



To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: January 11, 2010
File: DP 07-399354
Re: **Application by Ledingham McAllister Communities Ltd. for a Development Permit at 8600 Park Road (Formerly 6760, 6780, and 6800 Eckersley Road, 8500, 8520, and 8540 Park Road, 6751, 6760, 6771, 6780, 6791, 6800, and 6831 Park Place, and the Park Place Road Right-of-Way)**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 296 units in three 4-storey apartment buildings over a 1-storey parking structure on a site zoned "Low Rise Apartment (ZLR23)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Increase the maximum allowable projection for common entry features projecting into a public road setback, including any associated architectural features, cantilevered roofs, eaves, and gutters, as follows:
 - i. From 1.2 m to 3.2 m on Eckersley Road; and
 - ii. From 2.1 m to no setback required on Park Road;
 - b) Increase the maximum allowable projection for unenclosed balconies projecting into a public road setback as follows:
 - i. From 1.2 m to 1.3 m on Eckersley Road; and
 - ii. From 2.1 m to 2.3 m on Park Road; and
 - c) Permit one loading space along the subject site's Park Road frontage (intended for recycling pick-up purposes) to encroach into the Park Road right-of-way provided that it does not obstruct the public sidewalk.

Brian J. Jackson, MCIP
Director of Development

BJJ:spc
Att.

Staff Report

Origin

Ledingham McAllister Communities Ltd. has applied to the City of Richmond for permission to develop 296 dwellings in three 4-storey, wood frame buildings over a 1-storey, common parking structure on a recently consolidated site formerly made up of thirteen single-family lots and a City owned road (Park Place).

The site is being rezoned from "Single Detached (RS 1/E)" to "Low Rise Apartment (ZLR23)" for this project under Bylaw 8439 (RZ 07-397063). Note that the subject rezoning application pre-dates the recent adoption of Richmond Zoning Bylaw 8500 and, as such, the proposed change in zoning was originally identified as being from "Single Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/200)".

Infrastructure improvements, including frontage improvements along Eckersley Road, full construction of Park Road, and water, storm, and sanitary sewer upgrades, have been secured via rezoning and will be constructed via a separate Servicing Agreement (SA 09-490129).

Development Information

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

Background

The subject site is situated in the Brighthouse Village area of Richmond's City Centre and is designated under the City Centre Area Plan (CCAP) as "Urban Centre T5 (25 m)", which typically allows for low- and mid-rise apartment buildings with a maximum density of 2 floor area ratio (FAR). Development surrounding the subject site is as follows:

- To the north, the site fronts onto Park Road (an existing dead-end road that will be extended by others when redevelopment east of the subject site occurs), and across which lies the Cook Elementary School/Park site and views to the north shore mountains;
- To the east, the site borders on an older, two-storey multi-family site (Land Use Contract (LUC) 25), which is designated under the CCAP for future park and high-density townhouse uses (1.2 FAR);
- To the south, the site borders two properties: an existing BC Hydro Substation, which is planned to be decommissioned by BC Transmission Corporation (**Attachment 2**) and is designated under the CCAP for institution and/or high-density townhouse uses; and, a newly-constructed, 16-unit, 3-storey townhouse project over a level of parking (1.0 FAR, RZ 06-342074, DP 06-3528760); and
- To the west, the site fronts onto Eckersley Road, across which lies the site of a proposed mid/high-rise multi-family residential complex consisting of 211 units (176 market and 35 affordable rental) over two levels of parking (RZ 06-322803, DP 07-374744), the rezoning of which is pending completion of rezoning considerations.

Rezoning and Public Hearing Results

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

- Increase the rear (east) building setback to accommodate the sewer right-of-way serving existing development east of the subject site.

Complete. The parking structure is setback 3 m from the property line, as per the subject zoning bylaw (ZLR23) and does not conflict with the sewer right-of-way.

- Submit an acceptable landscape plan demonstrating tree replacement at a 2:1 ratio.

Complete. The proposed development will plant 221 trees on site, together with 64 cedars to extend the existing hedge, and remove 54 trees, thus, satisfying the City's 2:1 tree replacement policy. Note that at rezoning stage, a Japanese Maple, was identified for relocation at the developer's expense, but City staff later determined that it should be removed and a permit was issued to facilitate pre-loading. More recently, a second Japanese Maple, situated within the Park Road right-of-way, was identified for possible retention or relocation. The applicant has agreed to undertake the necessary work, as determined via the project's pending Servicing Agreement process.

- Improve the Park Road and Eckersley Road streetscapes with regard to:
 - Maximizing landscaping of the podium and introducing a series of retaining walls;
 - Enhancing connectivity between the podium level and the street; and
 - Treating and/or reducing the paved loading (recycling) area along the Park Road frontage.

Complete. New measures have been introduced to enhance the project's streetscape, including:

- *Additional planters and landscaping along the street frontages and refinements in the podium profile, private open spaces, and associated architectural features that better screen the podium and "soften" the change in grade; and*
- *Park Road and the associated frontage treatment have been redesigned (in coordination with the pending Servicing Agreement) to reduce the size of the recycling loading area, increase the area of soft landscaping, and create a more park-like streetscape (including public art) that will complement the building and the adjacent park/school site.*

- Design the parkade elevations to minimize impacts on adjoining properties.

Complete. Several measures are employed to minimize the visual impact of the parkade on the project's neighbours, including:

- *The mature hedge along the site's east and south edges will be maintained;*
- *A landscaped planter will be installed along the parkade's east and south walls to conceal the bottom of the wall and screen its upper portion (2 m max.) with plants;*
- *A fire lane will ramp up over the parkade along the project's east side, thus, reducing the height of a large portion of the parkade's east wall (and increasing the setback to the building's upper storeys); and*
- *Glazing will be installed along the parkade's south and east elevations.*

- Give consideration to privacy and overlook impacts.

Complete. The design of the project's units and balconies has been refined and privacy screens will be installed between adjacent outdoor spaces and other places where overlook is undesirable.

- Use building materials and color to break up the building massing.

Complete. The architect has broken up the massing through the introduction of additional building setbacks, varied balcony projections, and architectural features. This, in combination with an increase in the extent of brick used in the project, the replacement of vinyl shingle siding with wood, changes to the roofline, and a complementary landscape strategy, provides for a high degree of visual interest within a cohesive, attractive design.

- Demonstrate that accessible units are provided on-site.

Complete. Prior to Building Permit issuance, as noted in the rezoning report, the developer has agreed to incorporate measures for aging in place in all units, including lever-type handles and blocking in all washroom walls to facilitate the future installation of grab bars/handrails.

- Substantiate the phases of development.

Complete. A legal agreement will be registered on title to regulate the order in which the project's three buildings may be occupied, in order to ensure that required affordable housing units will be provided in accordance with the Housing Agreement. Other phasing considerations will be addressed via the project's phased strata plan application process.

- Confirm compliance with the Building Code definition of basement.

Complete. A Code analysis has been completed to the satisfaction of Building Approvals staff.

- Provide details of a transit pass allocation implementation strategy to the satisfaction of the City.

Complete. The applicant has provided a letter describing the transit pass implementation strategy to the satisfaction of staff. (Attachment 3) In brief, the strategy includes:

- *All 296 units will be offered a 70% subsidy towards the purchase of a 12-month, 2-zone transit pass (i.e. \$835 towards a \$1,188 pass).*
- *Potential residents will be made aware of the program via marketing information.*
- *Actual pass purchases/subsidies will occur when a resident moves into their unit.*
- *Pass subsidies will be offered until the developer's funds allocated for this program (\$247,104) have been exhausted.*

Public Hearing Results

The Public Hearing for the rezoning of this site was held on July 20, 2009. At the Public Hearing, concerns about rezoning the property were expressed with regard to shading of the townhouse properties east of the subject site, noise from the existing BC Hydro Substation, and increased traffic. Council directed:

"That staff (i) meet with BC Hydro representative and the applicant to discuss potential solutions to the noise problems caused by the electrical substation and (ii) consider the traffic issues at the Cooney Road and Granville Avenue intersection."

Staff worked with the applicant to address these issues in the following ways:

- To reduce potential shadowing and related impacts, the project has been shifted away from its east property line, such that the parkade is setback a minimum of 3 m, as per ZLR23, and Buildings One (east building) and Two (south building) exceed the minimum permitted 6 m building setback, as follows:
 - Building One: 9.6 m to the balcony face and 12 m to the building face; and
 - Building Two: 6.2 m to the stair tower and 8.4 m to the building face.
- Regarding noise generated by the substation, BC Transmission Corporation (BCTC) investigated the complaint and reported that the cause of the noise, which was found to be intermittent and unpredictable, is unclear. As such, there appears to be no immediate means to stop it from occurring. Importantly, however, BCTC indicated that its Metro Vancouver Strategic Supply Plan targets the substation for decommissioning in 2013. The future use of the substation site has not yet been determined, but any public utility use would be subject to BC Utilities Commission approval and public/City consultation. (Attachment 2)

- Regarding traffic concerns:
 - Traffic generated by the subject development will not impact neighbours to its east, as Park Road does not extend east of the subject site and will not do so until that area redevelops;
 - As a condition of rezoning, the subject development will upgrade Eckersley Road (SA 09-490129) and contribute funds towards the westward extension of Park Road to Cooney; and
 - As the subject development fronts neither Cooney Road nor Granville Avenue, it has not been asked to make any improvements to those roads; however, the pending development west of the subject site, which fronts Cooney Road, Eckersley Road, and Anderson Road (RZ 06-322803, DP 07-374744), is required to undertake improvements to Cooney Road (i.e. road realignment and frontage upgrades), and additional road improvements will be sought, as warranted, in coordination with other future development in the area.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the "Low Rise Apartment (ZLR23)" except for the zoning variances noted below.

Zoning Compliance/Variations (Staff comments in **bold**.)

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

- 1) Increase the maximum allowable projection for common entry features projecting into a public road setback, including any associated architectural features, cantilevered roofs, eaves, and gutters, as follows:
 - i. From 1.2 m to 3.2 m on Eckersley Road; and
 - ii. From 2.1 m to no setback required on Park Road.

Staff support the proposed variance as:

- *The common entries and their special architectural features (e.g., timber brackets, roof overhangs) enhance the project's pedestrian scale, visual interest, and distinctive character;*
- *Along Eckersley Road, the proximity of two entries to the sidewalk helps to frame the project's central stair and provides a desirable focal point for the streetscape; and*
- *Along Park Road, due to the large boulevard behind the sidewalk, all entries are set well back from the sidewalk (including the one for which the setback is reduced).*

- 2) Increase the maximum allowable projection for unenclosed balconies projecting into a public road setback as follows:
 - i. From 1.2 m to 1.3 m on Eckersley Road; and
 - ii. From 2.1 m to 2.3 m on Park Road.

Staff support the proposed variance as the proposed increases in allowable projections are minor (i.e. 0.1 m on Eckersley Road and 0.2 m on Park Road) and will contribute to a more visually interesting, attractive streetscape.

- 3) Permit one loading space along the subject site's Park Road frontage (intended for recycling pick-up purposes) to encroach into the Park Road right-of-way provided that it does not obstruct the public sidewalk.

Staff support the proposed variance as it minimizes the size of the paved loading/recycling area and coordinates with the realignment of Park Road (as per SA 09-490129), which results in a more park-like streetscape, helps to retain a row of existing trees along the road's north side, and better complements the character of the adjacent park/school site.

Advisory Design Panel Comments

The project was presented to the Advisory Design Panel and was supported, subject to the applicant taking the Panel's comments into consideration. The Panel asked for design development generally with regard to landscape treatments, security concerns, replacing vinyl finishes with alternate materials, and public access to the central courtyard from the street for wheelchairs. The applicant has made improvements in all areas. With regard to the requested wheelchair access, all members of the public, including those who are able-bodied and people using wheelchairs, scooters, strollers, and other mechanisms, will access the courtyard via the secured, common entry/elevator lobbies.

A copy of the relevant excerpt from the Advisory Design Panel Minutes from December 17, 2009 (amended January 6, 2010) is attached for reference. (**Attachment 4**) The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

- The proposed massing/landscape will contribute to an attractive streetscape that complements:
 - Recently approved/constructed townhouses and apartments on nearby sites; and
 - Cook Park/School by contributing to a "park-like" environment along Park Road, retaining existing trees, and helping to integrate the park-school with the residential neighbourhood.
- The retention/enhancement of the existing mature hedge along the subject site's east and south boundaries, together with significant building setbacks, will help to buffer sensitive, existing neighbours from the new development and minimize shadowing and overlook. Note that the applicant is required to monitor the health of the hedge throughout the permitting and construction processes, and must install mature replacement trees in the event any existing trees do not survive.
- Potential traffic impacts will be minimal, as traffic generated by the subject development will have no direct access to existing neighbours to the east, and Eckersley Road, Park Road, and other nearby streets are being incrementally upgraded as this development and others in the neighbourhood proceed.
- The existing substation, located immediately south of the subject site, is expected to be decommissioned in 2013, which will solve recently reported noise issues in the local area.

Urban Design and Site Planning

- The proposed form of development (i.e. three 4-storey buildings over a common level of parking with a large landscaped courtyard) is one of several low- and mid-rise forms encouraged in this area under the City Centre Area Plan (CCAP) with the aim of establishing a diverse and livable, urban, residential neighbourhood offering a variety of housing types within easy walking distance of the Canada Line, parks, schools, and shopping.
- The proposed form of development is consistent with CCAP Development Permit (DP) Guidelines, with the exception of its lack of individual unit entries along its Park Road and Eckersley Road frontages. The key reason for this deviation is the height of the project's

podium, which could not be reduced due to water table issues and would have necessitated long stair runs and a great deal of hard landscaping. As an alternative to the CCAP typical approach, the project proposes significant planting along both frontages, complemented by special building entry and landscape features. The result is a pedestrian-friendly streetscape that will complement adjacent development and enhance the neighbourhood.

- The subject development, at a proposed density of 1.884 FAR, will be Richmond's highest density 4-storey, wood frame, multi-family development. To achieve this density without compromising the amount or quality of on-site open space, the project's three buildings are roughly one-third deeper than what is typically found in Richmond (i.e. approximately 24 m versus 18 m), which results in overlook and daylighting challenges. Nevertheless, the amenity offered by the project's large central courtyard and proximity to the Cook Park/School site is significant and would appear to make up for any drawbacks. (Note, however, that this may not be the case in future projects where such amenities are not offered.)
- Common entries/elevator lobbies, for the public and visitors, are provided for each of the project's three buildings (and its central courtyard) along the public street frontages, and are designed as special streetscape features that help to enhance the project's pedestrian scale, visual interest, and distinctive character.
- Proposed resident and visitor parking and bicycle storage are consistent with the Zoning Bylaw. Vehicle access to the parkade is provided on both Eckersley Road and Park Road to help avoid congestion at the entry/exit during peak morning and evening periods. No tandem parking is proposed.
- Emergency access and loading is accommodated via a ramped fire lane at the east end of the project that links Park Road to the courtyard (i.e. the roof of the parkade).
- Garbage will be handled within the parkade, via Park Road, by a private contractor using a small truck that does not require any increase in standard parking garage ceiling height. Recycling, too, will be handled along Park Road, but will be picked up outside due to the high clearance required by the truck. To accommodate this with minimum impact on the streetscape, the recycling/loading space is oriented perpendicular to the street, partially on-site and partially within a large boulevard behind the sidewalk. The design of the recycling activities has been coordinated with the design of Park Road, via SA 09-490129, to minimize the visual impact of this use, create a park-like streetscape, and complement/enhance the quality and character of the adjacent park/school site.

Architectural Form and Character

- The architectural expression of the proposed development is:
 - "European influenced" with regard to its simple building massing, strong street-walls, and formal/axial site layout; and
 - "Craftsman influenced" with regard to its choice of materials and architectural details (e.g., board and batten, shingles, timber brackets, deep roof overhangs, brick columns).
- The project is made up of three buildings, which share a common massing and architectural vocabulary, but exhibit significant variations in their architectural details (e.g., rooflines, balcony and bay window treatments, window sizes). The result is a simple, yet sophisticated project, that is made visually engaging and attractive by the "texture" of its projections/recesses, materials, and landscaping and will complement recent wood-clad townhouse projects in the local area.
- The project has a mansard roof, sloped around its perimeter and flat in the centre. The sloped portion will conceal views to any rooftop equipment. The flat portion will be white to reduce heat gain and present a clean appearance.

- Prior to Building Permit issuance, as noted in the rezoning report, the developer has agreed to incorporate measures for aging in place in all units, including lever-type handles and blocking in all washroom walls to facilitate the future installation of grab bars/handrails.

