



To: Development Permit Panel **Date:** July 12, 2010
From: Brian J. Jackson, MCIP **File:** DP 07-359083
Director of Development
Re: **Application by Phileo Development Corp. for a Development Permit for Phase I of the Proposed Development at 5891, 5931 No. 3 Road, 5900 Minoru Boulevard and a Surplus Portion of No. 3 Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of two (2) 16-storey high-rise buildings with ground floor commercial retail space and townhouses with a total area of approximately 27,362 m² as Phase I of a comprehensive Mixed-Use Residential, Institutional & Community Use development at 5891, 5931 No. 3 Road, 5900 Minoru Boulevard and a surplus portion of No. 3 Road on a site zoned "Downtown Commercial and Community Centre/University (ZMU15) – Lansdowne Village (City Centre)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum Public Road setback from 3.0 m to 2.0 m along Firbridge Way; and
 - b) Reduce the number of required Class 2 bicycle parking spaces from 63 parking spaces to 50 parking spaces.

Brian J. Jackson, MCIP
Director of Development

FM:blg
Att.

Staff Report

Origin

W. T. Leung Architects, on behalf of Phileo Development Corp., has applied to the City of Richmond for permission to develop two (2) 16-storey high-rise buildings, ground floor commercial retail space and townhouses with a total area of approximately 27,362.32 m² (294,535.22 ft²) as Phase I of a comprehensive Mixed-use Residential, Institutional & Community Use development at 5891, 5931 No. 3 Road, 5900 Minoru Boulevard and portion of No. 3 Road surplus land. Phase I of this development includes approximately 292 units (276 apartment units and 16 townhouse units) over a common parking structure for approximately 389 cars and approximately 932.35 m² (10,036 ft²) of retail-commercial space on a site zoned "Downtown Commercial and Community Centre/University (ZMU15) – Lansdowne Village (City Centre)", formerly "Comprehensive Development District (CD/198)". The Phase I site is currently vacant.

A servicing Agreement for full upgrades across all frontages of the development site, plus storm and sanitary sewer upgrades, as agreed to via the Capacity Analysis process is required as a Rezoning Consideration. Work includes, but is not limited to the following:

- Completion of Ackroyd Road, including sidewalk, boulevard and street trees, and City Centre street lights, curb and gutter and paving of the proposed travel/parking lane.
- Construction of the City Centre standard N-S lane.
- Completion of the No. 3 Road Canada Line road edge frontage.
- Upgrades to the north edge of Firbridge Way, including replacement of curb and gutter, and planting of street trees.
- Creation of a grass and treed boulevard, including street light improvements, behind curb along Minoru Boulevard
- Traffic signal improvements at both Elmbridge Way/Minoru Boulevard and Ackroyd and No. 3 Road intersections.
- Storm sewer upgrades along No. 3 Road and Firbridge Way frontages, and Minoru Boulevard frontage south to Westminster Highway. In addition, off-site sewer upgrades will also extend from Alderbridge to Gilbert.
- Sanitary sewer upgrades along Firbridge Way frontage; the north-south lane through the development site, north to Lansdowne. Off-site upgrades include Lansdowne Road, from the lane, west to Cedarbridge Way and Cedarbridge Way, from Lansdowne Road to the Minoru Pump Station.

The site is being rezoned from "Auto-Oriented Commercial (CA)" (formerly "Limited Industrial Retail District (I4)" and "Industrial Retail (IR1)" (formerly "Automobile-Oriented Commercial District (C6)") to "Downtown Commercial and Community Centre/University (ZMU15) – Lansdowne Village (City Centre)", formerly "Comprehensive Development District (CD/198)" for this project under Bylaw 8428 (RZ 06-341234).

Development Information

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

Background

Phase I of the development site is located at the south end of the proposed Lansdowne Village, as proposed in the City Centre Area Plan, and is bounded by No. 3 Road on the east, Firbridge Way on the south, Minoru Boulevard on the west, and the proposed extension of Ackroyd Road, from No. 3 Road to Minoru Boulevard on the north.

Phase I, subject of this development permit application, is bounded by Ackroyd Road on the north, Firbridge Way on the south, No. 3 Road on the east, and the north-south lane on the west.

The Phase I site consists of two (2) lots which front on No. 3 Road, currently zoned "Industrial Retail (IR1)" (formerly "Automobile-Oriented Commercial District (C6)") and the residual lands resulting from the realignment of No. 3 Road. The site is being rezoned to "Comprehensive Development District (CD/198)" under RZ 06-341234 to facilitate the proposed development.

The immediate context surrounding the Phase I development site is as follows:

- To the north: Across the extension of Ackroyd Road, two (2) existing 16-storey towers ("Aqua"), fronting No. 3 Road on a parcel zoned "Downtown Commercial (CDT1)";
- To the east: Across No. 3 Road, a series of retail malls zoned "Downtown Commercial District (CDT17)";
- To the south: Across Firbridge Way, a 7-storey office building forming part of London Plaza at No. 3 Road and Westminster Highway and a lower 5-storey portion of the London Plaza facing north along Firbridge Way on a parcel zoned "Downtown Commercial (CDT1)"; and
- To the west: Across from the north-south lane extension from Ackroyd Road to Firbridge Way, Phase II of the development site (bound by No. 3 Road on the east, Firbridge Way on the south, Minoru Boulevard on the west, and the proposed extension of Ackroyd Road on the north).

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on October 20, 2008. At the Public Hearing, the following concerns about rezoning the property were expressed:

- Some residents of the Aqua building, located to the north from the proposed development, across from the extension of Ackroyd Road from No. 3 Road to Minoru Boulevard raised concerns regarding "loss of view" and noise and traffic during construction.
- Strata BCS 251 representatives from the Capri Building, a 15-storey apartment building located on 7831 Westminster Highway, south from the proposed development, raised the following concerns:

- obstruction of views to the north;
- traffic congestion on Firbridge Way; and
- increased use of the right-of-way (ROW) through the Capri Building parkade by vehicles trying to bypass the No. 3 Road-Westminster Highway intersection

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

- Staff facilitated a meeting that included the architect of the proposed Phase I development and representatives of the residents of the Aqua and Capri buildings to discuss the concerns they raised at the Public Hearing for the rezoning of the development site. At this meeting, held on October 20, 2008, staff explained that the form and character of the proposed development achieved the City Centre Area Plan goals and objectives for this specific downtown area, and met the associated design guidelines in regard to height and building separations. Mr. W. T. Leung, the architect of the subject proposal, presented revised plans that included adjustments to the towers' locations and massing in response to the residents' concerns. Unfortunately, the residents considered the changes minimal and strongly expressed their disappointment about the architect's effort to respond to their concerns.

- Adjustments to the site plan and towers massing to address the concerns of loss of view include:

The applicant modified the layout of the units on the west side of Tower A (located at the Ackroyd Road and No. 3 Road corner) and reduced its east-west width to increase the opening of views to the south and through-view angle beyond Tower B (located at the lane and Firbridge Way corner) for the residents on the southwest corner of the Aqua building, as well the introduction of open balconies at the corners of the Tower A allows some additional visual relief;

The applicant adjusted the location of Tower B further to the west, and adjusted layout to the floor plate to reduce its width in the east-west axis. In addition, the east side of Tower B also includes open corner balconies, which further help to open view angles from the north through the central courtyard. The position of Tower B is not considered to impact views from the Capri building more than what could be normally expected in the context of high-density residential areas in the City Centre.

- In response to the concerns raised regarding increased traffic, the residents representatives were sent a copy of the Traffic Impact Analysis undertaken by the Transportation engineer consultant engaged by the architect in regard to this development proposal.

The study assesses street capacity and recommended improvements to the street network that will be implemented in association with the proposed development.

Information provided included reference to the development dedicating approximately 1.7 m along the whole frontage of the site on Firbridge Way to widen the street public right-of-way to 16.00 m, on-street parking being restricted to the north side of the street and the expected building setback from the Firbridge Way right-of-way that would vary from 2.00 m to 3.00 m.

Transportation engineering staff reviewed the Traffic Impact Analysis (TIA) undertaken in regard to the development proposal and approved its findings and recommendations.

Resident's representatives were also provided with information on regulations and limitations regarding hours of construction and general information associated with noise during construction.

During the rezoning phase and the Development Permit review process, staff identified several design issues that needed addressing. Staff worked with the applicant in revising and refining the final design of the proposed development scheme to achieve resolution to these aspects of the proposal that were critical to achieving the urban design objectives for the area. Following is a summary of these issues and the applicant's design response, included in "*italics*", that have resulted in the proposed development meeting the desired urban design objectives for Phase I of the proposed development:

- Proposal to ensure that setback along No. 3 Road is 3.0 m. at its closest point to the property line; cornices may not project into the required setback more than 0.6 m.

Setback confirmed at 3.0 m at the southeast corner of the site, with setbacks increasing to a maximum of 8.8 m at the northeast corner along No. 3 Road frontage. Cornice projects 0.3 m into the required setback at the southeast corner.

- Relocating the existing BC Hydro kiosk on No. 3 Road, in the proximity of No. 3 Road and Firbridge Way intersection. Recommend integrating this structure into the building.

Through the Servicing Agreement, the BC Hydro kiosk will be placed underground at an appropriate location (proximity of No. 3 Road and Firbridge Way corner) that does not interfere with pedestrian movement along No.3 Road.

- Cutting back the west side of Tower A (at the corner of Ackroyd Road and No. 3 Road). Consideration to be given to modifying the typical tower floor plan to open view angles from the Aqua building.

West face of Tower A has been pulled back and open balconies introduced at the corners of the building to increase through-view angles for residents on the Aqua building southwest corner. In addition, Tower B has been moved to the west and floor plan layout adjustments made to contribute to further increasing view angles to the south.

- Consider reducing gap between Tower A and townhouses along Ackroyd Road to maintain building street frontage continuity. Townhouses appear dissociated from the rest of the proposed development.

No major changes introduced regarding this point, as the architect has confirmed that the separation between Tower A and the street-oriented townhouses cluster on Ackroyd Road is a conscious design decision made to allow the landscaping in the courtyard to emerge to the perimeter of the podium and spill over the side of the building frontage toward the street (Attachment 3). For the users of the courtyard this gap provides views beyond the central courtyard/outdoor amenity space while also facilitating views from the Aqua building into this landscaped central space.

- Increasing separation between public sidewalk and planters/decks of townhouses along Ackroyd Road.

Adjustments made to this area of the proposal provide a planting space between sidewalk and raised deck of townhouses to achieve a buffer between public and private spaces along the street.

- Consideration to including green roof treatment on lower portion of Building A that is exposed to views from Tower A.

Instead of providing a "green roof" treatment of the areas of roof setbacks on Building A, the proposed development includes a sustainable roof assembly using low maintenance, contrasting pattern of coloured roof ballast stones that will soften the views from above.

- Ensure that separation between buildings/towers in the proposed development and with in regard to existing buildings in the immediate urban context is not less than 24.0 m.

Proposed separation between towers forming part of the development proposal is 24.0 m (80 ft.) across the courtyard between the corner decks of Towers A and B. The separation from Tower A to Aqua's south tower is 31.7 m (104 ft.).

- Consideration to improving the quality of the public realm along Firbridge Way, which is dominated by the commercial backside character on its south side.
- *The proposal locates the gym and swimming pool serving the proposed Phase I development and future Phase II), the main entrance/lobby to Tower B, a secondary entrance/lobby for Building A and indoor amenity space along Firbridge Way. This space arrangement is intended to contribute to pedestrian activity and the general improvement to the public realm on this portion of the street. Colour and overall facade treatment of the swimming pool and gym space will also add to this general improvement.*
- Confirmation that Phase I development will include approximately 1,113.00 m² (11,980 ft²) of indoor amenity space (including swimming pool and gym serving Phase I and future Phase II) and approximately 2,307.09 m² (24,833 ft²) of outdoor amenity space as per rezoning submission.

Proposed Phase I includes a total of 935.4 m² (10,068 ft²) of indoor amenity space and approximately 2,300 m² (24,757 ft²) of outdoor amenity space. The indoor amenity space provided in proposed Phase I complies with the Official Community Plan (OCP) requirements.

- Reinforcing the expression of the "frames" that are common to the townhouse and towers elevations. Consideration to be given to using contrasting materials, textures, colour suggested.

The frames have been strengthened by their neutral colour and size; the objective is not to make them the dominant component of the facades by adding colour.

- Design development to the commercial frontage to reinforce the type of retail business character and better reflect the articulation of the building above.

Final design reflects a stronger character of the retail-commercial frontage and the provision of canopies that reinforce the message of smaller frontage retail units along the street.

- Architectural reinforcement the presence of building entrances on the street.

Final design includes a stronger treatment of the entrance to the building(s).

- Enhancing the areas in front of building lobbies and the plaza area on No. 3 Road by using different pavement colour and texture.

Pavers treatment for the No. 3 Road plaza area will be treated as one (1) large space in combination with the City sidewalk to achieve a unified space from building face to street curb.

- Relocating the children play area to the east end of the courtyard to increase exposure to the sun of this activity area.

The Children's Play Area has maintained its location on the west end of the courtyard based on the following:

- *the play area will be exposed to sun exposure during the afternoon*
- *the landscape spatial development would be less successful with placement of the play area in the central area of the courtyard*
- *the noise generated from the play area will dissipate much easier than in a location that is more contained by surrounding building walls which would amplify the noise.*

Development Permit Design Review

The proposed scheme attached to this report (**Attachment 2**) has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the design review of the subject Development Permit application. In addition, the proposed development design complies with the intent and responds well to the general urban design principles articulated in the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Downtown Commercial and Community Centre/University (ZMU15) – Lansdowne Village (City Centre)" except for the zoning variances noted below.

Zoning Compliance/Variiances (staff comments in *bold italics*)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500, as amended by Bylaw 8428 to:

- a) Reduce the minimum Public Road setback from 3.0 m to 2.0 m. along Firbridge Way.

Staff supports the requested variance as the reduced setback applies to that three-storey portion of the building that includes the indoor amenity space (residents' gym and swimming pool) and a small portion of the third level parking. The reduced setback makes the indoor amenity area component of the building as a dominant architectural feature of the building on the street, contributing to the desirable street animation along Firbridge Way by facilitating controlled closer views into the gym and pool activity areas through a colourful treatment of its semi transparent frontage.

- b) Reduce the number of required Class 2 bicycle parking spaces from 63 parking spaces to 50 parking spaces.

Staff supports the requested variance, as the site/building layout will facilitate that there would be cluster of 10 bicycle parking spaces available at key building entrances and on the fronting streets, i.e. No. 3 Road, Ackroyd Road, and Firbridge Way.

Advisory Design Panel Comments

This project was referred to the Richmond Advisory Design Panel on August 20, 2008 at the same time that the Panel reviewed the overall development proposal under the RZ 06-341234. Based on the high degree of design development of the proposal presented to the Advisory Design Panel and further refinements incorporated in addressing these comments, the revised set of drawings that is the subject of this report was not formally reviewed again by the Panel at full quorum.

A copy of the relevant excerpts from the Advisory Design Panel Minutes from August 20, 2008 is attached for reference (**Attachment 3**); the design response from the applicant to the Advisory Design Panel comments/considerations has been included immediately following the specific comment and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

- Proposed location of buildings on this narrow site has addressed the difficult mass and open space relationship between the various building components in Phase I and with adjacent existing developments around.
- Height of buildings along No. 3 Road frontage decreases from north to south along No. 3 Road with Tower A at 44.9 m. high (147.30 ft. or 16-storey) closer to Ackroyd Road to 28.75 m high (92.38 ft. or 10-storey) at Firbridge Way corner to achieve the seamless insertion of the proposed development into the existing built No. 3 Road built environment.
- Proposed buildings are compatible in height and character with the existing Aqua residential building on the north side of Ackroyd Road. Height of proposed Tower A at 16-storey is the same as Aqua and spacing between these two (2) buildings, at approximately 31.7 m (104.0 ft.) is consistent with the expected minimum 24.0 m (79.0 ft.) building spacing above 25.0 m in this area of Richmond downtown, as indicated in the City Centre Area Plan (CCAP).

Urban Design and Site Planning

- The proposed development meets the intent of the City Centre Area Plan with respect to land uses, density and building height and satisfactorily reflect the Development Permit Guidelines that seek providing continuity of commercial uses along No. 3 Road and reinforcement of the pedestrian-oriented retail commercial character of this street as the Richmond's High Street.
- Buildings forming part of the proposal are organized in "U" configuration with a central courtyard opening to the west. The 16-storey high towers are located at opposite corners of the Phase I site, at No. 3 Road and Ackroyd Road, and at Firbridge Way and the north-south lane. The lower townhouse clusters are located along Firbridge Way and Ackroyd Road occupying approximately 50% of the site street frontage.

