



**City of Richmond**  
Planning and Development Department

## Report to Development Permit Panel

---

**To:** Development Permit Panel  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** October 6, 2010  
**File:** DP 07-378677  
**Re:** **Application by Kasian Architecture Interior Design and Planning Ltd. for a  
Development Permit at 7820 Williams Road, Surplus City Lane Land, 10020  
and 10060 Dunoon Drive**

---

### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a five-storey mixed-use commercial and residential building on 7820 Williams Road, 10020 and 10060 Dunoon Drive, and the associated surplus City lane land on a site zoned "Commercial Mixed-Use (ZMU19) – Broadmoor". The proposed development consists of 1,891 m<sup>2</sup> ground floor commercial space, 59 residential apartment units, and 9 two-storey townhouse units on the western portion of the site; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Reduce the minimum setback from 7.5 m to 6 m for the 11.2 m height southwest stair to the third floor; and
  - b) Increase the maximum height for buildings from 20 m to 21.5 m, limited to the elevator tower.

Brian J. Jackson, MCIP  
Director of Development

SB:blg  
Att.

## Staff Report

### Origin

Kasian Architecture Interior Design and Planning Ltd. has applied to the City of Richmond for permission to develop a five-storey mixed-use commercial and residential building on the western portion of 7820 Williams Road, 10020 and 10060 Dunoon Drive, and the associated surplus City lane land. The proposed development consists of 1,890.7 m<sup>2</sup> ground floor commercial space, 59 residential apartment units, and nine (9) two-storey townhouse units.

The site is being rezoned from "Community Commercial (CC)" and "Pub & Sales (CP2)" to "Commercial Mixed-Use (ZMU19) – Broadmoor" for this project under Bylaw 8293 (RZ 08-410730).

The developer is required to enter into a Servicing Agreement (SA-534729) as a requirement of rezoning for the design and construction of works including, but not limited to: frontage improvements along Williams Road and Dunoon Drive, and infrastructure works including storm sewer upgrade, and sanitary sewer relocation and upgrade (SA 10-539235).

The need for frontage improvements along No. 3 Road through a separate Servicing Agreement will be reviewed through the development application process for future site redevelopment.

### Background

The subject consolidated site is one (1) of several properties at the intersection of No. 3 Road and Williams Road that, together, are designated as a Neighbourhood Service Centre in the Official Community Plan (OCP). The proposed development is consistent with the recently approved OCP amendment to guide the envisioned redevelopment of the Broadmoor Neighbourhood Service Centre.

The western portion of the subject site will be redeveloped while maintaining the existing commercial building on the eastern portion of the subject site, which contains commercial units, a neighbourhood pub and an associated liquor store. The western portion of the subject site formerly contained the older wing of the Broadmoor Shopping Centre, a rear City lane connecting to Williams Road, two (2) lots fronting onto Dunoon Drive, an existing non-conforming duplex fronting onto Dunoon Drive, and surface parking areas throughout. The existing City lane provides access to/from Williams Road for the subject site and a grocery store loading bay on the neighbouring commercial property to the south. The proposed redevelopment includes an alternate access through the site for the existing neighbouring grocery store loading bay, and therefore, the City lane is no longer required. The acquisition of the City's surplus lane land and registration of cross-access were secured through the rezoning.

A Development Permit (DP 09-464198) was previously approved by Council for exterior renovations to the existing building's east wing and improvements to the surface parking area fronting onto No. 3 Road (this is referred to as Phase 1). The intention of the works was to update the look of the east wing and adjacent parking area, which are proposed to be retained.

## Development Information

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

## Background

The existing development surrounding the subject consolidated site is described as follows:

- To the northeast, is an existing gas station with convenience store fronting onto Williams Road and No. 3 Road;
- To the north, across Williams Road, is an existing low density 29-unit, two-storey townhouse development fronting onto Williams Road and No. 3 Road;
- To the east, across No. 3 Road, are an existing three-unit commercial property and a 100-unit, three-storey apartment building fronting onto both Williams Road and No. 3 Road. There is also an existing approximately 308-unit, three-storey apartment complex fronting onto both No. 3 Road and Ryan Road;
- To the south, is an existing commercial property with one-storey and two-storey buildings. Immediately adjacent to the site is the truck-loading bay for the neighbouring large format anchor grocery store; and
- To the west, across Dunoon Drive, are single-family lots fronting onto Williams Road, Nevis Drive, Dunoon Drive, and Petts Road.

## Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

The rezoning staff report identified the following items for review through the Development Permit process: [staff comments added in '*bold italics*']

- Building form and architectural character refinement – *Design satisfactorily refined.*
- Landscaping design refinement – *Design satisfactorily refined.*
- Review indoor and outdoor amenity space provision – *Design satisfactorily refined. Outdoor amenity space for the shared use of residents is provided at the roof level. Due to proximity to community amenities, the applicant has elected to provide cash in lieu of on-site indoor amenity space in accordance with Council Policy.*
- Review of opportunities to accommodate a resident in a wheelchair, unit conversion and/or aging in place – *Four (4) convertible apartment units are provided (2 two-bedroom units and 2 one-bedroom units).*
- Review of parking and loading – *Design satisfactorily refined.*
- Review of garbage and recycling collection facilities – *Design satisfactorily refined.*

The Public Hearing for the rezoning of this site was held on May 17, 2010. At the Public Hearing, public delegations expressed support for the development and public correspondence was received both in support and expressing concerns regarding the development. The following architectural form and character concerns about rezoning the property were expressed. [Staff comments added in *'bold italics'*]

- Loss of privacy with overlook into single-family properties – *The development is separated across Dunoon Drive from neighbourhood single-family homes. Along Dunoon Drive, grade oriented two-storey townhouses are provided with a 6 m setback, which mirrors the front yard setback that is required for single-family homes. The upper apartment floors are further setback. The proposed streetscape landscaping, front yard trees and boulevard street trees will help to screen the development;*
- Building height – *The Council approved OCP Broadmoor Neighbourhood Service Centre Guidelines and site-specific zoning allow for the proposed five-storey building height. The apparent building height is mitigated through design measures such as setting back upper floors and increasing the apparent height of the ground floor commercial facade to screen the second floor parking. The design includes localized height variances to: accommodate a stair tower to the third floor along the Dunoon Drive elevation; and to accommodate additional service height in the elevator tower.*
- Increased noise – *The applicant has been given a copy of the City's good neighbour program guidelines, including information about permitted hours for construction noise activity. Once constructed, the neighbourhood will no longer face the shopping centre commercial surface parking and rear commercial service areas. The commercial surface parking is relocated to the No. 3 Road side of the proposed building, and the commercial service bay is relocated to a loading bay in the proposed building's south elevation.*
- Increased traffic, including increased delivery truck traffic – *Frontage improvements and road upgrades along Dunoon Drive were secured through the rezoning. The main proposed truck access to the development is Williams Road. The Dunoon Drive access is proposed for residents and a limited number of delivery trucks for the existing grocery store only.*

### **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Commercial Mixed-Use (ZMU19) – Broadmoor" site specific zoning district, except for the zoning variances noted below.

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

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Reduce the minimum setback from 7.5 m to 6 m for the 11.2 m height southwest stair to the third floor.

*(Staff supports the proposed variance as it provides residents with fire exit access out to Dunoon Drive, convenient access the ground level garbage and recycling area, and does not impact the availability of commercial space. The setback relaxation applies to the third floor only of the three-storey stair tower located at the southwest corner of the building. The stair tower design has been improved through the Development Permit process and is lower than the five-storey stair tower shown previously in the rezoning staff report.)*

- 2) Increase the maximum height for buildings from 20 m to 21.5 m, limited to the elevator tower.

*(Staff supports the proposed variance as it allows residents in wheelchairs to access the roof level by elevator. The increased height is limited to the elevator tower only.)*

**Advisory Design Panel Comments**

The Advisory Design Panel was supportive of the proposal and identified areas for design development and consideration. The applicant addressed staff and Panel comments and made refinements to the design proposal. A copy of the relevant excerpt from the Advisory Design Panel Minutes from June 9, 2010 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold italics**'.

**Analysis*****Conditions of Adjacency***

- The siting of the building has been undertaken with consideration of the adjacencies, the context, and the OCP Broadmoor Neighbourhood Service Centre Guidelines for future development.
- The five-storey low-rise building contributes to the Western edge of the Broadmoor Neighbourhood Service Centre, providing a Dunoon Drive ground-oriented townhouse interface to the residential neighbourhood to the west. The upper floors of the building step back, providing outdoor semi-private space for the upper residential levels and transition in height toward the existing single-family residential area across the street.
- An animated street frontage is provided through: grade-oriented townhouse units and residential apartment lobby along Dunoon Drive, Commercial storefront clear glazing along Williams Road (with upper and lower minor spandrel panels), and a second floor wall façade fronting onto Williams Road that has been identified by the applicant for Public Art.
- To mitigate views of parking from the street, residential parking is provided at the second floor in an enclosed area behind residential townhouse units and the commercial façade, and landscaping treatment is provided at the Williams Road edge of the existing commercial surface parking area.

- Residential parking access, service areas and commercial loading are provided along the south edge of the building, setback from Dunoon Drive and adjacent to the neighbouring grocery store loading bay.

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

- The mixed-use proposal provides an attractive contemporary design building with commercial space to address and support existing on-site and neighbouring commercial uses, and a sensitive residential interface to the residential neighbourhood to the west. The new residences are well situated to enjoy and support local commercial uses, schools, community amenities, and transit infrastructure.
- The low-rise building typology is appropriate and location complies with the OCP Broadmoor Neighbourhood Service Centre Guidelines. The building design incorporates setback upper floors, creating an appropriate separation between the commercial, apartment and townhouse uses, and providing semi-private outdoor space for upper residential apartment units. Townhouse units and commercial storefront animate the street frontages.
- The proposed five-storey building massing is oriented north-south and steps down to the west and east. The building massing steps down to a two-storey west edge, presenting two-level townhouses along Dunoon Drive as an appropriate transition to the existing two-storey single-family homes across the street. As noted above, the step down to an overheight one-storey east edge provides an appropriate separation between the ground level commercial spaces and upper residential levels.
- The proposed five-storey mixed-use building includes ground level commercial units fronting onto Williams Road and the internal surface parking area, residential townhouses fronting onto Dunoon Drive and Williams Road, residential apartments above, and associated service and parking areas.
- Pedestrian circulation is provided throughout the site. Main pedestrian routes through the site are provided to No. 3 Road and Williams Road. Existing storefront sidewalks and marked crossings connect the Phase 1 building to the neighbouring Richlea Shopping Centre.
- Vehicular access will be from No. 3 Road, Williams Road, and Dunoon Drive.
- The main truck access is from Williams Road. Delivery truck access is needed from Dunoon Drive to the existing neighbouring grocery store loading bay and out to Williams Road (i.e. one-way system for trucks). Cross-access was secured through rezoning, and may be removed, if/when the grocery site redevelops with commercial traffic (including all servicing trucks) access to the site via the arterial roads and not via Dunoon Drive.
- Visitor parking is accommodated in the surface commercial parking area.
- The provision of off-street parking and bicycle storage complies with the Zoning Bylaw.
- A total of 278 off-street parking spaces are provided on-site. Resident parking spaces are provided in a secure enclosed second floor parking level, commercial parking spaces are provided in surface parking areas. Two (2) car share surface parking spaces are provided adjacent to Williams Road. Seven (7) accessible parking spaces are provided (2 in the residential parking level and 5 throughout the surface parking area).
- Tandem parking is provided for 20 apartments (40 tandem spaces). A legal agreement is required as a condition of the Development Permit to ensure tandem parking spaces are assigned to a single dwelling unit.
- A total of 91 bicycle storage lockers are provided on-site, with secured rooms on the second floor for residents and a bike locker structure in front of the commercial space.

- The roof level is accessible by wheelchair and includes semi-private deck areas with hatch access from the 5th floor apartments below, and outdoor amenity area for the shared use of the residents with walking, seating, planter and BBQ areas.
- The applicant is providing cash in lieu of on-site indoor amenity space in accordance with the OCP and Council Policy.
- 475 m<sup>2</sup> (5,119 ft<sup>2</sup>) of outdoor amenity space is provided on-site, which exceeds the 408 m<sup>2</sup> (4,262 ft<sup>2</sup>) required in accordance with the OCP.

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

- A modern design approach is proposed. The design incorporates three (3) main elements: one-storey commercial podium, two-storey residential townhouse edge, and five-storey apartment low-rise building.
- The commercial podium includes: an apparent one-storey height including upper level of parking, commercial metal storefront glazing system, brick arch frames, upper metal louver band, continuous weather protection canopy, and invisible edge glass guardrails along the roof edge.
- The upper floors are stepped back from the building base, separating the apartment levels from the lower commercial and townhouse uses, as well as creating semi-private open spaces for the apartment units. The commercial and townhouse treatments wrap around the corner and are expressed on the Williams Road elevation. The upper floors include a façade organization that expresses the smaller scale residential apartment units, use a greater amount of residential scale windows, horizontal and shingle profile fibre cement board cladding, and a combination of balconies and roof decks.
- The townhouse residential edge includes: two-storey ground-oriented units, raised decks, horizontal and shingle profile fibre cement board cladding, residential scale windows, unit entry canopies, individual unit entry stairs, stepped planters with brick cladding, and articulated invisible edge glass guardrails along the roof edge.
- The colour palette includes natural brick, medium brown for the painted siding, natural aluminum window framing, metallic silver metal louvers, silver for commercial painted canopies, white for residential painted canopy and cornice details.

#### ***Universal Accessibility***

- The building is designed to accommodate wheelchair manoeuvring from the street into the commercial spaces, to every unit entry, and throughout the outdoor amenity area.
- Aging in place features listed on Development Permit Drawing Plan #1 will be incorporated into all units: lever handles, and blocking inside the walls of all washrooms to facilitate future grab bar installation. This is required to be included in the future Building Permit.
- Four (4) convertible units are provided. This is required to be included in the future Building Permit. A one-bedroom and a two-bedroom convertible unit are shown on both floors 3 and 4. They are designed with conversion for universal accessibility in mind and with kitchen and bathroom layouts that are appropriate for wheelchair manoeuvring. Conversion would require minor alterations to suit the resident's needs (e.g. cabinetry heights, fixtures, and controls).