Landscape Design and Open Space Design

- The subject development, which proposed to plant 221 trees and remove 54, more than complies with the City's 2:1 tree replacement policy. In addition, the project will:
 - Retain the existing mature cedar hedge along the site's east and south boundaries, and extend it by planting an additional 64 cedars;
 - Retain existing trees along the north side of Park Road; and
 - Via the pending Servicing Agreement (SA 09-490129), investigate the possible retention and/or relocation of a mature Japanese Maple situated within the Park Road right-of-way.
- The project's outdoor common amenity space meets the bylaw requirements in the form of a large, central courtyard comprised of three distinct outdoor "rooms":
 - "Promenade": A formal walkway, shaded by three rows of trees, lined with benches, and fronted by individual units. The walkway rises from Eckersley Road on the west side of the site via a grand staircase framed by the entries to Buildings Two and Three, and terminates at the project's east building (Building One) and north-south axis, marked by a specimen tree.
 - "Grassy Knoll": A grassed, children's play area, ringed by trees and centred on a play structure (the recommended ages for which are 5 – 12 years).
 - "Fountain Plaza": A sunny, hard surface children's play area suitable for tots' wheeled toys and water play. Situated near the end of the "promenade", the grassy play area, and indoor amenity space located in Building Two (south building), with a water feature as its focus, the "plaza" is a natural crossroads for residents using the courtyard, a place to socialize, enjoy the sun, and tend to small children. The water feature is planned as a continuous plaza surface with concealed jets and minimal pooling, which will facilitate children's play with minimum liability concerns and allow for uninterrupted use of the plaza surface when the fountain is not operating.
- The project's street frontages include significant soft landscaping, complemented by hard surface elements (e.g., two grand staircases) and distinctive common entry features. In addition, the Park Road frontage is designed to achieve a park-like character and accommodate public art, thus, complementing and effectively expanding public use and enjoyment of the adjacent park/school site.

Crime Prevention Through Environmental Design

- CPTED has been considered in the design of the subject development. Specifically, in response to comments from the Advisory Design Panel:
 - Parkade: The interior will be painted white, glazing will be provided along its south and east walls and at all elevator lobbies, panic stations will be installed, and security cameras will be provided at the entrances; and
 - Central Courtyard: The large stairs leading up to the courtyard from Eckersley Road and Park Road will both be gated at the top to limit public access. Public access will generally be via the project's secured entry lobbies.

Additional Considerations

- Via the subject rezoning (RZ 07-397063), the following considerations have been secured:
 - Affordable Housing: As per density provisions contained within ZLR23, the construction of 21 affordable housing units on-site has been secured, including seven 1-bedroom units in Building One (east building) and thirteen 1-bedroom units and one 3-bedroom unit in

- Building Two (south building), together with all necessary legal agreements (e.g., Housing Agreement, phasing).
- **Aircraft Noise Mitigation:** Prior to issuance of Building Permit, an acoustical report must be completed by a registered professional qualified in acoustics demonstrating that the building design incorporates adequate noise mitigation elements to ensure compliance with the standards set out in Section 5.4 Noise Management of the Richmond OCP.
 - **Flood Plain Management:** Registration on title of a flood covenant has been secured. The proposed development complies with the Flood Plain Designation and Protection Bylaw 8204, which identifies a minimum Flood Construction Level for the site of 2.9 m GSC.
 - **Public Art:** A voluntary contribution of \$158,780.00 will be provided by the developer, together with a Public Art Plan. Installation of the public art is proposed for Park Road (i.e. road right-of-way and/or the project's frontage, as determined via the public art design process).
 - **Servicing Capacity:** Downstream Consortium Upgrades for storm and sanitary sewers have been secured, together with watermain upgrades and related works, to be constructed via a separate Servicing Agreement (SA 09-490129).
 - **Sustainability:** Leadership in Education and Energy Design (LEED) is an accepted industry standard for sustainable buildings. As indicated at rezoning stage, the applicant does not propose certification of the subject project, but will incorporate features demonstrating "equivalency" to certification. (**Attachment 5**)
 - **Transportation:** Voluntary developer contributions of \$1,246,400.00 towards land for the extension of Park Road to Cooney Road and \$15,000.00 towards bike lane construction. (The latter is a Transportation Demand Management measure tied to parking reductions as provided for under the Zoning Bylaw.)

Conclusions

The subject development is consistent with City Centre Area Plan objectives for increased densities and housing options in close proximity to the Canada Line, shopping, schools, and other urban amenities. The proposed three 4-storey buildings will add to the diversity of the local area and provide an attractive transition between higher-rise developments proposed west of the site and existing townhouses to its east. On-site open space, in the form of a central courtyard, will provide a significant amenity for residents, while the site's perimeter landscaping and architectural character will enhance the streetscape and the project's relationship with the adjacent park/school. On this basis, staff support the proposed development and recommend that a Development Permit be issued.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

- Attachment 1: Development Application Data Sheet
- Attachment 2: BC Transmission Corporation Letter
- Attachment 3: Transit Pass Implementation Strategy
- Attachment 4: Advisory Design Panel Minutes & Applicant's Response
- Attachment 5: LEED Equivalent Scorecard

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$659,000.

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

- Continued monitoring of the hedge along the subject site's east and south property lines and the provision of updates to the City regarding its health. In the event that any trees forming part of the existing hedge do not survive, mature replacement trees must be planted to the satisfaction of the City.
- Completion of an acoustical report, by a registered professional qualified in acoustics, demonstrating that the building design incorporates adequate noise mitigation elements to ensure compliance with the standards set out in Section 5.4 Noise Management of the Richmond Official Community Plan (OCP).
- Incorporation of measures for aging in place for all units including lever-type handles and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 07-399354 **Attachment 1**

Address: 8600 Park Road (Formerly 6760, 6780 & 6800 Eckersley Road, 8500, 8520 & 8540 Park Road, 6751, 6760, 6771, 6780, 6791, 6800 & 6831 Park Place, and the Park Place Road Right-of-Way)

Applicant: Ledingham McAllister Communities Ltd. Owner: Saffron Homes Ltd.

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

Floor Area: 24,383.62 m² (262,471.7 ft²)

	Existing	Proposed
Site Area:	12,939.6 m ² (139,285 ft ²)	12,939.6 m ² (139,285 ft ²)
Land Uses:	Formerly single-family houses & road right-of-way (Park Place)	Multi-family residential
OCP Designation:	Urban Centre T5 (25 m) Permits multi-family residential and/or non-residential uses to a maximum density of 2.0 FAR	Complies
Zoning:	Formerly Single Detached (RS1/E)	Low Rise Apartment (ZLR 23)
Number of Units:	Formerly 13 houses	296 apartment units (including 21 Affordable Housing units)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.9 with Affordable Housing	1.884 with Affordable Housing	none permitted
Lot Coverage:	Max. 50%	49%	None
Setback – Public Road: Eckersley Road <i>("Entries" means "common entry features".)</i>	Building: Min. 4.2 m Parking: Min. 2.0 m Projections: - Entries: Max. 1.2 m - Balconies: Max. 1.2 m	Building: Min. 4.2 m Parking: Min. 2.0 m Projections: - Entries: Max. 3.2 m - Balconies: Max. 1.3 m	Increased projections for: - Entries: 2.0 m - Balconies: 0.1 m
Setback – Public Road: Park Road <i>("Entries" means "common entry features".)</i>	Building: Min. 3.5 m Parking: Min. 1.2 m Projections: - Entries: Max. 2.1 m - Balconies: Max. 2.1 m	Building: Min. 3.5 m Parking: Min. 1.2 m Projections: - Entries: No setback - Balconies: Max. 2.3 m	Increased projections for: - Entries: 2.1 m - Balconies: 0.2 m
Setback – Side Yard (South):	Building: Min. 5.0 m Parking: Min. 3.0 m Projections: - Balconies: Max. 2.0 m	Building: Min. 5.0 m Parking: Min. 3.0 m Projections: - Balconies: Max. 2.0 m	None
Setback – Rear Yard (East):	Building: Min. 6.0 m Parking: Min. 3.0 m	Building: Min. 6.0 m Parking: Min. 3.0 m	None
Height:	Max. 20.0 m	17.36 m	None
Lot Size:	Not applicable	12,939.6 m ² (139,285 ft ²)	None

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces:			
- Resident: Market (275 @ 1.2/du)	330	304	None
- Resident: Affordable Housing (21 @ 0.9/unit)	19	19	
- Visitors: Market & Affordable (296 @ 0.2/unit)	60	60	
- Total	409	n/a	
- Total LESS up to 10% for the provision of TDM* measures, to the satisfaction of the City	369	382**	
Off-street Parking Spaces – Accessible (Min. 2% of total):	8	8	None
Small Car Parking Spaces (Max. 50% of total):	191	112	None
Tandem Parking Spaces:	Not permitted	Nil	None
Amenity Space – Indoor:	Min. 70 m ²	137 m ²	None
Amenity Space – Outdoor:	Min. 1,776 m ² (including 600 m ² of children's play space)	1,776+ m ² (including 600+ m ² of children's hard and soft play space)	None

* TDM means "Transportation Demand Management".

** The number of residential parking spaces on-site is reduced by roughly 6% (from 409 to 382) based on the provision of TDM measures as per RZ 07-397063 (i.e. developer provided transit pass subsidies and bike lane contributions).



**BC Transmission
CORPORATION**

Building Connections

Suzanne Carter-Huffman
Senior Planner/Urban Design
Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

November 16, 2009

Dear Suzanne:

In follow up to our meeting of November 5, 2009, I am pleased to provide you with further information on BC Transmission Corporation's future plans for Richmond Substation (located at Granville and Cooney), as set out in BCTC's Metro Vancouver Strategic Supply Plan. This is a 30-year "vision" of how the electrical transmission system could evolve in Metro Vancouver.

As we discussed, Richmond Substation is served by two 60 kilovolt (kV) transmission lines that originate at Kidd 2 Substation (located at No. 4 and River roads). The two transformers in Richmond Substation convert this power to 12 kV for distribution. In this way, Richmond Substation differs from the other two distribution substations that supply the City of Richmond (Steveston and Cambie substations), which provide distribution power at 25 kV. This means that these other two substations cannot provide back-up to Richmond Substation in the event of an emergency, which makes supply from Richmond Substation less reliable. Richmond Substation has also been operating near its capacity for a few years now – load growth in its vicinity is mainly served from Cambie and Steveston substations.

BCTC therefore plans to construct new distribution assets at Kidd 2 Substation. (Kidd 2 is a transmission substation and does not currently have the equipment required to provide distribution voltage electricity.) The distribution load currently served by Richmond Substation would then be converted to 25 kV, and the load would be transferred to Kidd 2, allowing Richmond Substation to be decommissioned.

At this time, BCTC plans to complete the work at Kidd 2 in Summer 2013; load transfer from Richmond Substation would start at the same time. However, as we discussed, this is a plan and therefore subject to change. The drivers behind the addition of distribution assets to Kidd 2 – in addition to allowing transfer of the load from Richmond substation – is also to allow Kidd 2 to take some of the load currently served by Steveston and Cambie substations, which are both operating near capacity. Kidd 2, Steveston and Cambie substations would all then have capacity available to meet distribution load growth in Richmond. Consequently, continued load growth in Richmond would contribute to keeping this project on or close to the currently planned schedule.

The other factor that is critical to this project proceeding is approval from BCTC's regulator, the BC Utilities Commission. At this time, BCTC anticipates submitting the project to the BC Utilities Commission for approval as part of BCTC's next Transmission System Capital Plan. The BCUC examines each proposed project in the Capital Plan, as well as any alternatives we've considered. It approves, rejects or asks for further study for each project, based on what it deems to be the best use of our capital resources on ratepayers' behalf.

Suite 1100, Four Bentall Centre
1055 Dunsmuir Street
PO Box 49260
Vancouver, BC V7X 1V3

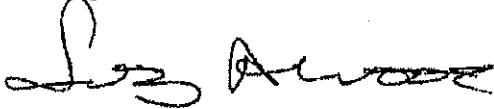
Telephone: 604 899 7300
Fax: 604 899 7333
www.bctc.com

Assuming BCUC approval and the project proceeding, it's important to note that, even after a substation is decommissioned, the property still belongs to BC Hydro. While there are no plans for the Richmond Substation property at this time, the land could be reused by BC Hydro in the future. However, any potential future utility project at the site would be considered new development and would be subject to BCUC approval through our Capital Planning process, as well as consultation with stakeholders, including the City of Richmond.

You also asked if the transmission lines running down either side of Garden City Road would be removed if Richmond Substation is decommissioned. You are correct that these are the two transmission lines that supply Richmond Substation – they originate at Kidd 2 and terminate at Richmond Substation. Decommissioning Richmond Substation would result in these lines being de-energized. Often, de-energized lines are left in place, in case they are needed for some future use. However, this could certainly be discussed with BC Hydro/BCTC at that time.

I hope that you find this information helpful. Please feel free to contact me (604 699 7551) if you have any other questions. Understanding the City of Richmond's keen interest in the possible decommissioning of Richmond Substation, I will keep you advised of any changes to the planning schedule as it impacts this substation.

Regards

A handwritten signature in black ink, appearing to read 'Lesley A. Wood', written in a cursive style.

Lesley A. Wood
Sr. Community Relations Specialist



LEDINGHAM McALLISTER

3rd Floor, 1285 West Fender Street, Vancouver, BC, Canada V6E 4B1 / (604) 662-3700-FAX: (604) 684-9004

January 7, 2010
(January 8, 2010 revised)

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

Attention: Suzanne Carter-Huffman

Dear Suzanne:

Re: Saffron Transit Passes

As noted in the Rezoning Considerations for the Saffron project, prior to a Development Permit being forwarded to the Development Permit Panel for consideration, the developer is required to:

Provide details of the implementation strategy associated with the allocation of transit passes to the satisfaction of Engineering Transportation. The implementation strategy will include:

1. Criteria used to determine which units will receive a 12-month, 2-zone transit pass;
2. Percentage of passes to be allocated in each phase of development; and
3. A means to ensure the TDM measures are implemented to the satisfaction of Engineering Transportation.

The cost associated with the provision of transit passes was negotiated with City Transportation staff in September 2008. The cost is substantive and was calculated at \$247,104.00. (see table below)

Given the significant investment we are undertaking in transit passes, the implementation strategy is indeed very important as we want to ensure that passes are actually used. The initial proposal by Transportation staff was that 70% of the total homes (208 of 296) receive a 2-zone transit pass for a 1 year period and that the pass be freely dispensed.

More recently, City staff has agreed with the developer that the probability of transit pass usage by residents will be higher if residents participate in the purchase of the transit pass. Generally speaking, a willingness by an individual to make a contribution to the cost of providing a service demonstrates a motivation or genuine interest to actually use the service. As noted by our transportation consultant, the transit passes will promote non-automobile use, even among residents who own a car; furthermore it is expected that these passes will be primarily used by residents for traveling to and from work.

Holding constant the value of our transit pass investment at \$247,104.00, but requiring residents to participate in the purchase of a transit pass achieves two objectives: I) It increases the probability of actual transit pass usage and, II) It enables the transit pass program to be extended to all homes within the development.

Therefore responses to points 1 and 2 of the Implementation strategy are as follows:

1. All 296 units will be offered a 12 month, 2-zone transit pass. The developer will provide a 70% subsidy on the pass, in other words, an \$835.00 contribution to a pass with a total value of \$1188.00
2. The percentage of passes to be allocated in each phase of development and the percentage of homes in each phase of the development are equal. For example, there are 63 units in phase one (building one), or 21% of 296 homes. 21% of the total available transit passes, or 63 transit passes will be available.

Initial City Proposal: Allocation of Transit Passes to 70% of Homes

Total Homes	70% of Homes @ 100 Subsidy	12 month - 2 - Zone Pass	Value of Transit Pass Program
296	208	\$1188.00	\$247,104.00

City - Developer Agreement: Allocation of Transit Passes to 100% of Homes

Total Homes	100% of Homes @ 70 Subsidy	70% subsidy of 12 month - 2 - Zone Pass	Value of Transit Pass Program
296	296	\$835.00	\$247,160.00

Formula:

$\$247,104.00 / 296 = \835.00 . Equates to 70% of \$1188

Instead of 208 homes (70% of 296) offered a transit pass at a 100% subsidy, all 296 homes will be offered a transit pass at a 70% subsidy.

Point 3 requests a description of the manner in which the transit pass program will be implemented. In discussions with Wayne Craig, it was his request that this letter advise how residents would be made aware of the transit pass program and how the transit passes would actually be dispensed to residents.

The developer intends to commence sales of Phase 1 of the Saffron project in the Spring of 2010. Homes will be pre-sold by way of a Presentation Centre. Visitors to the Presentation Centre will be made aware of the transit pass program by sales staff. Staff will also have literature available on the features of the program which will note that the Saffron site is located only 500 metres from the new Richmond-Brighouse Canada Line Station and that the two-zone transit pass will transport residents all the way to downtown Vancouver.

References to the transit pass program will also be included in our Disclosure Statement that is provided to each purchaser.

The actual purchase and usage of the transit passes will occur when purchasers move into their homes. As with all of our developments, we engage the services of a professional property management company, Crosby Property Management, to manage the project and to work with the strata council. In this case Crosby Property Management will administer the transit pass program and coordinate with the individual strata lots regarding the purchase of transit passes.

