City of Richmond

Report to Development Permit Panel

To:	Development Permit Panel	**Date:**	December 21, 2015
From:	Wayne Craig Director of Development	**File:**	DP 14-660885
Re:	**Application by Rafii Architects Inc. and DYS Architecture on behalf of Kebet Holdings Ltd., Inc. No. BC0712200 for a Development Permit at 5580 No. 3 Road**		

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of approximately 132 residential units, which includes 128 units within a residential tower and four (4) two-storey townhouse units above the parking podium, and grade level commercial units along No. 3 Road at 5580 No. 3 Road on a site zoned "Downtown Commercial (CDT1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the residential parking rate from the standard City wide parking rate to the City Centre Zone 1 parking rate.

Wayne Craig
Director of Development

WC:dn
Att.

Staff Report

Origin

Rafii Architects Inc. and DYS Architecture have applied on behalf of Kebet Holdings Ltd., Inc. No. BC0712200 to the City of Richmond for permission to develop 5580 No. 3 Road as a mixed-use development that includes 128 residential units within a tower form, four (4) two-storey townhouse units above the proposed parking podium, and approximately 529 m² (5,703 ft²) of commercial space along the No. 3 Road frontage. The proposed development will secure nine (9) units as affordable housing units in accordance with the City's Affordable Housing Strategy. The subject site is zoned "Downtown Commercial (CDT1)". The site is currently developed as a single storey commercial building.

There is no rezoning application associated with this project. The applicant proposes to develop the site in accordance with the site's CDT1 zoning and Urban Core T6 (45 m) designation in the City Centre Area Plan (CCAP).

A Servicing Agreement (SA) is required and is discussed in detail in Attachment 5. The scope of the SA includes improvements to the existing storm sewer and sanitary sewer, and transportation improvements associated with extending a north/south lane at the rear of the proposed building.

Surrounding Development

The subject site is in the Lansdowne Village in an area designated in the City Centre Area Plan (CCAP) for high-density, high-rise commercial and mixed-use development (Attachment 2). Development surrounding the subject site is as follows:

- To the north, an existing single storey restaurant with associated surface parking. The site is zoned "Commercial Downtown (CDT1)" and designated Urban Core T6 (45 m) and Village Centre Bonus in the Lansdowne Village;
- To the east, an existing residential development consisting of two (2) sixteen-storey residential towers set back from Lansdowne Road, a mid-rise building at the northeast corner of the site and two-storey townhouses and tower lobbies along Lansdowne Road. A 6.1 m (20 ft.) wide right of way was secured along the western edge of this site to initiate a lane between Lansdowne Road and Ackroyd Road that will be extended south as properties redevelop along No. 3 Road. The site is zoned "Commercial Downtown (CDT1)" and designated Urban Core T6 (45 m) and Village Centre Bonus in the Lansdowne Village;
- To the south, two (2) free standing single storey restaurants and associated surface parking on a large lot that extends to Ackroyd Road. The site is zoned "Commercial Downtown (CDT1) and designated Urban Centre T6 (45 m) and Village Centre Bonus in the Lansdowne Village; and
- To the west, the Canada Line elevated rapid transit system, No. 3 Road, and an upholstery and manufacturing building across No. 3 Road, which is zoned "Auto Oriented Commercial (CA)" and designated Urban Centre T6 (45 m) and Village Centre Bonus in the Lansdowne Village.

Development Information

The proposed building consists of a partially submerged three-storey parking podium with ground-level commercial space and residential lobby fronting No. 3 Road, approximately 128 units within a residential tower that is located on the western portion of the podium, and four (4) two-storey townhouse units located on the eastern portion of the podium. The proposed site plan and building design reflect the applicant's response to site specific constraints, which includes the adjacent Canada Line guideway, a relatively small northern adjacent lot, and the introduction of rear lane access in conjunction with an extension of the existing lane network.

Pedestrian access would be provided to the commercial spaces from the No. 3 Road street frontage. Access to the parking, loading and garbage/recycling facilities would be provided from the proposed lane extension.

Common outdoor amenity space for residents is proposed at the third level of the building above the parking podium. Common indoor amenity space would be located within third and fourth storey spaces (L3 & L5) on the west side of the building and east oriented space on the third storey (L3) of the building, which incorporates direct access to the proposed podium level outdoor amenity space. The proposed amenity spaces would comply with Official Community Plan (OCP) guidelines.

The attached Development Application Data Sheet (Attachment 1) provides a comparison of the proposed development data with the relevant Bylaw requirements.

Related Polices & Bylaws

The applicant is required to comply with City bylaws and policies, including the following. In applicable cases, the terms are articulated in the Development Permit Considerations (Attachment 5).

Official Community Plan (OCP)/City Centre Area Plan (CCAP)

The site is designated "Downtown Mixed Use" in the OCP, which supports the proposed mixed residential and commercial use. The site is located within the Lansdowne Village Plan in an area designated for high-density, high-rise commercial and mixed-use development, which supports the proposed use and density (Attachment 2).

Flood Management Implementation Strategy

The development proposal is required to comply with the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant is required prior to Development Permit issuance.

Affordable Housing

- The applicant has chosen to apply a provision in the CDT1 zone that permits an increase of the permitted density from 3.0 FAR to 3.15 FAR provided a minimum of 5% of the proposed residential floor area is secured as affordable housing units.
- Out of the proposed 132 units, nine (9) units will be secured as affordable housing. The associated floor area of these units is approximately 540 m^2 (5,820 ft^2), which is slightly

greater than 5% of the proposed residential floor area. The units will be located on the west side of the tower, and at the south west and north east corner of the tower. The following units have been identified as future affordable housing units:

- Two (2) bachelor units located on the sixth storey (Unit 607, 608) of the building;
- Four (4) one (1) bedroom units located on the sixth and seventh storey (Unit 606, 609, 706 and 709) of the building; and
- Three (3) two (2) bedroom units located on the third, sixth and seventh storey of the building (Unit 312, 605, 705).

- Community Services staff support the applicant's response to the Affordable Housing Strategy.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is located within an area that permits consideration of all aircraft noise sensitive land use types. However, as the site is affected by OCP Airport Noise Contours, the development is required to register a covenant prior to Development Permit issuance.

OCP Sustainability

- As a condition of Development Permit issuance, the applicant will commit to connect the subject development to a future City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate hook-up to a DEU, entering into a Servicing Provision Agreement(s), and statutory rights of way and/or alternative agreement.
- In accordance with the CCAP, the proposed development will be constructed to achieve LEED Silver equivalency. The applicant has provided a list of sustainability features that may be incorporated to ensure the development proposal achieves LEED Silver equivalency (Attachment 3).

OCP Accessibility Policy

- The proposed development includes nine (9) single storey basic universal housing units (BHU) that are designed to be easily renovated to accommodate a future resident in a wheelchair. Provided the units incorporate all of the accessibility provisions listed in the Basic Universal Housing Features section of the City's Zoning Bylaw, a density exclusion of 1.86 m^2 (20 ft^2) per unit is permitted. The applicant has not utilized the density exemption at this time.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include stairwell hand rails; lever-type handles for plumbing fixtures and door handles; and solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.
- The proposed development would provide barrier-free access to both the commercial units and the residential lobby, as well as barrier-free access to the indoor and outdoor amenity space.

OCP 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 parking structure and the residential lobby are designed to minimize alcoves and hidden corners, and are well illuminated. The interior of the parking structure would be painted white;
- Visitor and commercial parking is separated from residential parking and secured with overhead gates;
- Elevator lobbies and vestibules include appropriate glazing;
- CCTV cameras located at ceiling level at all exit stairs, parkade access ramps, elevator vestibules, bicycle storage and the garbage/recycling room;
- Commercial units are accessed either directly from the sidewalk or from the lower parking level; and
- The proposed site plan and the use of transparent building material at the ground level and between the indoor amenity and the outdoor amenity areas introduce opportunities for passive surveillance.

Public Art

- As a condition of development permit issuance, the applicant would voluntarily contribute approximately $92,022.00 ($0.77/ft^2 per residential buildable square foot, excluding affordable housing, and $0.44/ft^2 per commercial buildable square foot) towards the City's public art reserve fund. The contribution would be allocated to administration and installation of public art on the subject site.
- The applicant has submitted a public art plan, which was considered and supported by the Public Art Committee on July 12, 2015. The plan establishes the future location for public art within proximity of the residential lobby entrance along No. 3 Road. The form of public art is intended to be a sculpture, likely raised on a plinth. The process of developing the details of the public art installation will be undertaken in accordance with the Public Art Program (Policy 8703).

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

With the exception of the variance noted below, the development proposal complies with the Richmond Zoning Bylaw. The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

1) Reduce the residential parking rate from the standard City wide parking rate to the City Centre Zone 1 parking rate.

(Staff support the proposed variance based on consideration of the subject site's location within the City Centre Zone 1 parking area and proximity to the Canada Line. Consistent with similar past approvals, Transportation staff support application of the City Centre Zone 1 parking rate provisional to the applicant agreeing to:

1. ***Comply with the Affordable Housing Strategy and secure a minimum of five percent (5%) of the total residential floor area as affordable housing units; and***

2. ***Provision of transportation improvements that are to the satisfaction of Transportation staff, which contribute toward a transit-oriented environment. The applicant would relocate access to the site from No. 3 Road to a lane on the eastern portion of the site that would extend the existing lane network. The eastern portion of the subject site would be secured as a public lane with a right of way and the applicant is responsible for its construction.***

External Agencies

Ministry of Environment

Historically, an auto dealership/repair/servicing centre operated on-site and the applicant has submitted the required Environmental Site Assessment to the Ministry of Environment.
The City has received a letter issued by the Ministry of Environment advising that in accordance with the Local Government Act (Section 946.2(2)(e)), the City may proceed with the issuance of a Development Permit for the subject site as the applicant has satisfactorily addressed site contamination concerns. The release outlines terms required to be undertaken by the project proponent.

TransLink

TransLink has granted preliminary approval for the development proposal and has articulated actions that are required to be undertaken by the applicant to the satisfaction of TransLink prior to the issuance of a Building Permit, which are itemized in Attachment 5.

Among the conditions is the requirement to address TransLink's guideway protection requirement, which is TransLink's response to concerns related to trespass and debris on the guideway. The applicant and TransLink will work together to identify a suitable response, which may include introduction of a physical canopy, registration of an agreement between the owner and TransLink, or an as yet unidentified site specific response. Any proposal that affects the public realm and/or building form and character would be reviewed by the City and be reconsidered by the Development Permit Panel.

Urban Design Response

The proposed design concept is characterized as a mid-block mixed use development consisting of a single residential high-rise tower above a parking podium with ground level commercial uses. An unique element of the proposed development is the four (4) two-storey townhouse units at the podium level that interface with both the outdoor amenity space and the proposed lane extension. The proposal satisfactorily responds to the urban design issues identified during the Development Permit application review process including the urban design objectives of the OCP and CCAP Development Permit Guidelines and the CCAP Mixed Use High-Rise Commercial and Mixed Use Sub Area Guidelines. In the following sections of the report, the proposal is discussed in terms of its urban design response.

Advisory Design Panel Comments

The development proposal was considered by the Advisory Design Panel (ADP) on November 5, 2014. Members of the ADP appreciated many elements of the proposed design including the proposal's design response and were supportive of the:

- Detailed study of the potential impacts of development on the ability of the northern adjacent parcel to develop;
- Building setbacks from the Canada Line;
- Building massing, including balcony design;
- Termination of the tower;
- Ground level treatment; and
- Landscaping design.

The Panel's comments related to items for further consideration were limited to design development of detailed architectural elements such as mullions and parapet wall, consideration of the entry sequence to the building lobby from the street, and additional opportunities to support accessibility within individual units. A copy of the relevant excerpt from the ADP Minutes from November 5, 2014 is attached for reference (Attachment 4). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in ***'bold italics'***. The applicant has addressed these suggestions to the extent recommended by staff.

Conditions of Adjacency

Northern Adjacency (5500 No. 3 Road)

- The site is bordered on the north by 5500 No.3 Road, which is a similar size and geometry as the subject site. The applicant was encouraged to consolidate the subject site and 5500 No. 3 Road.
- The applicant did approach the property owner of the northern adjacent site (5500 No. 3 Road) but the owner is not interested in redeveloping at this time.
- As a result, the applicant was required to demonstrate whether the development potential of 5500 No. 3 Road would be unreasonably affected by development of the subject site in accordance with the site's existing CDT1 Zoning and impacts of the interim condition.
- The applicant was required to test the feasibility of future redevelopment of 5500 No. 3 Road at 3.00 FAR and 3.15 FAR and demonstrate compliance with the CDT1 zone and OCP and CCAP design guidelines. This information has been reviewed by staff and the Advisory Design Panel, and has been shared with the owner of 5500 No. 3 Road.
- Redevelopment of the subject site would create an interim condition where the northern three (3) storey parking podium façade would be visible from the north until the adjacent site (5500 No. 3 Road) is redeveloped. To minimize the interim visual impact of the exposed parking podium, the applicant proposes to incorporate vertical reveals into the structural design and introduce color by painting the wider vertical strips white and narrower accent strips light blue.

No. 3 Road (west)

- The site abuts No. 3 Road and the Canada Line guideway.
- The proposed development would not significantly affect current or future development on the west side of No. 3 Road as the physical separation from properties on the west side of No. 3 Road minimizes potential shadowing, outlook and/or privacy impacts.
- The Canada Line guideway and its use result in noise, privacy and overlook impacts on adjacent uses. To minimize the impacts associated specifically with the guideway, the CCAP includes Canada Line setback building guidelines for residential and non-residential uses located adjacent to the Canada Line. The guidelines are intended to enhance residential liveability while at the same time supporting an animated and pedestrian oriented, public realm within proximity of the guideway.
- The applicant has provided an Acoustical Evaluation report, which assesses noise from the Canada Line guideway, as well as aircraft and vehicle traffic noise impacts on the proposed development. The report's analysis of the proposed development indicates that window glazing upgrades and airtight weather stripping for all exterior doors and windows, if undertaken in accordance with the specifications listed in the report, would create indoor living areas where the noise levels comply with criteria listed in the OCP. In addition, all units will have central air conditioning; therefore, it would not be necessary for residents to open a window during warm weather.
- To minimize the visual impact of the guideway on the residential units that are located at the building corners on the third and fourth storey (L3 and L5) of the building, which have the closest proximity to the guideway and a western exposure, the internal layout of the units would be organized to orient active use areas away from the guideway.
- With the exception of the corner units, the western elevation of the tower on the third and fourth storey (L3 and L5) of the proposed building would be indoor amenity space, including an amenity studio guest suite. Locating these non-residential yet active spaces in this location would support an urban interface between residents and Canada Line users without significantly affecting privacy or co-locating incompatible uses.
- Commercial uses at ground level are proposed in accordance with the Canada Line setback for non-residential uses. The width of the public realm resulting from the guideway right of way and the proposed building setback is appropriate to support an urban public realm.

Southern Adjacency (8111 Ackroyd Road)

- To the south, the site is bordered by two (2) existing single-storey commercial buildings and associated surface parking on a large lot (8111 Ackroyd Road) that extends south to Ackroyd Road and eastward beyond the subject site's property line.
- Development of the subject site would create an interim condition where portions of the proposed three (3) storey parking podium wall would visually affect views from the south. The building outline for the commercial structure at 8111 Ackroyd Road is shown in the corresponding elevation plan and shows that the existing building obscures a portion of the southern parking façade. To minimize the interim visual impact of the building façade, a pattern of vertical reveals are proposed to be integrated into the building design and are painted white and light blue.

Eastern Adjacency (8120 Lansdowne Road)

- The site abuts an existing podium and residential tower development.
- Through the development process, the applicant will be responsible for the design and construction of a north/south lane extension, which would establish a 17.2 m (56 ft.) setback from the eastern property line. Further, the subject tower is located on the western most portion of the lot, which minimizes privacy impacts. Shadow impacts would be limited. The townhouse units that are located at the easternmost edge of the podium level are limited to two-storeys. These units will have no shadowing effect on the adjacent site and privacy impacts are limited by the physical separation of the units from the existing residences.
- To address the view from above, the townhouse units will be treated with a green roof and the podium developed with landscaping.

Streetscape & Lane

No. 3 Road

The CCAP designates No. 3 Road a pedestrian-oriented retail precinct – high street & linkage. The proposed development contributes to the establishment of a pedestrian retail high street by:

- Supporting an urban character at the ground level with transparent double height commercial spaces that are framed in Carrera marble cladding;
- Recessing the residential lobby entrance to minimize the interruption of the ground level commercial uses;
- Incorporating design elements that encourage pedestrian activity including weather protection adjacent to the commercial units and at the lobby entrance, and incorporating distinct hard surface treatment that includes basalt pavers at entry points;
- Limiting vehicle functions to the lane; thereby minimizing interruptions to the public realm; and
- Committing to incorporate public art at ground level through the City's public art program.

Lane

- Through the development process, access to the site would be relocated to a north/south lane, which the applicant would extend south and secure for public use and utilities with a right of way. The lane intended to extend south to Ackroyd Road in the future as the rest of the block develops.
- The width of the right of way ranges from 10.0 m (32 ft.) to 17.2 m (56 ft.). There are two (2) primary outcomes from the resulting loss of developable lot area:
    - The overall building design is influenced. Instead of a two (2) storey parkade, three (3) storey parkade is required to meet bylaw requirements. The additional parking level results in a loss of a level of residential units within the tower, which is not permitted to exceed a height of 47 m geodetic (154 ft.). The proposed townhouse units accommodate permitted density outside the proposed residential tower.
    - The 17.2 m (56 ft.) separation from the proposed parking façade and the adjacent "Prado" development would introduce more space at the ground level and facilitate daylight penetration into the lane, which in addition to the overhead

lighting and townhouses located on the eastern edge of the parking podium, would improve safety and pedestrian amenity.

- Parking, and garbage/recycling would be enclosed within the parking podium. A holding area is provided for waste collection between the exterior parkade wall and the loading spaces.
- Similar to the treatment of the north and south parking podium façade, the east parkade wall includes vertical reveals that are painted a simple pattern of alternating white and light blue. Metal panels are arranged to reinforce the vertical expression of the building.

Site and Functional Planning

- The development proposal includes an articulated square residential tower on the western portion of the site and two-storey townhouse units at the podium level on the eastern portion of the site. The proposed square tower form is responsive to the specific site context. The square tower form:
    - Maximizes views and daylight penetration for tower residents;
    - Is sited to comply with tower separation guidelines and minimizes shadow and overlook impacts on the existing residential towers within this block;
    - Minimizes the number of north oriented residential units at the tower base that may be affected by future development of a parking podium on the northern adjacent property (5500 No. 3 Road). Of the three (3) units with a northern exposure, two (2) are corner units with alternate exposures and the third is further recessed; and
    - The maximum width of the west and east tower façade is determined by the site's frontage. Therefore, any changes to the tower form would be limited to elongating the tower in an east/west direction and/or sculpting the tower. A rectangular tower form would present a more expansive north elevation façade when viewed from the north, including the future Lansdowne Linear Park and southbound Canada Line users; thereby affecting the view corridor from the north, and increasing shadow impacts on the northern adjacent site.
    - The tower floor plate would recess significantly at the top two (2) storeys to contribute interest to the skyline and establish a distinct termination to the building.
- 872 m^2 (9,385 ft^2) of common outdoor amenity space is centrally provided between the proposed residential tower and townhouse units at the podium level.
- A 43 m^2 (467 ft^2) indoor amenity lounge directly accesses the common outdoor amenity area. An additional 229 m^2 (2,470 ft^2) of indoor amenity space is proposed on the west side of the tower and includes a double height amenity fitness room and game room at the third storey (L3), and a library and studio guest suite on the fourth storey (L5). The applicant proposes to split the indoor amenities on either side of the central elevator core to maximize non-residential animated uses adjacent to the Canada Line guideway while maintaining a physical connection between indoor and outdoor amenity uses.
- With the exception of the guest suite, which will be secured for common use, all units are provided with outdoor space. A range of balcony sizes are proposed throughout the development. The smallest balconies are a minimum 6m^2 (64 ft^2), which meets the basic OCP area guidelines.

Parking, Loading & Waste Collection

- The site is located within the City Centre and future residents would benefit from the site's proximity to transportation options, including access to the Canada Line. As noted earlier, Transportation staff support the proposed variance to allow application of City Centre Zone 1 parking rates at this site, provided that affordable housing units are secured on-site in accordance with the Affordable Housing Strategy, all vehicle access is relocated to the rear of the building, and that the applicant construct a lane extension for the length of the subject site.
- Resident and commercial/visitor parking is enclosed within a parkade. A total of 176 residential stalls and 27 shared visitor/commercial off-street parking stalls are proposed on-site, which exceeds the City Centre Zone 1 parking rate requirement of 132 residential stalls and 27 shared visitor/commercial stalls.
- Transportation staff support shared visitor and commercial parking conditional to registration of a non-assignment agreement according to the terms outlined in Attachment 5.
- Loading is provided in accordance with the Zoning Bylaw and the applicant has demonstrated to the satisfaction of Transportation staff that loading vehicles and waste collection vehicles can access the site.
- Both long term and short term bicycle parking is provided on-site and meets or exceeds the Zoning Bylaw requirement.
- The proposed development provides electric vehicle charging infrastructure in accordance with the OCP and is noted on the architectural plans.

Architectural Form & Character

Building Articulation & Materials and Color

- The applicant describes the architectural character of the proposed development as one of structural solidity, permanence of materials, and lightness of articulation.
- The proposed development employs a variety of architectural strategies to minimize the building mass, add variety to the building form and character, and achieve a pedestrian scale along the street frontage.
- As the first redevelopment on the block, the applicant proposes to establish a strong urban commercial presence with the introduction of two-storey glass store front commercial units that are framed using Carrara marble to anchor the building and a glass and polished chrome canopy. A recessed residential lobby is similarly treated with glass and a two-storey entry and has been designed not to compete with the prominence of the commercial spaces. The generous use of windows extends up the building spine on the west façade to include amenity uses at the third and fourth storey of the building (L3 & L5).
- The proposed square tower form is articulated on the north and south façade with twin vertical massing forms. These elements contain the building's edges and articulate the building façade.
- Glass is used at the corners of the tower to blend the edges of the building into the skyline and is a defining character element of the proposed tower that reduces the apparent massing of the proposed tower.
- The west and east tower elevations are characterized by elongated glass and metal balconies. These horizontal bands highlight the spine of the building and introduce a distinct character to the elevations.

- The east and west two-storey townhouse elevations are characterized by the use of architectural concrete with reveals and punched windows.
- The terminus of the tower is designed to feel light and to blend into the skyline and includes liberal use of window and glass material punctuated by landscaped terraces.

Landscape Form & Character

- The applicant describes the character of the landscaping plan as urban and "clipped" with design references to rain drops reflected in the design's circular motif.
- Within the property lines, the ground level public realm is proposed to be primarily hard surface in response to the commercial uses along No. 3 Road, the lane extension on the east side of the proposed building, and the urban character of the site's location within a Village Centre. Along No.3 Road, basalt stone tiles would interrupt natural colored broom finished concrete at commercial entrances and at the lobby entrance, which is punctuated with a Green Japanese Maple and Reeves Skimmia shrubs. Bike racks would be introduced along this frontage. Adjacent to the lane, the loading area would be treated with concrete and a band of aggregate paving along the edge of the parking podium, and installation of a small planted island that includes two (2) Armstrong Red Maple trees, shade tolerant Japanese Skimmia and Himalayan Sarcococca shrubs, and Boston Ivy vines.
- Although the north east corner of the site would not accommodate transportation or utilities, the area would be included in the right of way area. In recognition of the visibility of this area from Lansdowne Road and to reduce the area treated with hard surface materials, this small corner will be landscaped in accordance with specifications outlined in Attachment 5.
- The applicant has provided confirmation that the public realm will not be affected by required private utility infrastructure. BC Hydro will not require installation of a junction box, pull box or Vista Switch.
- The proposed podium level outdoor amenity space includes active and passive areas. The common space is separated from semi-private patios with low landscaped planters. The outdoor amenity area includes an outdoor circular, shade structure, an outdoor barbeque, and terraced landscaping that includes a variety of trees, shrubs and ground cover selected to introduce seasonal variety. A centrally located children's play area is proposed and would include 'wigglepoles' on a fibar base, rubber surfaced elevated spheres, and a small sand play area to stimulate imaginative play. Podium level patios would be provided with hosebibs to encourage individual gardening. A combination of lighting fixtures (step/wall mounted lights, in-grade path lights) is proposed to sensitively illuminate the outdoor amenity area without affecting adjacent residential units.
- The townhouse rooftops would be treated as a green roof including a variety of sedums, some of which include flowers that would introduce color and seasonal change. The roof top would be irrigated by an automatic irrigation system.
- The applicant has provided confirmation that there are no bylaw sized trees on the site. Existing off-site trees along No. 3 Road would be protected in accordance with the City's Tree Bylaw. The applicant is required to install tree protection fencing and to arrange inspection by the Tree Protection Department.

Servicing Agreements/Engineering

Engineering issues will be addressed through the required Servicing Agreement (SA), which is discussed in detail in Attachment 5. The scope of the SA includes provisions for the possible installation of a new water connection, removal of any existing storm sewer inspection chambers and service connections along the No. 3 Road frontage and installation of a new connection and associated infrastructure, installation of a new sanitary sewer connection, and construction of a lane and ancillary space on the eastern portion of the site.

The existing sanitary connections to the subject site and the northern adjacent site (5500 No. 3 Road) are located within an existing right of way (H17837). The existing sanitary would be relocated prior to preload being placed on the site. Discharge of the right of way is identified as a condition of the SA (Attachment 5).

Conclusions

The proposed development is a well considered site specific design response to a challenging mid-block context in the core of the Lansdowne Village. The applicant has satisfactorily demonstrated that the proposed scheme considers the future development potential of the northern adjacent lot (5500 No. 3 Road), impacts from future podium to podium interfaces, setbacks from future and existing development, as well as the Canada Line, and satisfactorily responds to fundamental CCAP design and liveability objectives. The proposal's articulated building mass and design details, contribution to the City Centre lane network, and commercial ground level interface will contribute a quality urban development to this highly visible mid-block site and is supported by staff.

Diana Nikolic
Senior Planner, Urban Design

DN:rg

Attachment 1: Data Sheet
Attachment 2: Lansdowne Village Specific Land Use Map
Attachment 3: LEED Equivalency List (provided by applicant)
Attachment 4: Advisory Design Panel Minutes & Applicant Responses (inserted in bold italics)
Attachment 5: Development Permit Considerations

City of Richmond

Development Application Data Sheet

Development Applications Division

DP 14-660885 **Attachment 1**

Address: 5580 No. 3 Road

Applicant: Rafii Architects Inc. & DYS Architecture

Owner: Kebet Holdings Ltd. Inc. No. BC0712200

Planning Area(s): City Centre Area Plan (Lansdowne Village)

Floor Area Gross (with excluded amenity): 11,586 m^2 (124,710 ft^2)

Floor Area Net: 11,313 m^2 (121, 771 ft^2)

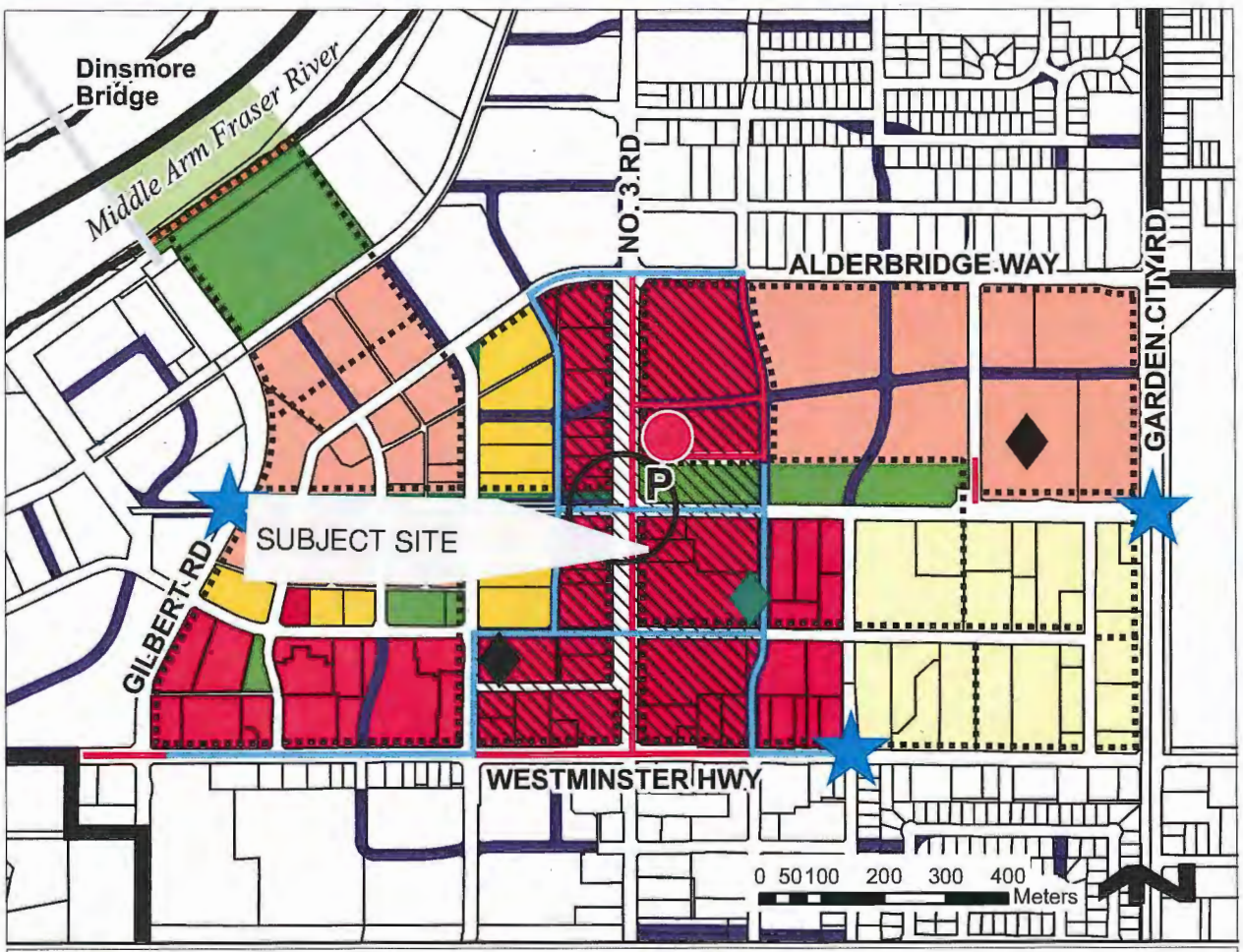
	Existing	Proposed
Site Area:	3,622 m^2 (38,988 ft^2)	3,622 m^2 (38,998 ft^2)
Land Uses:	Vacant commercial	Mixed use (commercial/residential)
OCP Designation:	Downtown Mixed Use	Downtown Mixed Use
OCP Designation:	Urban Core T6	Urban Core T6
Zoning:	Downtown Commercial (CDT1)	Downtown Commercial (CDT1)
Number of Units:	1 commercial unit	4 commercial units and 132 residential units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.15 provided Affordable Housing is provided in accordance with Council policy	3.13	none permitted
Lot Coverage:	Max. 90%	76.9%	None
Setback – Front Yard:	No. 3 Road: 6.0 m with provisions to reduce to 3.0 m	3.0 m	None
Setback – Interior Side Yards:	Min. 0 m	0.0 m	None
Setback – Rear Yard:	Min. 0 m if there is a lane	17.2 m to property line 0 m to 8.5 m to lane	None
Height (m):	Max. 47.0 m geodetic	47 m geodetic	None
Lot Size:	No minimum requirements for CDT1	3,622 m^2 (38,987 ft^2)	None

Off-street Parking Spaces – Regular/Commercial:	City Centre Zone 1 Rate: Commercial: 3.75/100m2: 20 stalls Visitor: 0.2/unit:27stalls (note: commercial and visitor stalls are shared; therefore, a total of 27 stalls is required) Residential (1.0/unit, AH 0.9/unit): 132 (123 regular, 9 AH) Total required: 159	Commercial/visitor shared:28 stalls Residential:148 stalls Total:176 stalls % small car stalls: 35% (63 stalls)	City Centre Zone 1 Rate in lieu of compliance with Affordable Housing Strategy and other transportation improvements supported by Transportation staff
Off-street Parking Spaces – Accessible:	2% of total Residential:3 Visitor/Commercial:1	Residential:5 stalls Visitor/commercial:1 stall	None
Total off-street Spaces:	159	176	None
Tandem Parking Spaces	-	None proposed	None
Electric vehicle charging	-20% provided with 120 volt receptacle: 27 -Additional 25% pre-ducted for future wiring: 33 -Minimum 1 120 volt receptacle for every 10 Class 1 bicycle parking spaces: 17	#120 volt receptacles:32 stalls #stalls pre-ducted:44 spaces #120 volt receptacles (bike):23 spaces	None
Bike Parking	Class 1: 167 Class 2: 29	Class 1: 167 Class 2: 29	
Loading	Residential: 1 medium Commercial: 1 medium Commercial: 1 large	Residential: 1 medium Commercial: 1 medium Commercial: 1 Large (WB 17 can be accommodated by combining the tandem SU9 stalls or in the lane)	
Amenity Space – Indoor:	Min. 100 m^2 (1,076 ft^2)	272 m^2 (2,939 ft^2)	None
Amenity Space – Outdoor:	Min. 792 m^2 (8,525 ft^2)	872 m^2 (9383 ft^2)	None

Specific Land Use Map: Lansdowne Village (2031)

Bylaws 8427 & 8516 2010/09/13



- General Urban T4 (15m)
- Urban Centre T5 (35m)
- Urban Centre T5 (25m)
- Urban Core T6 (45m)
- Park
- Park - Configuration & location to be determined
- Village Centre: No. 3 Road & Lansdowne Road Intersection
- Non-Motorized Boating & Recreation Water Area
- Village Centre Bonus
- Institution
- Pedestrian Linkages
- Waterfront Dyke Trail
- Enhanced Pedestrian & Cyclist Crossing
- Proposed Streets
- Pedestrian-Oriented Retail Precincts-High Street & Linkages
- Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages
- Canada Line Station
- P Transit Plaza

Preliminary draft of LEED Canada Project Checklist - LEED Silver Equivalency

PROJECT: ORCHID - 5580 No. 3 Road, Richmond B.C.

