



To: Development Permit Panel

Date: November 5, 2013

From: Wayne Craig
Director of Development

File: DP 13-630087

Re: Application by Zhao XD Architect Ltd. for a Development Permit at 8680 and
8700 Alexandra Road

Staff Recommendation

That a Development Permit be issued which would:

- 1) Permit the construction of four (4) commercial buildings at 8680 and 8700 Alexandra Road on a site zoned Auto-Oriented Commercial (CA); and
- 2) Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Vary the Alexandra Road setback from 3.0 m (9.8 ft.) to 2.1 m (6.8 ft.) for a proposed free standing sign and gateway feature; and
 - b) Vary the minimum west interior side yard setback from 3.0 m (9.8 ft.) to 0.5 m (1.6 ft.) for the location of a garbage/recycling enclosure.

 Wayne Craig
Director of Development

DN:kt
Att.

Staff Report

Origin

Zhao XD Architect Ltd. has applied to the City of Richmond for permission to develop four (4) single-storey commercial buildings at 8680 and 8700 Alexandra Road on a site zoned Auto-Oriented Commercial (CA) and designated Urban Centre T5 (25 m) in the City Centre Area Plan (CCAP) (Aberdeen Village Specific Land Use Map) (**Attachment 1**). The site is currently vacant.

There is no associated rezoning application with this Development Permit. The applicant proposes to develop the site in accordance with the site's existing zoning.

A Servicing Agreement (SA) is required as a condition of Building Permit issuance. The developer will contribute to the future sanitary sewer upgrades within the Leslie Pump Station Catchment. Storm water analysis and upgrades are not required; however, a site analysis will be required on the SA drawings for the site connection. Water analysis is not required; however, fire flow calculations are required at the Building Permit stage. Frontage improvements along Alderbridge Way and Alexandra Road, which include sidewalk and boulevard improvements, will be undertaken through the SA.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 2**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

- To the North: Restaurant zoned Auto-Oriented Commercial (CA) and designated General Urban T4 (25 m) in the CCAP (Aberdeen Village Specific Land Use Map), and Sorenson Crescent are located on the north side of Alexandra Road;
- To the East: Montessori School zoned Auto-Oriented Commercial (CA) and designated Urban Centre T5 (35 m) in the CCAP (Aberdeen Village Specific Land Use Map). The daycare facility's surface parking is located on the west side of the property and abuts the subject development site;
- To the South: Alderbridge Way and multi-family apartment complex zoned Residential/Limited Commercial (RCL1) and designated Urban Centre T5 (25 m) in the CCAP (Lansdowne Village Specific Land Use Map); and
- To the West: Hotel and shopping complex zoned Auto-Oriented Commercial (CA) and designated Urban Centre T5 (25 m) in the CCAP (Aberdeen Village Specific Land Use Map).

Rezoning and Public Hearing Results

The proponent proposes to develop the site in accordance with the site's existing Auto-Oriented Commercial (CA) zoning. There is no associated rezoning application.

Staff Comments

The proposed design scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified during the review of the subject Development Permit application. In addition, it responds to the intention of applicable sections of the Official Community Plan (OCP) and City Centre Area Plan (CCAP) and is generally in compliance with the Auto-Oriented Commercial zone (CA) except for the zoning variances noted below.

The site is designated Urban Centre T5 (25 m) in CCAP as shown on the Aberdeen Village Specific Land Use Map, which supports intensification of non-residential uses within a multi-storey building on the site (**Attachment 1**). Further, the site is within a designated Commercial Reserve (Sub-Area A.3) where medium density, mid-rise commercial development, characterized by active street-oriented uses, is supported.

The development proposes a long-term, interim commercial use of the site, which complies with the site's existing CA zoning. The proposed density of 0.5 floor area ratio (FAR) is significantly less than the 2.0 FAR supported on the site by the CCAP. Although the applicant proposes to develop single-storey commercial buildings and associated surface parking, which does not maximize the site's development potential, the proposal does respond to the objective of the CCAP to encourage pedestrian activity. The Alderbridge Way frontage improvements, which include ground oriented commercial uses and an enhanced pedestrian treatment, is continued through the site via a north/south pedestrian corridor and connects users through the site to Alexandra Road. Although surface parking is proposed, it will not be visible from Alderbridge Way. The on-site resolution of the proposed use and general compliance with the site's existing zoning were considered as part of staff's analysis of the development proposal.

Zoning Compliance/Variations (staff comments in bold)

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

- 1) Vary the Alexandra Road setback from 3.0 m (9.8 ft.) to 2.1 m (6.8 ft.) for a proposed free standing sign and gateway feature.

(Staff supports the proposed variance based on consideration of the site's inclusion within Sub-Area A.3 in the CCAP, which advises that in cases when a continuous urban streetwall along a public street is interrupted due to driveways, low development density, etc., landscaping and/or building features are used to effectively establish a presence along the property edge. In conjunction with the free standing lattice fence with stone clad pillars and associated landscaping, the sign and gateway element will establish a pedestrian edge and contribute to visually screening the proposed surface parking.)

- 2) Vary the minimum west interior side yard setback from 3.0 m (9.8 ft.) to 0.5 m (1.6 ft.) for the location of a garbage/recycling enclosure.

(Staff supports the proposed variance. The garbage and recycling enclosure is proposed in a visually inconspicuous location. The remainder of the proposed development complies with all aspects of the CA Zone.

The enclosure consists of stained cedar wood fronting the drive aisle and galvanized metal siding for the remaining three (3) sides of the enclosure. A complimentary wood trellis is proposed to mitigate any overlook concerns from the western adjacent hotel.

The enclosure has been proposed at 0.6 m (1.9 ft.) from the property line, which is greater than the minimum zero metre setback for interior and rear yards that is supported by the CCAP for the site. It is anticipated that any future development of the subject site and/or the adjacent western parcel will extend to the property line with either an associated variance for setbacks, or rezoning to permit a minimum zero metre setback.)

Advisory Design Panel Comments

The development proposal was supported by the Advisory Design Panel (ADP) to proceed to Development Permit Panel for consideration, subject to the applicant working with staff to address the Panel's comments. A copy of the relevant excerpt from the ADP Minutes from August 21, 2013 is attached for reference (**Attachment 3**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in 'bold' text. Staff have worked with the applicant to address the Panel's design review comments.

Analysis

Conditions of Adjacency

- The site is within the Aberdeen Village, a sub-area of the CCAP (Sub-Area A.3 Commercial Reserve – Mid-Rise) that is intended for medium-density, mid-rise commercial uses including street-oriented retail and restaurants, entertainment, office, education and related uses with a preference for airport-centric use.
- Although the proposed development does not maximize the development potential of the site as supported by its Urban Centre T5 (25 m) designation in the Aberdeen Village, the proposed commercial development will introduce an updated commercial character to this portion of the block. The existing commercial enterprises north of the site are primarily auto-oriented and the proposed development will refresh the existing commercial character of the block, which has been established by the nearby shopping complex.
- As the block redevelops, the CCAP envisions an evolution to a character transitioning from low-rise commercial buildings with an inward orientation and surface parking to higher density, mid-rise development with enclosed parking and continuous commercial frontages that will actively interface with the street in accordance with the CCAP.
- The proposed development will contribute toward the process of incremental change that is underway within the immediate neighbourhood. In addition to the subject application, a proposed nine-storey hotel development (DP 10-551958) at the western end of the block is being reviewed by staff and the design will contribute to the process of redeveloping this block.

Urban Design and Site Planning

- The site is designated in the CCAP (Aberdeen Village) for street oriented, medium-density, mid-rise non-residential use. Although four (4) independent single storey commercial buildings and surface parking is proposed, the development scheme will respond to the CCAP's objective of delivering active uses along street frontages.

- The character defining features of the Alderbridge Way frontage include:
 - Two (2) commercial buildings proposed along Alderbridge Way, which include strategic use of vision glass, shopfront awnings, and direct pedestrian access to the commercial retail units from the adjacent City sidewalk, which will introduce a continuous commercial frontage.
 - Five (5) existing trees along the Alderbridge Way frontage have been identified for retention by the City Tree Preservation Coordinator and City Parks staff. As a result, the sidewalk and boulevard alignment has been adjusted to facilitate retention of the trees (**Appendix 4**).
 - To encourage active commercial use along Alderbridge Way, the public realm between the building facade and the edge of the boulevard/sidewalk is treated with pavers and concrete bands, as well as complimentary landscape elements.
 - There is no rezoning associated with the development proposal; therefore, boulevard and sidewalk improvements will be undertaken through a right of way (ROW). To secure unobstructed public use, the ROW will be registered from the lot's south property line to the building facade. Registration of the ROW on title is a condition of development permit issuance and the terms, including liability and maintenance responsibilities, are outlined in the Considerations of Development Permit (**Attachment 5**).
- Importantly, a pedestrian connection between Alderbridge Way and Alexandra Road will be introduced. A cross beam and glass covered architectural feature marks the pedestrian entry via Alderbridge Way. The gateway element links the two (2) buildings located along the Alderbridge Way frontage (Building 3 & 4) and serves not only as a gateway element for the north/south pedestrian path, but also as weather protection. The north/south pedestrian path, which travels through the site, is located adjacent to commercial unit entries and is characterized by the use of aquapave permeable pavers in three (3) colors and pockets of landscaping. The pathway width varies between 4.9 m (16 ft.) and 3.3 m (10.8 ft.) along the length of the pathway. The pedestrian corridor was widened for the portion that travels between the two buildings proposed fronting Alderbridge Way (Building 3 & 4). To maximize the pathway width, the following features are incorporated into the design:
 - Installation of curb-stops to prevent adjacent parked cars from encroaching into the pedestrian space;
 - The impact of columns and architectural exterior features on the width of the pathway has been minimized by recessing commercial unit entrances; and
 - Trees within tree grates, rather than planting islands, will be installed along the edge of the pedestrian sidewalk to maximize the passable width of the pedestrian path.

The northern end of the north/south pedestrian path will be marked with a free standing stained cedar 'gateway' structure.

- Internally, the pedestrian connections between the north/south pedestrian path, commercial buildings and parking areas will be demarcated by aquapave permeable pavers in a desert sand hue.
- The visual impact of the surface parking will be minimized. The buildings along Alderbridge Way will effectively screen the surface parking from view. The visibility of surface parking from Alexandra Road is minimized by:
 - Drawing attention to Building 2 by siting it close to Alexandra Road;

- Planting trees within the landscaped areas on either side of the drive aisle;
 - Using red colored pavers to mark the location of parking stalls to break up the asphalt surface; and
 - Screening the surface parking located at the northwest corner of the site with a metal lattice fence trellis with culture stone clad pillars and low landscaping on both sides of the proposed fence.
- The location and distribution of regular and small car parking stalls have been considered to maximize opportunities to introduce planting islands. Further, red color aquapave permeable pavers distinguish parking spaces from the drive aisles.
 - The architect has indicated potential locations for private utility kiosks on the attached plans within interior side yard setbacks to minimize the impact of private utility structures on the frontages.

Architectural Form and Character

- The development style is characterized as clean and contemporary. Although single-storey commercial buildings are proposed on-site, variation in building height and massing is proposed to be incorporated into the design with variation in parapet height, contrasting planes along the building facade, and division of the building mass into individual elements to anchor building ends and punctuate entrances.
- Diversity in building materials and storefront facades will help to break up the rectangular buildings into individual but linked components that feature contrasting color and materials.
- Metal siding adds dimension and complexity to the elevations. Stucco finishes and cultured stone are used throughout the commercial development. Hardie siding is proposed as both a primary and an accent material. The palette of colors includes beige and earth tones including green, gray, brown and tan tones.
- In accordance with the CCAP, a “shopfront and awning” treatment will be introduced along all street fronting facades, as well as, internally oriented facades with commercial entrances. Awnings will extend a minimum 1.5 m to provide weather protection.
- Storefront double glazed windows are proposed extensively, particularly along the Alderbridge Way frontage, the east elevation of Building 3, the west elevation of Building 4, and the east elevation of Building 1, to introduce opportunity for passive surveillance and to encourage interaction between the commercial units and the pedestrian realm.
- The building roofs will be flat and rooftop mechanical equipment for individual commercial retail units (CRUs) will be screened with a corrugated metal siding enclosure as shown in the attached plans.
- Proposed signage includes:
 - Integration of engraved text signage in the Alderbridge Way gateway element;
 - Extruded text and low level eyebrow illumination within the monument signage on the Alexandra Road frontage; and
 - Extruded text signage located on the building fascia to identify individual retail units, and integrated into the proposed metal canopy fascia.