In summary, as all homes (in all Phases of the development) will be eligible to participate in the program, it will not be a matter of first-come-first serve in terms of who receives a transit pass. On the other hand, it needs to be contemplated that not all residents will elect to participate in the program; and although we would not increase our overall investment in the transit pass program, we would extend the program for a longer period of time for those residents who demonstrated an interest in the program until such time as the funds committed under the program have been exhausted.

Yours truly,



Cameron Thorn
Development Manager
Saffron Homes LP

cc. Wayne Craig

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

Thursday, December 17, 2009 – 4:00 p.m.
Rm. M.1.003, Richmond City Hall
As amended January 6, 2010

[Design response by the applicant included in *bold italics* after each Panel Decision item.]

3. DP 07-399354 296-unit multiple-family development in three 4-storey buildings over a common parking structure
- ARCHITECT: Ledingham McAllister Development, Robert Ciccozzi Architecture
- LOCATION: 6760/80, 6800 Eckersley Road, 8500/20/40 Park Road, and 6751/60/71/80/91, 6800/31 Park Place, together with Park Place roadway

Panel Discussion

Comments from the Panel were as follows:

- lots of lighting in courtyard is good. Trees will screen underlighting from residential units above;
- public access to courtyard late at night is a concern;
- good project. It will be successful;
- project is well-detailed and thought out;
- concern on the use of vinyl on the project; consider reducing the amount of vinyl and increasing the use of bricks and alternate soffit material. Vinyl soffits in deep overhangs are unattractive in large buildings;
- same details are applied on the north and south elevations; consider different treatments of the two elevations in view of the large scale of the project;
- introduction of window wall element is a good idea; however, it is not presented well in the model; needs further development;
- play area should be geared towards the use of younger children as older children will likely go to the nearby school yard to play;
- would be nice to see a stronger environmental agenda; would be nice to see City expectations and an enforcement mechanism;
- well-developed project; inside courtyard is nicely landscaped;
- parking entry and loading bay are indistinguishable; create hierarchy and different treatment between them to avoid confusion. Consider end view of loading bay;
- not much can be done on the 6-metre wide fire lane; consider planting of vines and climbing plants on sidewall to mitigate its impact;
- applaud applicant on quality of presentation materials and model. Very striking project; development of massive design is well-conceived; expressed well by the model;
- good detailing to buildings; however, concern regarding impact of deep/wide building and deep decks on daylight penetration into suites. Look at daylight penetration for all units;
- look at acoustic impact of privacy screens in deep balconies;

- use of another material in window wall may not be necessary; consider utilizing existing material palette with variation in colour, profile or detailing;
- consider continuing the brick masonry around the east ramp concrete wall to hide it;
- design consideration of privacy screen at the jog of Building 3 that faces the main entry to the courtyard;
- landscape architect has created potential for really nice spaces; however, there is an absence of hierarchy of spaces in the E-W promenade which make them indistinguishable from each other; use of plants, trees and paving are the same throughout these spaces;
- plant list needs to be expanded for diversity and to create distinct places and areas in such a big project; consider increasing diversity of trees, shrubs and perennials;
- consider the transitions between the spaces. Significantly reduce the amount of paved area particularly on diagonal approaches to amenity space and at the N-S ends of the amenity space to enhance the quality of spaces; use diagonal connections into amenity space rather than stacked squares;
- applicant did not act on previous recommendation of Panel to consider adding a feature at the east end of the promenade to terminate the view; should be pursued by the applicant;
- there is a huge number of benches. Consider reducing the number of benches in the courtyard. Consider large planter urns to punctuate lobby entries instead of double benches;
- reduce the width of the N-S walkway;
- consider increasing the lawn area of units in the S-W corner;
- desirable to have grade level access to the courtyard from both streetscape stair entry points;
- identify convertible units;
- look at incorporating graded smooth pathways diagonally across the stairway fronting Eckersley Street to provide an alternate route for people who are unable to use the stairs and strollers;
- vehicular green ramp is laudable; could also be used by people having difficulty using the stairs or pushing strollers by incorporating pavers that would facilitate a smoother surface;
- suggestions by Panel on doing public art in the previous ADP meeting are intended to inform the applicant on what is going on in the area; Public Art Commission gives the artist freedom to make decisions and to use his/her creativity in developing public art for the project;
- congratulations on incorporating public art. Good choice of location for public art which is right across a park and school; visible and accessible;
- presentation materials are of high caliber; the architect has done a good job in presenting the project;
- well-designed project; takes advantage of its surroundings; and
- good material palette; vinyl is an appropriate material to use in a wet environment; however, consider using painted shakes instead of vinyl shingles in the project as a transition material; would provide a nice break from repeated use of elements; not a cost issue.
- applaud applicant for environmental sustainability of increased density, which is approaching 2.0 FAR. Level of density is better than most LEED tools.

Panel Decision

It was moved and seconded

That the Advisory Design Panel supports DP 09-07-399354 moving forward to the Development Permit Panel subject to A and B below:

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

1. design development to address security concern regarding public access to courtyard at night. **Improved – The courtyard will be gated at the top of the stairs on Eckersley Road and Park Road. Primary public access to the courtyard will be via the project’s three secure common entry/elevator lobbies.**
2. design development to reduce the amount of paved area in the courtyard to enhance the quality of space. **Improved – The width of the courtyard’s walkways and the amount of paving in its central amenity area have been reduced and replaced with soft landscaping.**
3. design development to create hierarchy of spaces in the courtyard and transitions between them. **Improved – The paving and soft landscaping have been refined to enhance the sense that the courtyard is made up of distinct, yet complementary outdoor “rooms”.**
4. design development to reduce the width of walkways in the courtyard. **Improved. (See #2)**
5. design development to increase number of species and diversity of trees, shrubs and perennials. **Improved – The diversity of trees and plants has been significantly increased.**
6. design development to address previous recommendation of the Panel to add a feature at the east end of the promenade to provide an end view. **Improved – In addition to modifications to the building façade that were made in response to ADP’s previous recommendation, a specimen tree (Weeping Nootka Cypress) has been added at the terminus of the walkway to provide a visual focal point.**
7. design development to incorporate wheelchair ramp connection from street to courtyard at Eckersley stairs. Consider incorporating a graded smooth ramp into or diagonally across the Eckersley stairs. **Not incorporated – In response to security concerns raised by ADP (see #1), the Eckersley stair will be gated. All public access, including wheelchair access, will be via the adjacent common building entry/elevator lobbies.**
8. design development to incorporate a paved path in the ramped fire lane to provide wheelchair and stroller access. **Not incorporated – The grade and length of the ramp do not meet Building Code requirements for wheelchair access, and building design constraints prevent its modification.**
9. design development to window wall building break element for better integration into project design character. Consider using existing material palette with variation in colour, profile or detailing. **Improved – This element has been redesigned to work within the project’s architectural vocabulary and palette of materials, while still providing a desirable visual “break” in Building Two and an attractive entry feature.**

B The applicant taking into consideration the following comments:

10. consider reducing the amount of vinyl and increasing the use of bricks and alternate soffit material. **Improved – Vinyl shingle siding has been replaced with wood shingles.**
11. consider different treatments for the north and south elevations in view of the large scale of the project. **Not incorporated.**

12. consider making the play area more suitable for younger children than older children due to proximity of school and park. ***Considered – The children’s outdoor space incorporates a grassy play area ringed by trees and an adjacent hard surface plaza suitable for tots’ wheeled toys and water play. A central play structure is provided within the grassy area, the recommended ages for which are 5 – 12 years. The combination of hard and soft landscaped areas, trees, water, and the play structure are well suited to accommodate a wide range of ages and interests.***
13. consider creating a hierarchy between the parking entry and loading bay to make them distinguishable from each other and to avoid confusion. ***Considered – A treed planting strip between the two areas will help distinguish them and screen loading activities.***
14. consider treatment of the parkade wall adjacent to the fire lane ramp with brick masonry, or planting of vines or climbing plant. ***Improved – Space limitations prevent the planting of climbing vines within the fire lane. Instead, planters have been added to the adjacent patios, incorporating small trees and groundcover that will trail down over the parkade wall.***
15. DELETED – Item deleted by ADP, January 6, 2010.
16. consider acoustic impact of deep balconies separated with privacy screens. ***To be addressed at Building Permit stage.***
17. consider detailing of privacy screen at the jog of Building 3 that faces the main entry to the courtyard. ***To be addressed at Building Permit stage.***
18. consider reducing the number of benches in the courtyard and replacing streetscape double benches with large planter urns to punctuate lobby entries. ***Improved – The number of benches has been reduced and the building entries are framed by large, decorative planter pots.***
19. consider increasing the lawn area in the private yards of SW corner units. ***Not incorporated.***
20. consider use of painted shakes instead of vinyl shingles as a transition material to provide a break from repeated use of elements in the project. ***Improved. (See #10)***

CARRIED

Opposed: Dean Gregory

Saffron Park Place: LEED Equivalent Scorecard

Credit	Category	Avail Pts	Likely	Possible	Unlikely
SUSTAINABLE SITES					
PR 1	Erosion & Sedimentation Control		Y		
Credit 1	Site Selection	1	1		
Credit 2	Development Density	1	1		
Credit 3	Redevelopment of Contaminated Site	1			1
Credit 4.1	Alternative Transportation: Public Transportation Access	1	1		
Credit 4.2	Alternative Transportation: Bike Storage & Changing Rooms	1	1		
Credit 4.3	Alternative Transportation: Alternative Fuel Vehicles	1			1
Credit 4.4	Alternative Transportation: Parking Capacity	1	1		
Credit 5.1	Reduced Site Disturbance: Protect or Restore Open Space	1			1
Credit 5.2	Reduced Site Disturbance: Development Footprint	1			1
Credit 6.1	Stormwater Management: Rate & Quantity	1	1		
Credit 6.2	Stormwater Management: Treatment	1	1		
Credit 7.1	Heat Island Effect: Non-Roof	1	1		
Credit 7.2	Heat Island Effect: Roof	1	1		1
Credit 8	Light Pollution Reduction	1	1		
	Subtotal	14	8		6
WATER EFFICIENCY					
Credit 1.1	Water Efficient Landscaping: Reduce by 50%	1	1		
Credit 1.2	Water Efficient Landscaping: No Potable Use or No Irrigation	1			1
Credit 2	Innovative Wastewater Technologies	1			1
Credit 3.1	Water Use Reduction: 20% Reduction	1			1
Credit 3.2	Water Use Reduction: 30% Reduction	1	1		
	Subtotal	5	2		3
ENERGY & ATMOSPHERE					
PR 1	Fundamental Building Systems Commissioning		Y		
PR 2	Minimum Energy Performance		Y		
PR 3	CFC Reduction in HVAC&R Equipment		Y		
Credit 1	Optimize Energy Performance	10		1	9
Credit 2.1	Renewable Energy: 5%	1			1
Credit 2.2	Renewable Energy: 10%	1			1
Credit 2.3	Renewable Energy: 20%	1			1
Credit 3	Best Practice Commissioning	1			1
Credit 4	Ozone Protection	1			1
Credit 5	Measurement & Verification	1		1	
Credit 6	Green Power	1			1
	Subtotal	17	0	2	15

MATERIALS & RESOURCES						
PR 1	Storage & Collection of Recyclables					
Credit 1.1	Building Reuse - Maintain 75% of Existing Walls, Floors & Roof	Y	Y			1
Credit 1.2	Building Reuse - Maintain 95% of Existing Walls, Floors & Roof	Y	Y			1
Credit 1.3	Building Reuse - Maintain 50% of Interior Non-Structural Elements	Y	Y			1
Credit 2.1	Construction Waste Management - Divert 50% from Landfill	Y	Y	1		1
Credit 2.2	Construction Waste Management - Divert 75% from Landfill	Y	Y			1
Credit 3.1	Resource Reuse - 5%	Y	Y			1
Credit 3.2	Resource Reuse - 10%	Y	Y			1
Credit 4.1	Recycled Content - 7.5% (post-consumer + 1/2 post-industrial)	Y	Y	1		1
Credit 4.2	Recycled Content - 15% (post-consumer + 1/2 post-industrial)	Y	Y		1	1
Credit 5.1	Regional Materials - 10% Extracted and Manufactured Regionally	Y	Y	1		1
Credit 5.2	Regional Materials - 20% Extracted and Manufactured Regionally	Y	Y		1	1
Credit 6	Rapidly Renewable Materials	Y	Y			1
Credit 7	Certified Wood	Y	Y			1
Credit 8	Durable Wood	Y	Y			1
	Subtotal	14	4	3		7
INDOOR ENVIRONMENTAL QUALITY						
PR 1	Minimum IAQ Performance	Y	Y			
PR 2	Environmental Tobacco Smoke (ETS) Control	Y	Y			
Credit 1	Carbon Dioxide (CO2) Monitoring	Y	Y			1
Credit 2	Ventilation Effectiveness	Y	Y			
Credit 3.1	Construction IAQ Management Plan - During Construction	Y	Y	1		1
Credit 3.2	Construction IAQ Management Plan - Testing Before Occupancy	Y	Y		1	1
Credit 4.1	Low-Emitting Materials - Adhesives & Sealants	Y	Y			
Credit 4.2	Low-Emitting Materials - Paints & Coating	Y	Y			
Credit 4.3	Low-Emitting Materials - Carpet	Y	Y			
Credit 4.4	Low-Emitting Materials - Composite Wood & Laminate Adhesives	Y	Y			
Credit 5	Indoor Chemical & Pollutant Source Control	Y	Y			
Credit 6.1	Controllability of Systems - Perimeter Spaces	Y	Y			
Credit 6.2	Controllability of Systems - Non-Perimeter Spaces	Y	Y			
Credit 7.1	Thermal Comfort - Compliance	Y	Y			
Credit 7.2	Thermal Comfort - Monitoring	Y	Y			
Credit 8.1	Daylight & Views - Daylight 75% of Spaces	Y	Y			
Credit 8.2	Daylight & Views - Views 90% of Spaces	Y	Y			
	Subtotal	15	12	1		2
INNOVATION & DESIGN PROCESS						
Credit 1.1	Innovation in Design - Product for Solar Panels on Flat Roof	Y	Y	1		
Credit 1.2	Innovation in Design	Y	Y			
Credit 1.3	Innovation in Design	Y	Y			
Credit 1.4	Innovation in Design	Y	Y			
Credit 2	LEED Accredited Professional	Y	Y			
	Subtotal	5	1	4		
TOTALS		70	27	10		33



No. DP 07-399354

To the Holder: LEDINGHAM MCALLISTER COMMUNITIES LTD.

Property Address: 8600 PARK ROAD (FORMERLY 6760, 6780, AND 6800
ECKERSLEY ROAD, 8500, 8520, AND 8540 PARK ROAD, 6751,
6760, 6771, 6780, 6791, 6800, AND 6831 PARK PLACE, AND
THE PARK PLACE ROAD RIGHT-OF-WAY)

Address: C/O MR. CAMERON THORN
3RD FLOOR, 1285 WEST PENDER STREET
VANCOUVER, BC, V6E 4B1

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) Allow common entry features to project into a public road setback, including any associated architectural features, cantilevered roofs, eaves, and gutters, as follows:
 - i. 3.2 m on Eckersley Road; and
 - ii. No setback required on Park Road;
 - b) Allow unenclosed balconies to project into a public road setback as follows:
 - i. 1.3 m on Eckersley Road; and
 - ii. 2.3 m on Park Road; and
 - c) Permit one loading space along the subject site's Park Road frontage (intended for recycling pick-up purposes) to encroach into the Park Road right-of-way provided that it does not obstruct the public sidewalk.
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 #19 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.

To the Holder: LEDINGHAM MCALLISTER COMMUNITIES LTD.