***Landscape Design and Open Space Design***

- The proposal includes the removal of five (5) Dunoon Drive streetscape existing bylaw-size trees, and mature hedging at the corner; which has been a security concern for the neighbourhood in the past. The applicant provided an arborist assessment of the trees. Staff have reviewed the assessment, and due to their location and poor form resulting from hydro-pruning, staff support the applicant's proposal to remove the trees and provide replacement tree planting throughout the site.
- The landscape plan includes 42 new trees at ground level, softening the ground plane of the development and far exceeding the required 2 to 1 replacement ratio. In addition, approximately 12 street trees will be planted in the City boulevard via Servicing Agreement.
- In addition to tree planting at the ground level, the landscaping plan includes shrub and low planting at the ground, third floor and roof levels. The roof level also includes areas of sedum planted extensive green roof and river rock edge treatments.
- Roof decks at the third floor level are provided with soft shrub landscaping in raised planters at the roof edge as well as frosted glass privacy screens between the decks.
- The roof level includes hard surfaced semi-private decks with hatch access for the 5th floor apartments below, and outdoor amenity space for the shared use of the residents. The outdoor amenity space design includes areas of low-planted extensive green roof, hard surface walking path, north BBQ area, benches for seating and raised planters for gardening. The roof level is accessed by elevator and three (3) stairwells.
- The Dunoon Drive streetscape treatment responds to the residential character of the street, with a roadside grass boulevard with street trees, concrete sidewalk, landscaping rising from grade in stepped planters to a raised patio area and brick faced retaining walls.
- The Williams Road streetscape treatment responds to the commercial character of the Neighbourhood Service Centre, with a roadside grass boulevard with street trees, concrete sidewalk, paver ground treatment, concrete bus stop pad, contained planters, bench seating, and landscaping buffer with vertical trellis to mitigate views of existing surface parking area. This local commercial character transitions to the residential character of Dunoon Drive at the townhouse corner of the building.

***Crime Prevention Through Environmental Design***

- The building design incorporates opportunities for passive surveillance of both the ground level and the roof level outdoor amenity space.
- The residential lobby will provide secure pedestrian entry into the building and individual mailboxes.
- The parking structure will include appropriate lighting and interior walls will be painted white for visual surveillance opportunities. Stair/corridor doors include glazed panels to provide visual access.



***Sustainability***

The proposal complies with the OCP Broadmoor Neighbourhood Service Centre Guidelines, which includes new objectives related to increasing the level of sustainability in new development. The architect advises that the project is designed to a LEED silver level, and that the owner will be seeking certification for the project. The project includes the following sustainable strategies:

- Partially landscaped roof
- Secure bicycle storage, bike racks and end of trip facilities
- Pedestrian routes through site
- Contribution for two (2) bus shelters
- Residential and commercial recycling collection areas
- One (1) car share vehicle and two (2) car share parking spaces
- Water efficient native species landscaping
- Water efficient residential and commercial fixtures
- Geothermal heating and cooling
- Regional and recycled materials
- Low VOC emitting interior materials
- Generous day lighting and views

***Road Network Transportation Infrastructure***

- A 4 m x 4 m corner cut road dedication at the intersection of Dunoon Drive and Williams Road was secured through the rezoning.
- A Servicing Agreement was secured through the rezoning for design and construction of frontage improvements along Williams Road and Dunoon Drive, and road improvements along Dunoon Drive.
- A contribution in the amount of \$26,000 for a special pedestrian crossing upgrade at the intersection of Dunoon Drive and Williams Road was secured through the rezoning.

***Transportation Demand Measures***

In compliance with Zoning Bylaw 8500, the applicant is proposing to take advantage of an overall 4.5% parking rate reduction through the provision of Transportation Demand Measures. Residential parking spaces will be provided in the proposed building in a secured parking level, along with the following Transportation Demand Measures, which are acceptable to Transportation Division staff:

- Provision of one (1) car share vehicle and car share services onsite for a period of at least five (5) years, to the satisfaction of the Director of Transportation.
- Provision of two (2) car share parking spaces.
- Payment of \$44,000 for two (2) bus shelters (\$22,000 each).
- Registration of a right-of-way (ROW) for a future Williams Road bus stop location.

***Construction Phasing***

- As noted previously, a Development Permit was recently approved for renovations to the existing Phase 1 commercial building. Phase 1 is not part of the subject application.
- The subject Phase 2 proposed mixed-use building is intended to be constructed in two phases: Phase 2A and Phase 2B. Phase 2A includes the lower two levels, and Phase 2B includes the upper three levels. This approach facilitates the completion of the ground level commercial space and townhouses as soon as possible. The Phase 2A lower two levels are designed to accommodate and support the second Phase 2B upper levels 3 to 5.
- Phase 2A includes the ground level landscaping and first two floors of the building, including the ground floor commercial space, two-level townhouses, residential parking, bicycle storage, and associated service areas.
- Phase 2B includes the top three residential floors and associated landscaped roof/deck areas.

***Flood Plain Protection and Designation Bylaw No. 8204***

- The proposal complies with the bylaw. The subject site is located in "Area A", which by exemption, allows for a lower minimum flood construction level of 0.3 m above the highest crown of the adjacent public road.
- The development includes a higher minimum habitable floor elevation (minimum 2.9 m GSC) for the residential townhouse units along Dunoon Drive.
- A flood plain indemnity covenant was registered on Title to the lands through the recently approved Development Permit (DP 09-464198).

***Affordable Housing Strategy***

- The proposed mixed-use development includes 68 residential dwelling units and complies with the City's Affordable Housing Strategy. The Strategy does not require residential developments with less than 80 dwelling units to provide Affordable Housing on-site. Accordingly, a cash contribution towards the City's Affordable Housing Strategy in the amount of \$4.00 per buildable square foot of residential land use was secured through the rezoning (e.g. \$267,763).

***Community Amenities***

In accordance with the OCP Broadmoor Neighbourhood Service Centre policies, community amenities were secured through the rezoning for:

- Childcare in the amount of \$1.00 per buildable square foot of the proposed building (e.g. \$88,783).
- City beautification works in the amount of \$0.75 per buildable square foot of the proposed building (e.g. \$66,588).
- Community planning costs in the amount of \$0.25 per buildable square foot of the proposed building (e.g. \$22,196). As recommended in the rezoning staff report, this contribution will be credited to the developer in recognition of the applicant's contribution toward preparing the Broadmoor Neighbourhood Service Centre Master Plan.
- Affordable housing in the amount of \$4.00 per buildable square foot of residential floor area (e.g. \$267,763).
- The applicant is participating in the City's Public Art Program for installation of Public Art on-site. The location has been identified on the building façade facing Williams Road.

***Servicing Capacity***

Both the storm and sanitary sewer systems will be upgraded. A portion of the sanitary sewer system that is located in the City lane and between the two (2) Dunoon Drive properties will also be relocated out into the city roadway. The upgrades and relocation will be designed and constructed through a separate required Servicing Agreement, which was secured through the rezoning.

**Conclusions**

The subject proposal is in conformance with OCP City-wide, and Broadmoor Neighbourhood Service Centre objectives for development and population growth. The project will provide needed commercial services, new residential units, and provide a residential interface along Dunoon Drive to the residential neighbourhood to the west.

The project will be an attractive addition to the neighbourhood. The applicant has satisfactorily addressed staff and the Advisory Design Panel's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design during the Development Permit review process. The design has improved through the process, and staff are supportive of this mixed-use low-rise development in the Broadmoor Neighbourhood Service Centre. Staff recommend this Development Permit application be approved.



Sara Badyal, M. Arch, MCIP  
Planner 2 (Urban Design)  
(Local 4282)

SB:blg

Refer to **Attachment 3** for development requirements

Attachment 1: Development Data Sheet

Attachment 2: Annotated Advisory Design Panel minutes excerpt (June 9, 2010)

Attachment 3: Development Permit Considerations



# City of Richmond

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

# Development Application Data Sheet

Development Applications Division

**DP 07-378677** **Attachment 1**

Address: 7820 Williams Road, surplus City lane lands, 10020 & 10060 Dunoon Drive  
 Applicant: Kasian Architecture Interior Design and Planning Owner: First Capital (Broadmoor Mall) Corp

Planning Area(s): Broadmoor Neighbourhood Service Centre

	Existing	Proposed
<b>Site Area:</b>	7820 Williams Road 11,269 10020 Dunoon Drive 1,113 10060 Dunoon Drive 1,202 Surplus City lane 580 Total 14,164	Land consolidation 14,164 m <sup>2</sup> Road dedication: Williams Road - 22 m <sup>2</sup> Corner cut - 8 m <sup>2</sup> Total 14,134 m <sup>2</sup>
<b>Land Uses:</b>	Commercial & formerly existing non-conforming two-family residential	Mixed Use commercial and residential
<b>OCP Designation:</b>	Neighbourhood Service Centre	Remains same as existing
<b>Zoning:</b>	Formerly Community Commercial (CC) & Pub & Sales (CP2)	Existing Commercial Mixed Use (ZMU19) – Broadmoor
<b>Number of Units:</b>	Phase 1: 12 commercial units, pub & liquor store (approx 2,635 m <sup>2</sup> ) Former west wing: 9 commercial units (approx 1,974 m <sup>2</sup> ) Former existing nonconforming duplex	Phase 1: remains same as existing Phase 2: 2 commercial units (1,891 m <sup>2</sup> ), 59 apartments & 9 townhouses (5,976 m <sup>2</sup> )

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio: Residential Commercial Total	Max. 0.44 Max. 0.33 Max. 0.77	0.43 0.32 0.75	None Permitted
Lot Coverage – Building	Max. 40%	37%	None
Setback: No. 3 Road Williams Road Dunoon Drive Interior Side Yards	Min. 3 m Min. 4 m Min. 6 m N/A	37.6 m 4 m 6 m 0 m to 8 m	None
<b>Building Height</b>	<b>Max. 20 m</b>	<b>21.5 m Max</b>	<b>1.5 m increase at elevator tower</b>
Off-street Parking Spaces Commercial Resident Residential Visitor Accessible Car Share Total	With TDMs 171 89 (use Commercial) 6 2 262	187 89 (use Commercial) 7 2 278	None
Small Car Parking Spaces	Max. 50%	26% (72 spaces)	None
Tandem Parking Spaces	Permitted when assigned to a single residential unit	20 units (40 spaces)	None
Amenity Space – Indoor	Min. 100 m <sup>2</sup>	cash in lieu	None
Amenity Space – Outdoor	Min. 408 m <sup>2</sup>	475.4 m <sup>2</sup>	None

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

**Wednesday, June 9, 2010 – 4:00 p.m.**

2. DP 07-378677 5-STOREY MIXED-USE LOW RISE DEVELOPMENT WITH  
COMMERCIAL SPACE AT GRADE  
ARCHITECT: Deanna Clarke, Kasian Architecture Interior Design and Planning Ltd.  
PROPERTY: 7820 Williams Road, surplus City lane, 10020 and 10060 Dunoon Drive

**Panel Discussion**

- pleased to see the level of density in the project and support mixed use;
- concern on lack of indoor amenity space given the scale of the project;
- consider integrating public art into the building or bring it closer to the building;
- good interface with residential area across Dunoon Drive; two-level townhouses integrate well with the neighbourhood;
- providing convertibility features to residential units will provide economic benefits to the project; will make the units more marketable considering their proximity to business, shopping, and transit;
- encourage the provision of access to the commercial side from inside the building;
- interesting mixed-use project; contemporary design is excellent;
- concern on the east and west sides of the building; further treatment on the west side of the building will make it a welcoming part of the building;
- walkway needs more attention and detail to enhance pedestrian experience; improve programming and wayfinding;
- townhouse edge of the project is a very linear edge; window pattern is repetitive; continuous glass guard rail is very long; provide sun shading to second floor windows; provide individuality to the units. The upper floors are well composed and articulated;
- like the wood frame of the building; however, it might give rise to sound transmission issues;
- east commercial façade is too flat; consider breaking down scale with articulation in plan, roof line guard rail and details;
- consider further treatment of loading bay such as overhead door to provide screening;
- improve transition between the building and the single family residential area; consider a smaller architectural scale on the lower floors of the west façade;
- consider stepping back the residential portions of the building on Williams Road façade to provide articulation, break down the mass and improve massing transition to low rise residential units to the north of Williams Road. Consider stepping back the upper floors to break the five-storey vertical facade;
- like the project; not concerned on the simplicity of the elevations;
- consider more articulation to enhance individual townhouse entrances;
- provision of indoor amenity area would be useful considering the size of the development; needed for activities such as strata meetings and birthday parties;
- outdoor amenity area looks generic; requires programming; provide spaces for play area and outdoor activities; add trellises for shading;
- location of garbage area is problematic; inconvenient and not secure; provide locked enclosures for garbage bins;
- attractive project that will re-invigorate neighbourhood;

- corridor at the back door of the residential building in the parkade is too narrow; does not meet accessibility requirements; provide lobby space in front of the elevator to enhance accessibility;
- boulevard at Dunoon Drive edge could incorporate parallel parking and a drop off/pick-up area; create an urban street edge as opposed to a suburban street edge;
- reiterate need for pedestrian clarity; provide seating for people where they would like to congregate; should be located near CRUs and away from Williams Road edge of the development; reconsider Williams plaza; and
- consider permeable paving since the project is seeking LEED certification; could pave portions of parking area such as parking stalls; will create a sophisticated appearance in the parking lot and meet expectations of a LEED-certified project.