	Y	?	N				
26	15	2	0	SUSTAINABLE SITES		Lead	LEED Requirement
	Y			PreReq	Construction Activity Pollution Reduction	Civil	Reduce Pollution from site activities by controlling soil erosion, waterway sedimentation, and airborne duct generation
1	1			Credit 1	**Site Selection**	Owner selection	Avoid development of inappropriate sites and reduce environmental impact from the location of the bldg. site.
5	5			Credit 2	**Development Density & Community Connectivity**	Owner/Arch.	Channel developments to urban areas with existing infrastructure, protect Greenfields, preserve habitat & natural resources
1			N	Credit 3	**Brownfield Redevelopment**	Owner	Develop on a contaminated site and provide remediation by Provincial Contaminated Sites Program
6	6			Credit 4.1	**Alternative Transportation** - Public Transportation Access	Dictated by Location	Locate within 800m of rapid transit, 400m of two bus lines
1	1			Credit 4.2	**Alternative Transportation** - Bicycle Storage & Change Rooms	Arch.	Covered storage facilities for securing bicycles for 15% or more of occupants. This can include storage rooms and bike racks.
3			N	Credit 4.3	**Alternative Transportation** - Hybrid & Alternative Fuel Vehicles	Arch./Elect.	Install alternative-fuel refueling stations for 3% of total vehicle parking capacity and provide parking for these vehicles
2	1			Credit 4.4	**Alternative Transportation** - Parking Capacity	Arch.	Size parking capacity to meet but not exceed local zoning requirements and provide preferred parking for carpools equal to 10% of the number of non visiting parking spaces
1			N	Credit 5.1	**Reduced Site Disturbance**- Protect or restore habitat	Landscape/Civil	Restore or protect minimum of 50% of the site area or 20% of the total site area with native or adapted vegitation
1			N	Credit 5.2	**Reduced Site Disturbance**- Development Footprint	Landscape/Civil	Conserve existing natural areas and restore damaged areas to provide habitat and promote biodiversity
1		1		Credit 6.1	**Storm water Design**-Rate and Quantity	Civil	Limit disruption and pollution of natural water flows by managing storm water runoff.
1		1		Credit 6.2	**Storm water Design**- Quality Control	Landscape	Limit disruption of natural water flows by eliminating storm water runoff, increasing on site filtration and eliminating contaminants
1	1			Credit 7.1	**Heat Island Effect** - Non-Roof	Arch./Landscape	Place 50% of parking underground or within a covered structure
1			N	Credit 7.2	**Heat Island Effect -Roof**	Arch./Landscape	75% or greater of roof area has solar reflective index of 78 or 29. or install vegitated toof for 50% of roof area. Covered parking structure does not count towards credit.
1			N	Credit 8	**Light Pollution Reduction**	Arch./Electrical	Reduce light trespass from building and site.
Credit	Y	?	N				
9	2	0	0	WATER EFFICIENCY		Lead	LEED Requirement
	Y			PreReq	**Water use reduction -20%** Reduction	Mechanical	Use 20% less water than baseline building
2	2			Credit 1	**Water Efficient Landscaping-Reduce by 50%**	Landscape	Reduce potable water consumption for irrigation by 50% over conventional means
2			N	Credit 1.2	**Water Efficient Landscaping**- No Potable Water Use or No Irrigation	Landscape	Use only captured rain or recycled site water to eliminate all potable water use for site irrigation
2			N	Credit 2	**Innovative Wastewater Technologies**	Mechanical	Reduce potable water for sewage conveyance by 50% or treat 50% of wastewater on-site to tertiary standards.
3				Credit 3.1	**Water use reduction -35%** Reduction	Mechanical/Owner	Employ strategies that in aggregate use 35% less water than in the water use baseline calculated for the building
Credits	Y	?	N				
35	7	2	0	ENERGY & ATMOSPHERE		Lead	LEED Requirement
	Y			PreReq 1	Fundamental Building Systems Commissioning	Contractor	Verify and ensure the fundamental building elements and systems are designed, installed and calibrated to operate as intended
	Y			PreReq 2	Minimum Energy Performance	Mech./Arch./Envel.	Establish the minimum level of energy efficiency for the base building and systems.
	Y			PreReq 3	Fundamental Refrigerant Management	Mech./Arch./Envel.	
19	6			Credit 1	**Optimize Energy Performance**	Mech./Arch./Envel.	Improve energy cost compared to the energy cost of ASHRAE 90.1 - 2007 reference building
7		2		Credit 2.1	**On Site Renewable Energy**	Owner/Mechanical	Use on-site renewable energy systems to offset building energy cost.
2			N	Credit 3	**Enhanced Commissioning**	Mechanical	Implement additional comissioning tactics.
2			N	Credit 4	**Enhanced Refrigerant Management**	Commission Agent	Do not use refrigerants or install base building level HVAC and fire suppression equipment that do not contribute to ozone depletion
1	1			Credit 5.1	**Measurement & Verification - Base Building**	Mechanical	Develop measurement and verification plan, extending at least 1 year post-occupancy. Typically requires metering for central equipment and common utilities
2			N	Credit 5.2	**Measurement & Verification**	Mechanical	
2			N	Credit 6	**Green Power**	Owner	Engage in at least 2-yr renewable energy contract to provide at least 35% of the building's electricity from renewable resources
Credit	Y	?	N				
13	2	1	0	MATERIALS AND RESOURCES		Lead	LEED Requirement
	Y			PreReq 1	**Storage & Collection of Recyclables**	Owner	Provide an easily accessible area serving entire building dedicated to separation, collection and storage of materials for recycling including paper, cardboard, glass, plastics and metals
2			N	Credit 1.1	**Building Re-Use - 75% of existing walls, floors, roof**	Owner	Maintain existing building structures, or % of building structure reused by surface area
1			N	Credit 1.2	**Building Re-Use -100% shell 50% Non shell**	Owner	Reuse interior non-structural elements in at least 50% of the completed building

1	1			Credit 2.1	**Construction Waste Management - Divert 50%** from Landfill	Owner	Divert construction, demolition, and land clearing debris from landfill disposal. Redirect recyclable recovered resources back to the manufacturing process. Redirect reusable materials to the appropriate sites
1			N	Credit 2.2	**Construction Waste Management - Divert 75%** from Landfill as above		
1	1			Credit 3.1	**Materials Re-use - 5%**	Owner	Use salvaged, refurbished or reused materials, the sum of which constitutes at least 5% (1pt) or 10% (2pts) based on cost of the total value of materials for the project
1			N	Credit 3.2	**Materials Re-use - 10%**		
1			N	Credit 4.1	**Recycled Content - 7.5% -(Post consumer + 1/2 Post industrial)**	Struct./Arch.	Increase demand for building products that incorporate recycled content materials and products in order to reduce demand for virgin materials and by-passing energy and greenhouse gas
1			N	Credit 4.2	**Recycled Content - 15% -(Post consumer + 1/2 Post industrial)**		
1			N	Credit 5.1	**Regional Materials - 10%** extracted and manufactured regionally	Struct./Arch.	Increase demand for materials and products that are extracted and manufactured within the region, thereby supporting the regional economy and reducing environmental impacts from transportation
1			N	Credit 5.2	**Regional Materials - 20%** extracted and manufactured regionally		
1			N	Credit 6	**Rapidly Renewable Materials**	Arch./Owner	Use rapidly renewable materials and products for 2.5% of the total value of all building materials used in the project, based on cost.
1		1		Credit 7	**Certified Wood**	Arch./Owner	Use a minimum of 50% (based on cost) of wood-based materials and products that are certified in accordance with FSC
Credit	**Y**	**?**	**N**				
17	**12**	**2**	**0**		**INDOOR ENVIRONMENTAL QUALITY**	Lead	LEED Requirement
	Y			PreReq	Min. IAQ Performance	Mechanical	Establish minimum IAQ performance to enhance indoor air quality in buildings thus contributing to the comfort and well being of occupants
	Y			PreReq	Environmental Tobacco Smoke Control (ETS)	Mech./Owner	Prevent exposure of building occupants and systems to ETS
1	1			Credit 1	**Outdoor Air Delivery Monitoring**	Mech./Elec.	Install permanent monitoring systems to ensure that ventilation systems maintain design minimum requirements. Install CO2 and outdoor intake airflow monitoring systems.
1			N	Credit 2	**Increase Ventilation Effectiveness**	Mechancial	Design ventilation systems in accordance with ASHRAE 62.1-2007 and provide outside air through a central or individual system, ducted directly to the suite with air distributed to all regularily occupied areas in the suite
1	1			Credit 3.1	**Construction IAQ Management Plan - During Construction**	Contractor	Prevent indoor air quality problems resulting from the construction/renovation process in order to help sustain the comfort and well being of construction workers and building occupants
1	1			Credit 3.2	**Construction IAQ Management Plan - Before Occupancy**	Contractor	Prevent indoor air quality problems resulting from the construction/renovation process in order to help sustain the comfort and well being of construction workers and building occupants
1	1			Credit 4.1	**Low Emitting Materials - Adhesives and Sealants**	Arch./Int./Cont.	Reduce the quantity of indoor air contaminants that are odorous or potentially irritating and/or harmful to the comfort and well being of installers and occupants.
1	1			Credit 4.2	**Low Emitting Materials - Paints and Coatings**	Arch./Int./Cont.	Reduce the quantity of indoor air contaminants that are odorous or potentially irritating and/or harmful to the comfort and well being of installers and occupants.
1	1			Credit 4.3	**Low Emitting Materials - Flooring**	Arch./Int./Cont.	
1	1			Credit 4.4	**Low Emitting Materials - Composite Wood**	Arch./Int./Cont.	
1		1		Credit 5	**Indoor Chemical & Pollutant Source Control**	Arch./Mech.	Minimize exposure of building occupants to hazardous particulates, biological contaminants, and chemical pollutants that adversely impact air and water quality that adversely impact air quality
1			N	Credit 6.1	**Controllability of Systems- Lighting**	Electrical	Provide individual lighting controls for 90% of the building occupants to enable adjustments to suit individuals needs.
1		1		Credit 6.2	**Controllability of Systems-Thermal Comfort**	Mechanical	Provide individual comfort controls for each regularily occupied space to enable adjustments to meet individual needs.
1	1			Credit 7.1	**Thermal Comfort** - Design	Mechanical	Comply with ASHRAE 55-2004, thermal comfort conditions for human occupancy
1			N	Credit 7.2	**Thermal Comfort - Verification**	Mechanical	Provide permanent monitoring system to ensure building performance to the desired criteria as determined by IEQ Credit 7.1
3	3			Credit 8.1	**Daylight & Views - Daylight**	Architecural	75% or more of all regularly occupied spaces achieve daylight illuminance levels of a min. of 250 lux and a max. of 5000 lux on Sept 21 or March 21 at 9am and 3pm
1	1			Credit 8.2	**Daylight & Views - Views**	Architecural	Achieve direct line of sight to outdoor environment via vision glazing between 0.76m and 2.3m above the finished floor for building occupants in 90% of occupied areas
Credit	**Y**	**?**	**N**				
6	**5**	**1**	**0**		**INNOVATION & DESIGN PROCESS**	Lead	LEED Requirement
1	1			Credit 1.1	**Innovation in Design**	Owner/Arch.	Proximity to regional transit system
1	1			Credit 1.2	**Innovation in Design**	Owner/Arch.	100% underground/covered parking
1	1			Credit 1.3	**Innovation in Design**	Owner/Arch.	Proximity to amenities
1	1			Credit 1.4	**Innovation in Design**	Owner/Arch.	On-site amenities
1	1			Credit 1.5	**Innovation in Design**	Owner/Arch.	Very high density project
1		1		Credit 2	**LEED Accredited Professional**		At least one participant of the project team that has successfully completed the LEED Accredited Professional exam
Credit	Y	?	N				
4	3	0	0		**REGIONAL PRIORITY CREDITS**	Lead	LEED Requirement
3	3			Credit 1.1	**Regional Priority**		Regional transit, proximity to amenities and high-density
1			N	Credit 1.2	**Regional Priority**		
110	**46**	**8**	**0**	**PROJECT TOTALS (Pre Certification Estimate)**			
54	**Silver Equivalency = 50-59 Points**						

Attachment 4

Excerpt from the Minutes from

The Design Panel Meeting

with comments from the applicant inserted in bold text

Wednesday, November 5, 2014 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

...

(Prior to the consideration of Item No. 4, Norm Chin and Grant Brumpton removed themselves from the Panel in view of conflict of interest)

4. DP 14-660885 – MIXED USE COMMERCIAL AT GRADE, RESIDENTIAL TOWER AND TWO-STOREY TOWNHOUSE UNITS ABOVE THE PARKING PODIUM

APPLICANT: Beedie Living

PROPERTY LOCATION: 5500 No. 3 Road

Applicant's Presentation

Architect Norm Chin, DYS Architecture, Architect Foad Rafii, Rafii Architects Inc., and Landscape Architect Bruce Hemstock, PWL Partnership, presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- appreciate the efforts of the applicant; comparative studies helped the Panel better understand the project;
- proximity of the subject site to the Canada Line guideway is not an issue; units facing towards Canada Line are of the right kind;
- massing and form of the building is good; appreciate the top of the building being set back; appreciate the banding on the side; mullions appear massive on the sides; balconies are an important feature of the building; appreciate the detailing of the guardrails; big balconies facing towards Canada Line are usable; consider vertical shades on the balconies;

  We will use the privacy screens to act as solar shading.

- look at the detailing of the parapet wall at the entry;

  Design development will be carried out to improve this.

- lobby appears crowded; once a handrail for the ramp is installed, the area will be tight;

  We are reviewing this, and will look at improving the lobby.

- lots of interesting things in the project; applicant made a good presentation of the present and future context of the proposed project;
- appreciate the high quality of materials at the street level; provides an urban feel and enhances the streetscape;
- appreciate the project's interface with Canada Line; makes an interesting street edge; the project's proximity to Canada Line is not a problem;
- proposed courtyard and units at the back are handled well;
- appreciate the views and angles presented in the package; allows views on how the building and tower are experienced from the ground edge;
- agree with comments regarding the lobby and manoeuvring space for wheelchairs;
- the two horseshoe-shaped elements at the entrance to the lobby fronting the street are dominant features and don't fit well with the weight and feel of the building; consider matching the colour of the glazing above to the colour of the horseshoe-shaped elements to minimize the stark contrast and lighten their feel;

  We will match the colour of glazing.

- appreciate the provision of universal housing and aging-in-place features; ensure that the kitchen counter plumbing is flexible to allow future change or adjustment;

  The kitchen counter plumbing will be flexible.

- reconsider the use of step overs in unit door access from and to the balconies; consider using weather sealing on the doors in lieu of the step overs;

  We will consider this.

- pleased to see the liberal use of pocket doors in the residential units; appreciate the dens with retracting doors; consider a pocket door in lieu of an inward swinging bathroom door adjacent to the den in Suite A;

  We will consider this.

- appreciate the extensive use of pocket doors in Suite J; consider pocket doors for walk through closets in other unit types to save on floor space;

  Will be considered.

- good design and site planning; building is modern-looking and not boring;
- applicant has given a lot of thought on the energy aspect of the project, e.g. lowering of the window to wall ratio;

- pleased to see the design complying to ASHRAE 90.1-2010 standards which is not done in many projects;
- appreciate the applicant wanting to achieve 6 energy points for the project;
- well-designed project; it is encouraging to see a public art plan for the project; appreciate the treatment of the top of the tower and green roofs treatment;
- appreciate the nobility and boldness of the street front and materials used; the design proposal is right for the urban context and environment; and
- look at the detailing of the entry sequence to the building lobby; ensure that the tree to be planted near the building entry is of appropriate size and species.

  Will be coordinated with Landscape Architect.

Panel Decision

It was moved and seconded

That DP 14-660885 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

Attachment 5

City of Richmond

Development Permit Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 5580 No. 3 Road **File No.:** DP 14-660885

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

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City if applicable.
2. Registration of a public rights of passage right of way, with and without vehicles, that varies in width from 17.2 m at the northern end of the site to 10.0 m at the southern end of the site and that curves toward the east property line and connects to the existing 6.1 m wide right of way that is registered on 8120 Lansdowne Road. The right of way is to be constructed to City Centre lane standards, is to accommodate utilities and public rights of passage, and will provide the sole access to the site. The right of way also includes a landscape island in the northeast corner. The developer is responsible for construction and maintenance and liability for the landscaped area. The City is responsible for maintenance of hard surfaces and infrastructure, and accepts liability for areas that it maintains.
3. 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.
4. Receipt of a Letter of Credit for landscaping in the amount of $373,743.70.
5. Registration of an aircraft noise sensitive use covenant on title.
6. Registration of a covenant on title that identifies the building as a mixed use building and stipulates that residents may be impacted by nuisances related to commercial uses permitted within the building which may include but are not limited to noise, smells, etc..
7. Registration of a flood indemnity covenant on title identifying a minimum habitable elevation of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any adjacent parcel, or as exempted by Section 4.3(a) of the Flood Plain Designation and Protection Bylaw No. 8204.
8. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise from the Canada Line to the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
   a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

   b) the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
9. Registration of a legal agreement on title ensuring that the only means of vehicle access is via the lane and there be no access to the site via No. 3 Road.
10. Registration of a legal agreement on title stipulating that the development is subject to potential impacts due to other development that may be approved within the City Centre including without limitation, loss of views in any direction, increased shading, increased overlook and reduced privacy, increased ambient noise and increased levels of night-time ambient light, and requiring that the owner provide written notification of this through the

disclosure statement to all initial purchasers, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.

11. Registration of a legal agreement on title to ensure that the guest suite (unit 506), which is an approximately 39 m^2 (420 ft^2) studio unit located on the building's 4th storey adjacent to the indoor amenity area and limited to only a westward exposure, is accessible to all residents for the duration of the life of the development.
12. Registration of a legal agreement on title stipulating that all shared commercial and visitor parking stalls, will be located on the lower parking level. The minimum number of parking stalls provided must be the greater of the two individual uses. The agreement must specify the parking spaces remain unassigned, visitor parking is accessible 24 hours a day and commercial parking is available during standard business operating hours. This legal agreement is subject to the approval of the Director of Transportation.
13. Registration of a legal agreement on title stipulating provisions that secure:
    a) A minimum of 20% of parking stalls are provided with a 120 volt receptacle to accommodate electric vehicle charging equipment;
    b) A minimum of 25% of parking stalls are constructed to accommodate the future installation of electric vehicle charging equipment (e.g. pre-ducted for future wiring);
    c) A minimum of one 120 volt receptacle is provided to accommodate electric charging equipment for every 10 Class 1 bike parking spaces.
14. City acceptance of the developer's offer to voluntarily contribute $92,022.00 (e.g. $0.77/ft2 per residential buildable square foot, excluding affordable housing, and $0.44/ft2 per commercial buildable square foot) to the City's public art fund
15. Registration of the City's standard Housing Agreement to secure 9 affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**	Unit Location	Unit Number
Bachelor	2	37 m^2 (400 ft^2)	$850	$34,000 or less	Building level 5	607, 608
1 Bedroom	4	50 m2 (535 ft2)	$950	$38,000 or less	Building level 5 & 6	606, 609, 706, 709
2 Bedroom	3	80 m2 (860 ft2)	$1,162	$46,500 or less	Building level 3, 5 & 6	312, 605, 705

** May be adjusted periodically as provided for under adopted City policy.

16. 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;

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.

17. Registration of a legal agreement stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink) as a condition of issuance of any building permit for the development have been addressed and met.

18. Enter into a Servicing Agreement* for the design and construction of the following works, which include but may not be limited to:

Water:
Using the OCP Model, there is 595 L/s of water available at a 20 psi residual at the No. 3 Road frontage. Based on the proposed development, development of the site requires a minimum fire flow of 220 L/s. Once the building design is confirmed at the Building Permit stage, the development must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow.

If the proposed development does not propose to reuse the existing 100mm diameter water service connection, the developer is required to disconnect and cap at the main the existing connection and install a new connection to the size and location necessary for the development.

Storm Sewer Works
No upgrade is required to the existing storm sewer.
The developer is required to:

- Provide lane drainage from a new manhole at the south end of the new lane tying into the Lansdowne Road drainage conveyance; and
- Remove any existing storm Inspection Chambers (IC) and service connections along the No. 3 Road frontage, and install a new storm service connection tie-in to the box culvert along No. 3 Road and a new IC at the property line.

Sanitary Sewer Works
No upgrade is required to the existing sanitary sewer.
The developer is required to:

- Remove and dispose the existing manhole SMH3187 and install a new manhole at the same location;
- Install a new service connection complete with a type 3 IC and tie-in to the south side of the new manhole; and
- Cut and cap the existing SW sanitary service connection to 5580 No 3 Road at the existing IC and tie-in the existing lead to the new manhole to maintain service to 5500 No. 3 Road.

Discharge of right of way H17837 subject to Engineering's satisfaction. The applicant is required to provide the following to the satisfaction of Engineering:

- Provision of a preload schedule, which includes consideration of how the impacts of preload will be managed to minimize impacts on adjacencies;

- Confirmation that the existing sanitary is relocated prior to preload being placed on the site; and
- Provision of a geo-technical report.

Transportation & Associated Upgrades

The applicant is responsible from the design and construction of the following frontage improvements:

- Lane: 7.5 m wide asphalt driving surface, including roll over cubs on both sides, 1.5 m wide concrete sidewalk with lighting along the west side of the driving surface, roll over curbs, installation of bollards on the east side of the lane's east edge to protect 'Prado's' parking structure and the landscaped area (1.5 m spacing between bollards). The City will maintain the bollards.

The north east corner of the site, which is included within the lane right of way area, is to be landscaped. To ensure this area does not become unsightly or a safety/entrapment concern, landscaping details are to be attached to the SA and are to include:

- Reference to the provision of irrigation;
- Selection of low maintenance and drought resistant landscaping;
- Plant species that will deter use of the landscaped area for unintended uses and cues to establish ownership of the space;
- Elevation details to ensure a consistent elevation with the lane;
- Edge condition details (roll over curb and protective bollards)

No. 3 Road: closure/removal of the existing driveway

General Items:

- For this particular instance, Engineering can accept a SRW for the lane on the condition it be extended into the site's north-east corner. Engineering does not support any Landscaping (except grass) within the north-east corner. City to maintain the road surface, sanitary and future storm/streetlights.
- The developer is required to provide lane lighting from the south end of the new lane to Lansdowne Road.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure is to be included in the plans attached to the Development Permit staff report and the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the Statutory Right of Way size requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City's Engineering Department. The following are examples of Statutory Right of Ways that shall be shown in the functional plan and registered prior to SA design approval:

  BC Hydro PMT – Approximately 4.0 m width X 5.0 m depth
  BC Hydro LPT – Approximately 3.5 m width X 3.5 m depth
  Street light kiosk – Approximately 1.5 m width X 1.5 m depth
  Traffic signal kiosk – Approximately 1.0 m width X 1.0 m depth
  Traffic signal UPS – Approximately 2.0 m width X 1.5 m depth
  Shaw cable kiosk – Approximately 1.0 m width X 1.0 m depth – show possible location in functional plan
  Telus FDH cabinet - Approximately 1.1 m width X 1.0 m depth – show possible location in functional plan

- Developer is advised to take note of the street lights/utility poles, and any other existing surface infrastructures along its No. 3 Road frontage to avoid conflicts when proceeding with design.
- Provide, prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, the

existing buildings at 8120 Lansdowne Road and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.

- 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.
- Existing City infrastructure (fire hydrant, parking meter, street lighting, etc.) may need to be relocated at the developer's cost to accommodate frontage improvements.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. 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.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.
4. The applicant is required to demonstrate to the City that approval from TransLink has been granted in writing for the following items, which ensure protection of transit infrastructure:
   a) Applicant to submit excavation and shoring plans and associated mitigation plan for the development for TransLink's review and acceptance;
   b) Applicant to conduct a precision survey of the existing Canada Line track geometry prior to any site preloading/construction work, undertake a settlement monitoring program (as established by a qualified geotechnical engineer) and conduct a repeat of the survey post development construction;
   c) Applicant to submit final (detailed) design drawings of the development for TransLink's review and acceptance; and
   d) Applicant to address TransLink's guideway protection requirement, which is TransLink's response to concerns related to trespass and debris on the guideway. The applicant and TransLink will work together to identify a suitable response. Any option that affects the public realm and/or building form and character must also be approved by the City. Options are not limited to the following:
      - Option 1: Introduction of a physical canopy. The canopy may be self-supported or fixed to the proposed building. In these scenarios, the public realm and/or building design would be affected; thereby affecting the Development Permit. The applicant would be responsible for proposing a design solution that is supported by the City and would be required to seek reconsideration by the Development Permit Panel.
      - Option 2: Registration of an agreement between the owner and TransLink to assign responsibility for intentional or unintentional damage to the guideway to the owner/strata corporation. The City is not a party to this agreement. The agreement would be a private agreement between TransLink and the owner/strata corporation.

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 contains 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.

Signed (original on file) Date

City of Richmond

Development Permit

No. DP 14-660885

To the Holder:	DYS ARCHITECTURE
Property Address:	5580 NO 3 ROAD
Address:	260-1770 BURRARD STREET, VANCOUVER, BC V6J 3G7

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 provisions of Richmond Zoning Bylaw 8500 to reduce the residential parking rate from the standard City wide parking rate to the City Centre Zone 1 parking rate.
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 #13a to #13r 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 $373,743.70 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 14-660885

To the Holder:	DYS ARCHITECTURE
Property Address:	5580 NO 3 ROAD
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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.

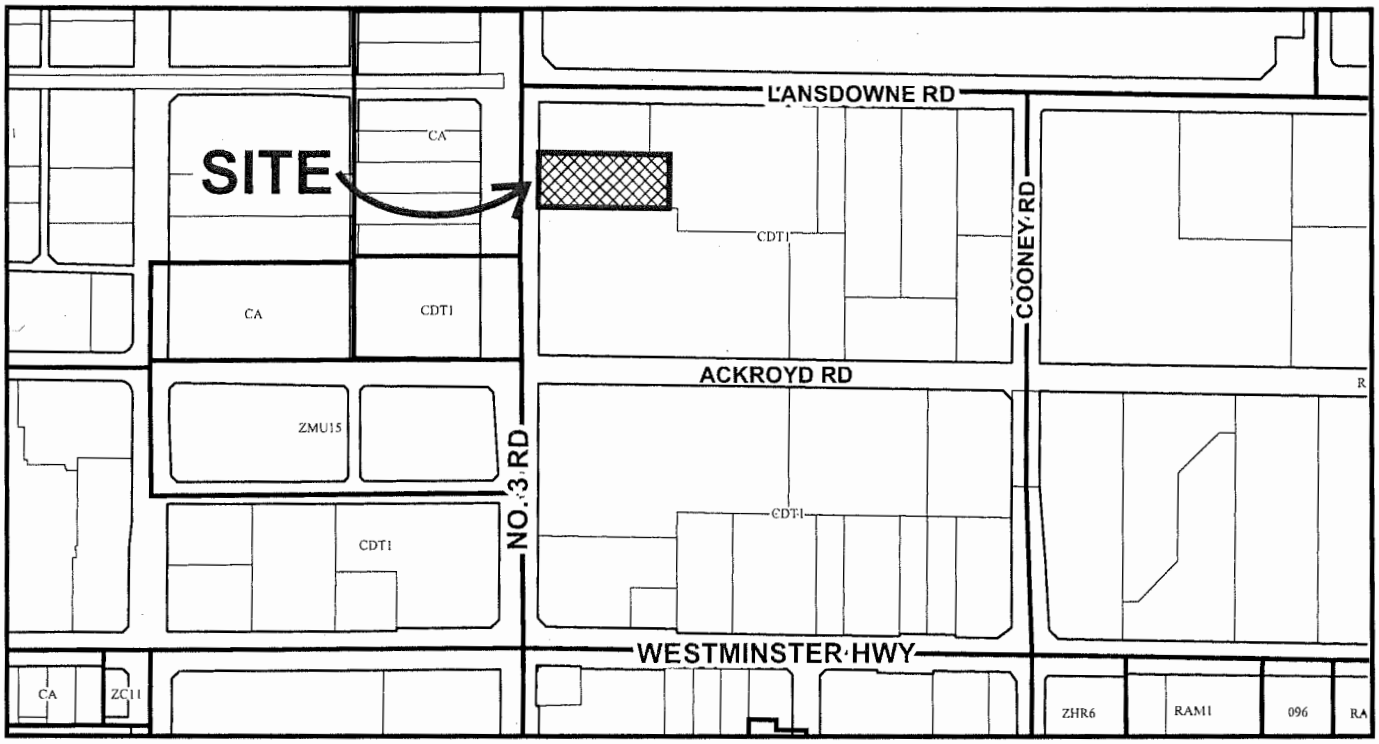
   This Permit is not a Building Permit.

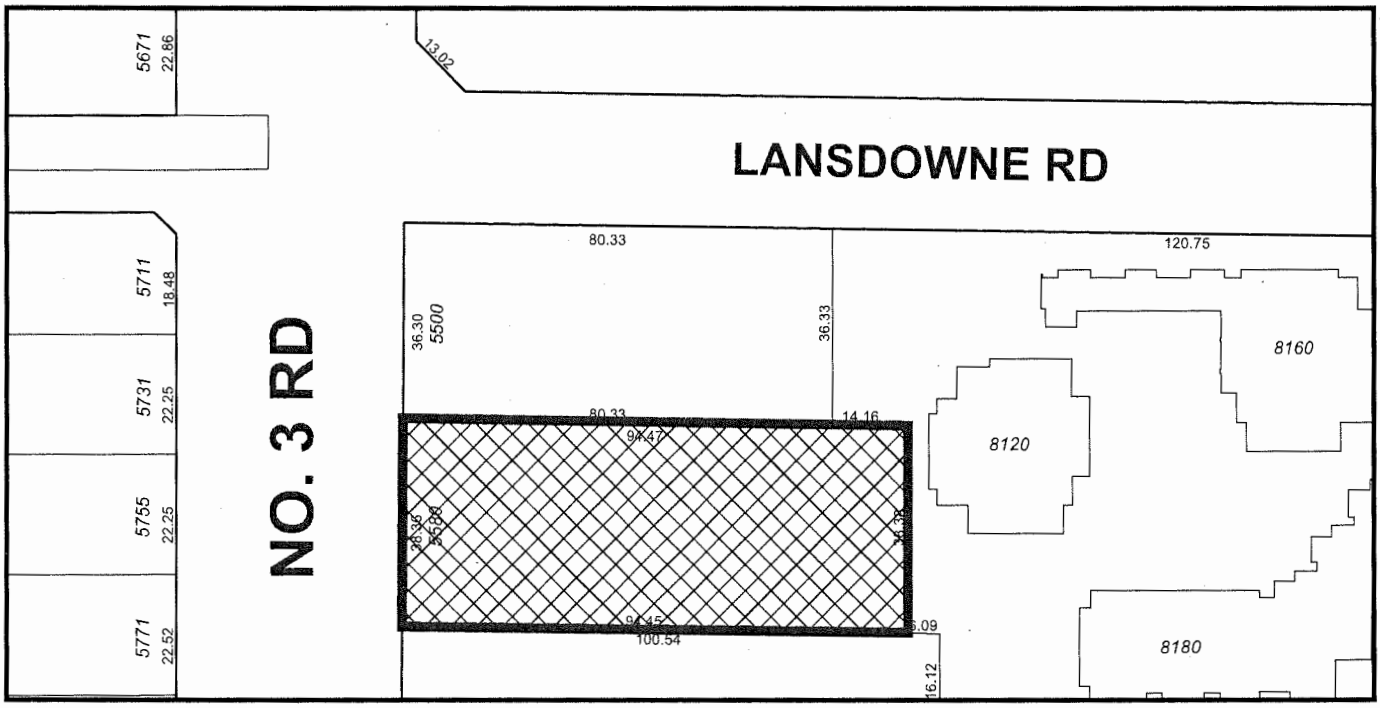
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR

City of
Richmond





DP 14-660885
SCHEDULE "A"

Original Date: 04/22/14

Revision Date:

Note: Dimensions are in METRES

PROJECT DATA

A. PROJECT:

DESCRIPTION OF PROJECT
A 13-STOREY RESIDENTIAL DEVELOPMENT, WITH A 2-STOREY CRU PODIUM AND 3-FLOORS ABOVEGROUND PARKING

B. LEGAL DESCRIPTION:

TOPOGRAPHICAL PLAN LOT 62, EXCEPT: PART SUBDIVIDED BY PLAN 53415, PLAN 40661
AND LOT 21 EXCEPT: PARCEL "A" (REFERENCE PLAN 22118). BLOCK 3, PLAN 1601,
BOTH OF SECTION 4, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT

C. ZONING:

CURRENT: CDT1
PROPOSED: CDT1

D. SITE AREA:

GROSS SITE AREA:	38,987 SF	3,622 m²
DEDICATIONS:	0 SF	0 m²
NET SITE AREA:	**38,987 SF**	**3,622 m²**

E. BUILDING HEIGHT:

PROPOSED STOREYS: 15
PROPOSED HEIGHT: 154' - 2" (47m) GEODETIC

F. DENSITY (FLOOR AREA RATIO CALCULATION)

DESCRIPTION	DENSITY:	ALLOWABLE AREA		DENSITY:	PROPOSED AREA	
CRU AND RESIDENTIAL DENSITY (FAR):	3.000	116,961 SF	10,866 m²	2.974	115,952 SF	10,772 m²
AFH DENSITY:	0.149	5,803 SF	539 m²	0.149	5,819 SF	541 m²
TOTAL DENSITY AREA:	**3.149**	**122,764 SF**	**11,405 m²**	**3.123**	**121,771 SF**	**11,313 m²**
AMENITY DENSITY (EXCLUDED FROM FAR):	*0.100*	*3,899 SF*	*362 m²*	*0.075*	*2,939 SF*	*273 m²*
TOTAL DENSITY AREA (W/EXCLUDED AMENITY	*3.249*	*126,663 SF*	*11,767 m²*	*3.199*	*124,710 SF*	*11,586 m²*

G. SITE COVERAGE & CALCULATIONS:

NET SITE AREA	38,987 SF	3,622 m²
BUILDING (FOOTPRINT) AREA	29,994 SF	2,787 m²
SITE COVERAGE (90% ALLOWABLE)	76.9%	

BUILDING AREA STATISTICS

*EXCLUSIONS ARE INDICATED IN WHITE FIELD IN TABLE BELOW (*AMENITIES, AND *COMMON EXCLUSIONS) AND FAR OVERLAY SHEETS.
COMMON AREA COLUMN SHOWN IS EQUALS TO THE SUM OF "COM" + "EXCL." AS SHOWN ON FAR OVERLAY SHEETS.
ALL AREA EXCLUSIONS ARE DEDUCTED FROM THE THE GRA FOR FINAL **FAR AREAS AS SHOWN IN THIS TABLE.

LEVEL	GFA	*AMENITY	AH	COMMON	SUITE AREA	*EXCLUSION	**NET FAR	NO. SUITES
P1 LOWER PARKING	246			82	0	164	82	
L1 CRU	4,076			203	3,763	110	3,966	
L2 CRU	1,655			0	1,655	0	1,655	
CRU TOTALS	5,977	0	0	285	5,418	274	**5,703** SF	
P1 VISITOR PARKING	473			134	0	339	134	
L1 RES. LOBBY & PARKING	1,889			1,889	0	0	1,889	
L2 RES. PARKING	678			339	0	339	339	
L3 RESIDENTIAL PODIUM	13,042	2,095	878	1,011	8,681	377	10,570	11
L5 TOWER & PODIUM UPPER	11,397	844		546	9,630	377	10,176	9
L6	9,320		2,931	527	5,485	377	8,943	12
L7	9,320		2,010	527	6,406	377	8,943	12
L8 TYPICAL (LOWER)	9,320			537	8,406	377	8,943	12
L9	9,320			537	8,406	377	8,943	12
L10	9,320			537	8,406	377	8,943	12
L11 TYPICAL (UPPER)	9,320			541	8,402	377	8,943	11
L12	9,320			541	8,402	377	8,943	11
L15	9,320			541	8,402	377	8,943	11
L16	9,320			541	8,402	377	8,943	11
L17 PENTHOUSE MAIN	7,250			514	6,384	352	6,898	8
L18 PENTHOUSE UPPER	5,927			320	5,255	352	5,575	0
RESIDENTIAL TOTALS	124,536	2,939	5,819	9,582	100,667	5,529	**116,068**	**132**
TOTAL AREAS	130,513	2,939	5,819	9,867	106,085	5,803	**121,771**	

*EXCLUSIONS: AMENITY, EXIT STAIR SHAFTS, ELEVATOR SHAFT, SERVICE SHAFTS AND MECHANICAL/ELECTRICAL ROOM SERVICE SPACES.

**NET FLOOR AREA: EQUALS GROSS AREA LESS AMENITY AND EXCLUSIONS.

RES. UNIT DISTRIBUTION

	UNIT TYPES							TOTALS
	GUEST SUITE	STUDIO	1 BEDROOM	1BR + DEN	2 BEDROOMS	2BR + DEN	3 BEDROOMS	
L3 PODIUM VILLAS							4	4
L3 PODIUM TOWER				1	2	3	1	7
L5	1			3	2	2	1	9
L6		2	2	2	4	1	1	12
L7			4	2	4	1	1	12
L8 TYPICAL (LOWER)		2	2	2	4	1	1	12
L9		2	2	2	4	1	1	12
L10		2	2	2	4	1	1	12
L11 TYPICAL (UPPER)				5	4	1	1	11
L12				5	4	1	1	11
L15				5	4	1	1	11
L16				5	4	1	1	11
L17 & L18 PH MAIN					2		6	8
TOTAL	1	8	12	34	42	14	21	**132**

* 9 AFFORDABLE HOUSING UNITS INCLUDED IN TOTAL UNITS OF 132 UNITS (123 MARKET + 9 AFFORDABLE)

PARKING SUMMARY

UNIT COUNT RATIO**	STALL RATIO	STALLS REQUIRED	STALLS PROVIDED			
			SMALL	REGULAR	SUMMARY	
P1 CRU/VISITORS STALLS	SEE * BELOW	25	3	24	CRU/VIS	28
P1 CRU HC STALL				1		
P1 AH UNITS STALLS	0.9 STALLS/UNIT	9	5	3	AH STALLS	9
P1 HC PARKING	2% RES. PARKING			1		
P1 RESIDENT STALLS	1.0 STALLS/UNIT		8	3	RES	139
L1 RESIDENT PARKING	1.0 STALLS/UNIT	123	20	38		
L1 HC PARKING	2% RES. PARKING			4		
L2 RESIDENT PARKING	1.0 STALLS/UNIT	---	27	39		
STALL SIZE SUMMARY			63	113		
TOTAL PARKING		**157**	**176**			**176**

*CRU/VISITOR PARKING: HIGHER OF 0.2 SPACE/RESIDENTIAL UNIT = 24.6 STALLS (123x0.2) OR 3.75 SPACES/100sqm x 5.56(5977/1076SF) = 20.85 C/V STALLS

BICYCLE STORAGE SUMMARY

UNIT COUNT RATIO		STALLS REQUIRED	VERTICAL STALLS PROVIDED	HORIZONTAL STALLS PROVIDED
BIKE STALL ROOM #1	** CLASS 2 STALLS	29		30
BIKE STALL ROOM #1	*CLASS 1 STALLS	167	0	10
BIKE STALL ROOM #2	*CLASS 1 STALLS		24	0
BIKE LOCKER ROOM #3	*CLASS 1 LOCKERS		0	30
BIKE LOCKER ROOM #4	*CLASS 1 LOCKERS		0	12
BIKE LOCKER ROOM #5	*CLASS 1 LOCKERS		0	30
BIKE LOCKER ROOM #6	*CLASS 1 LOCKERS		0	27
BIKE LOCKER ROOM #7	*CLASS 1 LOCKERS		0	34
STALL/LOCKER SIZE SUM.			24	173
TOTAL BIKES		196	197	

*CLASS 1 STALLS IS 1.25/UNIT (132 UNITS) = 165 STALLS; PLUS, 0.27 STALLS/100sm X 5.56(5977/1076SF) = 1.50 STALLS; TOTALS 167 STALLS.
**CLASS 2 STALLS IS 0.2/UNIT = 26.4 STALLS; PLUS, 0.4 STALLS/100sm X 5.56(5977/1076SF) = 2.22 STALLS; TOTALS 29 STALLS
NOTE: AN ADDITIONAL 6-STALL RACK IS ALSO PROVIDED AT STREET.

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
	Apr. 14, 2014	Issued for DP Application
	Oct. 27, 2014	Issued for Advisory Design Panel
	Dec. 18, 2014	Reissued for DP Application
	Jan. 30, 2015	Reissued for DP - City Review
	Feb. 11, 2015	Re-issued for DP Application (DP Panel Report)
	Nov. 09, 2015	Reissued for DP
	Dec. 17, 2015	Reissued for DP-PT & DPP

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SUITE ONE
1600 HOWE ST
VANCOUVER BC
V6Z 2L9 CANADA

Client: Beedie | Living

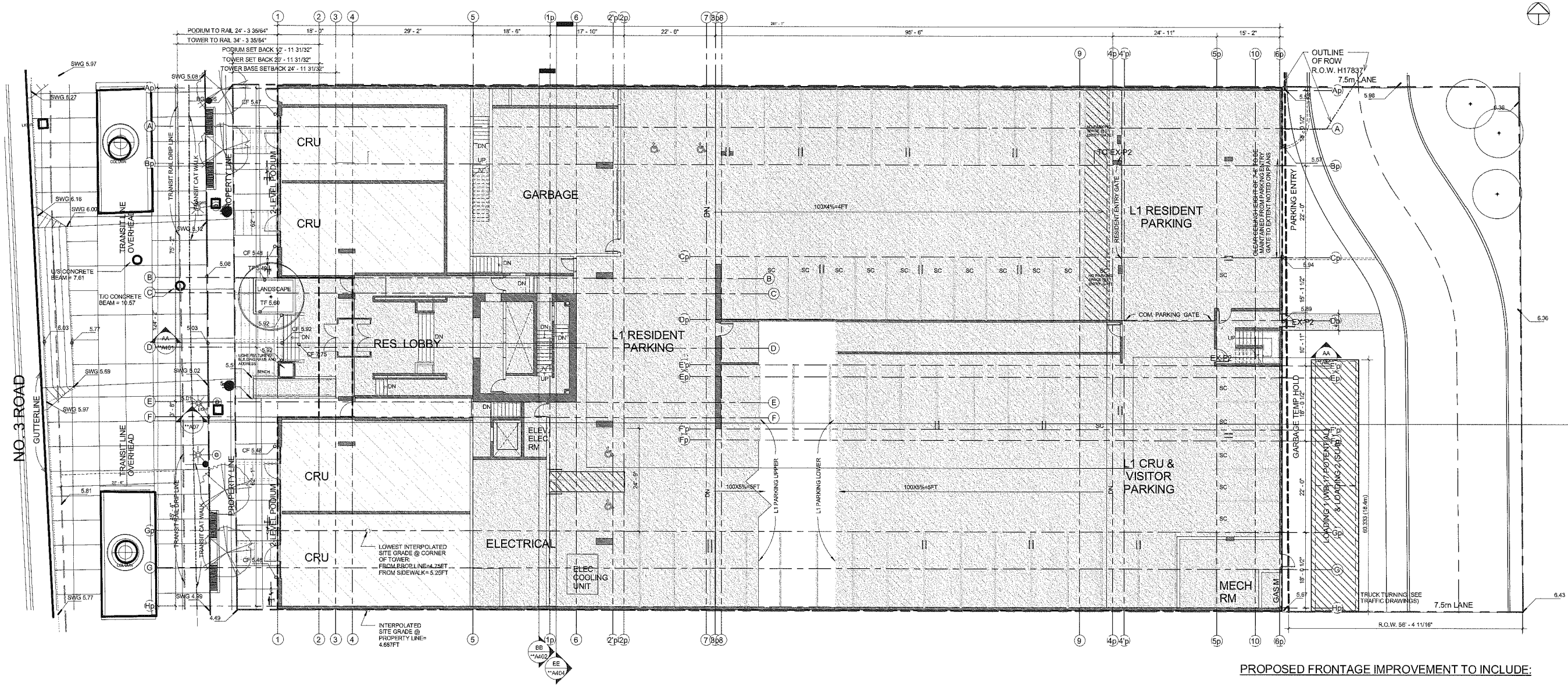
DP 14-660885
#1

Project: 5580 No.3 Road
RICHMOND, BC

Drawing Title: PROJECT DATA

DEC 2 1 2015

Date: MARCH 28, 2014	Project No. RAI 12-13 / DYS A212149
Scale AS NOTED	Drawing No. A002
Drawn By: -	
File name:	Rev:



PROPOSED FRONTAGE IMPROVEMENT TO INCLUDE:

LANE: 7.5m WIDE ASPHALT DRIVING SURFACE, INCLUDING ROLL-OVER CURBS ON BOTH SIDES. 1.5m WIDE CONCRETE SIDEWALK WITH LIGHTING ALONG THE WEST SIDE OF THE DRIVING SURFACE (NOT THE EAST SIDE CURRENTLY PROPOSED).