Property Address: 8600 PARK ROAD (FORMERLY 6760, 6780, AND 6800
ECKERSLEY ROAD, 8500, 8520, AND 8540 PARK ROAD, 6751,
6760, 6771, 6780, 6791, 6800, AND 6831 PARK PLACE, AND
THE PARK PLACE ROAD RIGHT-OF-WAY)

Address: C/O MR. CAMERON THORN
3RD FLOOR, 1285 WEST PENDER STREET
VANCOUVER, BC, V6E 4B1

6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$659,000.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

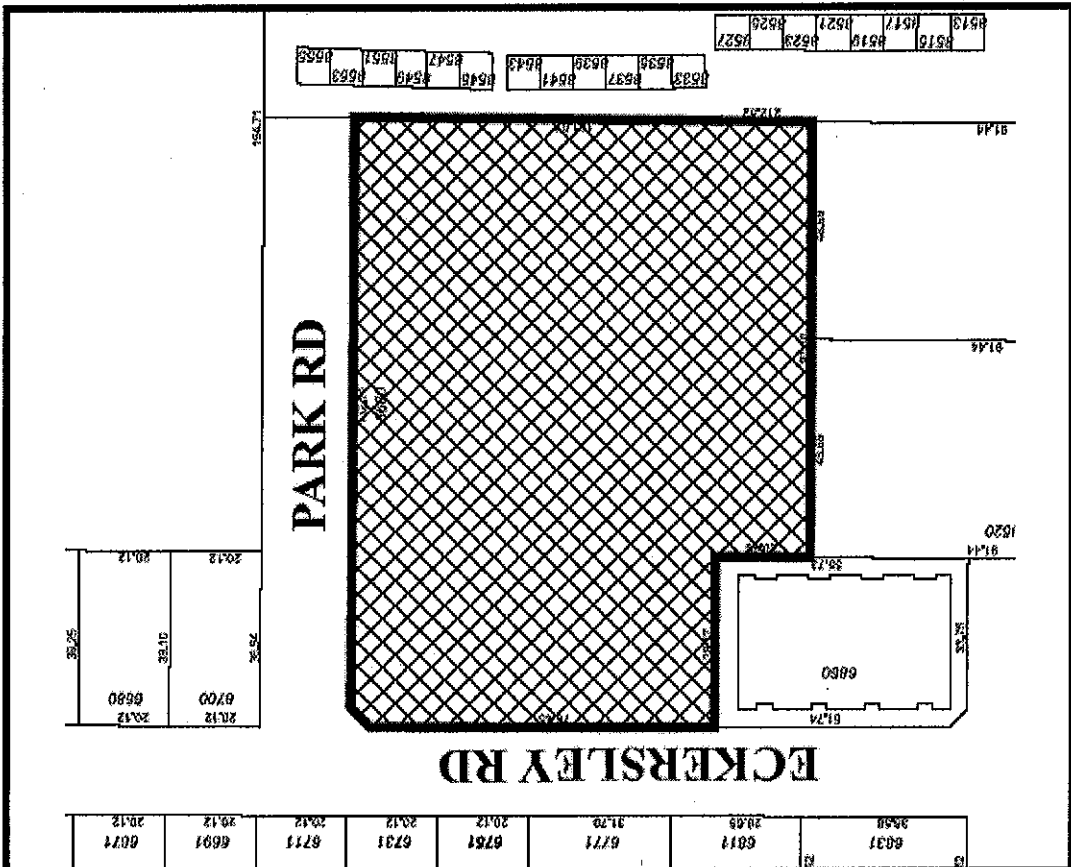
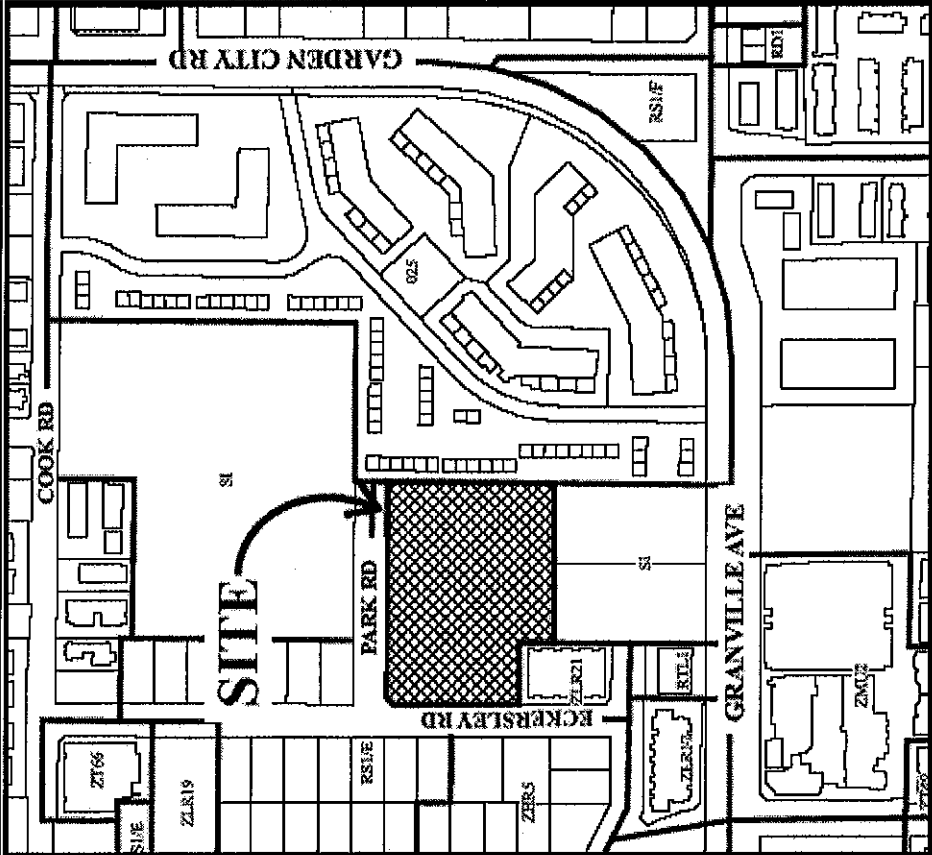
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR

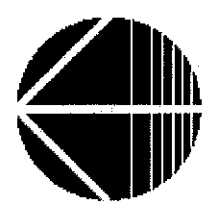


City of Richmond



Original Date: 01/09/08
 Revision Date: 01/11/10
 Note: Dimensions are in METRES

DP 07-399354 SCHEDULE "A"



DR 07399354

#3

JAN 11 2010



4381 Collins Way
Burnaby, BC V7Y 1L4
604-293-8227 (M)
604-293-8228 (F)

PROJECT NAME

Collins
8000 Collins
Burnaby, B.C.

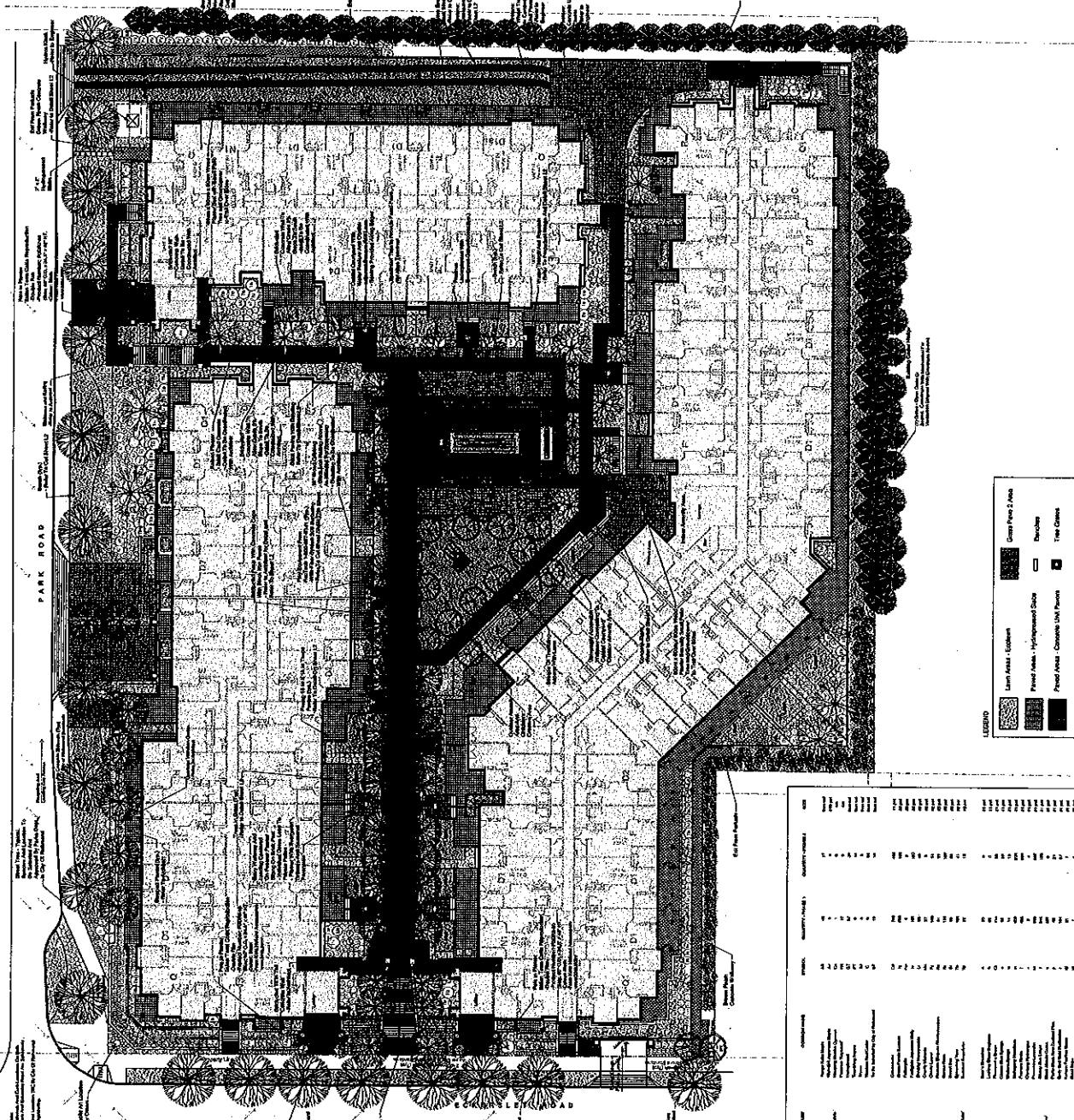
PROJECT DESCRIPTION

Landscape Plan

Scale: 1" = 10'-0"
Date: 01/11/2010
Sheet: 0000

L1

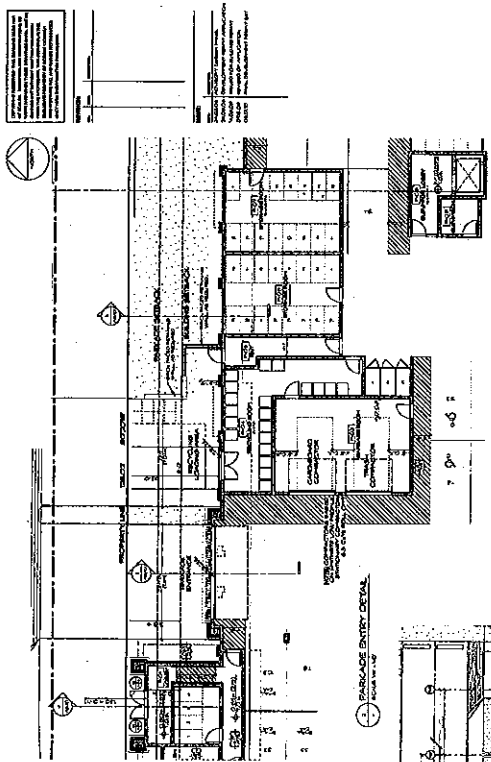
NOTES:
1. This plan is to be used in conjunction with the site plan and other drawings.
2. All materials and plants to be used are specified in the schedule.
3. The contractor is responsible for obtaining all necessary permits.
4. The contractor is responsible for protecting existing trees and structures.
5. The contractor is responsible for maintaining access to adjacent properties.
6. The contractor is responsible for maintaining the site during construction.
7. The contractor is responsible for restoring the site to its original condition.
8. The contractor is responsible for providing a final landscape plan.
9. The contractor is responsible for providing a final site plan.
10. The contractor is responsible for providing a final site plan.



LEGEND

Land Area - Light	Green Plant Area
Land Area - Medium	Shrub
Land Area - Heavy	Tree Cluster
Plant Area - Hydroponic/Soil	
Plant Area - Concrete/Soil	

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	Plant Area - Light	100	SQ. FT.	1.00	100.00
2	Plant Area - Medium	200	SQ. FT.	2.00	400.00
3	Plant Area - Heavy	300	SQ. FT.	3.00	900.00
4	Green Plant Area	50	SQ. FT.	5.00	250.00
5	Shrub	100	PLANT	10.00	1000.00
6	Tree Cluster	50	CLUSTER	20.00	1000.00
7	Plant Area - Hydroponic/Soil	100	SQ. FT.	1.00	100.00
8	Plant Area - Concrete/Soil	100	SQ. FT.	1.00	100.00



#5 07399354

#5 JAN 11 2010

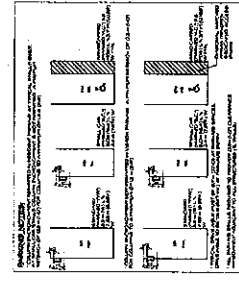


RCA
REINFORCED CONCRETE ASSOCIATION
1000 RICHMOND STREET, SUITE 100
VANCOUVER, BC V6B 1A1
TEL: 604-681-1111
WWW.RCA-BCA.CA

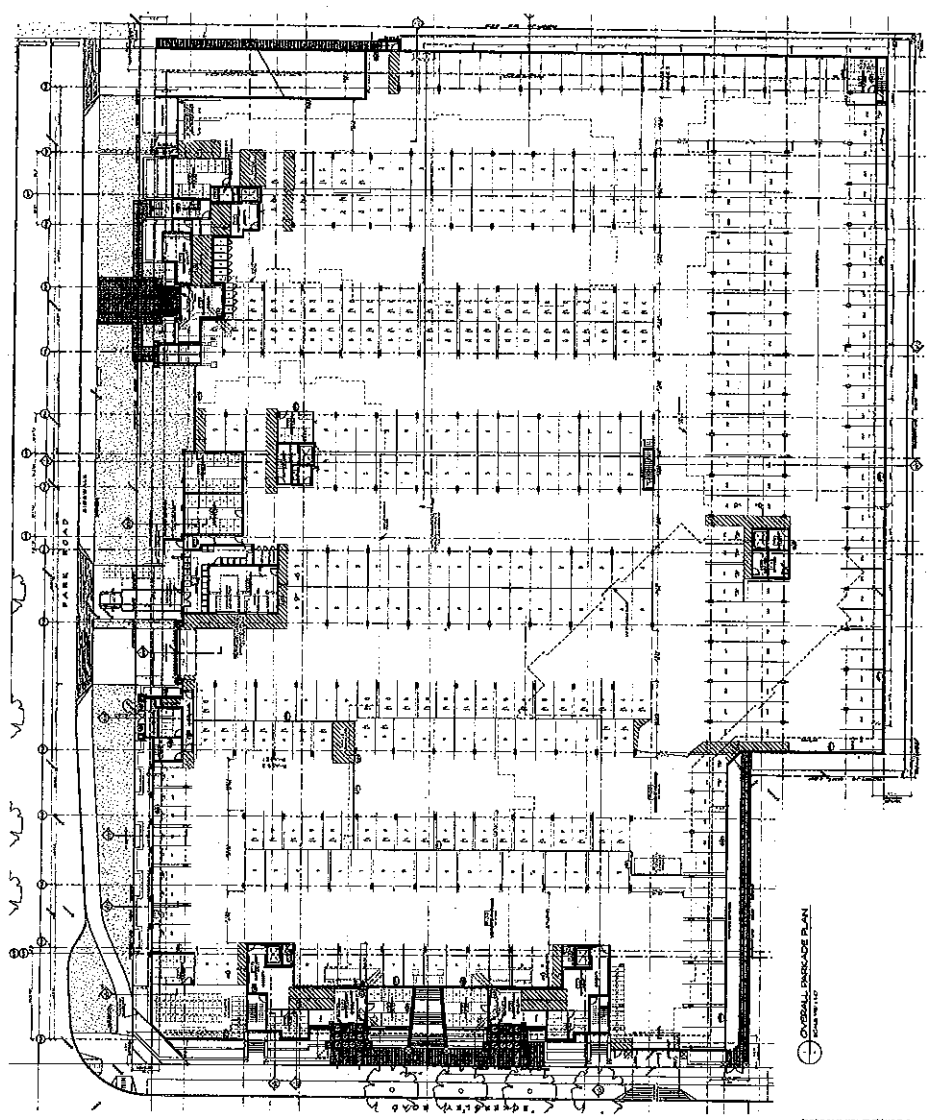
SAFFRON
4000 Ave. Rd.
Abbotsford, BC, Canada

PARKADE PLAN	
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2	11/11/09
3	11/11/09
4	11/11/09
5	11/11/09