### Panel Decision

It was moved and seconded that the Advisory Design Panel supports DP 07-378677 moving forward to the Development Permit Panel subject to:

#### A. The applicant making the following improvements to the project design:

1. design development to provide convertible units – ***Incorporated.***
2. design development to provide well-developed pedestrian clarity through the site including the connection of (i) the two commercial buildings to each other (ii), the shopping centre to Williams Road, (iii) the shopping centre to the neighbouring Richlea shopping centre – ***Incorporated. (i) internal sidewalk and cross-walk were widened, obstructions relocated (CRU entry, bicycle parking and landscaping), and cross-walk defined with decorative pavers; (ii) the connection to the Williams Road sidewalk was widened and angled; and (iii) a continuous internal sidewalk is provided along the edge of the existing Phase 1 building adjacent to the neighbouring Richlea shopping centre. This connection should be improved with future development in the Phase 1 and Richlea site areas.***
3. design development to the elevations to ensure consistency in level of detail around the building – ***Design refined. The west elevation guardrails were recessed at regular intervals to reduce apparent length and height. Townhouse facades are provided with elements that frame them individually. The east elevation brick was increased in depth and commercial entries recessed to improve depth and articulation. The proposed public art location was moved to the north facade to provide texture and visual interest. Additional landscaping was provided along north edge and commercial and residential exit doors replaced with inset glass doors to improve appearance. On the south façade, the 5 storey stair core has been split in two thereby reducing the height of this element along Dunoon. A portion of the facade has also been pulled out slightly from the rest of the facade for articulation and the cornice elements from the west façade have been wrapped around this end of the building to provide some articulation and sun shading for the reconfigured residential windows below.***
4. design development to the townhouse edge of the development. Consider improvements to the window pattern, guard rail treatment, sun shading and unit individuality – ***Design refined. An upper cornice provides sun shading and frames individual townhouse units along with a vertical wall element. Window patterns on the upper floor vary and alternate along the west façade. The guardrail encloses individual patio areas, with breaks and landscape buffers in between.***

5. design development to the commercial façade to provide a higher level of detail and to look at the impact of the long flat façade with potential for articulation or recesses – ***Design refined. See response to item 3 above.***
  6. design development to the long continuous guard rail at the third floor along Dunoon Drive – ***Design refined. The guardrail at the townhouse roof edge has been recessed in areas relating to the articulation of the apartments above.***
  7. design development to the Williams Road façade to provide articulation. Consider stepping the residential back from the commercial – ***Design refined. Additional landscaping has been provided along the Williams Road commercial interface and the residential landscaping has been exposed by pulling the patio railing back toward the building. Solid exit doors were replaced with inset glass doors. The upper floor apartments are stepped back from Williams both on the west and east ends to provide outdoor patio space. A portion of the building façade along Williams is proposed as the Public Art location, which is envisioned to provide depth, texture and visual interest.***
  8. design development to the residential garbage area for security and convenience – ***Resolved. Secure residential garbage and recycling rooms now provided.***
  9. design development to the residential access from the parking level for accessibility and provision of lobby space in front of the elevator – ***Wider corridor width incorporated at elevator.***
  10. design development to the outdoor amenity space to (i) clarify programming, (ii) provide spaces to accommodate the programming, and (iii) provide a shaded area – ***Design refined. Outdoor amenity design clarified with defined walking, seating, gardening planter, and BBQ areas. A trellis structure provides partial shade.***
- B. The applicant taking into consideration the following comments:
11. consider providing indoor amenity space onsite – ***Applicant is paying cash-in-lieu.***
  12. consider providing an overhead door to screen loading bay – ***Overhead door provided, but inset to maximize driver visibility and manoeuvring area in vicinity of residential parking entry and grocery store loading bay.***
  13. consider providing internal resident access to commercial façade – ***Considered. Not provided as it would compromise City goal of maximizing commercial floor area.***
  14. consider providing parallel parking and a pick-up/drop-off zone on Dunoon Drive – ***Will be considered. Dunoon Drive improvements were secured through the Rezoning and will be finalized through the separate required Servicing Agreement. Parallel on-street parking is permitted where appropriate, and should accommodate pick-up/drop-off for this small apartment building.***
  15. consider providing permeable paving in at least portions of the surface parking lot to improve permeability and design – ***Considered. The parking lot will be paved in asphalt, but permeable asphalt or pavers may be considered in the future.***
  16. consider integrating public art into the building or close to the building – ***Incorporated.***

**CARRIED**

Development Permit Considerations  
7820 Williams Road, Surplus City lane land,  
10020 and 10060 Dunoon Drive (“the lands”)

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

1. Adoption, or concurrent adoption of Rezoning Bylaw 8580.
2. Registration of a legal agreement on title ensuring that where two (2) parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit and prohibiting conversion into habitable space.
3. Provision of the following Transportation Demand Measure as per Zoning Bylaw and Transportation consultant report:
  - a. Provision of one (1) car share vehicle, complete with any associated maintenance and insurance fees, to the satisfaction of the Director of Transportation.
  - b. Confirmation of a contract between the owner and a car share service provider for the provision of car share services onsite for a period of at least five (5) years, to the satisfaction of the Director of Transportation.
  - c. Registration of legal agreements on title ensuring the provision of two (2) car share parking spaces on the lands.
  - d. Payment of \$44,000 for 2 bus shelters (\$22,000 each).
  - e. Registration of a right-of-way 2m x 5m at the future bus stop location on Williams Road, approximately 21 m from the start of the curve at Dunoon Drive, as per SA 10- 534729
4. Provision of a Letter-of-Credit for landscaping in the amount of \$ 390,940.

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

- Completion of sanitary sewer relocation work out to Dunoon Drive and Williams Road through the required Servicing Agreement\* secured through the rezoning.
- Discharge of the temporary Right-of-Way over the existing sanitary sewer in the former City lane (upon completion of sanitary sewer relocation, as noted above).
- Discharge of the Right-of-Way over the existing sanitary sewer from Dunoon Drive to the former City lane (upon completion of sanitary sewer relocation, as noted above).
- Discharge of any third party easements or Rights-of-Way over the subject development site in the vicinity of any proposed building or structure, through the appropriate process.
- Incorporation of measures for aging in place for all units including lever-type handles and wall blocking in all washrooms to facilitate future potential installation of grab bars/handrails.
- Fire flow calculations based on the Fire Underwriter Survey confirming adequate available flow.
- Obtain a Building Permit\* for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan\* to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).

Note:

- \* This requires 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.

[signed original in file]

---

Signed

---

Date



**No. DP 07-378677**

---

To the Holder: KASIAN ARCHITECTURE INTERIOR DESIGN  
AND PLANNING LTD.

Property Address: 7820 WILLIAMS ROAD, SURPLUS CITY LANE LAND,  
10020 AND 10060 DUNOON DRIVE

Address: C/O DEANNA CLARKE  
350 – 1555 WEST PENDER STREET  
VANCOUVER, BC V6G 2T1

---

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
  - a) Reduce the minimum setback from 7.5 m to 6 m for the 11 m height southwest stair tower to the third floor; and
  - b) Increase the maximum height for buildings from 20 m to 21.5 m, limited to the elevator tower.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #11 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$390,940. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

# Development Permit

No. DP 07-378677

To the Holder: KASIAN ARCHITECTURE INTERIOR DESIGN  
AND PLANNING LTD.

Property Address: 7820 WILLIAMS ROAD, SURPLUS CITY LANE LAND,  
10020 AND 10060 DUNOON DRIVE

Address: C/O DEANNA CLARKE  
350 - 1555 WEST PENDER STREET  
VANCOUVER, BC V6G 2T1

---

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF

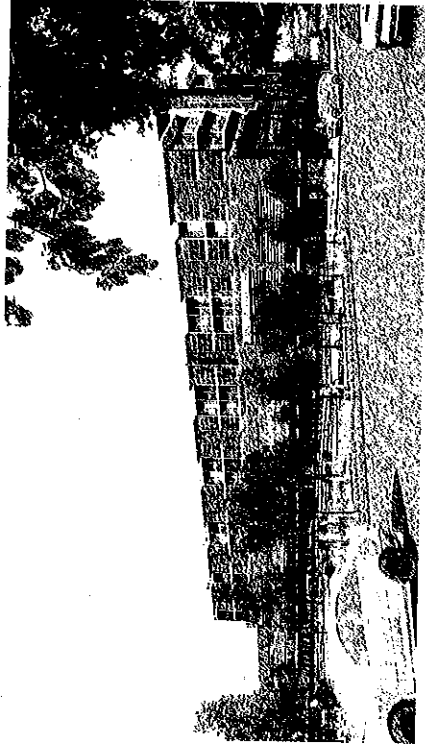
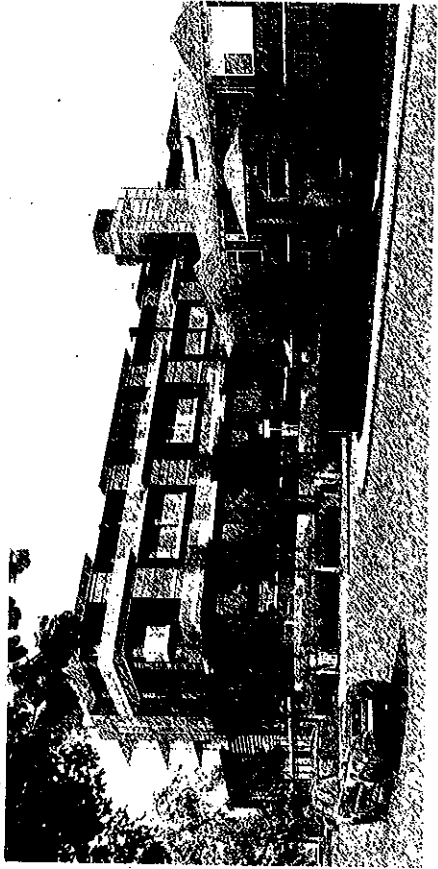
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

---

MAYOR





**Drawing List**

**Sheet Number Sheet Name**

- GROUND FLOOR PLAN
- Title Sheet
- Site/Context Plan
- Building Phasing Plan
- Context Photos
- Ground Floor Plan
- Second Level Floor Plan
- Third Level Floor Plan
- Fourth Level Floor Plan
- Fifth Level Floor Plan

**SIZABLE FEATURES**

- Partially landscaped roof
- Secure bike storage & bike racks
- Recycling collection areas
- Commercial shower & change rooms
- Carp car and 2 coop parking spaces
- Water efficient landscaping/irrigation systems
- Water efficient (dual-flush/low-flow) plumbing
- Geothermal heating & cooling system
- Regional & recycled materials
- Low-emitting interior materials
- On-site recycling and reuse

**Variations:**

- 21.5 m building height at elevator tower
- 6 m setback at 11.2 m height southwest stairs to third floor

**Notes:**

- Four (4) convertible units are provided.
- Aging-in-place features are provided in all units, including: lever-type handles, and blocking in all washrooms for future grab bar installation.
- Off-site works designed and constructed via separate required Servicing Agreements.
- Public Art will be provided by separate Public Art Plan.
- Separate permits required for signage.

**PROJECT DATA**

**Legal Description:** CERT. PARCELS OF (714-1417) (P. 44) (644) SECTION 32, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT, PLAN 5543

**EXISTING:** 7811 HALL LANE ROAD, BROADMOOR DRIVE, 1000 JUNCTION DRIVE, (780-462), 780

**NEW:** TBD

**Owner:** CC Community Commercial & GP (P. u. s. S. S. S.)

**Proposed Zoning:** ZM10 (Commercial Mixed Use)

**Site Area:** 11,146.1 (545,107.2 SQ. FT.)  
 \* includes 100m road dedication on N.W. 3rd & 4th lanes  
 & lane purchase, excludes center cut on Williams and Dunsmuir and road dedication on Williams.

**Building Area:** Existing Mail Building (Phase 1)  
 Phase 1 Commercial 2,832.72 (24,302.962)

**Phase 2 Area Subtotal:** 7,692.3m<sup>2</sup> (65,534,716)

**Total Building Area:** 10,525.0m<sup>2</sup> (91,837,682)

**FAR:** 0.75 (2,638m<sup>2</sup> / 74,124m<sup>2</sup>)

**Ground Floor Area:** 2020.1 Commercial 21841.4 m<sup>2</sup>  
 Level 1 Residential 585.5 80022.0 m<sup>2</sup>  
 Townhomes & parking 2800.7 38303.3 m<sup>2</sup>  
 Level 3 Apartments 1793.3 19303.3 m<sup>2</sup>  
 Level 4 Apartments 1793.9 19403.5 m<sup>2</sup>  
 Level 5 Apartments 1870.1 19703.3 m<sup>2</sup>  
 Ground floor 10911.6 119146.1 m<sup>2</sup>  
 Lot Coverage: 37.2% (2,638m<sup>2</sup> / 74,124m<sup>2</sup>)

**Setbacks:** Front 4m (15' 7 1/2")  
 Side 3m (9' 8 1/2")  
 Rear 3m (9' 8 1/2")  
 (7% max construction area)

**Building Height:** 1.21m  
 Crown of roof-Dunsmuir Road  
 Crown of roof-Williams Road  
 1.21m  
 1.21m (0.3m above crown of road)  
 21.5m  
 21.5m

**Arbitration:** Escrowed

**Interior:** 100m<sup>2</sup> (106,462) payment in lieu

**Outdoor:** 400m<sup>2</sup> (202,907) 476,7m<sup>2</sup> (51,982)

**Quality Units:** 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

**Parking:** Commercial 146.1  
 Residential 146.1  
 Total 292.2  
 191.4 stalls  
 100 stalls  
 91 stalls  
 2 stalls  
 278 stalls  
 278 stalls

**Commercial:** 146.1  
 Residential: 146.1  
 Total: 292.2  
 191.4 stalls  
 100 stalls  
 91 stalls  
 2 stalls  
 278 stalls  
 278 stalls

**Commercial:** 146.1  
 Residential: 146.1  
 Total: 292.2  
 191.4 stalls  
 100 stalls  
 91 stalls  
 2 stalls  
 278 stalls  
 278 stalls

**Commercial:** 146.1  
 Residential: 146.1  
 Total: 292.2  
 191.4 stalls  
 100 stalls  
 91 stalls  
 2 stalls  
 278 stalls  
 278 stalls

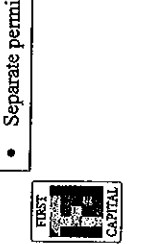
**Commercial:** 146.1  
 Residential: 146.1  
 Total: 292.2  
 191.4 stalls  
 100 stalls  
 91 stalls  
 2 stalls  
 278 stalls  
 278 stalls