Landscape Design and Open Space Design

- An Arborist report and associated tree plan were submitted in association with the proposed development permit and are acceptable to the City’s Tree Preservation Coordinator.

Tree Review Synopsis

Tree location	# of Trees	Retention/Removal	Compensation
On-site	7	Retain five (5) trees located along the Alderbridge Way frontage, which are integrated into the boulevard treatment	Removal of two (2) trees requires a minimum of four (4) compensation trees to be planted on-site.
Off-site	3	Retain three (3) off-site trees located on the eastern adjacent property.	One (1) tree that is identified for retention is in poor condition (over-mature with visible decay). Potentially removing the tree is to be discussed with the neighbour.
Shared	1	Retain tree	n/a

- Both the City Tree Preservation Coordinator and Parks staff have conducted an on-site inspection of the trees and determined that five (5) trees can be retained along the Alderbridge Way frontage. The location of the trees has been considered and has influenced the boulevard and sidewalk design (**Appendix 4**).
- In order to retain the trees located along the Alderbridge Way frontage, the alignment of the existing sidewalk will be adjusted to maximize its separation from the tree trunks. Use of geogrid (a synthetic material used to reinforce soil) is recommended to minimize excavation over and damage to, critical root zones. The crown of one of the trees extends into the proposed building envelope; the applicant's arborist has advised that a number of branches will need to be selectively pruned.
- Landscaping opportunities have been maximized and include trees:
 - Within the surface parking area located in strategically placed planting islands;
 - Between parking stalls and the north/south pedestrian path;
 - Within the interior side yards; and
 - Along the road frontages.
- The use of aquapave permeable pavers, in two (2) different hues, and concrete bands will be used to demarcate:
 - The north/south pedestrian path linking Alderbridge Way and Alexandra Road;
 - The public realm along Alderbridge Way between the store frontages and the back of the sidewalk; and
 - Linkages between buildings proposed on-site and parking areas.
- The combination of the proposed hard surface treatment and landscaping minimizes the visual presence of the surface parking lot and establishes a hierarchy of spaces and uses.
- A bio-swale, to contribute toward the sustainable on-site management of surface water runoff, is proposed within the centre of the site.
- The landscape plan includes 43 trees on-site, including 10 conifers (weeping white spruce) within the interior side yards. The deciduous trees selected for the site include species that will highlight the transition of the seasons with the magnolia's flowers in the spring and the colourful autumn hues of the columnar bowhall maple, and fiery orange, red and yellow of the worplesdon sweet gum.
- An assortment of shrubs, grasses and perennials are proposed along the property edges, within planting islands that are dispersed throughout the site, and hanging baskets at retail unit entries.

Parking, Loading and Waste Collection

- The project's site design effectively guides users to and from the development using defined and separated pedestrian and vehicle entries.
- The use of colored permeable pavers introduces visual cues and a change in texture to demarcate the pedestrian area, which effectively supports on-site wayfinding and slows vehicle speeds at pedestrian crossing points.
- The total number of parking spaces proposed to be provided on-site is 81, which includes a net surplus of 15 parking spaces.
- Vehicle access to the site will be limited to a single access from Alexandra Road.
- The applicant has demonstrated to the satisfaction of Transportation staff that loading vehicles and waste collection vehicles can be accommodated on-site. Permeable pavers are used to mark the location of the loading space.
- Both long term and short term bicycle parking is provided on-site in accordance with the Zoning Bylaw.

Engineering/Servicing

- Upgrades to the existing watermain on Alexandra Road are underway and will soon be complete. The work is being undertaken as part of a City Capital Project. The applicant is not required to submit a water analysis; however, fire flow calculations are required at the Building Permit stage and the site is required to connect to the watermain on Alexandra Road.
- The developer is required to contribute to future sanitary sewer upgrades within the Leslie Pump Station Catchment (\$24,053.81). The sanitary contribution is the developer's proportionate share based on the permitted usage under the zoning.
- Storm analysis and upgrades are not required; however a site analysis is required on the Servicing Agreement (SA) drawings for the site connection.
- The applicant is responsible for the installation of pre-ducting for private utilities along the site frontage and is to work directly with the private utility to avoid installation of any associated equipment (kiosk, transformer, vista) in locations that are visually prominent or conflict with access and/or use of public space.

Crime Prevention Through Environmental Design (CPTED)

The development proposal incorporates a range of CPTED principles that include but are not limited to the following:

- The site plan minimizes potential entrapment areas and the landscape plan maintains visual permeability.
- Proposed illumination will further contribute toward on-site safety and includes:
 - Recessed pot lights that are integrated into the design of the canopy between Building 3 and 4; and
 - Six (6) free standing 5.49 m (18ft.) light standards that are proposed in strategic locations. The fixture lumen and light shield will be selected to minimize light pollution, particularly on the adjacent hotel.
- To ensure the pedestrian route remains safe, the space incorporates CPTED principles into its design.
 - The pathway will be 4.16 m (13.6 ft) wide between Building 3 and Building 4;

- The colored permeable pavers and concrete bands will distinguish the pedestrian pathway and establish the pedestrian realm as a priority;
 - Soffit lights will be integrated into the design of the canopy linking Building 3 and Building 4;
 - Sightlines will be maintained, particularly at the southern end of the pathway where the corners of Building 3 and Building 4 have been recessed; and
 - Opportunity for passive surveillance has been maximized by incorporating large glass store fronts adjacent to the north/south pathway, and into the design of the east elevation of Building 3 and west elevation of Building 4 where the pathway travels between the two buildings.
- The design achieves public space that is defined and visually permeable to establish a sense of territoriality that contributes toward overall safety.

Accessibility

- The proposed single storey commercial units will provide barrier-free access from the street and internal pedestrian pathways.
- The washrooms within the proposed commercial retail units have been designed to accommodate the turning radii required by wheel chair users.
- Curb letdowns will be incorporated throughout the site to facilitate accessibility between walking pathways.
- The number of accessible parking stalls that are required by the Zoning Bylaw will be provided on-site in suitable locations in proximity to entrances.
- The width of the north/south pedestrian path will vary from 4.9 m (16 ft.) to 3.3 m (10.8 ft).
- The buildings will comply with all Building Code accessibility conditions.

Sustainability

- As a condition of development permit issuance, the applicant has committed to connect the subject development to the proposed City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate hook-up to a DEU, entering into a Service Provision Agreement(s), and registration of statutory right of way(s) and/or alternative agreements, to establish DEU for the proposed development.
- The applicant has provided a checklist (**Attachment 6**) which identifies the LEED equivalency provisions that are intended to be incorporated into the project. The projected total number of points is 50, which is the equivalent of a LEED Silver accreditation (LEED Silver requires 50-59 points). The proposed sustainability strategy includes but is not limited to:
 - Protection of five (5) existing trees;
 - Inclusion of a bio swale and 1,622 m² (17,462 ft²) of permeable pavers to increase infiltration of surface runoff;
 - Use of drought tolerant shrubs, grasses and perennials;
 - Installation of 100% recycled aluminum tree grates, and 100% recycled steel bike racks; and
 - Reduction of interior luminaries by 50% between 11 p.m. and 5 a.m. to minimize light pollution affect on night skies.

Conclusions

Staff support the proposed development scheme. Although the development proposal does not maximize the site's development potential at this time, the long-term, interim use that is proposed does comprehensively respond to the changing character of the area and the CCAP by introducing a more urban, small scale commercial development that is characterized by a building design intended to encourage pedestrian activity along Alderbridge Way and through the site via the proposed north/south pedestrian path. Based on the proposal's design response to the objectives of the CCAP, general compliance with the site's existing CA zoning, and recognition of the long-term, interim use of the site, staff support the proposed development.



Diana Nikolic
Planner II, Urban Design

DN:kt

Attachment 1: Subject Site Location within Aberdeen Village

Attachment 2: Data Sheet

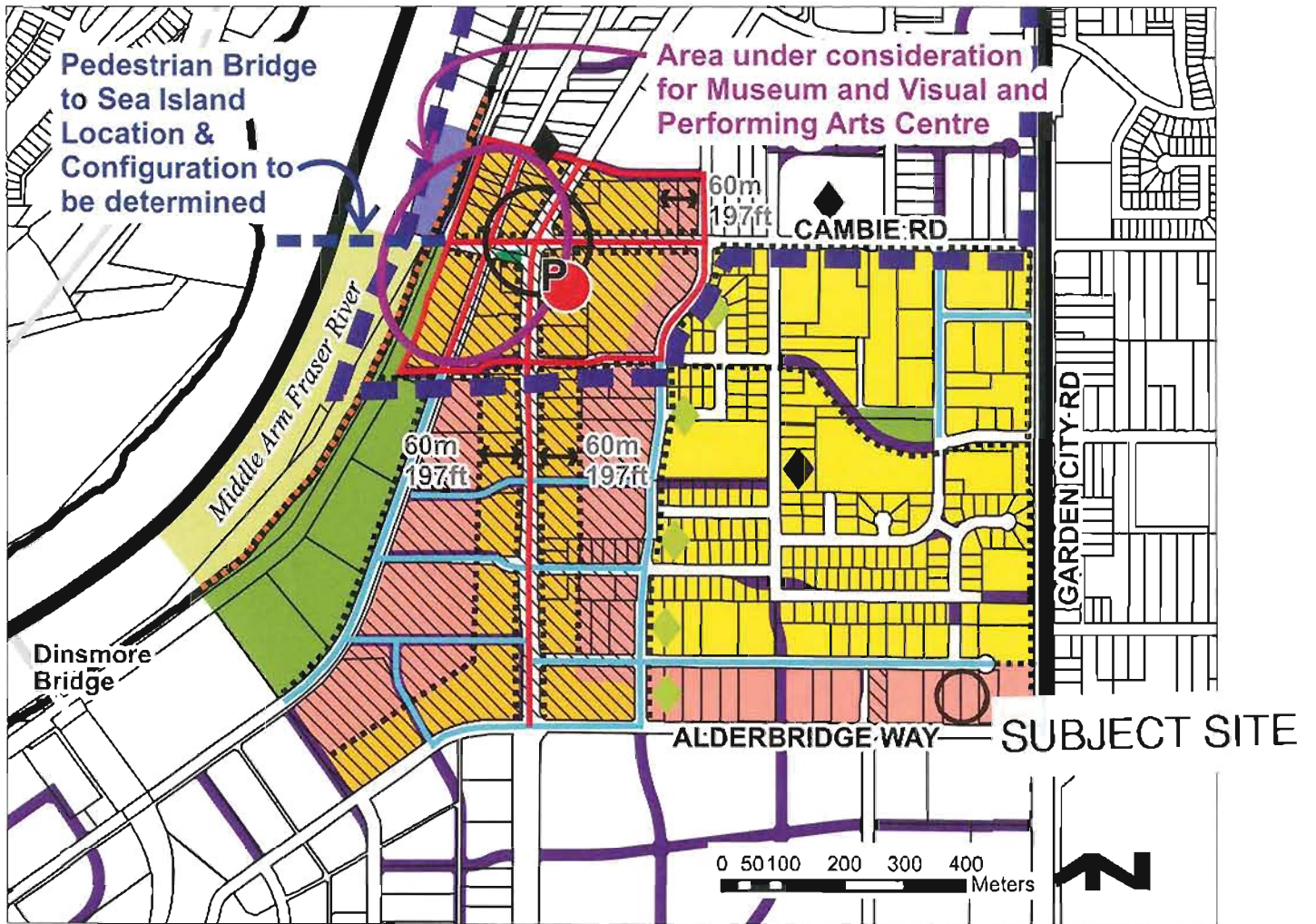
Attachment 3: Advisory Design Panel Minutes & Responses (inserted into the text by the applicant)

Attachment 4: Alderbridge Way Boulevard Design Detail

Attachment 5: Considerations of Development Permit and Building Permit Issuance

Attachment 6: LEED Equivalency (provided by applicant)

Specific Land Use Map: Aberdeen Village (2031) *Bylaw 8728 2011/07/26*



	General Urban T4 (25m)		Non-Motorized Boating & Recreation Water Area		Proposed Streets
	Urban Centre T5 (35m)		Marina (Residential Prohibited)		Pedestrian-Oriented Retail Precincts-High Street & Linkages
	Urban Centre T5 (25m)		Village Centre Bonus		Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
	Park		Institution		Richmond Arts District
	Park-Configuration & location to be determined		Pedestrian Linkages		Canada Line Station
	Village Centre: No.3 Road & Cambie Road Intersection		Waterfront Dyke Trail		Transit Plaza



DP 13-630087

Attachment 2

Address: 8680 and 8700 Alexandra Road

Applicant: Zhao XD Architect Ltd.