- Building frontage on No. 3 Road includes a 16-storey component (Tower A) at the northeast corner of the site over a street fronting a continuous two-storey building block that steps down to 10-storey at the south end, toward the southeast corner of the Phase I site (Firbridge Way and No. 3 Road).
- Stepping the building fronting No. 3 Road from Ackroyd Road toward the Firbridge Way and No. 3 Road corner achieve the objective of a gradual change in alignment and views along No. 3 Road, and facilitates the mass transition/interface toward the existing London Drug building at the northwest corner of No. 3 Road and Westminster Highway intersection.
- Disposition and relationship/separation provided between the higher buildings and the townhouses facilitates sun penetration and allows longer views from adjacent buildings into the outdoor amenity space/central courtyard.
- The proposal will enhance the general quality of the public realm with provision of quality materials in the buildings and careful treatment of the interface area between buildings and the street providing raised planters and private patio/deck areas alongside the public sidewalk on Ackroyd Road.
- Location of the amenity space that includes the swimming pool, gym and a meeting room, and lobby of Tower B along Firbridge Way responds to the need for overall improvement of the commercial backside character existing on the south side of this street. These activity spaces which are partially exposed to views from the street, with facades highlighted by colour, a combination of transparent and opaque surfaces, textured materials, greenery, etc. will contribute to animate and improve the quality of the present character of the public realm. While some degree of privacy will be required for the users of these amenity spaces, screened views provided toward and from this double height amenity space will contribute to animating the street and achieving a safer street environment.

Architectural Form and Character

- Slightly recessed portions of the commercial/retail frontage along No. 3 Road, which extends around the corner along a portion of Firbridge Way and Ackroyd Road, successfully break the otherwise long flat commercial facade and, with the addition of canopies/signage provide visual interest at pedestrian level. The retail ground floor has direct, at grade, multiple access points from the street.
- Retail signage will be integrated with the storefront glazing system of the proposed development. It will be street level-oriented and appropriately sized for pedestrians to acknowledge.
- Parking is provided in four (4) levels above the street. The parkade is hidden from views from the street by the street-oriented townhouses, indoor amenity space and commercial uses that line the three (3) streets frontages of the site and wrap around the parkade; the parking levels are only exposed to views from the north-south lane along the west side of Phase I site and will be screened by architectural aluminium louvers.
- Access to all parking and service areas is provided from the north-south lane extending between Firbridge Way and Ackroyd Road.

- Townhouses along Ackroyd Road and above the common amenity space on Firbridge Road achieve a common architectural vocabulary with the tower components of the proposal and the townhouse clusters including a series of feature open and/or closed concrete “frames”. The towers have strong horizontal bands with the unifying “frame” feature component at the base to accentuate a pedestrian scale at street level.
- Proposed massing scheme of the proposed development responds well to its urban context. The tower at the northeast corner of the site, at Ackroyd Road and No. 3 Road, acknowledges the existing “Aqua” residential development to the north by matching its height and steps down toward the south as a sympathetic gesture to the seven-storey high London Plaza office building across Firbridge Way.
- The varying height of the towers and the stepping down of buildings maximize the development potential of the site and present a different massing response to the repetitive towers form as the standard response to this density of development.
- Building setbacks recognize the strong urban character of the area of the City Centre and respond well to the desirable street building relationship associated with the proposed uses at street level.
- Facade articulation and architectural expression of each building typology is different, however a level of consistency is achieved by the introduction of common architectural features (i.e. the open “frames”) that provide a common vocabulary throughout the whole development.
- South façade of the amenity facility facing Firbridge Way is visually defined as a non-residential function with the basalt frame similar to the commercial frontage, however it is further animated with a rhythm of window mullions many of which are glazed with colour spandrel panels. In addition, a green wall is to be installed between the amenity frontage and the Tower A second Lobby
- Entrance to residential Tower A is proposed from Ackroyd Road, with a secondary entrance provided from Firbridge Way to access the lower portions of this building that extend along the No. 3 Road frontage from Ackroyd Road to Firbridge Way. Access to Tower B and townhouses along the south side of the central courtyard is provided from Firbridge Way. Lower level townhouses along Ackroyd Road have direct access from the street; the upper level townhouses have access from the central courtyard on the fifth level.
- Slightly raised decks/street edge treatment of the townhouses along Ackroyd Road provide a proper interface between public and private space ensuring privacy at the lower level of these units.
- The common amenity space that includes the swimming pool and fitness centre has been located on Firbridge Way to contribute to changing the present character of this portion of the street. While some degree of privacy will be required for the proposed uses, screened views are provided toward and from this double height amenity space contribute animating and improving the public realm.

Indoor and Outdoor Amenity Space

- The main outdoor amenity area/landscaped courtyard of approximately 2,300 m² (24,757 ft²) is provided on the fifth level, over the parkade and extends in an east-west direction across the length of the Phase I development site. As part of development of the future Phase II, a wide, landscaped pedestrian bridge is proposed to extend over and across the north-south lane and link the central courtyard/outdoor amenity areas in Phase I and future Phase II.
- A wide, landscaped pedestrian bridge will link the central courtyard/outdoor amenity areas in Phase I and future Phase II. This bridge will extend over and across the north-south lane and will be built as part of Phase II development of the site.
- A 129.67 m² (1,395 ft²) indoor amenity space is provided at the base of Tower B that is also accessible from Tower A via the courtyard have direct access to an outdoor patio area and the landscaped central courtyard. Indoor amenity space is provided at the base of Tower B with direct access to an outdoor patio and the landscaped central courtyard: this indoor amenity space is also accessible from Tower A via the courtyard.
- A second indoor amenity space of approximately 106.24 m² (1,143 ft²) is provided beside the lobby of the secondary entrance to building A from Firbridge Way. Location of this amenity space at ground floor level and facing the street will provide opportunities for casual surveillance over the street and contribute to improving the street character quality.
- The main common amenity space (for residents of Phase I and Phase II) of approximately 699.49 m² (7,529.5 ft²) that includes the swimming pool and fitness centre has been located on Firbridge Way to contribute to changing the present character of this portion of the street. Use of these facilities, as well as the outdoor amenity space (central courtyards) in Phase I and future Phase II will be secured via legal agreements registered on title.

Landscape Design and Open Space Design

- Paved areas along the street frontage, including materials, colour and pattern (pavement bands of contrasting colour extending up to the boulevard/curb), will extend from the City sidewalk to the building face will reinforce the intended retail/commercial character of No. 3 Road and facilitate pedestrian activity.
- Formal planting, pavement texture and pattern and the provision of street furniture proposed along the wide frontage area along No. 3 Road will contribute to enhance the public realm and pedestrian character intended for this Main Street.
- There are several trees on the surplus land resulting from the realignment of No. 3 Road that will be removed and replaced on private property to complete a wide double treed boulevard extending in across the front of the proposed development on the northern portion of the plaza on No. 3 Road.
- There are no other existing trees on the proposed development site because of the extensive parking areas required to support the former operation of a car dealership on the site.

Parking, Loading and Unloading

- The total number of parking spaces provided in four (4) parking levels is 390 and meets the bylaw requirements (351 required vs. 390 provided). This total number of parking spaces is distributed as follows:

331 resident parking spaces (292 spaces required)

59 shared visitor/commercial parking spaces (35 commercial parking spaces required)

- Of the 390 parking spaces provided in the proposed development, 133 spaces are allocated to small cars and eight (8) spaces are identified as handicap spaces (two (2) spaces for commercial/visitors and six (6) spaces for residents).
- The required number of Class 1 bicycle storage lockers is provided in several Bicycle Storage Rooms in the parking levels.
- The proposed development also includes a total of 50 Class 2 bicycle spaces; four (4) bicycle racks for parking 10 units each are provided at the wider portion of the street boulevard, at the four corners of the site in close proximity to the building lobbies (at both ends of the parking pockets on Firbridge Way and Ackroyd Road). In addition, one (1) bicycle rack for parking 10 units is located in the plaza area on No. 3 Road, in front of the commercial frontage. As the Parking Bylaw requires the provision of 63- Class 2 spaces for this development and only 50 spaces are provided, a variance is being sought on this matter.
- Driveway letdowns (as compared to curb returns) will be used at the laneway entrances at Firbridge Way and Ackroyd Road, and parkade entrances.
- Two (2) loading spaces to accommodate one (1) SUB-9 and one (1) WB-17 truck are provided along the north-south lane on the west side of the development site. These spaces are provided off the dedicated portion of the lane and will not be blocking any entrance to the parkade, mechanical rooms, etc.
- A security gate is provided at the entrance to the parkade; this gate will remain open during business hours and provides adequate queuing space in front for a car if access to the intercom system is required to allow entrance to the visitor parking area after business hours. A second security gate is provided for restricted access to the residents parking area.
- Prior to the issuance of a Building Permit, a construction parking and traffic management plan during construction will be provided to the Transportation Division.

Garbage/Recycling Collection.

- There are residential two (2) garbage/compactor rooms and two (2) residential recycling rooms, one (1) for each of the towers. In addition, there is a residential recycling container holding room close to the lane that will receive the containers from the Tower A garbage/recycling room on collection day. This overcomes headroom clearance issues for automatic dumping systems mounted on the collection trucks.
- Each of tower A and B residential garbage/recycling room contains 12 to 17 recycling carts, and one (1) cardboard bin as well as a compactor. The holding room for Tower A, close to the lane, can store 16 recycling carts and one (1) cardboard bin.
- Commercial garbage/compactor room garbage compactor and recycling room for Tower B, are provided at a location abutting the lane and provided with an overhead door and pedestrian access door.
- The commercial garbage room can store seven (7) recycling carts, one (1) cardboard bin and three (3) garbage bins plus a garbage compactor. The commercial garbage and recycling room is located close to the lane and provided with an overhead door to facilitate direct

service from the north-south lane. Location of the commercial garbage and recycling room close to the lane eliminates the need for a holding area for the garbage dumpster, cardboard recycling bin and recycling carts beside the lane.

Barrier-free access

The proposed development provides barrier-free access from the street to the lobby of the residential towers and from the apartment units to the various amenity spaces (outdoor and indoor) included in the proposal.

- There are a total of 24 convertible units conforming to the BC Ministry of Housing, BC Reg. 216/2006 guidelines provided in Phase I; 16 units in Tower A and eight (8) units in Tower B in a combination of one-bedroom and two-bedroom units.
- Convertible units provided in this development include most of the features required in a universal accessible unit, such as wheelchair turning radii, interior manoeuvring and bathroom transfer space. A minimum level of millwork modification will be required to turn these units from convertible units into universal accessible units, if desired.
- Further, the design of the units incorporates measures for aging in place. Among others, this includes backing for grab bars in one (1) bathroom, lever style door handles, tactile numbering of suites, and the like.

Community Amenities Density Bonus

The CCAP Implementation Strategy makes provisions that allow, in certain circumstances to use density bonusing for community amenities, rather than childcare and affordable housing.

- Based on this principle, the proposed development has been exempted from complying with the provision of Affordable Housing Policy due to the fact that the proposed development will include a City community facility and post-secondary education institution in Phase II of this large development site. Appropriate security for Phase I has been negotiated.

Engineering/Servicing

All Engineering issues will be resolved via the Servicing Agreement associated with the rezoning application. In general, this includes:

- Design and construction of full upgrades across all frontages of the development site (Ackroyd Road, the north-south lane, No. 3 Road, Firbridge Way and Minoru Boulevard) plus storm and sanitary sewer upgrades as agreed to via the Capacity Analysis process.

Minimum Flood Plain Elevation

- Finished grade elevation of dwelling units in the proposed development comply with and are above the lowest habitable floor elevation. 'Flood Plain Designation and Protection – Bylaw No. 8204 establishes the flood plain elevation for this site at 2.9 m (9.51 ft.) or 0.3 m above the crown of adjacent roads.
- Parking Level 1 include a few bicycle storage lockers, garbage compacting and storage uses which are permitted to be below the flood plain under the bylaw.

Crime Prevention Through Environmental Design (CPTED)

The proposed building incorporates CPTED design principles. The extensive use of glazing allows for good passive surveillance over the street and the central courtyard.

- A security gate is provided at the entrance to all parking; visitor/commercial and residential, from the north-south lane. This gate will remain open during normal business hours seven days a week.
- A second security gate separates commercial/visitor-parking area from the residents parking areas in upper parking levels. The security gate that provides access to the residents parking levels will be activated electronically via a card reader. Access to the commercial/visitor parking area after business hours will be only allowed by the host.
- Amount of solid walls have been reduced to the minimum possible and reflective white paint used throughout the parking levels to increase and facilitate visibility.
- Glazing into elevator lobbies and vision panels in doors leading to public accessible areas (exit stairs) and elevator lobbies is being provided.
- Fenestrations and aluminum screens on exterior walls of parkade along the north-south lane frontage facilitate some natural light penetration into the parking levels.
- All elevator lobbies and mailrooms have a high level of visibility from the street and individual unit entries along to the townhouses along Ackroyd Road contribute to establishing a strong street presence and facilitates passive surveillance.
- Parkade walls are painted with white paint and solid walls in parking levels minimized.
- Provision of glazing into elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs).
- Walkways leading to elevator lobbies and exit stairs painted in contrasting colour to identify pedestrian routes and separating vehicle from pedestrian circulation. Openings through concrete walls provided to increase visibility.
- Openings in walls to avoid hidden corners and lighting provided to increase visibility toward building lobby, mailrooms and elevator core.
- Apartment suites and townhouses around the courtyard will provide passive surveillance over the central landscaped outdoor areas.
- Wall mounted lighting in proximity of townhouse individual unit entries along the streets to reinforce a strong street presence and facilitate passive surveillance.

Public Art

In response to the City's commitment to the provision of Public Art, under RZ 06-341234 the developer has committed a voluntary contribution of approximately \$396,756.23 in association with this large City centre development site that includes development Phases I and II.

- Estimated portion of the contribution to Public Art associated with Phase I, based on a total building area of approximately 27,384.73 m² (294,776.43 ft²), is \$175,865.85. Although the preferred location for incorporating Public Art to the proposed development is associated with the public plaza area on the No. 3 Road frontage of the site, matters associated with cost, type of Public Art, design, construction/installation will be reviewed and coordinated with the City Public Art Coordinator.

Sustainability Aspects of the Proposal

The development proposal responds to the City's commitment to long-term environmental, financial and social sustainability in the following manner:

Collection of recyclable demolition materials

Use of drought resistant landscaping

Landscaped courtyard contributing to manage storm run-off

Concrete structure including the use of high content fly ash concrete

Installing low flow faucets and low flush water closets

Providing the residential units with Energy Star rated residential fixed windows and Energy

Star rated washer/dryer units and kitchen appliances

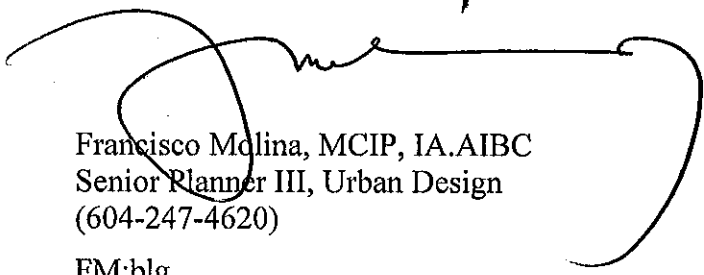
CFL lighting and occupancy sensors for public area lighting

- This project will not be LEED **certified**, however there will be a number of sustainable measures in which LEED type measures will be adopted including treatment of large roof areas.

Conclusions

The proposed development has addressed and resolved both on-site challenges posed by a tight site and its immediate urban context re: adjacent developments to the north and south. The proposed development responds well to the planning objectives for the area and is expected to continue the pattern for development of this area of the City Centre by completing the proposed road network for the area and enhancing the quality of the built environment in the Richmond City Centre with an attractive Transit-Oriented Development that will take full advantage of its proximity to public transportation.

The proposed development has also properly addressed the urban design issues raised during the design review process and staff recommends approval of this Development Permit application.



Francisco Molina, MCIP, IA.AIBC
Senior Planner III, Urban Design
(604-247-4620)

FM:blg

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$752,476.73 (as per cost estimate provided by Durante Kreuk Ltd.).
- Registration of legal agreements on title to ensure the use of outdoor amenity areas and swimming pool and gym by residents of both Phase I and future Phase II

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof,

or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*

- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

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

**Development Application
 Data Sheet**
 Development Applications Division

DP 07-359083 **Attachment 1**

Address: 5931, 5991 No. 3 Road and 5900 Minoru Boulevard & a Surplus Portion of No. 3 Road

Applicant: W.T. Leung Architects Owner: Phileo Development Corp.