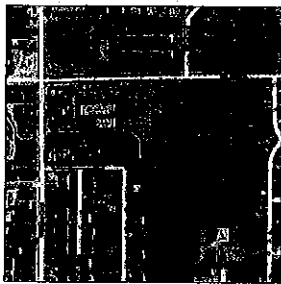
Plan | Oct 18 2010  
 DP 07-378677

10/15/10  
 4235

**Title Sheet**  
 Broadmoor Mail-Phase 2  
 Broadmoor Mall

**ISSUED FOR DEVELOPMENT PERMIT PANEL**

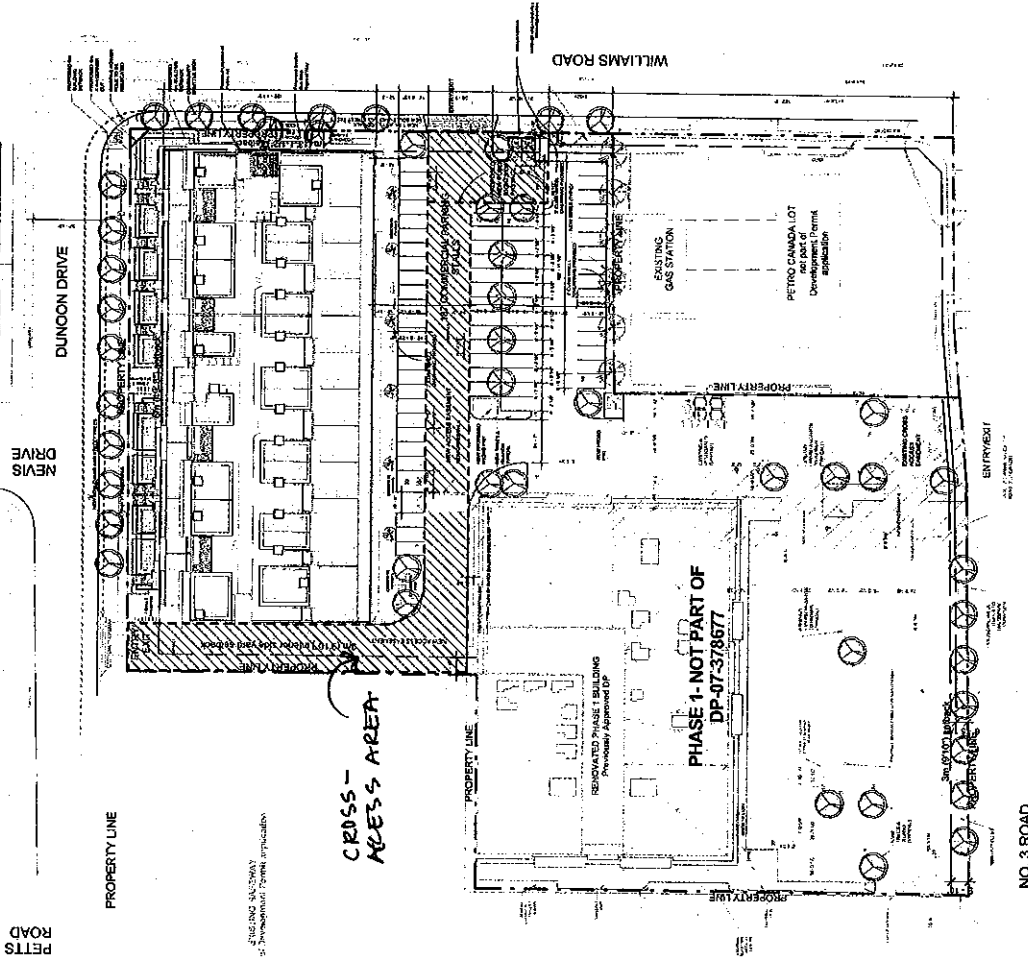




AERIAL VIEW



BIKE LOCKERS  
 PALMER GROUP, LLC.  
 MATERIAL: STEEL  
 COLOUR: SILVER METALLIC  
 MODEL #: BTWL02M



SHADOW OUTLINE

SPRING EQUINOX: MARCH 21st  
 TIME: 10am

1 Site/Context Plan  
 1/32" = 1'-0"



Plan 2A Oct 6 2010  
 DP 07-378677

DP-00  
 09/21/10  
 4235

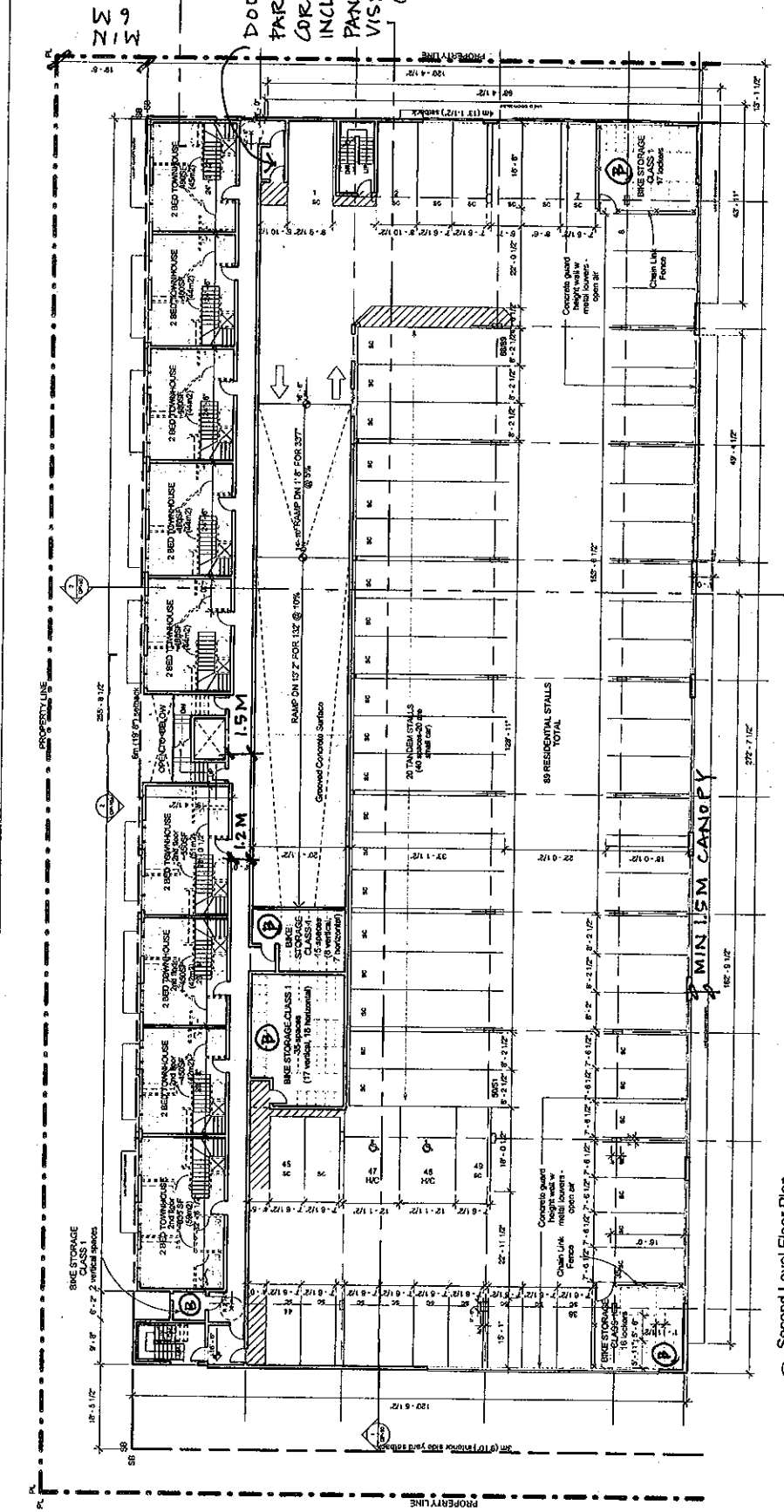
Site/Context Plan  
 Broadmoor Mall-Phase 2  
 Broadmoor Mall

ISSUED FOR DEVELOPMENT PERMIT PANEL



**kasian**





① Second Level Floor Plan  
3032' x 140'

② BIKE STORAGE CLASS 1 - TOTAL 85 SPACES PROVIDED

Plan 2C Oct 6 2010  
DP 07-378677

DP-03  
09/21/10  
4235

Second Level Floor Plan  
Broadmoor Mall-Phase 2  
Broadmoor Mall

ISSUED FOR DEVELOPMENT PERMIT PANEL







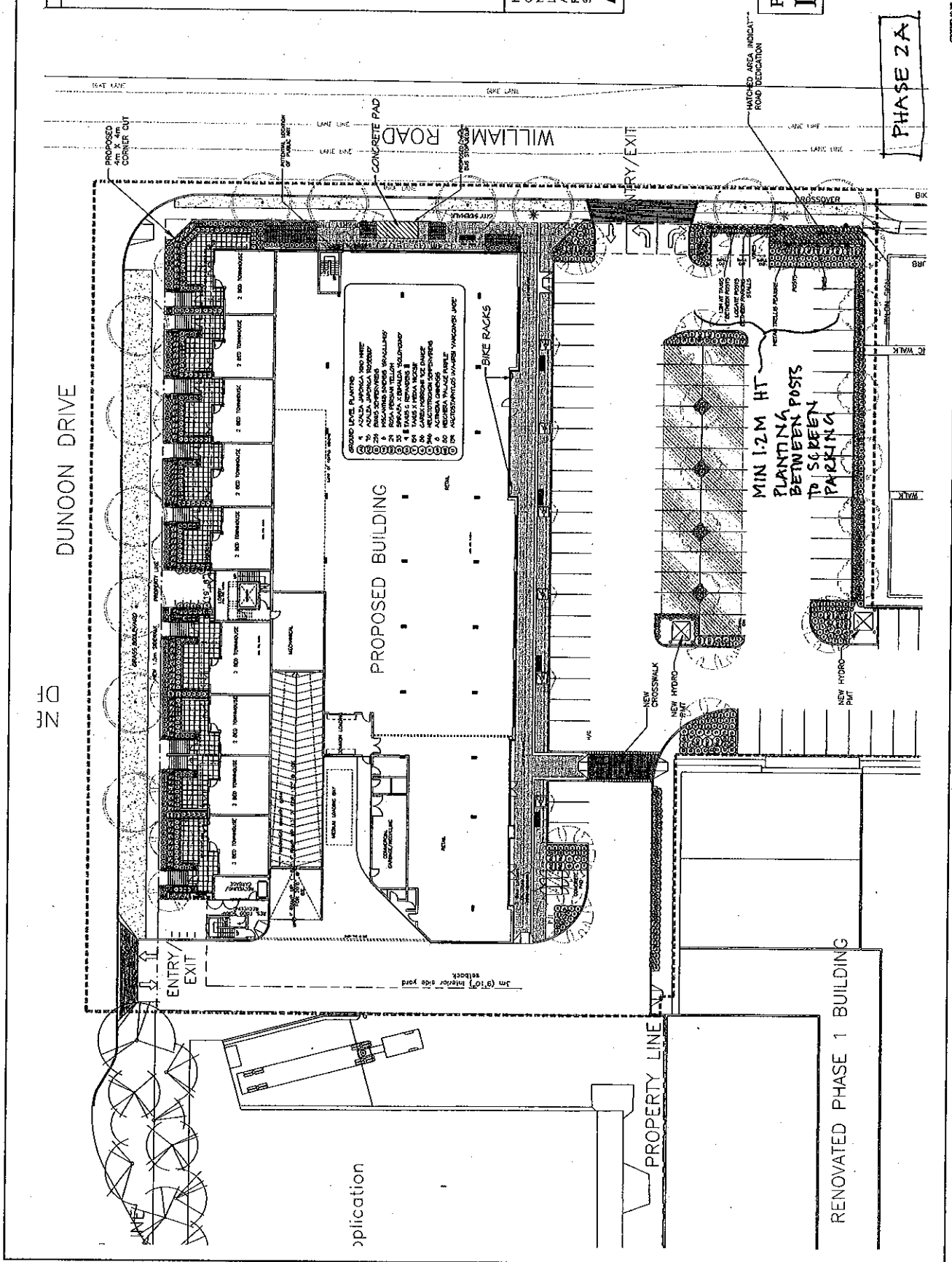
© Copyright reserved. This drawing and design is the property of DMG Landscape Architects and shall not be reproduced or used for other projects without their permission.

NO.	DESCRIPTION	QUANTITY	UNIT
1	GRASS	100	SQ. M
2	PAVING	50	SQ. M
3	CONCRETE	20	SQ. M
4	BRICK	10	SQ. M
5	WOOD	5	SQ. M
6	IRON	2	SQ. M
7	STEEL	1	SQ. M
8	GLASS	10	SQ. M
9	ALUMINUM	5	SQ. M
10	BRASS	2	SQ. M
11	COPPER	1	SQ. M
12	LEAD	1	SQ. M
13	ZINC	1	SQ. M
14	STEEL	1	SQ. M
15	BRICK	1	SQ. M
16	WOOD	1	SQ. M
17	IRON	1	SQ. M
18	STEEL	1	SQ. M
19	BRICK	1	SQ. M
20	WOOD	1	SQ. M
21	IRON	1	SQ. M
22	STEEL	1	SQ. M
23	BRICK	1	SQ. M
24	WOOD	1	SQ. M
25	IRON	1	SQ. M
26	STEEL	1	SQ. M
27	BRICK	1	SQ. M
28	WOOD	1	SQ. M
29	IRON	1	SQ. M
30	STEEL	1	SQ. M
31	BRICK	1	SQ. M
32	WOOD	1	SQ. M
33	IRON	1	SQ. M
34	STEEL	1	SQ. M
35	BRICK	1	SQ. M
36	WOOD	1	SQ. M
37	IRON	1	SQ. M
38	STEEL	1	SQ. M
39	BRICK	1	SQ. M
40	WOOD	1	SQ. M
41	IRON	1	SQ. M
42	STEEL	1	SQ. M
43	BRICK	1	SQ. M
44	WOOD	1	SQ. M
45	IRON	1	SQ. M
46	STEEL	1	SQ. M
47	BRICK	1	SQ. M
48	WOOD	1	SQ. M
49	IRON	1	SQ. M
50	STEEL	1	SQ. M

KASAM ARCHITECTS  
**DMG**  
 landscape architects  
 111, Main Street, Suite 100  
 New York, NY 10013  
 Tel: (212) 512-1234  
 Fax: (212) 512-1235  
 www.dmg-ny.com

Plan 3B Oct 18 2010  
**DP 07-378677**

DATE: 09/18/10	DATE: 09/18/10
SCALE: 1/8"=1'-0"	SCALE: 1/8"=1'-0"
DRAWN: JG	CHECKED: JG
DATE: 09/18/10	DATE: 09/18/10
DMG PROJECT NUMBER: 07-056	DMG PROJECT NUMBER: 07-056