332 Holding Ltd. Inc. No.

Owner: BC0902594

Planning Area(s): Aberdeen Village – City Centre Area Plan

Floor Area Net: 1,564.7 m² (16,842 ft²)

	Existing	Proposed
Site Area:	5,796 m ² (62,385 ft ²)	5,796 m ² (62,385 ft ²)
Land Uses:	Vacant	Four (4) single storey commercial buildings
OCP Designation:	Commercial	Commercial
Zoning:	Auto Oriented Commercial (CA)	Auto Oriented Commercial (CA)
Number of Units:	0	Four (4) buildings (1,564.7 m ² (16,842 ft ²))

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5 FAR	0.27 FAR	none permitted
Lot Coverage:	Max. 50%	28 %	None
Setback: Alexandra Road: Alderbridge Way: Interior side yard(s):	Min. 3 m	Alexandra Road: 3.0 m to the building, 2.1 m to the free standing sign and gateway feature Alderbridge Way: 6.7 m West interior side yard: 3.05 m to the building, 0.58 to the garbage/recycling enclosure East interior side yard : 3.02 m	Variances requested for: a) Free standing signage and gateway feature along Alexandra Road; and b) Garbage & recycling enclosure (west interior side yard)
Height (m):	Max. 12.0 m	8.25 m	None
Lot Size:	Not applicable	-	-
Total Off-Street Parking Spaces – 4.2 spaces/100 m ² :	66	81 (including 33 small car stalls)	None

Accessible Off-Street Parking Spaces – 2%:	2	2	None
Tandem Parking Spaces	not permitted	0	-
Amenity Space – Indoor:	Not applicable	-	-
Amenity Space – Outdoor:	Not applicable	-	-

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, August 21, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

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2. **DP 13-630087 - FOUR (4) SINGLE-STOREY COMMERCIAL BUILDINGS**

APPLICANT: Zhao XD Architect Ltd.

PROPERTY LOCATION: 8680 and 8700 Alexandra Road

Applicant's Presentation

Architect Xuedong Zhao, Zhao XD Architect, Inc. and Landscape Architect Rosanna Higgs, PMG Landscape Architects, presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- like the project; however, there should be more than one egress point from the site; consider the driveway between Buildings 2 and 4 as an emergency egress on the east side; use removable bollards to block the exit point;
In discussion with staff, it was agreed that acquiring a secondary egress through the adjacent site may not be practical and the site plan is generally considered to be well resolved.
- appreciate the applicant's drawing showing turning circles in the washrooms of CRUs; extra space would be useful for employees;
Due to the limited CRUs floor size for this project, washrooms are shared by public and employees.
- location of parking spaces is appropriate; appreciate the provision of more than the required number of parking spaces;
- concern the width of the sidewalk is not consistent throughout the site; difficult for wheelchairs/strollers to pass;

The design accommodates the BC Building Code requirement of accessibility to at least one main entrance of a building from street and parking area, where adequate width is provided for wheelchairs and strollers (BCBC 2012 “3.8.3 Design Requirements to be accessible under Subsection 3.8.2., and without limitation applies to exterior paths and stairs within property lines from streets, parking areas and ancillary areas to at least one main entrance of these buildings.”)

Most of the existing trees along Alderbridge Way are to be retained. As a result, the required distance (as provided by the City) from the base of these trees to the proposed sidewalk will be determined based on consultation with the City.

- breaking down of the massing is successful;
- pedestrian corridor should be emphasized more; consider more articulation of the building facades along the north/south pedestrian corridor; pedestrian corridor should be announced in the building façade off Alderbridge;

Signage is added at the “south access gate” of the north/south pedestrian corridor. The signage will not only provide extra articulation for building facade, but also make the pedestrian corridor to be more announced at Alderbridge frontage, in addition to the corner cuts for Building 3 and 4 as mentioned earlier (see Drawing A1, A1.3 and A4). More vision glasses are introduced onto the facade between Building 4 and 4 as mentioned earlier, which can provide a more friendly pedestrian walking experience (see Drawing A5). The “Urban doorway” on north also makes the north/south pedestrian corridor more emphasized.

- consider opportunity to tie the elements together, i.e. signage, metal fence and architecture of the buildings; cultured stone should be used only as base with other materials on top;
- look at opportunity to tie in the fence and siding into one large threshold to achieve a sense of gateway along the Alexandra frontage;

“Urban doorway” feature has been introduced into northern access of pedestrian corridor with integration of the signage elements and metal fence (drawing A1 and A2). Referenced materials and finishes are used for the “urban doorway” which can be a way to visually integrate them into a unity. Culture stone is used for bases. The design takes it as an opportunity to create a sense of gateway for Alexandra frontage.

- landscape works well; however, pedestrian corridor could be made more prominent; ensure proposed banding is noticeable on the ground; should have consistent width and treatment throughout;

The banding is now a consistent width throughout

- ensure 1.5 meter continuous awnings;

Awnings are all 1.5 meter from the building face. The awnings are designed as individuals featured figures against the main building as background, which also ensures the pedestrian to be an open air/outdoor experience.

- good location of the buildings; sensitive to the preservation of trees adjacent to the site;
- introduce paving treatment for the loading bay to minimize the asphalt surface area;

Permeable pavers introduced for the loading bay.

- support the project;
- overall, the project looks good; looks like a nice little village; massing is broken down nicely using different materials; however, vertical elements need more depth so they don't look like pylons;

Some key vertical elements have more depth added with became 5'0" total in depth (for the vertical elements with galvanized metal siding which are extruded above main roof).

- like the pedestrian corridor;
- Alderbridge commercial frontage viability is a concern; may end up with posters on glass; a design strategy is needed to have more depth in the window bay to create some animation in the store front; retailers usually do not like having two front doors due to security issues; no back of the house;

More vision glass is introduced onto the building elevations along Alderbridge Way frontage (drawing A4 and A5) as mentioned earlier. The only spandrel glass panel is located at one place on south-west corner of Building 4 (drawing A4).

- prefer that Building 4 be rotated 90 degrees and bring the street right through Alderbridge Way and eliminate the dead end;

The City requires commercial development to be located at lot frontage facing the street. The City would not allow any new driveway access from Alderbridge Way due to heavy traffic.

- project looks nice;
- form is successful; buildings are well articulated;

- materials palette is too much; applicant should consider simplifying the materials palette;

A simple materials palette is often used as an efficient way to achieve a more unified exterior facade composition. However, it is not the only way. By a well balanced use of materials and color with adequate cross references among different locations, a unified exterior facade can also be achieved. Moreover, the palette of materials is intended to bring the richness and complexity for commercial building character as the philosophy for exterior design of the project that serves multiple CRU tenants.

- other elements in the landscape, e.g. fence and garbage and recycling, should be integrated with the design; they appear to be leftovers and not well thought out; integrate palette used in the buildings in the treatment of garbage and recycling;

Referenced building finish materials such as metal siding are used for fences and garbage/recycling enclosure so that they will be perceived as an integrated design work (drawing A2 and A5)

- don't understand the rationale for the fence; however, if retained, it should be integrated to the overall development;

Fence along north side is recommended as a metal semi-transparent fence (design to be a key factor in deciding the property height to achieve the Urban Design objectives). The intent is to clearly define the edge of the parking area, establish a strong edge and achieve a minimum level of physical frontage continuity along the street frontage. A combination of fence and landscaping, trellis structure, fence between pilasters, etc. are some of the many options to consider. As mentioned on previous item, the fence is seen as an integrated part of overall design.

Fence integrated with urban doorway and sign along Alexandra Road

- Buildings 3 and 4 are in a challenging situation; commercial consideration necessitates that the buildings have two faces – front and back of the house; in the present situation, the primary face is facing within the development and on the other hand, the Alderbridge commercial frontage needs to be further animated and activated; the challenge facing the applicant is to find the right balance; at present, animation and transparency in the Alderbridge commercial frontage are not enough;

More vision glass on south elevation of Building 3 and 4 are introduced for more animation and transparency along Alderbridge commercial frontage (drawing A4). Some CRU washrooms have been rearranged to open up the south frontage space (drawing A4). The only spandrel glass panel is proposed at southwest corner of Alderbridge frontage which can be composed as accent poster location (drawing A4).

Corner cuts for both buildings have also been made to open up the southern access for the pedestrian corridor (drawing A1, A1.3, A4). Vision glasses are introduced onto the facade between Building 3 and 4 as suggested (drawing A5). The pedestrian corridor through the opening between Building 3 and 4 also supplements the transparency of the street frontage.

- good project; low in site coverage and density; gives a suburban feel; boxes are well articulated using different materials which create a village feel;
- appreciate the interesting areas of double height glazing at some key entrances of the buildings;
- garbage and recycling should be covered; more thought should be given to its design in view of the possible future location of restaurant in the development; garbage and recycling should also be secure and as far away as possible from the pedestrian corridor;

Concrete wall and metal siding are used for garbage/recycling enclosure so that the materials are referenced to buildings. The garbage/recycling enclosure is covered by trellis (drawing A5).

- site coverage is 25% of the site; around 75 % of the site is asphalt and permeable pavers, of which 40% is used for parking stalls; consider different colour for permeable pavers on parking stalls; standard shadow colour will easily blend with the asphalt; consider dune, sandstone or brick colour for permeable pavers on the stalls to visually break from the drive aisles;

Colour used for permeable pavers on parking stalls will be more distinctive from asphalt color as suggested

Changed color of permeable pavers on parking stalls to red

- like the metal fence on Alexandra; provides a linear view as you walk down the sidewalk; gives some interest; look at further integrating the buildings with the fence;

- Alderbridge elevation is a public realm issue; main entry to the CRUs is from within the parking area, not from Alderbridge; consider mullions with opaque materials instead of glazing on the Alderbridge commercial frontage which is the back of the house; Alderbridge commercial frontage can be articulated to have a front entry feel without using clear glass;

More vision glass is proposed along Alderbridge commercial frontage as suggested by the City planners to be a better choice.

- pedestrian corridor has an incremental feel due to its covered canopy between the two buildings fronting Alderbridge which ends abruptly; consider a continuous weather protection throughout the pedestrian corridor; would help inform the site strategy in terms of the location of the buildings; consider means to make it a bold organizing feature;

The walking experience for the pedestrian corridor is more emphasized on space rhythm and variation. Moreover, the pedestrian corridor is intended to provide a desirable outdoor walking experience. A completely continuous roof cover may reduce such an experience as to be an open air activity. The partial coverage of canopies and awnings are both functional and aesthetical.

- agree with comments that the Alderbridge frontage will end up as dead spaces and not very animated; consider introducing LED lights that can change colours to attract attention especially at night;

Efforts have been made to animate Alderbridge frontage as mentioned earlier. Featured lightings can be employed to enhance the efforts

- no real strategy for containing the roof top units; consider a larger enclosure grouping the individual roof top units as opposed to 15 separate enclosures; and
- the proposed development lacks a consistent signage strategy, particularly along Alderbridge; given the incremental and varied building massing and articulation, a sign strategy for the site is needed.