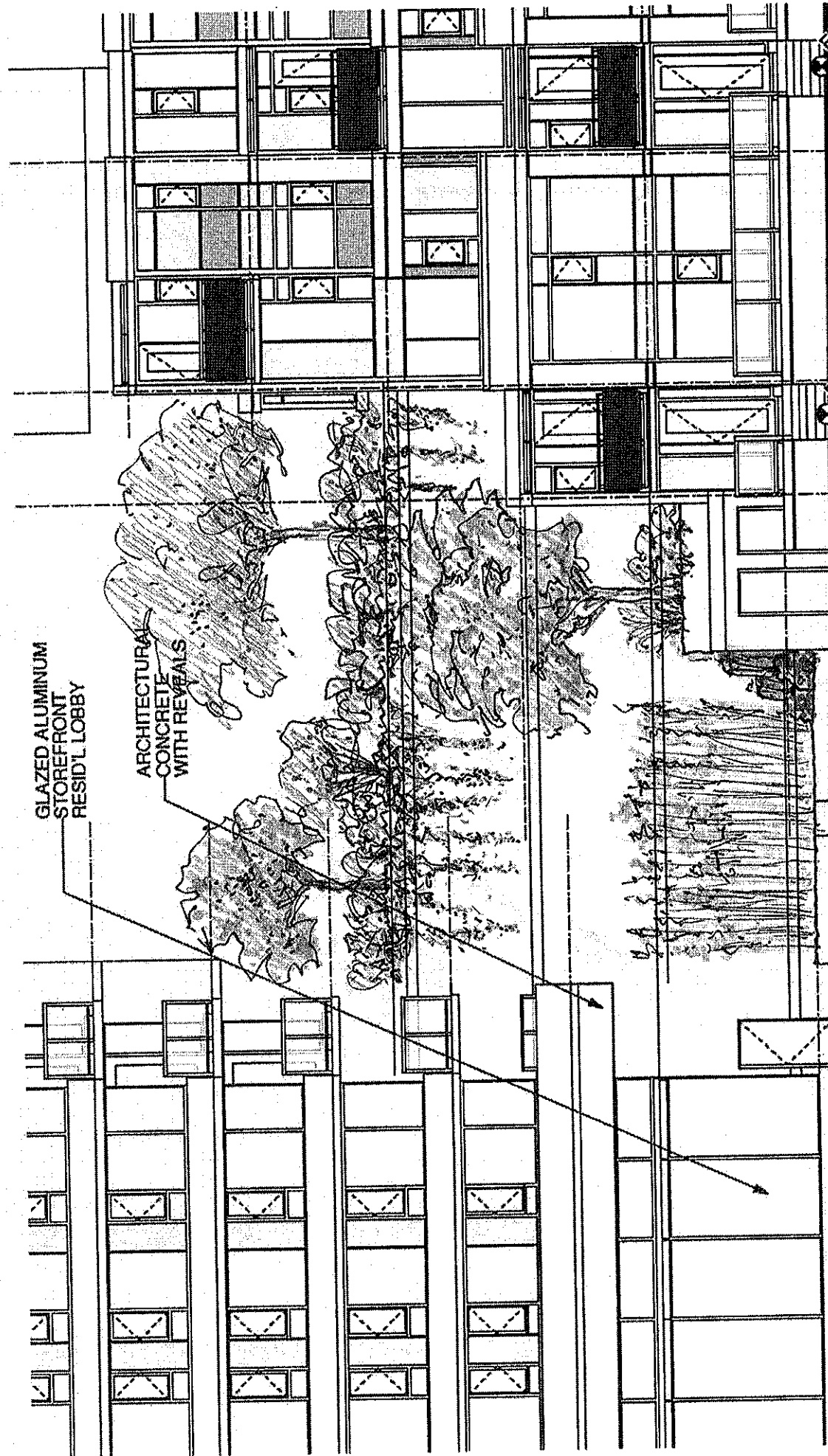
Planning Area(s): City Centre Area Plan

Floor Area Gross: 28,312 m² (Phase I) Floor Area Net: 27,384.73 m²

	Existing	Proposed
Site Area:	8,677.40 m ² (Phase I)	6,604.90 m ²
Land Uses:	Vacant	Mix-Use (Residential/Commercial)
OCP Designation:	Lansdowne Village Urban Core (T6)	Lansdowne Village. Urban Core (T6)
Zoning:	Auto-Oriented Commercial (CA) (formerly "Limited Industrial Retail District (I4)")	Comprehensive Development (CD/198)
Number of Units:	N/A	292 units (276 apartment units and 16 townhouse units) and 932.35 m ² of Commercial/retail space)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	4.15 max. subject to provision of City community facility and college/university space in Phase II	4.146	none permitted
Lot Coverage:	Max. 80%	42.8%	
Setback – Front Yard:	Min. 3.0 m	3.0 m	
Setback – Side Yard:	Min. 3.0 m	3.0 m	
Setback – Side Yard:	Min. 3.0 m	2.07 m	variance required
Setback – Rear Yard:	Min. 3.0 m	3.0 m	
Height (m):	Max. 45.0 m	44.9 m	
Lot Size:	N/A	N/A	

Off-street Parking Spaces – Regular/Commercial:	59 combined with visitor spaces	59	
Off-street Parking Spaces – Visitor	59 combined with commercial spaces	59	
Off-street Parking Spaces – Accessible:	8	8	
Total off-street Spaces:	351	390	
Tandem Parking Spaces	not permitted	0	
Bicycle Parking Class 1	368	368	
Bicycle Parking Class 2	63	50	Variance required
Amenity Space – Indoor:	584 m ² (as per OCP)	935.40 m ²	
Amenity Space – Outdoor:	660 m ² (as per OCP)	2,307 m ²	



GLAZED ALUMINUM
STOREFRONT
RESID'L LOBBY

ARCHITECTURAL
CONCRETE
WITH REVEALS

EL. 4.4
1/32" = 1'-0"

EL. 4.55
1/32" = 1'-0"

Attachment 3

**Excerpts of the
Advisory Design Panel Discussion Notes**

Wednesday, August 20, 2008

Time: 4:00 p.m.

Place: Room M.1.003
Richmond City Hall

Present: Simon Ho, Acting Chair
Gary Fields
Dean Gregory
Willa Walsh

Also Present: Diana Nikolic, Planner
Sara Badyal, Planner
Francisco Molina, Planner
Rustico Agawin, Recording Secretary

Absent: Dana Westermark
Cst. Derek Cheng
Mark J. Greatrix
Thomas Leung
Tom Parker

The discussion began at 4:00 p.m.

** Please note that as a quorum was not present, these notes do not constitute a record of decisions made by the Advisory Panel, rather a record of the discussions held.*

**4. REZONING 06-341234 – RESIDENTIAL / COMMERCIAL MIXED USE
(PRELIMINARY)**

APPLICANT: W.T. Leung Architects Inc.
 PROPERTY LOCATION: 5891, 5931 No. 3 Road and 5900 Minoru Boulevard

Staff Comments

Mr. Molina explained that both the rezoning application for the whole comprehensive mixed-use residential, institutional and community amenity - based development and the development permit application for Phase 1 (Agenda Item No. 5 on the agenda) can be reviewed together. He gave an overview of the site context and mentioned the following:

- it is a very large development; located between Minoru Boulevard, No. 3 Road and Firbridge Way; proposal includes the opening and extension of Ackroyd Road along the north property line; the parcel is large and presented as one package for rezoning but will be developed under two development permits for Phases 1 and 2; and
- the proposed development has access to parking only via the north-south lane which will divide the site into two; the upper portion of the parkade podium provides most of the outdoor amenity space.

Mr. Molina also invited the Panel to comment on the following project concerns:

- the way the townhouse masses are connected, relayed or integrated;
- the manner in which the different buildings are articulated on a narrow site;
- how to achieve a liveable streetscape between No. 3 Road and Minoru Boulevard on the Firbridge elevation; and
- how the shadows will be projected by the building masses on the proposed activity areas.

In closing, Mr. Molina added that staff is generally supportive of the development solution proposed by the applicant.

Applicant's Comments

Referencing a model and artist renderings, Wing Ting Leung of W.T. Leung Architects, Inc. reviewed the site context and highlighted the following:

- site is very long and narrow (5 acre); lane connection between Ackroyd Road and Firbridge Way bisects the site;
- a residual parcel of land for the realignment of No. 3 Road for the construction of the skytrain is proposed to be acquired; a portion of acquired land is to be dedicated back to the city;
- the five buildings to be constructed are intended to be similar but distinct; the south-west corner, considered the best site in the hierarchy of the site, was therefore chosen as the site for the community center and the Trinity Western University downtown campus (which will be constructed in Phase 2);
- buildings are not rectilinear; movement is created through the site and visibility of one end of the site to the other end through the open spaces; in recognition of the impact of Aqua, one tower was stepped down to 14 storeys to minimize the impact; tremendous emphasis on landscaping and effort to reveal landscaping to the public; variety of space and water feature; provides sanctuary to residents from the bustling and vibrant City Centre of Richmond;
- separate entrances for parking areas of the community centre and university are provided along Firbridge Way;
- the university is to be located on levels 3 to 5 (the 4th level consists of space

open to below); community centre is on the ground and second floors; and

- volume of building stepping back from the street provides architectural expression; glazed panels gives variety in colour and vibrancy; friendly pedestrian realm along Firbridge Way, which includes amenity space on the ground level in Phase 1.

Jane Durante of Durante and Kreuk, Ltd., described the landscape architecture of the project as follows:

- substantial piece of landscape; diversity of buildings and shapes creates space to animate;
- potential for public art at the corner of Ackroyd and No. 3 Road and Firbridge and Minoru; green wall on the Firbridge elevation; water feature from upper level flowing towards the building; large quantities of water; form of buildings created a variety of spaces; active, passive and quiet spaces;
- changing level of elevation; not flat surface; landscape rolls in places; stairs connect elevation changes;
- bridge provides places for kids to run; lots of public activity that can take place in the landscaped area, i.e., Tai Chi Plaza;
- phase 1 (Agenda Item No. 5) landscaped area features a gazebo, pond, green wall, amenity plaza which can accommodate big social activities such as dinner parties; children's play area; water feature where water will re-circulate; very shallow water and large amounts of water will not be used; water will be used to separate units and to provide privacy; and
- each building has satellite amenity space.

Comments from the Panel, which likewise apply to Agenda Item No. 5 of the Agenda Re: DEVELOPMENT PERMIT 07-359083 – FIRST PHASE OF DEVELOPMENT UNDER RZ 06-341234 (FORMAL) were as follows:

- fantastic project and nicely developed; **Check**
- good response in terms of building forms and placements; informal interior courtyard space, lively and interesting; **Check**
- symmetry, articulation, and stepping of the building and the stepping back of the penthouse level is nicely handled; **Check**
- reconsider basalt treatment of commercial frontage on No. 3 Road; treatment should suit the type of business enterprises of expected tenants;
The basalt is a very clean and crisp material that is relied upon to establish the building base for the towers above and differentiates the CRU and Amenity functions from the residential uses. It's application is unchanged.
- Firbridge frontage is nicely handled; locating the amenities at the ground level is a good move; **Check**
- tree-planting needs to be long-term and sustainable; how it would be managed in the future by strata is important; **Check**
- good to see a project that does not have any mechanical equipment on the rooftop; if it will have one, consider its harmony with the geometry of the building;

will have one, consider its harmony with the geometry of the building;

Check – no roof top equipment

- the bracket motif works best when not used as a staple in the design and when expressed as a forward plate that is three-dimensional;

It is an organizational architectural element whose language is modified for various parts of the project but is a unifying theme. It is refined, but a significant part of the vocabulary.

- good play of colour between townhouse units; ***Check***
- appreciation for use of projecting bracket elements on the townhouses; ***Check***
- consider use of a stone or other textured-material rather than painted concrete for the waterfall element;

Water fall element revised and will incorporate natural materials.

- the geometries between buildings and the spaces created are fully utilized by the project's landscape architect which provides opportunities for a variety of uses for people; ***Check***
- plant selection is impressive and the applicant has taken advantage of the opportunities permitted by our climate; ***Check***
- phase 2 geometry can be more intentional; ***To be address in the Phase 2 DP.***
- consider ways of making ground plane look more “panel-like” (and related to the architecture) than “grid-like”;

The Ground Plane is being designed from the approach of developing the space and cadence of elements. As such the 3 major sides of the project Ground Plane are handled differently with pavers, planting, public art and water features. There is not grid as such other than paving divisions.

- the concept for both phases is very well done; appreciate the effort of the architect in the stepping down of the buildings and minimizing the impact of parking on the street frontage, which is seldom done; ***Check***
- both phases of the overall site development respond very well to the immediate area context; the Firbridge Way façade is done well; and ***Check***
- add more texture to the blank wall facing the lane in both phases to give it a street character rather than a lane character.

The Lane wall will necessarily require a large amount of louvers for ventilation of the Parkade podium and will also include reveal lines to break up the surface.

In response to the Panel's comments, the applicant advised that he appreciated the comments and will look into them.

The Acting Chair summarized the comments of the Panel pertaining to Agenda Item No. 4 only as follows:

- the proposal sets a high standard for both phases of development; ***Check***
- placements of the building and its geometry are appreciated; ***Check***
- consider amendments to geometry of landscaping in Phase 2; ***Check***

- With regard to ground plane, sidewalk articulation design is recommended to make it more panel-like and similar to the geometry of the building and its “playful” character; and *See above*
- rezoning is well received; positively and appropriately responded to the site constraints. *Check*

Due to the absence of Quorum, a recommendation could not be considered.

5. DEVELOPMENT PERMIT 07-359083 – FIRST PHASE OF DEVELOPMENT UNDER RZ 06-341234 (FORMAL)

APPLICANT: W.T. Leung Architects Inc.
 PROPERTY LOCATION: 5891, 5931 No. 3 Road and 5900 Minoru Boulevard

Staff Comments

Staff comments for the First Phase of Development Under RZ 06-341234 were provided by Mr. Molina in his presentation for Agenda Item No. 4 (See Agenda Item No. 4 Staff Comments)

Applicant's Comments

Wing Ting Leung of W.T. Leung Architects, Inc. provided the following information with regard to Phase I of the proposed development in addition to his presentation on the whole comprehensive mixed-use residential, institutional and community amenity - development in Agenda Item No. 4:

- the site design was designed to minimize the impact of the garbage compactors, parking garage, holding bays and blank walls by locating these facilities within the north-south lane that bisects the site.

In addition to the comments from the Panel pertaining to Agenda Item No. 4 which are also applicable to Agenda Item No. 5, the following comments were made pertaining to Agenda Item No. 5 only:

- phase I sets the standard for the rest of the project; very well resolved; of extremely very high quality; one of the strongest projects seen in ADP; *Check*
- overall architecture of the project is appropriate, crisp and clear; *Check*
- zigzag treatment is successful on this project; does not appear isolated; *Check*
- towers quite restrained in terms of colour and read as glass buildings, consider further development of colour scheme; and *This has been refined and developed.*
- townhouses appear cramped which is inherent in this type of development; residents may feel as though they are being looked down upon.

Such is the nature of tower, podium and townhouse relationships. Landscaping plays an important part to integrate these elements of the development together.

In response to the Panel’s comments, the applicant advised that he appreciates the comments of the Panel and recognized the efforts of the team that worked on the project.

The Acting Chair summarized the comments of the Panel pertaining to Agenda Item No. 5 only as follows:

- consider refinements to the commercial frontage to acknowledge the likely types of future tenants which may require design development; *Considered, but the bigger*

issue of base to building form dominates so the commercial frontage is refined but little changed.

- ensure green wall is elegantly designed; avoid landscaping trays; *Check*
- if mechanical equipment is located on the rooftop, ensure it is appropriately resolved; *None proposed*
- consider means to reduce the cramped appearance of townhouses; and *As noted above on this page.*
- consider treatment of Firbridge elevation to ensure it does not present as a lane elevation. *This is hardly a Lane type treatment of a building façade as now presented.*

In closing, the Acting Chair expressed confidence that if a formal vote were taken, the project would have secured the approval of the Panel. He further advised that the applicant could consider the comments as an unofficial endorsement by the Panel.

Due to the absence of Quorum, a recommendation could not be considered.

The discussion concluded at 7:47 p.m.



No. DP 07-359083

To the Holder: PHILEO DEVELOPMENT CORP.