PHASE 2A

application

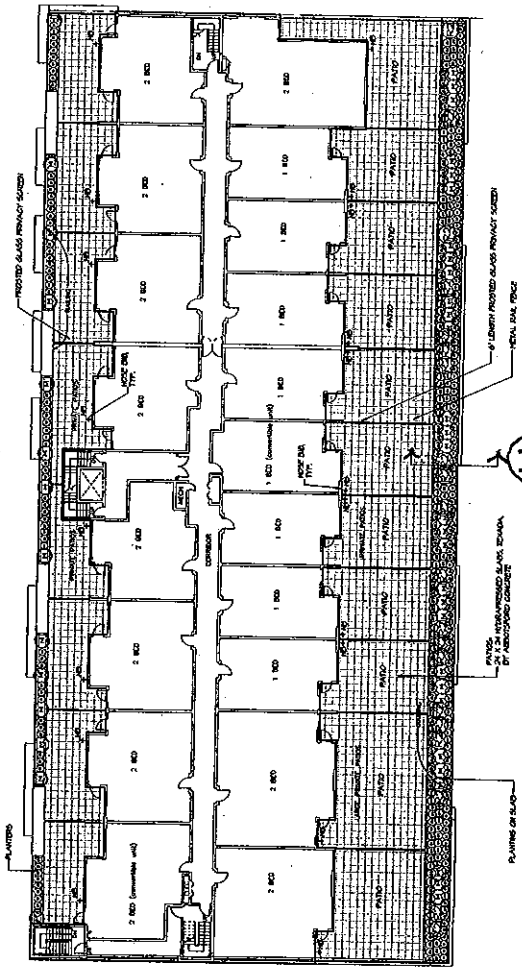
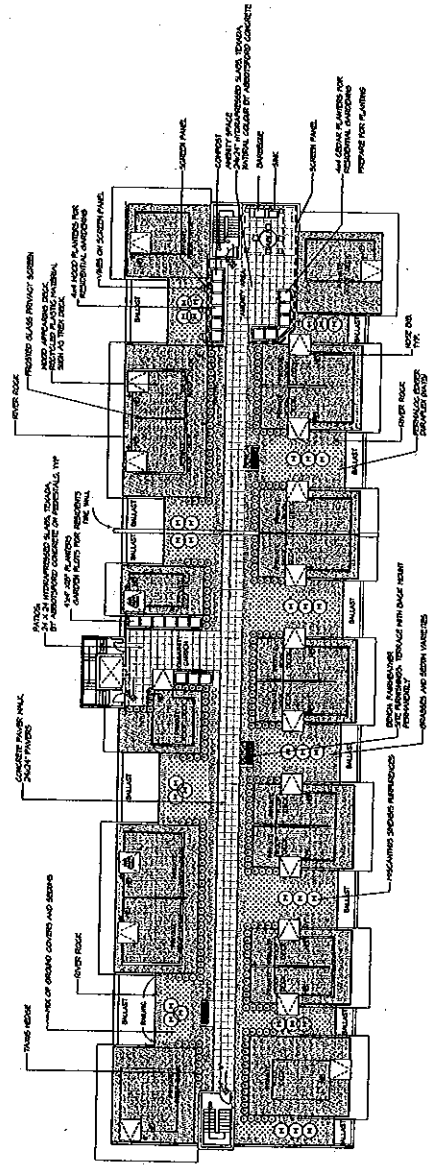
Copyright reserved. The drawing and design is the property of the architect and shall not be reproduced or used for any purpose without the architect's consent.

NO.	REVISION	DATE
1	ISSUE FOR PERMIT	07/05/10
2	ISSUE FOR PERMIT	07/05/10
3	ISSUE FOR PERMIT	07/05/10
4	ISSUE FOR PERMIT	07/05/10
5	ISSUE FOR PERMIT	07/05/10
6	ISSUE FOR PERMIT	07/05/10
7	ISSUE FOR PERMIT	07/05/10
8	ISSUE FOR PERMIT	07/05/10
9	ISSUE FOR PERMIT	07/05/10
10	ISSUE FOR PERMIT	07/05/10
11	ISSUE FOR PERMIT	07/05/10
12	ISSUE FOR PERMIT	07/05/10
13	ISSUE FOR PERMIT	07/05/10
14	ISSUE FOR PERMIT	07/05/10
15	ISSUE FOR PERMIT	07/05/10
16	ISSUE FOR PERMIT	07/05/10
17	ISSUE FOR PERMIT	07/05/10
18	ISSUE FOR PERMIT	07/05/10
19	ISSUE FOR PERMIT	07/05/10
20	ISSUE FOR PERMIT	07/05/10
21	ISSUE FOR PERMIT	07/05/10
22	ISSUE FOR PERMIT	07/05/10
23	ISSUE FOR PERMIT	07/05/10
24	ISSUE FOR PERMIT	07/05/10
25	ISSUE FOR PERMIT	07/05/10
26	ISSUE FOR PERMIT	07/05/10
27	ISSUE FOR PERMIT	07/05/10
28	ISSUE FOR PERMIT	07/05/10
29	ISSUE FOR PERMIT	07/05/10
30	ISSUE FOR PERMIT	07/05/10
31	ISSUE FOR PERMIT	07/05/10
32	ISSUE FOR PERMIT	07/05/10
33	ISSUE FOR PERMIT	07/05/10
34	ISSUE FOR PERMIT	07/05/10
35	ISSUE FOR PERMIT	07/05/10
36	ISSUE FOR PERMIT	07/05/10
37	ISSUE FOR PERMIT	07/05/10
38	ISSUE FOR PERMIT	07/05/10
39	ISSUE FOR PERMIT	07/05/10
40	ISSUE FOR PERMIT	07/05/10
41	ISSUE FOR PERMIT	07/05/10
42	ISSUE FOR PERMIT	07/05/10
43	ISSUE FOR PERMIT	07/05/10
44	ISSUE FOR PERMIT	07/05/10
45	ISSUE FOR PERMIT	07/05/10
46	ISSUE FOR PERMIT	07/05/10
47	ISSUE FOR PERMIT	07/05/10
48	ISSUE FOR PERMIT	07/05/10
49	ISSUE FOR PERMIT	07/05/10
50	ISSUE FOR PERMIT	07/05/10
51	ISSUE FOR PERMIT	07/05/10
52	ISSUE FOR PERMIT	07/05/10
53	ISSUE FOR PERMIT	07/05/10
54	ISSUE FOR PERMIT	07/05/10
55	ISSUE FOR PERMIT	07/05/10
56	ISSUE FOR PERMIT	07/05/10
57	ISSUE FOR PERMIT	07/05/10
58	ISSUE FOR PERMIT	07/05/10
59	ISSUE FOR PERMIT	07/05/10
60	ISSUE FOR PERMIT	07/05/10
61	ISSUE FOR PERMIT	07/05/10
62	ISSUE FOR PERMIT	07/05/10
63	ISSUE FOR PERMIT	07/05/10
64	ISSUE FOR PERMIT	07/05/10
65	ISSUE FOR PERMIT	07/05/10
66	ISSUE FOR PERMIT	07/05/10
67	ISSUE FOR PERMIT	07/05/10
68	ISSUE FOR PERMIT	07/05/10
69	ISSUE FOR PERMIT	07/05/10
70	ISSUE FOR PERMIT	07/05/10
71	ISSUE FOR PERMIT	07/05/10
72	ISSUE FOR PERMIT	07/05/10
73	ISSUE FOR PERMIT	07/05/10
74	ISSUE FOR PERMIT	07/05/10
75	ISSUE FOR PERMIT	07/05/10
76	ISSUE FOR PERMIT	07/05/10
77	ISSUE FOR PERMIT	07/05/10
78	ISSUE FOR PERMIT	07/05/10
79	ISSUE FOR PERMIT	07/05/10
80	ISSUE FOR PERMIT	07/05/10
81	ISSUE FOR PERMIT	07/05/10
82	ISSUE FOR PERMIT	07/05/10
83	ISSUE FOR PERMIT	07/05/10
84	ISSUE FOR PERMIT	07/05/10
85	ISSUE FOR PERMIT	07/05/10
86	ISSUE FOR PERMIT	07/05/10
87	ISSUE FOR PERMIT	07/05/10
88	ISSUE FOR PERMIT	07/05/10
89	ISSUE FOR PERMIT	07/05/10
90	ISSUE FOR PERMIT	07/05/10
91	ISSUE FOR PERMIT	07/05/10
92	ISSUE FOR PERMIT	07/05/10
93	ISSUE FOR PERMIT	07/05/10
94	ISSUE FOR PERMIT	07/05/10
95	ISSUE FOR PERMIT	07/05/10
96	ISSUE FOR PERMIT	07/05/10
97	ISSUE FOR PERMIT	07/05/10
98	ISSUE FOR PERMIT	07/05/10
99	ISSUE FOR PERMIT	07/05/10
100	ISSUE FOR PERMIT	07/05/10

**KASIAN ARCHITECTS**  
**DMG**  
 landscape architects  
 A Partnership of  
 DMG Landscape Architecture, LLC  
 11111 University Blvd., Suite 100  
 Dallas, Texas 75243  
 972-443-8888  
 www.dmgarchitects.com

Plan 3C Oct 18 2010  
 DP 07-378677

PROJECT: LEVEL 3 & ROOF SHRUB PLAN  
 DRAWING NUMBER: L3  
 DATE: 07/05/10  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 IN CHARGE: [Name]



PHASE 2B

- ROOF PLANTING**
- 20 TAND X MEDIA MOUNT
  - 25 PEGATIUS SINGRO TERRAZZOS
  - 30 CAMEP INCIAND
  - 35 BONY VARETIS

- ROOF PLANTING**
- 40 BONY VARETIS
  - 45 BONY VARETIS
  - 50 BONY VARETIS
  - 55 CALANARCTIS BOKATITRINA
  - 60 PEGATIUS SINGRO TERRAZZOS
  - 65 PEGATIUS SINGRO TERRAZZOS
  - 70 AGROSTOPARLAS MARSIS VIGENTER MUP
  - 75 GALLITERNA SHILAN

Copyright reserved. This drawing and details are the property of DMG Landscape Architects and may not be reproduced in any form without their permission.

NO.	DATE	REVISION/DESCRIPTION	BY
1	07/10/10	ISSUE FOR PERMITS	DMG
2	07/10/10	ISSUE FOR PERMITS	DMG
3	07/10/10	ISSUE FOR PERMITS	DMG
4	07/10/10	ISSUE FOR PERMITS	DMG
5	07/10/10	ISSUE FOR PERMITS	DMG
6	07/10/10	ISSUE FOR PERMITS	DMG
7	07/10/10	ISSUE FOR PERMITS	DMG
8	07/10/10	ISSUE FOR PERMITS	DMG
9	07/10/10	ISSUE FOR PERMITS	DMG
10	07/10/10	ISSUE FOR PERMITS	DMG
11	07/10/10	ISSUE FOR PERMITS	DMG
12	07/10/10	ISSUE FOR PERMITS	DMG
13	07/10/10	ISSUE FOR PERMITS	DMG
14	07/10/10	ISSUE FOR PERMITS	DMG
15	07/10/10	ISSUE FOR PERMITS	DMG
16	07/10/10	ISSUE FOR PERMITS	DMG
17	07/10/10	ISSUE FOR PERMITS	DMG
18	07/10/10	ISSUE FOR PERMITS	DMG
19	07/10/10	ISSUE FOR PERMITS	DMG
20	07/10/10	ISSUE FOR PERMITS	DMG

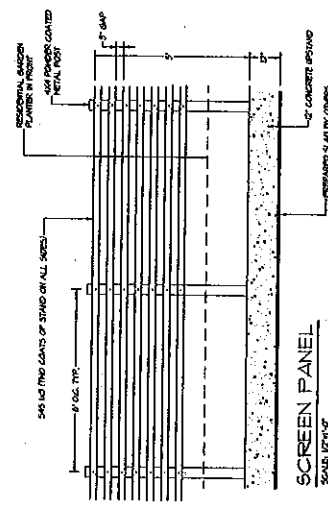
KASIAN ARCHITECTS



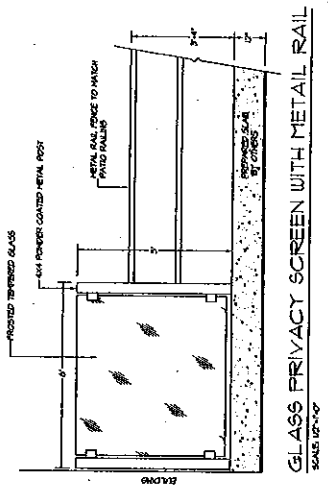
1111 11th Street, Suite 100  
 San Francisco, CA 94103  
 Tel: 415.774.1111  
 Fax: 415.774.1112  
 www.dmg-landscape.com

Plan 3D Oct 18 2010  
 DP 07-378677

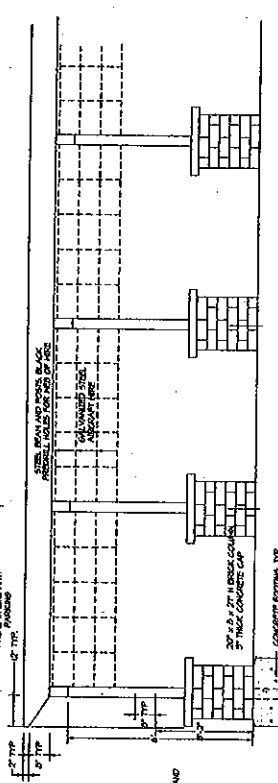
DRAWING TITLE	
LANDSCAPE	DETAILS
DATE	07/10/10
SCALE	AS SHOWN
DRAWN BY	DMG
CHECKED BY	DMG
DATE	07/10/10
DMG PROJECT NUMBER	07-055



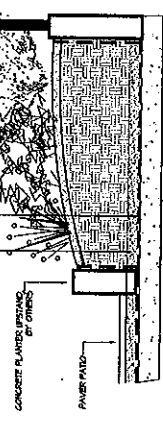
SCREEN PANEL  
 SCALE 1/2"=1'-0"



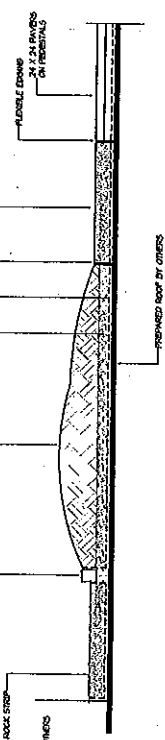
GLASS PRIVACY SCREEN WITH METAL RAIL  
 SCALE 1/2"=1'-0"



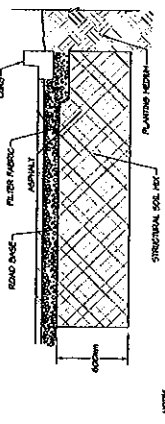
METAL TRELLIS PANEL  
 SCALE 1/2"=1'-0"



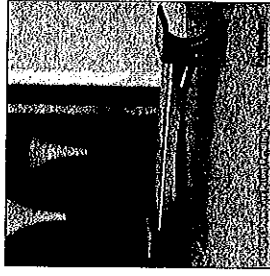
SECTION A-A  
 SCALE 1/2"=1'-0"



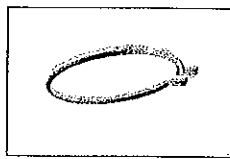
ROOF PLANTING  
 SCALE 1/2"=1'-0"