No.3 ROAD: CLOSURE/REMOVAL OF THE EXISTING DRIVEWAY.

DP 14-660885
#2
DEC 2 1 2015

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
2	2014-04-14	ISSUE FOR DP
5	2014-10-24	ISSUE FOR ADP
6	2014.12.16	Reissued for DP Application

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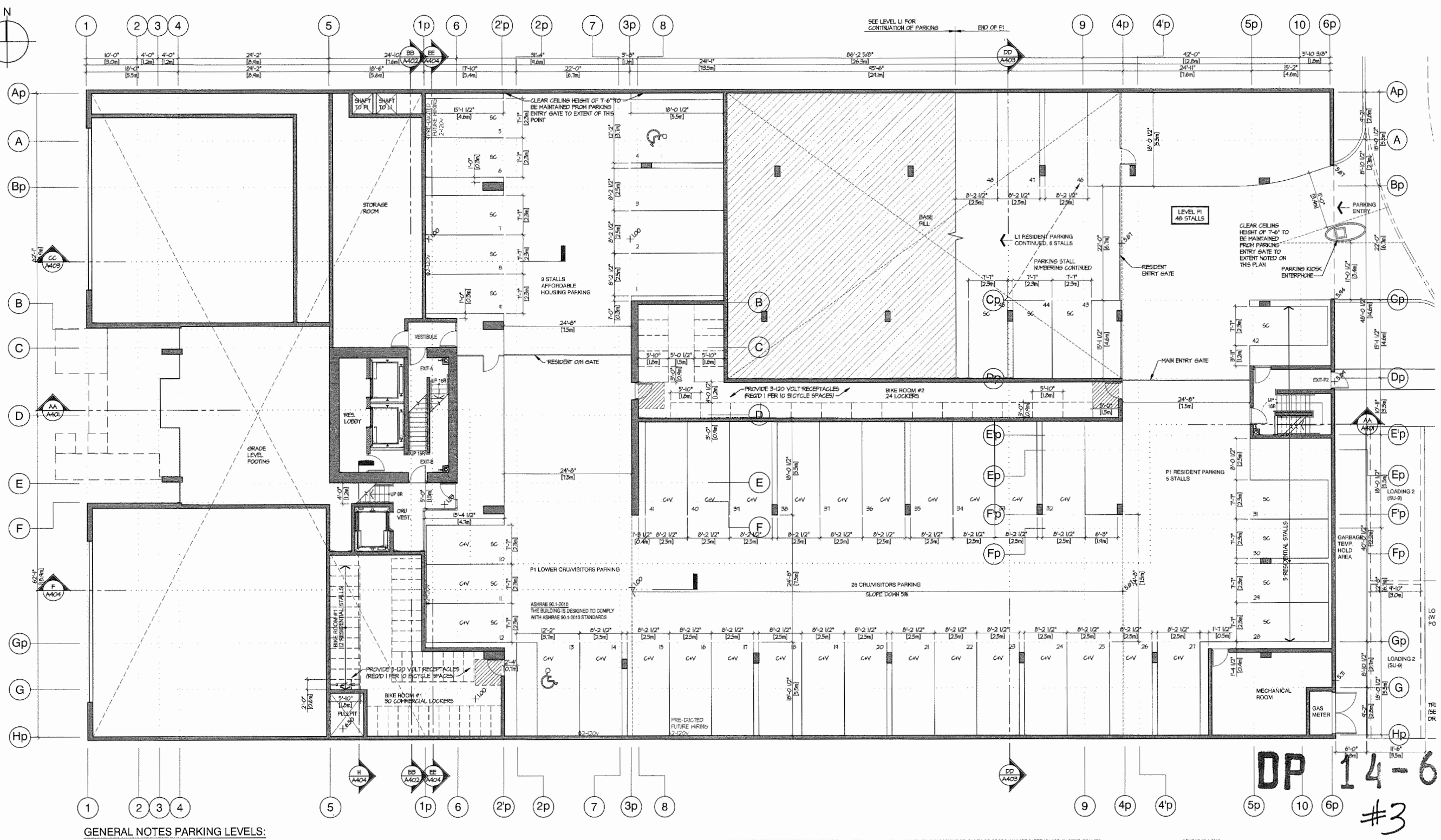
Client
Beedie | Living

Project
5580 No3 Rd,
RICHMOND, BC

Drawing Title
SITE PLAN

Date: SEPT 30, 2014	Project No. 12-13
Scale 3/32" = 1'-0"	Drawing No. **A102
Drawn By: Author	
File name:	Rev:



GENERAL NOTES PARKING LEVELS:

1. THE DESIGN OF THE PARKING STRUCTURE REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH CITY OF RICHMOND 'PARKING BYLAW'.
2. CEILING HEIGHTS TO ALL PARKING LEVELS SHALL HAVE A MINIMUM VERTICAL UNOBSTRUCTED CLEARANCE (INCLUDING ALL PIPES AND MECHANICAL) OF 6'-7" (2.0 m) PER PARKING BYLAW.
3. MAINTAIN MIN. 7'-6" (2.28 m) OF VERTICAL UNOBSTRUCTED CLEARANCE FOR AREAS WITH ACCESS TO ACCESSIBLE PARKING STALLS.
4. PAINT LINES 4" WIDE FOR DEMARCATING STALLS AND "SMALL CAR' AND/OR ' VISITOR' DESIGNATIONS TO BE PAINTED IN 18" LETTERS. PROVIDE PAINTED STALL NUMBERS TO PARKADE SLAB OR AT WALL SURFACE BEHIND THE STALL AT ALL RESIDENTIAL PARKING STALLS. STALL NUMBERING AND SEQUENCING TO BE DETERMINED BY OWNER.
5. ALL PARKING STALLS DESIGNATED AS AN ACCESSIBLE STALL TO HAVE AN INTERNATIONAL SYMBOL OF ACCESSIBILITY CLEARLY PAINTED WITHIN THE STALL ON THE PARKADE SLAB.
6. ALL STALL MARKINGS AND PAINTED STALL LINES TO BE WHITE UNLESS DIRECTED OTHERWISE BY THE OWNER.
7. ALL EXPOSED CONCRETE CORNERS TO COLUMNS AND WALLS TO HAVE 3/4" CHAMFER.
8. CPTED REQUIREMENTS FOR PARKADE: PROVIDE WHITE PAINTED FINISH TO ALL COLUMNS, WALLS AND CEILINGS OF THE PARKADE. ALL SURFACES TO BE PRIMED AND PAINTED WITH 3 COATS OF PAINT. SECURITY SYSTEM TO BE LINKED WITH CCTV CAMERAS AND MONITORS. CCTV CAMERA LOCATIONS TO BE PROVIDED TO CEILINGS OF ALL EXIT STAIRS, PARKADE ACCESS RAMPS, ELEVATOR VESTIBULES, BICYCLE STORAGE AND GARBAGE/RECYCLING ROOM. CCTV CAMERA TO PROVIDE FOR VISUAL COVERAGE OF ENTIRE SPACE AT SECURED LOCATIONS.
9. 3'-0" HIGH STEEL PIPE GUARDS 3/16" THICK AND PRIME PAINTED(UNDERSIDE MAX. 12" ABOVE FLOOR) TO BE PROVIDED FOR ALL EXPOSED PIPES IN PARKADE.
10. URETHANE TRAFFIC MEMBRANE AS PER "C.S.A. - 3413 PARKADE STRUCTURES" TO BE APPLIED THROUGHOUT PARKING GARAGE SUSPENDED CONCRETE SLAB VEHICULAR AREAS. ADDITIONAL MEMBRANE PER SPEC. TO BE APPLIED AT ALL DROPPED SLABS/ CONCRETE TOPPING AREAS.
11. ALL PARKADE LEVEL EXTERIOR WALLS BELOW GRADE IN FINISHED CONDITION TO BE WATER PROOFED AS PER SPEC. AND WATER STOP AT ALL VERTICAL AND HORIZONTAL JOINTS. ALL PARKADE SHAFTS FOR EXHAUST, INTAKE AIR, EMERGENCY GENERATOR & VENTS ARE SEALED AS PER SPECIFICATION & HAVE FLOOR DRAIN.
12. ALL GLAZING, DOORS, WALLS AND SERVICE ENCLOSURES IN THE PARKING LEVELS STAIRS, STAIR VESTIBULES AND ELEVATOR LOBBIES TO BE SUITABLE FOR REQUIRED FIRE SEPARATION RATING PER BC BUILDING CODE 2012.
13. ALL GLAZING IN PARKING LEVELS TO BE GEORGIAN WIRE SAFETYGLASS IN STEEL FRAMES.
14. ELECTRIC VEHICLE CHARGING EQUIPMENT REQUIRES FOR: a) 20% OF PARKING STALLS TO HAVE 120 VOLT RECEPTICLES, b) AN ADDITIONAL 25% FOR FUTURE INSTALLATION TO BE PRE-DUCTED FOR FUTURE WIRING. c) ONE 120 VOLT RECEPTACLE FOR EVERY 10 CLASS 1 BICYCLE PARKING SPACES.

ASHRAE 90.1-2010
The building is designed to comply with ASHRAE 90.1-2010 standards

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
	Apr. 14, 2014	Issued for DP Application
	Oct. 27, 2014	Issued for Advisory Design Panel
	Dec. 16, 2014	Reissued for DP Application
	Jan. 30, 2015	Reissued for DP - City Review
	Feb. 11, 2015	Reissued for DP - DP Panel
	Nov. 09, 2015	Reissued for DP
	Dec. 17, 2015	Reissued for DP-PT & DPP

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Telephone: 604.669.7710 Email: info@dysarchitecture.com

Client
Beedie | Living

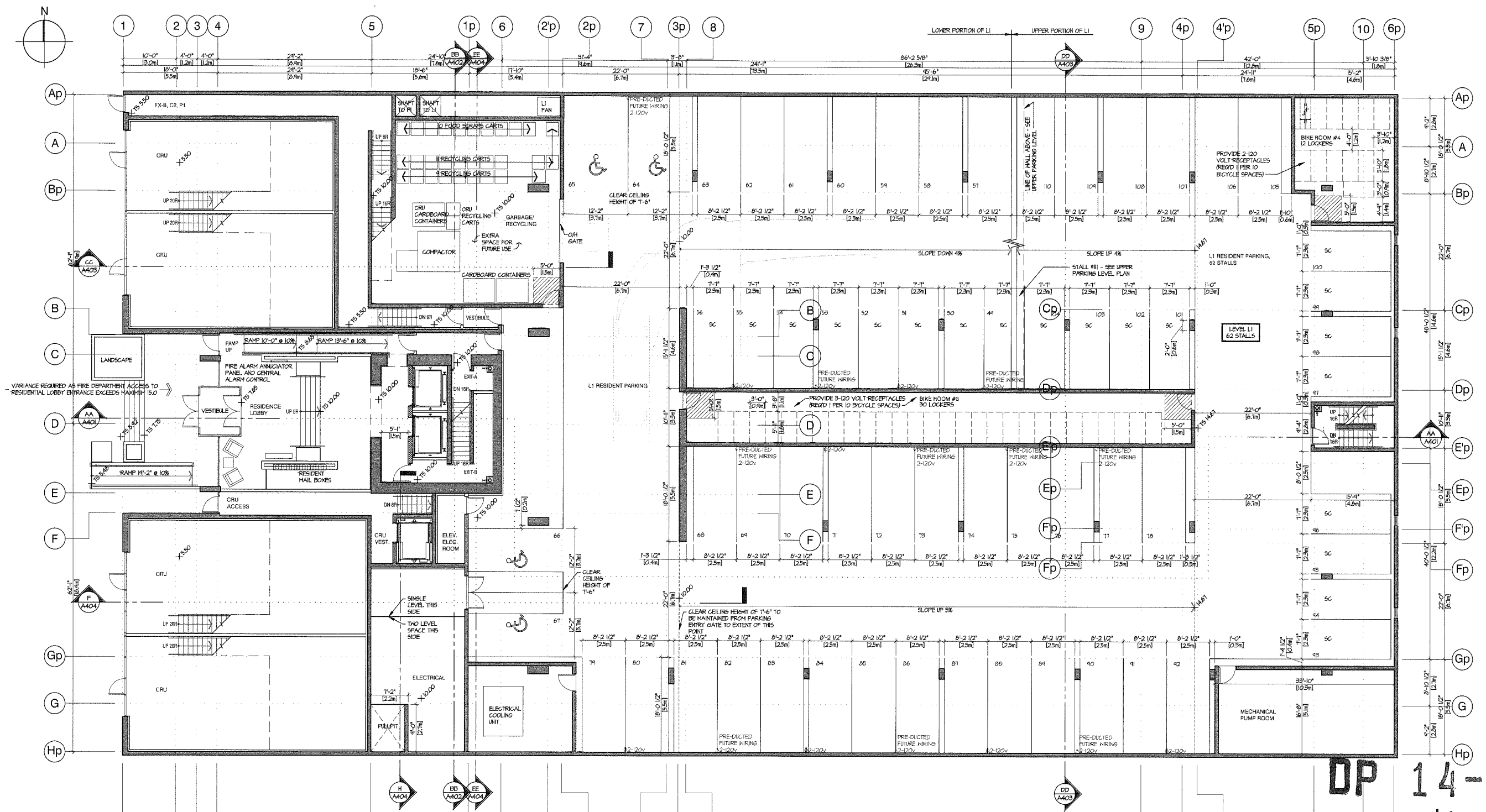
Project
5580 No.3 Road
RICHMOND, BC

Drawing Title
FLOOR PLAN
LEVEL P1
LOWER PARKING

DP 14-660885
#3

Date:	Project No.
DECEMBER 16, 2014	RAI 12-13 / DYS A212149
Scale: 1/8"=1'-0"	Drawing No. A201
Drawn By:	
File name:	Rev:

DEC 21 2015



GENERAL NOTES PARKING LEVELS:

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3. MAINTAIN MIN. 7'-6" (2.28 m) OF VERTICAL UNOBSTRUCTED CLEARANCE FOR AREAS WITH ACCESS TO ACCESSIBLE PARKING STALLS.
4. PAINT LINES 4" WIDE FOR DEMARCATING STALLS AND "SMALL CAR" AND/OR " VISITOR" DESIGNATIONS TO BE PAINTED IN 18" LETTERS. PROVIDE PAINTED STALL NUMBERS TO PARKADE SLAB OR AT WALL SURFACE BEHIND THE STALL AT ALL RESIDENTIAL PARKING STALLS. STALL NUMBERING AND SEQUENCING TO BE DETERMINED BY OWNER.
5. ALL PARKING STALLS DESIGNATED AS AN ACCESSIBLE STALL TO HAVE AN INTERNATIONAL SYMBOL OF ACCESSIBILITY CLEARLY PAINTED WITHIN THE STALL ON THE PARKADE SLAB.
6. ALL STALL MARKINGS AND PAINTED STALL LINES TO BE WHITE UNLESS DIRECTED OTHERWISE BY THE OWNER.
7. ALL EXPOSED CONCRETE CORNERS TO COLUMNS AND WALLS TO HAVE 3/4" CHAMFER.
8. CPTED REQUIREMENTS FOR PARKADE: PROVIDE WHITE PAINTED FINISH TO ALL COLUMNS, WALLS AND CEILINGS OF THE PARKADE. ALL SURFACES TO BE PRIMED AND PAINTED WITH 3 COATS OF PAINT. SECURITY SYSTEM TO BE LINKED WITH CCTV CAMERAS AND MONITORS. CCTV CAMERA LOCATIONS TO BE PROVIDED TO CEILINGS OF ALL EXIT STAIRS, PARKADE ACCESS RAMPS, ELEVATOR VESTIBULES, BICYCLE STORAGE AND GARBAGE/RECYCLING ROOM. CCTV CAMERA TO PROVIDE FOR VISUAL COVERAGE OF ENTIRE SPACE AT SECURED LOCATIONS.
9. 3'-0" HIGH STEEL PIPE GUARDS 3/16" THICK AND PRIME PAINTED(UNDERSIDE MAX. 12" ABOVE FLOOR) TO BE PROVIDED FOR ALL EXPOSED PIPES IN PARKADE.
10. URETHANE TRAFFIC MEMBRANE AS PER "C.S.A. - S413 PARKADE STRUCTURES" TO BE APPLIED THROUGHOUT PARKING GARAGE SUSPENDED CONCRETE SLAB VEHICULAR AREAS. ADDITIONAL MEMBRANE PER SPEC. TO BE APPLIED AT ALL DROPPED SLABS/ CONCRETE TOPPING AREAS.
11. ALL PARKADE LEVEL EXTERIOR WALLS BELOW GRADE IN FINISHED CONDITION TO BE WATER PROOFED AS PER SPEC. AND WATER STOP AT ALL VERTICAL AND HORIZONTAL JOINTS. ALL PARKADE SHAFTS FOR EXHAUST, INTAKE AIR, EMERGENCY GENERATOR & VENTS ARE SEALED AS PER SPECIFICATION & HAVE FLOOR DRAIN.
12. ALL GLAZING, DOORS, WALLS AND SERVICE ENCLOSURES IN THE PARKING LEVELS STAIRS, STAIR VESTIBULES AND ELEVATOR LOBBIES TO BE SUITABLE FOR REQUIRED FIRE SEPARATION RATING PER BC BUILDING CODE 2012.
13. ALL GLAZING IN PARKING LEVELS TO BE GEORGIAN WIRE SAFETYGLASS, IN STEEL FRAMES.
14. ELECTRIC VEHICLE CHARGING EQUIPTMENT REQUIRES FOR: a) 20% OF PARKING STALLS TO HAVE 120 VOLT RECEPTICLES, b) AN ADDITIONAL 25% FOR FUTURE INSTALLATION TO BE PRE-DUCTED FOR FUTURE WIRING, c) ONE 120 VOLT RECEPTACLE FOR EVERY 10 CLASS 1 BICYCLE PARKING SPACES.

ASHRAE 90.1-2010
The building is designed to comply with ASHRAE 90.1-2010 standards

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
	Apr. 14, 2014	Issued for DP Application
	Oct. 27, 2014	Issued for Advisory Design Panel
	Dec. 18, 2014	Reissued for DP Application
	Jan. 30, 2015	Reissued for DP - City Review
	Feb. 11, 2015	Reissued for DP - DP Panel
	Nov. 09, 2015	Reissued for DP
	Dec. 17, 2015	Reissued for DP-PT & DPP

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Client
Beedie | Living

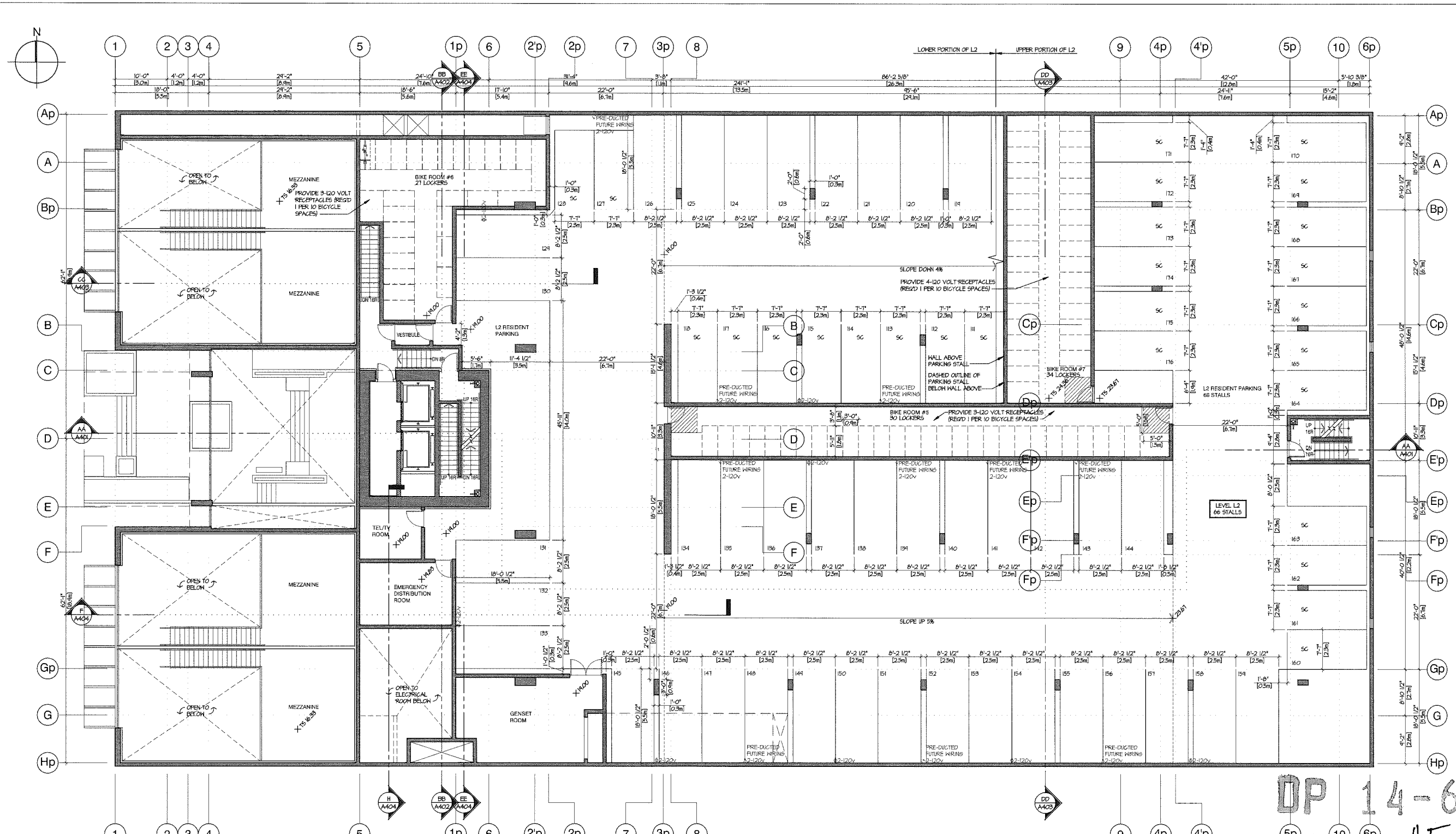
Project
5580 No.3 Road
RICHMOND, BC

Drawing Title
FLOOR PLAN
LEVEL 1
CRU & PARKING

DP 14-660885
#4

DEC 21 2015

Date: DECEMBER 16, 2014	Project No. RAI 12-13 / DYS A212149
Scale: 1/8" = 1'-0"	Drawing No. A202
Drawn By:	
File name:	Rev:



GENERAL NOTES PARKING LEVELS:

1. THE DESIGN OF THE PARKING STRUCTURE REGARDING SAFETY AND SECURITY MEASURES SHALL BE IN ACCORDANCE WITH CITY OF RICHMOND "PARKING BYLAW".
2. CEILING HEIGHTS TO ALL PARKING LEVELS SHALL HAVE A MINIMUM VERTICAL UNOBSTRUCTED CLEARANCE (INCLUDING ALL PIPES AND MECHANICAL) OF 6'-7" (2.0 m) PER PARKING BYLAW.
3. MAINTAIN MIN. 7'-6" (2.29 m) OF VERTICAL UNOBSTRUCTED CLEARANCE FOR AREAS WITH ACCESS TO ACCESSIBLE PARKING STALLS.
4. PAINT LINES 4" WIDE FOR DEMARCATING STALLS AND "SMALL CAR" AND/OR " VISITOR" DESIGNATIONS TO BE PAINTED IN 18" LETTERS. PROVIDE PAINTED STALL NUMBERS TO PARKADE SLAB OR AT WALL SURFACE BEHIND THE STALL AT ALL RESIDENTIAL PARKING STALLS. STALL NUMBERING AND SEQUENCING TO BE DETERMINED BY OWNER.
5. ALL PARKING STALLS DESIGNATED AS AN ACCESSIBLE STALL TO HAVE AN INTERNATIONAL SYMBOL OF ACCESSIBILITY CLEARLY PAINTED WITHIN THE STALL ON THE PARKADE SLAB.
6. ALL STALL MARKINGS AND PAINTED STALL LINES TO BE WHITE UNLESS DIRECTED OTHERWISE BY THE OWNER.
7. ALL EXPOSED CONCRETE CORNERS TO COLUMNS AND WALLS TO HAVE 3/4" CHAMFER.
8. CPTED REQUIREMENTS FOR PARKADE: PROVIDE WHITE PAINTED FINISH TO ALL COLUMNS, WALLS AND CEILINGS OF THE PARKADE. ALL SURFACES TO BE PRIMED AND PAINTED WITH 3 COATS OF PAINT. SECURITY SYSTEM TO BE LINKED WITH CCTV CAMERAS AND MONITORS. CCTV CAMERA LOCATIONS TO BE PROVIDED TO CEILINGS OF ALL EXIT STAIRS, PARKADE ACCESS RAMPS, ELEVATOR VESTIBULES, BICYCLE STORAGE AND GARBAGE/RECYCLING ROOM. CCTV CAMERA TO PROVIDE FOR VISUAL COVERAGE OF ENTIRE SPACE AT SECURED LOCATIONS.
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ASHRAE 90.1-2010
The building is designed to comply with ASHRAE 90.1-2010 standards

Drawing Issue Date

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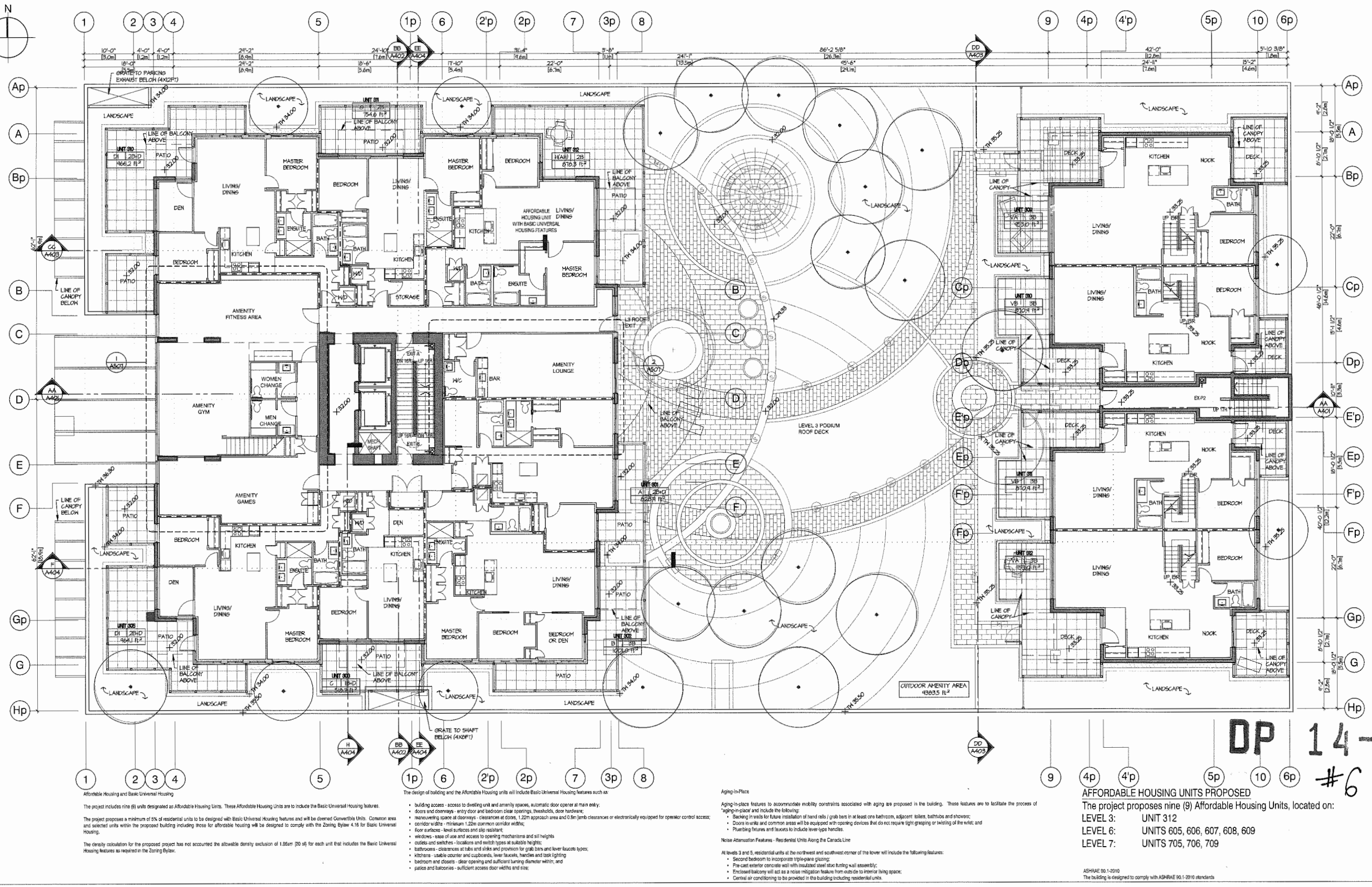
Client
Beedie | Living

Project
5580 No.3 Road
RICHMOND, BC

Drawing Title
FLOOR PLAN
LEVEL 2
CRU & PARKING

DP 14-660085
#5
DEC 2 1 2015

Date: DECEMBER 16, 2014 | Project No. AM 12-13 / DYS A212149
Scale: 1/8" = 1'-0"
Drawn By:
File name:
Drawing No. A203
Rev:



Drawing Issue Date

Revision Schedule

Rev #	Date	Description
	Apr. 14, 2014	Issued for DP Application
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Client
Beedie | Living

Project
5580 No.3 Road
RICHMOND, BC

Drawing Title
FLOOR PLAN
LEVEL 3 - PODIUM

DP 14-660885
#6
DEC 21 2015

Date: DECEMBER 16, 2014
Project No.: RAI 12-13 / DYS A212149
Scale: 1/8" = 1'-0"
Drawn By:
Drawing No.: A204
File name:
Rev:

1 2 3 4 5 1p 6 2'p 2p 7 3p 8 9 4p 4'p 5p 10 6p

Affordable Housing and Basic Universal Housing

The project includes nine (9) units designated as Affordable Housing Units. These Affordable Housing Units are to include the Basic Universal Housing features.

The project proposes a minimum of 5% of residential units to be designed with Basic Universal Housing features and will be deemed Convertible Units. Common area and selected units within the proposed building including those for affordable housing will be designed to comply with the Zoning Bylaw 4.16 for Basic Universal Housing.

The density calculation for the proposed project has not accounted the allowable density exclusion of 1.86sm (20 sf) for each unit that includes the Basic Universal Housing features as required in the Zoning Bylaw.

The design of building and the Affordable Housing units will include Basic Universal Housing features such as:

- building access - access to dwelling unit and amenity spaces, automatic door opener at main entry;
- doors and doorways - entry door and bedroom clear openings, thresholds, door hardware;
- maneuvering space at doorways - clearances at doors, 1.22m approach area and 0.6m lamb clearances or electronically equipped for operator control access;
- corridor widths - minimum 1.22m common corridor widths;
- floor surfaces - level surfaces and slip resistant;
- windows - ease of use and access to opening mechanisms and sill heights
- outlets and switches - locations and switch types at suitable heights;
- bathrooms - clearances at tubs and sinks and provision for grab bars and lever faucets types;
- kitchens - usable counter and cupboards, lever faucets, handles and task lighting
- bedroom and closets - clear opening and sufficient turning diameter within; and
- patios and balconies - sufficient access door widths and size;

Aging-in-Place

Aging-in-place features to accommodate mobility constraints associated with aging are proposed in the building. These features are to facilitate the process of "aging-in-place" and include the following:

- Backing in walls for future installation of hand rails / grab bars in at least one bathroom, adjacent toilets, bathtubs and showers;
- Doors in units and common areas will be equipped with opening devices that do not require tight grasping or twisting of the wrist; and
- Plumbing fixtures and faucets to include lever-type handles.

Noise Attenuation Features - Residential Units Along the Canada Line

At levels 3 and 5, residential units at the northwest and southwest corner of the tower will include the following features:

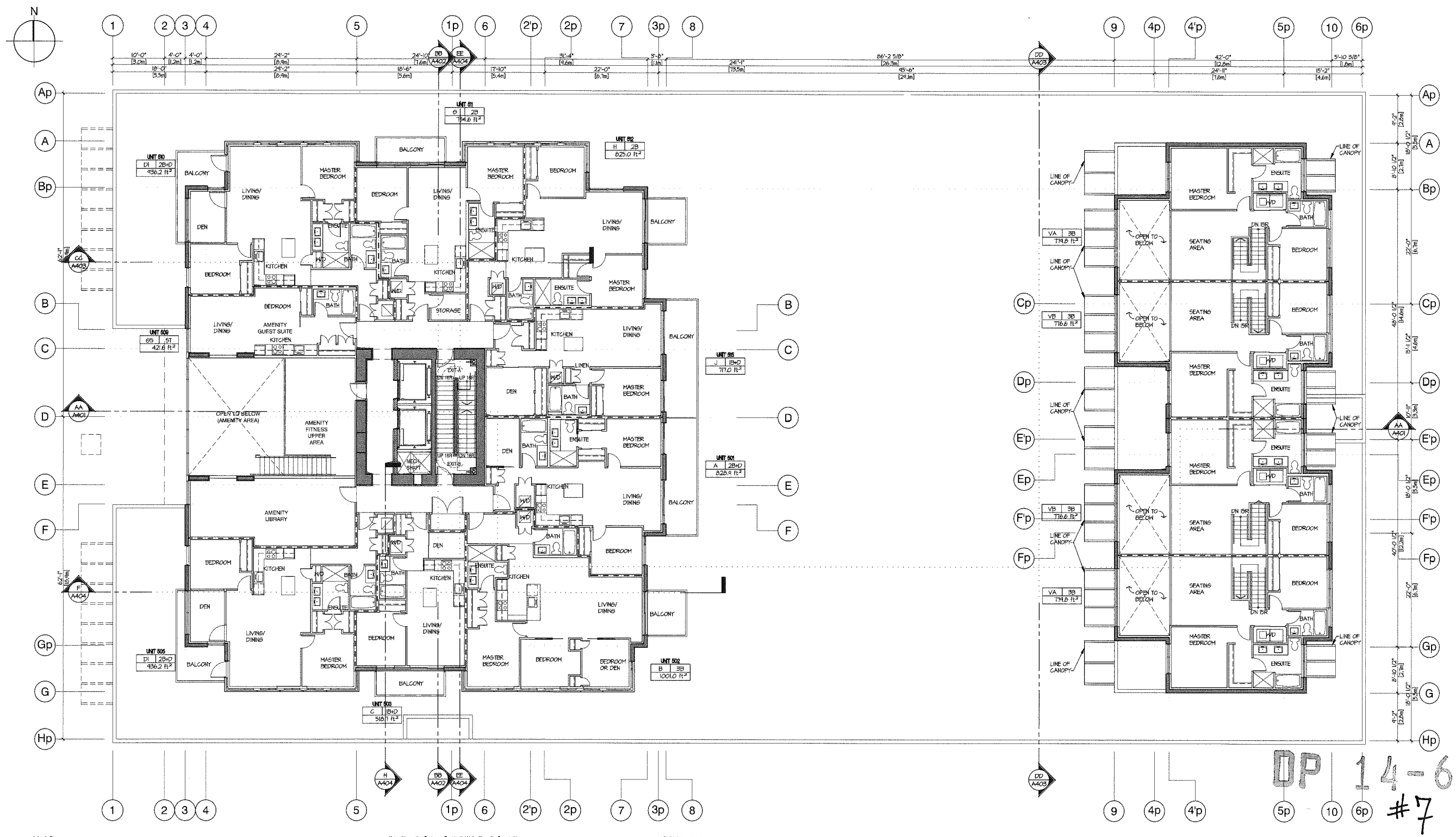
- Second bedroom to incorporate triple-pane glazing;
- Pre-cast exterior concrete wall with insulated steel stud furring wall assembly;
- Enclosed balcony will act as a noise mitigation feature from outside to interior living space;
- Central air conditioning to be provided in the building including residential units.