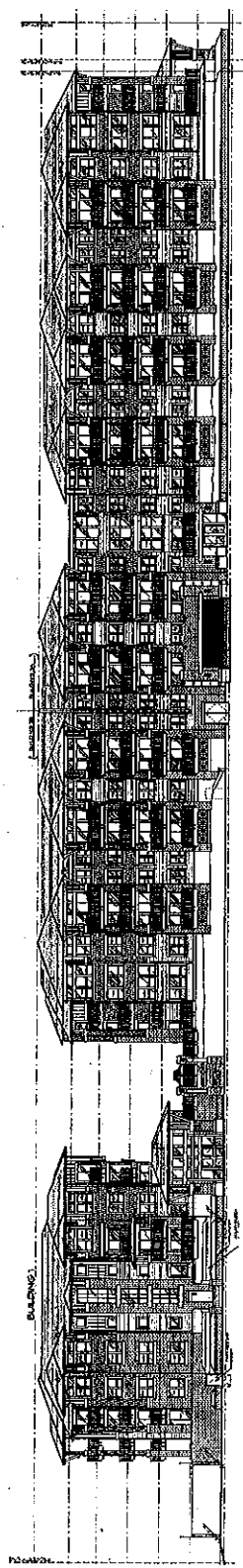
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NO.	DATE	DESCRIPTION
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3	11/11/09	REVISIONS
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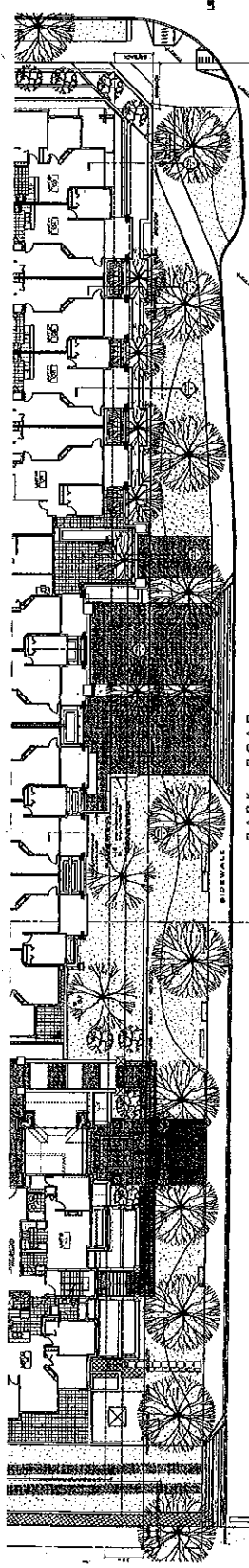


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DR 07-399354

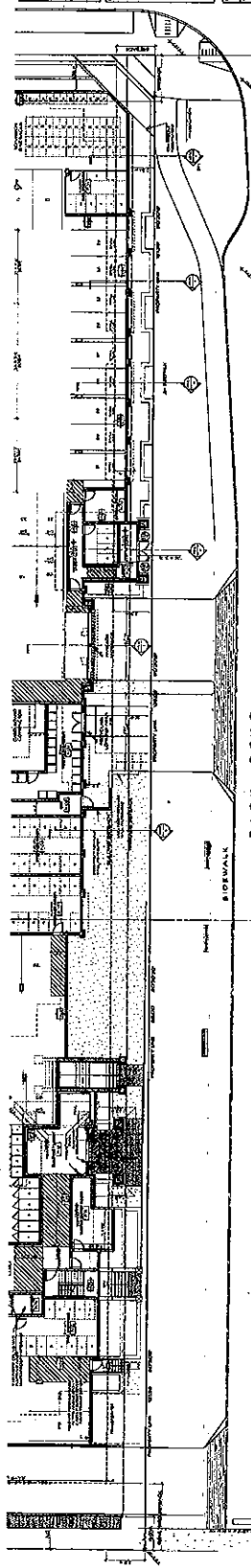
#6 JAN 11 2010



MAIN FLOOR PLAN & PARK ROAD SIDEWALK



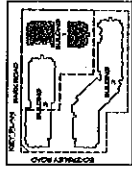
RCA
 REGISTERED PROFESSIONAL ARCHITECT
 1000 W. 10TH ST. SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1111
 FAX: 303.733.1112
 WWW.RCAARCHITECTS.COM



BASEMENT PLAN & PARK ROAD SIDEWALK

SAFFRON ARCHITECTURE 1000 W. 10TH ST. SUITE 100 DENVER, CO 80202 TEL: 303.733.1111 FAX: 303.733.1112 WWW.SAFFRONARCHITECTS.COM	
PROJECT NO. 07-399354	SHEET NO. 1
STREETSCAPE PLAN PARK ROAD	
DATE 1/11/10	SCALE 1/4" = 1'-0"
DRAWN BY J. SAFFRON	CHECKED BY J. SAFFRON
PROJECT MANAGER J. SAFFRON	ARCHITECT J. SAFFRON
PROJECT LOCATION PARK ROAD	PROJECT TYPE RESIDENTIAL
PROJECT STATUS PRELIMINARY	PROJECT PHASE ARCHITECTURAL
PROJECT CLIENT SAFFRON ARCHITECTURE	PROJECT CONTACT J. SAFFRON
PROJECT ADDRESS PARK ROAD	PROJECT CITY DENVER, CO
PROJECT STATE COLORADO	PROJECT ZIP 80202
PROJECT PHONE 303.733.1111	PROJECT FAX 303.733.1112
PROJECT EMAIL J.SAFFRON@SAFFRONARCHITECTS.COM	PROJECT WEBSITE WWW.SAFFRONARCHITECTS.COM
PROJECT NOTES PRELIMINARY	PROJECT COMMENTS PRELIMINARY

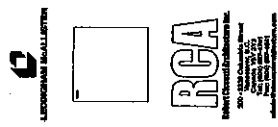
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1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
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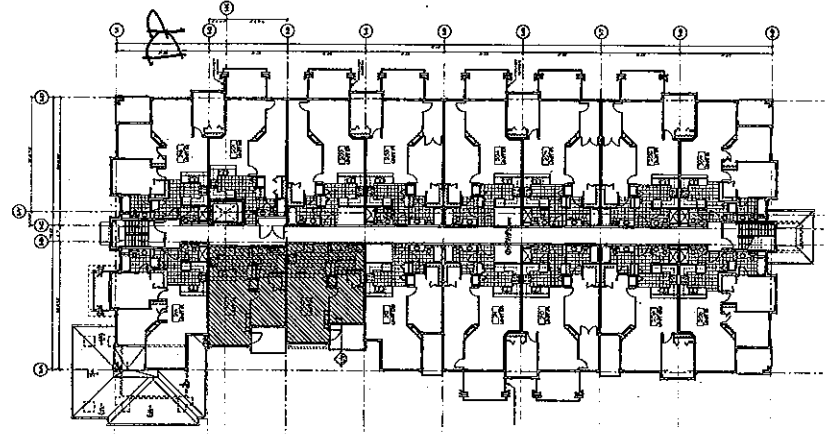
07399354

JAN 11 2010

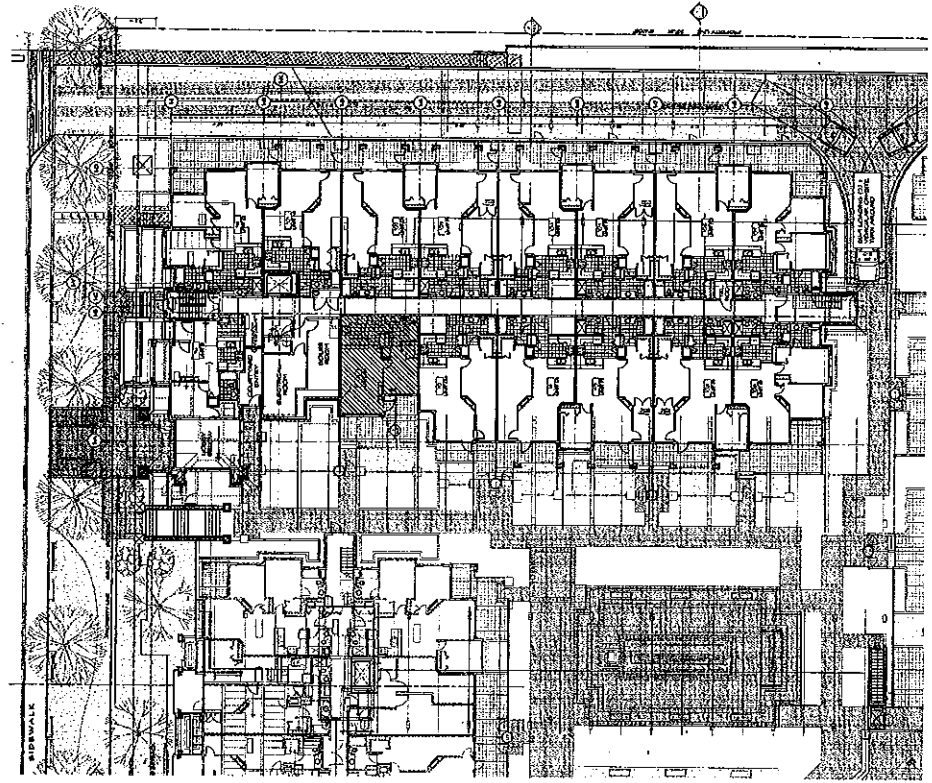


NO.	DATE	DESCRIPTION
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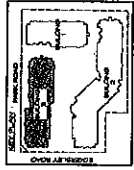
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 A.C.O.



BUILDING ONE - SECOND FLOOR PLAN
 DATE 08/11/10



BUILDING ONE - MAIN FLOOR PLAN
 DATE 08/11/10

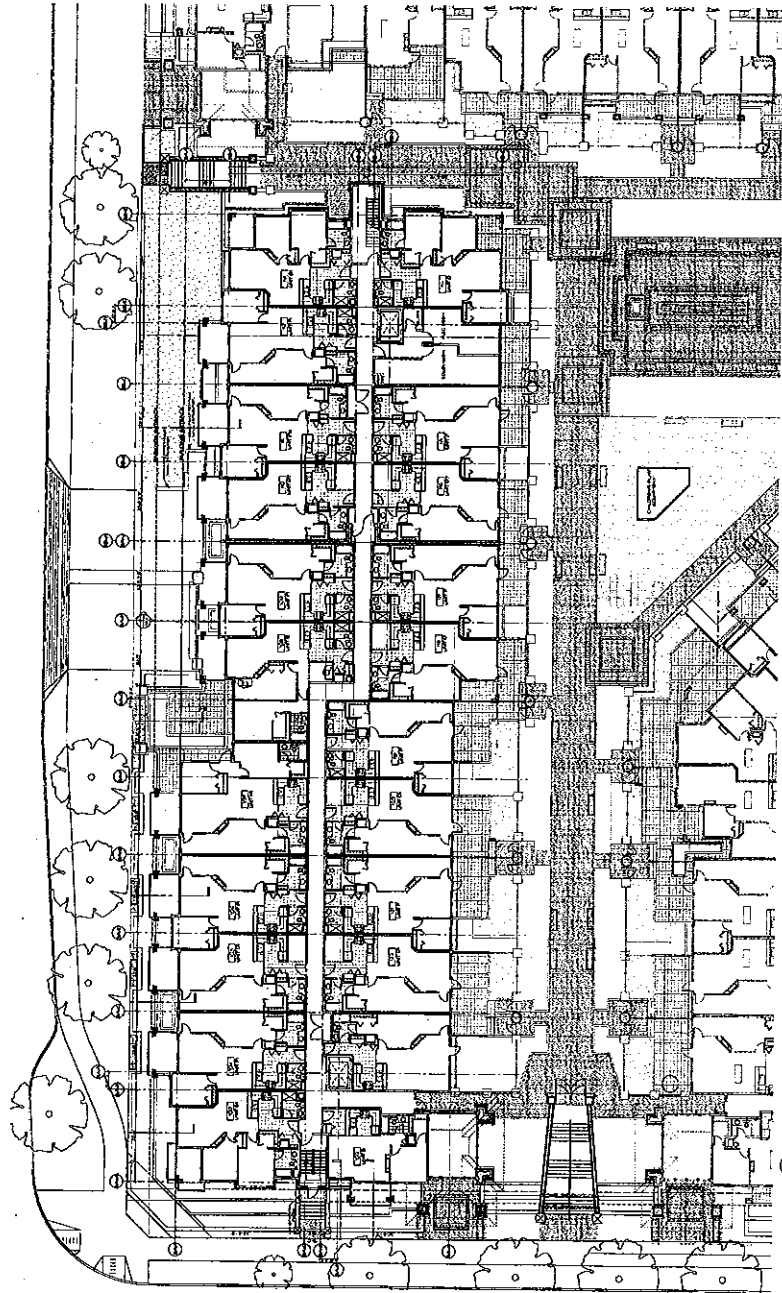


REVISIONS

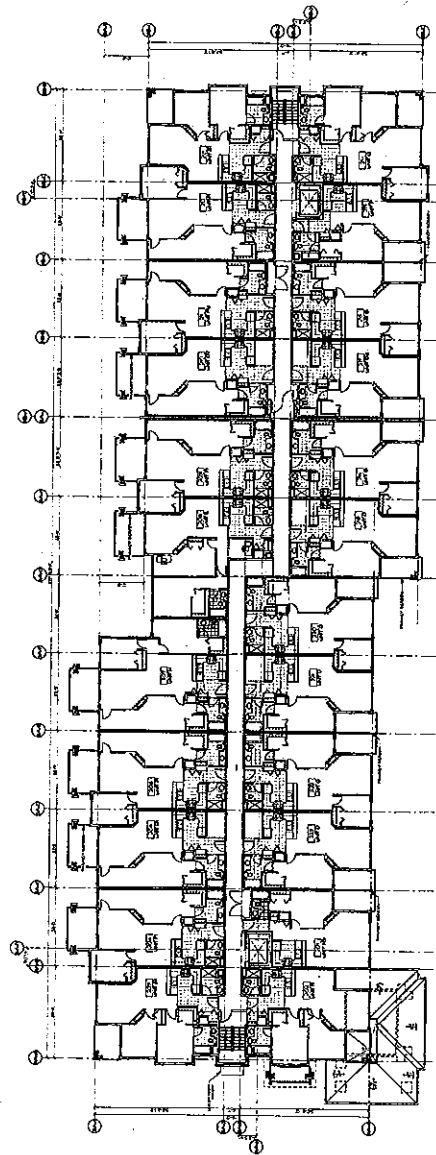
DATE

BY

APP



1 BUILDING THREE - MAIN FLOOR PLAN
DATE 09/11/07



2 BUILDING THREE - 2ND FLOOR PLAN
DATE 09/11/07

DP 07-399354

#13 JAN 11 2010



SAFFRON
ARCHITECTS
1000 P St. NW
Atlanta, GA 30309
404.525.1100
www.saffronarch.com

1 A25

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE S.A.S. CODE OF PRACTICE FOR ARCHITECTS.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.
 4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
 5. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES.
 6. THE CONTRACTOR SHALL MAINTAIN A SAFE WORKING ENVIRONMENT AT ALL TIMES.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF ALL WASTE AND DEBRIS IN ACCORDANCE WITH LOCAL REGULATIONS.
 8. THE CONTRACTOR SHALL MAINTAIN A RECORD OF ALL WORK DONE AND MATERIALS USED.
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE.
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES FROM PREVIOUS EMPLOYERS.
 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES FROM PREVIOUS EMPLOYERS.
 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REFERENCES FROM PREVIOUS EMPLOYERS.