Property Address: 5891, 5931 NO. 3 ROAD/5900 MINORU BOULEVARD AND
A SURPLUS PORTION OF NO. 3 ROAD

Address: C/O W.T. LEUNG
SUITE 300 – 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

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 Public Road setback from 3.0 m to 2.0 m. along Firbridge Way; and
 - b) Reduce the number of required Class 2 bicycle parking spaces from 63 parking spaces to 50 parking spaces.
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 #24 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 \$752,476.73 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 07-359083

To the Holder: PHILEO DEVELOPMENT CORP.
Property Address: 5891, 5931 NO. 3 ROAD/5900 MINORU BOULEVARD AND
A SURPLUS PORTION OF NO. 3 ROAD
Address: C/O W. T. LEUNG
SUITE 300 - 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

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

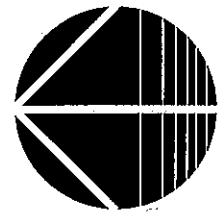
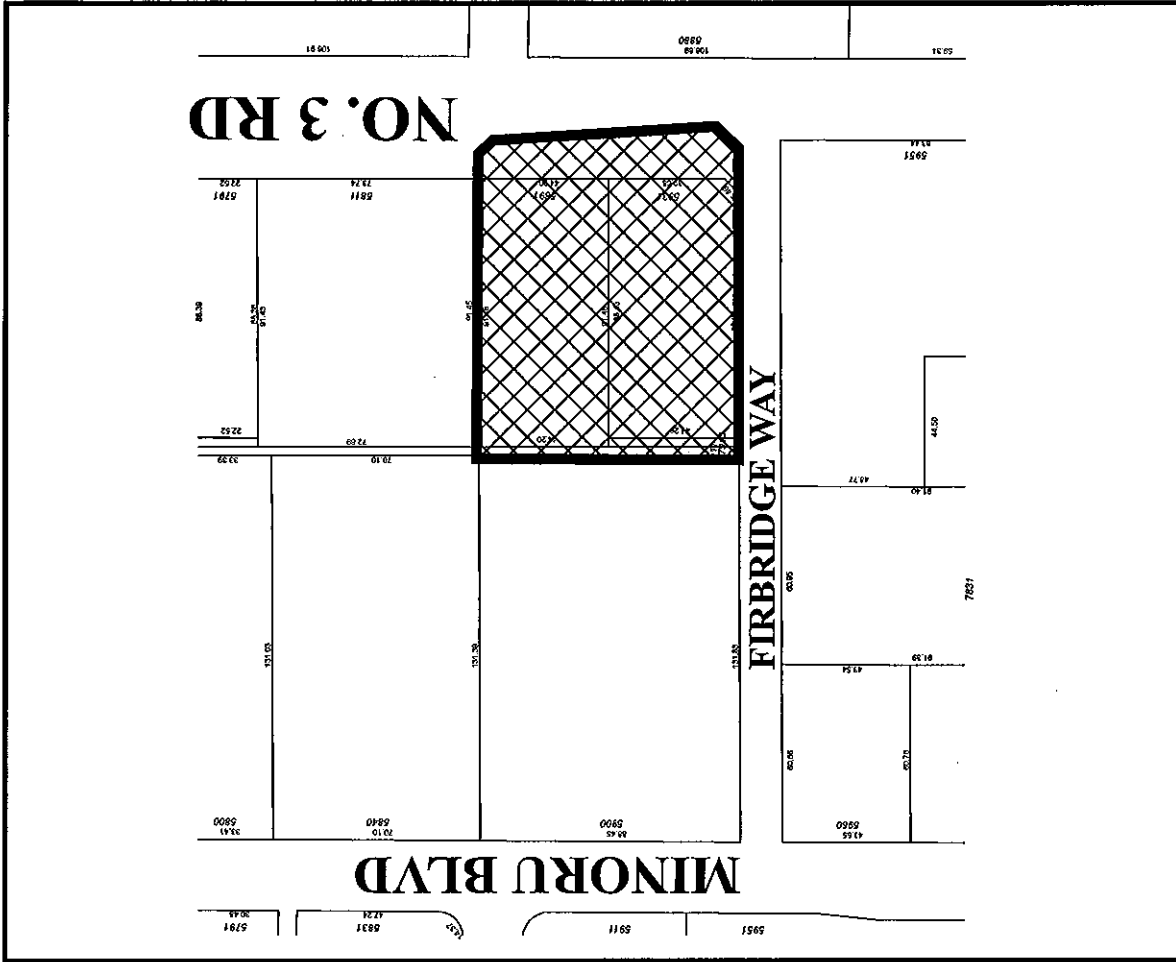
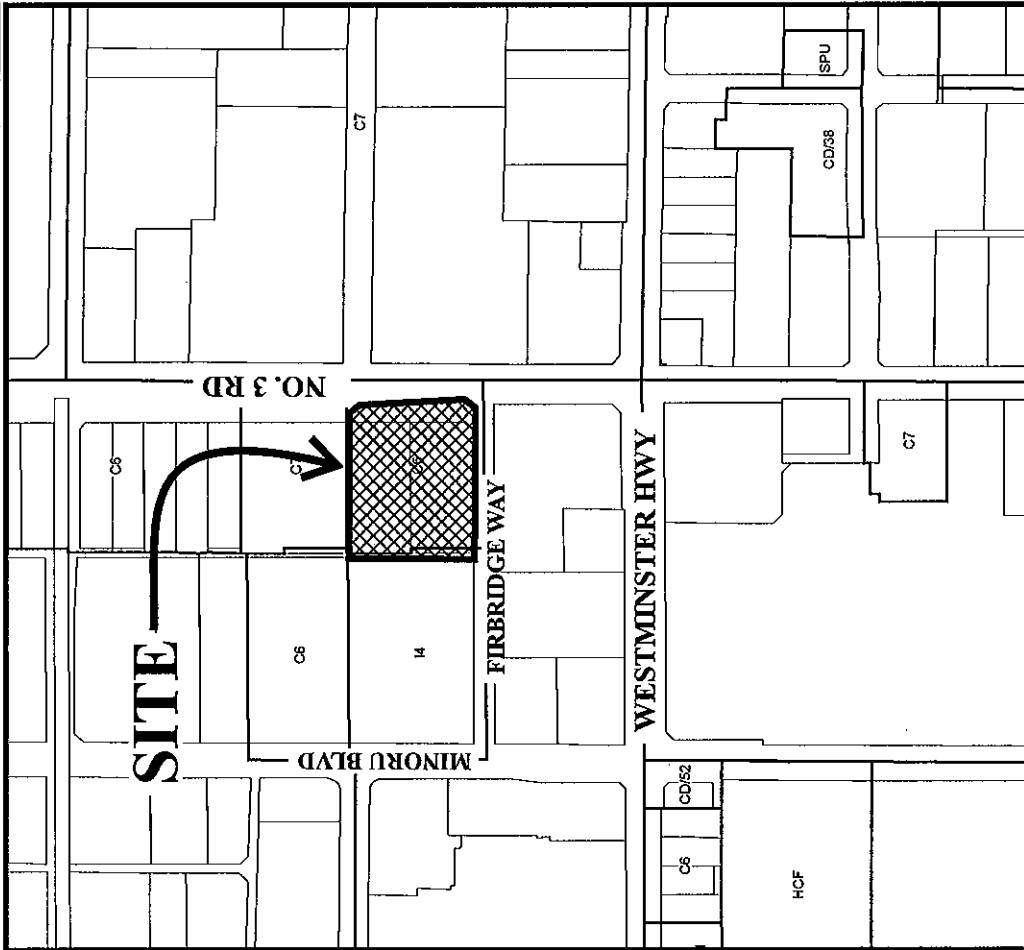
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 07-359083 SCHEDULE "A"

Original Date: 02/05/07

Revision Date: 07/08/10

Note: Dimensions are in METRES

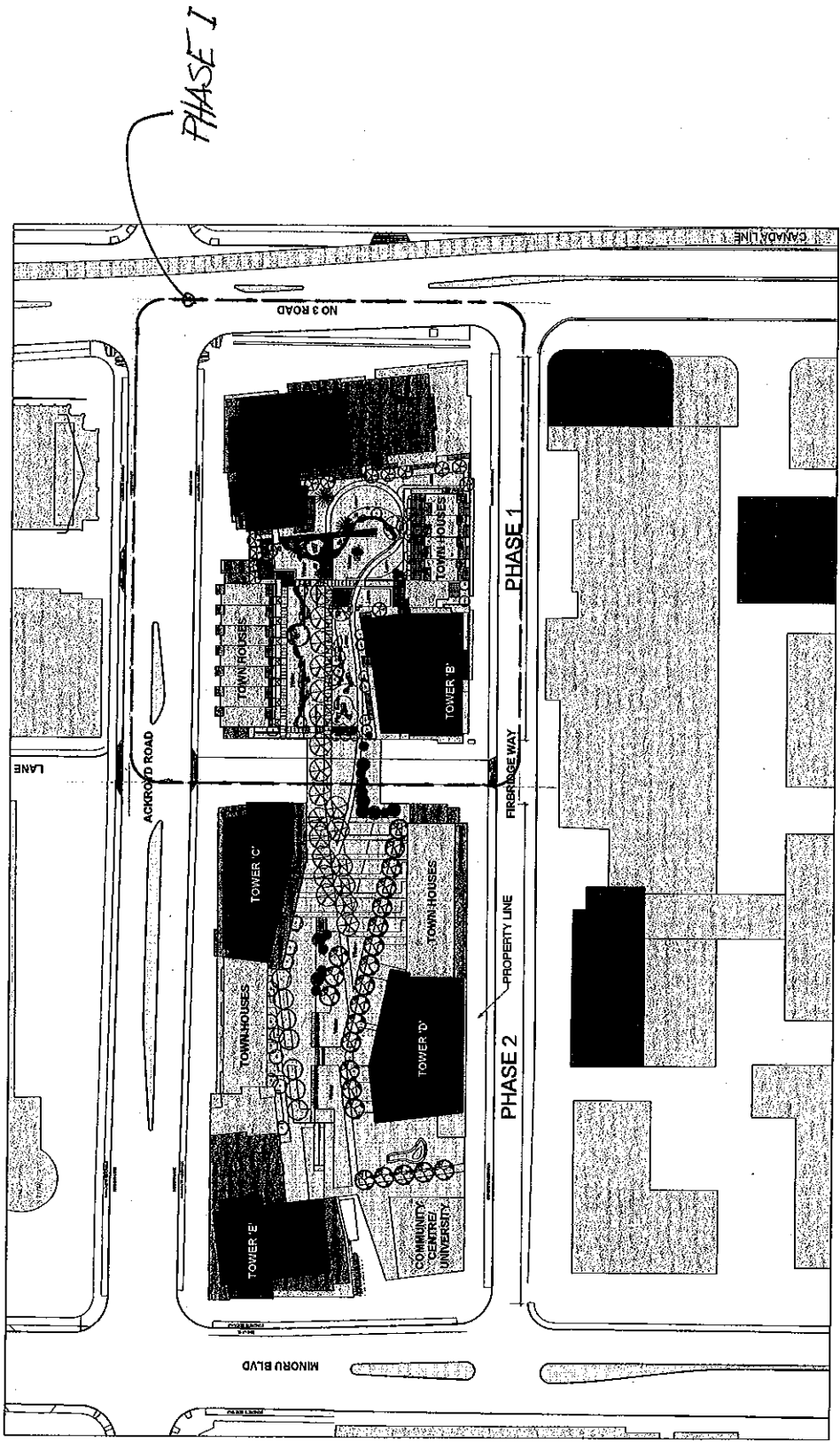
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QUINTET
 PHASE 1
 500 N. 10th Street, Suite 100
 Minneapolis, MN 55412
 Phone: 612-338-1111
 Fax: 612-338-1112

ROOF &
 COURTYARD
 PLAN

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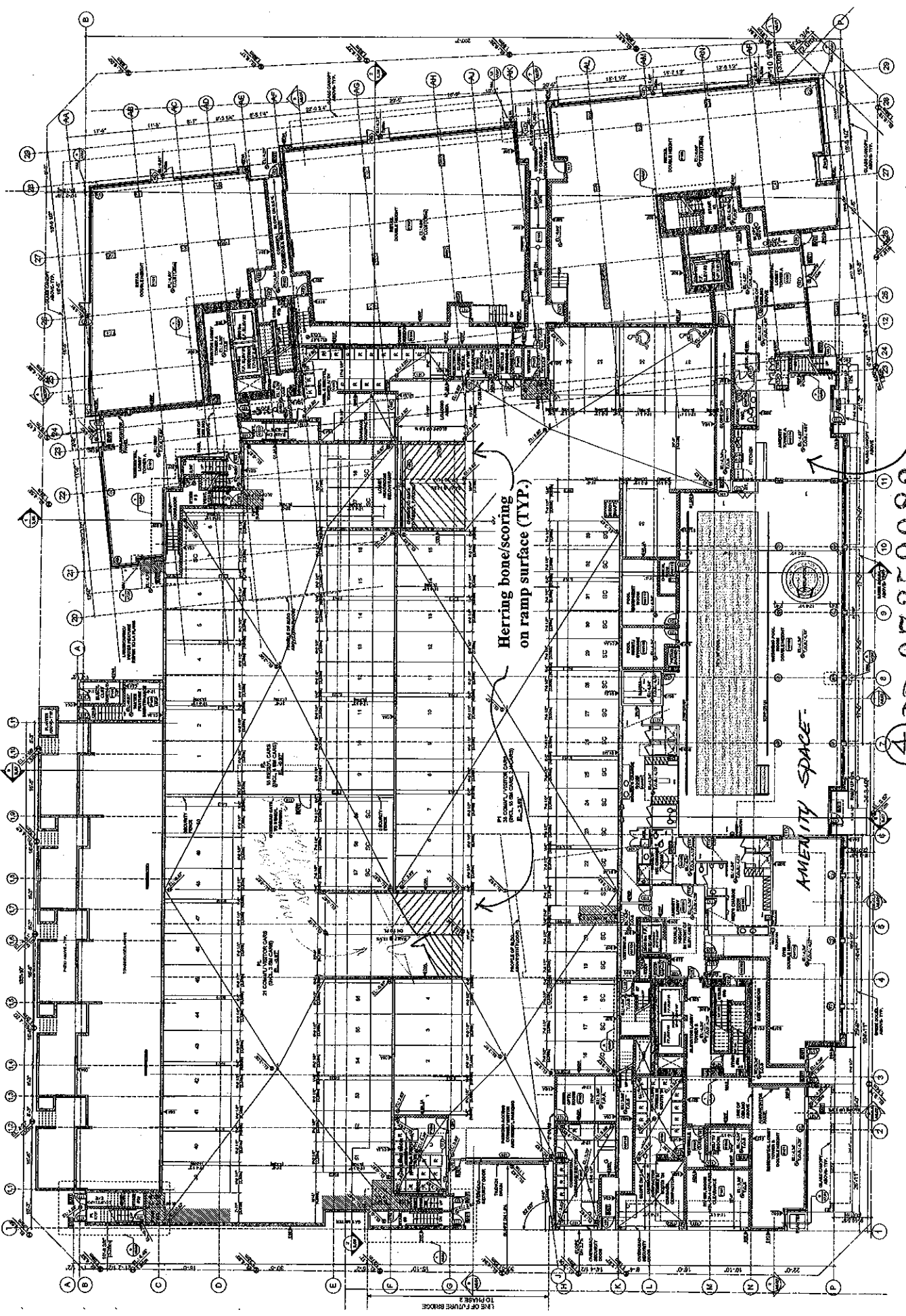


② DP-07359083



NO.	DESCRIPTION	DATE
1	CONTRACT	
2	PERMITS	
3	FOUNDATION	
4	STRUCTURE	
5	MECHANICAL	
6	ELECTRICAL	
7	PLUMBING	
8	PAINTING	
9	FINISHES	
10	LANDSCAPE	
11	GENERAL NOTES	

NO.	DATE	BY	CHKD.	DESCRIPTION
1	10/10/00			ISSUED FOR PERMITS
2	10/10/00			ISSUED FOR PERMITS
3	10/10/00			ISSUED FOR PERMITS
4	10/10/00			ISSUED FOR PERMITS
5	10/10/00			ISSUED FOR PERMITS
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7	10/10/00			ISSUED FOR PERMITS
8	10/10/00			ISSUED FOR PERMITS
9	10/10/00			ISSUED FOR PERMITS
10	10/10/00			ISSUED FOR PERMITS



LINE OF FUTURE BRIDGE
TO PHASE 2



NO.	DESCRIPTION	DATE
1	FOUNDATION	10/15/01
2	1ST FLOOR	11/15/01
3	2ND FLOOR	12/15/01
4	3RD FLOOR	01/15/02
5	MECHANICAL	02/15/02
6	ELECTRICAL	03/15/02
7	PLUMBING	04/15/02
8	EXTERIOR	05/15/02
9	INTERIOR	06/15/02
10	FINISHES	07/15/02
11	DETAILS	08/15/02
12	CONSTRUCTION	09/15/02