As mentioned earlier, numbers and locations of roof top units are designed in consideration of possible number of future tenant units and architectural composition. The roof top units are taken as beneficial architectural compositional elements rather than leftovers. The roof top units with architectural finish enclosures are designed as an extra visual layer for elevation composition, which add more complexities and richness for building exterior.

Regarding sign strategy, extra parapet heights are provided for signage placement with consistent storefront elevation composition for all buildings as mentioned earlier.

Panel Decision

It was moved and seconded

That DP 13-630087 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



ZHAO XD ARCHITECT LTD.

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 14, 15th Floor, Toronto, ON
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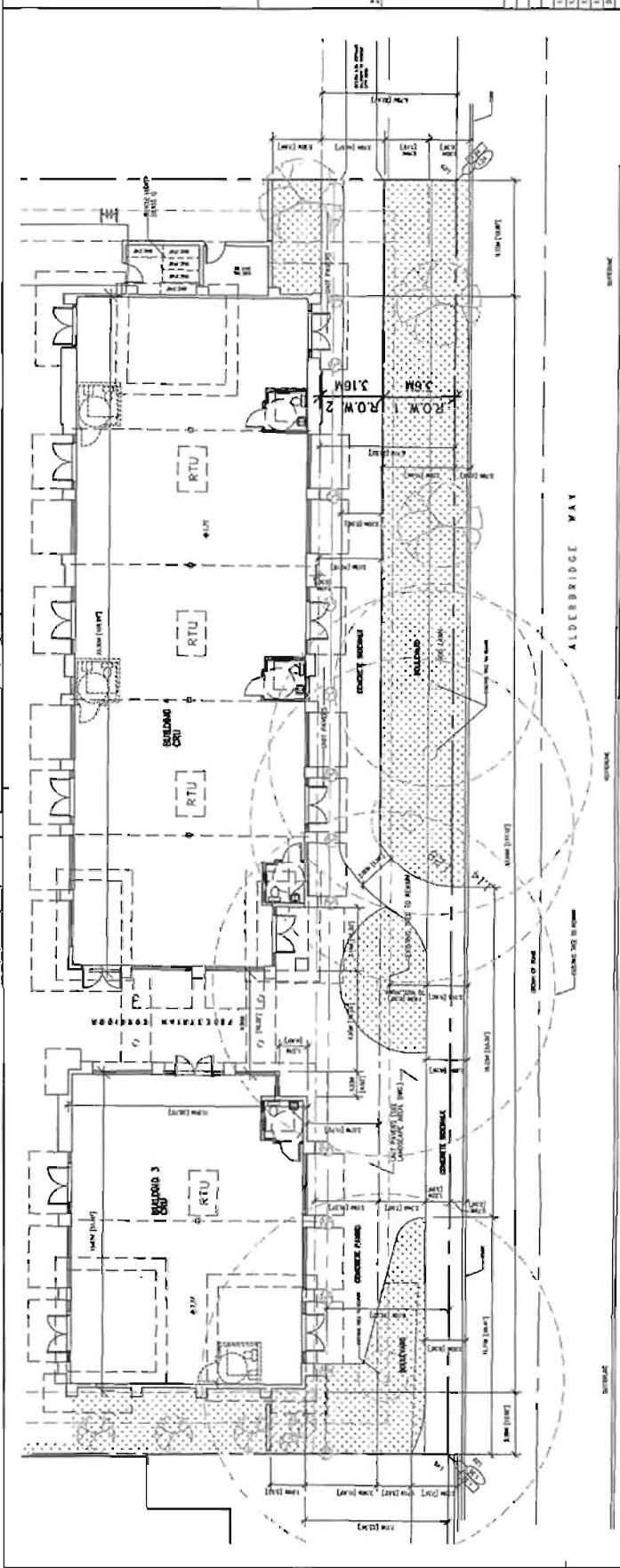
12/20/13 DEP
 12/20/13 DEP
 12/27/13 City Comments
 12/27/13 DEP

Project:
COMMERCIAL BUILDINGS

888-820 ALDERBRIDGE ROAD
 MISSISSAUGA, ON

Prepared By:
ENLARGED SITE PLAN

DATE: SEPT 2012
 DRAWN: AD JACOB
 CHECKED BY: JC
 PROJECT NO.:
 DRAWING NO.: **A1.3**



ENLARGED SITE PLAN (ALDERBRIDGE WAY RIGHT-OF-WAY FRONTAGE)
 ROAD SYSTEM
 (SEE LANDSCAPE ARCHITECTURAL SERVICES FOR VEGETATION)

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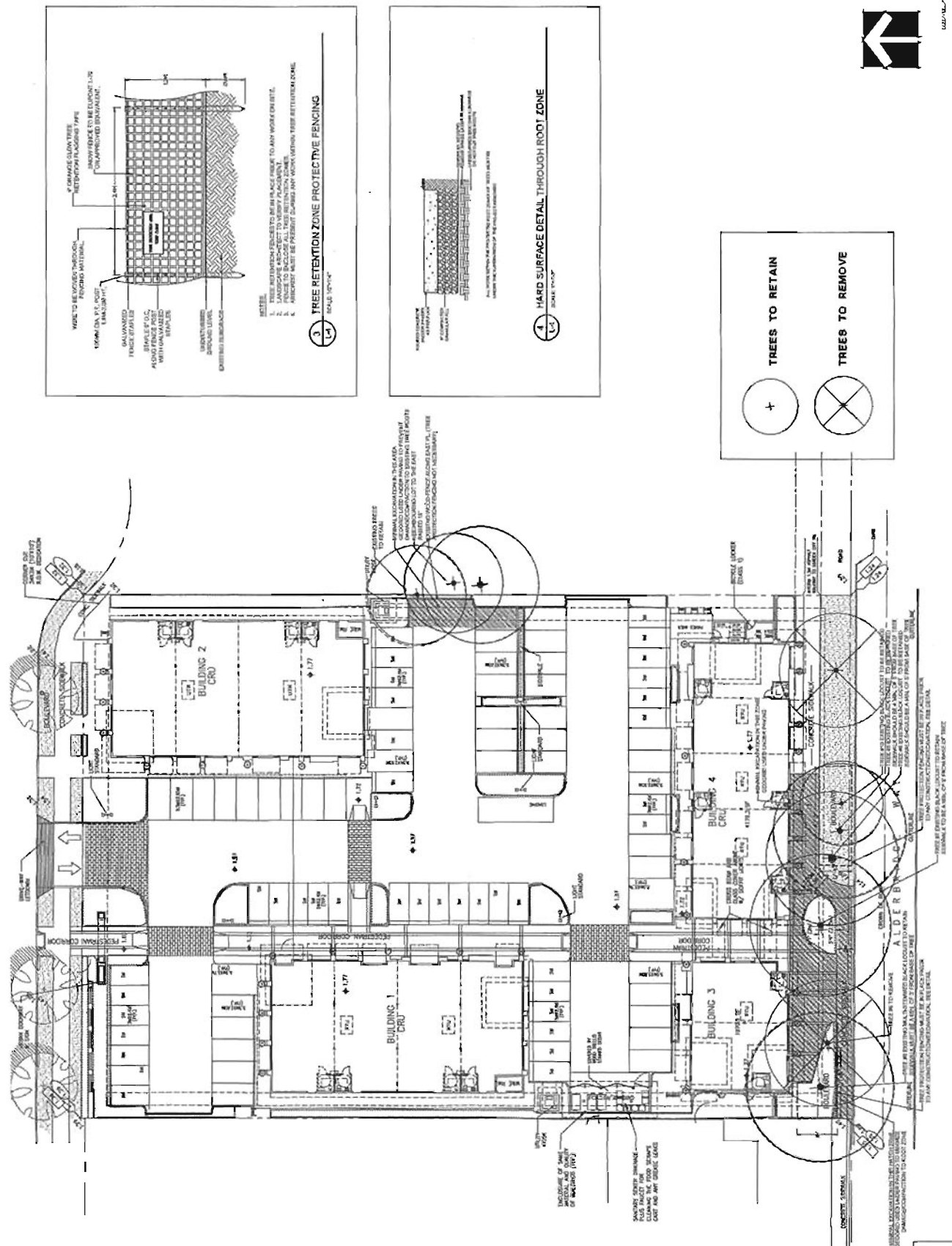
SCALE:

NO.	DATE	DESCRIPTION	BY	CHK.
1	11/15/2016	PRELIMINARY PLAN	MM	MM
2	11/15/2016	REVISIONS	MM	MM
3	11/15/2016	REVISIONS	MM	MM
4	11/15/2016	REVISIONS	MM	MM
5	11/15/2016	REVISIONS	MM	MM
6	11/15/2016	REVISIONS	MM	MM
7	11/15/2016	REVISIONS	MM	MM
8	11/15/2016	REVISIONS	MM	MM
9	11/15/2016	REVISIONS	MM	MM
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47	11/15/2016	REVISIONS	MM	MM
48	11/15/2016	REVISIONS	MM	MM
49	11/15/2016	REVISIONS	MM	MM
50	11/15/2016	REVISIONS	MM	MM

PROJECT:
COMMERCIAL DEVELOPMENT
 888-LETTO ALEXANDRIA RD,
 RICHMOND, BC

DRAWING TITLE:
TREE MANAGEMENT PLAN

DATE: 11/15/16
 SCALE: 1/8" = 1'-0"
 DRAWN: MM
 DESIGN: MM
 CHECK: MM
 PROJECT NUMBER: 13-2237
 SHEET NUMBER: L4
 OF 4



11/15/16

11/15/16

Development Permit and Building Permit Considerations

8680, 8700 Alexandra Road

DP 13-630087

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

1. Granting of a right of way (ROW) to secure public use, and boulevard and sidewalk improvements along Alderbridge Way frontage. The right of way will have two (2) components:
 - a) Sidewalk and boulevard
This portion of the ROW includes the area from the back of the minimum 2.0 m wide concrete sidewalk to the existing southern property line. With the exception of the western portion of the frontage where the boulevard width is adjusted in order to secure preservation of two (2) black locust trees, the boulevard will achieve a minimum 2.0 m width. The ROW secures access and use for the public and for utilities. The City will accept maintenance and liability for the sidewalk. The property owner will accept maintenance of the boulevard and associated trees (including five (5) trees identified for retention) in accordance with the Boulevard Maintenance Regulation Bylaw No. 7174. However, Parks will address any road and/or sidewalk clearance and/or safety issues. Design and construction is to be undertaken in association with the Servicing Agreement (SA) and is to reflect the design indicated in the Development Permit (DP 13-630087). In the case that a 2 m wide concrete sidewalk cannot be provided for tree preservation purposes, through the SA design process, the applicant will investigate the feasibility of installing a flush tree grate in order to maximize the hard surface width of the sidewalk.
 - b) Back of sidewalk to building facade
This portion of the ROW includes the area from the back of the sidewalk extending north to the building facade. The ROW secures public access to contribute to the viability of the retail units along this frontage. The property owner will accept maintenance and liability for this area. Design details are to be provided and included in the SA to ensure coordinated design and construction. Encroachments into the ROW are limited to removable canopies and movable planters and/or hanging baskets.
2. Granting of a 3.0 m x 3.0 m ROW to secure a corner cut at the northeast corner of the parcel to accommodate the sidewalk and boulevard improvements along Alexandra Road.
3. Receipt of a Letter of Credit for landscaping in the amount of \$ 314,744.55.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City in the amount of \$5,000/tree for the five (5) trees to be retained. *<specify amount required to ensure survival and for how long the security shall be retained>*
6. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site as per Information Bulletin Tree-03 "Protection of Existing Trees During Demolition and Construction".