DP07399354

#14 JAN 11 2010



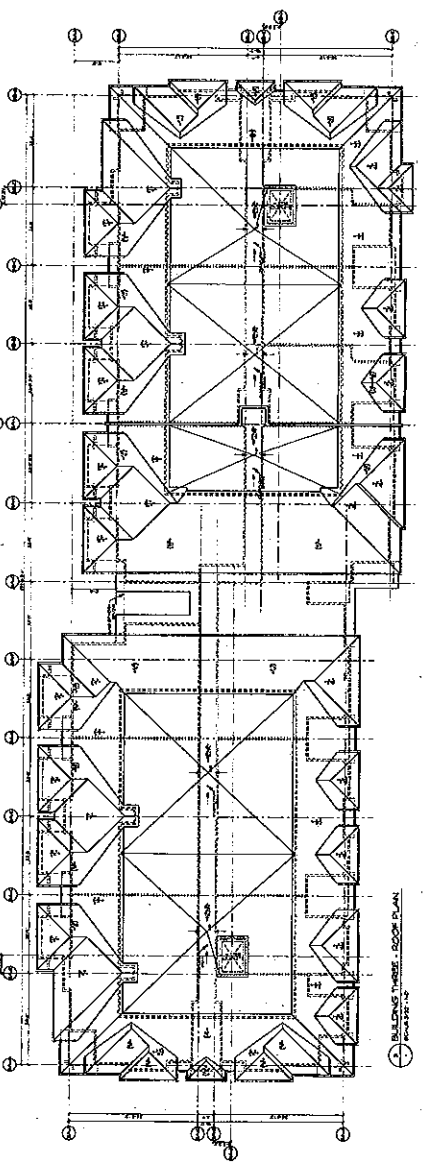
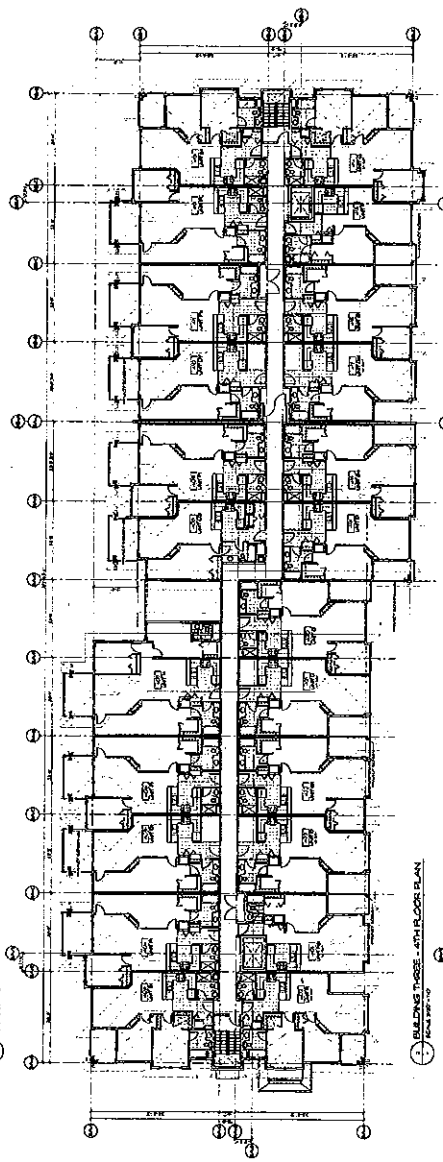
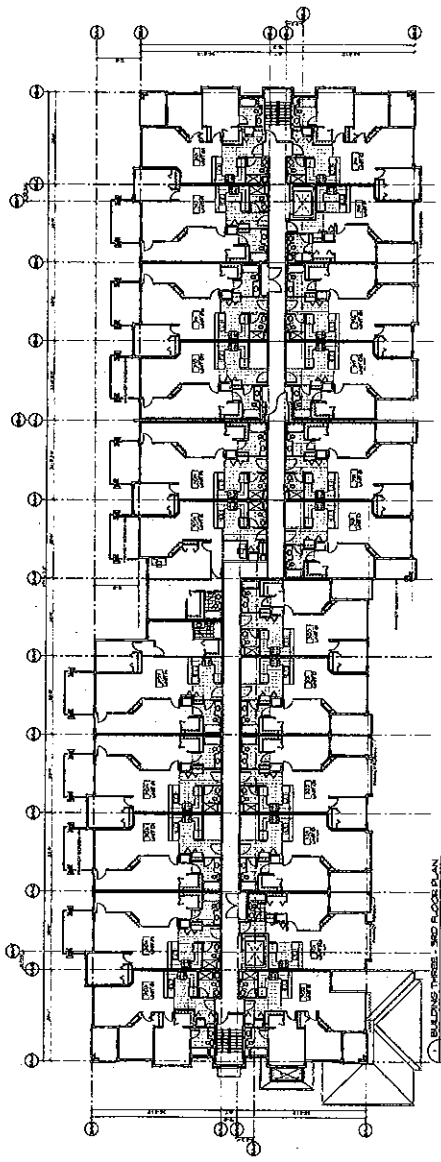
RCA
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SAFFRON
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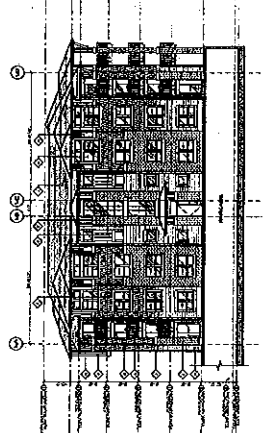
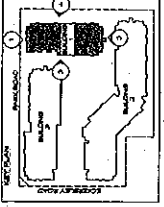
BUILDING THREE FLOOR PLANS

1 A2.6

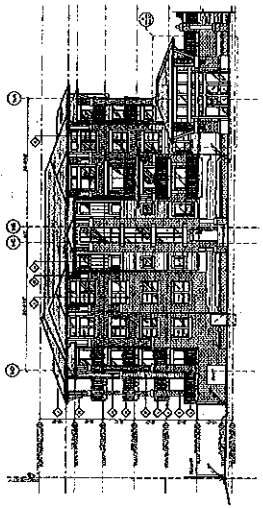


1	WOOD TRIM, PAINTED
2	VINYL SIDING & BATHS
3	WOOD SHAKES
4	DOUBLE PANEL VINYL SIDING
5	WOOD TRIM
6	SOLID COLOR SINK
7	ALUMINUM
8	CONCRETE
9	PAINTED CONCRETE
10	PAINTED BRICK
11	WOOD TRIM W/ WATERPROOFING MEMBRANE
12	PAINTED ALUMINUM
13	PAINTED VINYL SIDING
14	PAINTED VINYL SIDING
15	WOOD TRIM
16	WOOD SHAKES

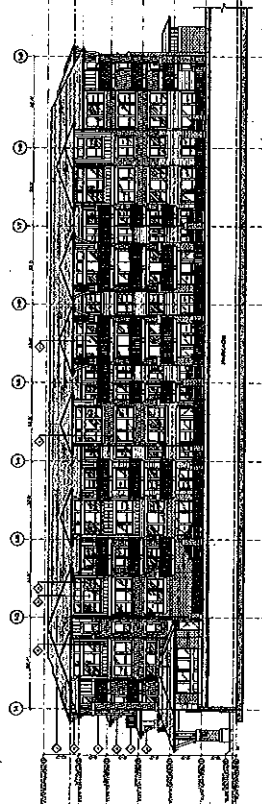
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3	WOOD SHAKES
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7	ALUMINUM
8	CONCRETE
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16	WOOD SHAKES



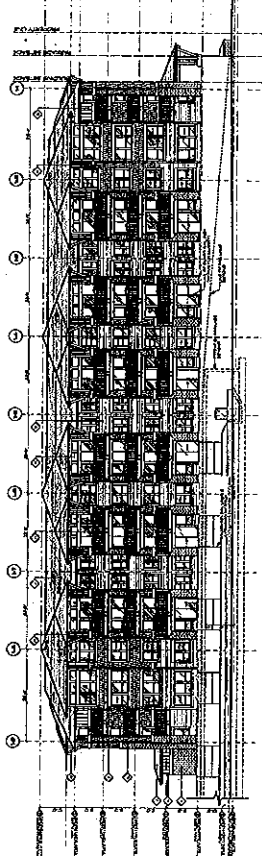
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SCALE: 1/8" = 1'-0"



BUILDING ONE NORTH ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING ONE EAST ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING ONE WEST ELEVATION
SCALE: 1/8" = 1'-0"

DP 07399354

#15 JAN 11 2010

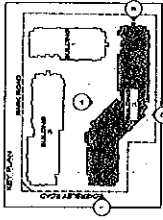


RCA
RESIDENTIAL COMMERCIAL ARCHITECTS
1000 RIVERVIEW DRIVE
ANN ARBOR, MI 48106
734.761.1000
WWW.RCAARCHITECTS.COM

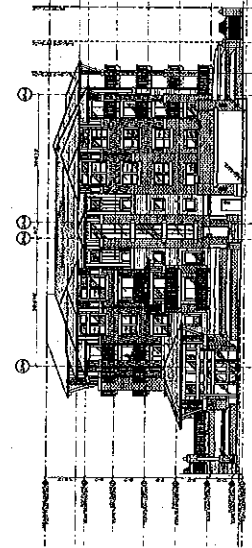


SAFFRON	
ARCHITECT	DATE
PROJECT	NO.
BUILDING 1 ELEVATIONS	

A3.0	
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- FINISH MATERIAL LEGEND**
- 1 WOOD TRIM - PAINTED
 - 2 WOOD TRIM - STAINED
 - 3 WOOD TRIM - UNFINISHED
 - 4 WOOD TRIM - VENEER
 - 5 WOOD TRIM - VENEER
 - 6 WOOD TRIM - VENEER
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 - 100 WOOD TRIM - VENEER

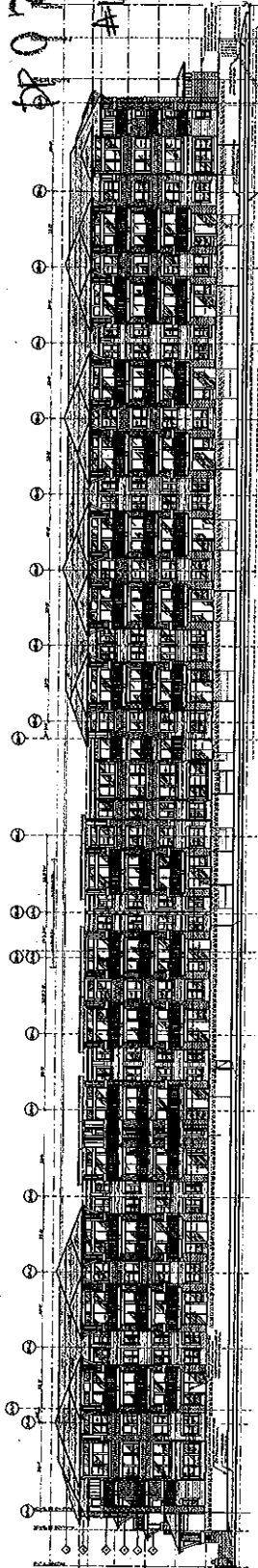


BUILDING TWO - WEST ELEVATION

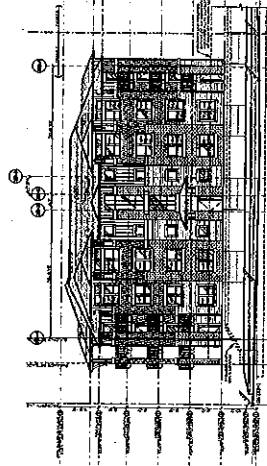
7399354

JAN 11 2010

#6



BUILDING TWO - SOUTH ELEVATION

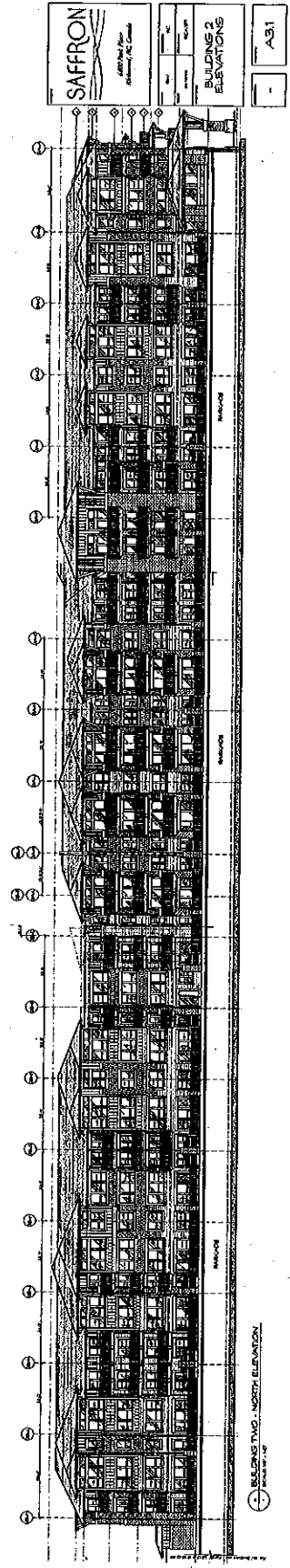


BUILDING TWO - EAST ELEVATION



RCA

RESIDENTIAL CONSTRUCTION ASSOCIATION
1000 N. W. 10th St.
Fort Lauderdale, FL 33304
Phone: 954.575.1000
Fax: 954.575.1001
www.rcausa.com



BUILDING TWO - NORTH ELEVATION

SAFFRON

ARCHITECTS

1000 N. W. 10th St.
Fort Lauderdale, FL 33304
Phone: 954.575.1000
Fax: 954.575.1001
www.saffronarchitects.com

BUILDING 2 ELEVATIONS

DATE: 1/11/10

SCALE: AS SHOWN

PROJECT: 7399354

ARCHITECT: SAFFRON ARCHITECTS

ENGINEER: [Blank]

CONTRACTOR: [Blank]

OWNER: [Blank]

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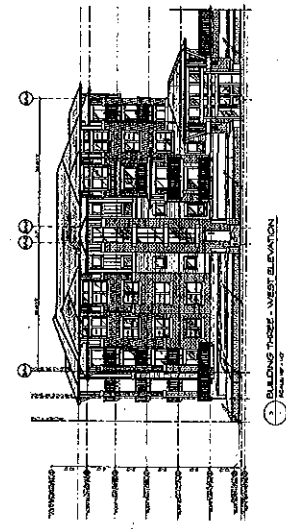
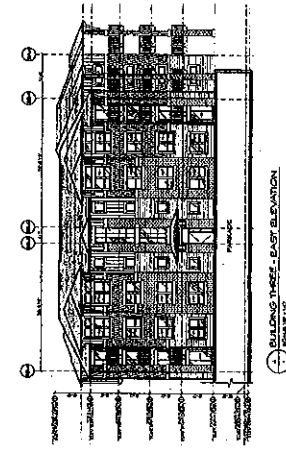
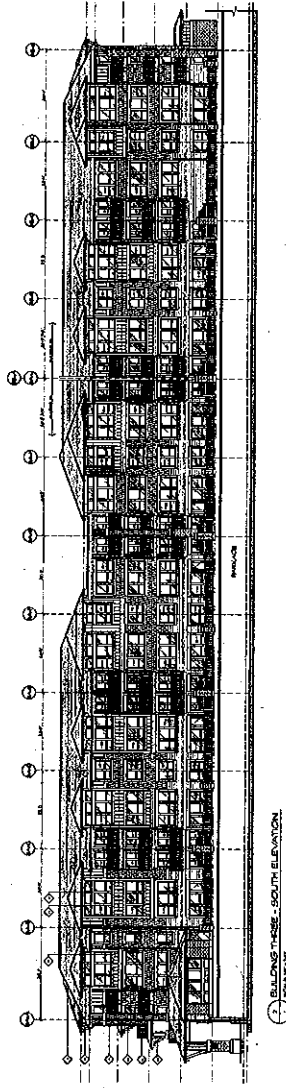
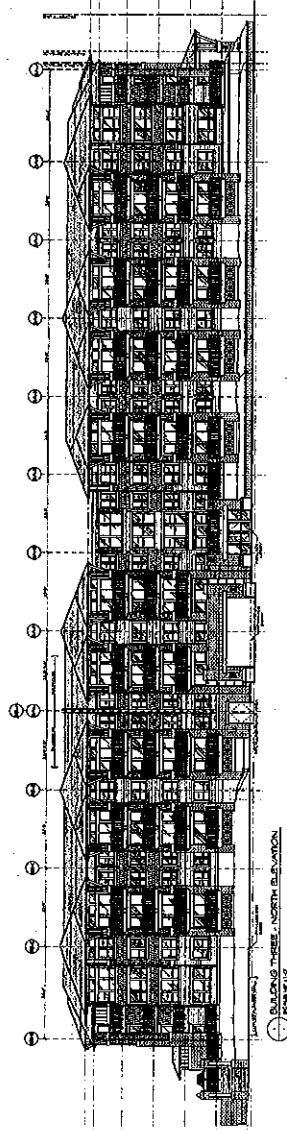
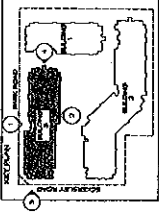
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DP 07399354

#17 JAN 11 2010

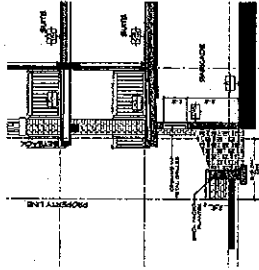
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- ◇ WOOD PANEL FINISH
- ◇ VINYL GLASS & ENTIRE
- ◇ WOOD BRICKS
- ◇ WOOD BRICKS
- ◇ COARSE PINKISH VINYL BRICK
- ◇ BRICK VENEER
- ◇ SOLID COLOR BRICK
- ◇ ALUMINUM BRICK
- ◇ CONCRETE
- ◇ PRECAST CONCRETE WALL
- ◇ PRECAST CONCRETE PANEL
- ◇ WOOD BRICK WITH STAINLESS STEEL
- ◇ PRECAST ALUMINUM BRICK
- ◇ ENL BRICK WITH STAINLESS STEEL
- ◇ WOOD BRICK
- ◇ WOOD BRICK
- ◇ WOOD BRICKS