QUARTER
PHASE

2ND FLOOR
PLAN
P2-P1A

NO.	DATE	BY	CHKD.
1	01/15/02	WTL	WTL
2	02/15/02	WTL	WTL
3	03/15/02	WTL	WTL
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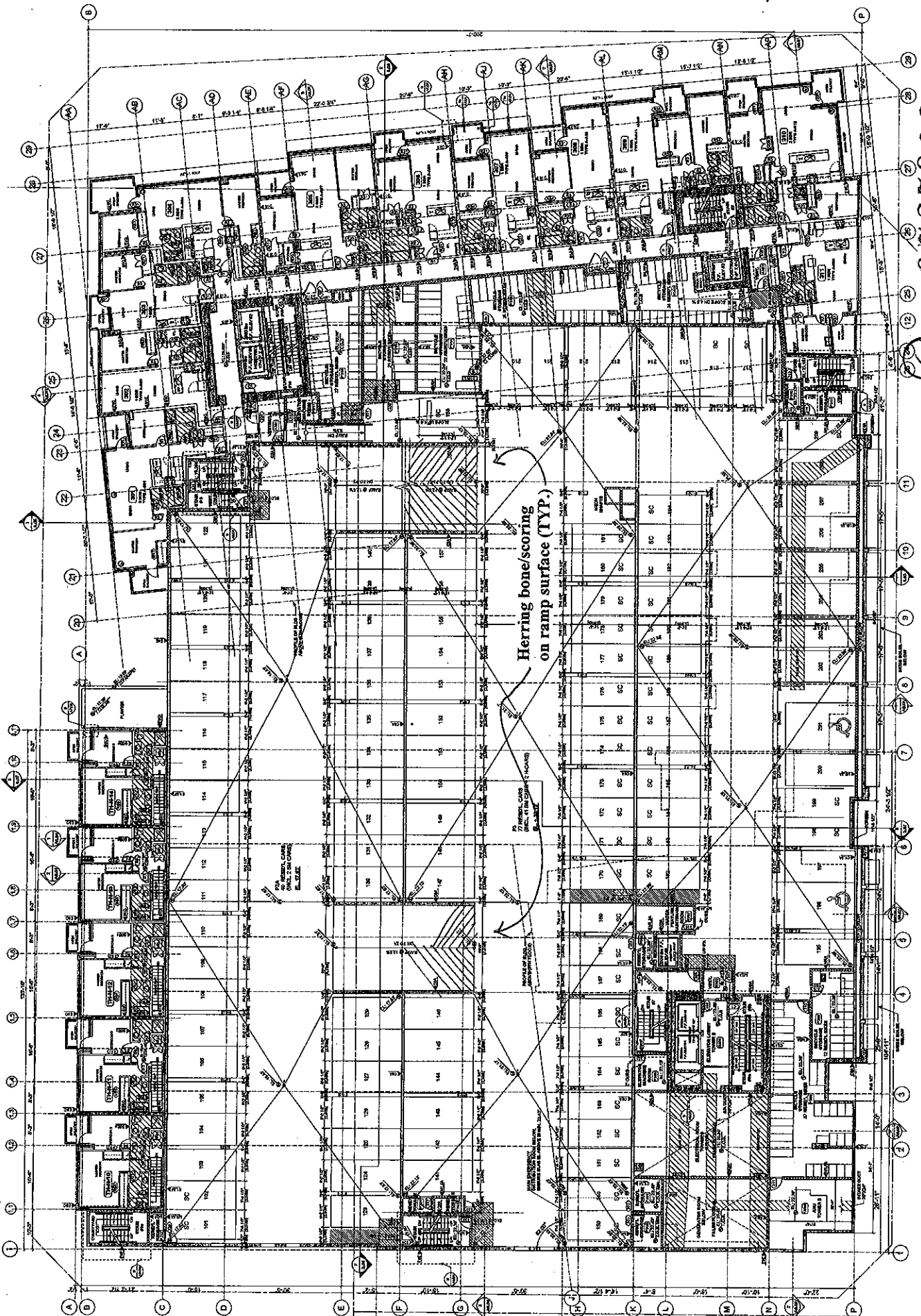


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QUINTET
PHASE 1
REVISION NO. 50
DATE: 08/11/03

3RD FLOOR
PLAN
P3-P2A

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Herring bone/scoring
on ramp surface (TYP.)

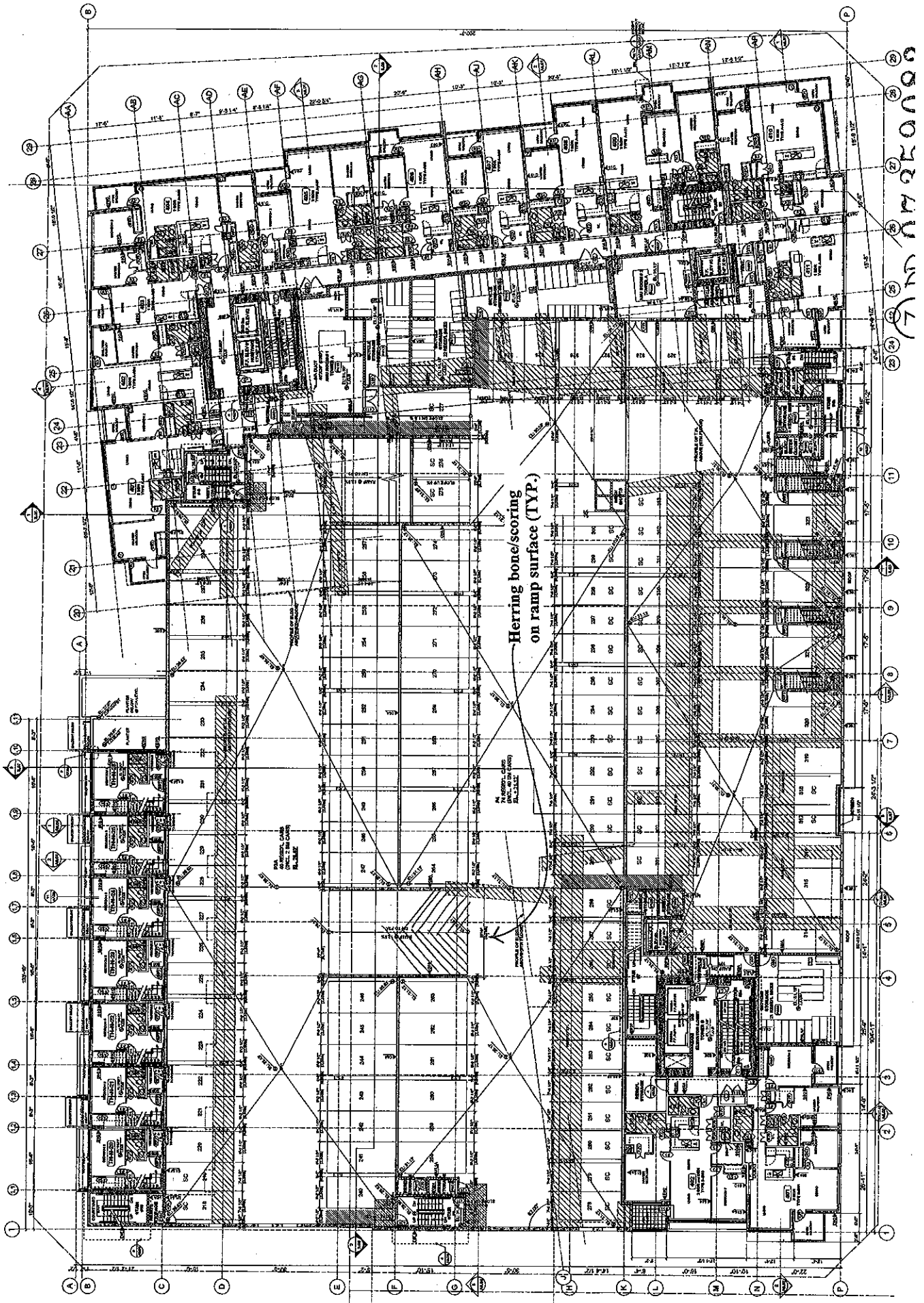
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ONCE THE CORNER
IS EXPOSED

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CONVERTIBLE UNIT
5TH FLOOR PLAN
PHASE 1

NO.	DESCRIPTION	DATE
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9	PHASE 1	7/15/2010
10	CONVERTIBLE UNIT	7/15/2010
11	5TH FLOOR PLAN	7/15/2010
12	PHASE 1	7/15/2010

QUINTET
PHASE 1

5TH FLOOR
PLAN
(COURTYA

DATE: 07/15/2010
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1/8" = 1'-0"



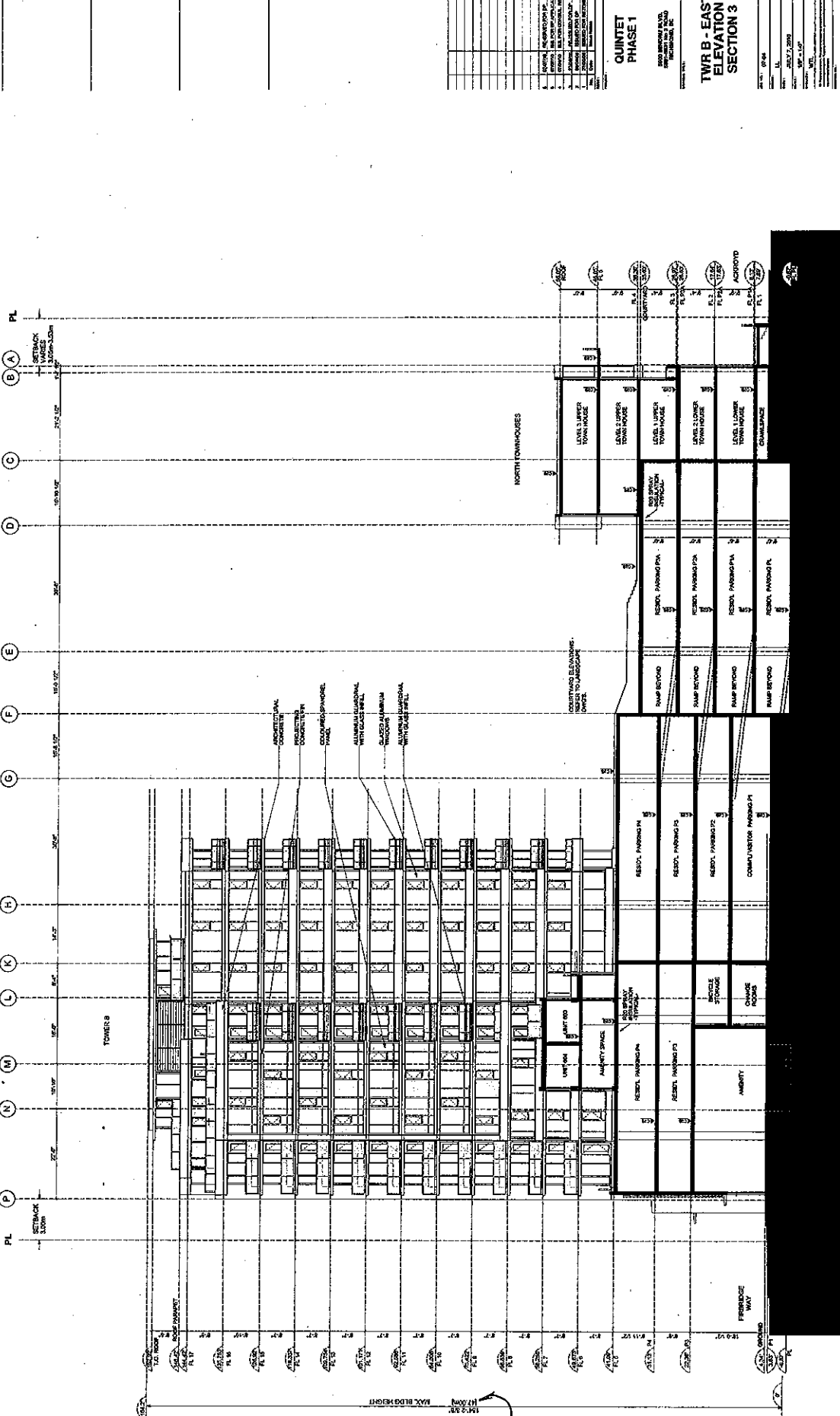
ROOF GARDEN - REFER TO LANDSCAPE DRAWINGS
ROOF DRAINS - REFER TO LANDSCAPE DRAWINGS
AND MECHANICAL DRAWINGS

INDOOR AMENITY SPACE

● Convertible Unit

FUTURE BRIDGE
TO PHASE 2
REFER TO LA DWGS.

21-07-359082

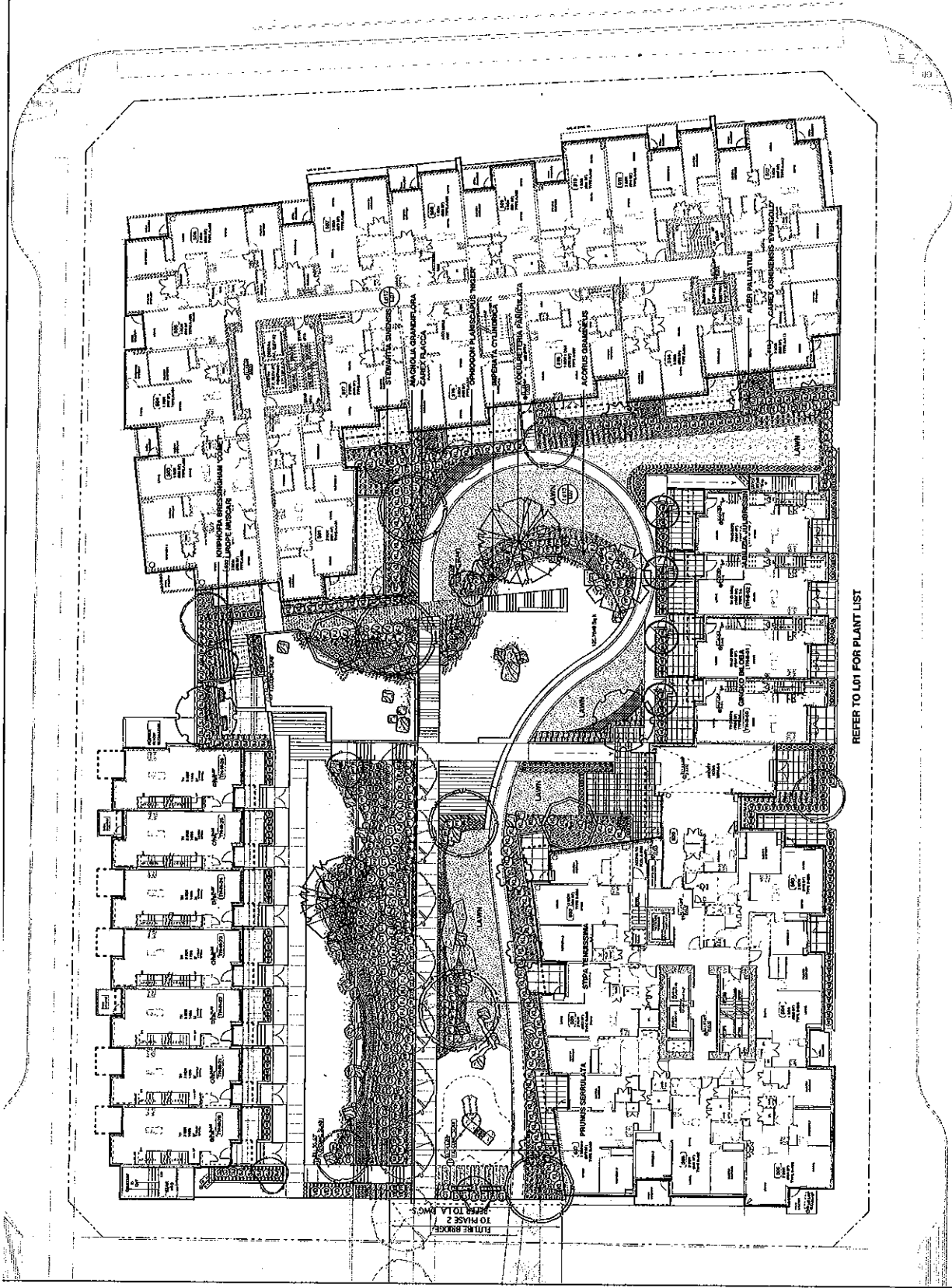


14.9m. from finished grade of site

11 DP-07359083

ELEVATION - COURTYARD

A-3.07



REFER TO L01 FOR PLANT LIST

Project No.: 07095
 Sheet No.: L04

Drawing Title: Planting Plan
 Level: 5
 Drawn by: BSC
 Checked by: JG
 Date: 24/09/2008
 Scale: 1" = 10'

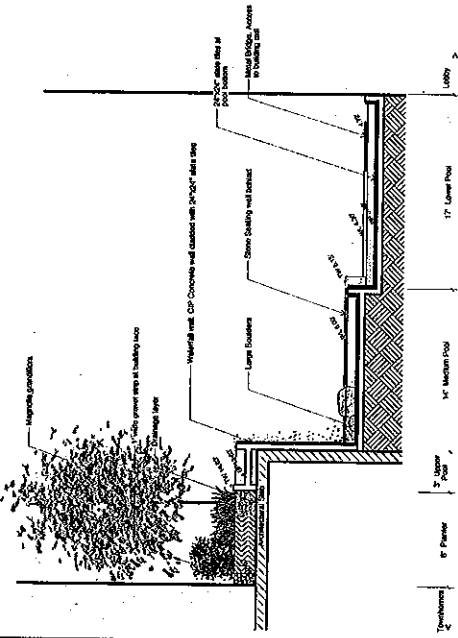
Project: QUINTET PHASE I
 MIXED-USE DEVELOPMENT
 RICHMOND, B.C.