7. Registration of an aircraft noise indemnity covenant on title. *<use for sites without aircraft noise sensitive uses>*
8. Registration of a legal agreement on title for commercial uses to require mitigation of unwanted noise and to demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
9. Registration of a flood indemnity covenant on title. *<use for sites in Area "A" in Flood Plain Designation and Protection Bylaw>*
10. Registration of a restrictive covenant and/or alternative legal agreement(s), Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
 - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;
 - c) If a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii) the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii) the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv) if required by the Director of Engineering, the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

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

1. 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 any part thereof, additional City approval 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;*
2. Provision of a letter of assurance from a registered Professional that the LEED checklist will be followed;
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Development Permit processes.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works;
5. Enter into a Servicing Agreement* for the design and construction of works, which include but may not be limited to the following:

- a) Full beautification upgrade of the entire Alderbridge Way frontage. Works include but are not limited to 2.0 m wide grass and tree boulevard, including installation of City Centre street lights behind the existing curb and a 2.0 m wide concrete sidewalk. Some adjustment to the alignment is supported in order to retain five (5) existing trees along this frontage. (In the case that the concrete sidewalk width must be reduced to a minimum width of 1.8 m for tree preservation purposes through the SA design process, the applicant will investigate the feasibility of installing a flush tree grate in order to maximize the hard surface width of the sidewalk.) Five (5) trees are to be retained and a minimum of two (2) additional street trees to be installed; however, only a single row of trees will be established along this frontage. Additionally, installation of a 1.5 m wide interim asphalt walkway along the frontage of 8740 Alderbridge Way and 4711 Garden City Road that provides a pedestrian connection to Garden City Road is required to be installed and aligned with the on-site sidewalk improvements that are required as part of this development.
 - b) Full beautification upgrade of the Alexandra Road frontage. Works include but are not limited to removing the existing sidewalk and installing a 2.0 m wide grass and treed boulevard, City Centre street lights, installation of a 2.0 m wide sidewalk behind the new boulevard, and a second row of trees.
 - c) All works are to be undertaken at the developer's cost and no credits are available.
 - d) Water:

Using the OCP Model, there is 203 L/s available at 20 psi residual on Alexandra Rd and 648 L/s at 20 psi residual on Alderbridge Way. Based on the proposed application, the site requires a minimum fire flow of 200 L/s.

Water analysis is not required. However, submission of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey is required at the Building Permit stage to confirm that there is adequate available flow.

The site is required to connect to the watermain on Alexandra Road.
 - e) Sanitary:

Contribution in the amount of \$24,053.81 for future sanitary sewer upgrades within the Leslie Pump Station Catchment.
 - f) Storm:

Storm analysis and upgrades are not required. A site analysis will be required on the SA drawings for site connection only.
 - g) The developer is responsible for the installation of pre-ducting for private utilities along the site frontage (subject to concurrence from the private utility companies). The developer must contact Private Utility Companies to determine what equipment will be required (vistas, kiosks, transformers etc.) and provide ROW to accommodate their equipment.
 - h) Additional legal agreements, as determined via the development's SA and/or Development Permit, and/or Building permit to the satisfaction of the Director of Engineering may be required, including, but not limited to site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or their activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
6. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note:

* This requires a separate application.

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.



LEED Canada-NC 1.0 Certification Completeness Check

CaGBC ID#: 16609
 Project Name: Commercial Development at 8680-8700 Alex
 Address: 8680-8700 Alexandra Road, Richmond, BC
 LEED Consultant (applicant): Xuedong Zhao
 Jr LEED Tech Coordinator:
 LEED Tech Coordinator:

Administration

2013-Oct-01	Project Registration Date	
2013-Oct-01	Date Received	
2013-Oct-01	Date Paid	
	Date of Completeness Check	1st Submittal Package Properties
	Date Ready to Review	Size (MB):
	Date Forwarded to Review Team	Number of Folders:
		Number of Files:

Overview Info	High Level	Note Yes (Y) or No (N)	If no, list issues for applicant	If no, list issues for review team, if necessary
Is all Introductory page information sufficient?				
Is there an acceptable project narrative?				
Are there acceptable and sufficient photos?				
Are there acceptable drawings?				
Is there a clear site boundary?				

Is it registered after addendum became requirement? **yes**

If required to follow addendum, did they use 1.1 templates?

Does it have leased tenant space?

If yes, does it have all required documentation?

Is the energy review documentation complete with no key issues?

Is the file complete with no high level issues?

CIRs applied for on project (on this project or campus), whether or not they were used.

Credit by Credit			Instructions to CaGBC staff for checking individual credits.
Applied for? V or N	Attempted Points	Total Points	Sustainable Sites
TOTAL	51		
TOTAL	6		
			p1 - Erosion & Sedimentation Control
	1	1	c1 - Site Selection
		1	c2 - Development Density
		1	c3 - Redevelopment of Contaminated Site
	1	1	c4.1 - Alternative Transportation, Public Transportation Access
		1	c4.2 - Alternative Transportation, Bicycle Storage & Changing Rooms
		1	c4.3 - Alternative Transportation, Alternative Fuel Vehicles
		1	c4.4 - Alternative Transportation, Parking Capacity
		1	c5.1 - Reduced Site Disturbance, Protect or Restore Open Space
	1	1	c5.2 - Reduced Site Disturbance, Development Footprint
			Protection/retention of existing trees along Alderbridge Way

		1	c6.1 - Stormwater Management, Rate and Quantity	
	1	1	c6.2 - Stormwater Management, Treatment	Bio swale in between 14 parking stalls and 17,462 square feet of permeable pavers to increase infiltration of surface runoff
	1	1	c7.1 - Heat Island Effect, Non-Roof	
		1	c7.2 - Heat Island Effect, Roof	
	1	1	c8 - Light Pollution Reduction	

Applied for? Y or N	Attempted Points	Total Points	Water Efficiency	Notes to Review Team
TOTAL	5			
	1	1	c1.1 - Water Efficient Landscaping, Reduce by 50%	Use of drought tolerant shrubs, grasses and perennials
	1	1	c1.2 - Water Efficient Landscaping, No Potable Use or No Irrigation	
	1	1	c2 - Innovative Wastewater Technologies	
	1	1	c3.1 - Water Use Reduction, 20% Reduction	
	1	1	c3.2 - Water Use Reduction, 30% Reduction	

Applied for? Y or N	Attempted Points	Total Points	Energy & Atmosphere	Notes to Review Team
TOTAL	17			
-	-	-	p1 - Fundamental Building Systems Commissioning	
-	-	-	p2 - Minimum Energy Performance	
-	-	-	p3 - CFC Reduction in HVAC&R Equipment	
	10	1-10	c1 - Optimize Energy Performance	
	1	1	c2.1 - Renewable Energy, 5%	
	1	1	c2.2 - Renewable Energy, 10%	
	1	1	c2.3 - Renewable Energy, 20%	
	1	1	c3 - Best Practice Commissioning	
	1	1	c4 - Ozone Protection	
	1	1	c5 - Measurement & Verification	
	1	1	c6 - Green Power	

Applied for? Y or N	Attempted Points	Total Points	Materials & Resources	Notes to Review Team
TOTAL	8			
-	-	-	p1 - Storage & Collection of Recyclables	
		1	c1.1 - Building Reuse: Maintain 75% of Existing Walls, Floors, and Roof	
		1	c1.2 - Building Reuse: Maintain 95% of Existing Walls, Floors, and Roof	
		1	c1.3 - Building Reuse: Maintain 50% of Interior Non-Structural Elements	
	1	1	c2.1 - Construction Waste Management: Divert 50% from Landfill	
		1	c2.2 - Construction Waste Management: Divert 75% from Landfill	
	1	1	c3.1 - Resource Reuse: 5%	
		1	c3.2 - Resource Reuse: 10%	
		1	c4.1 - Recycled Content: 7.5% (post-consumer + 1/4 post-industrial)	
	1	1	c4.2 - Recycled Content: 15% (post-consumer + 1/4 post-industrial)	100% recycled aluminum tree grates, 100% recycled steel bike racks
	1	1	c5.1 - Regional Materials: 10% Extracted and Manufactured Regionally	
	1	1	c5.2 - Regional Materials: 20% Extracted and Manufactured Regionally	
	1	1	c6 - Rapidly Renewable Materials	
	1	1	c7 - Certified Wood	
	1	1	c8 - Durable Building	

Applied for? Y or N	Attempted Points	Total Points	Indoor Environmental Quality	Notes to Review Team
TOTAL	15			
-	-	-	p1 - Minimum IAQ Performance	
-	-	-	p2 - Environmental Tobacco Smoke (ETS) Control	
	1	1	c1 - Carbon Dioxide (CO ₂) Monitoring	
	1	1	c2 - Ventilation Effectiveness	
	1	1	c3.1 - Construction IAQ Management Plan: During Construction	
	1	1	c3.2 - Construction IAQ Management Plan: Testing Before Occupancy	
	1	1	c4.1 - Low-Emitting Materials: Adhesives & Sealants	
	1	1	c4.2 - Low-Emitting Materials: Paints and Coating	
	1	1	c4.3 - Low-Emitting Materials: Carpet	
	1	1	c4.4 - Low-Emitting Materials: Composite Wood and Laminate Adhesives	
	1	1	c5 - Indoor Chemical & Pollutant Source Control	
	1	1	c6.1 - Controllability of Systems: Perimeter Spaces	
	1	1	c6.2 - Controllability of Systems: Non-Perimeter Spaces	
	1	1	c7.1 - Thermal Comfort: Compliance	
	1	1	c7.2 - Thermal Comfort: Monitoring	
	1	1	c8.1 - Daylight & Views: Daylight 75% of Spaces	
	1	1	c8.2 - Daylight & Views: Views 90% of Spaces	

Applied for? Y or N	Attempted Points	Total Points	Innovation & Design Process	Notes to Review Team
TOTAL	1			
	1	1	c1.1 - Innovation	
		1	c1.2 - Innovation	
		1	c1.3 - Innovation	
		1	c1.4 - Innovation	
		1	c2 - LEED® Accredited Professional	



No. DP 13-630087

To the Holder: ZHAO XD ARCHITECT LTD.
Property Address: 8680 AND 8700 ALEXANDRA ROAD
Address: C/O ZUEDONG ZHAW
#3228 – 8700 MCKIM WAY
RICHMOND, BC V6X 4A5

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) Vary the Alexandra Road setback from 3.0 m (9.8 ft.) to 2.1 m (6.8 ft.) for a proposed free standing sign and gateway feature; and
 - b) Vary the minimum west interior side yard setback from 3.0 m (9.8 ft.) to 0.5 m (1.6 ft.) for the location of a garbage/recycling enclosure.
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 #8d 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 \$314,744.55 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 13-630087

To the Holder: ZHAO XD ARCHITECT LTD.
Property Address: 8680 AND 8700 ALEXANDRA ROAD
Address: ZUEDONG ZHAW
#3228 – 8700 MCKIM WAY
RICHMOND, BC V6X 4A5

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.

