEST ELEVATION (PEARSON WAY)

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

CURTAIN WALL ELEMENTS		WINDOW WALL ELEMENTS	
1	GLASS CASSETTE	1	MULLION IN
2	CURTAIN WALL VISION PANEL	2	GLASS ST. RESIDENTIAL
3	CURTAIN WALL GLASS SPANDREL	3	WINDOW WALL ST. GLASS SPANDREL ACCENT
4	CURTAIN WALL GLASS SPANDREL ACCENT	4	WINDOW WALL ST. METAL SPANDREL
5	CURTAIN WALL GLASS SPANDREL ACCENT	5	WINDOW WALL ST. CORNER POST (SL. VIB)
6	WINDOW WALL GL. SPANDREL ELEMENT	6	WINDOW WALL GL. SPANDREL ELEMENT
7	MULLION	7	MULLION
8	GLASS ST. RESIDENTIAL	8	GLASS ST. RESIDENTIAL
9	WINDOW WALL GL. GLASS SPANDREL (GREY)	9	WINDOW WALL GL. GLASS SPANDREL (WHITE)
10	WINDOW WALL GL. CORNER POST	10	WINDOW WALL GL. CORNER POST
11	WOOD EFFECT (METAL)	11	CONCRETE, PAINTED IN (SCHEMATIC)
12	ANY WALL	12	CONCRETE, PAINTED IN (SCHEMATIC)
13	SLANT CURB	13	STONE
14	SLAB	14	STONE EFFECT (CONCRETE)
15	PERFORATED METAL SCREEN		
16	COMMERCIAL STOREFRONT GLASS & MULLION		

DP 12-617639
PAGE 16C



1 Pearson Way Townhouse Facade

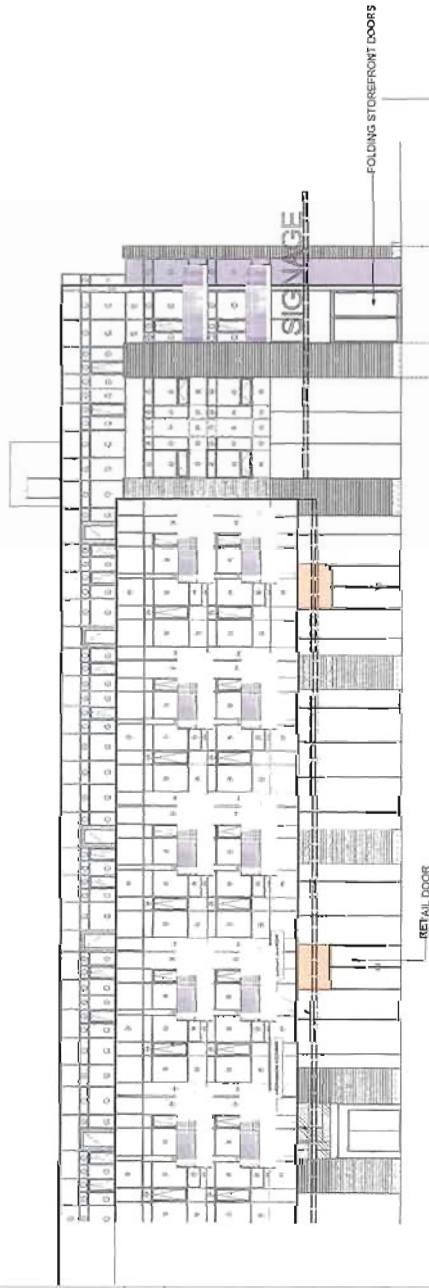
RESIDENTIAL UNIT FRONTAGES

DEVELOPMENT PERMIT APPLICATION DP-12-617639
FEBRUARY 8, 2013

LEGEND

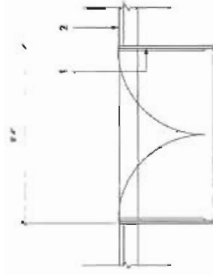
1. ACCENT COLOURED SPANDREL GLASS
2. STOREFRONT GLAZING