ASHRAE 90.1-2010
The building is designed to comply with ASHRAE 90.1-2010 standards

AFFORDABLE HOUSING UNITS PROPOSED

The project proposes nine (9) Affordable Housing Units, located on:

LEVEL 3:	UNIT 312
LEVEL 6:	UNITS 605, 606, 607, 608, 609
LEVEL 7:	UNITS 705, 706, 709



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ASHRAE 90.1-2010

The building is designed to comply with ASHRAE 90.1-2010 standards

Drawing Issue Date

April 14, 2014	Issued for DP Application

Revision Schedule

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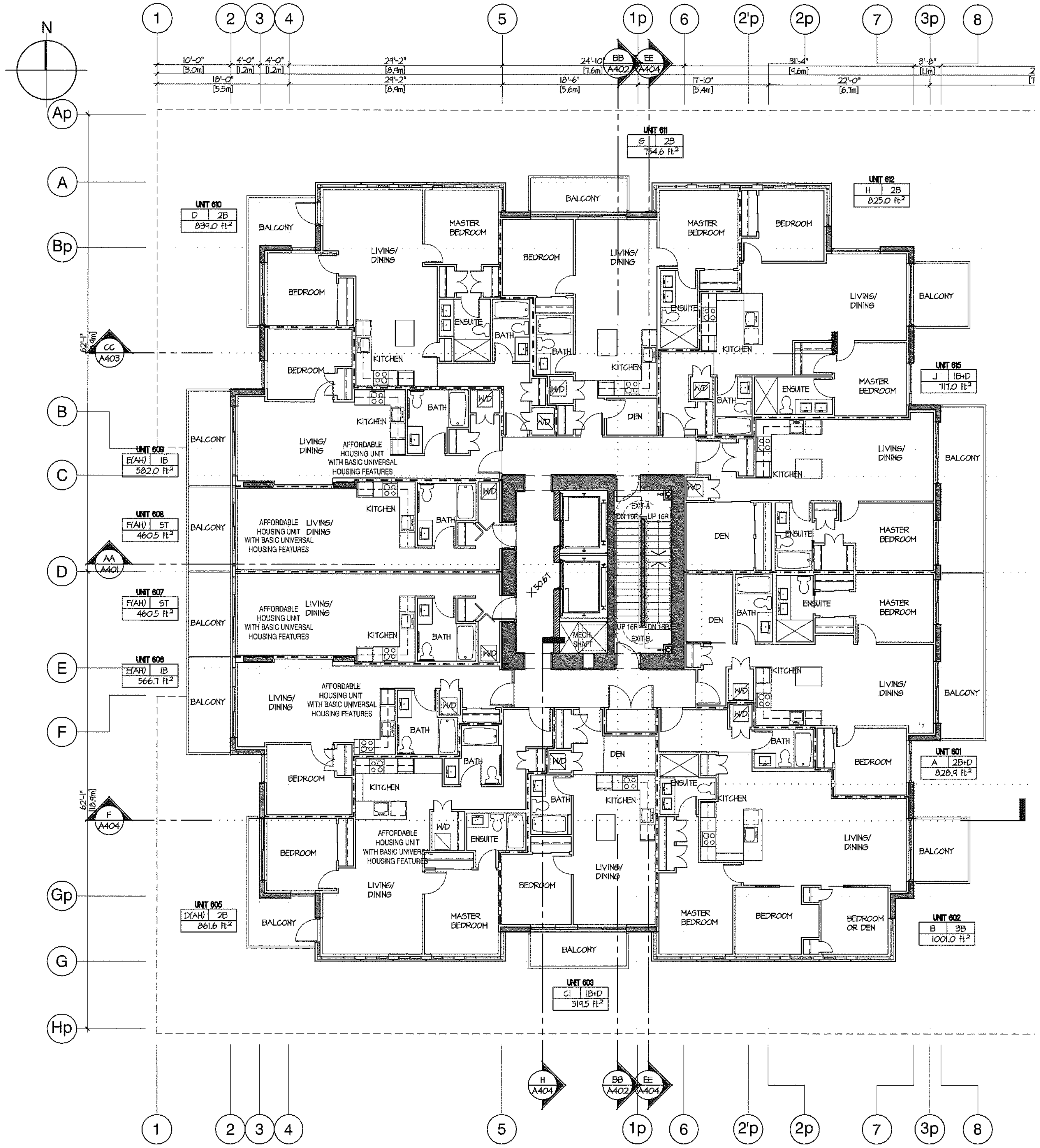
Client
Beedie | Living

Project
5580 No.3 Road
RICHMOND, BC

Drawing Title
FLOOR PLAN
LEVEL 5

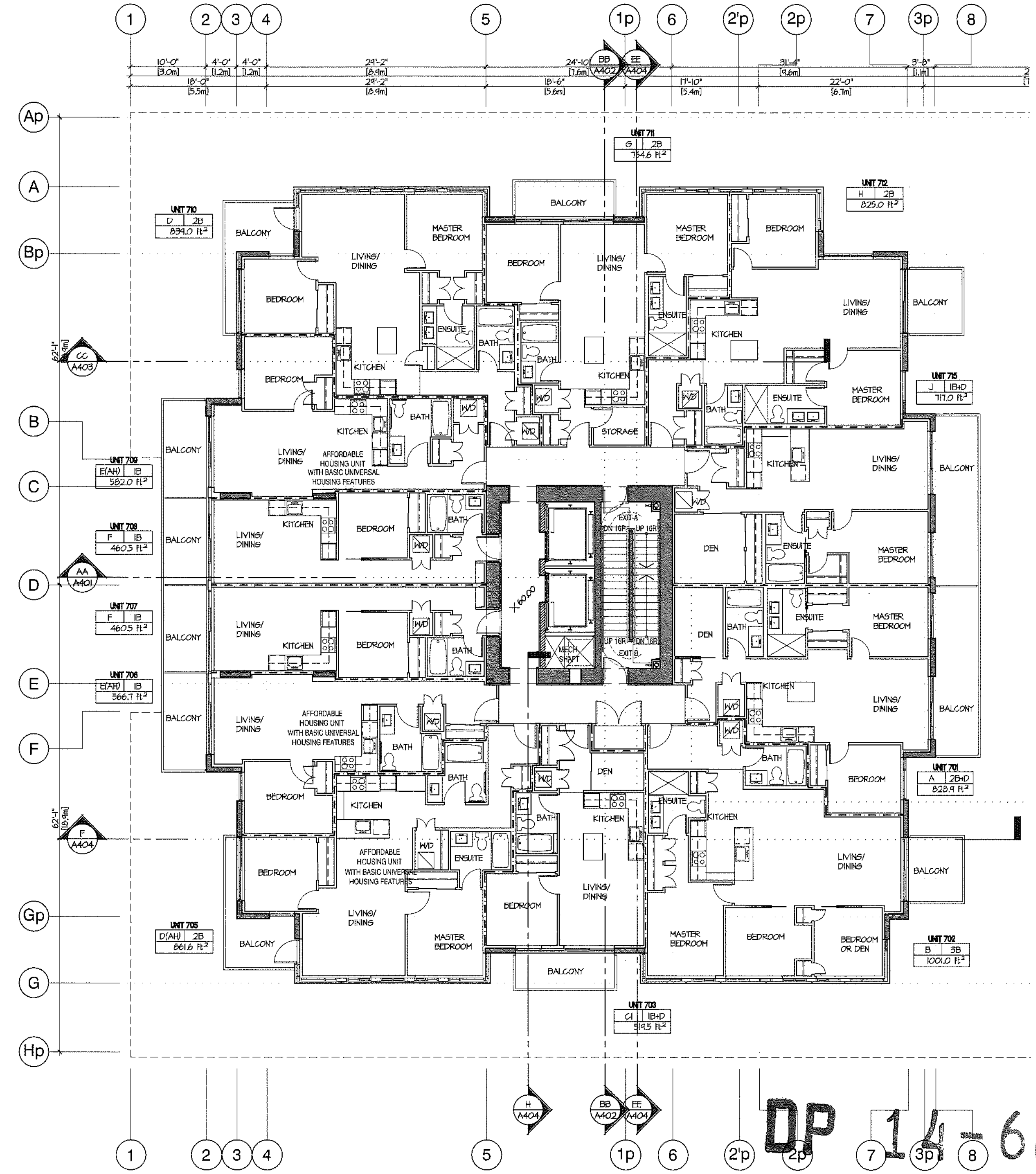
DP 14-660885 #7
DEC 21 2015

Date: DECEMBER 16, 2014	Project No. RAI 12-13 / DYS A212149
Scale 1/8" = 1'-0"	Drawing No. A205
Drawn By: -	
File name:	Rev:



1 FLOOR PLAN - LEVEL 6

1/8" = 1'-0"



2 FLOOR PLAN - LEVEL 7

1/8" = 1'-0"

Affordable Housing and Basic Universal Housing

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The density calculation for the proposed project has not accounted the allowable density exclusion of 1.86sm (20 sf) for each unit that includes the Basic Universal Housing features as required in the Zoning Bylaw.

The design of building and the Affordable Housing units will include Basic Universal Housing features such as:

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- bedroom and closets - clear opening and sufficient turning diameter within; and
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Aging-In-Place

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- Plumbing fixtures and faucets to include lever-type handles.

ASHRAE 90.1-2010
The building is designed to comply with ASHRAE 90.1-2010 standards

Drawing Issue Date	
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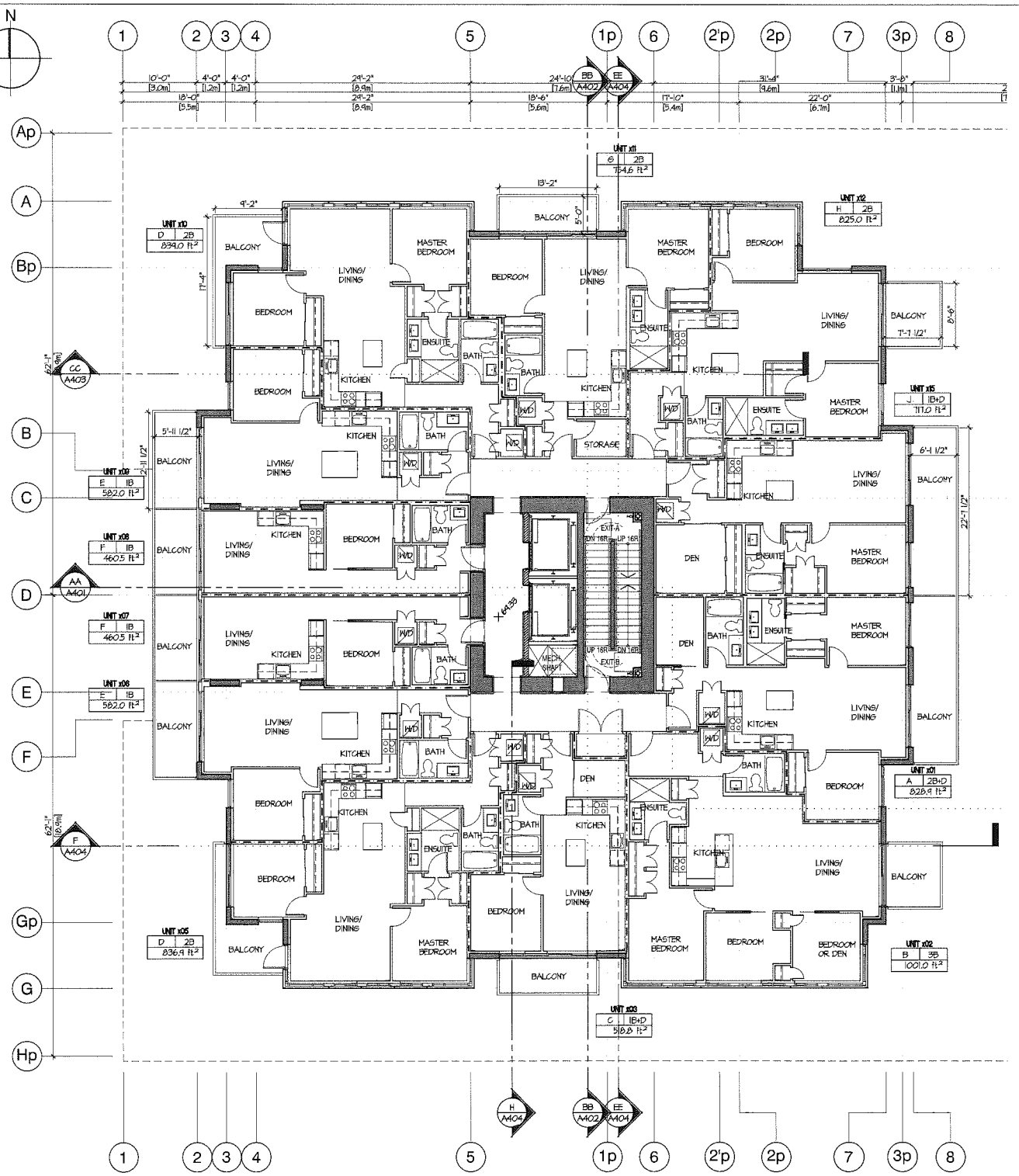
Client
Beedie | Living

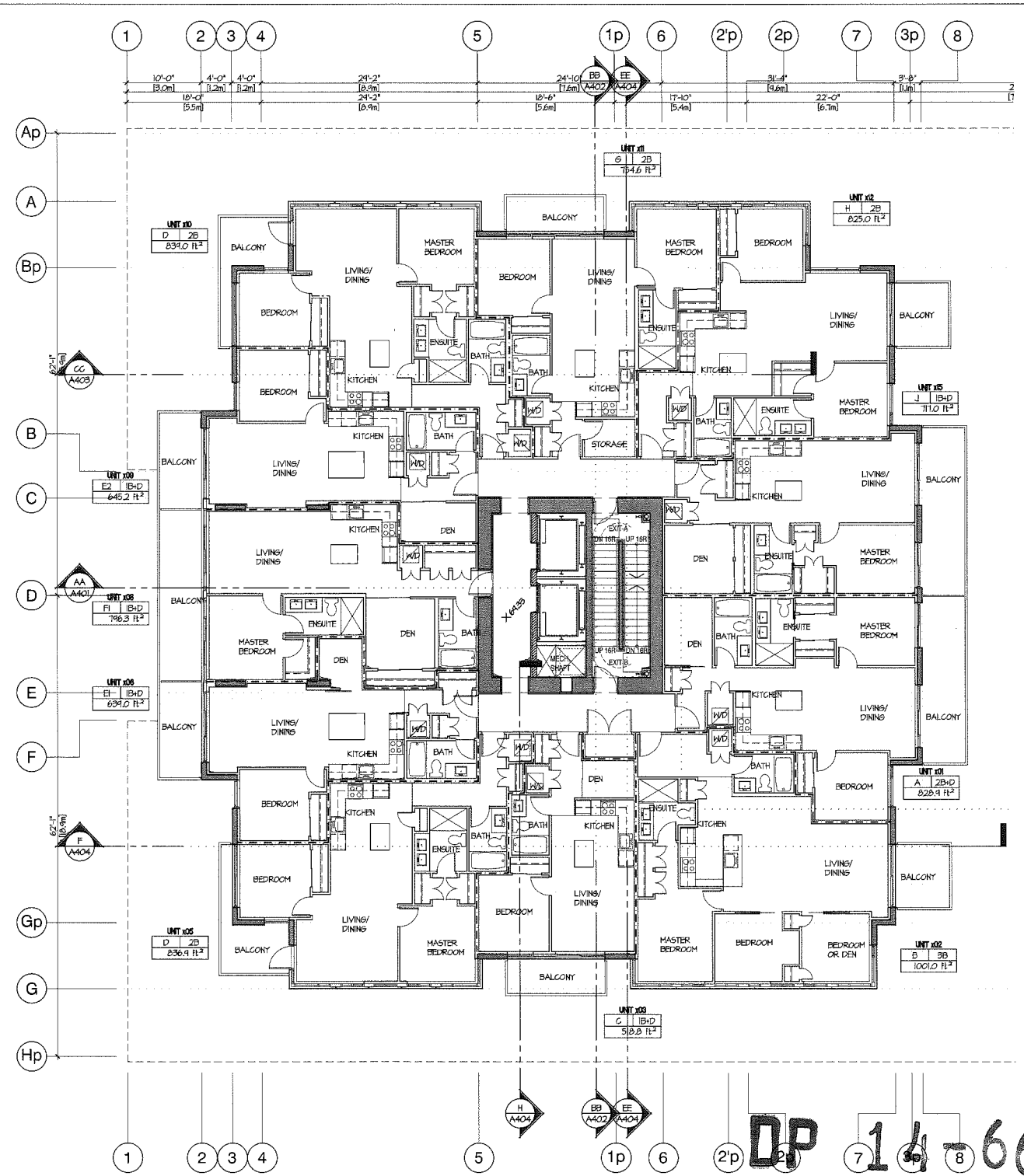
Project
5580 No.3 Road
RICHMOND, BC

Drawing Title
FLOOR PLAN
LEVELS 6 & 7

DP 14-660895
#8
DEC 2 1 2015

Date: DECEMBER 16, 2014
Project No.: RAI 12-13 / DYS A212149
Scale: 1/8" = 1'-0"
Drawing No.: A206
Drawn By:
File name:
Rev:





Aging-in-Place

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ASHRAE 90.1-2010
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Drawing Issue Date

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Client
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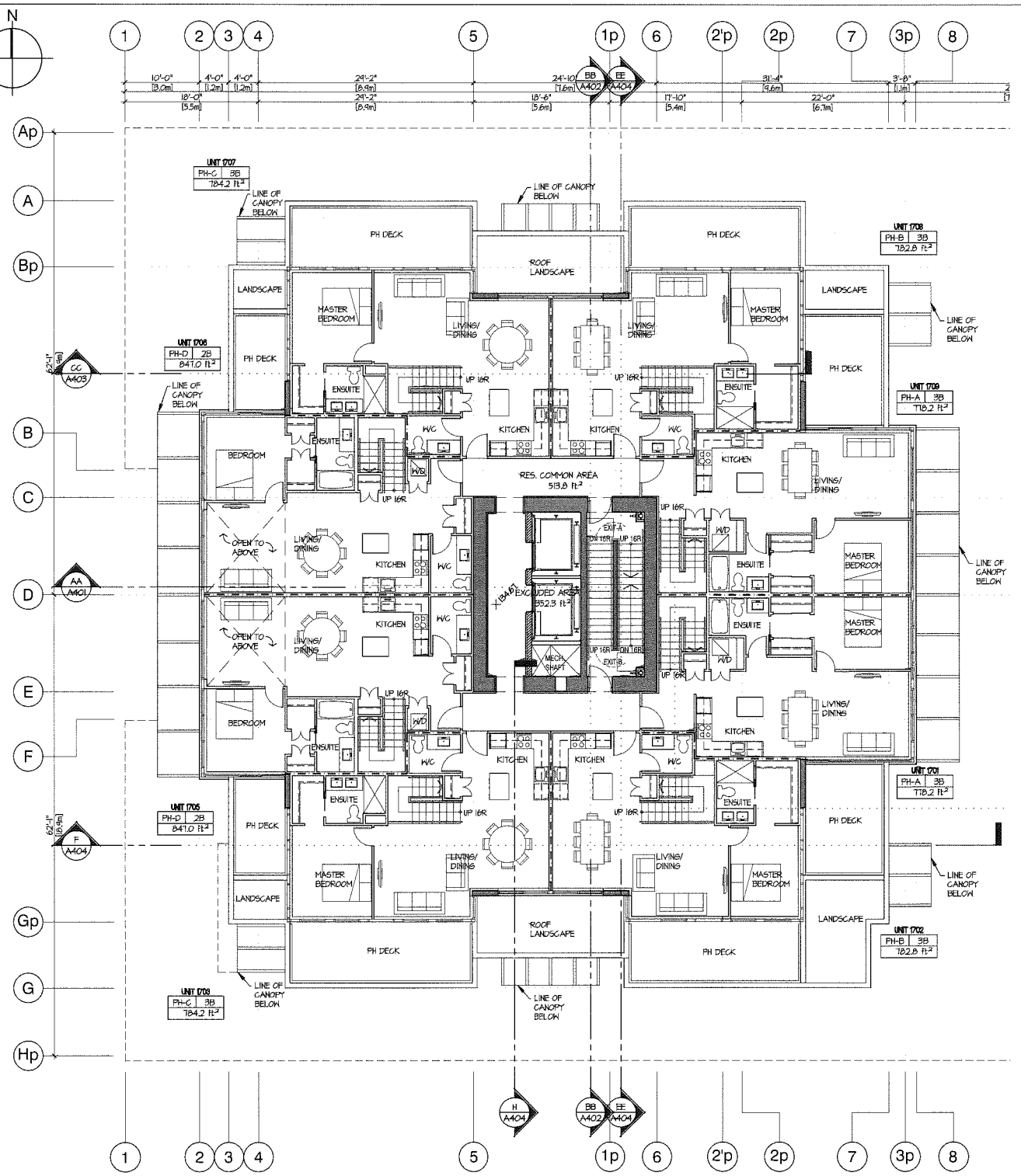
Project
5580 No.3 Road
RICHMOND, BC

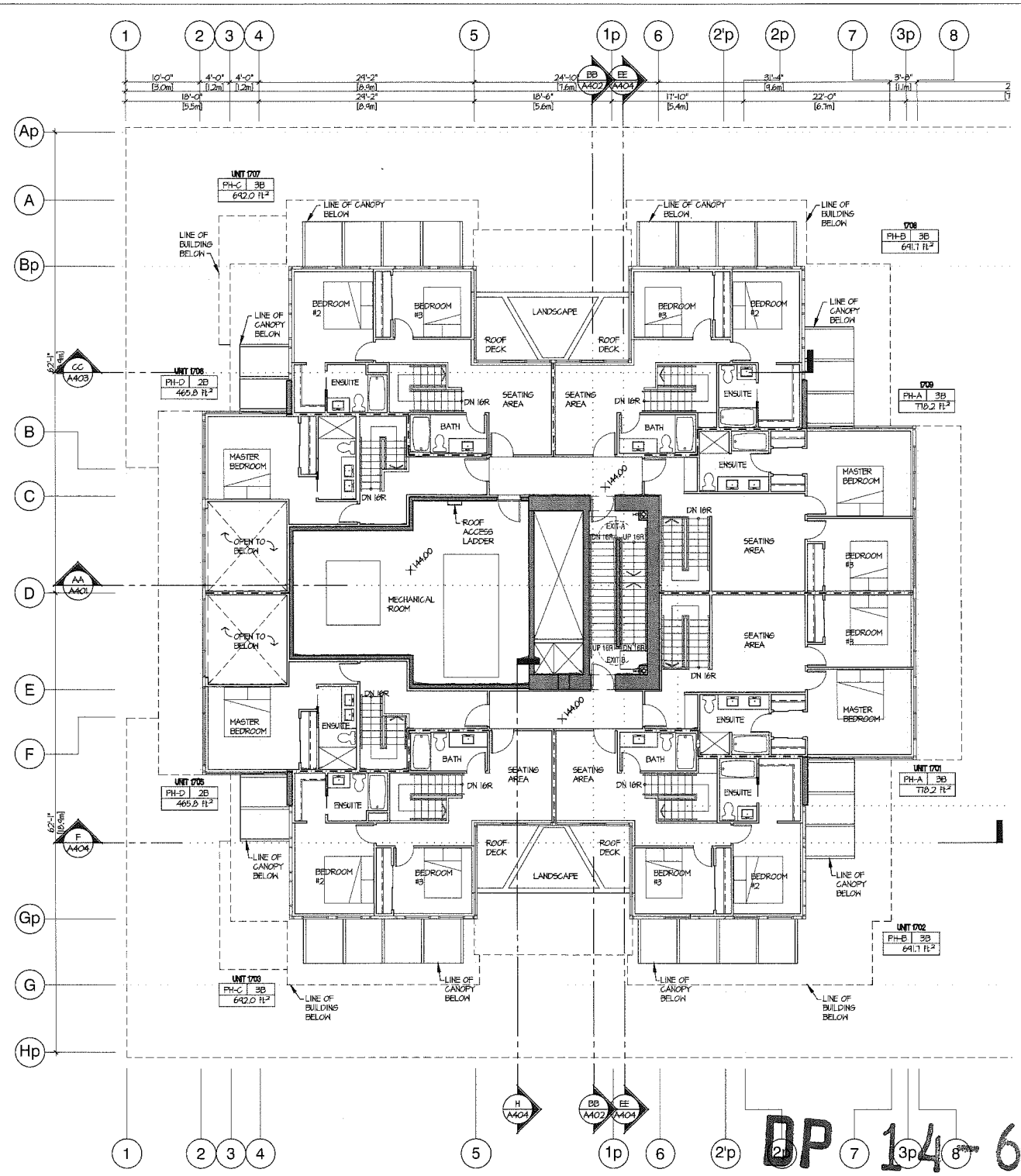
Drawing Title
FLOOR PLAN
LEVELS 8-16

DP 14-660895
#9
DEC 21 2015

Date: DECEMBER 16, 2014	Project No: RAI 12-13 / DYS A212149
Scale: 1/8" = 1'-0"	Drawing No. A207
Drawn By:	
File name:	Rev:



1 FLOOR PLAN - LEVEL 17 PENTHOUSE MAIN
1/8" = 1'-0"



2 FLOOR PLAN - LEVEL 18 PENTHOUSE UPPER
1/8" = 1'-0"

Aging-in Place

Aging-in-place features to accommodate mobility constraints associated with aging are proposed in the building. These features are to facilitate the process of "aging in-place" and include the following:

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ASHRAE 90.1-2010
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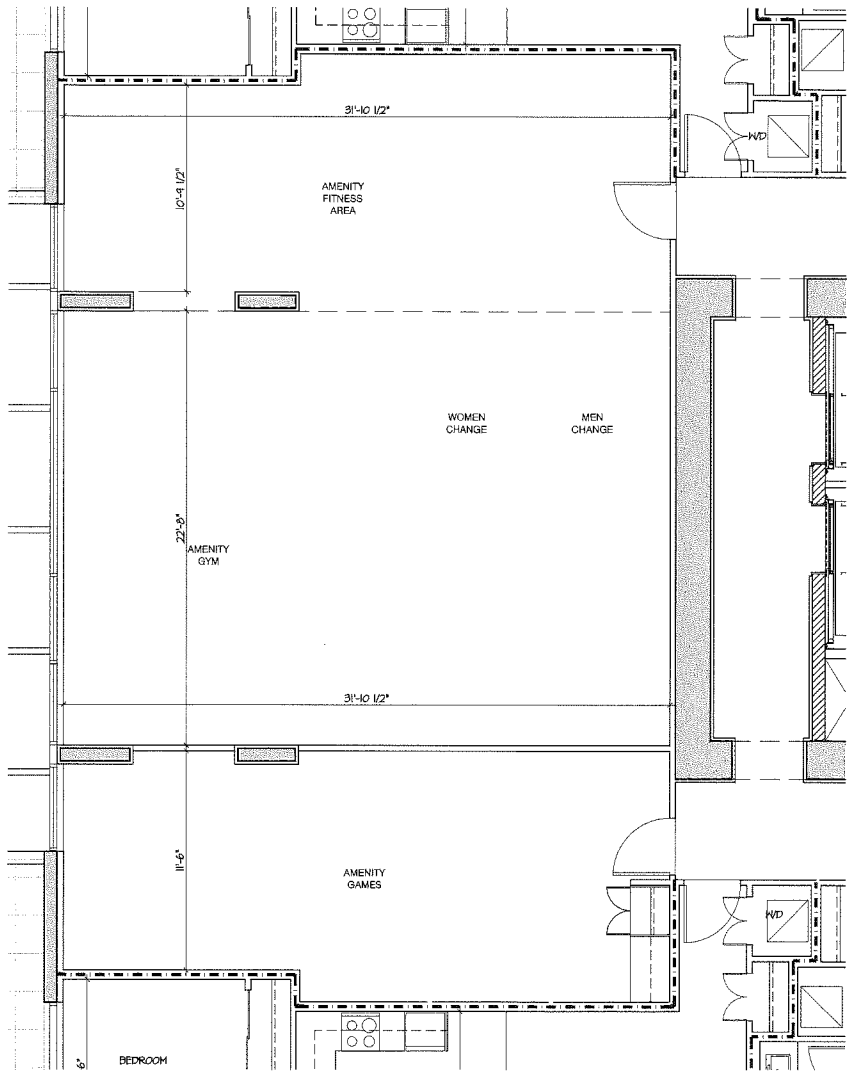
Project
5580 No.3 Road
RICHMOND, BC

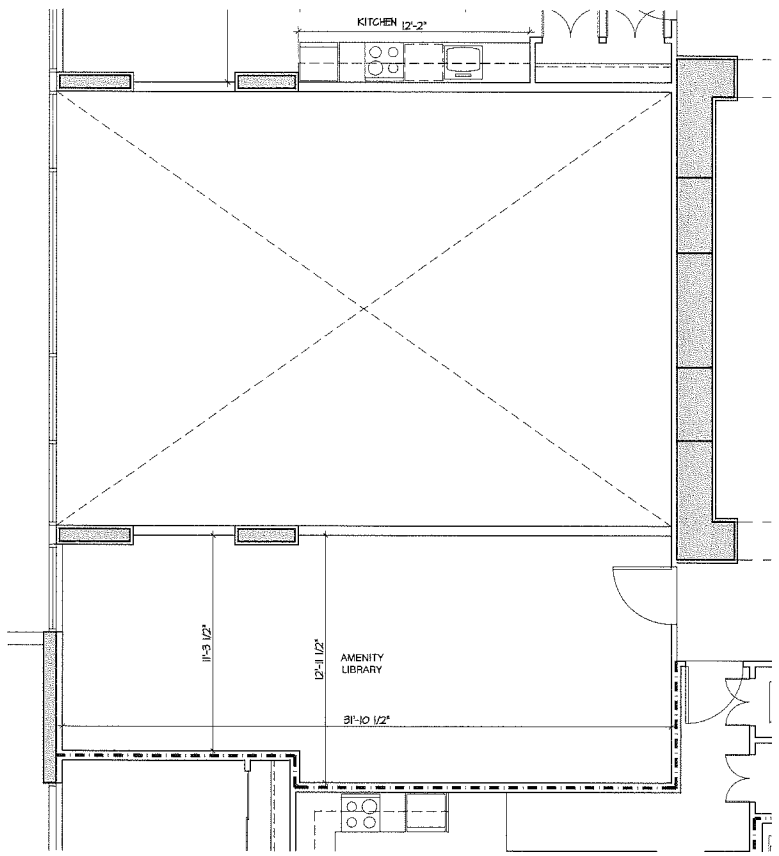
Drawing Title
FLOOR PLAN LEVELS 17 + 18 PENTHOUSE

Date: DECEMBER 16, 2014
Project No.: RAI 12-13 / DYS A212149
Scale: 1/8" = 1'-0"
Drawing No.: A208
Drawn By:
File name:
Rev.

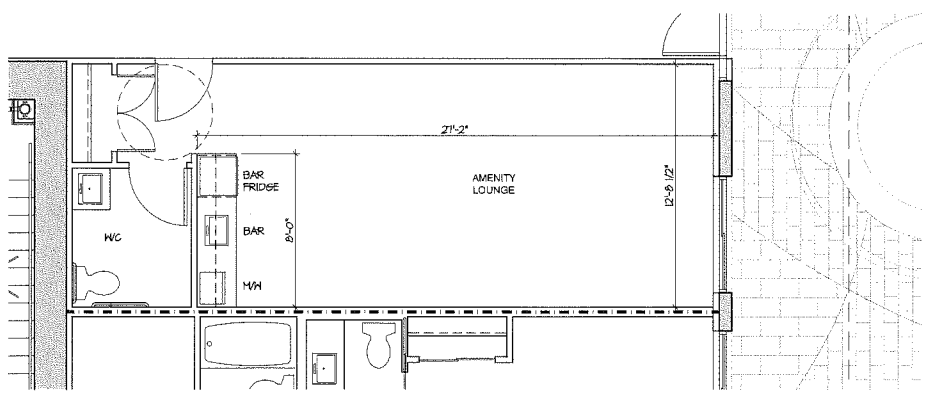
DP 14-660885
#10
DEC 21 2015



1 AMENITY GYM AND YOGA
1/4" = 1'-0"



3 AMENITY LIBRARY
1/4" = 1'-0"



2 AMENITY LOUNGE
1/4" = 1'-0"

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
	Apr. 14, 2014	Issued for DP Application
	Oct. 27, 2014	Issued for Advisory Design Panel
	Dec. 18, 2014	Reissued for DP Application
	Feb. 11, 2015	Reissued for DP - DP Panel

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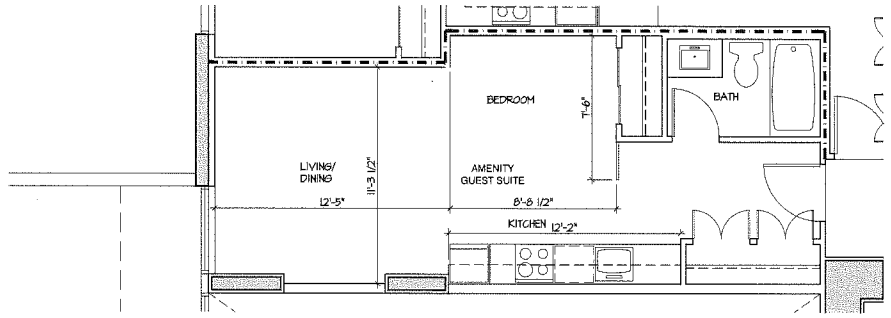
Project
5580 No.3 Road
RICHMOND, BC

Drawing Title
AMENITY SPACES
ROOM PLANS

DP 14-660885
#11

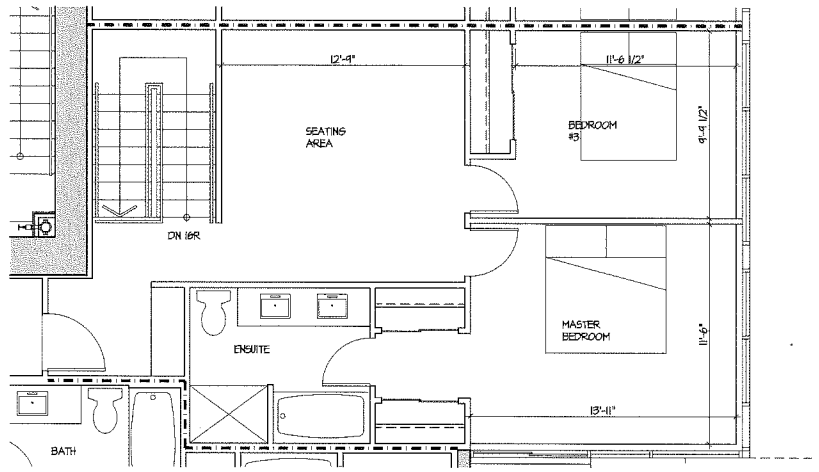
DEC 2 1 2015

Date	Project No.
DECEMBER 16, 2014	RAI 12-13 / DYS A212149
Scale	Drawing No.
1/4" = 1'-0"	A507
Drawn By:	
-	
File name:	Rev:



1 UNIT PLAN - UNIT GS (LEVEL 5)
1/4" = 1'-0"

AMENITY GUEST SUITE



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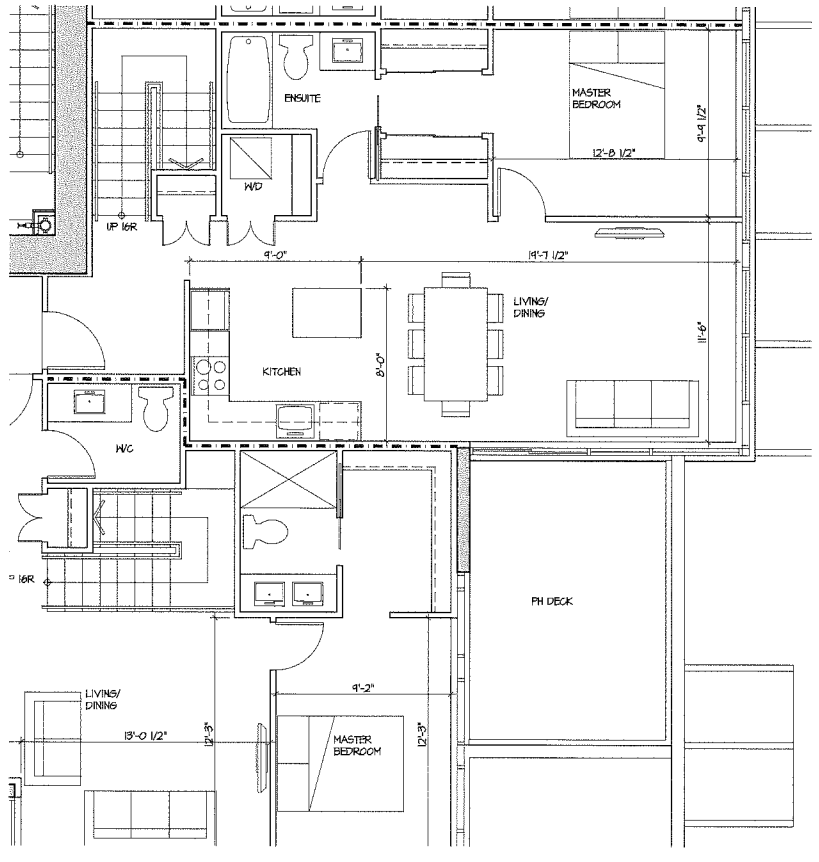
1/4" = 1'-0"



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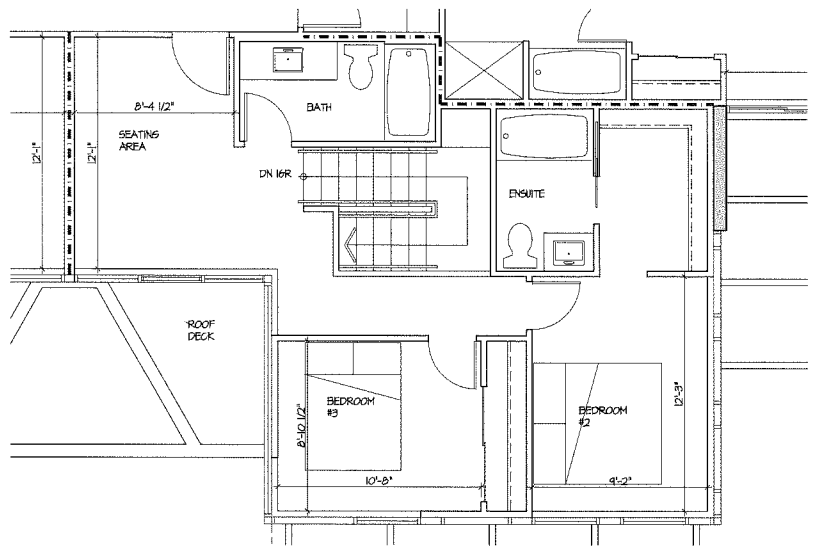