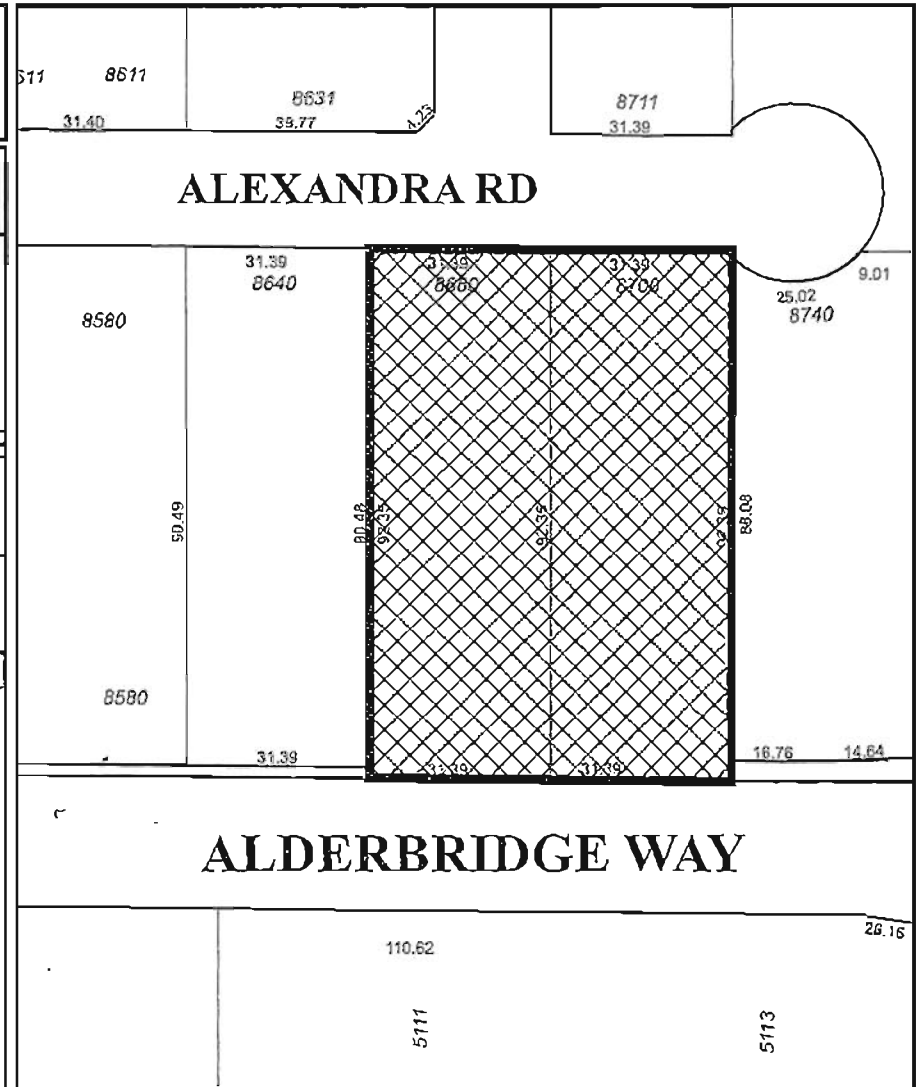
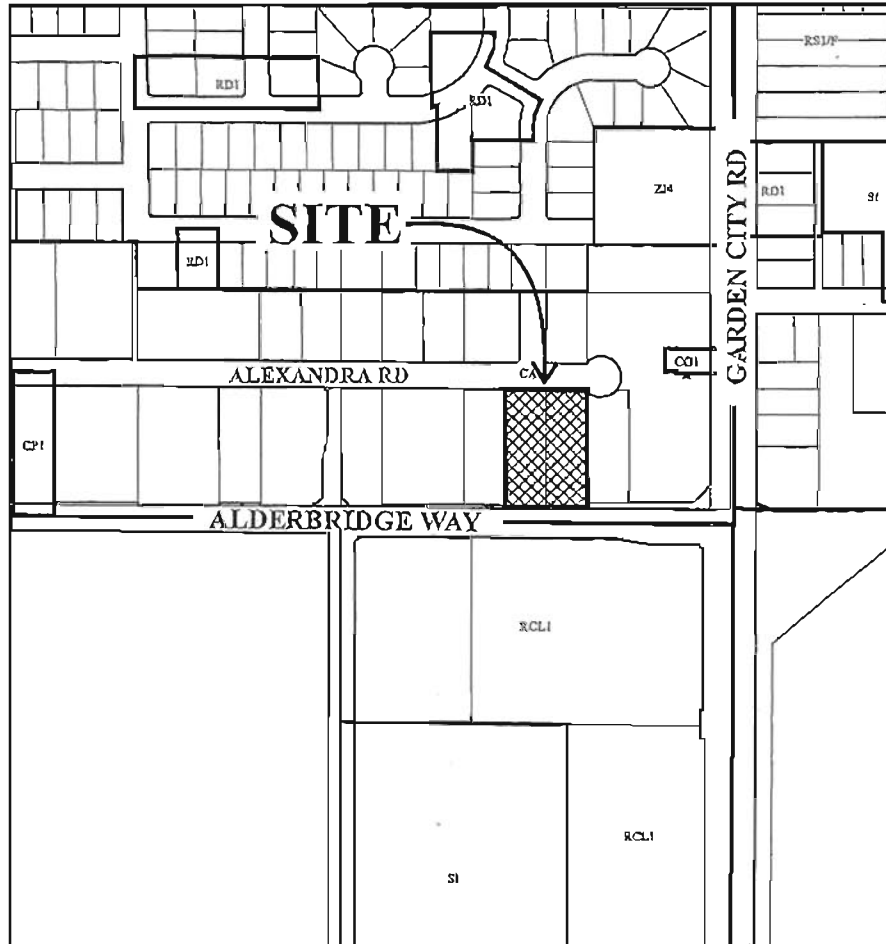
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 13-630087 SCHEDULE "A"

Original Date: 03/05/13
 Revision Date:
 Note: Dimensions are in METRES



**ZHAO XD
ARCHITECT
LTD.**

4155-117th Street, Suite 100
Richmond, BC V6V 2G9
Tel: (604) 273-8832
Fax: (604) 273-1706
Email: info@zhaoxd.com
Web: zhaoxd.com

NOV 0 6 2013

13/07/02 EDP
13/07/03 RDP
13/07/08 20% Comments
13/07/14 40% Comments
13/07/14 Final File

A DETAIL NUMBER
B/C DETAIL SHEET

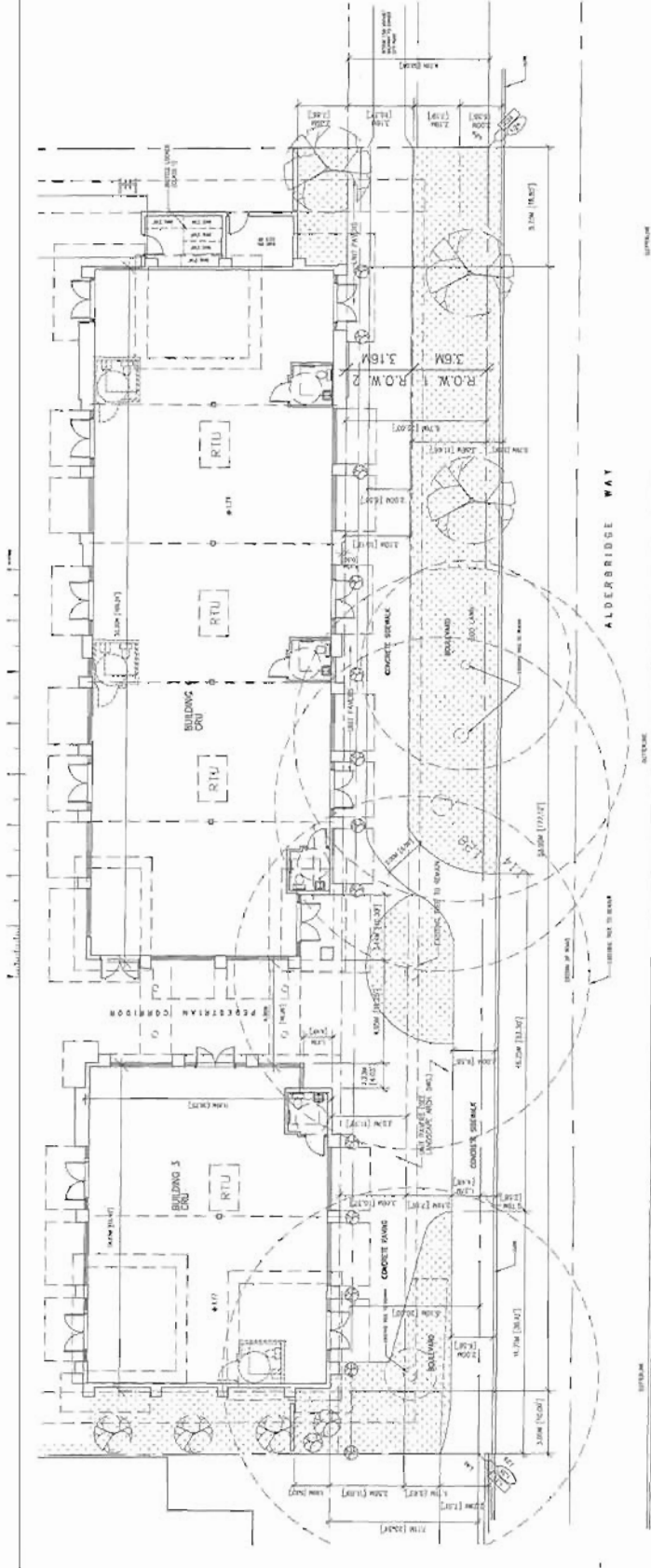
Project:
COMMERCIAL
BUILDINGS

1800-100 ALDERBRIDGE ROAD
RICHMOND, BC
Drawing Title:
ENLARGED SITE
PLAN

Date: 08/11/2012
Scale: AS SHOWN
Drawn By: JC
Checked By: SD

Project No.:

DP 13-630087
A1.3
#3



ENLARGED SITE PLAN (ALDERBRIDGE WAY RIGHT-OF-WAY FRONTAGE)

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



NOTE:
ALL CANOPIES ARE DEMOUNTABLE AS REQUIRED IF THEY
EXTEND INTO THE R.O.W.

DATE: 11/08/12 11:58 AM

11/08/12

DP 13-630087



ZHAO XD ARCHITECT LTD.
 4025-11388 Yonge Street, Suite 100
 Richmond Hill, Ontario L4B 1A7
 Tel: (905) 709-4433 Fax: (905) 709-1778
 Email: info@zhaoxd.com Web: zhaoxd.com