DP 12-617639
PAGE 16D



① [North Elevation]
Scale: 1/8" = 1'-0"

④ [Retail Door Plan]
Scale: 1/2" = 1'-0"

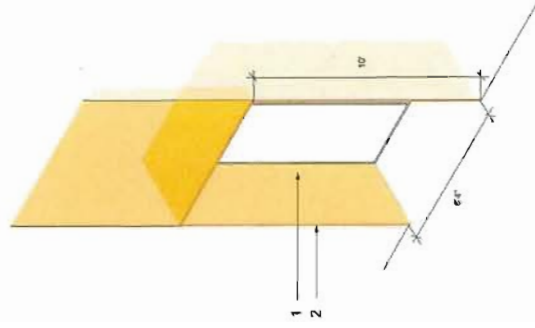


④ [Retail Perspective]
Scale: 1/8" = 1'-0"

SIGN BAND FRAME IN
ACCENT COLOUR

1
2

③ [Pearson Way & River Road Corner Plan]
Scale: 1/8" = 1'-0"



⑤ [Retail Door Isometric]
Scale: 1/2" = 1'-0"



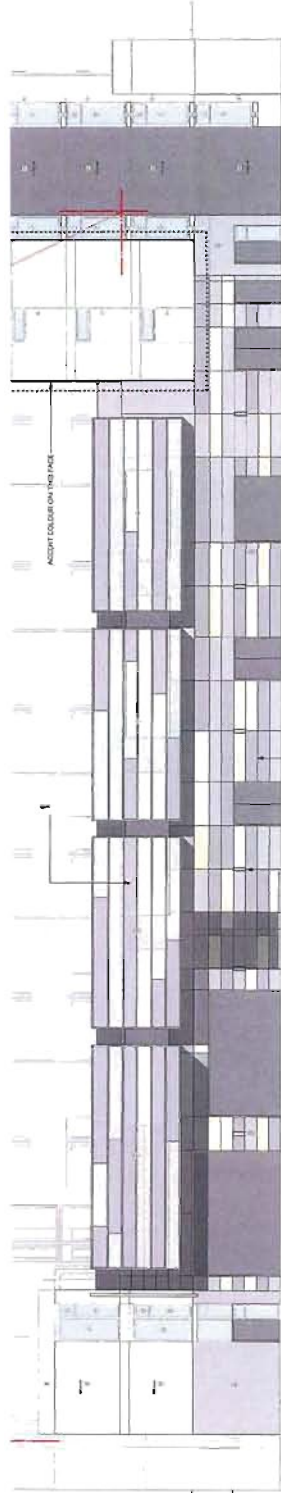
INTRACORP
ARCHITECTS AND INTERIORS

MYA
Myra International Enterprises Ltd.

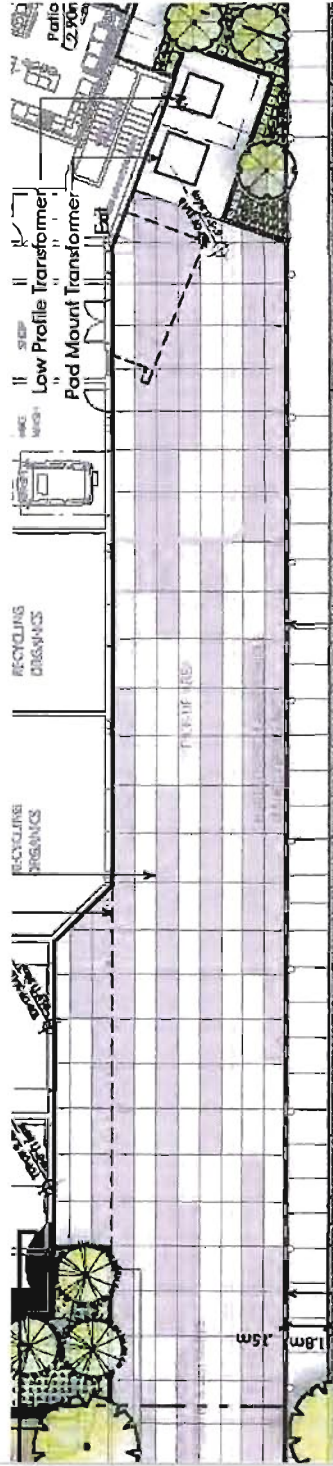
RIVER PARK PLACE - LOT
5460 Holladay Way Richmond, BC