Revised by:
 Date:
 Revison:
 Date:
 Revison:
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 Revison:
 Date:
 Revison:
 Date:

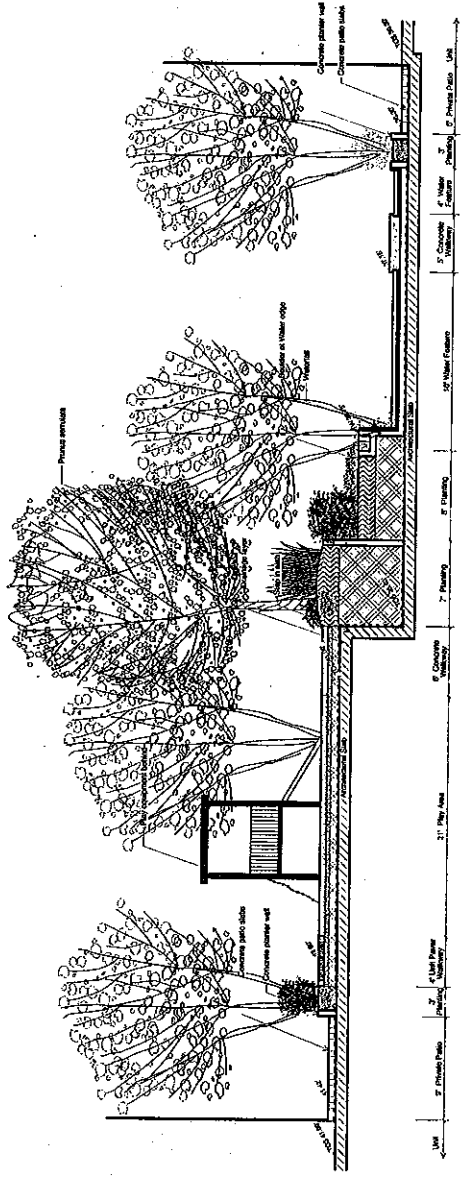
15 DP-07359083

W. T. LEUNG
 ARCHITECTS
 100-1152 Mainland St.
 Vancouver BC V6B 4G2
 Tel: 604 684 4811
 Fax: 604 684 4877
 www.wtl.com

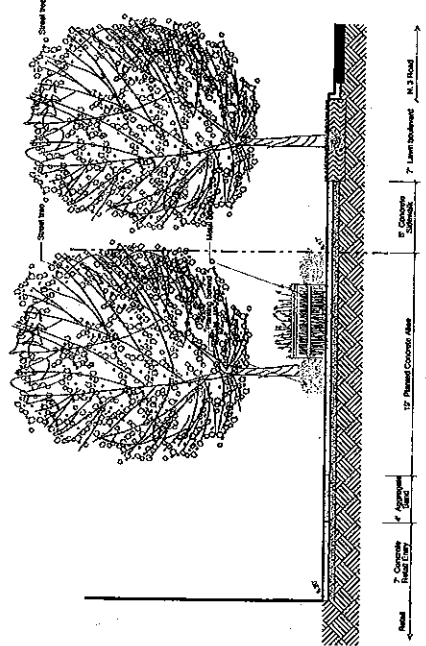
Design: Kwok Ltd.
 100-1152 Mainland St.
 Vancouver BC V6B 4G2
 Tel: 604 684 4811
 Fax: 604 684 4877
 www.wtl.com



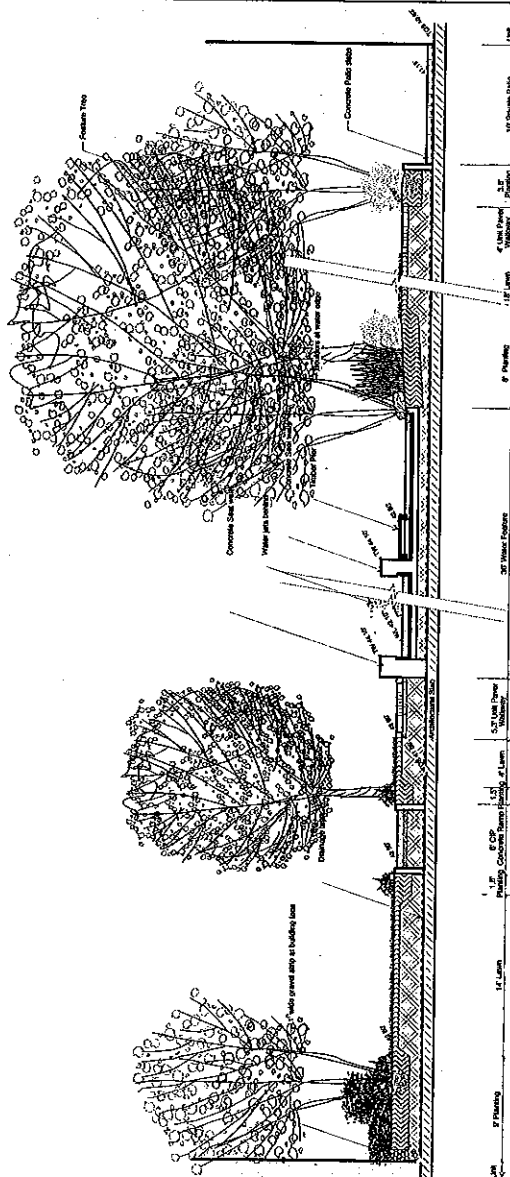
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Scale: 1/4"=1'-0"



SECTION C: PLAY AREA AND WATERFALL AT LEVELS
Scale: 1/4"=1'-0"



SECTION B: STREETSCAPE ALONG RETAILS AT GROUND LEVEL
Scale: 1/4"=1'-0"



SECTION B: LAWN AND WATER FEATURE AT LEVELS
Scale: 1/4"=1'-0"

8. Cheng Kwok Ltd.
100-1122 Waterloo St.
Vancouver BC V6B 4Y2
T: 604 684 4811
F: 604 684 4817
www.wtlb.com

W. T. LEUNG
ARCHITECTS
ARCHITECTS
102-1122
Waterloo Street
Vancouver BC V6B 4Y2

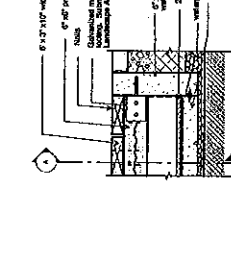
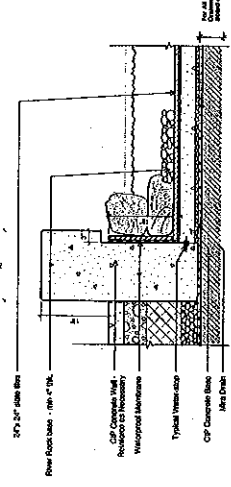
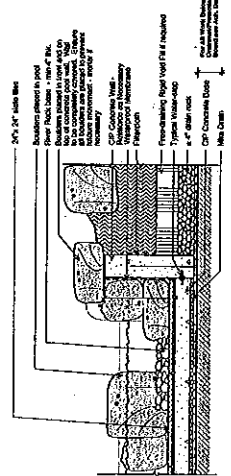
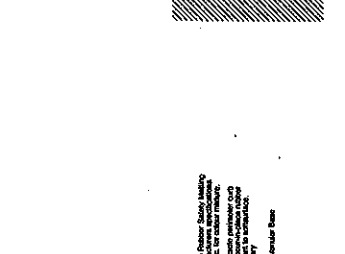
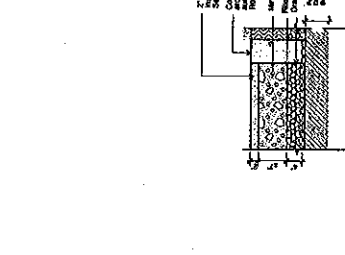
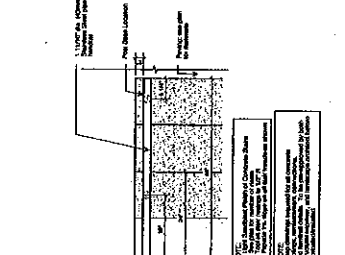
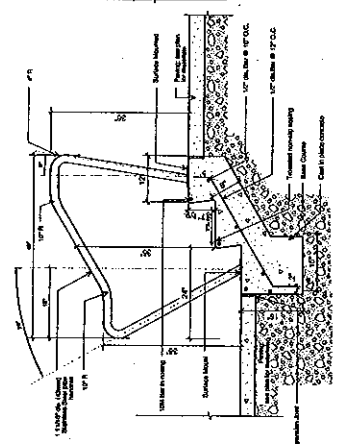
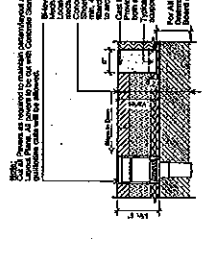
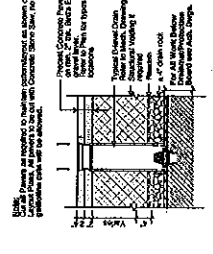
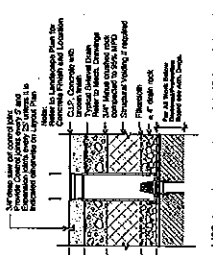
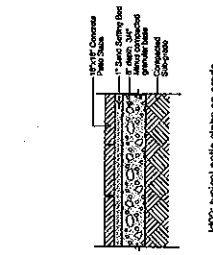
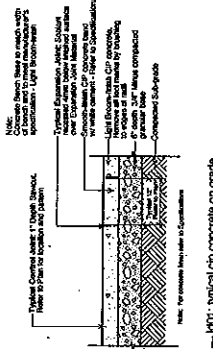
16DP-07359083

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Issued for DR

Project:
QUINTET PHASE I
MIXED-USE DEVELOPMENT
RICHMOND, B.C.

Drawing Title:
Sections
Drawn by:
Checked by:
Date:
Scale:

Project No.:
07095
Sheet No.:
L05

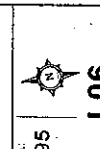


W. T. LEUNG ARCHITECTS
100-1150 Markham St.
Vancouver BC V6B 6X2
Tel: 604 271 4611
Fax: 604 271 4617
www.wtleung.com

17 DP - 07359083

Project: QUINTET PHASE I
MIXER-HSS DEVELOPMENT
RICHMOND, B.C.

Drawing Title: Details
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Checked by: [Name]
Date: 24/04/2009
Sheet No.: L06



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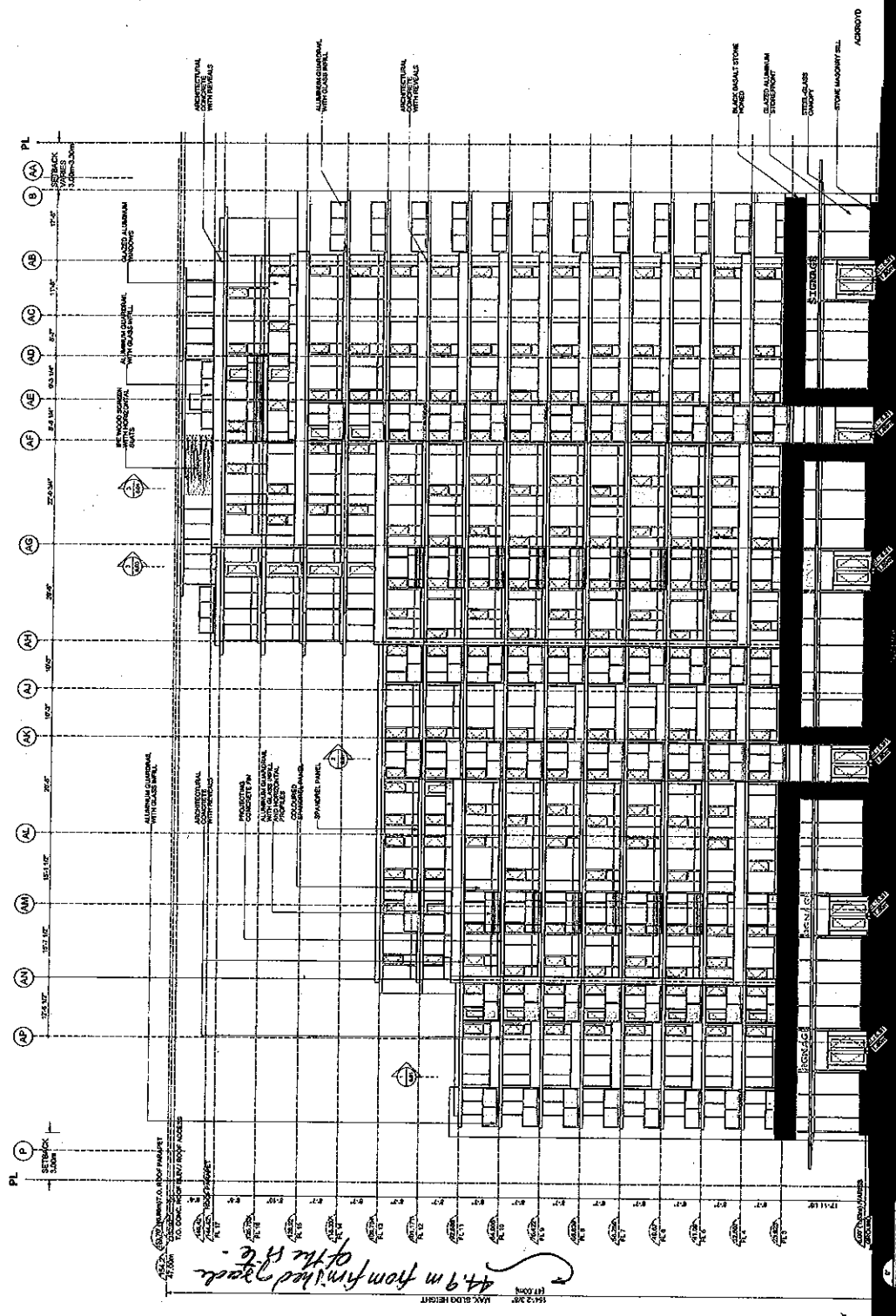
QUINTET
PHASE 1