SECTION THROUGH STRUCTURAL SOIL  
 (PARKING ISLAND)  
 SCALE 1/2"=1'-0"

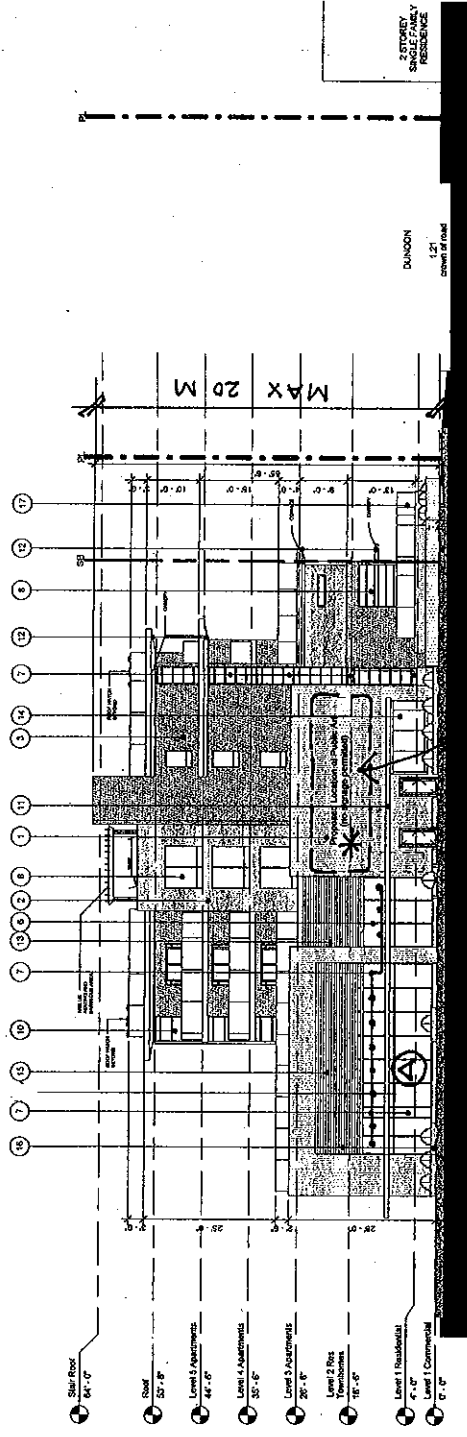


BENCHES  
 MANUFACTURED WITH METAL, BLACK

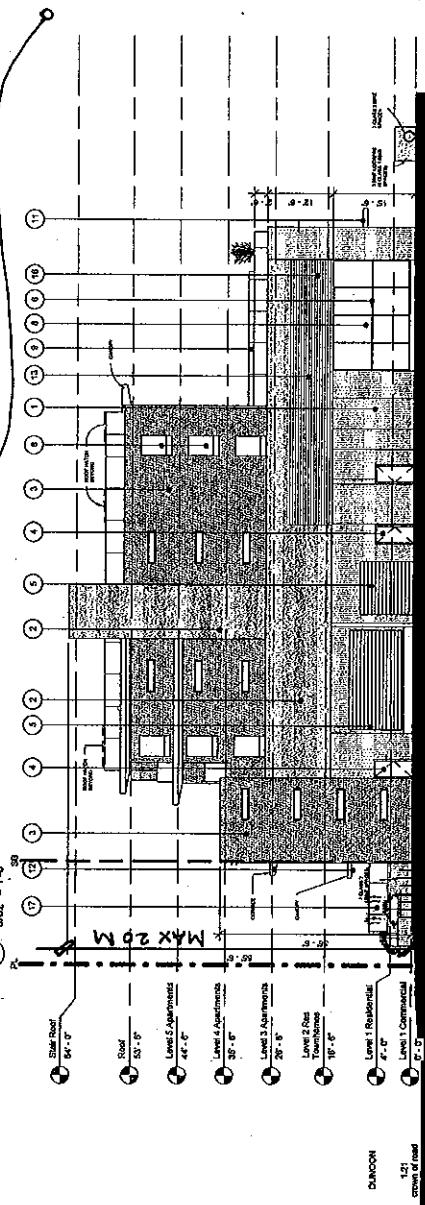


BIKE RACKS  
 28\"/>

07-055



1 North Elevation  
3/32" = 1'-0"



2 South Elevation  
3/32" = 1'-0"

Ⓐ STORE FRONT WINDOWS  
HAVE CLEAR GLAZING  
(TYP.)

\* PUBLIC ART PROVIDED  
VIA SEPARATE PUBLIC  
ART PLAN.  
COMMERCIAL SIGNAGE  
IS NOT PERMITTED IN  
THIS AREA

MATERIAL LEGEND

- 1 BRICK
- 2 FIBER CEMENT BOARD - HORIZONTAL SIDING
- 3 FIBER CEMENT BOARD - SHINGLES
- 4 METAL DOOR-PAINTED - MATCH BRICK
- 5 OVERHEAD DOOR-PAINTED
- 6 ALUMINUM FRAME CURTAIN WALL
- 7 SPANDREL GLAZING
- 8 CLEAR GLAZING
- 9 TRANSLUCENT GLAZING
- 10 ALUMINUM WINDOW FRAME
- 11 METAL CANOPY - TROUT GREY
- 12 CANOPY/CORNICE - WHITE
- 13 METAL LOUVER - METALLIC SILVER
- 14 DISPLAY BOX
- 15 SIGNAGE LOCATION TBD
- 16 CONCRETE
- 17 TEMPERED CLEAR INT

ISSUED FOR DEVELOPMENT PERMIT PANEL

North/South Elevations  
Broadmoor Mall-Phase 2  
Broadmoor Mall

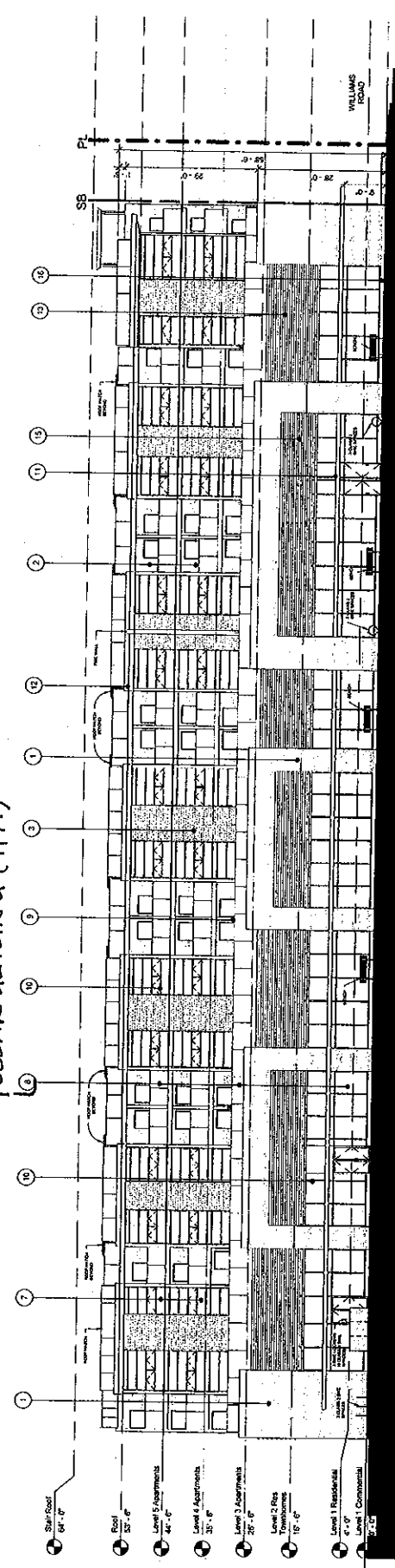
DP-08  
10/20/10  
4235

Plan 4 Oct 6 2010  
DP 07-378677

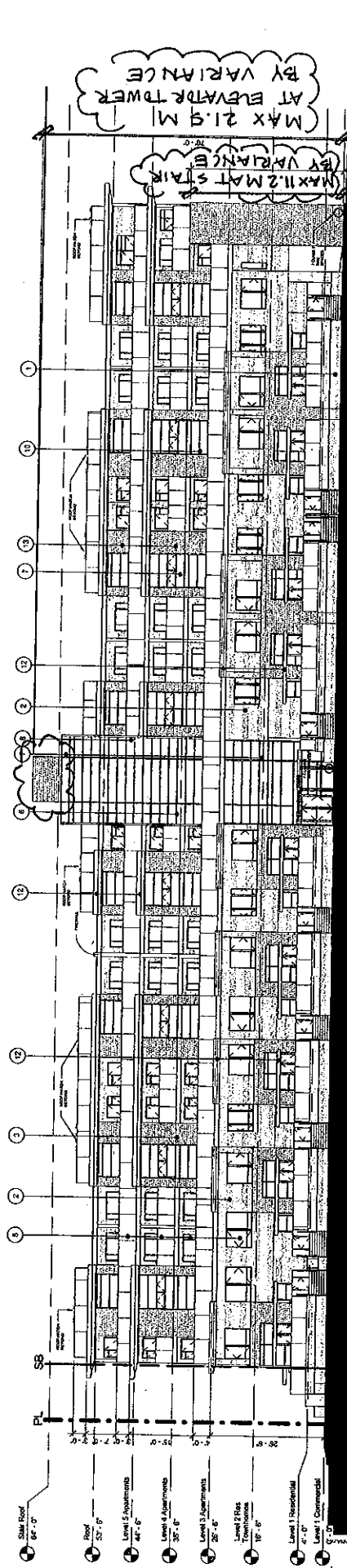
**KASIAN**



STORE FRONT WINDOWS HAVE CLEAR GLAZING (TYP.)



1 East Elevation - SETBACK FROM NO. 3 ROAD  
3/32" = 1'-0"



2 West Elevation - DVNOON DRIVE  
3/32" = 1'-0"

Plan 5 Oct 6 2010  
DP 07-378677

MATERIAL LEGEND

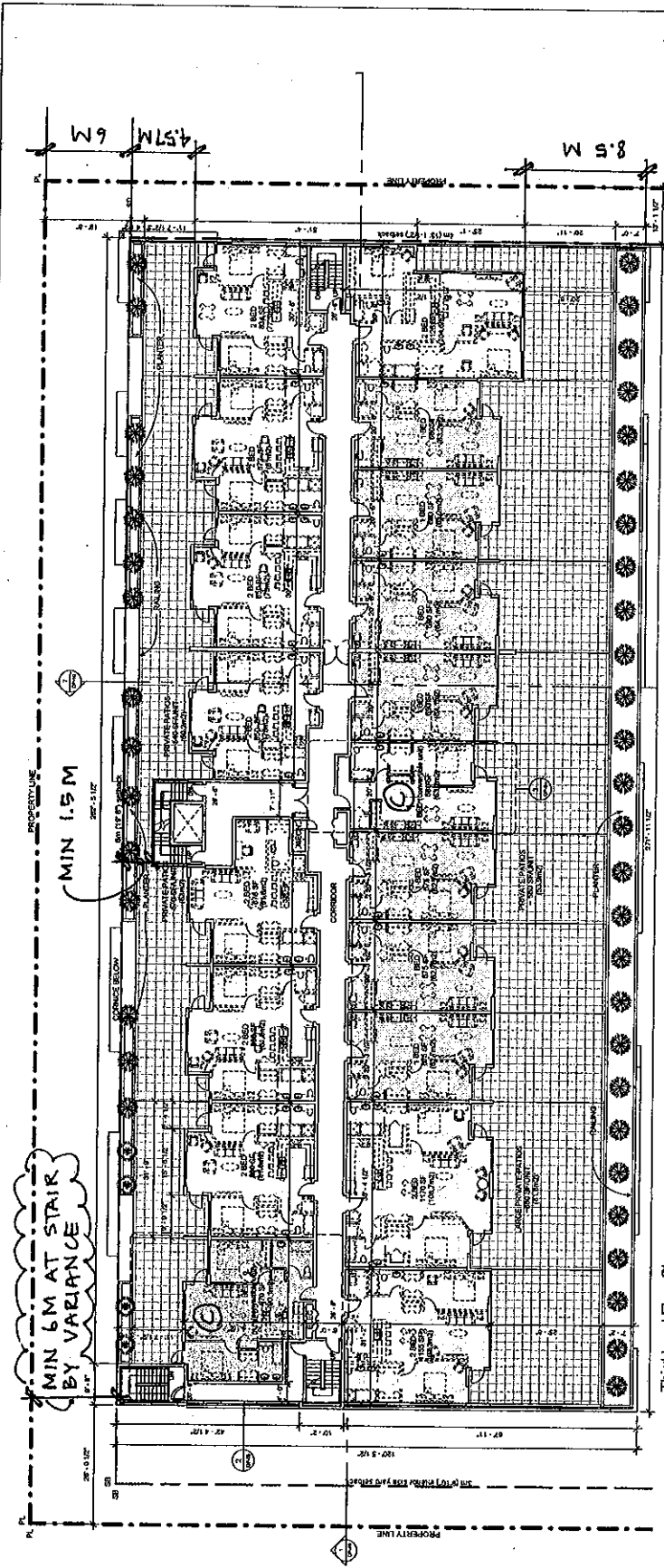
- 1 BRICK
- 2 FIBER CEMENT BOARD - HORIZONTAL SIDING
- 3 FIBER CEMENT BOARD - SHINGLES
- 4 METAL DOOR-PAINTED - MATCH BRICK
- 5 OVERHEAD DOOR-PAINTED
- 6 ALUMINUM FRAME CURTAIN WALL
- 7 SPANDREL GLAZING
- 8 CLEAR GLAZING
- 9 TRANSLUCENT GLAZING
- 10 ALUMINUM WINDOW FRAME
- 11 METAL CANOPY - TROUT GREY
- 12 CANOPY CORNICE - WHITE
- 13 METAL LOUVER - METTALIC SILVER
- 14 DISPLAY BOX
- 15 SIGNAGE-LOCATION TBD
- 16 CONCRETE

East/West Elevations  
Broadmoor Mall-Phase 2  
Broadmoor Mall

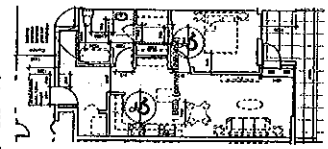
ISSUED FOR DEVELOPMENT PERMIT PANEL



DP-09  
09/21/10  
4235



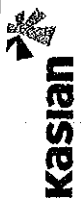
1 Third Level Floor Plan  
332' x 150'



2 1 Bedroom Convertible Unit  
118' x 75'