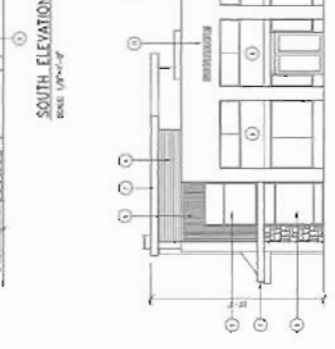
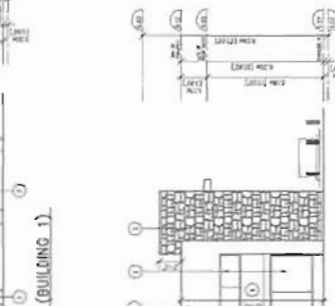
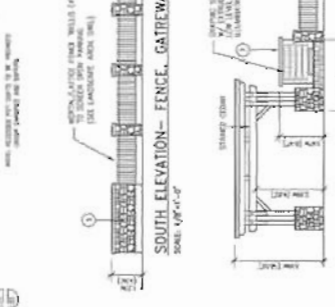
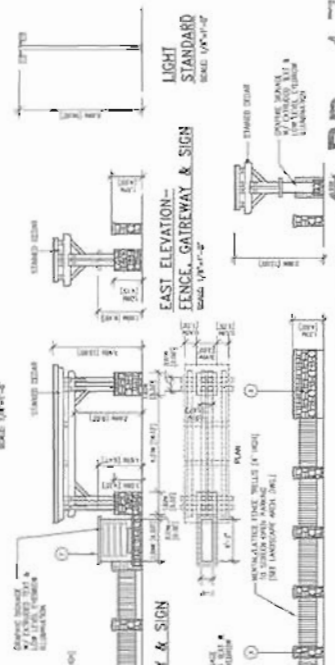
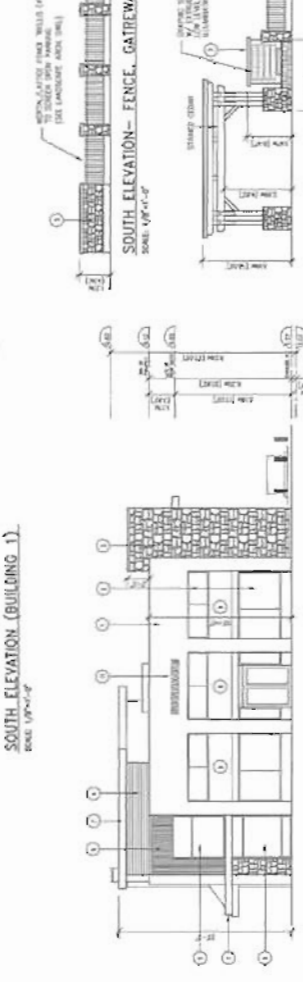
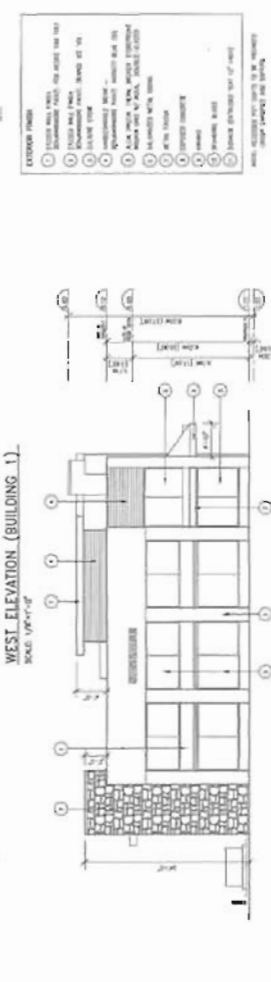
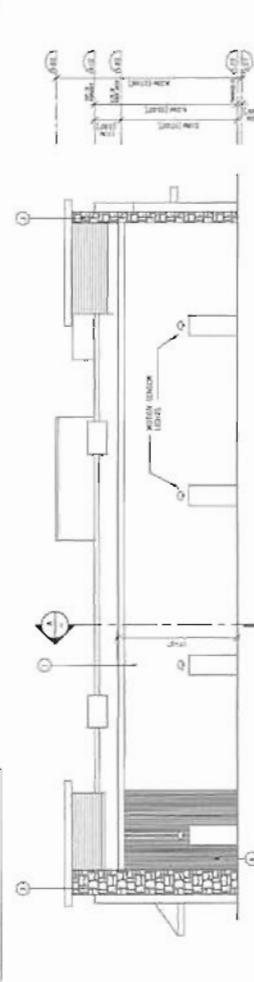
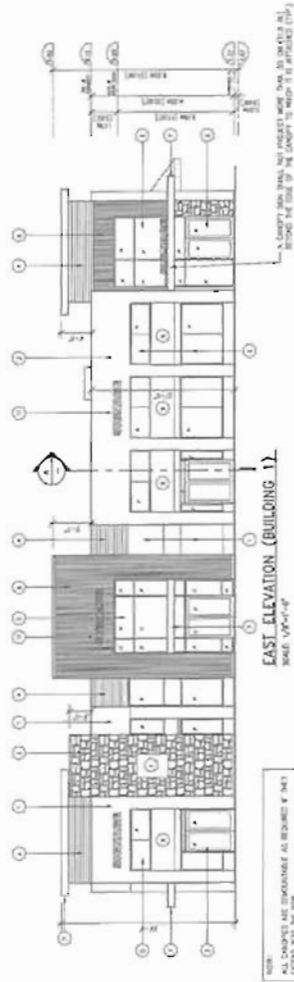
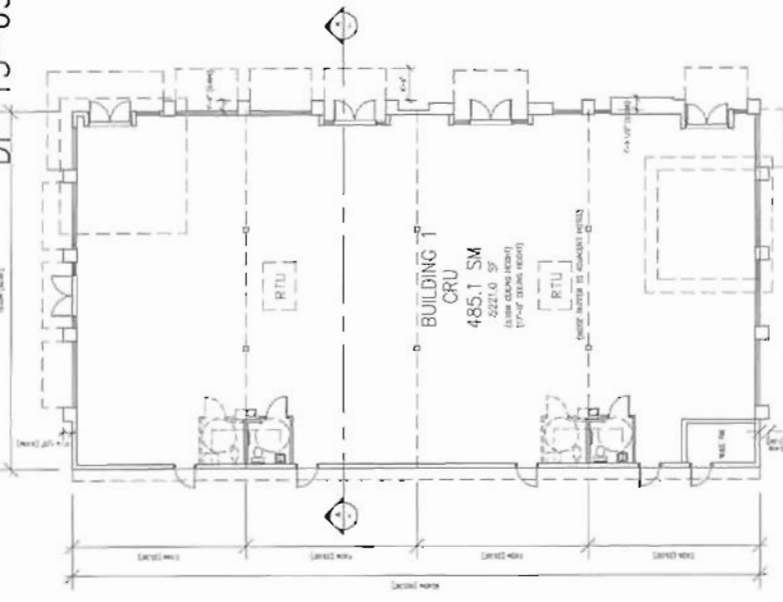
NOV 06 2018

DATE	NOV 2012
SCALE	AS SHOWN
PROJECT	NO
DESIGNED BY	NO
CHECKED BY	NO
PROJECT NO.	630087
DATE	NOV 2012
SCALE	AS SHOWN
PROJECT	NO
DESIGNED BY	NO
CHECKED BY	NO
PROJECT NO.	630087

PROJECT: COMMERCIAL BUILDINGS
 1300-1350 ALEXANDER ROAD
 RICHMOND HILL, ONTARIO

DATE	NOV 2012
SCALE	AS SHOWN
PROJECT	NO
DESIGNED BY	NO
CHECKED BY	NO
PROJECT NO.	630087

630087
 A2
 #4



PLAN #4.1

NOTE: ALL DIMENSIONS ARE DIMENSIONS UNLESS OTHERWISE SPECIFIED.

- EXTERIOR FINISH**
1. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 2. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 3. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 4. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 5. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 6. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 7. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 8. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 9. EXTERIOR WALLS: SEE ARCHITECT'S NOTES
 10. EXTERIOR WALLS: SEE ARCHITECT'S NOTES

DATE: NOV 2012
 SCALE: AS SHOWN
 PROJECT: NO
 DESIGNED BY: NO
 CHECKED BY: NO
 PROJECT NO.: 630087

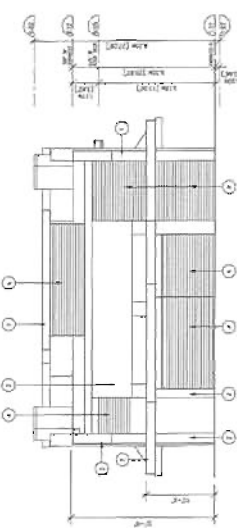
DP 13-630087



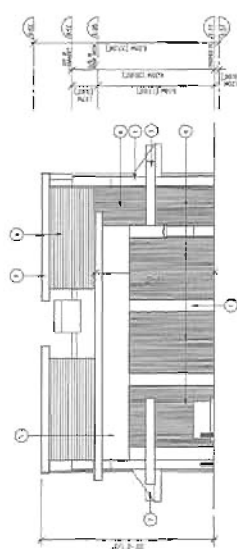
ADD: 1101 Yonge St. 11th Floor
 TORONTO, ONT. M5E 1B5
 TEL: (416) 593-8822
 FAX: (416) 593-1238
 EMAIL: info@zhaxd.com
 WWW: zhaxd.com

NOV 06 2013

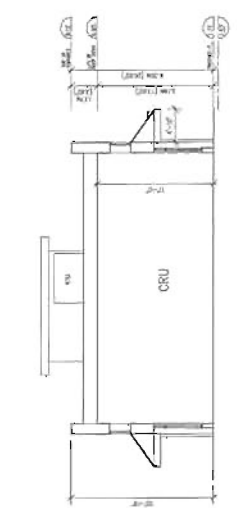
NOTE:
 ALL DIMENSIONS ARE INDICATED AS REQUIRED IF THEY
 DIFFER FROM THE PLAN.



SECTION 'B'-'B' (BUILDING 4)
 SCALE: 1/8"=1'-0"

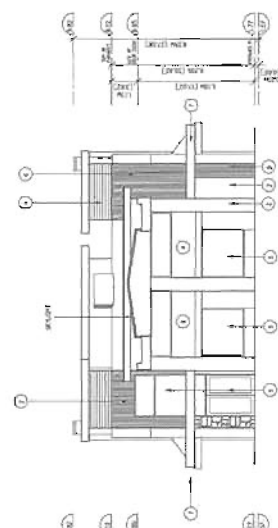


WEST ELEVATION (BUILDING 3)
 SCALE: 1/8"=1'-0"

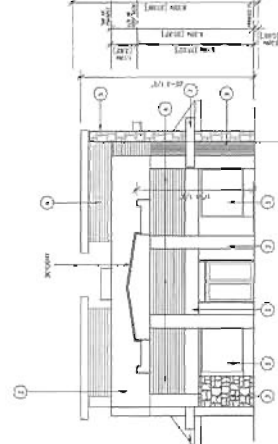


EAST ELEVATION (BUILDING 4)
 SCALE: 1/8"=1'-0"

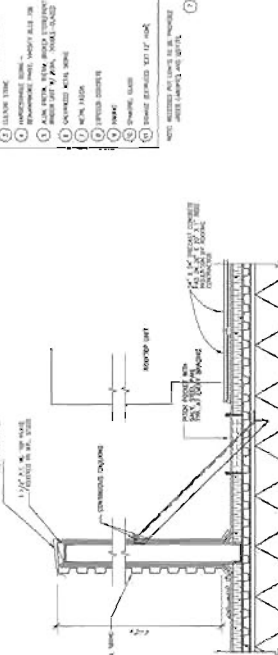
- ELEVATION FINISH**
- 1) 1/2" x 1/2" x 1/2" METAL PANELS
 - 2) 1/2" x 1/2" x 1/2" METAL PANELS
 - 3) 1/2" x 1/2" x 1/2" METAL PANELS
 - 4) 1/2" x 1/2" x 1/2" METAL PANELS
 - 5) 1/2" x 1/2" x 1/2" METAL PANELS
 - 6) 1/2" x 1/2" x 1/2" METAL PANELS
 - 7) 1/2" x 1/2" x 1/2" METAL PANELS
 - 8) 1/2" x 1/2" x 1/2" METAL PANELS
 - 9) 1/2" x 1/2" x 1/2" METAL PANELS
 - 10) 1/2" x 1/2" x 1/2" METAL PANELS
 - 11) 1/2" x 1/2" x 1/2" METAL PANELS
 - 12) 1/2" x 1/2" x 1/2" METAL PANELS
- NOTE: DIMENSIONS ARE GIVEN IN FEET AND INCHES.
 DIMENSIONS IN PARENTHESES ARE IN MILLIMETERS.



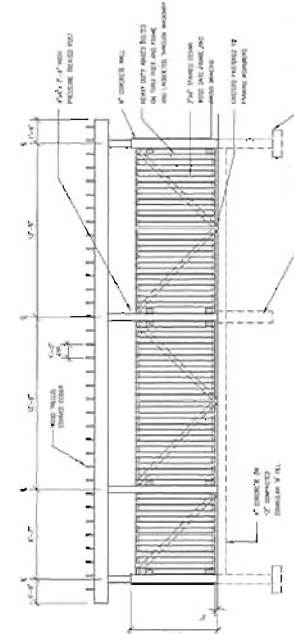
WEST ELEVATION 'D' (BUILDING 4)
 SCALE: 1/8"=1'-0"



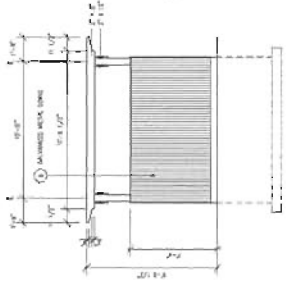
EAST ELEVATION 'C' (BUILDING 5)
 SCALE: 1/8"=1'-0"



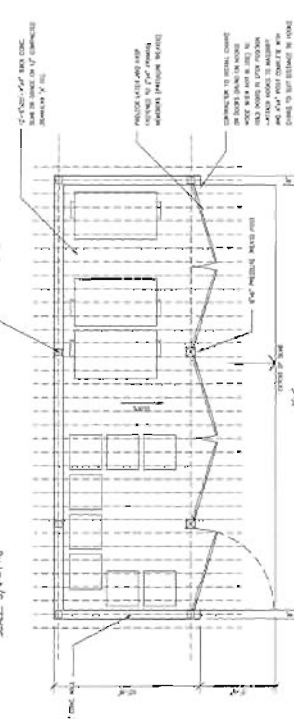
ROOFTOP ENCLOSURE DETAIL
 SCALE: 3/4"=1'-0"



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



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



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

GARBAGE/RECYCLE ENCLOSURE DETAIL
 SCALE: 1/8"=1'-0"

DP 13-630087
 PLAN #4.4

PROJECT: COMMERCIAL BUILDINGS

DESIGNER: ZHAO XD ARCHITECT LTD.