1542 2nd Ave.,
New York, NY 10022

TOWER A
EAST
ELEVATION

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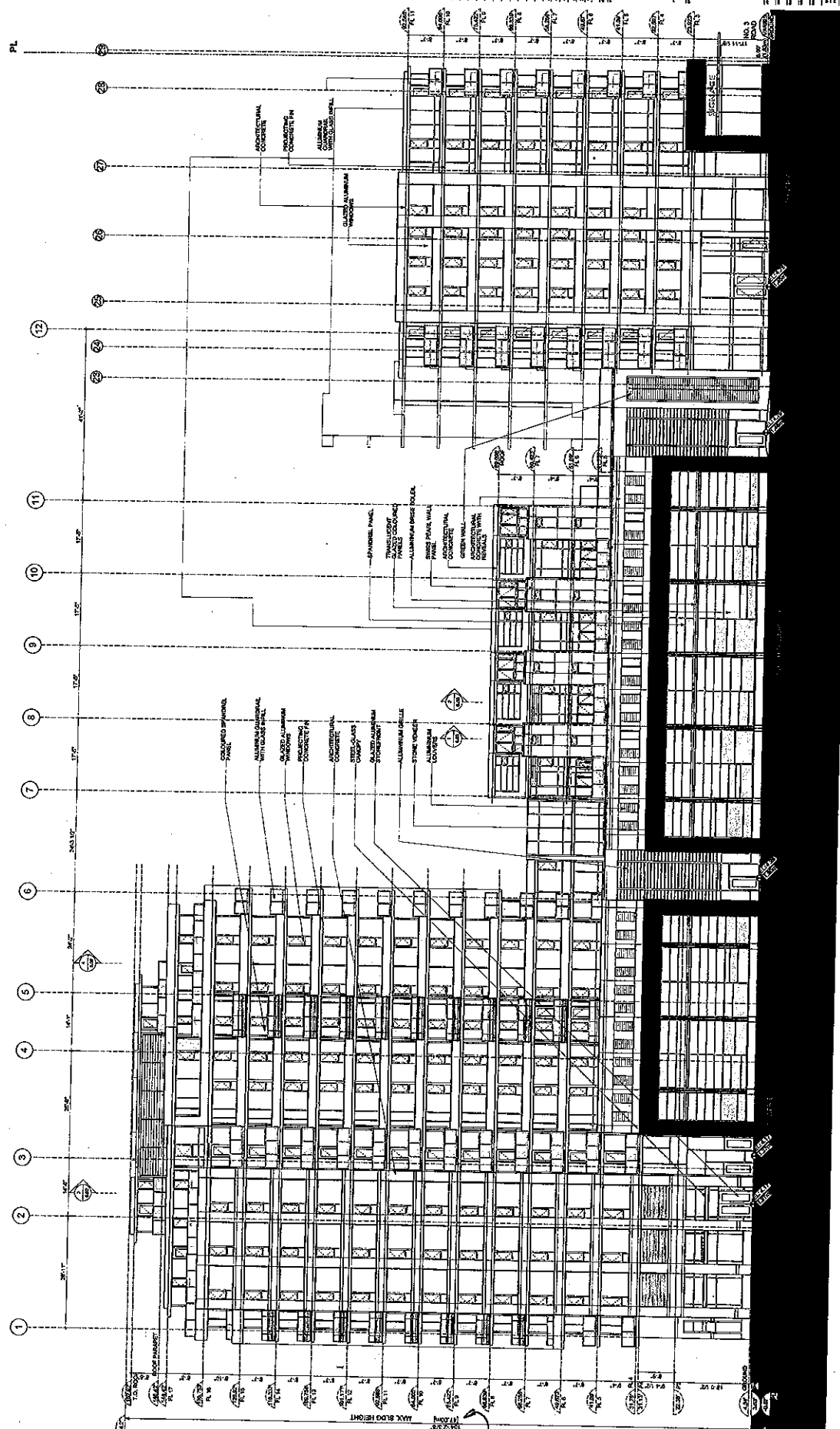
A-3.01



⑨ DP-07359083

ELEVATION - NO. 3 ROAD

PARKSIDE WAY



44.7 from finished grade of site

ELEVATION - FIRBRIDGE WAY

21 DP- 07359083

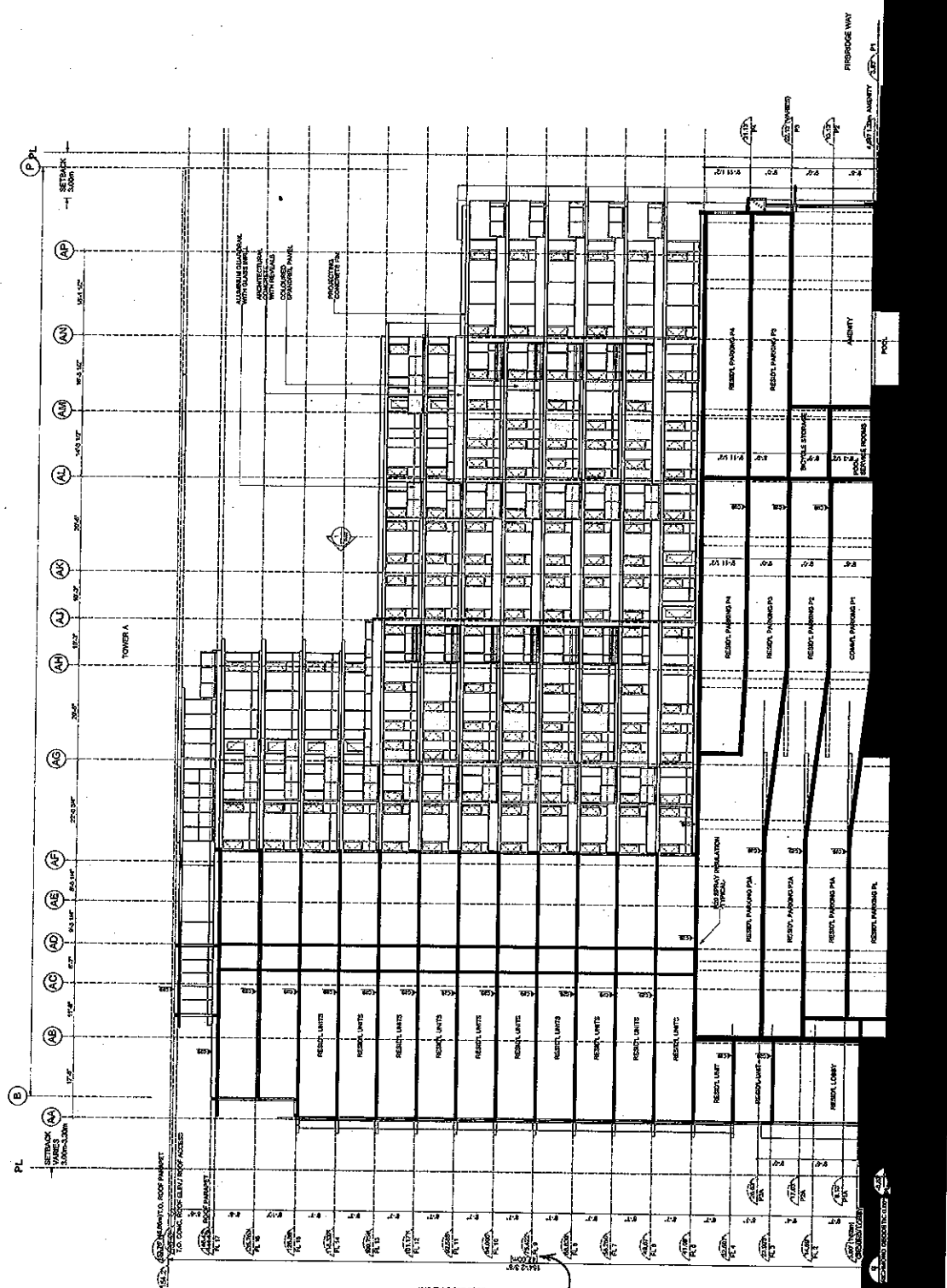
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3	GENERAL ELECTRICAL
4	GENERAL PLUMBING
5	GENERAL PAINT
6	GENERAL FINISHES
7	GENERAL FURNITURE
8	GENERAL EQUIPMENT
9	GENERAL ACCESSORIES
10	GENERAL SUPPLIES
11	GENERAL MATERIALS
12	GENERAL LABOR
13	GENERAL CONTRACTORS
14	GENERAL SUBCONTRACTORS
15	GENERAL SPECIALISTS
16	GENERAL PROFESSIONALS
17	GENERAL CONSULTANTS
18	GENERAL ENGINEERS
19	GENERAL ARCHITECTS
20	GENERAL DESIGNERS
21	GENERAL PLANNERS
22	GENERAL MANAGERS
23	GENERAL SUPERVISORS
24	GENERAL OPERATORS
25	GENERAL MAINTENANCE
26	GENERAL REPAIRS
27	GENERAL REPLACEMENTS
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29	GENERAL RECONSTRUCTIONS
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34	GENERAL EXTERIORS
35	GENERAL INTERIORS
36	GENERAL LANDSCAPING
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42	GENERAL HISTORICAL
43	GENERAL MONUMENTAL
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45	GENERAL MUSEUM
46	GENERAL THEATRE
47	GENERAL CONVENTION
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49	GENERAL RETAIL
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51	GENERAL AGRICULTURAL
52	GENERAL MARINE
53	GENERAL AERIAL
54	GENERAL SPACE
55	GENERAL TIME
56	GENERAL ENERGY
57	GENERAL WATER
58	GENERAL WASTE
59	GENERAL AIR
60	GENERAL SOIL
61	GENERAL ROCK
62	GENERAL GROUNDWATER
63	GENERAL CLIMATE
64	GENERAL SEISMOLOGY
65	GENERAL METEOROLOGY
66	GENERAL ACOUSTICS
67	GENERAL OPTICS
68	GENERAL ELECTROMAGNETICS
69	GENERAL THERMODYNAMICS
70	GENERAL FLUID MECHANICS
71	GENERAL SOLID MECHANICS
72	GENERAL MATERIALS SCIENCE
73	GENERAL CHEMISTRY
74	GENERAL PHYSICS
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82	GENERAL HUNTING
83	GENERAL FISHING
84	GENERAL GOLFING
85	GENERAL SKIING
86	GENERAL BOATING
87	GENERAL AVIATION
88	GENERAL SPACE FLIGHT
89	GENERAL AERONAUTICS
90	GENERAL AEROSPACE
91	GENERAL ROCKETRY
92	GENERAL MISSILES
93	GENERAL BALLISTICS
94	GENERAL BALLISTICS ENGINEERING
95	GENERAL BALLISTICS DESIGN
96	GENERAL BALLISTICS MANUFACTURE
97	GENERAL BALLISTICS TESTING
98	GENERAL BALLISTICS ANALYSIS
99	GENERAL BALLISTICS RESEARCH
100	GENERAL BALLISTICS DEVELOPMENT

QUINTET
PHASE 1

TWR A - WEST
ELEVATION
SECTION 1

A-3.05

44.9 m. from finished grade of site



23 DP-07359083

ELEVATION - COURTYARD

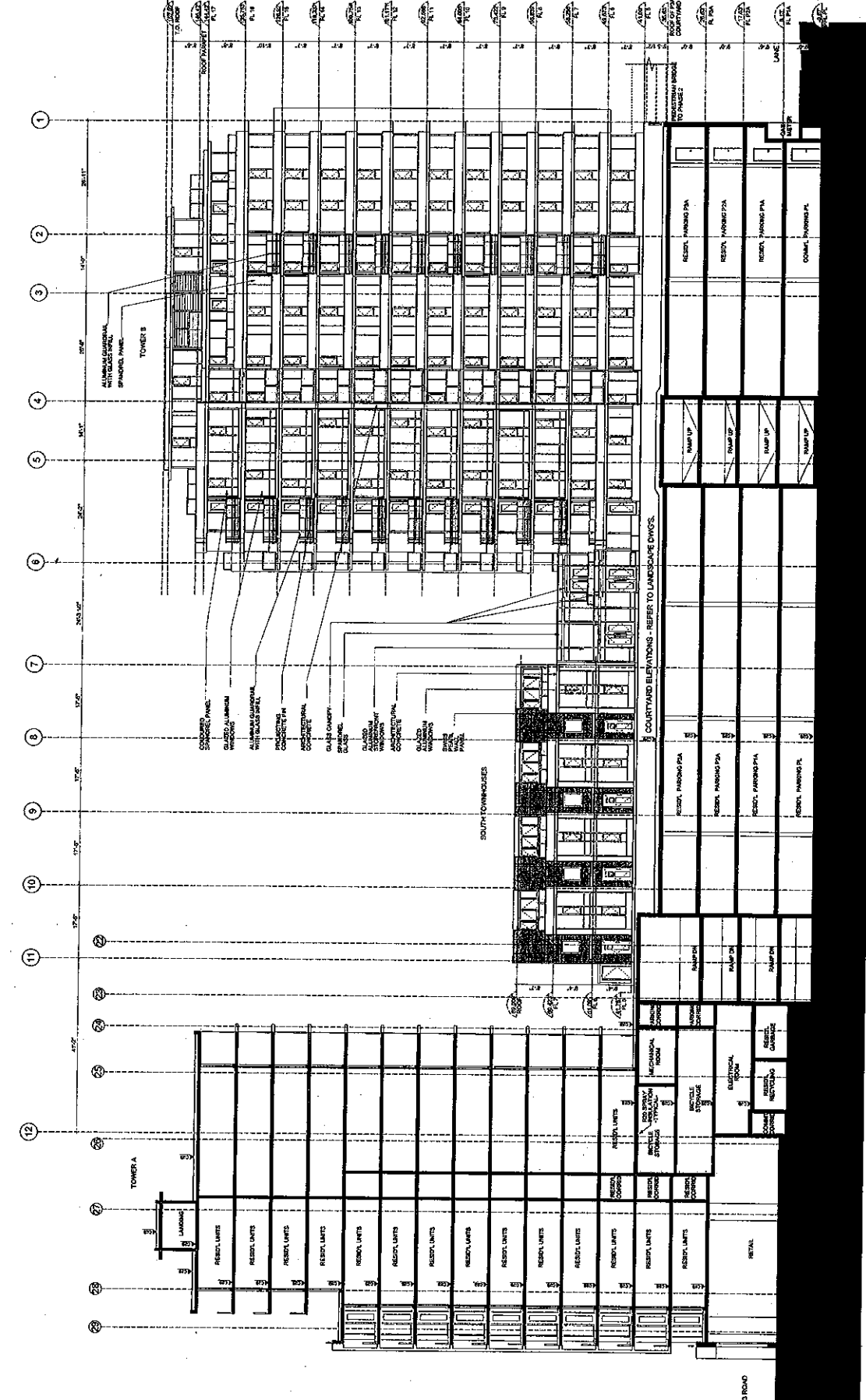
ATTN. from finished grade of site

1.	GENERAL CONTRACTOR	W. T. LEUNG ARCHITECTS INC.
2.	ARCHITECT	W. T. LEUNG ARCHITECTS INC.
3.	STRUCTURAL ENGINEER	W. T. LEUNG ARCHITECTS INC.
4.	Mechanical/Electrical/HVAC	W. T. LEUNG ARCHITECTS INC.
5.	MECHANICAL/ELECTRICAL/HVAC	W. T. LEUNG ARCHITECTS INC.
6.	MECHANICAL/ELECTRICAL/HVAC	W. T. LEUNG ARCHITECTS INC.
7.	MECHANICAL/ELECTRICAL/HVAC	W. T. LEUNG ARCHITECTS INC.
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11.	MECHANICAL/ELECTRICAL/HVAC	W. T. LEUNG ARCHITECTS INC.
12.	MECHANICAL/ELECTRICAL/HVAC	W. T. LEUNG ARCHITECTS INC.