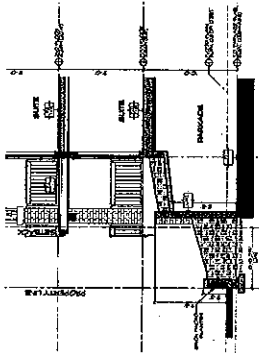


NO.	REV.	DATE	BY	CHK.
BUILDING 3 ELEVATIONS				
AS2				

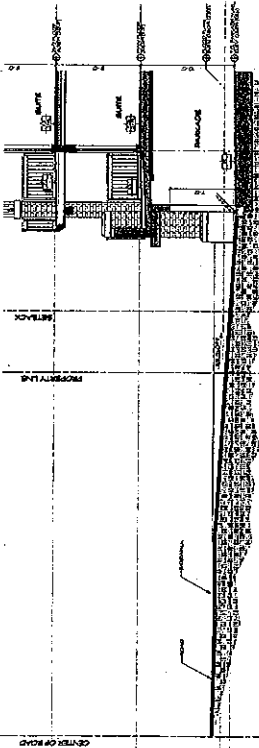
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2. MATERIALS	2. ALL MATERIALS TO BE AS SHOWN UNLESS OTHERWISE NOTED
3. FINISHES	3. ALL FINISHES TO BE AS SHOWN UNLESS OTHERWISE NOTED
4. CONSTRUCTION	4. ALL CONSTRUCTION TO BE AS SHOWN UNLESS OTHERWISE NOTED
5. UTILITIES	5. ALL UTILITIES TO BE AS SHOWN UNLESS OTHERWISE NOTED
6. EROSION CONTROL	6. ALL EROSION CONTROL TO BE AS SHOWN UNLESS OTHERWISE NOTED
7. LANDSCAPE	7. ALL LANDSCAPE TO BE AS SHOWN UNLESS OTHERWISE NOTED
8. SIGNAGE	8. ALL SIGNAGE TO BE AS SHOWN UNLESS OTHERWISE NOTED
9. LIGHTING	9. ALL LIGHTING TO BE AS SHOWN UNLESS OTHERWISE NOTED
10. SECURITY	10. ALL SECURITY TO BE AS SHOWN UNLESS OTHERWISE NOTED
11. SAFETY	11. ALL SAFETY TO BE AS SHOWN UNLESS OTHERWISE NOTED
12. MAINTENANCE	12. ALL MAINTENANCE TO BE AS SHOWN UNLESS OTHERWISE NOTED
13. ACCESSIBILITY	13. ALL ACCESSIBILITY TO BE AS SHOWN UNLESS OTHERWISE NOTED
14. ENVIRONMENTAL	14. ALL ENVIRONMENTAL TO BE AS SHOWN UNLESS OTHERWISE NOTED
15. HISTORIC	15. ALL HISTORIC TO BE AS SHOWN UNLESS OTHERWISE NOTED
16. OTHER	16. ALL OTHER TO BE AS SHOWN UNLESS OTHERWISE NOTED



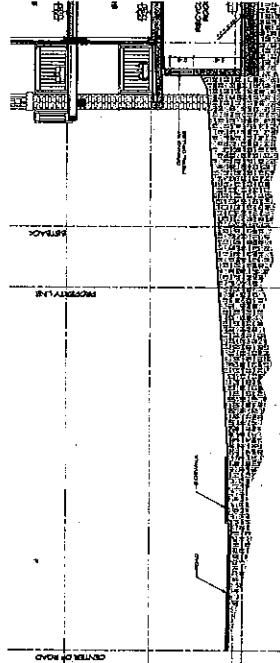
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SCALE: 1/4" = 1'-0"



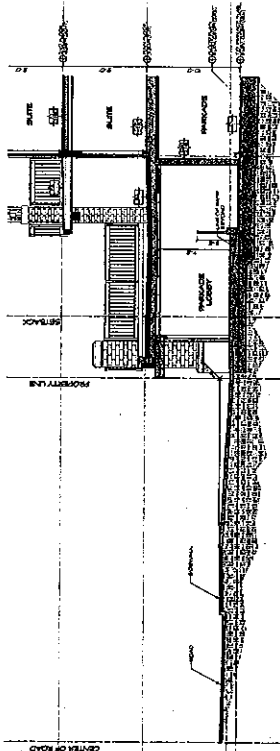
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SCALE: 1/4" = 1'-0"



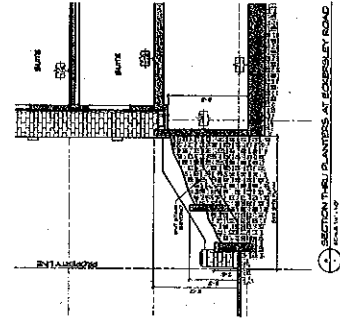
SECTION THRU PARKADE ENTRY
SCALE: 1/4" = 1'-0"



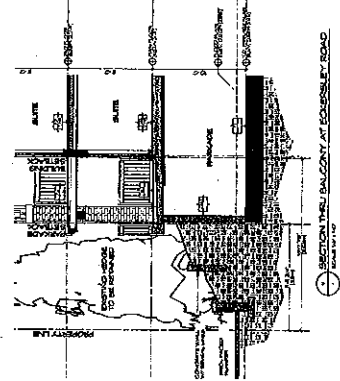
SECTION THRU BALCONY AT EGRESS BY ROAD
SCALE: 1/4" = 1'-0"



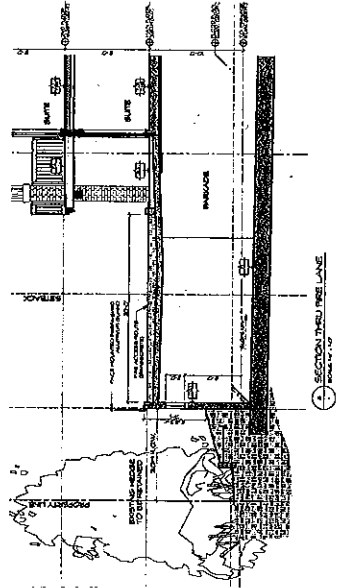
SECTION THRU PARKADE LOBBY ENTRY
SCALE: 1/4" = 1'-0"



SECTION THRU PLANTERS AT EGRESS BY ROAD
SCALE: 1/4" = 1'-0"



SECTION THRU BALCONY AT EGRESS BY ROAD
SCALE: 1/4" = 1'-0"



SECTION THRU TREE LAKE
SCALE: 1/4" = 1'-0"

DP 07399354

#19, JAN 11 2010



RCA

CONSTRUCTION MANAGEMENT

SAFFRON

SITE SECTIONS	
NO.	DATE
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AS10

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
4. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS.
5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND PUBLIC AREAS.
6. ALL WASTE AND DEBRIS SHALL BE PROPERLY REMOVED AND DISPOSED OF AT ALL TIMES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF ALL WORKERS AND THE PUBLIC.
8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
9. THE CONTRACTOR SHALL MAINTAIN A NEAT AND ORDERLY WORK SITE AT ALL TIMES.
10. ALL MATERIALS SHALL BE STORED PROPERLY AND PROTECTED FROM THE ELEMENTS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
12. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE ARCHITECT.



1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
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8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
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12. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE ARCHITECT.

FOR REFERENCE ONLY.



RCA

THE RCA GROUP OF COMPANIES
 1000 RIVER STREET
 NEW YORK, N.Y. 10020

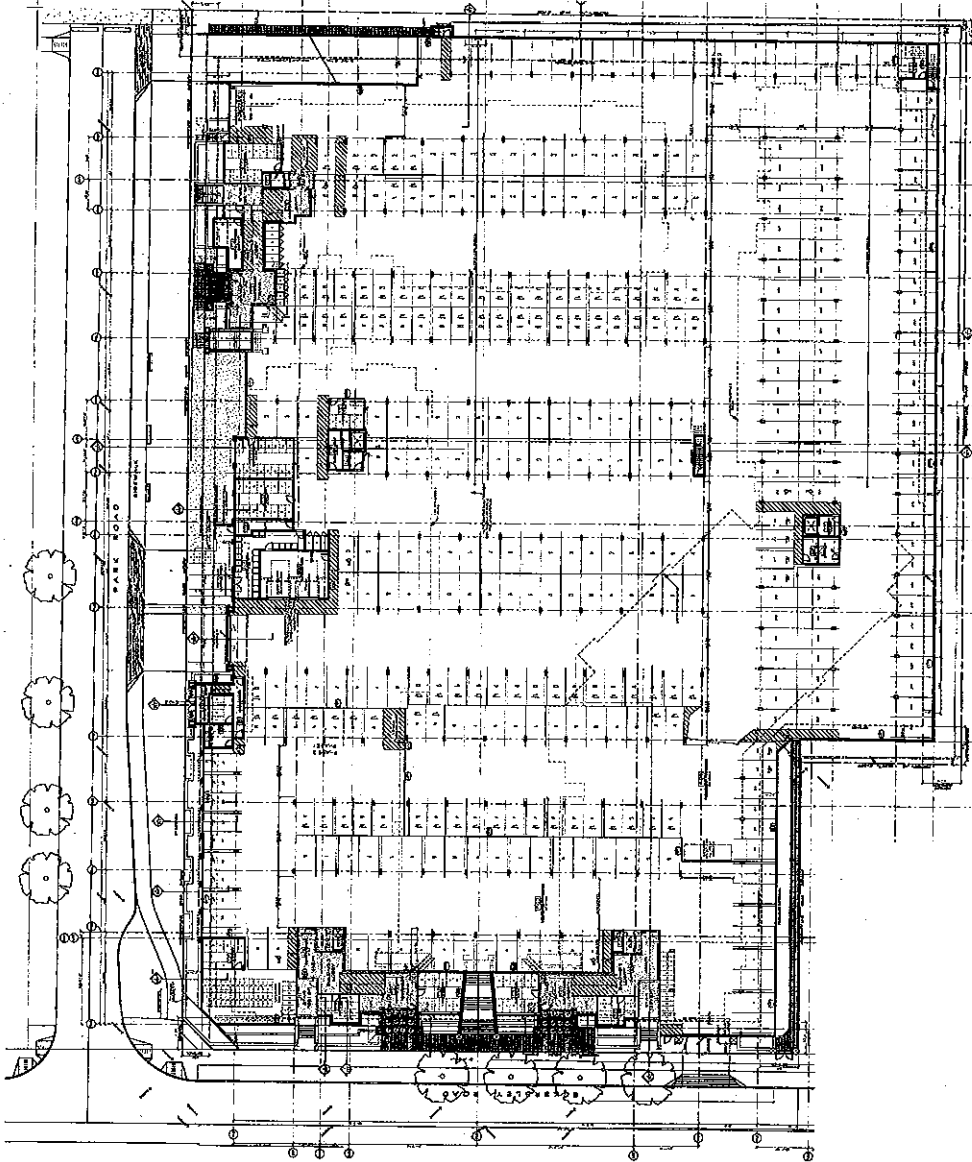


NO.	REV.	DATE	BY	CHKD.

PACKAGE PLAN
 AREA OVERLAYS

A2.7

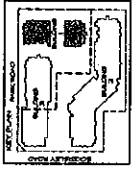
NO.	REV.	DATE	BY	CHKD.



NOTE: ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

FOR REFERENCE ONLY

<p>1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE (NEC) AND THE NATIONAL FIRE ALARM AND SIGNAL CODE (NFPA 72).</p> <p>2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE (NEC) AND THE NATIONAL FIRE ALARM AND SIGNAL CODE (NFPA 72).</p> <p>3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE (NEC) AND THE NATIONAL FIRE ALARM AND SIGNAL CODE (NFPA 72).</p>

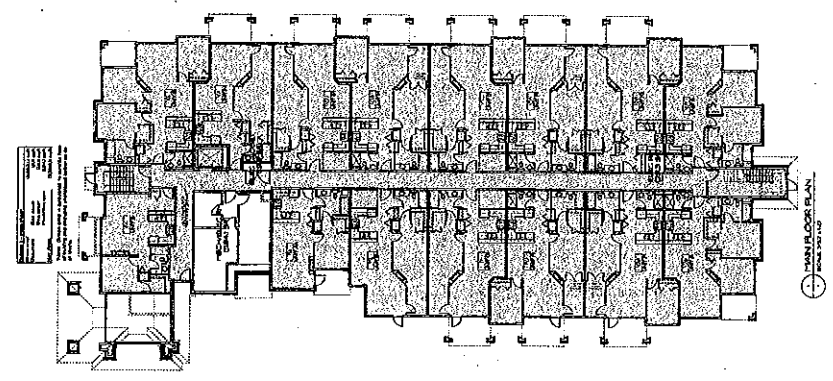
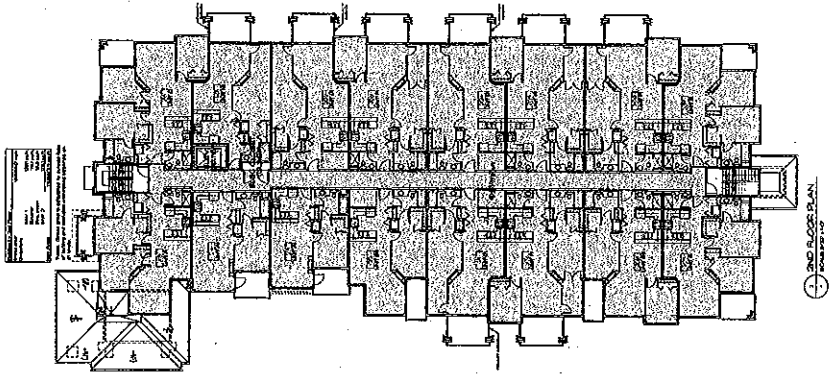
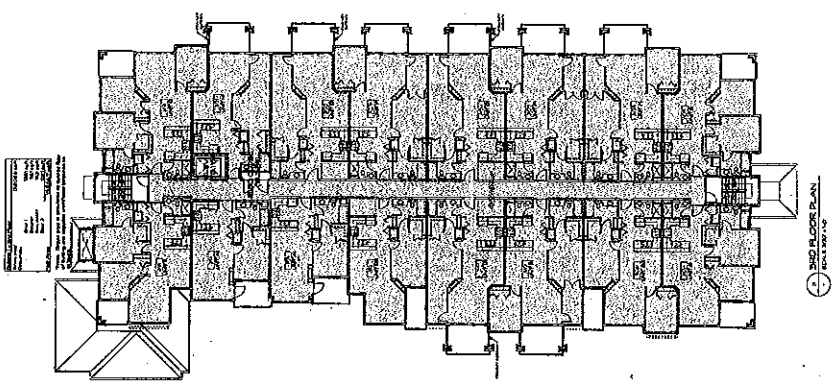
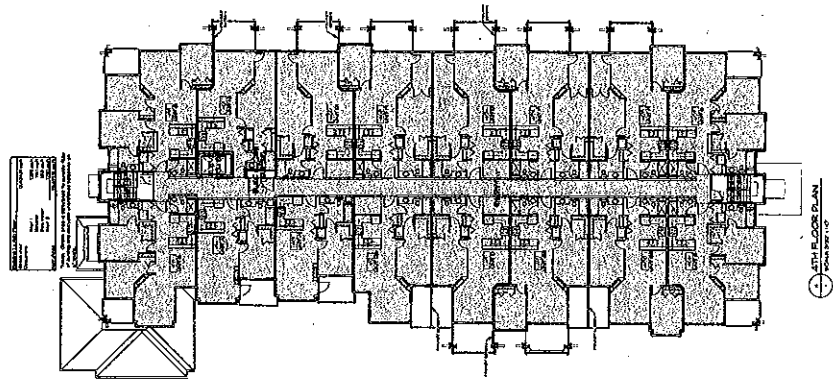


RCA
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF CALIFORNIA
 LICENSE NO. 10000

SAFFRON
 4500 1st Floor
 Alhambra, CA 91801

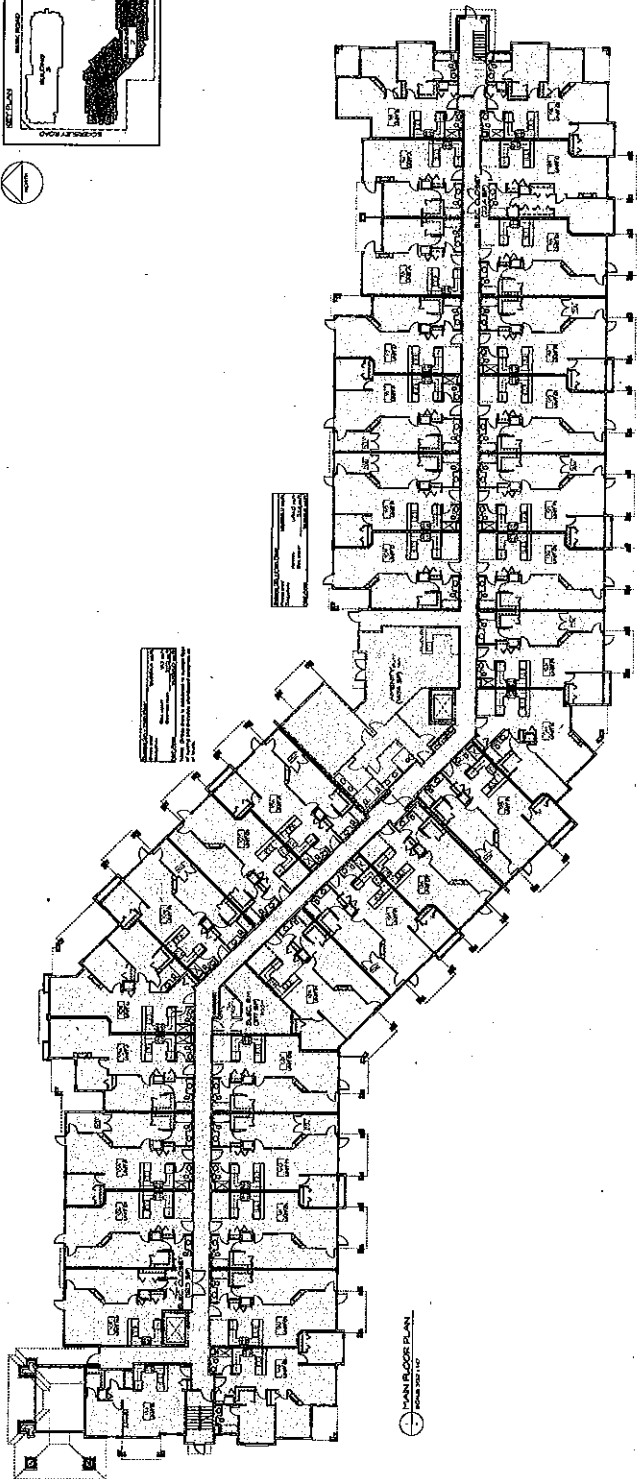
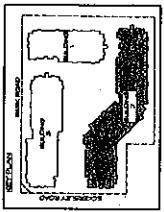
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LEADING CONTRACTORS