© CONVERTIBLE UNIT

Plan 6 Oct 18 2010  
DP 07-378677

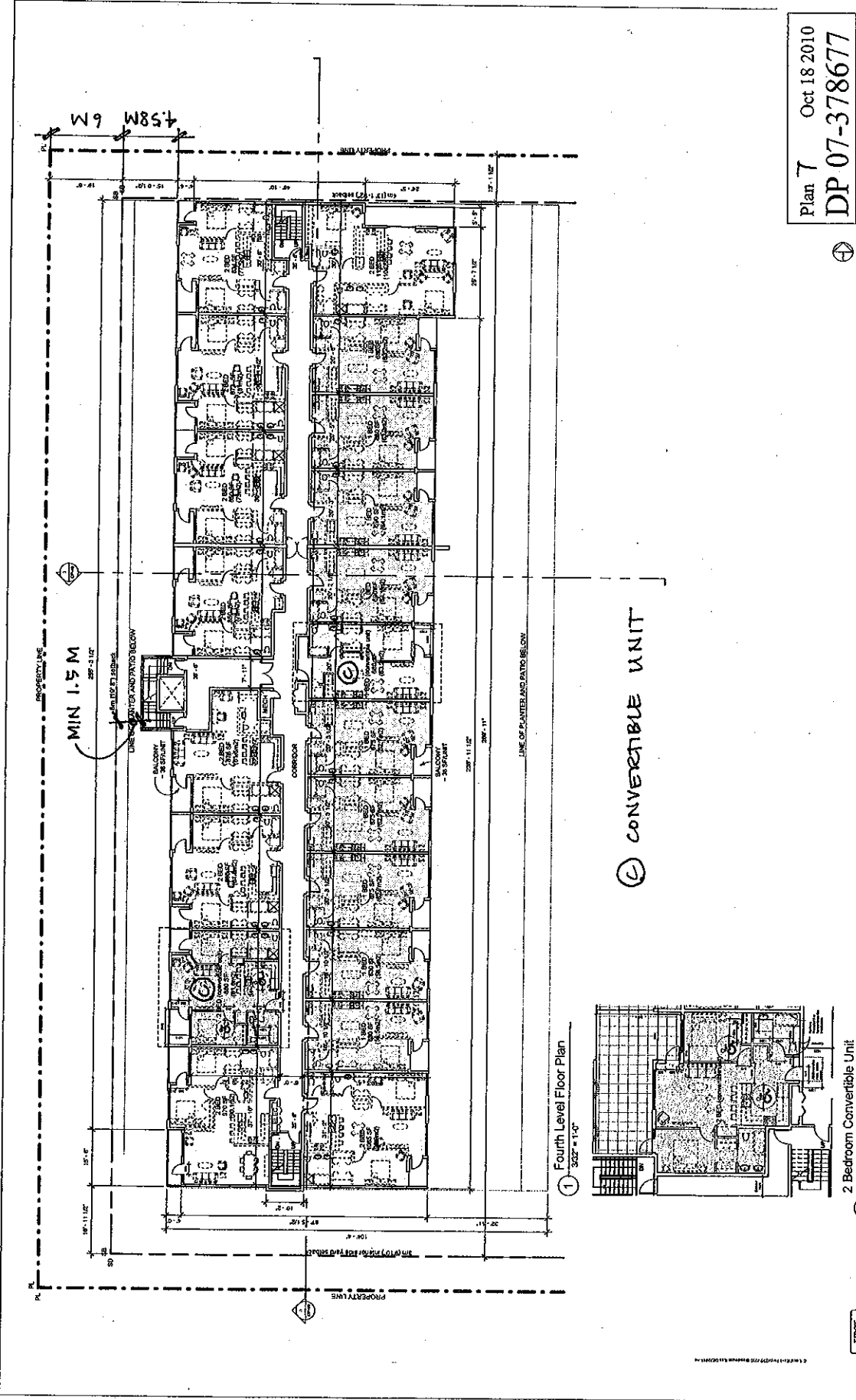


DP-04  
10/06/10  
4235

Third Level Floor Plan  
Broadmoor Mall-Phase 2  
Broadmoor Mall

ISSUED FOR DEVELOPMENT PERMIT PANEL





Plan 7 Oct 18 2010  
 DP 07-378677



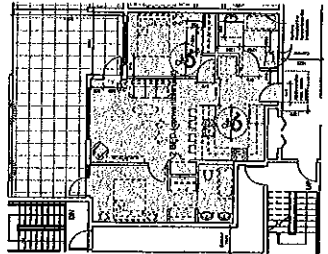
DP-05  
 10/06/10  
 4236

**Fourth Level Floor Plan**  
 Broadmoor Mall-Phase 2  
 Broadmoor Mall

ISSUED FOR DEVELOPMENT PERMIT PANEL

② CONVERTIBLE UNIT

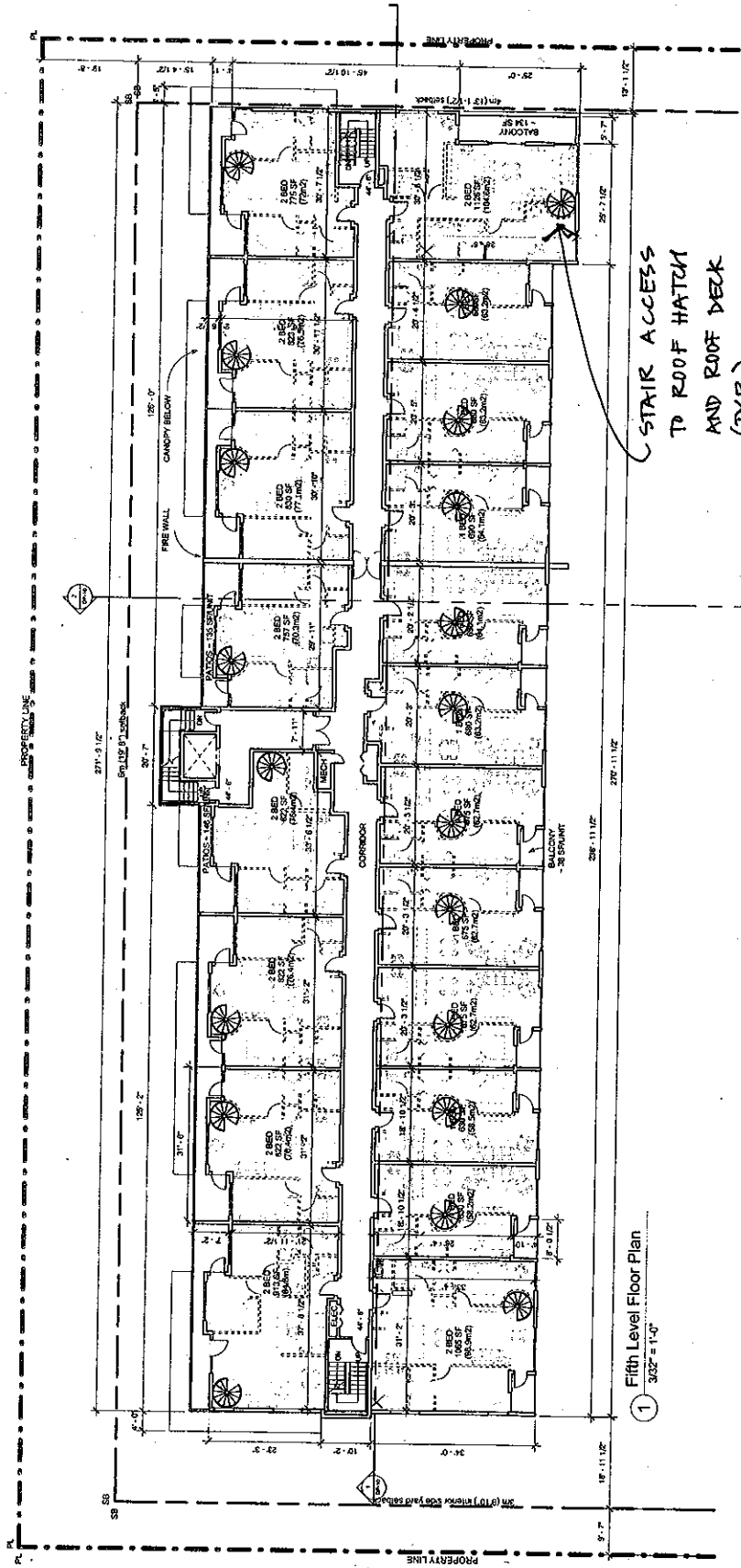
① Fourth Level Floor Plan  
 3/8" = 1'-0"



② 2 Bedroom Convertible Unit  
 1/8" = 1'-0"







STAIR ACCESS  
TO ROOF HATCH  
AND ROOF DECK  
(TYP.)