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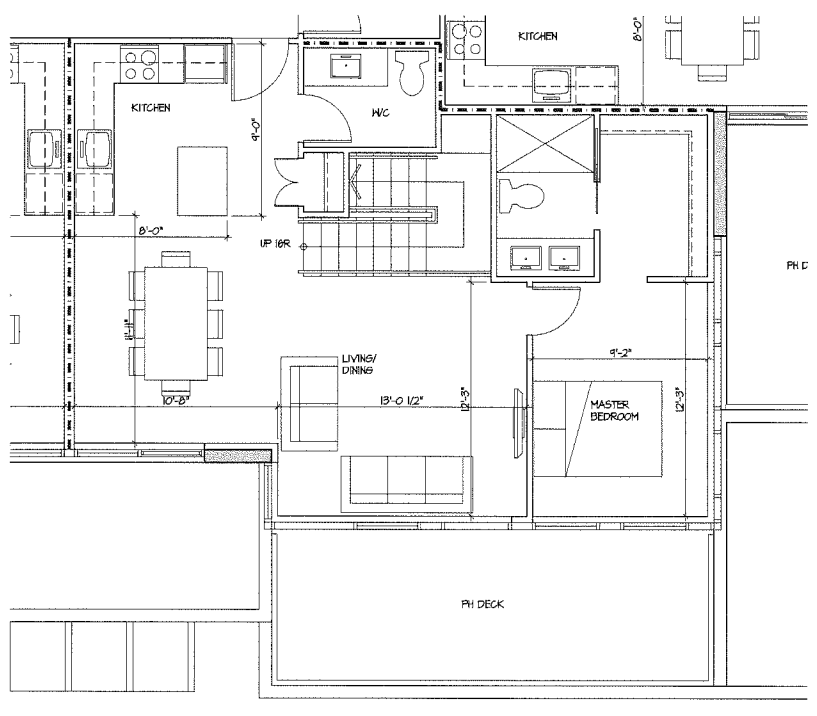

5 UNIT PLAN - UNIT PH-B (LOWER)
1/4" = 1'-0"

DP 14-660885
#12
DEC 21 2015

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
	Apr. 14, 2014	Issued for DP Application
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Client
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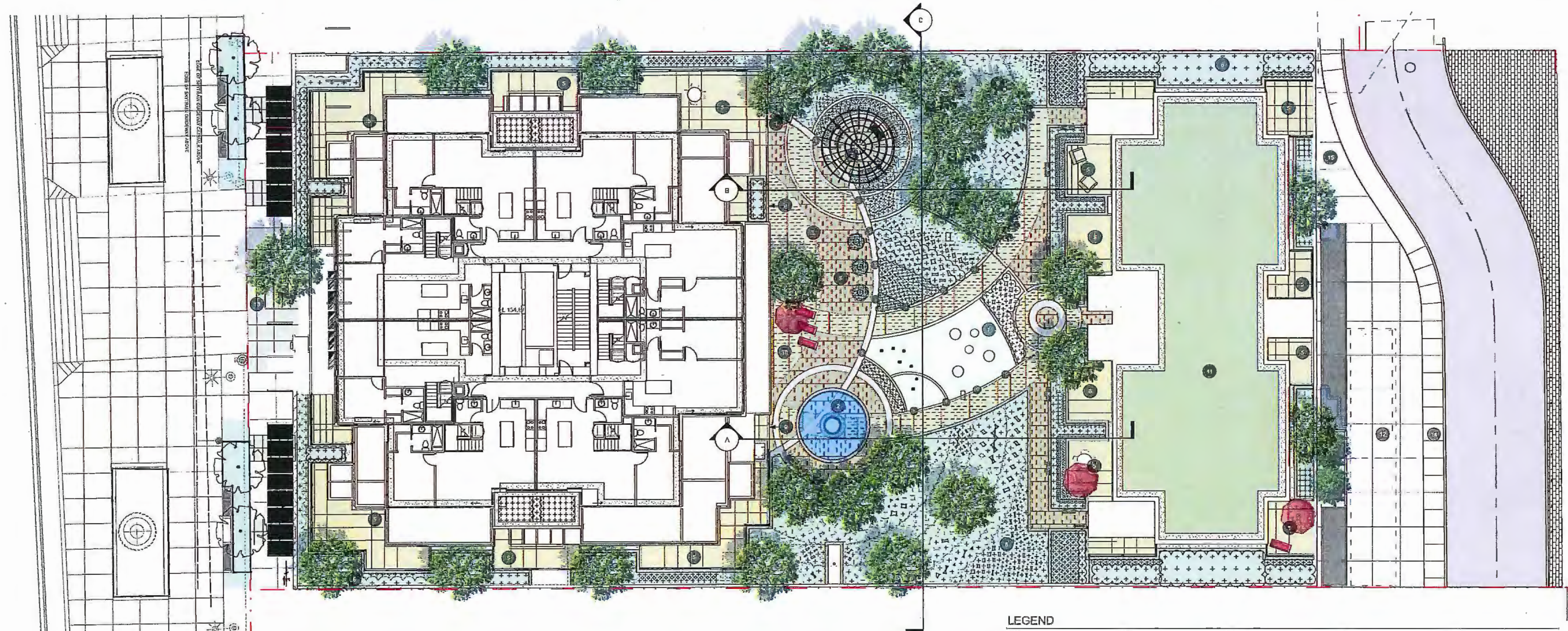
Project
5580 No.3 Road
RICHMOND, BC

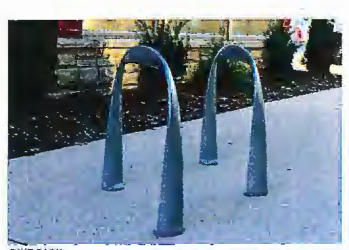
Drawing Title
UNIT PLANS
K, GS, PH-A. PH-B

Date: DECEMBER 16, 2014	Project No. RAI 12-13 / DYS A212149
Scale 1/4" = 1'-0"	Drawing No. A504
Drawn By: All rights:	Rev:



LEGEND

1 BBQ AREA	3 COMMON AREA PATIO	5 SEMI-PRIVATE PATIO	7 FIBAR WITH PLAY BLOCKS	9 PRIVACY SCREEN
2 WATER FEATURE	4 OVERHEAD STRUCTURE	6 INTENSIVE GREEN ROOF	8 48" DIA. PLANTER POTS	10 AMENITY (YOGA) PATIO
11 EXTENSIVE GREEN ROOF	12 LOADING AREA	13 SPECIALTY STONE PAVING	14 SIDEWALK	15 PARKADE ENTRANCE



BIKE RACK

FEATURE POT

PWL partnership

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/02/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

PROJECT

5580 NO.3 Road
Richmond, BC

DRAWING TITLE

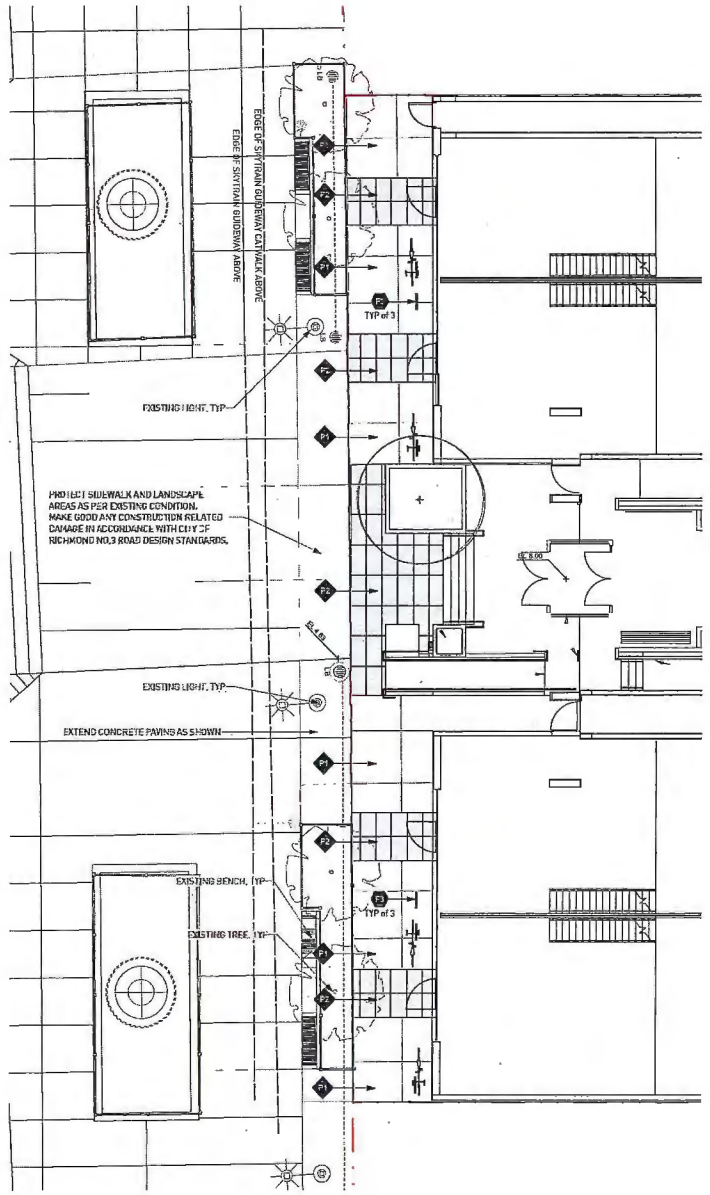
COLOUR PLAN

NORTH	SCALE 3/32"=1'
PROJECT NO.	1413
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	KY/JD REVIEWED

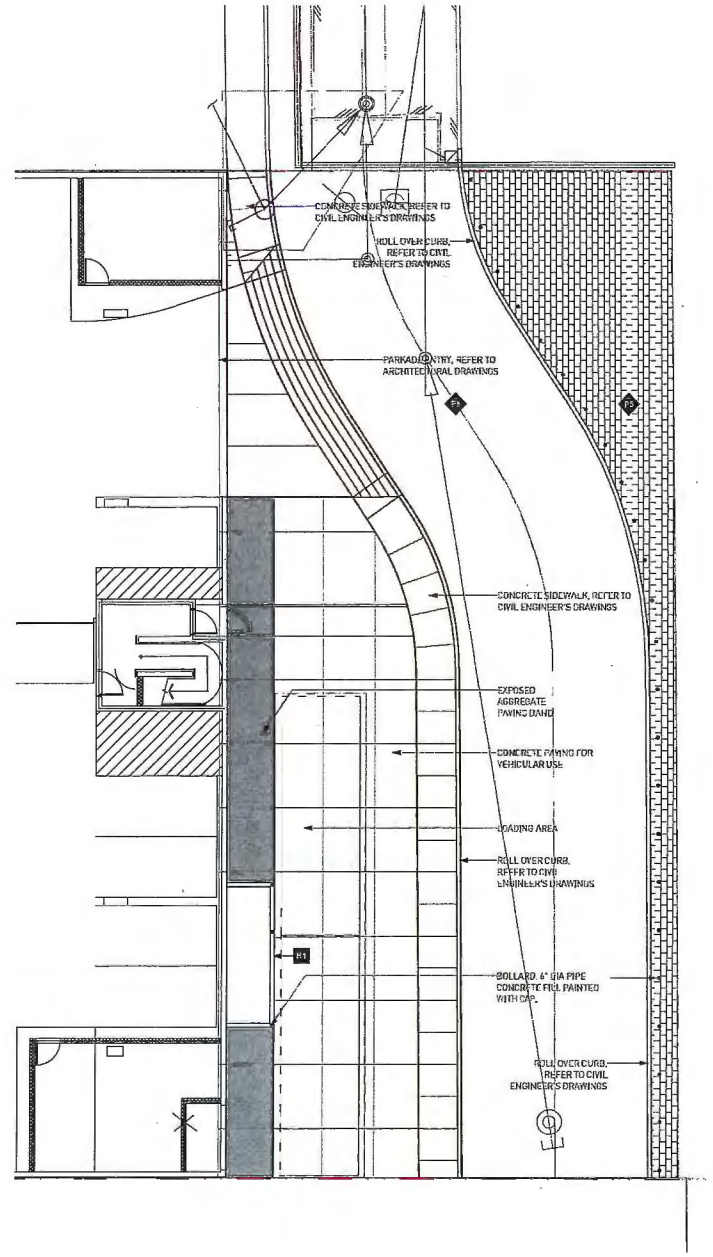
DRAWING

LDP 1.00

DP 14-660885
NOV 19 2015
#13a



1 MATERIALS AND GRADING - LEVEL 1
1/8" = 1'0"



2 MATERIALS AND GRADING - PARKING LEVEL 1
1/8" = 1'0"

PAVING

P1	CIP CONCRETE PATTERN: AS SHOWN FINISH/COLOUR: LIGHT BROOM, NATURAL
P2	BASALT STONE TILES PATTERN: AS SHOWN
P3	HYDRAPRESSED PAVERS SIZE: 18"X18" FINISH/COLOUR: TEXADA, DESERT SAND
P4	CONCRETE PAVERS PATTERN: AS SHOWN FINISH/COLOUR: LIGHT SHOT BLAST, BROWN
P5	CONCRETE PAVERS PATTERN: AS SHOWNLIGHT SHOT BLAST, BROWN
P6	CIP CONCRETE BAND WIDTH: VARIES, REFER TO LAYOU" PLAN PATTERN: SAWCUT BANDS AS SHOWN FINISH/COLOUR: LIGHT BROOM, NATURAL
P7	MAINTENANCE STRIP ROUND RIVER ROCK SIZE: 1" - 2"
P8	ASPHALT PAVING AS PER CIVIL ENGINEER'S DWGS

HARDSCAPE

HT	CIP CONCRETE CURB HEIGHT: REFER TO GRADING PLAN FINISH: SANDBLAST COLOUR: NATURAL
H2	CIP WALL WITH ARCHITECTURAL QUALITY FINISH
H3	GUARDRAIL REFER TO ARCH. DWGS.
H4	HANDRAIL REFER TO ARCH. DWGS.
H5	WATER FEATURE CUSTOM DESIGN
H6	SHADE STRUCTURE CUSTOM DESIGN
H7	PATIO GATE REFER TO ARCH. DWGS
H8	PRIVACY SCREEN REFER TO ARCH. DWGS

FURNISHINGS

F1	FEATURE POT MODEL: ADAYEAS-22.5 COLOUR: ELIROBLUE COBALTI SUPPLIER: KORNEGAY DESIGN
F2	BBQ SUPPLIED BY OWNER
F3	BIKE RACK MODEL: SCBR 1400-S FINISH: POWDERCOAT COLOUR: GUNMETAL PINETEX SUPPLIER: MAGLIN

LIGHTING KEY

WALL LIGHT	STEP/WALL LIGHT
	IN-GRADE PATH LIGHT

IRRIGATION

HB	HOSE BIB

PWL partnership

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PROJECT
5580 NO.3 Road
Richmond, BC

DRAWING TITLE
MATERIALS AND GRADING PLAN P1 AND L1

SCALE 1/8"=1'

PROJECT NO.	1413
DATE	2014/04/09
FILE NAME	1413 Fixtures
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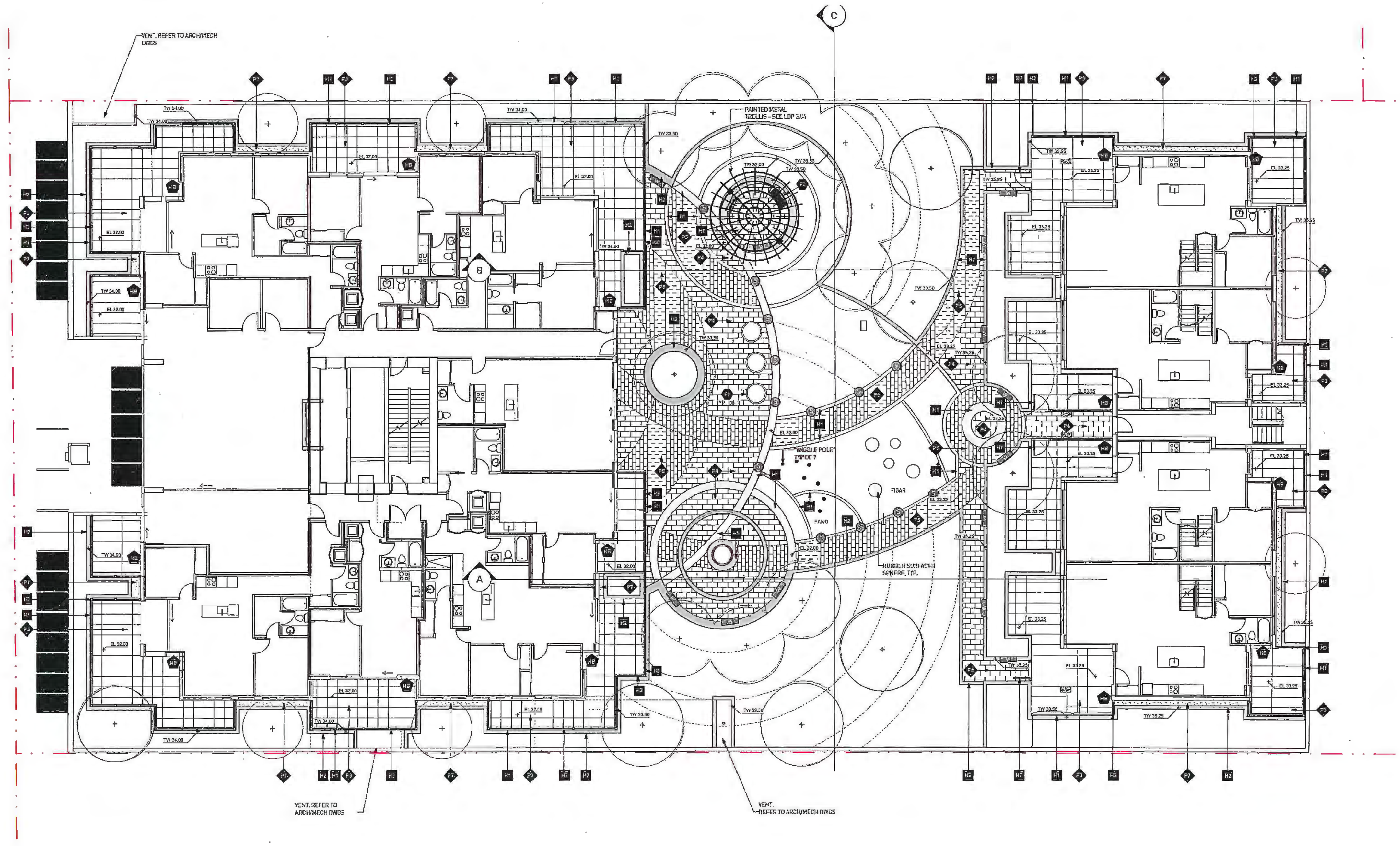
REVIEWED	
DRAWING	LDP 1.01



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PWL Partnership Landscape Architects Inc

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
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PROJECT
5580 No.3 Road
Richmond, BC

DRAWING TITLE
LAYOUT AND MATERIALS PLAN LEVEL 3

NORTH	SCALE 1/8"=1'
PROJECT NO.	1413
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
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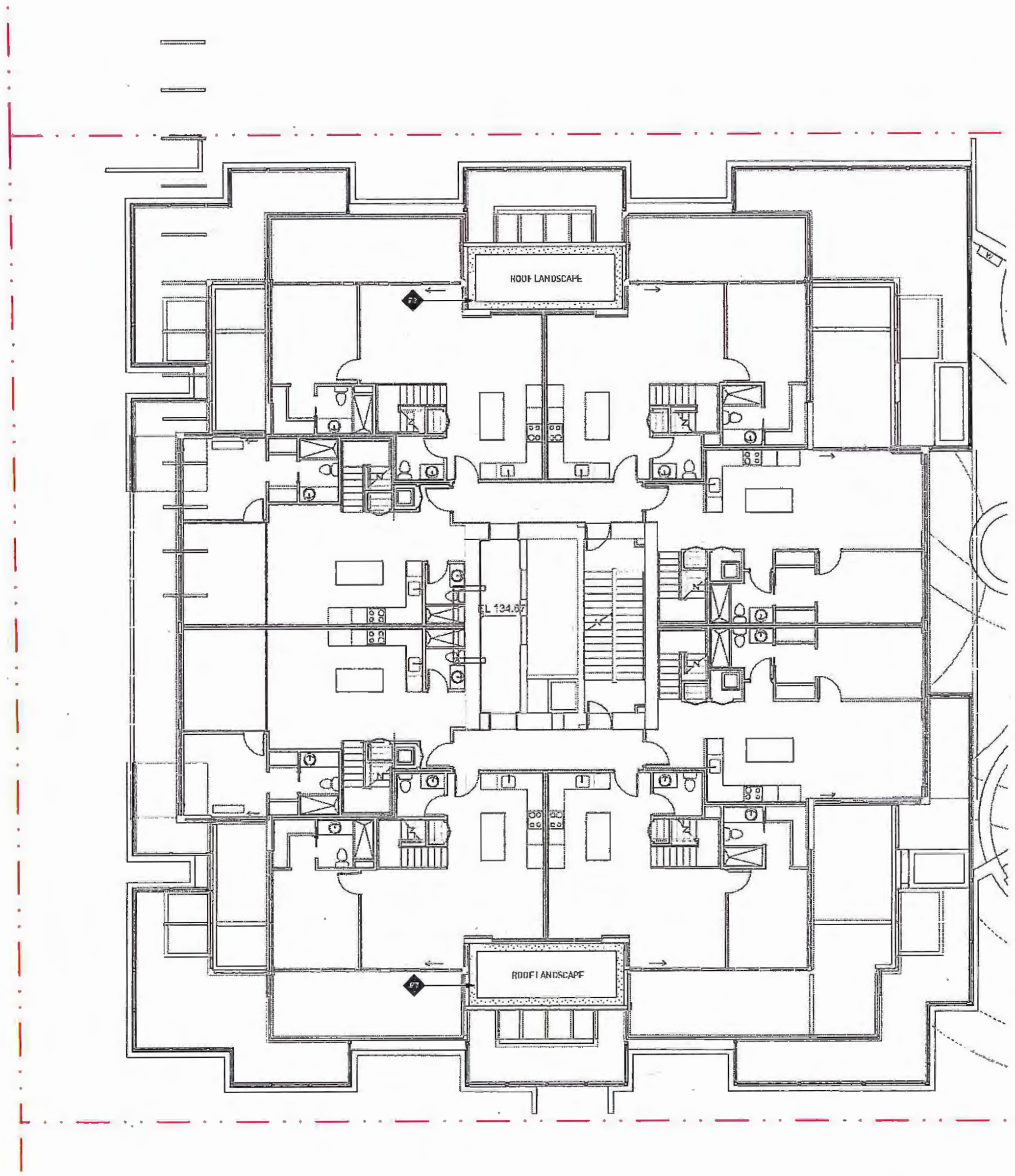
DRAWN	JD/KY
REVIEWED	

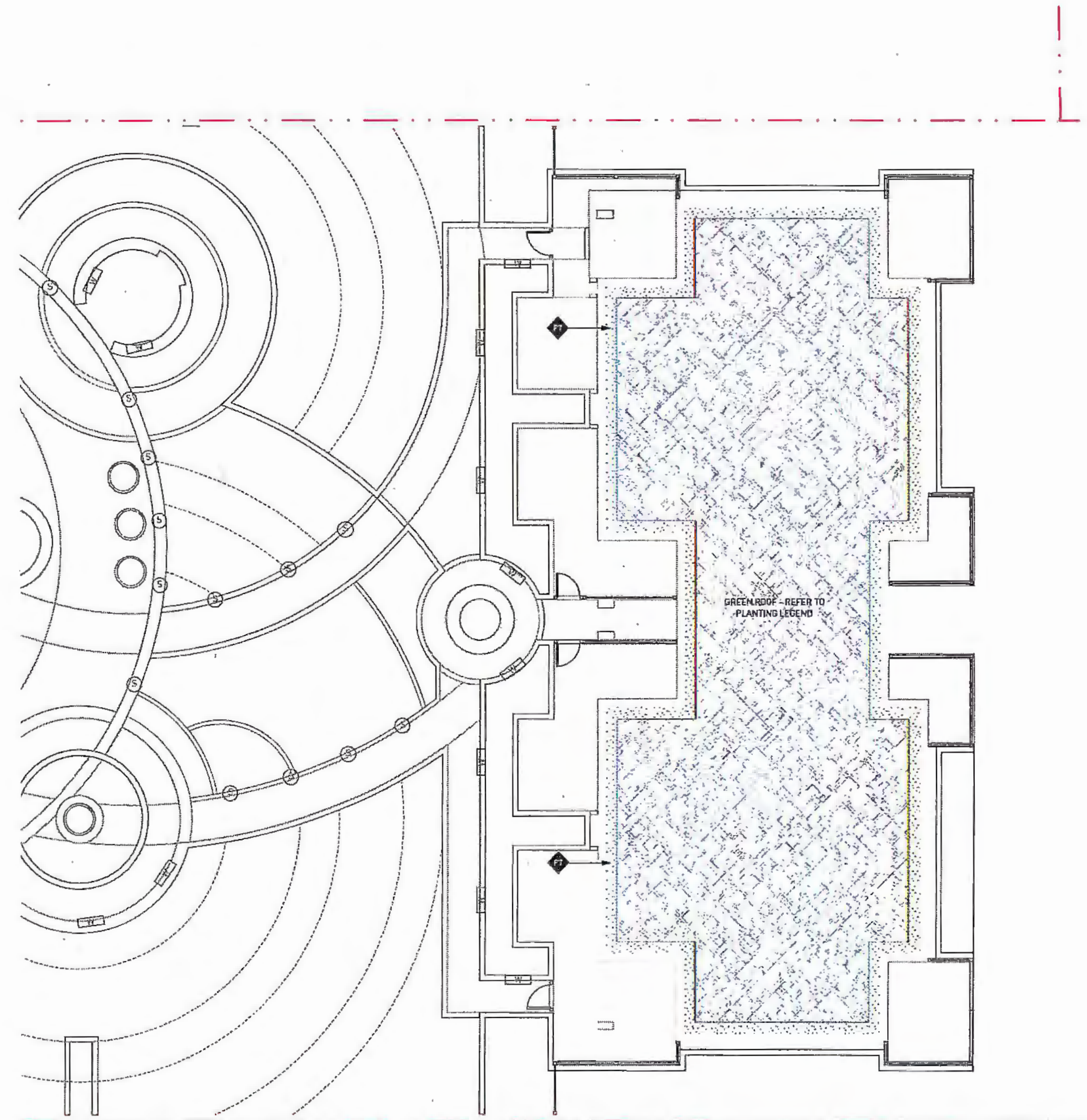
DRAWING
LDP 1.02

DP 14-660885

#13c NOV 19 2015



1 LAYOUT AND MATERIALS PLAN L17 PH MAIN
1/8" = 1'0"



2 LAYOUT AND MATERIALS PLAN L6
1/8" = 1'0"

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REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
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04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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PROJECT
5580 No.3 Road
Richmond, BC

DRAWING TITLE
LAYOUT AND
MATERIALS PLAN
LEVEL 6 AND 17 ROOF

NORTH | SCALE 1/8"=1'

PROJECT NO.	1413
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	JD/KY

DRAWING
LDP 1.03

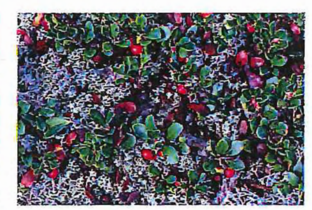
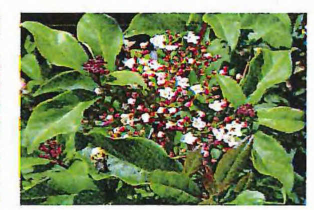
DP 14-660885
NOV 19 2015
#13d

Plant List

PWL Landmark

ID	Qty	Botanical Name	Common Name	Scheduled Size	Spacing	Remarks
		Trees				
ACR	6	Acer circinatum	Vine Maple	2.4 m ht. (8'-0" ht.)	As Shown	B&B, Nursery grown, minimum 3 stems
ABD	8	Acer palmatum 'Bloodgood'	'Bloodgood' Japanese Maple	2.4 m ht. x 1.8 m w. (8'ht. x 6'w.)	As Shown	B&B, Specimen and densely branched, no included bark
APL	1	Acer palmatum 'Green'	'Green' Japanese Maple	2.4 m ht. x 1.8 m w. (8'ht. x 6'w.)	As Shown	B&B, Specimen and densely branched, no included bark
AFA	2	Acer x freemanii 'Armstrong'	'Armstrong' Red Maple	8cm cal. (3" cal.)	As Shown	B&B, Uniform branching, dense tree, 7' (2.1 m) std.
SJI	10	Styrax japonica 'Pink Chimes'	Pink Chimes Japanese Snowbell	5 cm cal. (2" cal.)	As Shown	B&B, Uniform branching, dense tree, 4' (1.2 m) std.
		Shrubs				
AUC	107	Arbutus unedo 'Compacta'	'Compact' Strawberry Tree	#3 pot	90cm (36")	Well established
AGP	126	Azalea 'Gumpo Pink'	'Gumpo Pink' Azalea	#2 pot	30cm (12")	Well established
CIV	149	Ceanothus impressus 'Victoria'	Brilliant Ceanothus	#3 pot	90cm (36")	Well established
CTR	144	Choisya ternata	Mexican Orange Blossom	#3 pot	90cm (36")	Well established
EAC	74	Euonymus alatus compactus	Dwarf Burning Bush	#3 pot	90cm (36")	Well established
LNB	301	Lonicera nitida 'Baggesen's Gold'	Golden Box Honeysuckle	#3 pot	60cm (24")	Well established
PFA	119	Potentilla fruticosa 'Abbotswood'	Abbotswood Potentilla	#2 pot	45cm (18")	Well established
RCP	76	Rhododendron carolinianom 'P.J.M.'	P.J.M. Rhododendron	#3 pot	75cm (30")	Well established
SHH	396	Sarcococca hookeriana humilis	Himalayan Sarcococca	#2 pot	45cm (18")	Well established
SJP	20	Skimmia japonica	Japanese Skimmia	#2 pot	60cm (24")	Well established
SRV	498	Skimmia reevesiana	Reeves Skimmia	#2 pot	45cm (18")	Well established
TXM	163	Taxus x media 'H.M.Eddie'	H.M.Eddie Yew	1.2m	60cm (24")	Well established, dense hedging plant / B & B
VDV	107	Viburnum davidii	David Viburnum	#2 pot	60cm (24")	Well established
		Ground Cover				
ECP	41	Erica carnea 'Springwood Pink'	Spring Pink Winter Heath	#1 pot	38cm (15")	15cm (6") height
LMB	173	Liriope muscari 'Big Blue'	Big Blue Lily-turf	#1 pot	38 cm (15")	Well established
		Perennials				
		Ornamental Grasses				
OJA	232	Ophiopogon japonicus	Mondo Grass	#1 pot	20 cm (8")	10 cm (4") ht.
OPN	384	Ophiopogon planiscapus 'Nigrescens'	Black Mondo Grass	#1 pot	20 cm (8")	10 cm (4") ht.
		Vines				
PTC	3	Parthenocissus tricuspidata	Boston Ivy	#2 pot	As Shown	Staked, full development





GREEN ROOF PLANT LIST

Sedum spp.
Allium acuminatum
Allium cernuum
Allium schoenoprasum
Brodiaea spp.
Camassia quamash
Narcissus spp.
Carex spp.
Festuca spp.
Poa secunda
Achillea millefolium
Anemone multifida
Aster spp.
Eriophyllum lanatum
Fragaria spp.
Penstemon spp.
Campanula rotundifolia
Castilleja miniata
Heuchera spp.

GREEN ROOF NOTES:

1. GROWING MEDIUM FOR GREEN ROOF TO BE 6" DEEP.
2. GREEN ROOF TO BE IRRIGATED BY AN AUTOMATED IRRIGATION SYSTEM.
3. GREEN ROOF PLUGS TO BE PLANTED 8" O.C.
4. GROUPS OF MINIMUM 10 AND MAXIMUM 30 PLANTS TO BE LAID OUT IN RANDOM PATTERN. LAYOUT TO BE REVIEWED BY LANDSCAPE ARCHITECT PRIOR TO PLANTING.

PWL partnership

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
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PROJECT

DRAWING TITLE

PLANTING LEGEND

NORTH | SCALE

PROJECT NO.

DATE 201/04/09

FILE NAME 1413 Plan.vwx

PLOTTED 15-11-9 at 1:41:46 PM

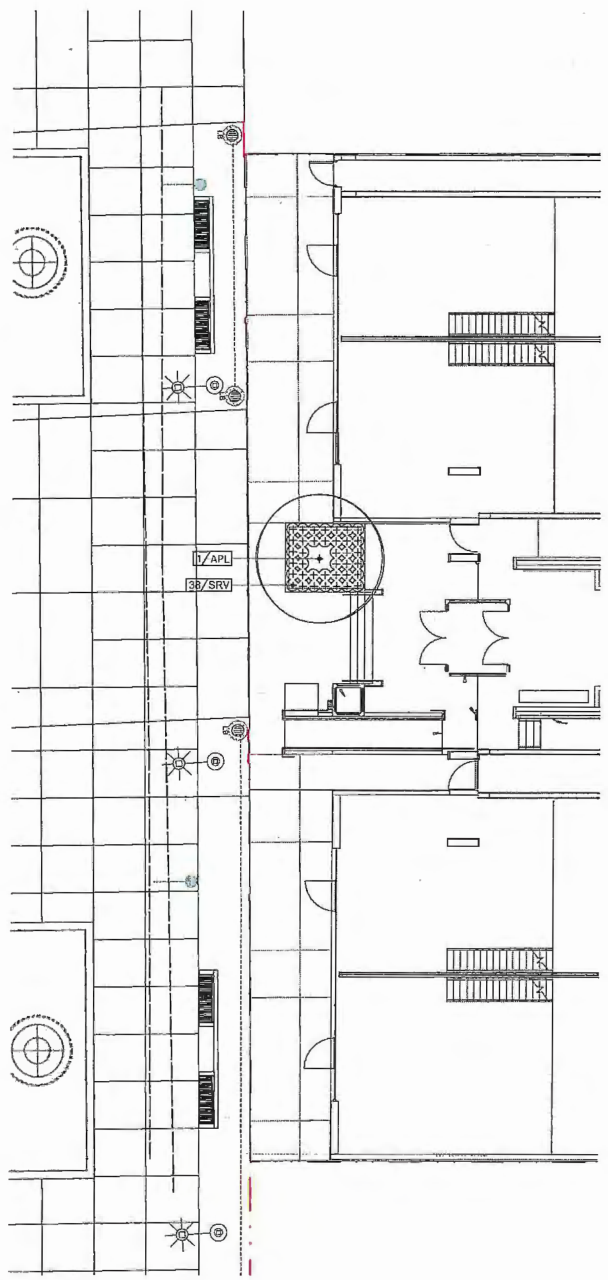
DRAWN JO/KY REVIEWED

DRAWING

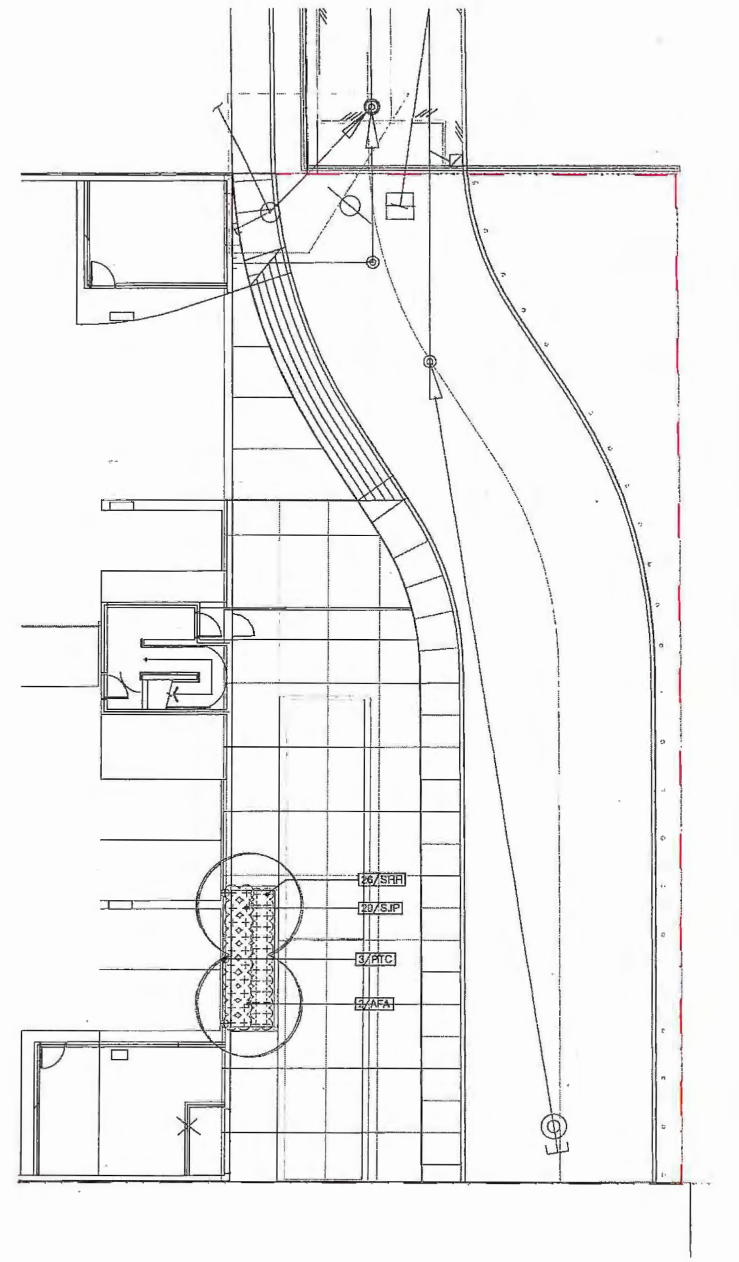
LDP 3.00

DP 14-660885

#13e · NOV 19 2015



1 PLANTING - LEVEL 1
1/8" = 1'0"



2 PLANTING - PARKING LEVEL 1
1/8" = 1'0"

NOTE: ALL PLANTING TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM

PWL partnership

REVISIONS AND ISSUES

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PROJECT

DRAWING TITLE

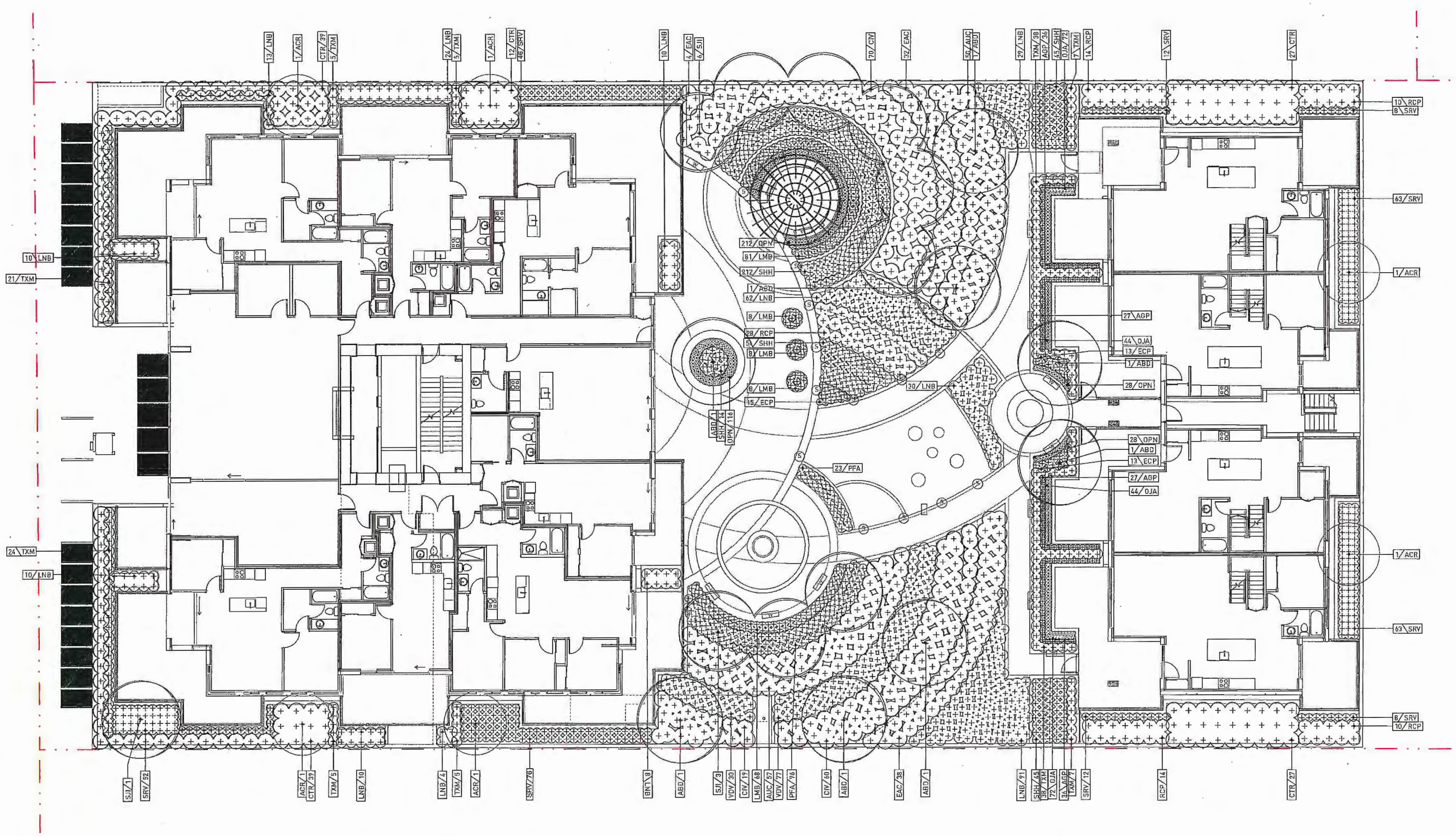
PLANTING PLAN
P1 AND L1

NORTH	SCALE 1/8"=1'-0"
PROJECT NO.	
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	JD/KY REVIEWED BH