RETAIL DOORS

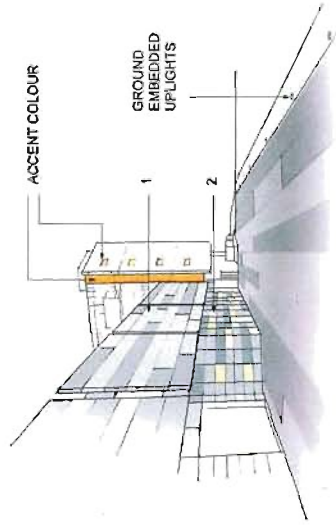
DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013



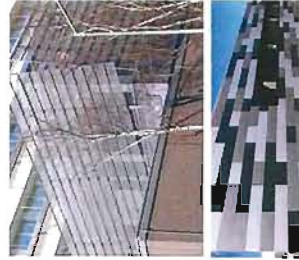
① [Service Road Elevation]
Scale: 1/8" = 1'-0"



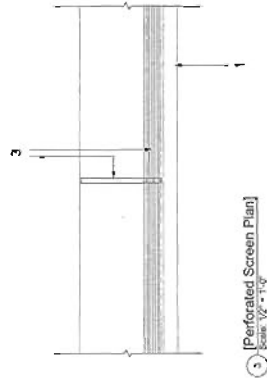
② [Service Road Plan]
Scale: 1/8" = 1'-0"



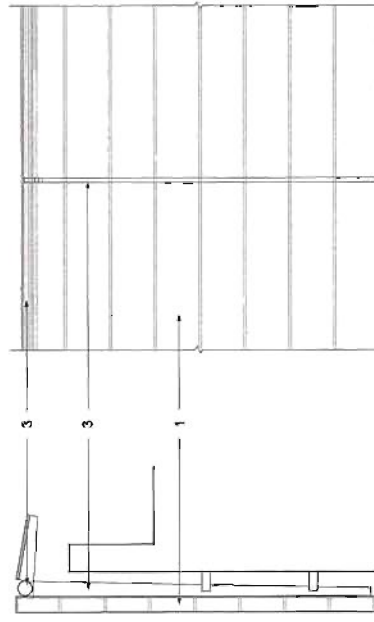
③ [Perspective Down the Service Lane]
Scale: 1/8" = 1'-0"



④ [Examples of Perforated Screen Facade System]



⑤ [Perforated Screen Section]
Scale: 1/2" = 1'-0"



⑥ [Perforated Screen Front Elevation]
Scale: 1/2" = 1'-0"

LEGEND

1. 2-TONED PERFORATED METAL FACADE SYSTEM
2. 4-TONED PAINTED CONCRETE
3. (DARK GREY, LIGHT GREY, WHITE, ACCENT COLOUR)
4. MISCELLANEOUS METAL SUPPORT STRUCTURE
5. GROUND EMBEDDED UPLIGHTS
5. LIGHT FIXTURES