1 Fifth Level Floor Plan  
3/32" = 1'-0"

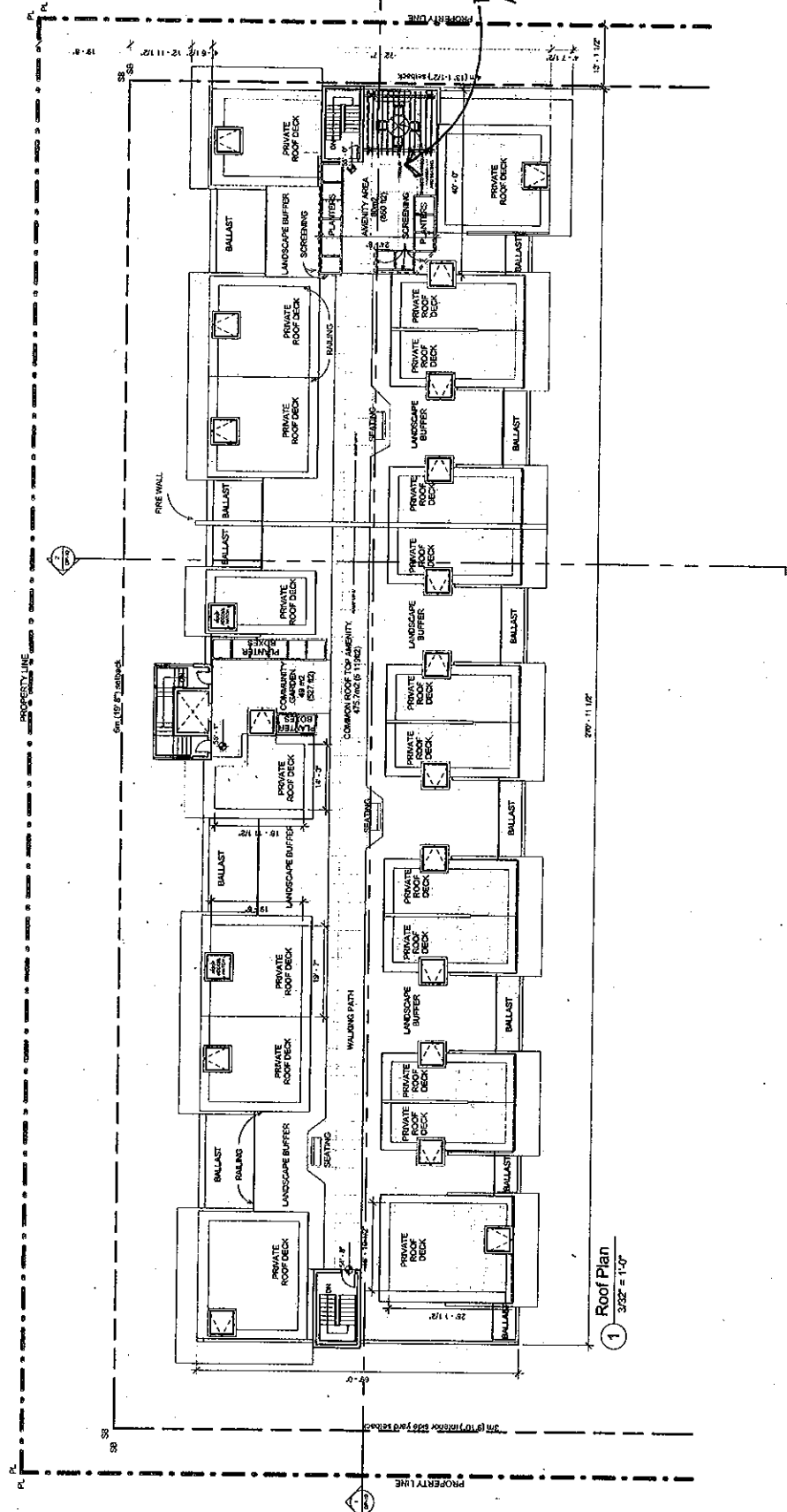
Plan 8 Oct 18 2010  
DP 07-378677

DP-06  
09/21/10  
4235

Fifth Level Floor Plan  
Broadmoor Mall-Phase 2  
Broadmoor Mall

ISSUED FOR DEVELOPMENT PERMIT PANEL





1 Roof Plan  
3/32" = 1'-0"

Plan 9 Oct 18 2010  
DP 07-378677



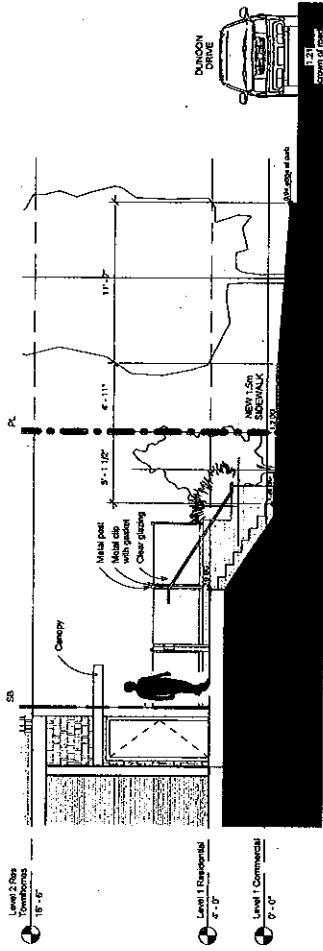
DP-07  
09/21/10  
4235

Roof Plan  
Broadmoor Mall-Phase 2  
Broadmoor Mall

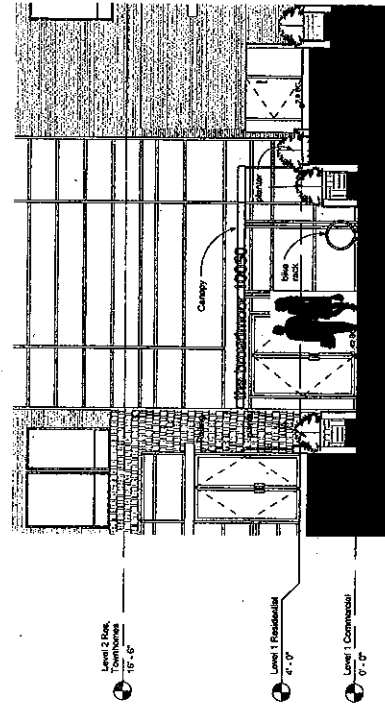
ISSUED FOR DEVELOPMENT PERMIT PANEL



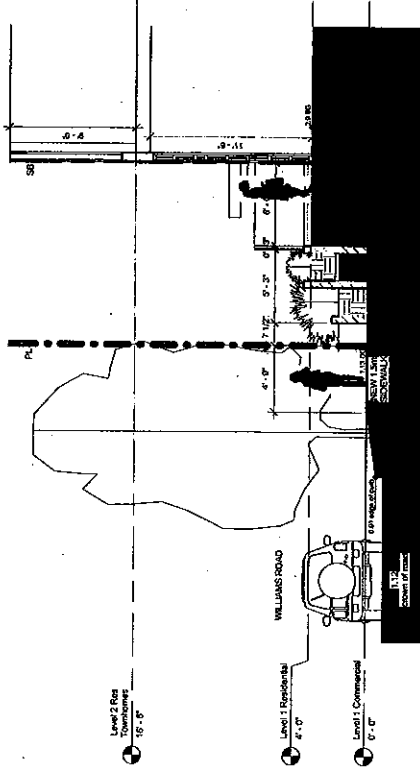




1 East/West Section Detail  
1/4" = 1'-0"



2 Residential Patios @ Lobby  
1/4" = 1'-0"



3 Residential Patios @ Williams  
1/4" = 1'-0"

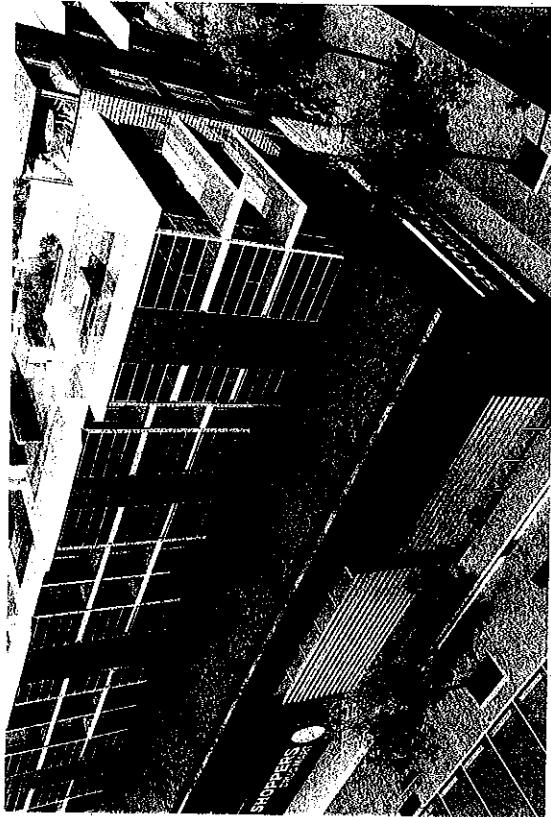
Plan 11 Oct 18 2010  
DP 07-378677

Detailed Sections  
Broadmoor Mall-Phase 2  
Broadmoor Mall

DP-10a  
09/21/10  
4235



© 2010 KASIAN ARCHITECTS



Detail of Outdoor Private Space - New Mixed-Use Building



Residential Perspective - New Mixed-Use Building  
Williams view looking West



Residential Perspective - New Mixed-Use Building  
Williams at Dunoon view looking South east



Overall Perspective - New Mixed-Use Building



**ISSUED FOR DEVELOPMENT PERMIT PANEL**

**Renderings**  
Broadmoor Mall-Phase 2  
Broadmoor Mall

**DP-11**  
09/21/10  
4235

Reference Plan: Oct 6 2010  
**DP 07-378677**





AERIAL VIEW



BIKE LOCKERS  
PALMER GROUP, LLC.  
MATERIAL: STEEL  
COLOUR: SILVER METALLIC  
MODEL #: BTWL02M

EXISTING RETAIL  
Not part of  
current application

SEE PAGE 22 FOR  
REVISIONS TO PREVIOUS APPLICATION

SEE PAGE 22 FOR  
REVISIONS TO PREVIOUS APPLICATION

NEIGHBOURING  
RICHLEA  
SHOPPING  
CENTRE

SAFEMWAY LOT  
Not part of  
current application

EXISTING  
INTERNAL  
SIDE WALKS  
& CROSSING  
(TYP.)

PHASE 1 - NOT PART OF  
DP-07-378677

WILLIAMS ROAD

WILLIAMS RD.

DUNCOON DRIVE

NEWS DRIVE

PETS ROAD

PROPERTY LINE

PROPERTY LINE

RENOVATED PHASE 1 BUILDING  
Previously Approved DP

PHASE 1 - NOT PART OF  
DP-07-378677

EXISTING  
GAS STATION

PETRO CANADA LOT  
Development Permit  
application

SHADOW OUTLINE  
SPRING EQUINOX: MARCH 21st  
TIME: 10am

1 Site/Context Plan  
1/32" = 1'-0"



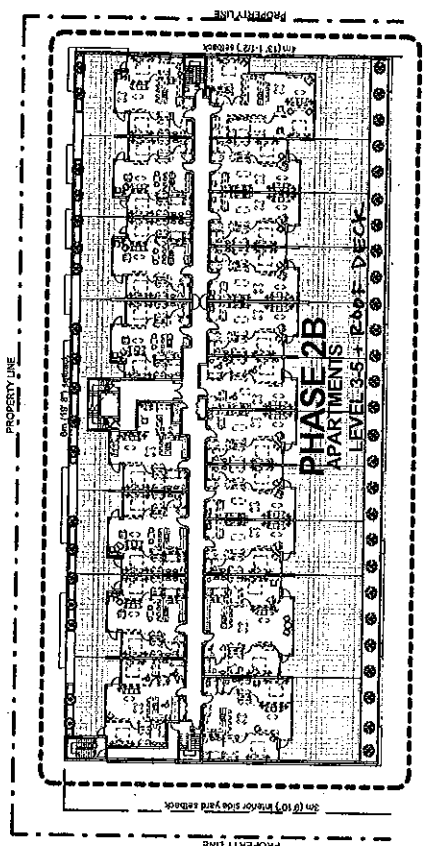
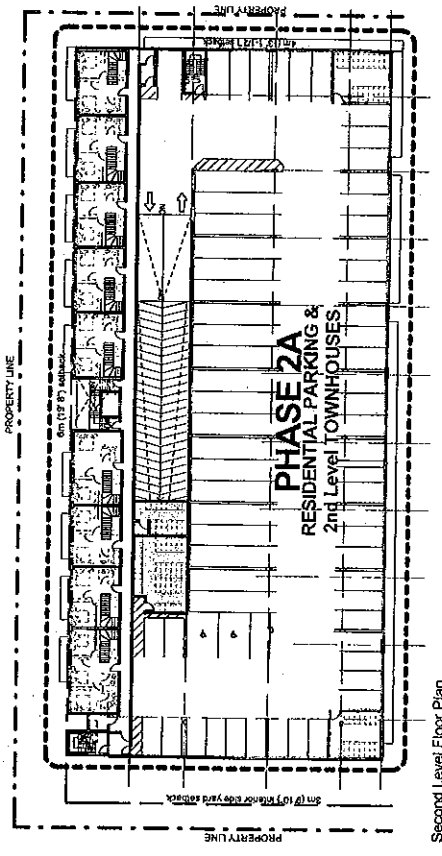
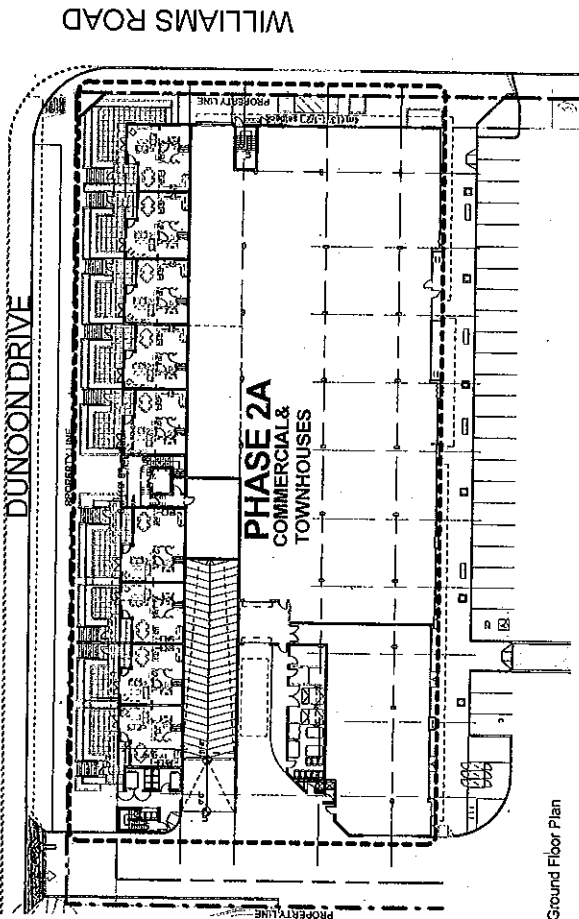
Reference Plan Oct 18 2010  
DP 07-378677

PEDESTRIAN  
CIRCULATION

ISSUED FOR DEVELOPMENT PERMIT PANEL



**kasian**



**ISSUED FOR DEVELOPMENT PERMIT PANEL**

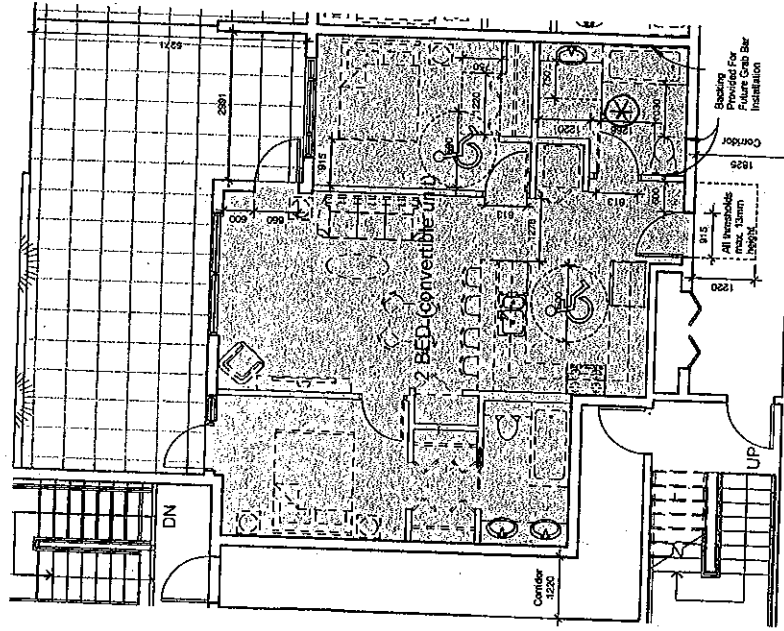
**Building Phasing Plan**  
Broadmoor Mall-Phase 2  
Broadmoor Mall

**DP-008a**  
10/15/10  
4235

Reference Plan Oct 18 2010  
**DP 07-378677**

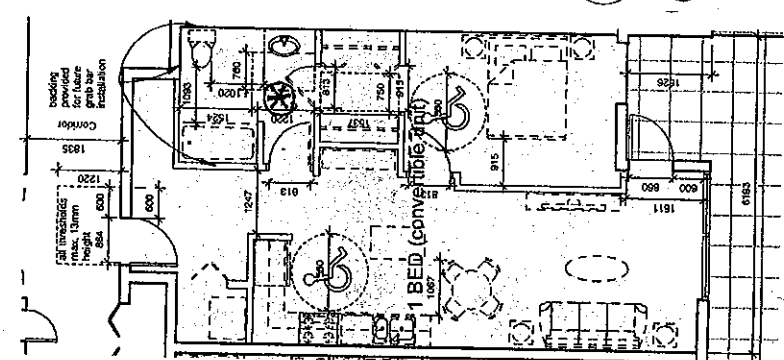


Convertible Unit Features	Provided
Doors & Doorways	Yes
Entry door min. 855 mm clear opening	Yes
Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side (not needed if rough in wiring provided for future automatic door opener)	Yes
Interior doors to entry & main living areas, min. 800 mm clear opening with flush thresholds max. 13 mm height	Yes
Stair lift, staircase width, framing support, and landings, as noted on floor plans in compliance with manufacturer specs (this is not a single family project so this is not applicable in this instance)	N/A
Vertical Circulation	All convertible units have access via the common elevator.
Vertical lift, depressed slab area, and landings, as noted on floor plans in compliance with manufacturer specs. Framing to accommodate shaft construction without impact to surrounding structure. (this is not a single family project so this particular elevator type is not applicable in this instance)	N/A.
Hallways	1 residential elevator is provided for all units.
Garage	Yes
Min. 900 mm width	2 accessible spaces provided.
Min. 1 accessible parking space with min. 4 m garage width (this is not a single family project so this is not applicable in this instance)	N/A
Access from garage to living area, with min. 800 mm clear door opening and flush thresholds max. 13 mm height (this is not a single family project so this is not applicable in this instance)	Yes
Door clear opening min. 860 mm with flush thresholds max. 13 mm height	Yes
Toilet clear floor space min. 1020 mm at side and in front	Yes
Wall blocking for future grab bars at toilet, tub and shower	Yes
Min. 800 mm clear door opening with flush thresholds max. 13 mm height	Yes
Kitchen	On BP dwg set.
Clear area needed under future work space. Plumbing and gas pipes (in-wall and in-floor) located clear of under counter area of future work space (stove, sink & min. 810 mm wide counter)	Yes
1500 mm turning diameter or turning path diagram	Yes
Min. 800 mm clear door opening with flush thresholds max. 13 mm height	Yes
Living Room	Yes-on BP dwg set.
Min. 1 window that can be opened with a single hand	Yes-on BP dwg set.
Bedroom (Min. 1)	Yes
Min. 800 mm clear door opening with flush thresholds max. 13 mm height	Yes



2 (Typ.) 2 Bedroom Convertible Unit

BATHROOMS INCLUDE 1.5 M TURNING RADIUS (TYP.)



3 (Typ.) 1 Bedroom Convertible Unit

Reference Plan Oct 18 2010  
DP 07-378677