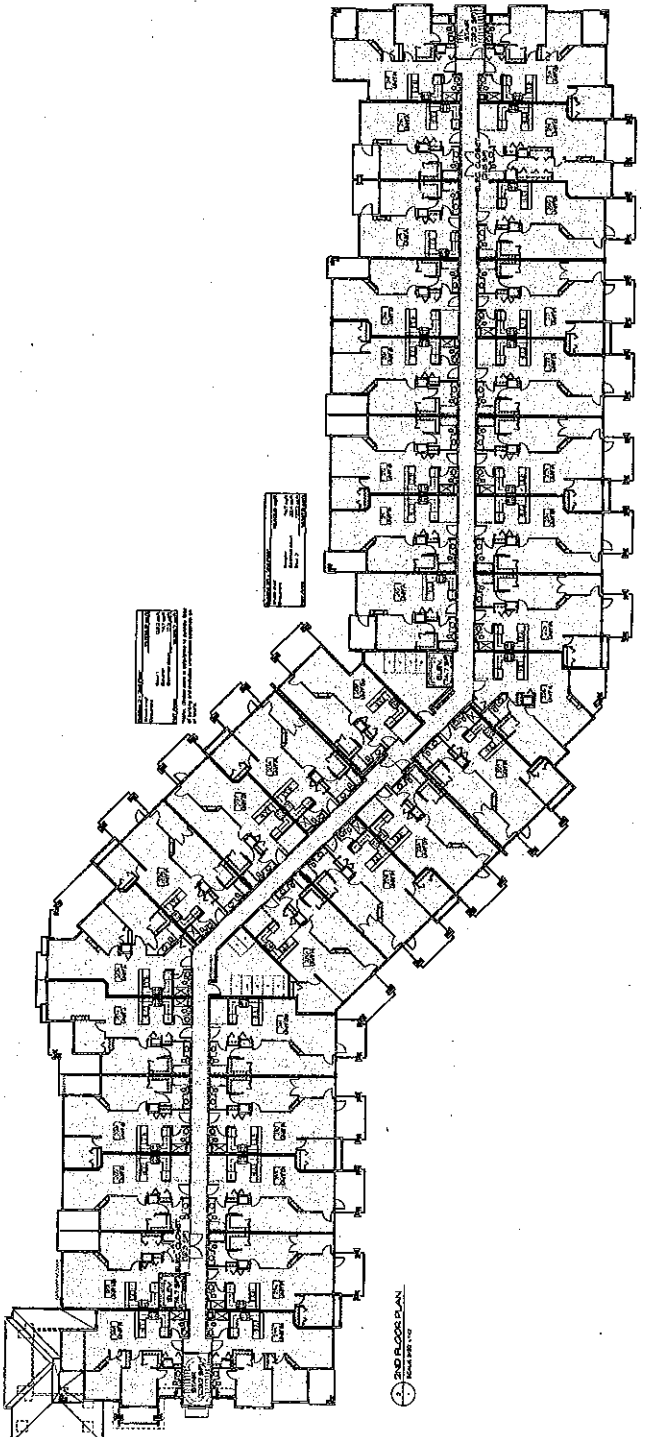
RCA

SAFFRON

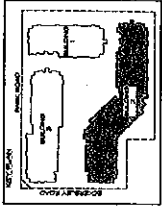
NO.	DATE	BY	CHKD.

BUILDING TWO AREA OVERLAYS

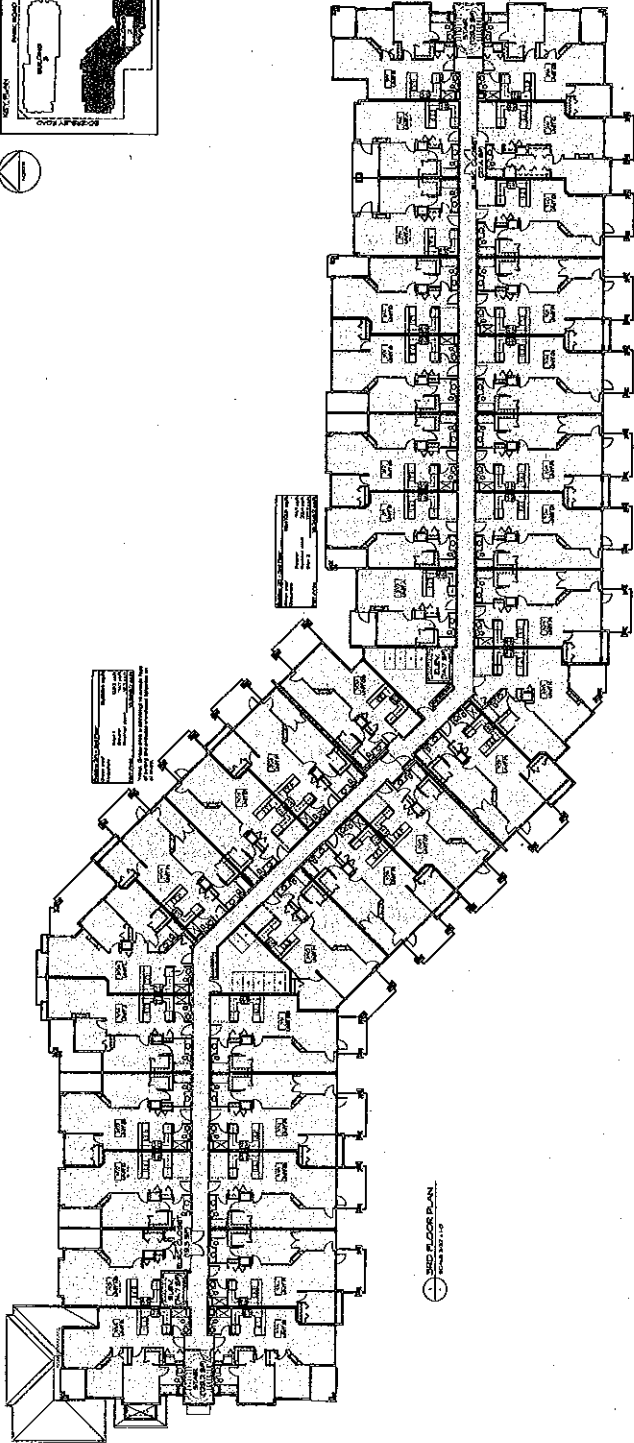
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FOR REFERENCE ONLY.



10th FLOOR PLAN
DATE: 08/14/10

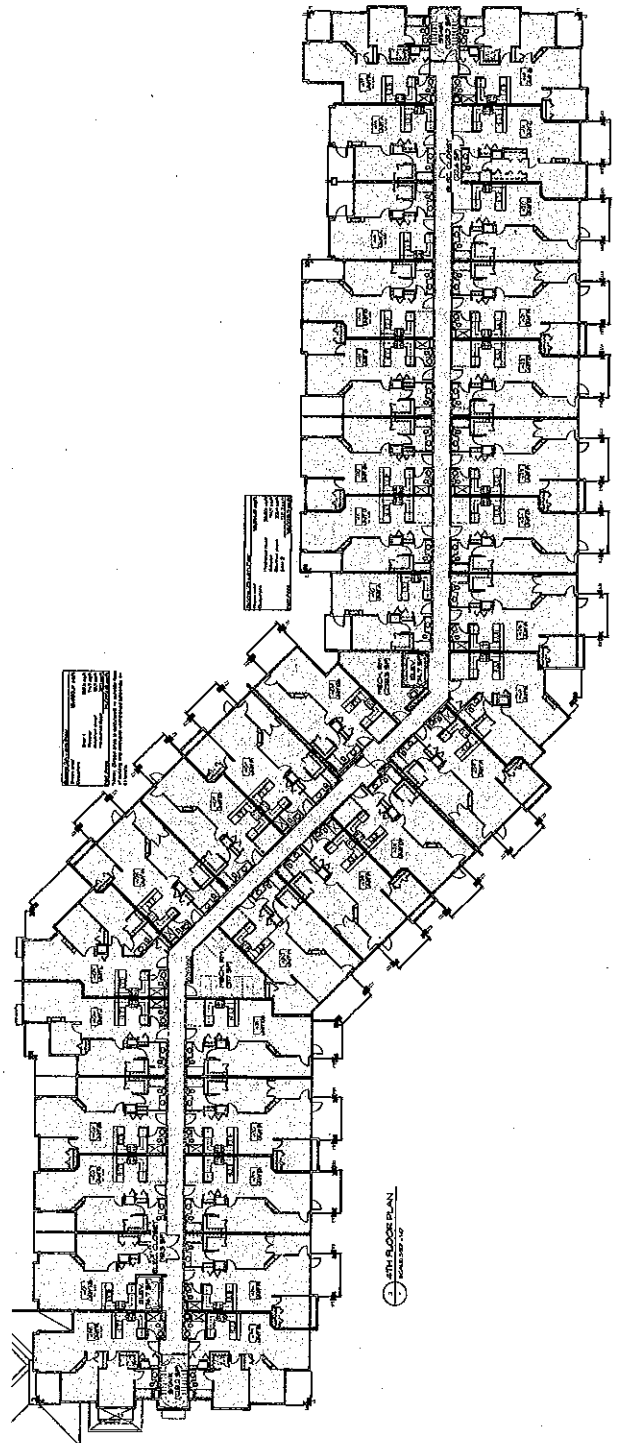


RCA
REGISTERED ARCHITECTS
1000 UNIVERSITY AVENUE
SUITE 1000
ANN ARBOR, MI 48106-1000
TEL: 734.769.1000
WWW.RCA-ARCHITECTS.COM

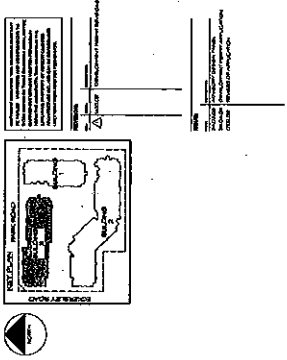


NO.	DATE
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BUILDING TWO AREA OVERLAYS	

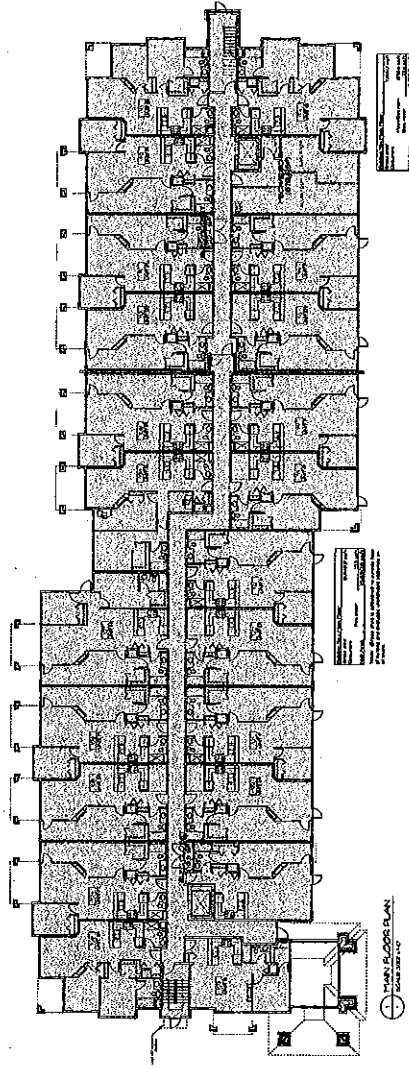
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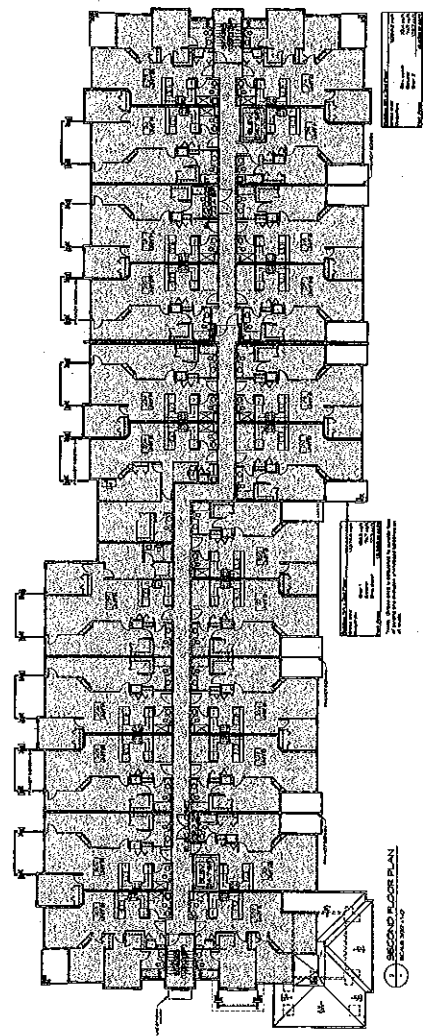
11th FLOOR PLAN
DATE: 08/14/10



FOR REFERENCE ONLY.



FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"



SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"

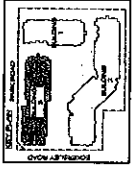
LEONARD MALLET
 ARCHITECTS
 1000 RIVER STREET
 NEW YORK, NY 10020
 TEL: 212 693 6000
 FAX: 212 693 6001
 WWW.LEONARDMALLET.COM

SAFFRON
 400 West 125th Street
 New York, NY 10032
 TEL: 212 693 6000
 FAX: 212 693 6001
 WWW.SAFFRON.COM

NO.	DATE	BY	CHKD
1	10/10/10	JM	JK

BUILDING THESE
 AREA OVERLAYS

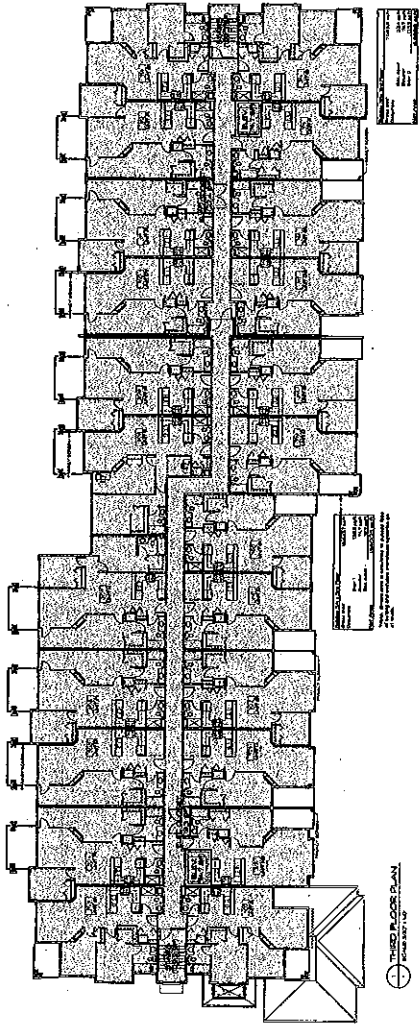
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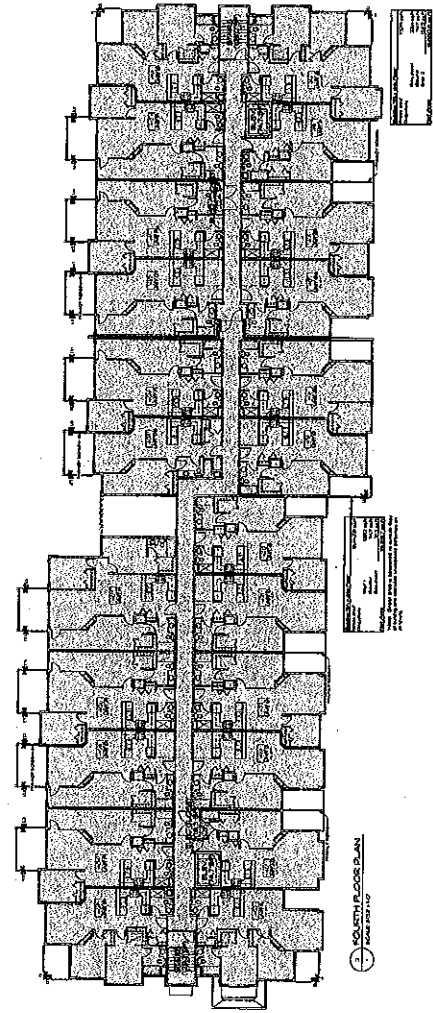
GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.

FOR REFERENCE ONLY.



⊕ THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"



⊕ FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"



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BUILDING FLOOR BASE OVERLAYS	

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