SECTION: ELEVATIONS, SECTION (BUILDING 3, 4, & REUSE ENCLOSURE)

DATE: 07/11/13

SCALE: AS SHOWN

DESIGNED BY: JC

CHECKED BY: JG

NOV 06 2013

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1000 W. 10th Street
 Suite 1000
 Fort Lauderdale, FL 33304
 Phone: (954) 574-1111
 Fax: (954) 574-1112

NOV 07 2013

NO.	DATE	REVISION/DESCRIPTION
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3	11/07/13	REVISED PER COMMENTS
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99	11/07/13	REVISED PER COMMENTS
100	11/07/13	REVISED PER COMMENTS

PROJECT: COMMERCIAL DEVELOPMENT
 8800-8700 ALZANZERA RD.
 RICHMOND, BC

ISSUED FOR PERMITS
 SHRUB PLAN

DATE: 11/07/13
 DRAWN BY: L2
 CHECKED BY: [Signature]
 SCALE: AS SHOWN

530087
 #86

PLANT SCHEDULE	COMMON NAME	SCIENTIFIC NAME	PLANT AND FINISHES
1	RED TIGER BUTTERFLY	COLLEBAEUS SPINARIA	12000
2	RED TIGER BUTTERFLY	COLLEBAEUS SPINARIA	12000
3	RED TIGER BUTTERFLY	COLLEBAEUS SPINARIA	12000
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99	RED TIGER BUTTERFLY	COLLEBAEUS SPINARIA	12000
100	RED TIGER BUTTERFLY	COLLEBAEUS SPINARIA	12000

TYPE 1-FOR SUNPARTIAL SUN

- ROCK CRESS
- SCOTCH MARIGOLD
- GERANIUM
- CREEPING RASPBERRY
- PETUNIA
- SWEET POTATO VINE

TYPE 2-FOR SHADE

- IVY
- BLUE EYED MARY
- BEGONIA
- PAINTED LEAF
- FUCHSIA

HANGING BASKETS ENLARGEMENTS

HANGING BASKET

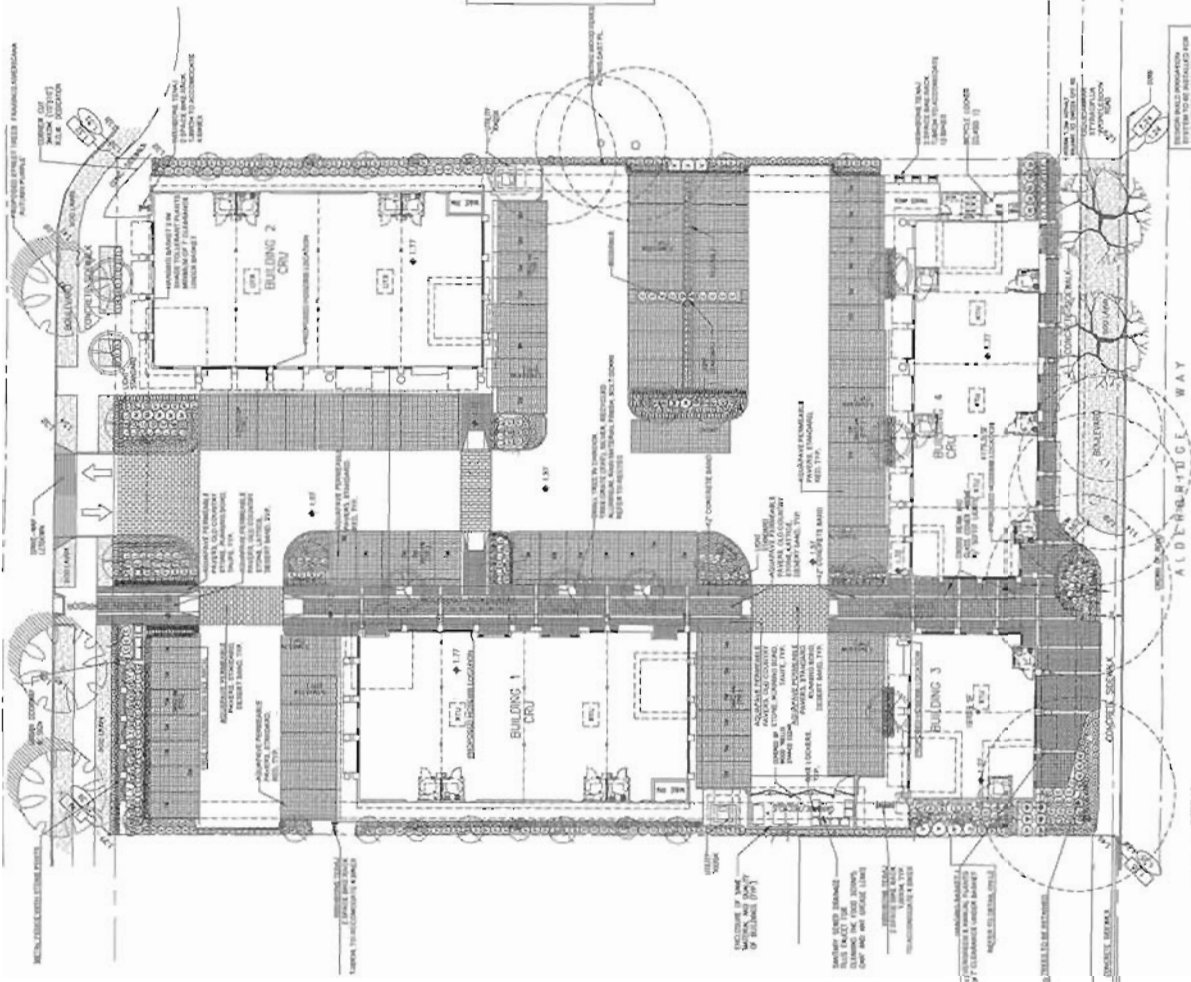
TENAJ 2 SPACE BIKE RACK

REFER TO DRAWING FOR DIMENSIONS

DP 13

SHRUB PLAN

←



ELEVATION
 ELEVATION

Engineering provided by this firm is based on the information provided to it by the client. It is not to be used for any purpose other than that for which it is intended.



PROFESSIONAL ENGINEERS
 10000 W. WILLOW CREEK DRIVE
 SUITE 1000
 RICHMOND, VA 23234
 (804) 771-1100

DATE

NOV 07 2013

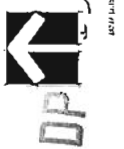
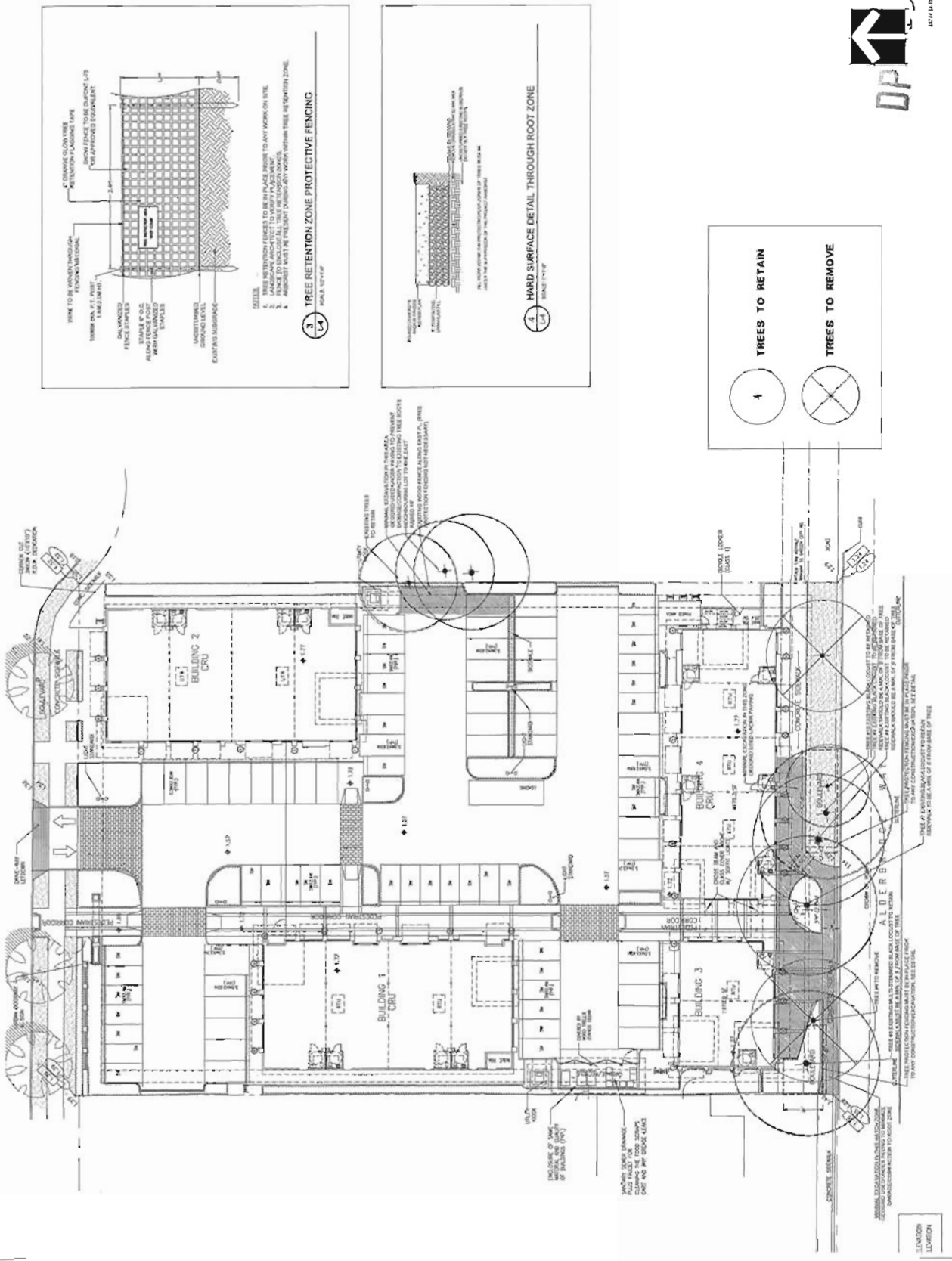
NO.	DATE	DESCRIPTION	BY
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PROJECT TITLE
COMMERCIAL DEVELOPMENT
 2565 STOKES AVENUE
 RICHMOND, VA

DATE
 11/07/13

PROJECT NUMBER
 630087
 SHEET NUMBER
 L4
 DRAWN BY
 J. L. BROWN
 CHECKED BY
 J. L. BROWN

DATE
 11/07/13



DATE
 11/07/13



**ZHAO XD
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NOV 06 2013

12/09/12 RDP
12/09/12 ADP
12/09/12 RDP
12/09/12 ADP

DATE: Revised C/S

PROJECT: COMMERCIAL BUILDINGS
100-1000 ALEXANDRIA ROAD
VANCOUVER, BC
Drawing Title: SIGNAGE

DATE: 08/07/2012
DRAWN BY: ADP
CHECKED BY: ADP
DATE: 08/07/2012

PROJECT NO.:
DRAWING NO.:

DP 13-620087

reference

SIGNAGE TYPES

(SEE BUILDING ELEVATIONS FOR SIZE AND LOCATION OF THE CHANNEL LETTERS SIGN AND LOGO)