DRAWING

LDP 3.01

DP 14-660885
#13f
NOV 19 2015



NOTE: ALL PLANTING TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM

PWL partnership

PWL Partnership Landscape Architects Inc

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
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DRAWING TITLE

PLANTING PLAN
LEVEL 3

NORTH	SCALE 1/8"=1'-0"
PROJECT NO.	
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:45 PM
DRAWN	JD/KY
REVIEWED	BH

DRAWING

LDP 3.02

DP 14-660885

#139

NOV 1 9 2015

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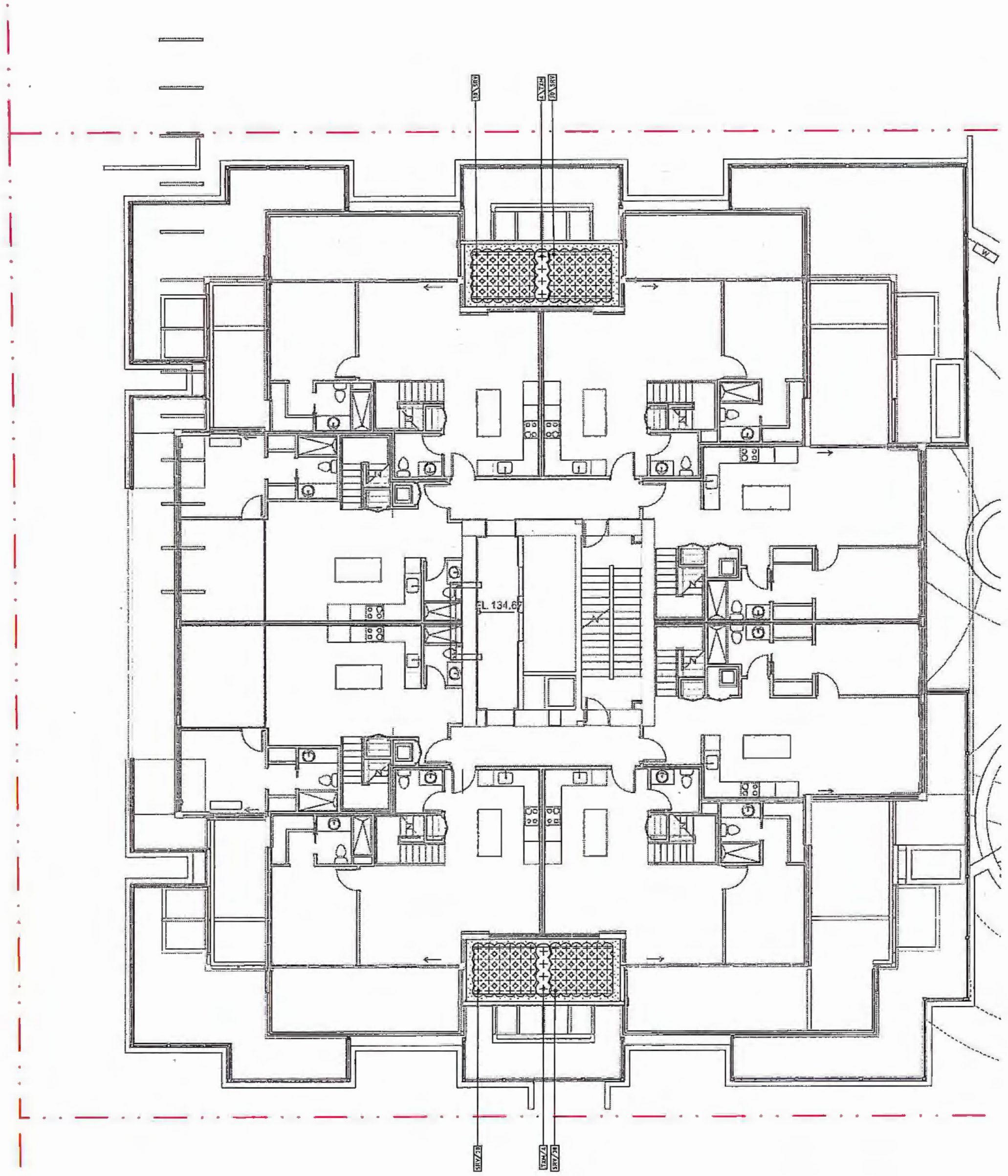
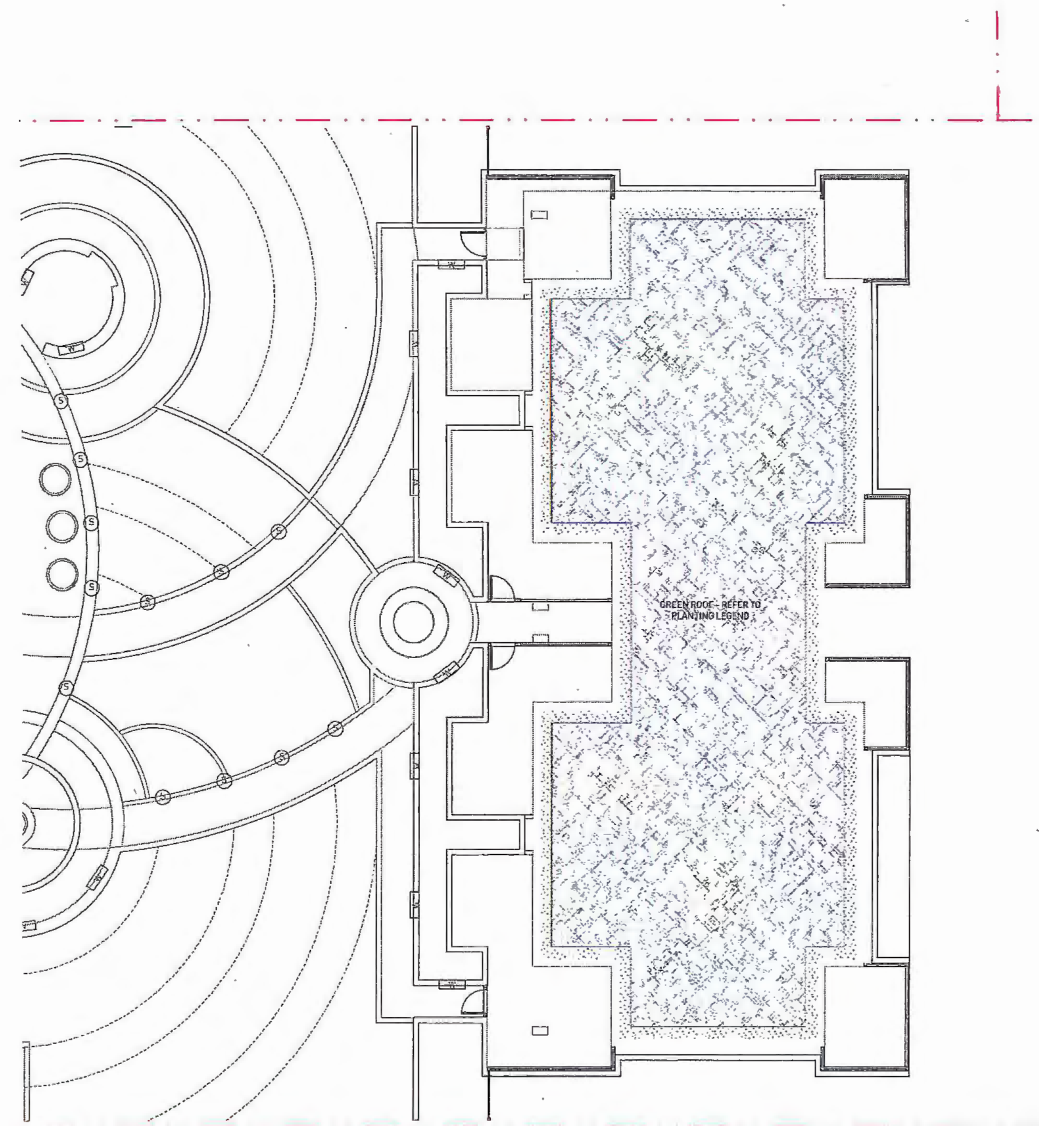


① PLANTING PLAN L17 PH MAIN
1/8" = 1'0"



② PLANTING PLAN L6
1/8" = 1'0"

NOTE: ALL PLANTING TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM

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PROJECT

DRAWING TITLE

PLANTING PLAN
LEVEL 6 ROOF
AND LEVEL 17 PH MAIN

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

PROJECT NO.	
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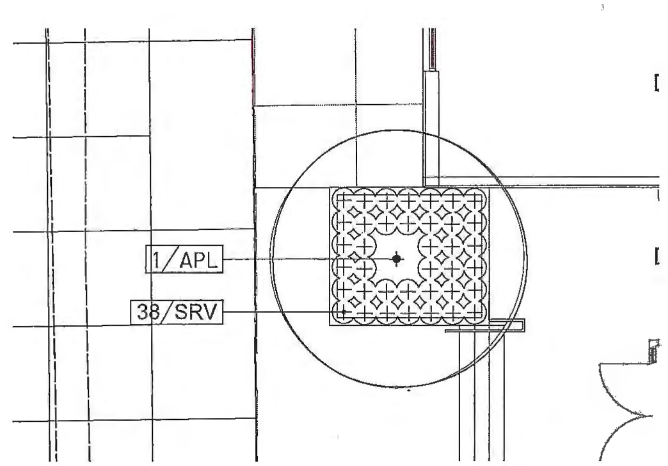
DRAWN	JD/KY
REVIEWED	BH

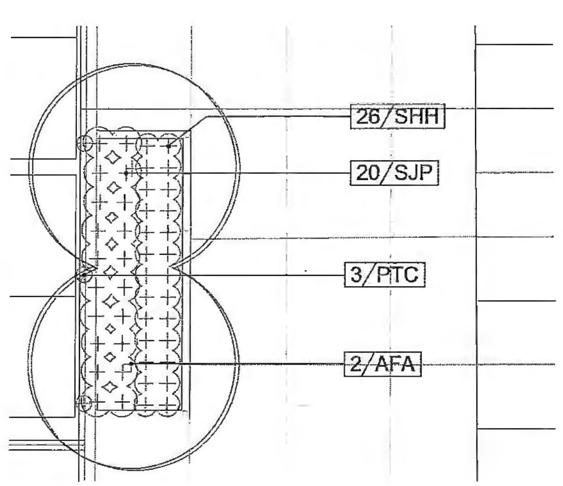
DRAWING

LDP 3.03

DP 14-660885
#13h NOV 1 9 2015



1 PLANTING - LEVEL 1
1/4" = 1'0"



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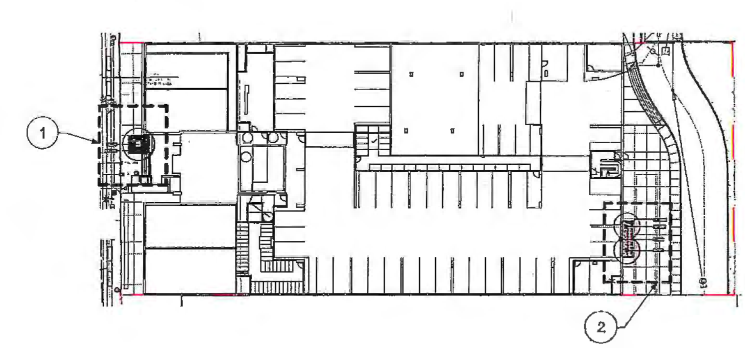

3 KEY PLAN

PWL partnership

REVISIONS AND ISSUES

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04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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DRAWING TITLE

ENLARGED PLANTING PLAN P1 AND L1

NORTH

SCALE 1/4"=1'-0"

PROJECT NO.	
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
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DRAWN	JD/KY
REVIEWED	BH

DRAWING

LDP 3.04

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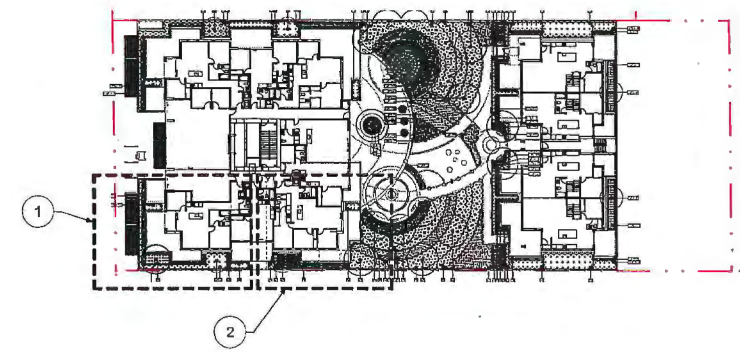
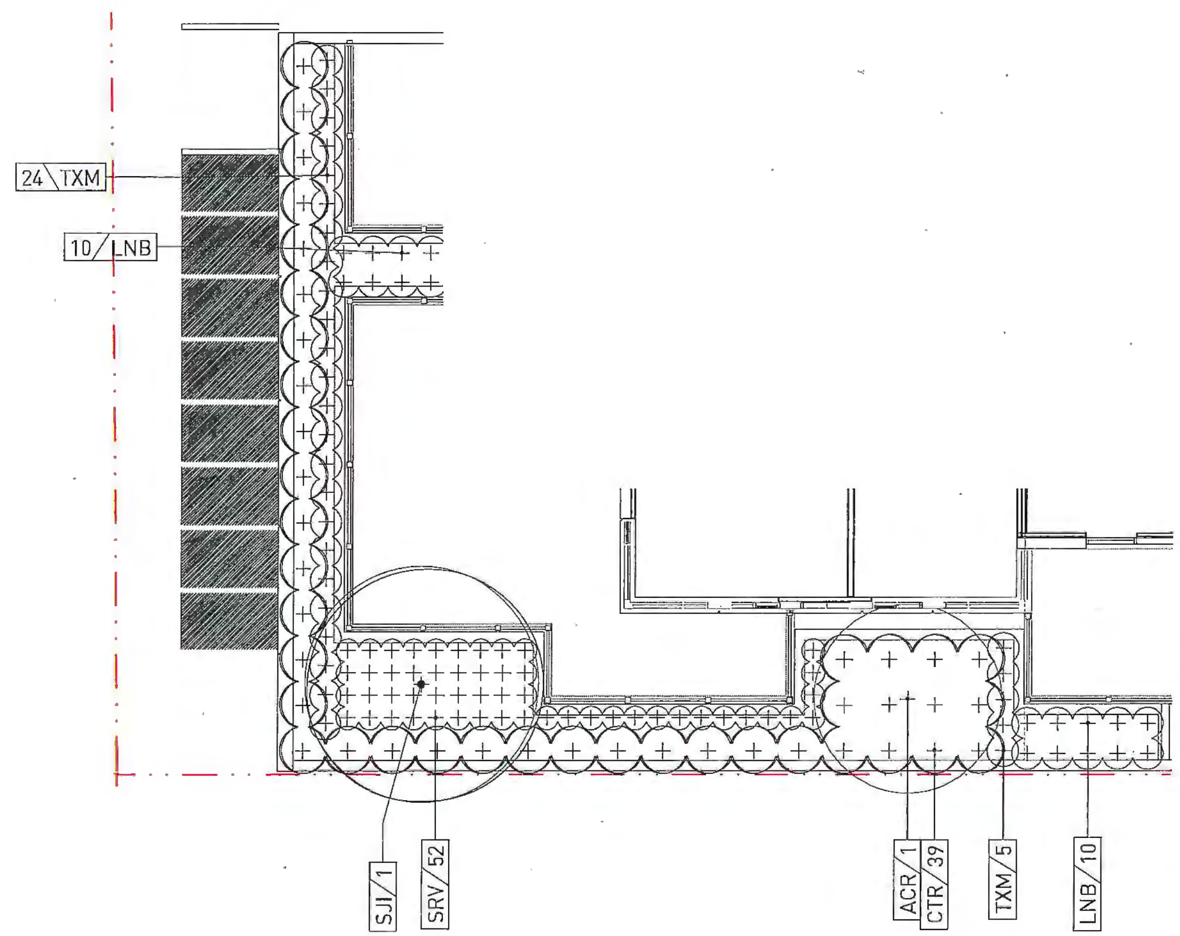
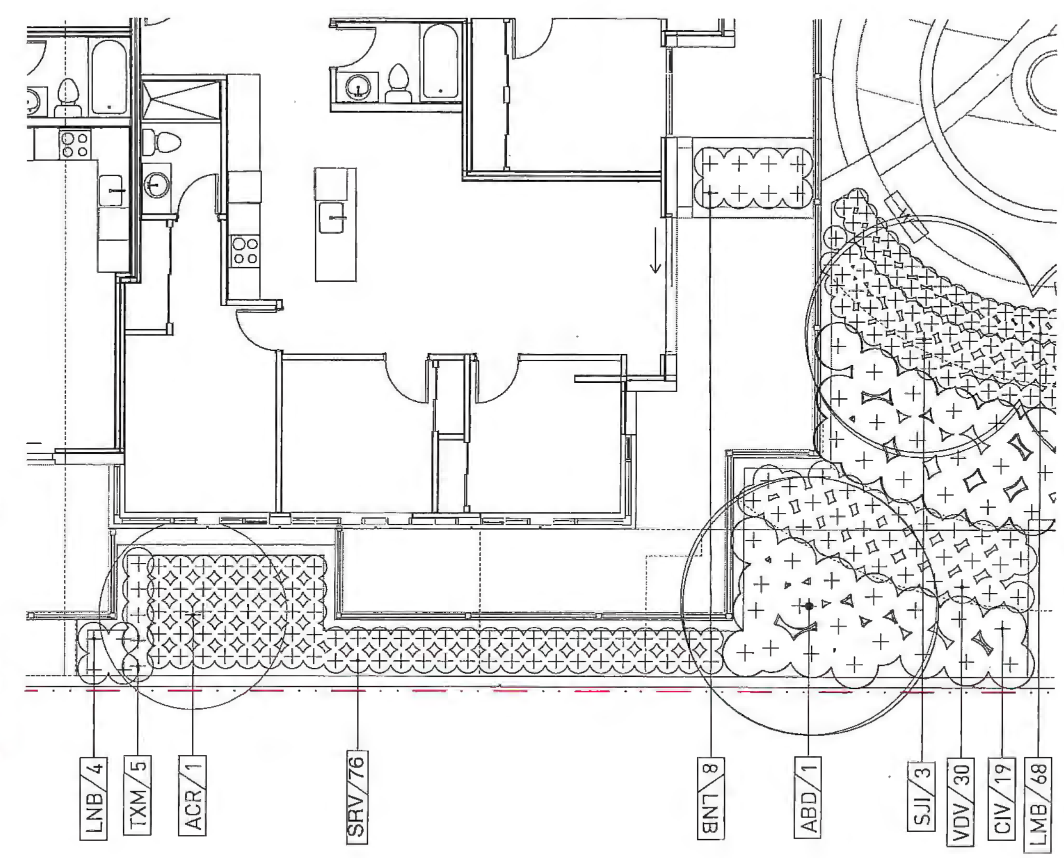
NOV 19 2015





1 PLANTING - L3
1/4" = 1'0"



2 PLANTING - L3
1/4" = 1'0"

PWL partnership

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/02/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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PROJECT

DRAWING TITLE

ENLARGED PLANTING PLAN L3

NORTH

SCALE 1/4"=1'-0"

PROJECT NO.

DATE 2014/04/09

FILE NAME 1413 Plan.vwx

PLOTTED 15-11-9 at 1:41:46 PM

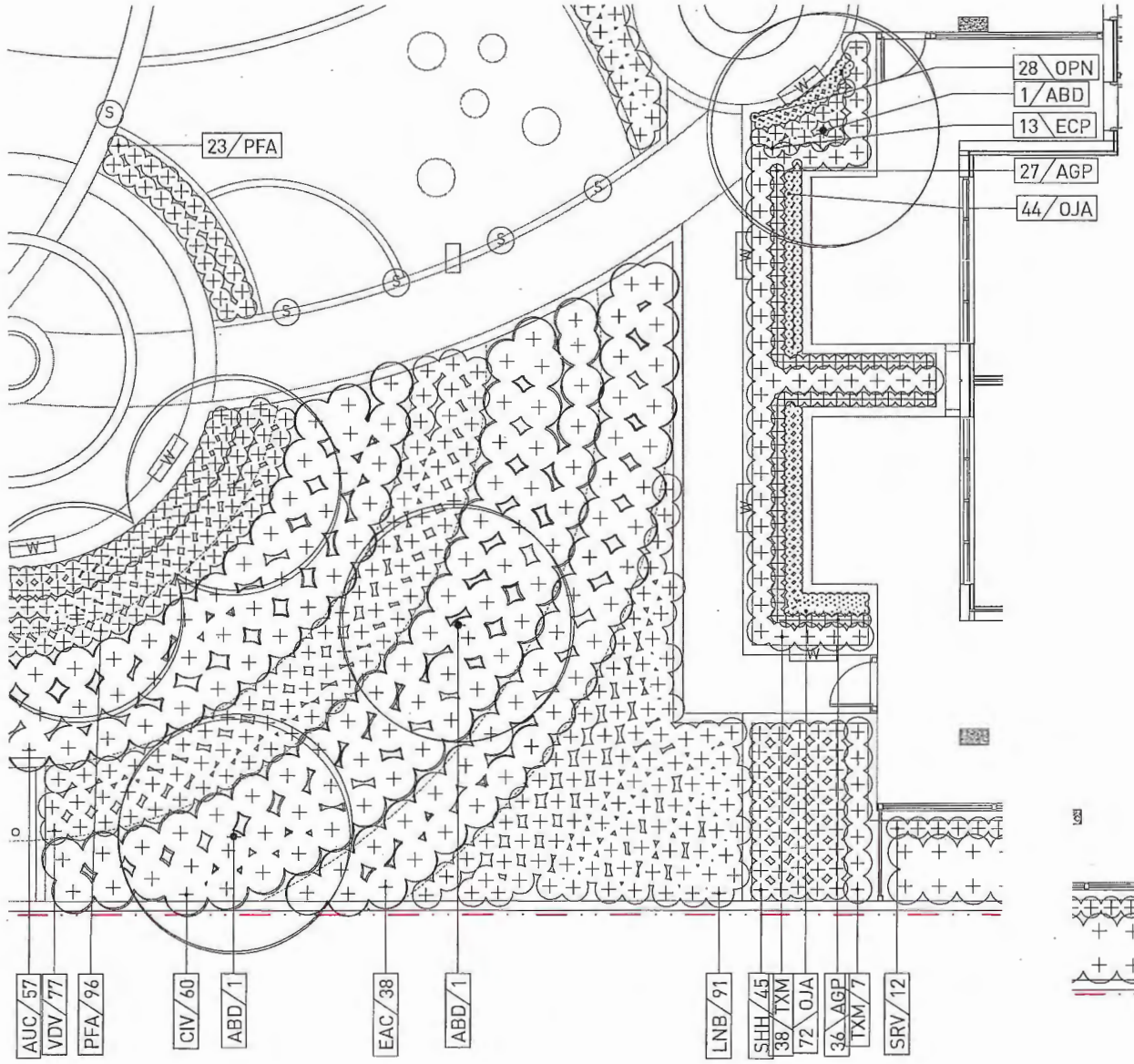
DRAWN JD/KY REVIEWED BH

DRAWING

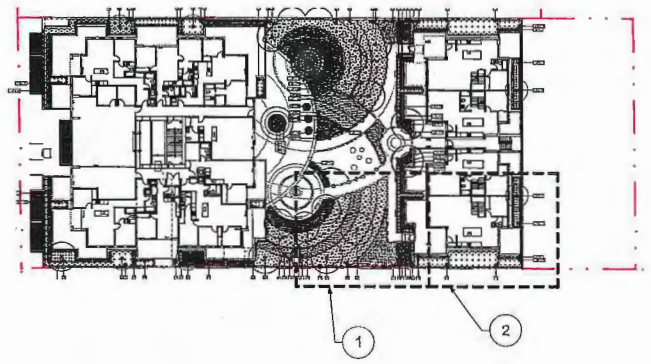
LDP 3.05

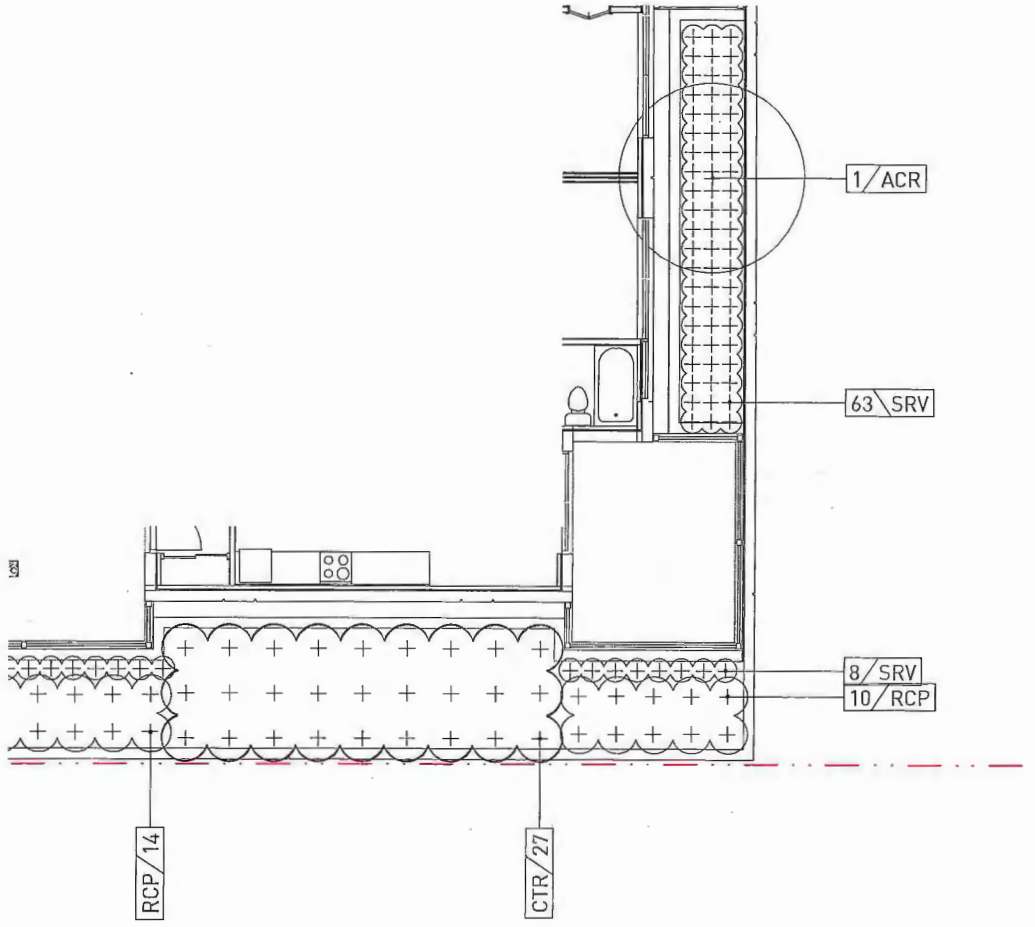
DP 14-660885

#13j: NOV 19 2015



1 PLANTING - L3
1/4" = 1'0"





2 1/4" = 1'0"
PLANTING - L3

PWL partnership

PWL Partnership Landscape Architects Inc

NO.	DATE	DESCRIPTION
01	2014/04/10	ISSUED FOR DEVELOPMENT PERMIT
02	2014/07/10	REISSUED FOR DEVELOPMENT PERMIT
03	2014/07/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2014/11/05	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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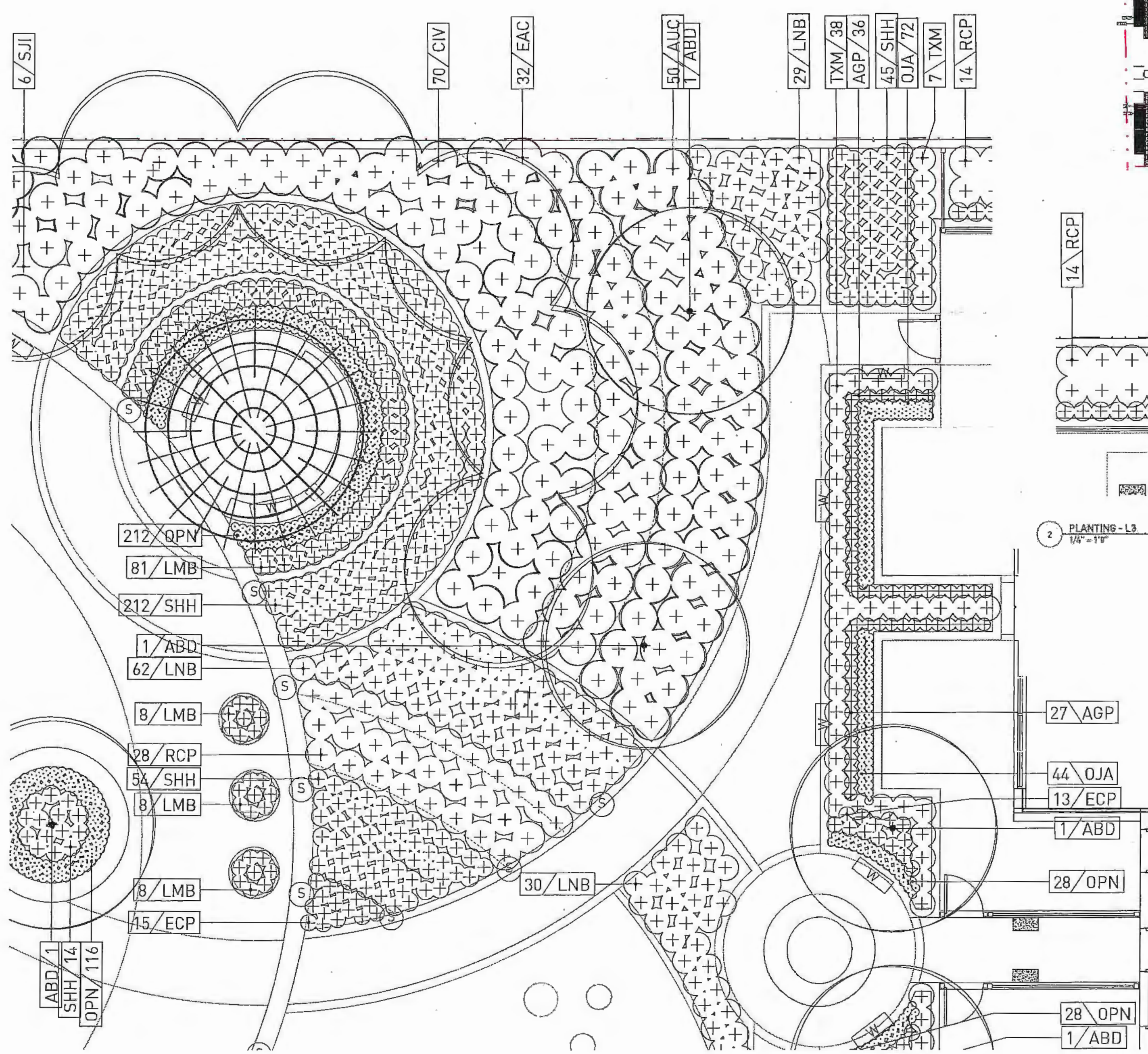
ENLARGED PLANTING PLAN L3

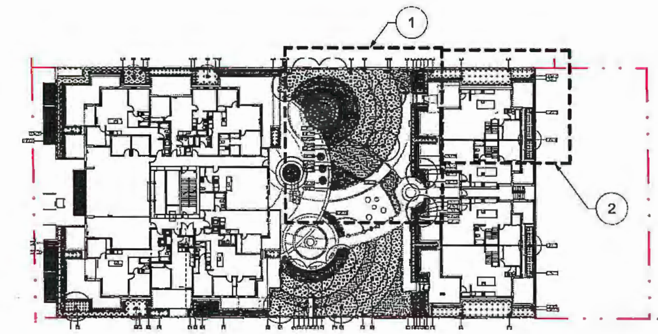
1/4"=1'-0"

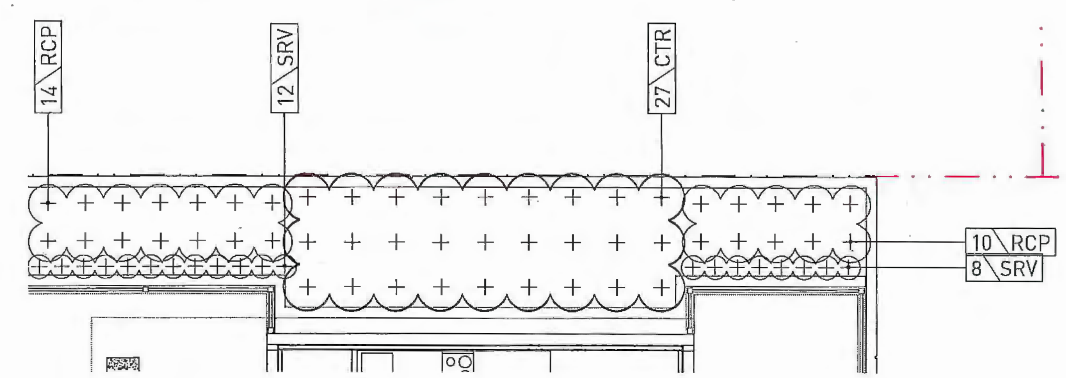
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	JS/KY
CHECKED	BH

LDP 3.06



1 PLANTING - L3
1/4" = 1'0"





2 PLANTING - L3
1/4" = 1'0"

PWL partnership

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/02/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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PROJECT

DRAWING TITLE

ENLARGED PLANTING PLAN L3

NORTH

SCALE 1/4"=1'-0"

PROJECT NO.