DP 12-617639
PAGE 16E

SERVICE LANE



Amenity Seating



Urban Agriculture



Benches



Water Features and Reflecting Ponds



Kids Play



Open Lawn



Extensive Green Roof



Seasonal Rain Garden



Street Retail Edge

DP 12-617639
REFERENCE

PHASE 3

PHASE 2

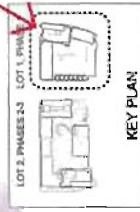
PHASE 1

HOLLYBRIDGE
WAY

GILBERT ROAD

RIVER ROAD

PEARSON WAY



RENDERING

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

RIVER PARK PLACE - LOT 1
5440 Hollybridge Way, Richmond, BC



DP 12-617639
REFERENCE



RENDERING

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

RIVER PARK PLACE - LOT 1
3400 Hollybridge Way, Richmond, VA



DP 12-617639
REFERENCE

LOT 1

LOT 2

PEARSON WAY

EXISTING (WINTER CLUB)

RIVER ROAD

GILBERT ROAD

VIEW FROM SOUTHEAST



RENDERING

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

RIVER PARK PLACE - LOT

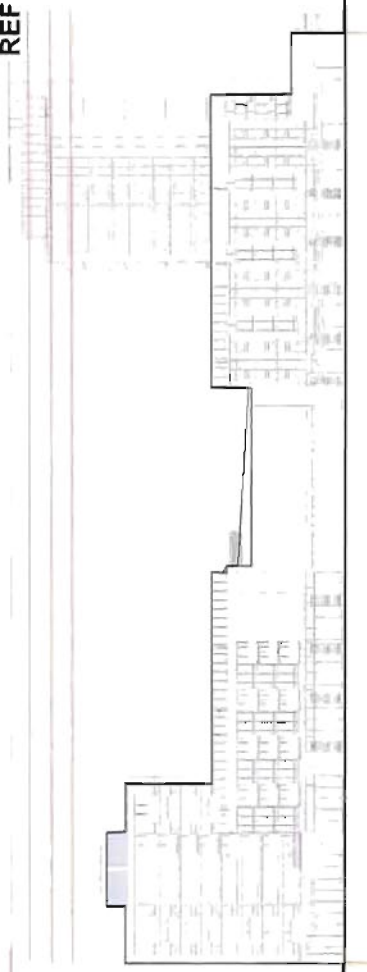
MYA

INTREX CORP

IBI

THIS DEVELOPMENT PERMIT APPLICATION
ADDRESSES LOT 1
OF THE SUBDIVIDED PROPERTY AT
5440 HOLLYBRIDGE WAY.

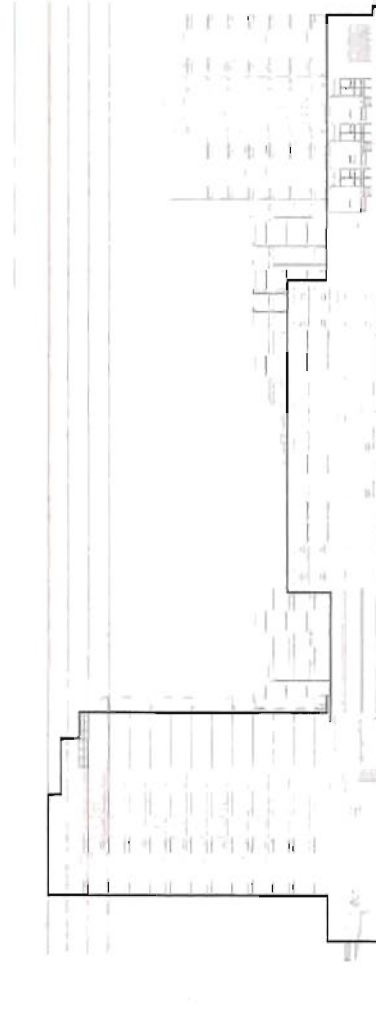
LOT 2 (PHASES 2-3) UNDER SEPARATE DP APPLICATION



NORTH (RIVER ROAD)

PHASE 1

PHASES 2 & 3



SOUTH (WINTER CLUB)

PHASES 2 & 3

PHASE 1



SITE ELEVATIONS