QUINTET PHASE 1
 MAX. SLOPE HEIGHT

TWR B - NORTH ELEVATION SECTION 2

A-3.06



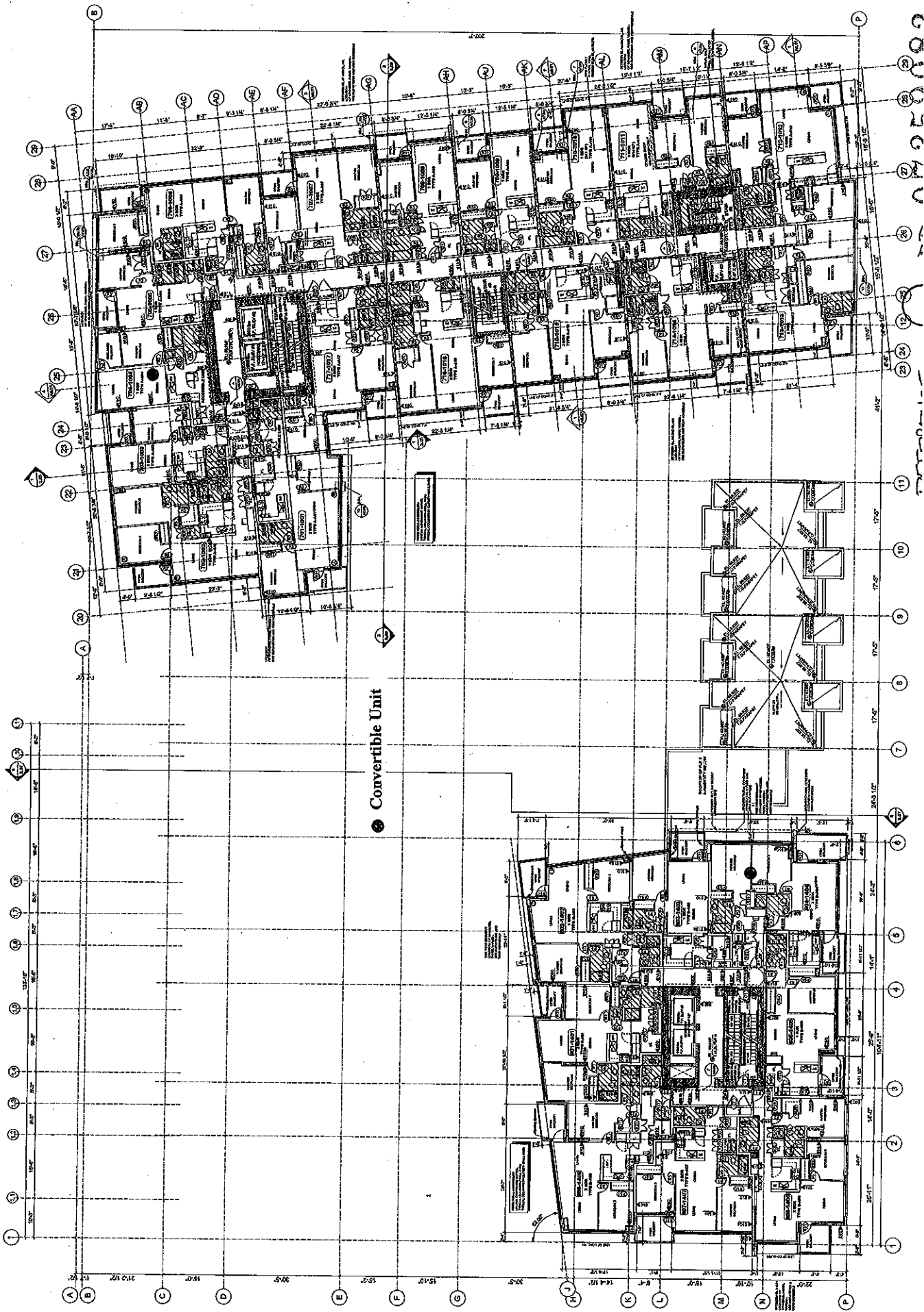
24 DP-07359083

ELEVATION - COURTYARD



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NO.	DESCRIPTION	DATE
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QUINJET
PHASE 1

12TH FLOOR
PLAN

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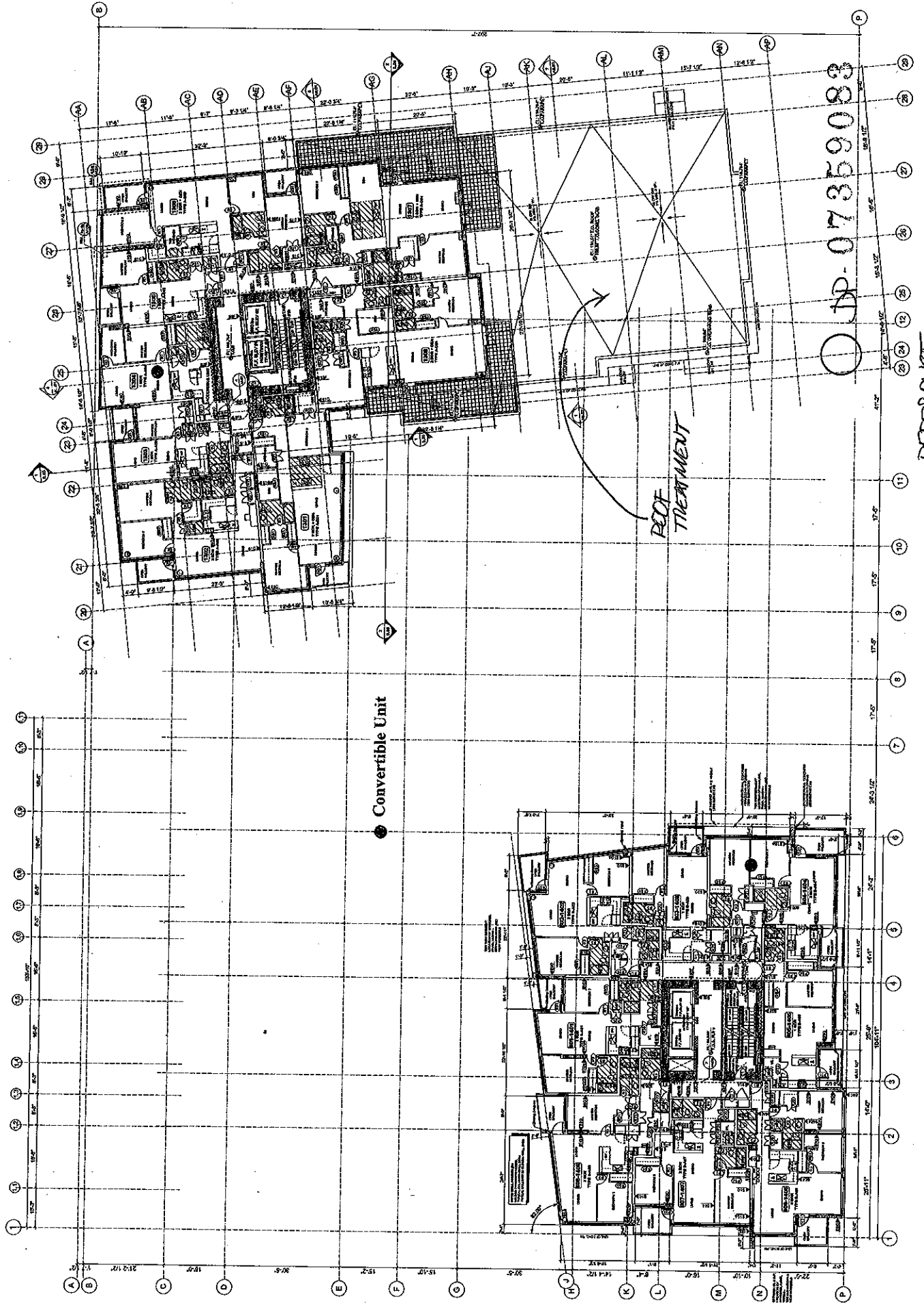




NOT TO SCALE
FOR INFORMATION ONLY
DO NOT CONSIDER THIS PLAN
AS A CONTRACT DOCUMENT
UNLESS SPECIFICALLY NOTED
OTHERWISE

NO.	DESCRIPTION	DATE
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DP-07359088

2020.11.17



NOT TO SCALE
ALL DIMENSIONS ARE IN FEET AND INCHES
UNLESS OTHERWISE SPECIFIED

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21	ISSUED FOR PERMITS	10/15/08
22	ISSUED FOR PERMITS	10/15/08
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31	ISSUED FOR PERMITS	10/15/08
32	ISSUED FOR PERMITS	10/15/08
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47	ISSUED FOR PERMITS	10/15/08
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49	ISSUED FOR PERMITS	10/15/08
50	ISSUED FOR PERMITS	10/15/08

QUINTET
PHASE 1

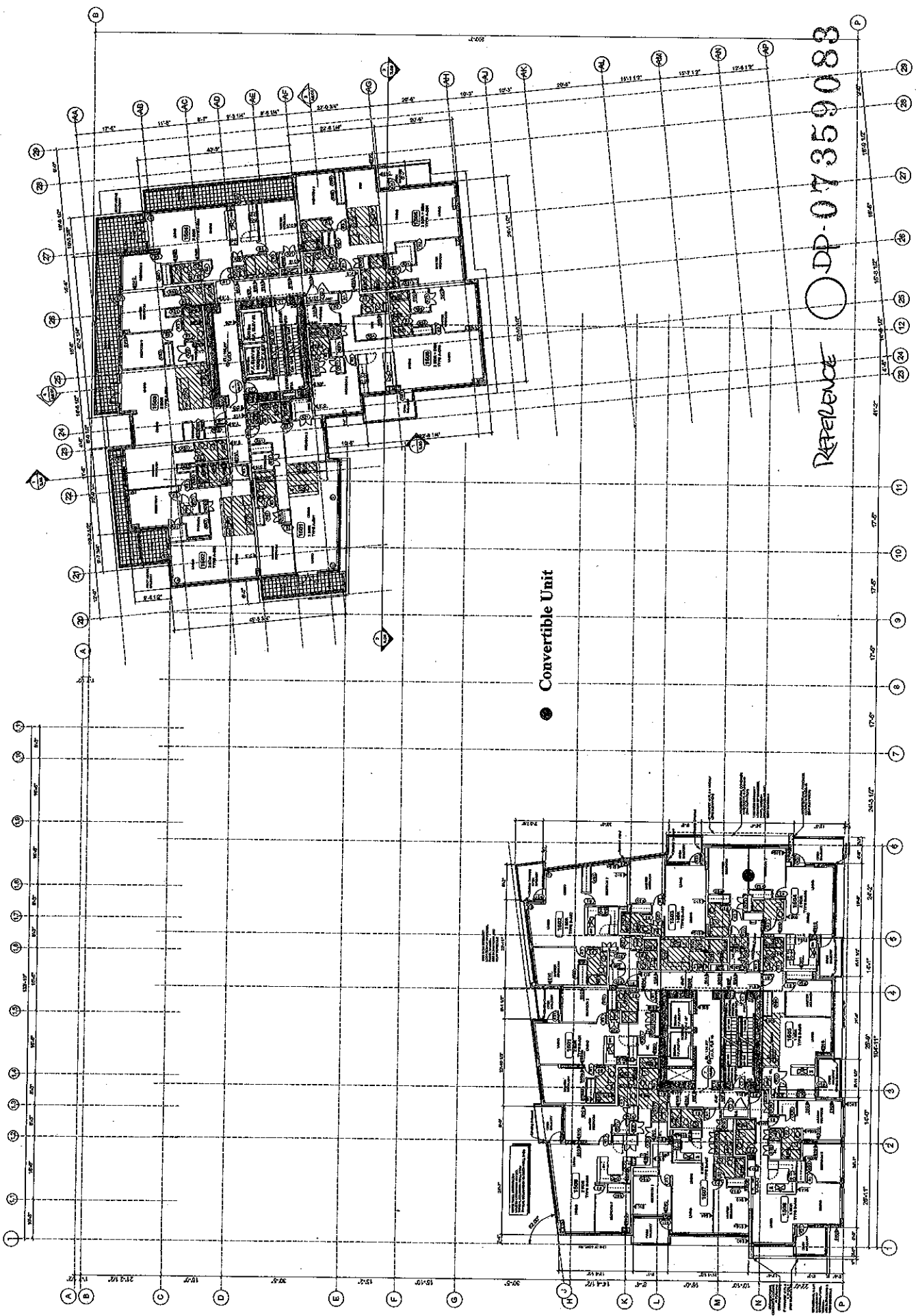
15TH FLO
PLAN

DATE: 10/15/08
BY: [Signature]
CHECKED: [Signature]
SCALE: AS SHOWN

A-2.13

REFERENCE ○ DP-07359088

● Convertible Unit





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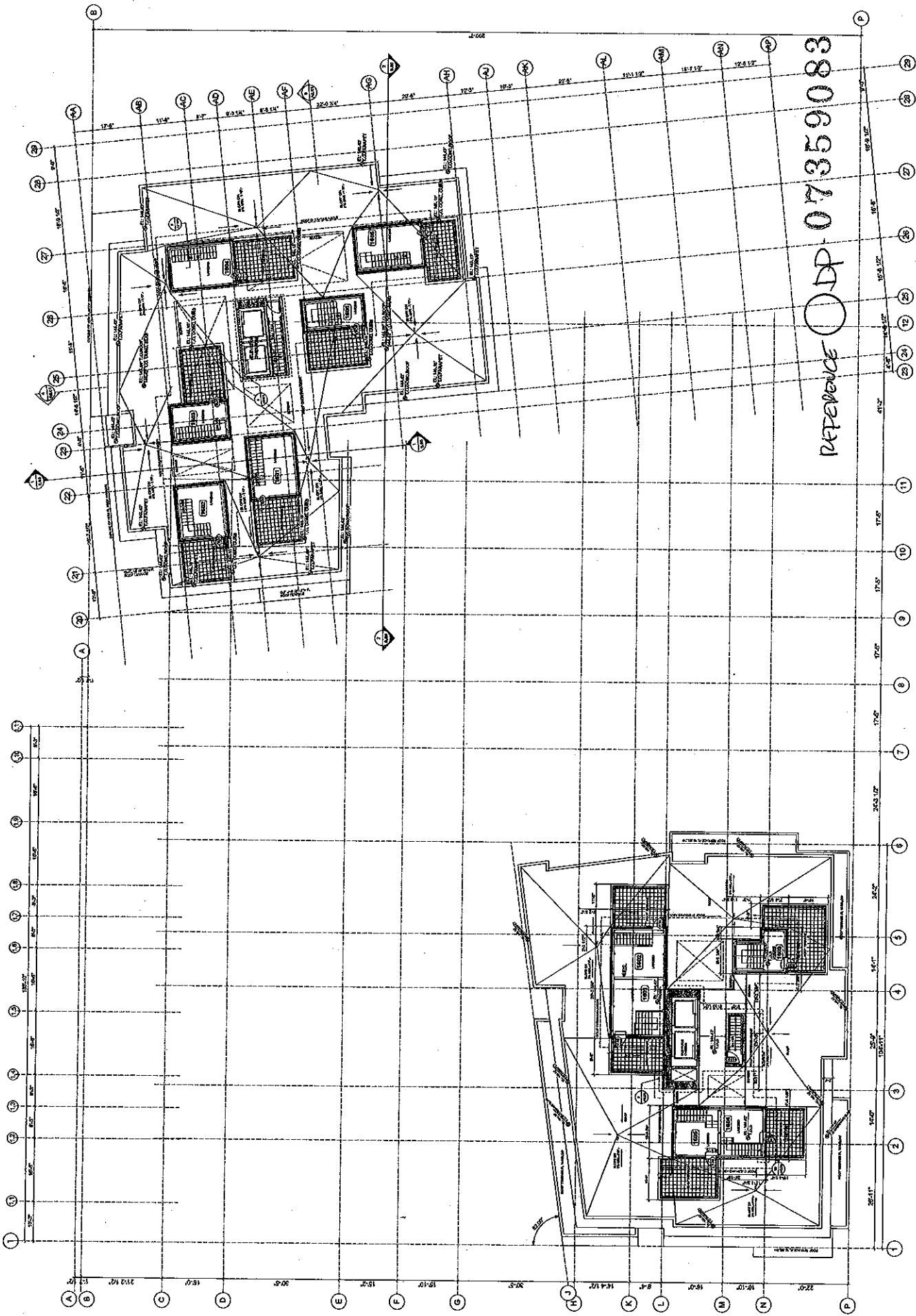
1	GENERAL NOTES
2	FOUNDATION
3	CONCRETE
4	STRUCTURAL STEEL
5	MECHANICAL
6	ELECTRICAL
7	PLUMBING
8	PAINT
9	FINISHES
10	EXTERIOR
11	INTERIOR
12	MECHANICAL
13	ELECTRICAL
14	PLUMBING
15	PAINT
16	FINISHES
17	EXTERIOR
18	INTERIOR
19	MECHANICAL
20	ELECTRICAL
21	PLUMBING
22	PAINT
23	FINISHES
24	EXTERIOR
25	INTERIOR
26	MECHANICAL
27	ELECTRICAL
28	PLUMBING
29	PAINT
30	FINISHES
31	EXTERIOR
32	INTERIOR
33	MECHANICAL
34	ELECTRICAL
35	PLUMBING
36	PAINT
37	FINISHES
38	EXTERIOR
39	INTERIOR
40	MECHANICAL
41	ELECTRICAL
42	PLUMBING
43	PAINT
44	FINISHES
45	EXTERIOR
46	INTERIOR
47	MECHANICAL
48	ELECTRICAL
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51	FINISHES
52	EXTERIOR
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57	PAINT
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60	INTERIOR
61	MECHANICAL
62	ELECTRICAL
63	PLUMBING
64	PAINT
65	FINISHES
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69	ELECTRICAL
70	PLUMBING
71	PAINT
72	FINISHES
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76	ELECTRICAL
77	PLUMBING
78	PAINT
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80	EXTERIOR
81	INTERIOR
82	MECHANICAL
83	ELECTRICAL
84	PLUMBING
85	PAINT
86	FINISHES
87	EXTERIOR
88	INTERIOR
89	MECHANICAL
90	ELECTRICAL
91	PLUMBING
92	PAINT
93	FINISHES
94	EXTERIOR
95	INTERIOR
96	MECHANICAL
97	ELECTRICAL
98	PLUMBING
99	PAINT
100	FINISHES

QUINTE PHASE

17TH FLOOR PLAN

DATE: 02/17/2010
DRAWN BY: [Name]
CHECKED BY: [Name]

A-215



Reference DP-07359083