DATE 2014/04/09

FILE NAME 1413 Plan.vwx

PLOTTED 15-11-9 at 1:41:46 PM

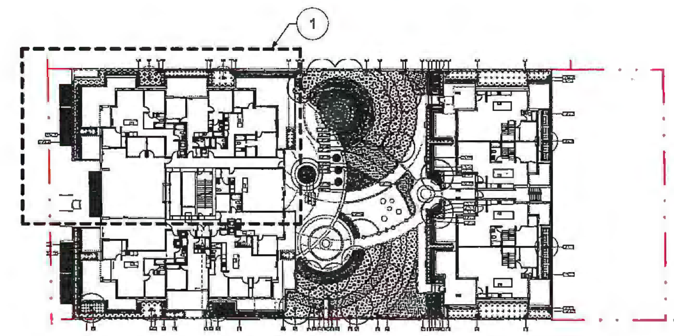
DRAWN JD/KY REVIEWED BH

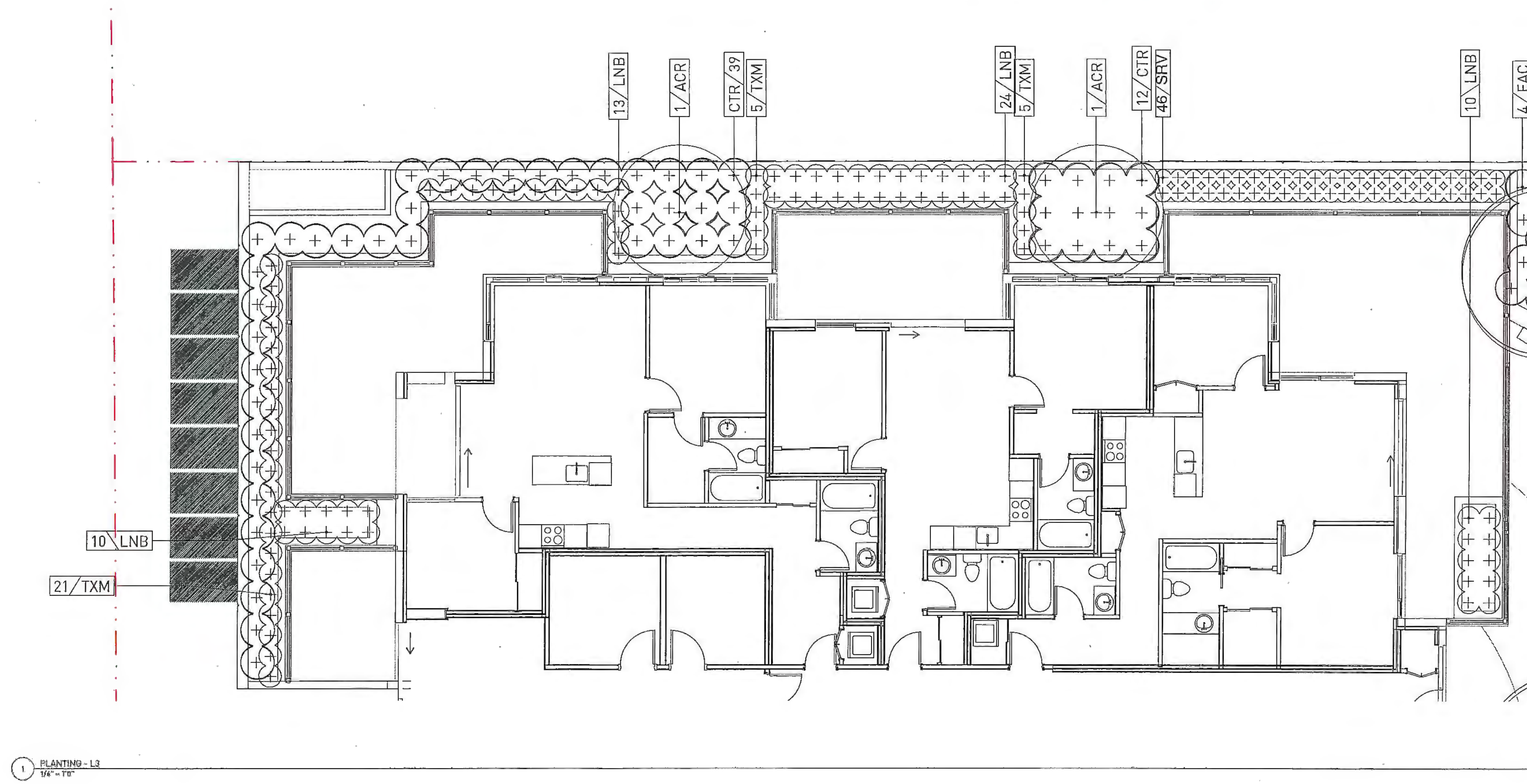
DRAWING

LDP 3.07

DP 14-660885

#131 NOV 19 2015





PWL partnership

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/02/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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DRAWING TITLE

ENLARGED PLANTING PLAN L3

NORTH

SCALE 1/4"=1'-0"

PROJECT NO.	
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	JD/KY REVIEWED BH

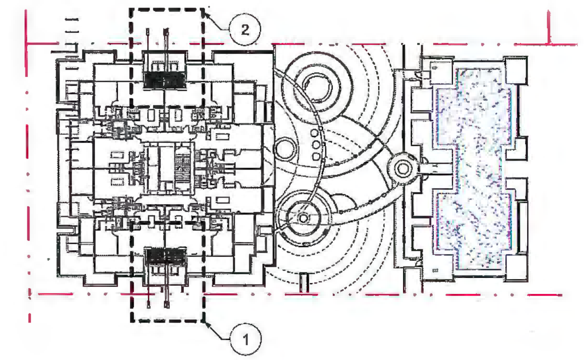
DRAWING

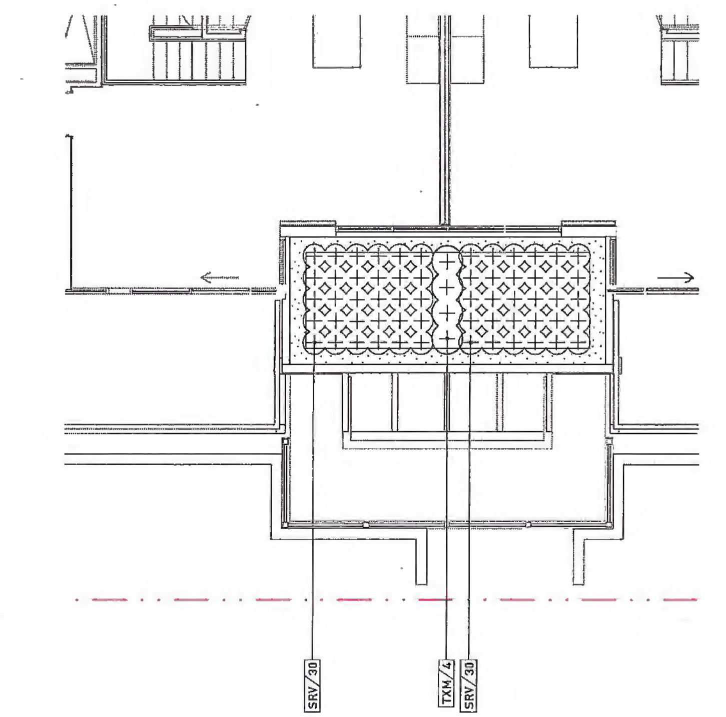
LDP 3.08

DP 14-660885

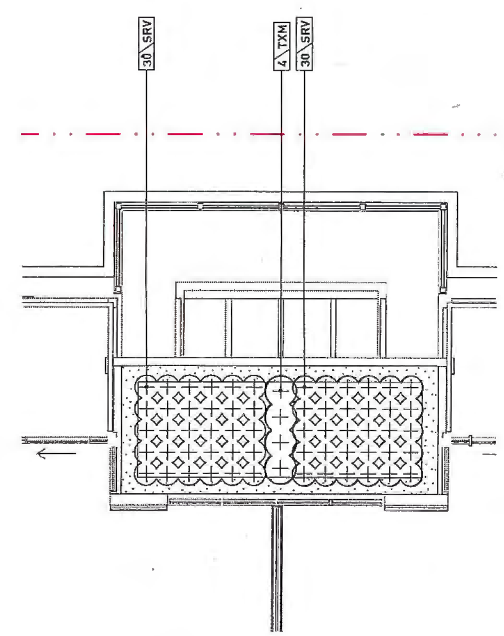
#13m

NOV 1 9 2015





1 PLANTING PLAN L17 PH MAIN
1/4" = 1'0"



2 PLANTING PLAN L17 PH MAIN
1/4" = 1'0"

PWL partnership

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/02/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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DRAWING TITLE

ENLARGED PLANTING
L17

NORTH

SCALE 1/4"=1'-0"

PROJECT NO.

DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	JD/KY REVIEWED BH

DRAWING

LDP 3.09

DP 14-660885
#13.n NOV 19 2015

SECTION A

PWL partnership

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/02/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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DRAWING TITLE

SECTIONS

NORTH	SCALE 1/4"=1'-0"
PROJECT NO.	
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	JD/JM/KY REVIEWED BH

DRAWING

LDP 5.01

DP 14-660885

#130 NOV 19 2015

SECTION B

PWL partnership

PWL Partnership Landscape Architects Inc.
4th Floor, East Annex Haven
1001 West Pender Street
Vancouver BC Canada V6E 2M3

www.pwlpartnership.com

T 604.688.4220
F 604.688.4220

REVISIONS AND ISSUES		
NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/04/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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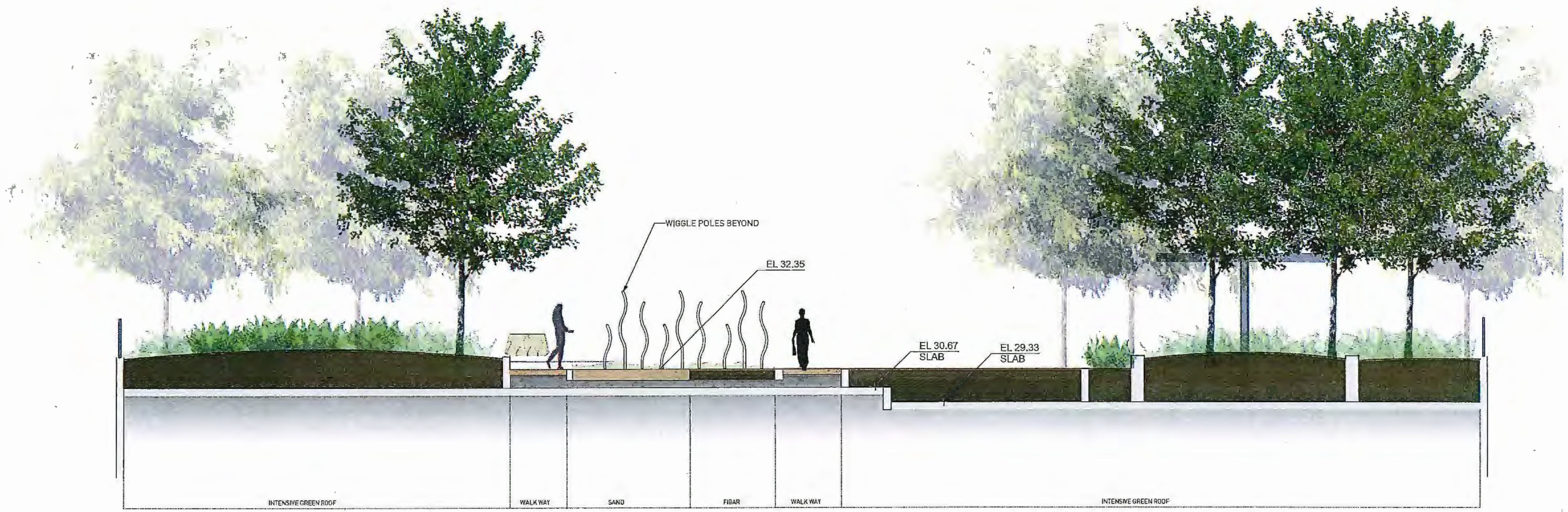
PROJECT

DRAWING TITLE
SECTIONS

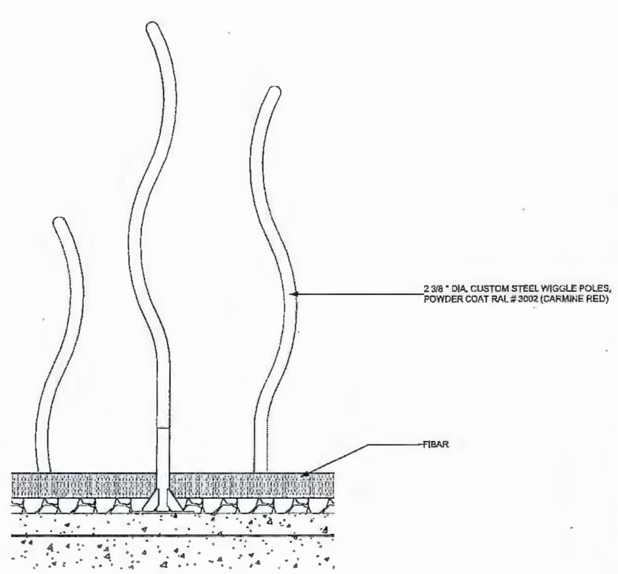
SCALE	1/4"=1'-0"
PROJECT NO.	
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	JD/JM/KY
REVIEWED	BH
DRAWING	

LDP 5.02

DP 14-660885
#13p NOV 19 2015

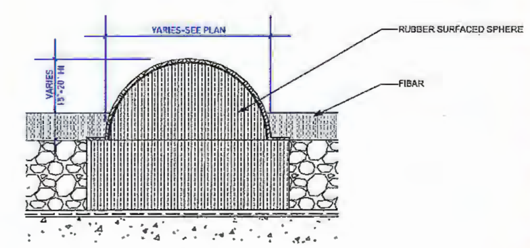


SECTION C



"WIGGLE POLE"
[1"=1'-0"]

"WIGGLE POLE"
PRECEDENT IMAGE



RUBBER SURFACED SPHERE
[1"=1'-0"]

RUBBER SURFACED SPHERE
PRECEDENT IMAGE

PWL partnership

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/02/17	ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS
04	2015/11/09	RE-ISSUED FOR RESPONSE TO DP PRIOR-TO COMMENTS

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DRAWING TITLE

SECTIONS

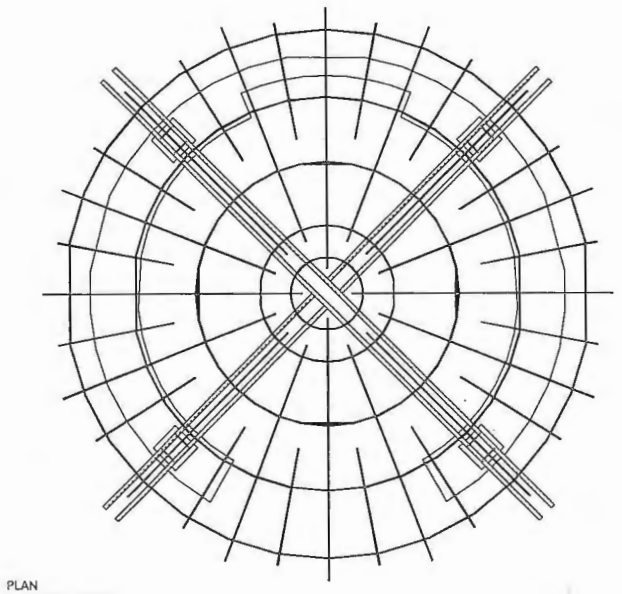
NORTH	SCALE 1/4"=1'-0"
PROJECT NO.	
DATE	2014/04/09
FILE NAME	1413 Plan.vwx
PLOTTED	15-11-9 at 1:41:46 PM
DRAWN	JD/JM/KY REVIEWED BH

DRAWING

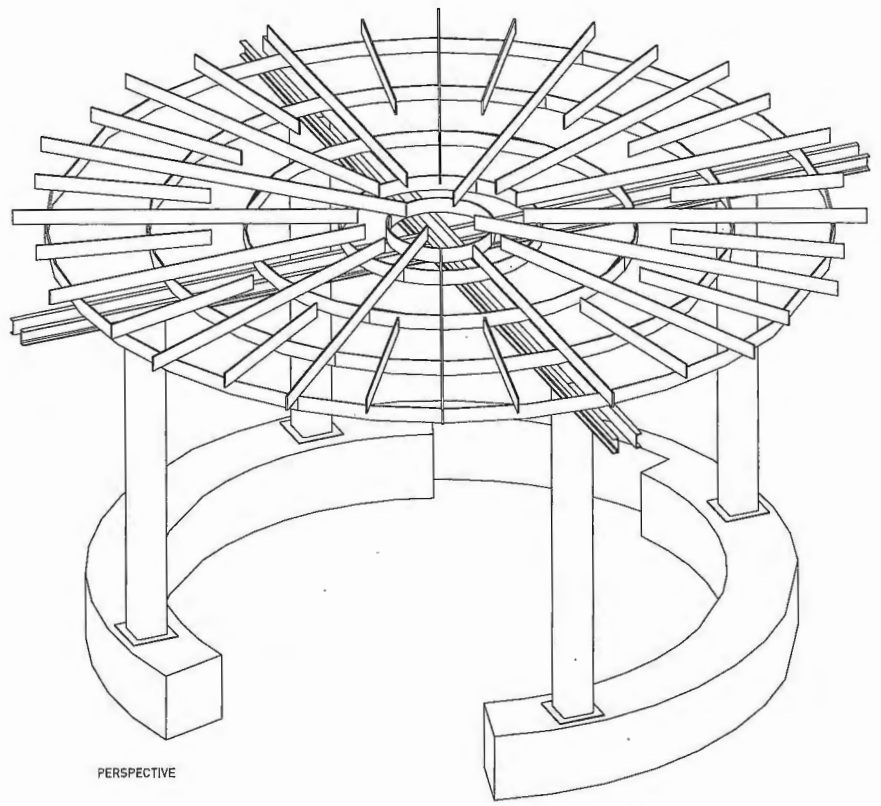
LDP 5.03

DP 14-660885

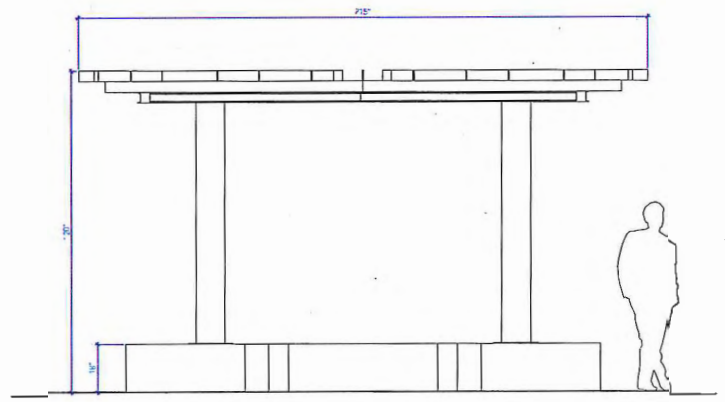
#39 NOV 19 2015



PLAN
Scale: 1/2" = 1'- 0"



PERSPECTIVE



FRONT ELEVATION
Scale: 1/2" = 1'- 0"

1 CIRCULAR PAINTED METAL TRELLIS
Similar Actual Size

PWL partnership

PWL Partnership Landscape Architect Inc

REVISIONS AND ISSUES

NO.	DATE	DESCRIPTION
01	2014/04/13	ISSUED FOR DEVELOPMENT PERMIT
02	2015/02/10	REISSUED FOR DEVELOPMENT PERMIT
03	2015/02/17	ISSUED FOR RESPONSE TO CP PHASE-3D COMMENTS
04	2015/11/09	REISSUED PER RESPONSE TO CP PHASE-3D COMMENTS

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PROJECT

DRAWING TITLE

PAINTED METAL TRELLIS

SEAL

SCALE AS INDICATED

PROJECT NO.

DATE 2014/04/03

FILE NAME 1413 3D Trellis Details.vwx

PLOTTED 15-11-9 at 1:49:13 PM

DRAWN JG/JM/KY REVIEWED BH

DRAWING

LDP 5.03

ATTENTION:
REFER TO PROJECT SPECIFICATIONS FOR ADDITIONAL INFORMATION REGARDING MATERIAL REFERENCES, INSTALLATION METHODS AND APPROVALS

MATERIAL FINISHES

1-PAINTED ARCHITECTURAL CONCRETE W/ REVEALS.

- CONCRETE COLOR #1, BM OC-51 INTENSE WHITE.
- CONCRETE COLOR #2, BM 1592 BLUE SPRING.

2-COMMERCIAL FACADE ARCHITECTURAL WALL PANELS.

- ARCHITECTURAL STONE CLADDING; CARRARA MARBLE CLADDING ON STREET FACADE PODIUM.

3-PREFINISHED ALUMINUM WINDOW FRAMES; STARLINE WINDOWS, STANDARD SILVER, WITH THE FOLLOWING PANELS;

- WINDOWS GLASS; CLEAR VISION GLASS.
- WINDOW WALL SLAB AND PARAPETS; SPANDREL GLASS COLOR#1, BM 1592 BLUE SPRING.

4-PREFINISHED ALUMINUM GUARDS & RAILINGS.

- BALCONY GLASS; FRITTED GLASS, 1/8" LINE, 1/4" CENTRE, 50% COVERAGE VERTICAL.

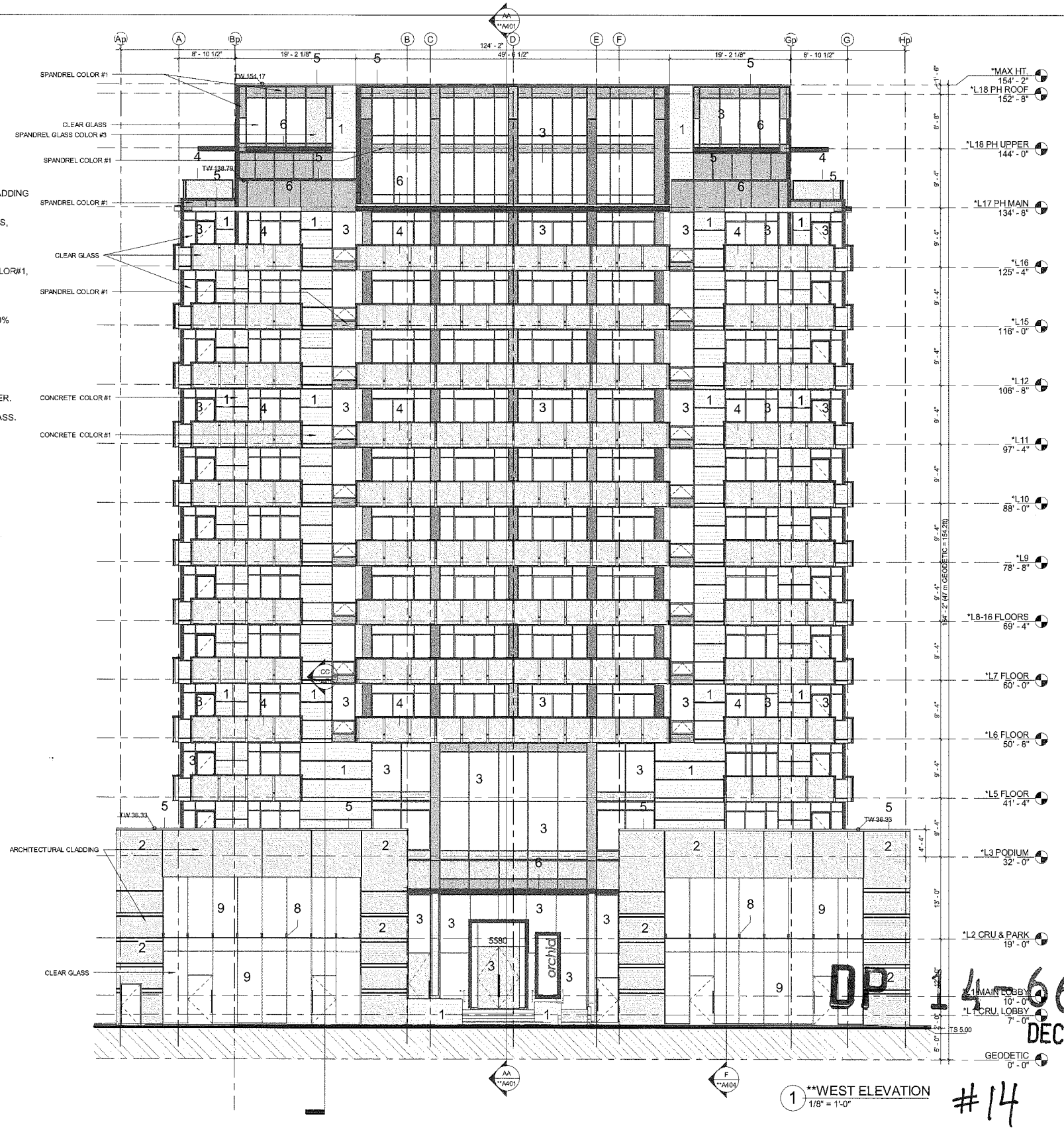
5-PREFINISHED METALS & FLASHING; STANDARD SILVER.

6-PREFINISHED FRAME CANOPIES; BM 1592 BLUE SPRING FRAMES AND LIGHT-GRAY FRITTED GLASS.

7-MISCELANEOUS METALS; STARLINE WINDOWS, STANDARD SILVER.

8-POLISHED CHROME FRAME CANOPY & LIGHT-GRAY FRITTED GLASS.

9-POLISHED CHROME WINDOW FRAMES & CLEAR VISION GLASS.



1 **WEST ELEVATION
1/8" = 1'-0"

#14

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
2	2014-04-14	ISSUE FOR DP
5	2014-10-24	ISSUE FOR ADP
6	2014 12 16	Reissued for DP Application
8	2015 09 25	Reissued for DP

dys architecture

RAFII ARCHITECTS INC.

TEL 604.688.3655
FAX 604.688.3522
EMAIL rai@rafiiarchitects.com
WWW rafiiarchitects.com
SUITE ONE
1600 HOWE ST
VANCOUVER BC
V6Z 2L9 CANADA

Client
Beedie | Living

Project
5580 No3 Rd,
RICHMOND, BC

Drawing Title
WEST ELEVATION

DP 14-660885
DEC 2 1 2015

Date: SEPT 30, 2014	Project No. 12-13
Scale 1/8" = 1'-0"	Drawing No. **A301
Drawn By: Author	
File name:	Rev:

MATERIAL FINISHES

1-PAINTED ARCHITECTURAL CONCRETE W/ REVEALS.

CONCRETE COLOR #1, BM OC-51 INTENSE WHITE.

CONCRETE COLOR #2, BM 1592 BLUE SPRING.

2-COMMERCIAL FACADE ARCHITECTURAL WALL PANELS.

ARCHITECTURAL STONE CLADDING; CARRARA MARBLE CLADDING ON STREET FACADE PODIUM.

3-PREFINISHED ALUMINUM WINDOW FRAMES; STARLINE WINDOWS, STANDARD SILVER, WITH THE FOLLOWING PANELS;

WINDOWS GLASS; CLEAR VISION GLASS.

WINDOW WALL SLAB AND PARAPETS; SPANDREL GLASS COLOR#1, BM 1592 BLUE SPRING.

4-PREFINISHED ALUMINUM GUARDS & RAILINGS.

BALCONY GLASS; FRITTED GLASS, 1/8" LINE, 1/4" CENTRE, 50% COVERAGE VERTICAL.

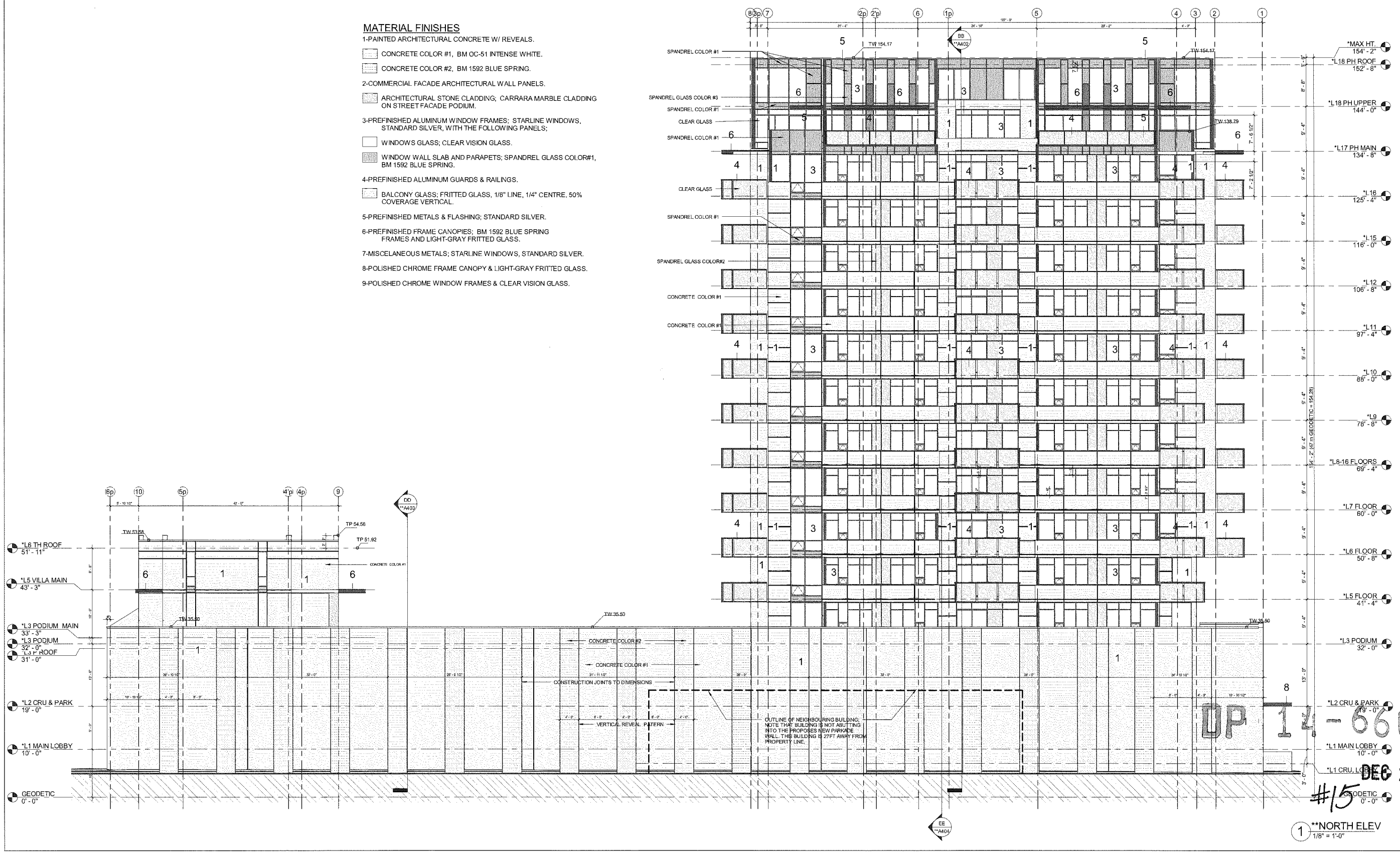
5-PREFINISHED METALS & FLASHING; STANDARD SILVER.

6-PREFINISHED FRAME CANOPIES; BM 1592 BLUE SPRING FRAMES AND LIGHT-GRAY FRITTED GLASS.

7-MISCELANEOUS METALS; STARLINE WINDOWS, STANDARD SILVER.

8-POLISHED CHROME FRAME CANOPY & LIGHT-GRAY FRITTED GLASS.

9-POLISHED CHROME WINDOW FRAMES & CLEAR VISION GLASS.



1 **NORTH ELEV
1/8" = 1'-0"

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
2	2014-04-14	ISSUE FOR DP
5	2014-10-24	ISSUE FOR ADP
6	2014 12 16	Reissued for DP Application
8	2015 09 25	Reissued for DP

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Client
Beedie | Living

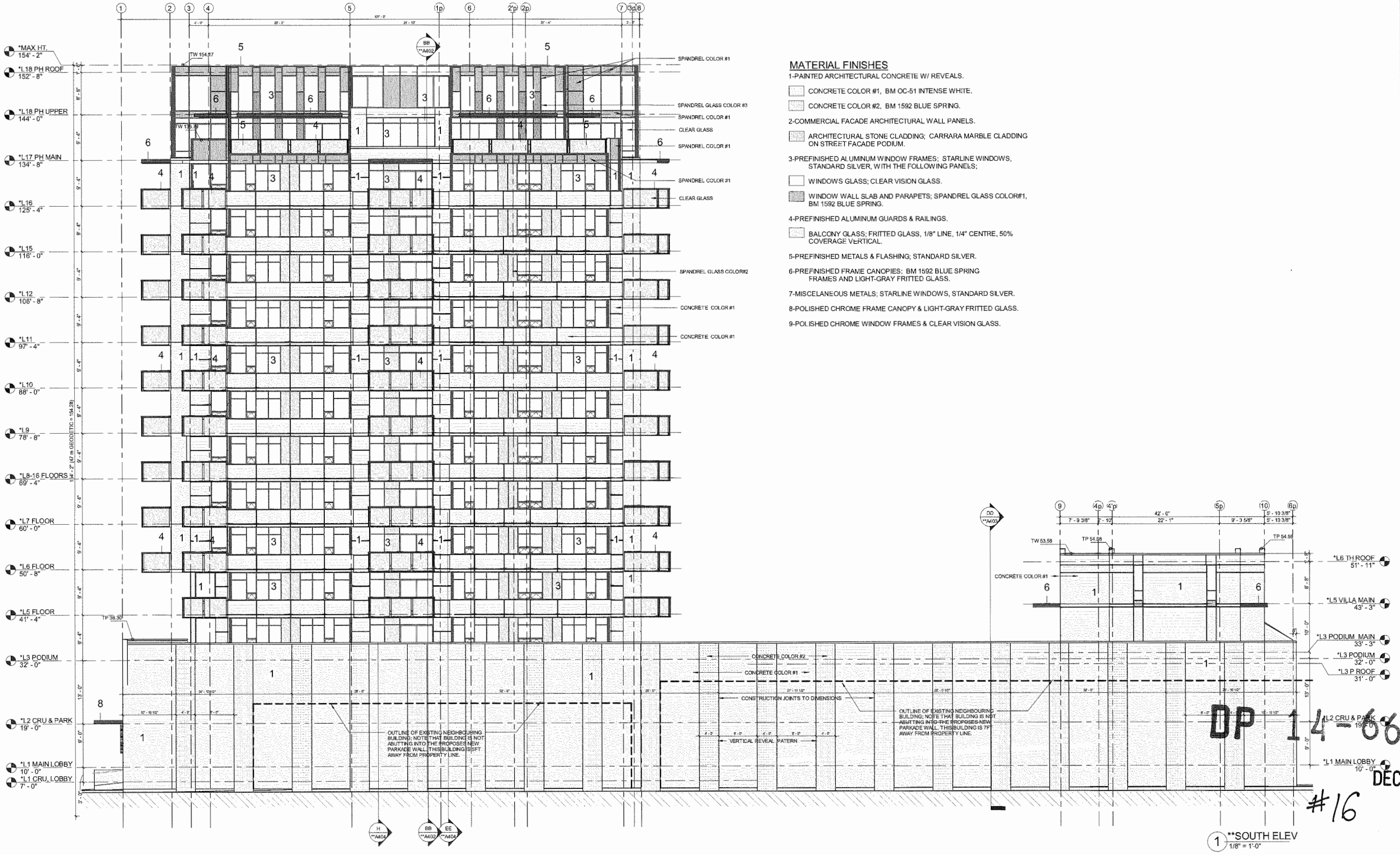
Project
5580 No3 Rd,
RICHMOND, BC

DP 15-690885

Drawing Title
NORTH ELEVATION

DEC 21 2015
#15

Date: SEPT 30, 2014	Project No. 12-13
Scale 1/8" = 1'-0"	Drawing No. **A302
Drawn By: Author	
File name:	Rev:



1 **SOUTH ELEV
1/8" = 1'-0"

MATERIAL FINISHES

1-PAINTED ARCHITECTURAL CONCRETE W/ REVEALS.

CONCRETE COLOR #1, BM OC-51 INTENSE WHITE.

CONCRETE COLOR #2, BM 1592 BLUE SPRING.

2-COMMERCIAL FACADE ARCHITECTURAL WALL PANELS.

ARCHITECTURAL STONE CLADDING; CARRARA MARBLE CLADDING ON STREET FACADE PODIUM.

3-PREFINISHED ALUMINUM WINDOW FRAMES; STARLINE WINDOWS, STANDARD SILVER, WITH THE FOLLOWING PANELS;

WINDOWS GLASS; CLEAR VISION GLASS.

WINDOW WALL SLAB AND PARAPETS; SPANDREL GLASS COLOR#1, BM 1592 BLUE SPRING.

4-PREFINISHED ALUMINUM GUARDS & RAILINGS.

BALCONY GLASS; FRITTED GLASS, 1/8" LINE, 1/4" CENTRE, 50% COVERAGE VERTICAL.

5-PREFINISHED METALS & FLASHING; STANDARD SILVER.

6-PREFINISHED FRAME CANOPIES; BM 1592 BLUE SPRING FRAMES AND LIGHT-GRAY FRITTED GLASS.

7-MISCELANEOUS METALS; STARLINE WINDOWS, STANDARD SILVER.

8-POLISHED CHROME FRAME CANOPY & LIGHT-GRAY FRITTED GLASS.

9-POLISHED CHROME WINDOW FRAMES & CLEAR VISION GLASS.

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
2	2014-04-14	ISSUE FOR DP
5	2014-10-24	ISSUE FOR ADP
6	2014 12 16	Reissued for DP Application
8	2015 09 25	Reissued for DP

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Client
Beedie | Living

Project
5580 No3 Rd,
RICHMOND, BC

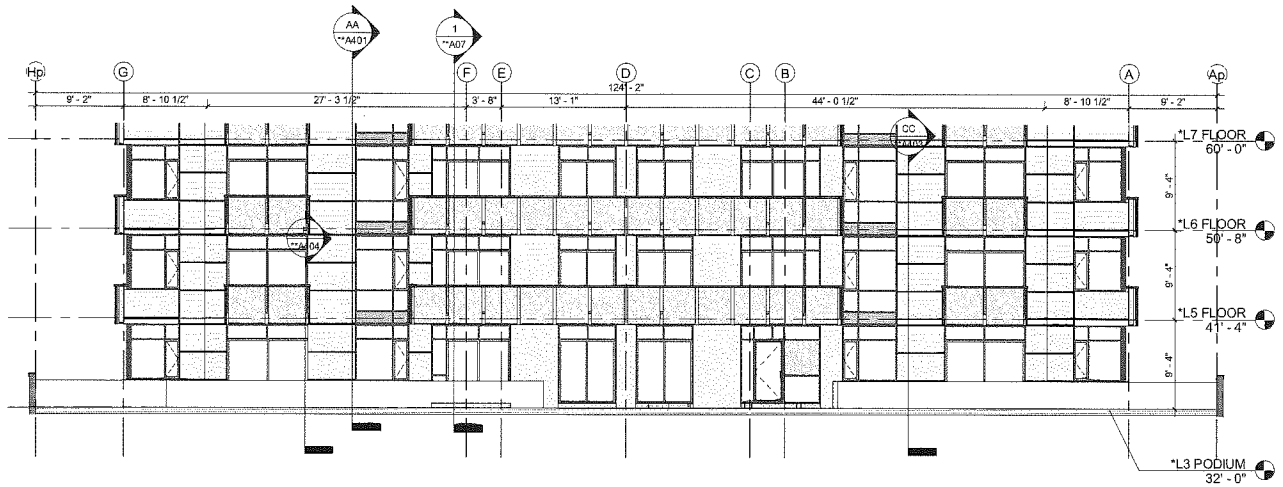
DP 14-660885

Drawing Title
SOUTH ELEVATION

DEC 2 1 2015

#16

Date: SEPT 30, 2014	Project No. 12-13
Scale: 1/8" = 1'-0"	Drawing No. **A303
Drawn By: Author	
File name:	Rev:



2 **PODIUM, EAST ELEVATION
1/8" = 1'-0"

MATERIAL FINISHES

1-PAINTED ARCHITECTURAL CONCRETE W/ REVEALS.

- CONCRETE COLOR #1, BM OC-51 INTENSE WHITE.
- CONCRETE COLOR #2, BM 1592 BLUE SPRING.

2-COMMERCIAL FACADE ARCHITECTURAL WALL PANELS.

- ARCHITECTURAL STONE CLADDING; CARRARA MARBLE CLADDING ON STREET FACADE PODIUM.

3-PREFINISHED ALUMINUM WINDOW FRAMES; STARLINE WINDOWS, STANDARD SILVER, WITH THE FOLLOWING PANELS;

- WINDOWS GLASS; CLEAR VISION GLASS.
- WINDOW WALL SLAB AND PARAPETS; SPANDREL GLASS COLOR#1, BM 1592 BLUE SPRING.

4-PREFINISHED ALUMINUM GUARDS & RAILINGS.

- BALCONY GLASS; FRITTED GLASS, 1/8" LINE, 1/4" CENTRE, 50% COVERAGE VERTICAL.

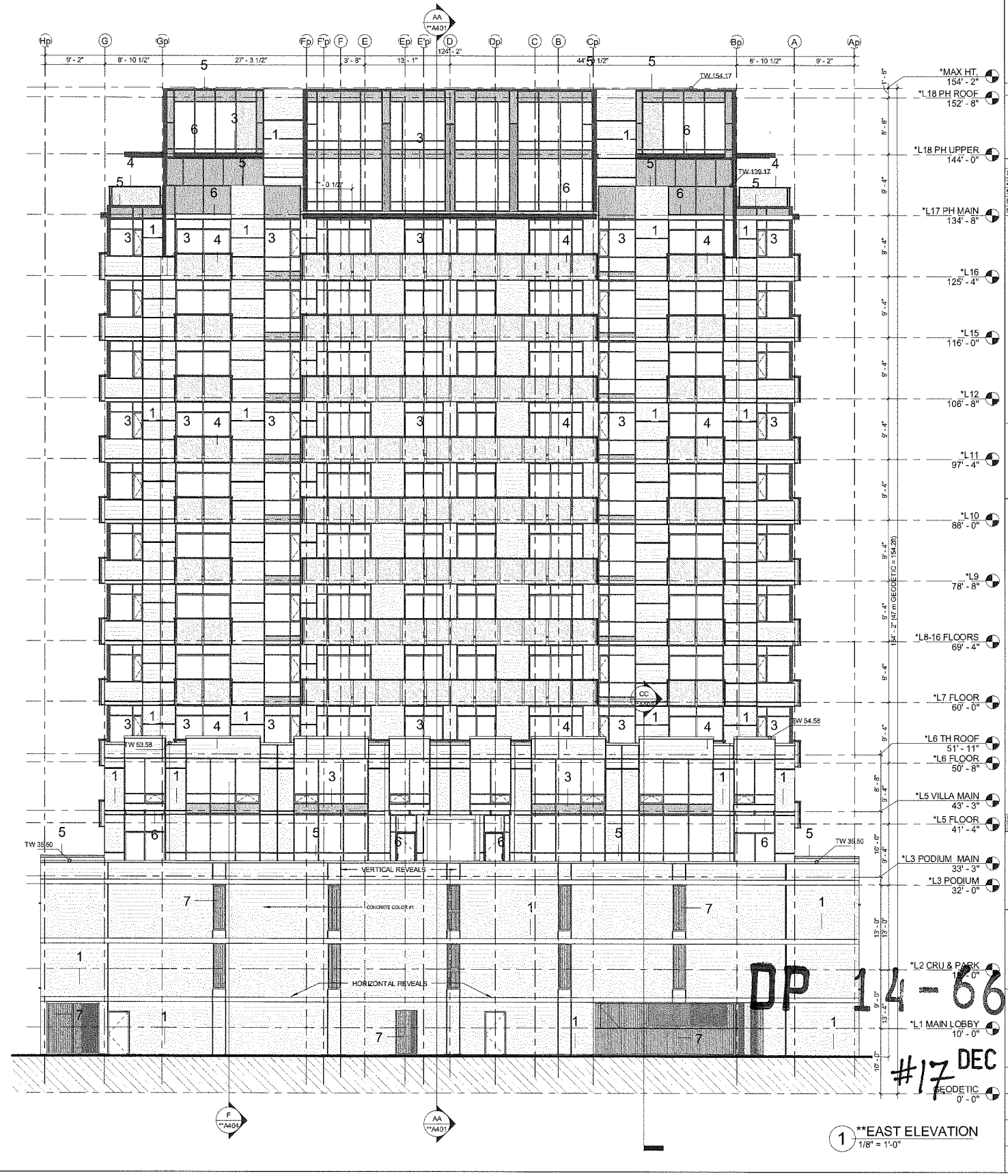
5-PREFINISHED METALS & FLASHING; STANDARD SILVER.

6-PREFINISHED FRAME CANOPIES; BM 1592 BLUE SPRING FRAMES AND LIGHT-GRAY FRITTED GLASS.

7-MISCELANEOUS METALS; STARLINE WINDOWS, STANDARD SILVER.

8-POLISHED CHROME FRAME CANOPY & LIGHT-GRAY FRITTED GLASS.

9-POLISHED CHROME WINDOW FRAMES & CLEAR VISION GLASS.



1 **EAST ELEVATION
1/8" = 1'-0"

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
2	2014-04-14	ISSUE FOR DP
5	2014-10-24	ISSUE FOR ADP
6	2014 12 16	Reissued for DP Application
8	2015 09 25	Reissued for DP

dys architecture

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1600 HOWE ST
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V6Z 2L9 CANADA

Client
Beedie | Living

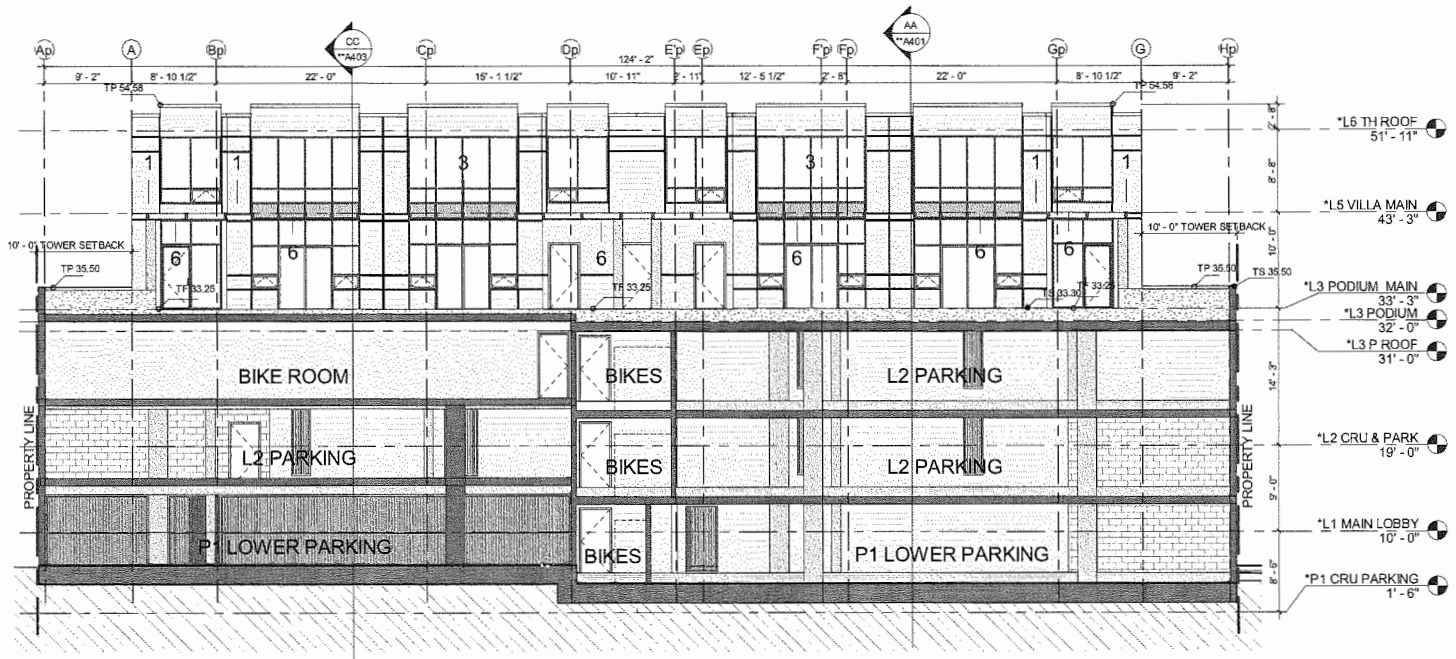
Project
5580 No3 Rd,
RICHMOND, BC

DP 14-660885

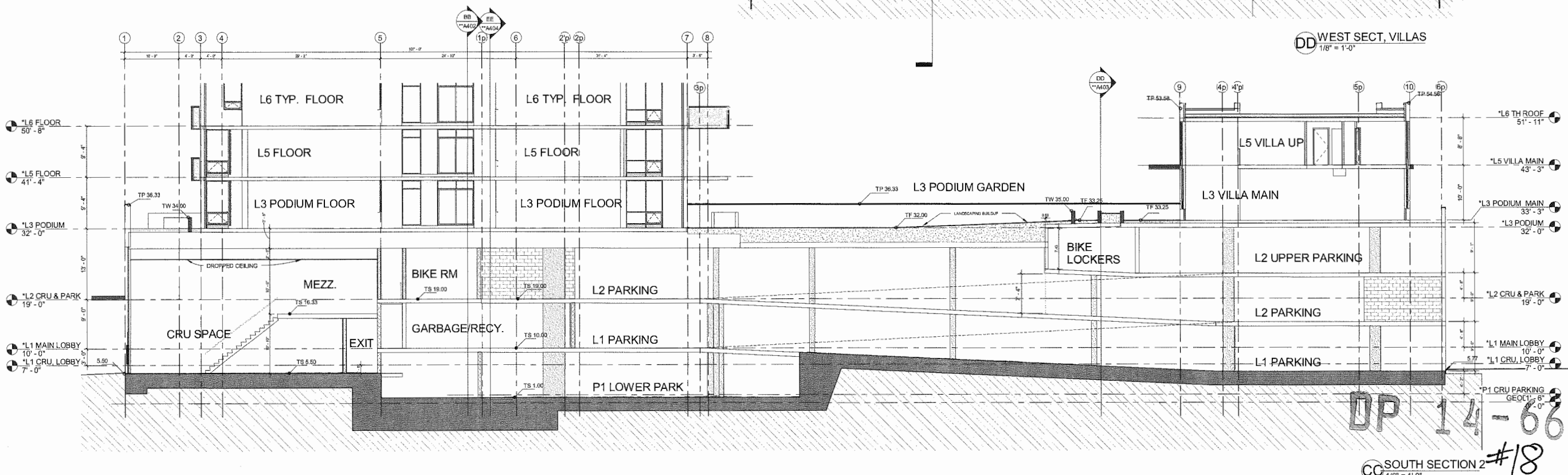
Drawing Title
EAST ELEVATION

#17 DEC 2 1 2015

Date: SEPT 30, 2014	Project No. 12-13
Scale 1/8" = 1'-0"	Drawing No. **A304
Drawn By: Author	
File name:	Rev:



DD WEST SECT, VILLAS
1/8" = 1'-0"



CC SOUTH SECTION 2
1/8" = 1'-0"

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
2	2014-04-14	ISSUE FOR DP
5	2014-10-24	ISSUE FOR ADP
6	2014.12.16	Reissued for DP Application
8	2015.09.25	Reissued for DP

dys architecture

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Client
Beedie | Living

Project
5580 No3 Rd,
RICHMOND, BC

Drawing Title
BUILDING SECTIONS, CC & DD

Date: SEPT 30, 2014
Project No. 12-13
Scale 1/8" = 1'-0"
Drawing No. **A403
Drawn By: Author
File name:
Rev:

DP 14-660885
#18
DEC 21 2015

Rendering Looking from Southeast

HIGH STREET
Commercial Podium

EXTERIOR WALL Residential Tower

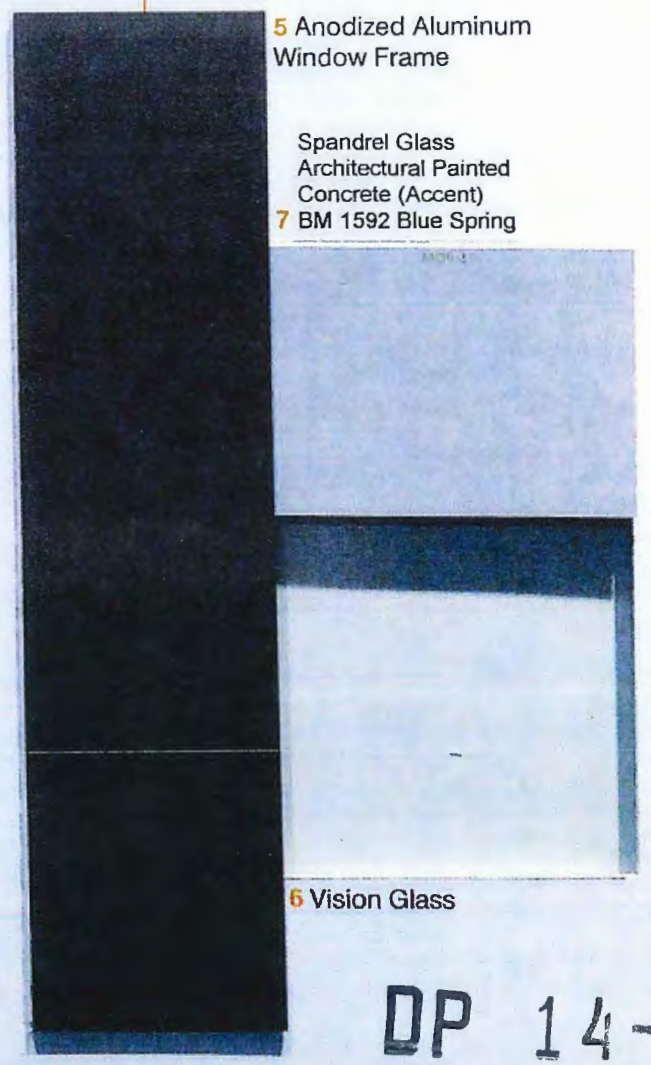
WINDOW ASSEMBLY Residential Tower

BALCONY Private Outdoor Space

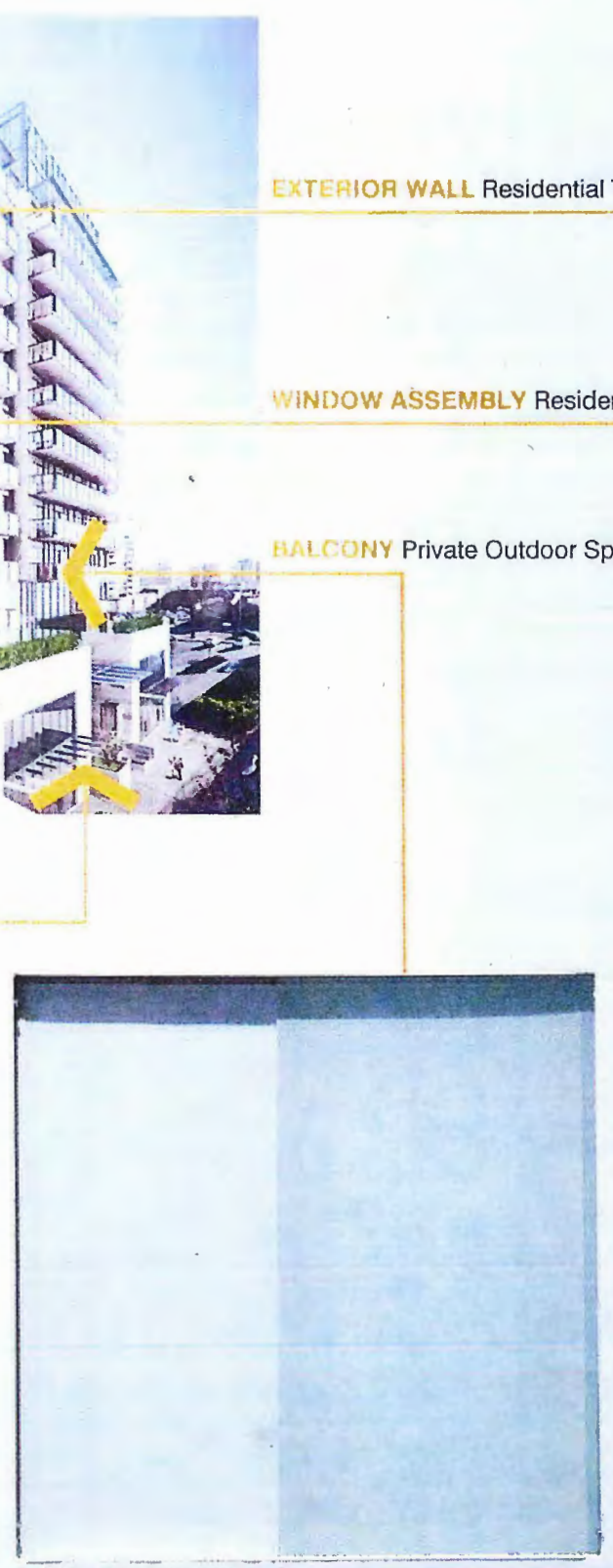
8 Architectural
Painted Concrete
BM OC - 51 Intense White

5 Anodized Aluminum
Window Frame

Spandrel Glass
Architectural Painted
Concrete (Accent)
7 BM 1592 Blue Spring

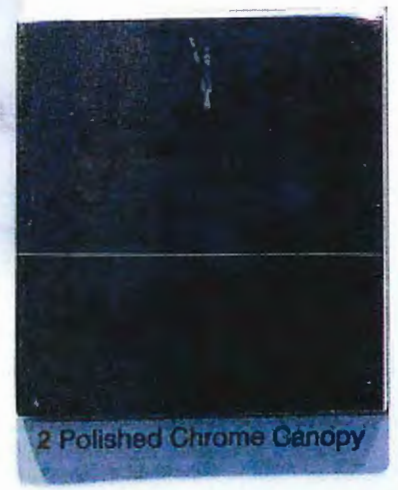


6 Vision Glass



3 Fritted Balcony Glass
1/8" Line1/4" Centre 50% Coverage Vertical

1 Carrara Marble
Cladding on Podium - High-Street



2 Polished Chrome Canopy

Beedie | Living dys architecture RAFII ARCHITECTS INC.

Materials Board

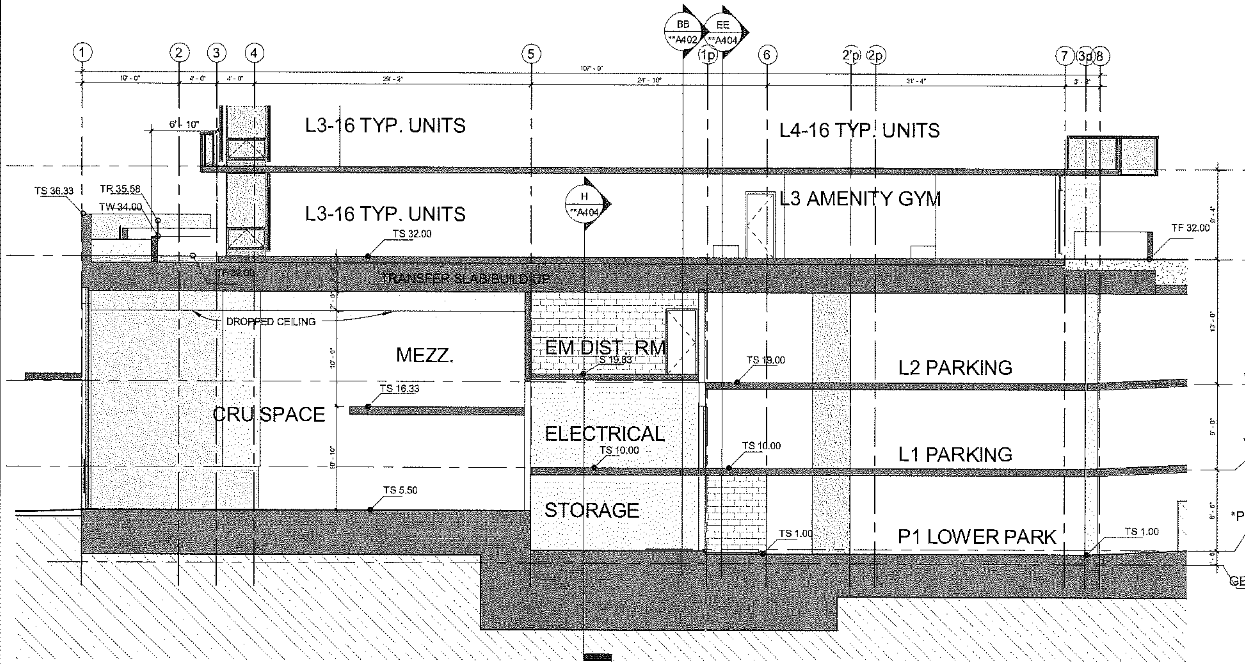
5580 No.3 Road, Richmond, BC

November 05, 2014
Issued for ADP

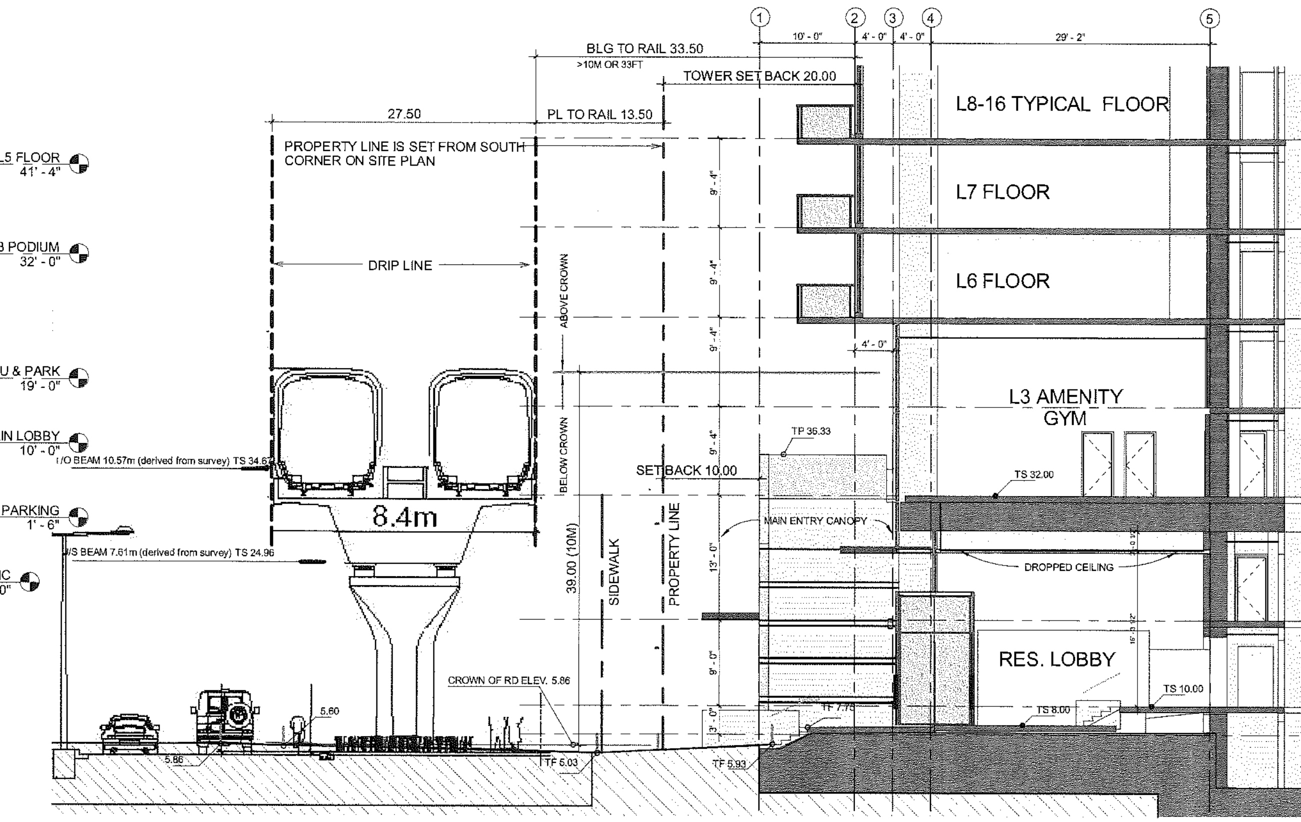
reference

DP 14-660885

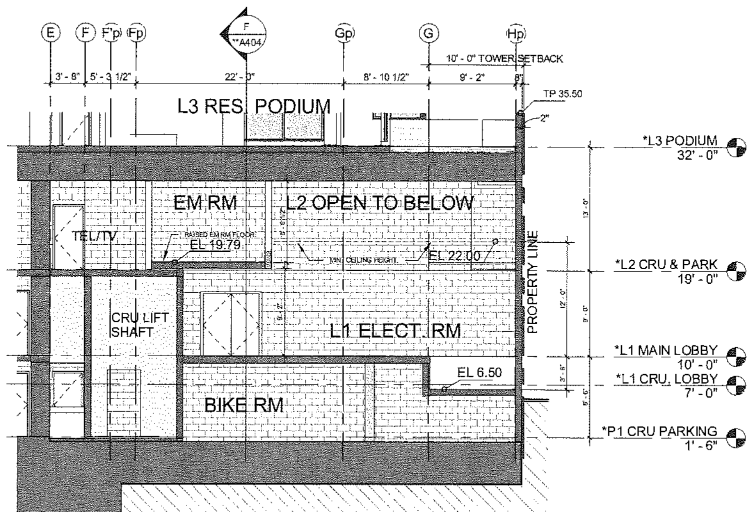
DEC 2 1 2015



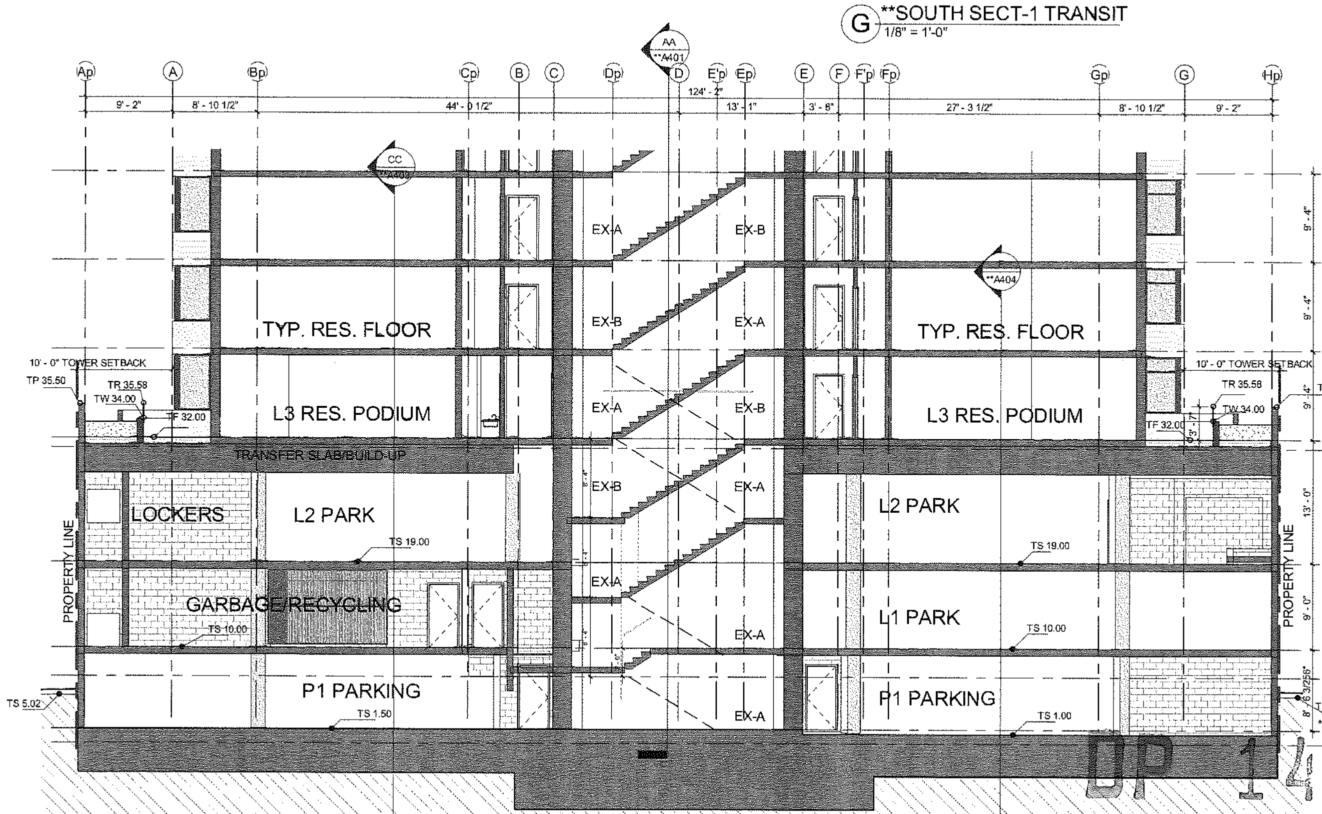
F SOUTH SECTION 3
1/8" = 1'-0"



G **SOUTH SECT-1 TRANSIT
1/8" = 1'-0"



H ELECT ROOM SECTION
1/8" = 1'-0"



EE WEST SECT-2
1/8" = 1'-0"

Drawing Issue Date

Revision Schedule

Rev #	Date	Description
2	2014-04-14	ISSUE FOR DP
5	2014-10-24	ISSUE FOR ADP
6	2014 12 16	Reissued for DP Application

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Project
5580 No3 Rd, RICHMOND, BC

reference

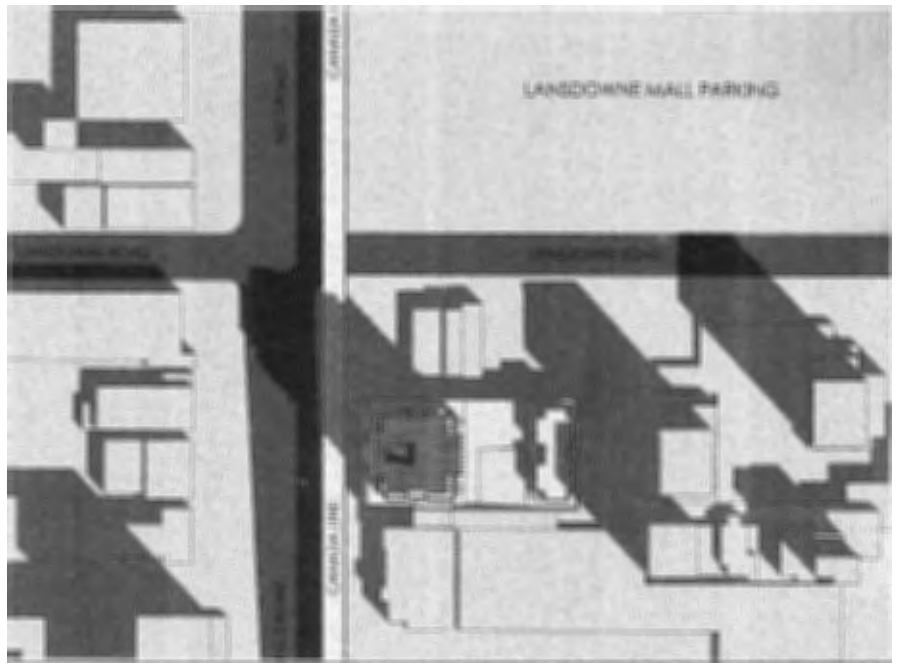
Drawing Title
BUILDING SECTIONS, EE, F, G, & H

Date: SEPT 30, 2014
Project No.
Scale
Drawing No. A404

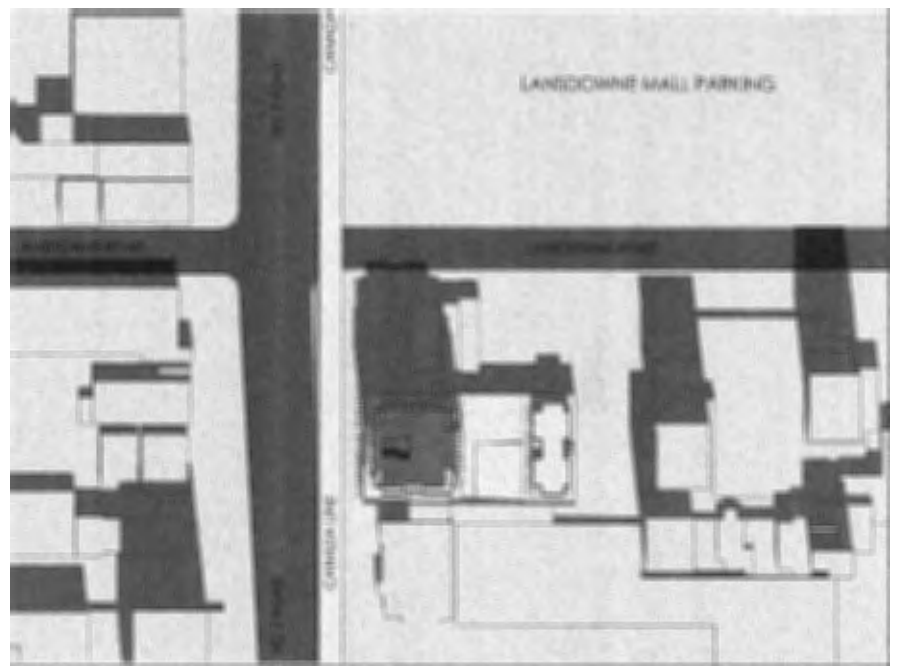
DP 14 660685

DEC 2 1 2015

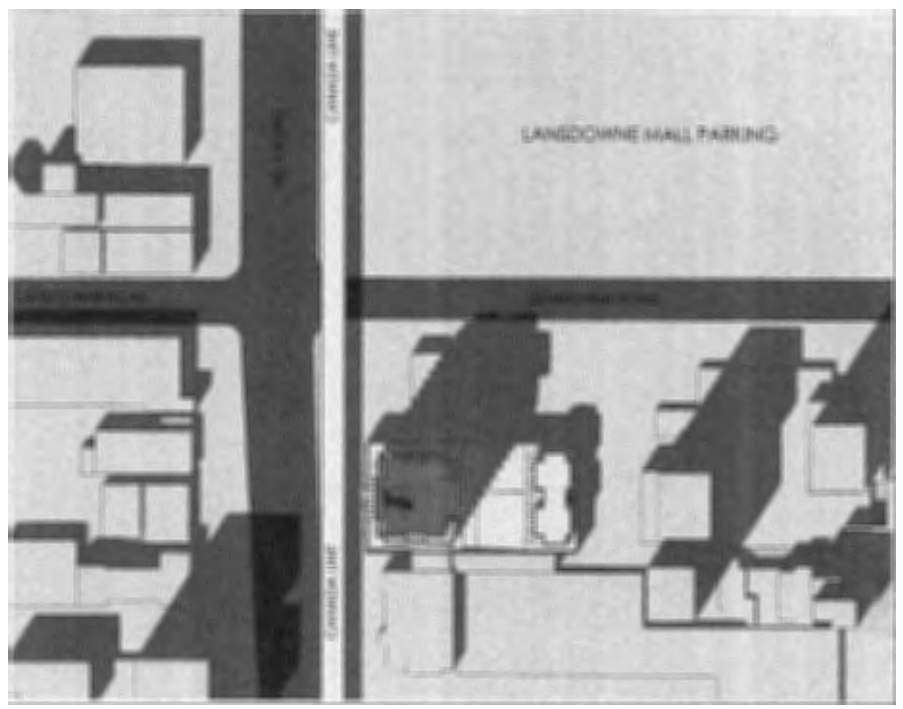
File name:
Rev:



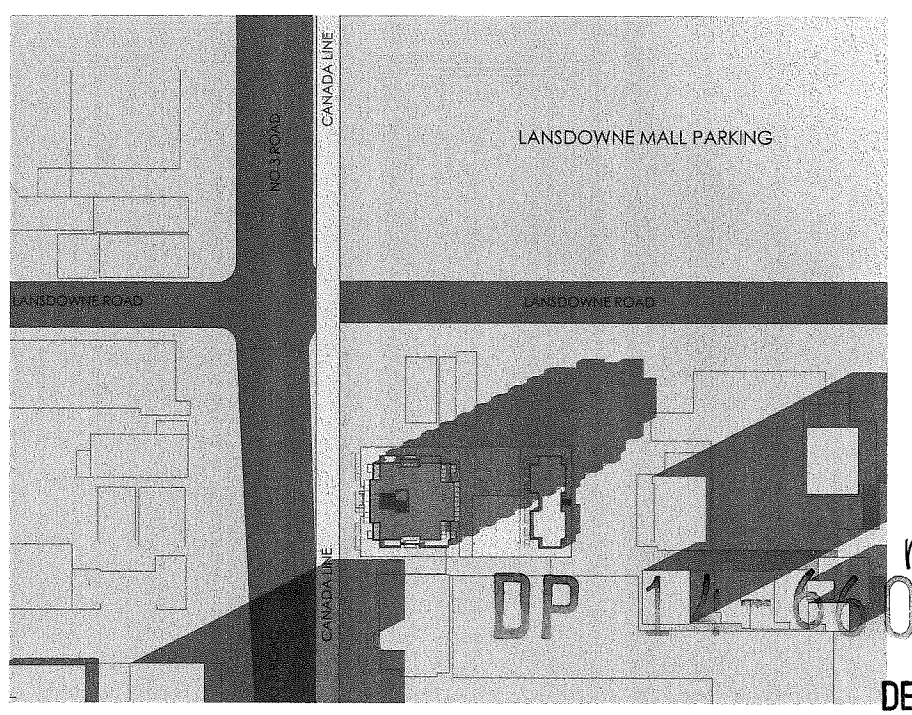
A SHADOW STUDY
10:00 AM - MARCH / SEPTEMBER 21



B SHADOW STUDY
12:00 PM - MARCH / SEPTEMBER 21



C SHADOW STUDY
2:00 PM - MARCH / SEPTEMBER 21



D SHADOW STUDY
4:00 PM - MARCH / SEPTEMBER 21

Drawing Issue Date	
April 14, 2014	Issued for DP Application
February 19, 2015	Issued for DP Panel Report

Revision Schedule		
Rev #	Date	Description

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Drawing Title
SHADOW STUDY

Date:	Project No.
MARCH 26, 2014	RAI 12-13 / DYS A212149
Scale: AS NOTED	Drawing No. A701
Drawn By: -	
File name:	Rev: