



Development Permit Panel

Council Chambers

Wednesday, October 10, 2012
3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, September 26, 2012.



2. Development Permit DP 12-613789

(File Ref. No.: DP 12-613789) (REDMS No. 3650618)

TO VIEW ePLANS CLICK HERE

APPLICANT: TD Canada Trust

PROPERTY LOCATION: 11300 Steveston Highway

INTENT OF PERMIT:

To permit exterior renovations and an addition to the existing TD Canada Trust bank at 11300 Steveston Highway (to include a drive-through ATM canopy structure, a drive-through aisle, and additional landscaping), on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area".

Manager's Recommendations

That a Development Permit be issued for exterior renovations and an addition to the existing TD Canada Trust bank at 11300 Steveston Hwy (to include a drive-through ATM canopy structure, a drive-through aisle, and additional landscaping), on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area".



ITEM

3. Development Permit DP 12-610759

(File Ref. No.: DP 12-610759) (REDMS No. 3649139)

TO VIEW ePLANS CLICK HERE

APPLICANT: Townline Developments Inc.

PROPERTY LOCATION: 9431, 9451 and 9471 Alberta Road

INTENT OF PERMIT:

1. Permit the construction of a 35 unit townhouse at 9431, 9451 and 9471 Alberta Road on a site zoned "High Density Townhouses (RTH1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the Alder Street setback from 4.5 metres to 4.21 metres to allow for a building footprint encroachment in Building 2;
 - (b) reduce the corner setback at Hemlock Drive and Alder Street from 4.5 metres to 3.96 metres to allow for a building footprint encroachment in Building 2; and
 - (c) permit resident parking in a tandem configuration in 26 of the 35 units.

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a 35 unit Townhouse at 9431, 9451 and 9471 Alberta Road on a site zoned "High Density Townhouses (RTH1)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) reduce the Alder Street setback from 4.5 metres to 4.21 metres to allow for a building footprint encroachment in Building 2;*
 - (b) reduce the corner setback at Hemlock Drive and Alder Street from 4.5 metres to 3.96 metres to allow for a building footprint encroachment in Building 2; and*
 - (c) permit resident parking in a tandem configuration in 26 of the 35 units.*



Development Permit Panel – Wednesday, October 10, 2012

ITEM

4. Development Permit 12-615424

(File Ref. No.: DP 12-615424) (REDMS No. 3644532)

Please Note: staff memo with selected amended plans available on Tuesday, October 9, 2012.

TO VIEW ePLANS CLICK HERE

APPLICANT: Onni Contracting Ltd.

PROPERTY LOCATION: 7731 and 7771 Alderbridge Way

INTENT OF PERMIT:

1. Permit the construction of a 659-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures located at 7731 and 7771 Alderbridge Way;
2. Vary the provision of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 metres to 0.0 metres respectively along Cedarbridge Way and Gilbert Road;
 - (b) reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 metres to 0.0 metres along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;
 - (c) reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development as a whole; and
 - (d) relax the requirement for the provision of on-site loading spaces for two (2) WB-17 loading spaces.

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a 659-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures located at 7731 and 7771 Alderbridge Way;*
2. *Vary the provision of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 metres to 0.0 metres respectively along Cedarbridge Way and Gilbert Road;*
 - (b) *reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 metres to 0.0 metres along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;*

Development Permit Panel – Wednesday, October 10, 2012

ITEM

- (c) reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development as a whole; and*
- (d) relax the requirement for the provision of on-site loading spaces for two (2) WB-17 loading spaces.*



5. New Business

6. Date Of Next Meeting: Wednesday, October 24, 2012

7. Adjournment



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date September 12, 2012

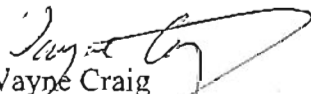
From: Wayne Craig
Director of Development

File: DP 12-613789

Re: Application by TD Canada Trust for a Development Permit at 11300 Steveston Hwy

Staff Recommendation

That a Development Permit be issued for exterior renovations and an addition to the existing TD Canada Trust bank at 11300 Steveston Hwy (to include a drive-through ATM canopy structure, a drive-through aisle, and additional landscaping), on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area".


Wayne Craig
Director of Development

WC:cl
Att.

Staff Report

Origin

TD Canada Trust has applied to the City of Richmond for permission to construct a drive-through automated teller machine (ATM) with a canopy structure, a new drive-through aisle, and additional landscaping in association with the existing bank branch at 11300 Steveston Hwy. The TD Canada Trust bank is one of five commercial buildings currently comprising the Coppersmith Corner Shopping Centre at 11300/20/60/80/88 Steveston Hwy. The TD Canada Trust bank recently replaced the Kelsey's Restaurant, previously located in the building at 11300 Steveston Hwy.

The site is zoned "Industrial Commercial (ZC6) – Ironwood Area", and was the subject of Rezoning and Development Permit applications in 1999, when the shopping centre originally developed (RZ 99-162581; DP 99-170446).

A Development Permit application is required for this proposal because it results in a revision to the original Development Permit issued for the site, and the value of the proposed exterior renovations exceeds \$50,000.

Development Information

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

Background

Development surrounding the subject site is as follows:

To the north, immediately across Steveston Hwy are single detached dwellings and townhouses on lots zoned "Single Detached (RS1/E)" and "Low Density Townhouses (RTL3)", respectively;

To the east, are the remaining commercial buildings and parking area of the Coppersmith Corner Shopping Centre (e.g. Tim Hortons, Burger King, Canadian Tire), as well as the Ironwood Plaza beyond that, on land zoned "Industrial Commercial (ZC6) – Ironwood Area," "Community Commercial (CC)," and "Industrial Business Park (IB1)," respectively;

To the south, are commercial, light industrial, and business park uses fronting Coppersmith Way and Coppersmith Place, on lots zoned "Industrial Commercial (ZC6) – Ironwood Area," and "Industrial Business Park (IB1)".

To the west, is the Translink bus yard facility, on a lot that is split-zoned "Industrial Business Park (IB1)," and "Light Industrial (IL)".

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. It complies with the intent of the applicable sections of the Official Community Plan and complies with the "Industrial Commercial (ZC6) – Ironwood Area" zoning, with no variances requested.

Advisory Design Panel Comments

Because of its minor nature, and in order to expedite the proposed building renovations, this application was not presented to the Advisory Design Panel.

Analysis

Urban Design and Site Planning

Drive-through aisle, ATM, and canopy structure

- The proposed drive-through aisle, ATM, and canopy structure is located on the south side of the existing building, in an area formerly used as an exterior concrete patio by the previous tenant (Kelsey's Restaurant). The proposed canopy structure is approximately 20.44 m² (220 ft²) in area.
- The configuration of the drive-through aisle provides stacking for approximately four (4) vehicles. A diagram showing the turning radius at the entry to the drive-through aisle is shown on the site plan. The site plan has been reviewed and is deemed acceptable by the City's Transportation division.

Pedestrian safety

Several measures are proposed by the applicant to promote pedestrian safety throughout the design, these include:

- Installation of a pedestrian guardrail separating the drive-through aisle and pathway leading to the exit door from the building located along the southwest side of the building;
- Installation of warning signage and a speed bump before the pedestrian crossing east of the drive-through aisle, in a position visible to exiting vehicles;
- Installation of a metal guardrail and warning signage for pedestrians before the pedestrian crossing east of the drive-through aisle exit.

Vehicle, bike parking, and on-site loading

The development proposal results in the loss of four (4) vehicle parking spaces in the area immediately adjacent to the bank. Despite the loss of these four (4) spaces, the overall site provides 448 vehicle parking spaces, 38 spaces in excess of that required under the Zoning Bylaw (i.e. 410 spaces based on existing floor area and uses). There is no change to the number of small car or accessible spaces on-site.

The site complies with the on-site bike parking and loading space requirements based on the existing floor area and uses. The proposed additional floor area is not large enough to trigger additional requirements for bike parking and loading spaces, in accordance with the Zoning Bylaw.

The applicant has voluntarily provided two (2) Class 2 bike racks for visitors on the east side of the building at the entrance to the bank. Also, an existing Class 2 bike rack previously located in

front of the southeast corner of the bank building has been relocated further south to the newly widened concrete pathway south of the drive-through aisle exit.

Garbage and Recycling

For reasons of confidentiality and security, the bank's corporate policy for garbage and recycling removal at all locations is to contract it out to janitorial and paper-shredding services on a nightly and bi-weekly basis, respectively.

Architectural Form and Character

- The proposed canopy structure is supported by four (4) columns, one(1) pair adjacent to and visually integrated with the existing bank building and the second pair located approximately 4.9 m (16 ft) south of the building. The new columns will match those existing on the east side of the building (i.e. painted steel columns with a partial stone cladding).
- The roof of the proposed canopy structure ties into the existing building and matches its roof form and height for a consistent appearance.
- The existing south wall of the building will be modified to remove a pair of glazed openings and provide a new opening for the drive-through ATM. The portion of the exterior wall replacing the removed glazing and surrounding the ATM opening will be finished to match existing adjacent surfaces (i.e. painted stucco for a portion of the wall, stone cladding for the remainder).

Landscape Design and Open Space Design

- To reduce the appearance of paved surface on-site and to create a separation between the drive-through aisle and canopy structure from the adjacent south parking area, the proposal incorporates approximately 55.74 m² (600 ft²) of new landscaping in a planting island parallel to the south side of the building and in a small planting bed in the northwest corner of the drive-through aisle.
- The applicant has proposed new landscape areas and materials that blend with the existing perimeter landscape treatment to the east and north of the bank building. Proposed plant materials include low evergreen and flowering shrubs (Laurel and Meidiland Rose), along with low-maintenance groundcovers (Blue Oat Grass).
- All existing trees on-site will be retained.
- A landscaping security in the amount of \$2,860.00 is required to be submitted by the applicant prior to issuance of the Development Permit (based on 100% of the cost estimate provided by the Registered Landscape Architect).

Conditions of Adjacency

- The proposed exterior renovations, drive-through aisle, and addition are obscured from adjacent residential land uses to the north, because the proposal only affects building elevations that are adjacent to existing commercial and industrial land uses to the east, south, and west.
- Separation from the commercial land uses to the east and south exists in the form of existing surface parking area and drive-aisles, the tree-lined entrance into the shopping centre, and existing perimeter landscaping.
- Separation from the industrial land use to the west exists in the form of existing perimeter fencing, trees, and landscaping that runs along the west property line on-site.

Crime Prevention Through Environmental Design

CPTED principles were considered in the design of the proposal, and the following statements are offered by the applicant in this regard:

- Safety and security for customers and bank staff is a high priority for TD Canada Trust and the building location was chosen with this in mind. The bank building is located in a very prominent position on the subject site, adjacent to Steveston Hwy, rather than in a less visible area at the back of the shopping centre;
- The general area is well lit with artificial light by existing light standards within the surface parking area (i.e. two within the immediate area of the bank), and an existing vandal-resistant light fixture provides secondary lighting on the south elevation of the bank building. Additional secondary lighting will be provided at the actual drive-through structure, as is the bank's standard practice. There is also substantial glare from the light standards serving the adjacent Translink bus yard facility to the west;
- The drive-through ATM area is located off a main pedestrian pathway within the shopping centre (i.e. approximately 4 m/12 ft away). Both the drive-through entry and the actual drive-through ATM area are also very visible from the rest of the shopping centre and, in particular, from a busy Tim Hortons restaurant immediately east and a Nando's Chicken restaurant and patio immediately south of the bank.
- The proposed landscaping, while substantial, is low in nature and will not obscure the view in or out of the drive-through area, providing for natural surveillance and the prevention of "hiding" spaces;

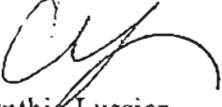
Conclusions

TD Canada Trust has applied for a Development Permit to make exterior renovations and construct a small addition of approximately 20.44 m² (220 ft²) in area to the existing bank building at 11300 Steveston Hwy. Proposed alterations are for a new drive-through aisle with ATM, and a canopy structure on the south side of the building. The applicant has addressed the significant urban design issues and other staff comments identified as part of the application review.

The architectural form and character of the proposal maintains consistency with that of the existing building and other buildings on-site within the Coppersmith Corner Shopping Centre. The proposed new landscape treatment used to separate the drive-through aisle with the adjacent parking area and reduce the overall appearance of paved surface also maintains consistency with that of existing perimeter landscaping. In addition, the pedestrian-safety measures associated with the proposed drive-through aisle are supported by staff.

The proposal complies with the intent of the applicable sections of the Official Community Plan and complies with the "Industrial Commercial (ZC6) – Ironwood Area" zoning, with no variances requested.

On this basis, staff recommends support for issuance of this Development Permit application.



Cynthia Lussier
Planning Technician

CL:rg

Attachment 1: Development Application Data Sheet

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

- Receipt of a landscaping security in the amount of \$2860.00, equal to the cost estimate provided by the Registered Landscape Architect.

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).


DP 12-613789
Attachment 1

Address: 11300 Steveston Hwy

Applicant: TD Canada Trust

Owner: Coppersmith Corner Shopping
Centre Inc.

Planning Area: Shellmont

	Existing	Proposed
Site Area:	31,538 m ² (339,480 ft ²)	No change
Land Uses:	10,080 m ² (108,507 ft ²) mixed-use development	10,101 m ² (108,733 ft ²) mixed-use development
OCP Generalized Land Use Designation:	Mixed-Use	No change
OCP Specific Land Use Designation:	Limited Mixed-Use	No change
Zoning:	Industrial Commercial (ZC6) – Ironwood Area	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.60	0.32	None permitted
Lot Coverage:	Max 50%	28.9%	None
Setback – Front Yard:	Min. 6 m	6 m (no change)	None
Setback – Side Yard (Coppersmith Place):	Min. 6 m	6 m (no change)	None
Setback – Side Yard (Internal – west):	Min. 0 m	no change	None
Setback – Rear Yard (Internal – south):	Min. 0 m	no change	None
Height (m):	Max. 12 m	Canopy structure - 6.63 m	None
Off-street Parking Spaces:	410	448	None
Off-street Parking Spaces – Accessible:	10	10	None
Max. Number of Small Car Spaces:	Max 205	49 (no change)	None



No. DP 12-613789

To the Holder: TD CANADA TRUST

Property Address: 11300 STEVESTON HWY

Address: C/O JOHN MCCORMACK ARCHITECTS
202-1807 FIR STREET
VANCOUVER BC V6J 3A9

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. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1.a and 1.b to Plan #2 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$2,860.00 to ensure that landscaping and 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.
6. 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.



City of Richmond

Development Permit

No. DP 12-613789

To the Holder: TD CANADA TRUST
Property Address: 11300 STEVESTON HWY
Address: C/O JOHN MCCORMACK ARCHITECTS
202-1807 FIR STREET
VANCOUVER BC V6J 3A9

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

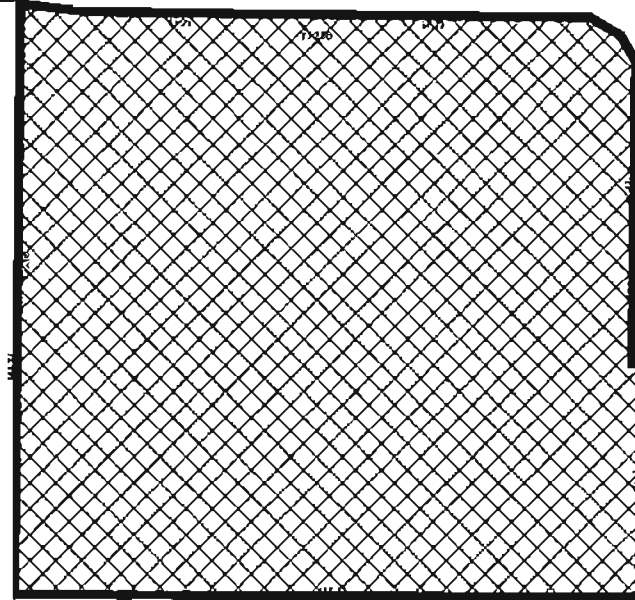
DELIVERED THIS DAY OF , .

MAYOR



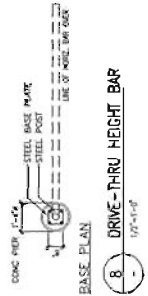
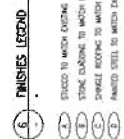
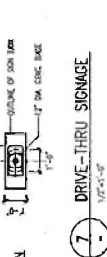
STEVESTON HWY

COPPERSMITH PL



DP 12-613789
SCHEDULE "A"

Note: Dimensions are in METRES



EAST ELEVATION
DRAWING EXCEPT AS NOTED

DP 12-613789
Plan #1.b.



[illegible]

120611	ISSUE FOR DEB.
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DP 12-613789
Plan #1.b.



PLANT LIST

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE / SPACING
	27	Prunella laevis 'Candicans'	Zebra's Laurel	42" Circ. 3' O.C.
	16	Hebe laevis 'Candicans'	Low Plant Flowering Hebe	42" Circ. 3' O.C.
	14	Hebe laevis 'Candicans'	Blue Oak Grass	42" Circ. 3' O.C.

NOTE:

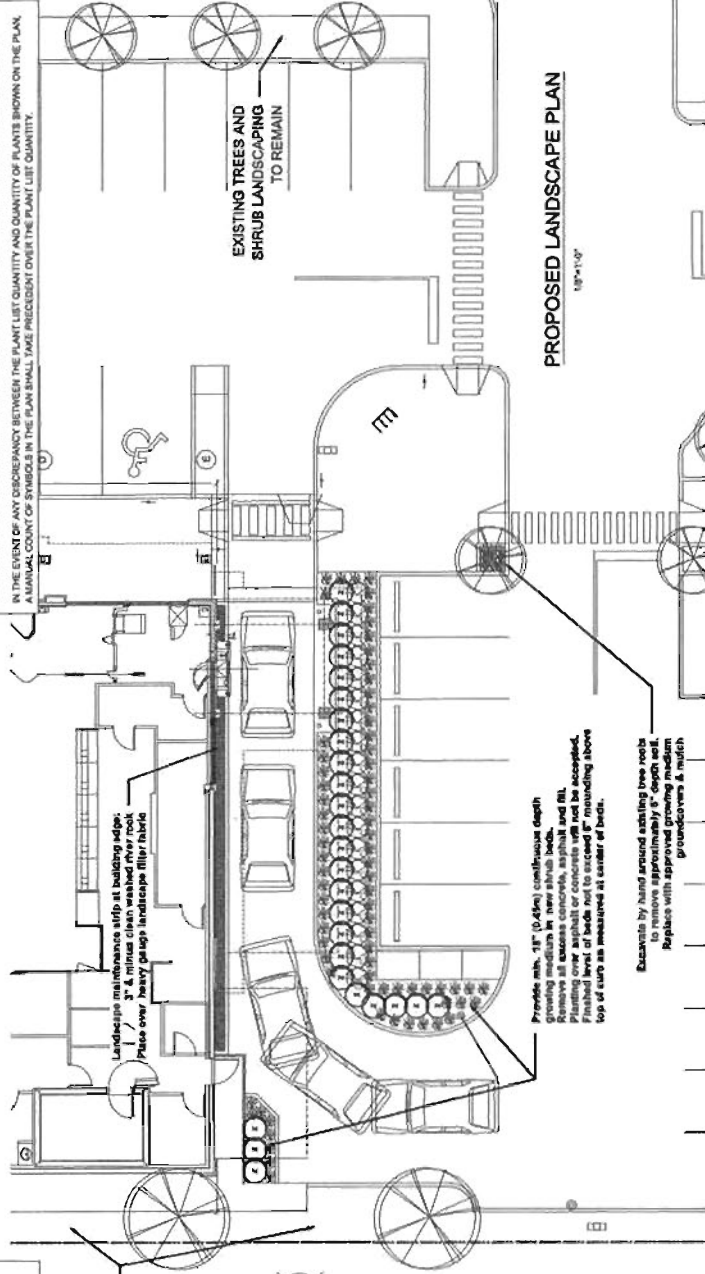
ALL NEW LANDSCAPE AREAS TO BE IRRIGATED BY AUTOMATED SYSTEM. PROVIDE EXTENSION OF EXISTING OR NEW IRRIGATION SYSTEM AS REQUIRED. DESIGN BUILD IRRIGATION FIRM TO PROVIDE SHOP DRAWING OF PROPOSED IRRIGATION SYSTEM FOR APPROVAL PRIOR TO START OF WORK. COORDINATE ARCHITECTURAL AND CIVIL WORKS TO PROVIDE NECESSARY POWER, WATER, CONTROLLER LOCATION AND SLEEVING NECESSARY TO COMPLETELY IRRIGATE ALL NEW LANDSCAPE AREAS.

NOTE:

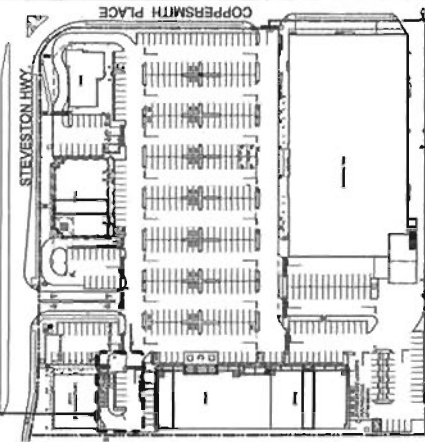
PROPOSED LANDSCAPE LAYOUT AND MATERIALS ARE BASED ON EXISTING PARKING LANDSCAPE AREAS TO EAST AND NORTH, SO AS TO BLEND WITH EXISTING LANDSCAPING TREATMENT

NOTES:

CONTACT LANDSCAPE ARCHITECT PRIOR TO STARTING WORK ON ANY DELIVERABLE. 804-400-0009
ALL WORKS MATERIALS TO CONFORM TO THE LATEST EDITION OF THE BC LANDSCAPE STANDARD AND IN ACCORDANCE WITH THE DISTRICT OF RICHMOND STANDARDS. UNLESS OTHERWISE NOTED
PROVIDE FERTILITY & PARTICLE SIZE ANALYSIS TEST FOR GROWING MEDIUM PRIOR TO STARTING WORK. GROWING MEDIUM TO BE USED FREE AND COMPOSTED, CONFORMING TO BC STANDARD FOR LEVEL 2 SOIL.
PROVIDE TOPSOIL DEPTHS AS FOLLOWS:
TREES AND GROUNDCOVERS: 18" WITH CONTINUOUS UNLESS OTHERWISE NOTED
LANDSCAPE AND CONSTRUCTION TO BE COMPLETED AND ALL PLANTING TO BE COMPLETED PRIOR TO SUBMITTING THE LANDSCAPE ARCHITECT PRIOR TO INSTALLING GROWING MEDIUM. IF SUBGRADE DOES NOT MEET SPECIFIED DEPTH, CONTACT LANDSCAPE ARCHITECT PRIOR TO INSTALLING GROWING MEDIUM. GROWING MEDIUM SHALL BE INSTALLED OVER SUBSTANTIAL SUBGRADE EQUIPMENT.
GROWING MEDIUM DEPTHS SHALL BE MEASURED AS SETTLED AND/OR LIGHT ROLLED FINISHED DEPTHS PER THE BC LANDSCAPE STANDARD.
PROVIDE 2" DEPTH COMPOSTED HEMLOCK-BARK MULCH THROUGHOUT ALL PLANTING BEDS.
ONE YEAR PLANT WARRANTY SITE REVIEW WILL BE CONDUCTED
ALL PLANT MATERIAL TO COME FROM A CERTIFIED DISEASE/FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.
IN THE EVENT OF ANY DISCREPANCY BETWEEN THE PLANT LIST QUANTITY AND QUANTITY OF PLANTS SHOWN ON THE PLAN, A MANUAL COUNT OF SYMBOLS IN THE PLAN SHALL TAKE PRECEDENT OVER THE PLANT LIST QUANTITY.



SEE ENLARGEMENT PLAN THIS SHEET FOR PROPOSED LANDSCAPING



NOTE: THIS PLAN IS REPRODUCED FROM DATA PROVIDED BY A COURTESY BASED BY THE LANDSCAPE ARCHITECT. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE DATA OR THE LOCATION OF THE PROPOSED WORK WITHIN THE OVERALL DEVELOPMENT.

TO: THE DISTRICT OF RICHMOND
FROM: LANDSCAPE ARCHITECT
DATE: 11/10/2010
PROJECT: 11003D/113
SHEET: 11003D/113

DR 12-613789
Plan #2

LEGAL ADDRESS:
CITY OF RICHMOND, 1100 STEVESTON RD., RICHMOND, B.C. V6X 1A3

TO: CANADA TRUST
11300 STEVESTON HWY.
RICHMOND, B.C.
LANDSCAPE PLAN

11003D/113





City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: September 17, 2012

From: Wayne Craig
Director of Development

File: DP 12-610759

Re: Application by Townline Developments Inc. for a Development Permit at 9431, 9451 and 9471 Alberta Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 35 unit Townhouse at 9431, 9451 and 9471 Alberta Road on a site zoned "High Density Townhouses (RTH1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the Alder Street setback from 4.5 metres to 4.21 metres to allow for a building footprint encroachment in Building 2;
 - b) Reduce the corner setback at Hemlock Drive and Alder Street from 4.5 metres to 3.96 metres to allow for a building footprint encroachment in Building 2; and
 - c) Permit resident parking in a tandem configuration in 26 of the 35 units.

Wayne Craig
Director of Development

Attachment 1	Development Application Data Sheet
Attachment 2	Advisory Design Panel Comments
Attachment 3	Public Hearing Submission Letter

Staff Report

Origin

TOWNLINE DEVELOPMENTS INC. has applied to the City of Richmond for permission to develop a 35 Townhouse complex at 9431, 9451 and 9471 Alberta Road on a site zoned "High Density Townhouses (RTH1)". The site currently contains a single detached dwelling on each of the three (3) lots.

The site is being rezoned from "Single Detached (RS1/F) to "High Density Townhouses (RTH1)" for this project under Bylaw 8834 (RZ 11-562968).

A separate Servicing Agreement is required for road upgrades and frontage improvements to Alberta Road, Alder Street and Hemlock Drive. The Servicing Agreement will also include service connections for water, storm upgrades and sanitary sewer to the subject site.

Development Information

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

Background

Development surrounding the subject site is as follows:

To the North: Across Hemlock Drive, a 232 unit, 5 storey apartment complex at 9371 and 9373 Hemlock Drive, zoned "Low Rise Apartment (ZLR10) – North McLennan (City Centre)".
Also across Hemlock Drive, a 24 unit, 3 storey townhouse complex at 9420 Ferndale Road, zoned "Town Housing (ZT64) – North McLennan (City Centre)".

To the East: Across Alder Street, a 97 unit, 3 storey townhouse complex at 6300 and 6388 Alder Street, zoned "Town Housing (ZT30) – North McLennan (City Centre)".

To the South: Across Alberta Road, a combination of park space and Anderson Elementary School, zoned, "School and Institutional (SI)" as well as single detached homes, zoned "Single Detached (RS1/F)".

To the West: A 23 unit, 3 storey townhouse complex at 9391 Alberta Road, zoned "Town Housing (ZT50) – South McLennan (City Centre)".

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage (staff comments are provided in *bold italics*):

- a) Elevations to the units and unit clusters that meet the form and character requirements of the McLennan North Sub-Area Plan.

The appearance of the street front units is a bit of a departure with the immediate area, but the roof design will allow variety to the area and provide the neighbourhood with a fairly unique piece of architecture. This highly visible site is a good way to introduce a

different form of architecture to the neighbourhood as it can shake up a homogenous expression to an area. The form and massing is consistent with the recent townhouse units of the neighbourhood.

- b) Design of the outdoor amenity area, including the design of a children's play area.
The applicant has done a good job with the design of the outdoor amenity area which includes lawn and bench space as well as a play structure that is good for children from ages 2 to 5. Locating the amenity area to the street front also breaks up the long, continuous rows of townhouse units.
- c) Submit a site plan to show the manoeuvrability of larger vehicles (i.e. SU-9) within the site to the satisfaction of the Director of Transportation.
The applicant has provided information to Transportation that it meets this requirement.
- d) A context plan to show the form and character of the townhouse units and how they address adjacent properties.
The plan has been provided and the proposed units have some facade elements of the adjacent project to the west that provides a relationship with the neighbourhood.
- e) Verification of parking stall clearances when abutted against a solid wall greater than 0.3 meters high.
Clearances are provided on the submitted plans.
- f) Identify and design for units that can be easily converted to universal access.
One unit has been identified for conversion to allow for universal access. Unit type D2 in Building 3 will allow for easy conversion to install a lift in the area where a closet will initially be constructed.
- g) An Acoustic Engineer's report, to identify noise mitigation measures to be taken to lessen aircraft noise (doors and windows closed), to levels outlined by CMHC, and indoor comfort using the ASHRAE 55-2004 standard, and any subsequent updates as they occur.
The submitted report identified the proposed exterior wall construction, as well as window and door installation will meet CMHC levels and comfort levels during summer months will be met through the operation of ceiling fans in rooms with the most occupancy.

The Public Hearing for the rezoning of this site was held on January 16, 2012. At the Public Hearing, the following concerns about rezoning the property were expressed:

1. Mr. Michael Li of 9371 Hemlock Drive spoke at the Public Hearing and stated his concern over the construction noise and pollution coming from this development as he is the father of infants and is concerned for their health during the construction period.

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

Staff spoke with Mr. Li after the Public Hearing and passed his concerns on to the applicant. The developer will comply with the City's Noise Bylaw (Bylaw 8856) which regulates hours for construction work.

2. Mr. Robert Hillman of 9371 Hemlock Drive expressed his opposition to the proposal until something is done to ease the parking conditions in the area. There is lots of street

parking in the area which is causing visibility issues when using the local streets. The full text of Mr. Hillman's comments is attached to this report as **Attachment 3**.

Unfortunately, staff was unable to directly contact Mr. Hillman to address his concerns but provides the following response:

As part of the City Centre Official Community Plan, the McLennan North Area has been identified as a medium density residential neighbourhood. As such, development over the years has aimed to transform the area from a large lot, semi rural single family area to a distinct downtown residential neighbourhood. The plan calls for a comprehensive road network with smaller blocks. Based on this plan, the ultimate width of new roads has been achieved as part of development abutting the land parcels, including the subject development at 9431 Alberta Rd.

City staff have carried out a review of the nearby traffic operations and parking conditions and are satisfied that no changes are needed at this time. To date, we have restricted parking near intersections and uncompleted road sections to improve circulation at these points. Traffic Operations will continue to monitor this area in case some parking restrictions are needed in the future.

In response to the concerns regarding the future development proposed at 9431- 9471 Alberta Road, the applicant is to dedicate land from their property to the City and undertake road construction that will ultimately widen their portion of Hemlock Drive and Alder Street from their current state. The site will have two vehicle, on-site parking spaces per unit which exceeds the zoning parking requirements of 1.4 parking spaces per unit.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with Zoning Bylaw 8500, except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

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

- a) Reduce the Alder Street setback from 4.5 metres to 4.21 metres to allow for a building footprint encroachment in Building 2.

(Staff supports the proposed variance as it is a relatively minor variance and will improve the appearance of this elevation in this highly visible corner of the site.)

- b) Reduce the corner setback at Hemlock Drive and Alder Street from 4.5 metres to 3.96 metres to allow for a building footprint encroachment in Building 2.

(Staff supports the proposed variance as it affects the setback from a required corner cut and it will improve the appearance of this elevation in this highly visible corner of the site.)

- c) Permit resident parking in a tandem configuration in 26 of the 35 units.

(Staff supports the proposed variance as the configuration will not interfere with the movement of other vehicles in the complex. A restrictive covenant is to be registered to ensure that the garage space does not get converted to resident use.)

Advisory Design Panel Comments

The Advisory Design Panel was supportive of the proposal and identified areas for design development and consideration. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the August 15, 2012 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

- The subject site is located in the North McLennan area, where there has been significant redevelopment over the past several years, with many of the surrounding parcels being redeveloped from Single Detached Houses on large lots, to Townhouses. The proposed development will be of similar height and massing to recent townhouse developments and conforms to the guidelines set out in the neighbourhood plan. Through its land dedication requirements, the applicant will construct and complete this section of the north-south Alder Street as well as develop its portion of Hemlock Drive. They will also conduct frontage improvements along their portion of Alberta Road.

Urban Design and Site Planning

- The townhouse units are well arranged in three (3), four (4) and five (5) unit building clusters located along the periphery of the site, with the main internal drive aisle running north-south down the centre of the site, between the clusters. Most of the units in this proposal have direct pedestrian access to one of the three roads that borders this site.
- The main vehicular access to the site is off Alder Street, which provides access to the majority of the units by the main north-south internal drive aisle. Secondary drive aisles branch off at both ends of from the main internal drive that provide access to the remainder of the units.
- The outdoor amenity area is located directly south of the main entrance, providing ample areas for seating, lawn space and a child's play structure, suitable for children from ages 2 to 5. This open landscaped area helps to provide a break in the building frontage along Alder Street and highlights the vehicular access to the site.

Architectural Form and Character

- The proposed form and massing of the buildings is consistent with the neighbourhood and meets the intent of the guidelines set out in the neighbourhood plan. The style does detract a little from what is commonly found in the area, but feedback from staff and from the Advisory Design Panel says it is a refreshing change that can work at this specific location of the neighbourhood.
- The choice of materials used on the facade of the buildings is typical of the area, and includes the various uses of hardiplank panels that add to the articulation and overall interest of the facade. The lower eave line projection on the street front provide the elevations with a good base, middle and top feature, as indicated in the urban design guidelines of the area plan.

The use of narrow vinyl siding on the upper level is a good connecting feature to the townhouse development to the west at 9391 Alberta Road. These features allow the project not to stand out too much from the rest of the other recent development while still showing a unique character.

- The colour choices for the proposal are considered appropriate to the architectural character and the urban context of the neighbourhood. These choices meet the intent of the area plan.

Transportation

- Vehicle access is off Alder Street, at the centre point between Alberta Road and Hemlock Drive, providing good angle viewing when entering or exiting the site. Due to the requirements of new road construction in the area, the proposed development will contribute a large land dedication and road construction for their portion of Alder Street and Hemlock Drive as part of this application.
- Frontage improvements such as sidewalk, treed and grassed boulevard with curb and gutter will be undertaken by the developer for the three (3) street frontages through the separate Serving Agreement.
- All 35 units have an attached garage to serve the parking needs of the residents. Nine (9) of the 35 units will provide garages with a side-to-side parking arrangement with the remaining 26 garages are provided in a tandem configuration. The number of proposed parking stalls meets the requirements of the Zoning Bylaw, and a restrictive covenant will be registered prior to the issuance of the Development Permit to ensure these tandem stalls are not converted into habitable living spaces.
- Visitor parking is scattered throughout the site, giving visitors easy access to the units in the complex. One accessible stall is provided and is located to the north of Building 8.

Landscape Design and Open Space Design

- The submitted landscape plan identifies a mixture of soft and hard landscaping that defines a consistent treatment of edges throughout the site. The applicant has been able to retain one tree on the south east corner of the property, near the corner of Alberta Road and Alder Street, and has been incorporated in the proposed landscaping plan.
- The hard surfacing is supplied by a combination of permeable pavers at the entrance of the complex, which wraps around the corner to the south and highlights the presence of the outdoor amenity area. Pavers also identify the visitor parking stalls. The amount of permeable paving within the overall hard surfacing area is about 30%.
- The soft landscaping being proposed is a variety of native tree and shrub plantings which will provide a softening of the buildings when viewed from the street, but allow for easy maintenance and the identification of different spaces within the site.
- The applicant has provided a lighting plan to illustrate how the site is to be illuminated during evening hours. The fixtures themselves will provide good illumination but will avoid illumination spilling directly onto adjacent properties. Some uplighting fixtures are proposed, but are intended to highlight some of the soft landscaping in common areas such as the outdoor amenity area.
- Perimeter fencing is three foot high wood construction with four foot support posts. Two by four rails will support a combination of two by four and two by two slats. This will provide a good separation identifier yet allow for some transparency into the site.

- An Arborist report was submitted at the rezoning application stage and was reviewed by City staff. The report identified one (1) on-site tree that was to be retained and 18 on-site trees that are affected by this development and called for the removal due to either its poor condition and/or its location within proximity of the development footprint. City Staff concur with the report and will obtain a security deposit from the developer to ensure survival of the proposed landscaping for a one-year period.
- In accordance with City Policy, the applicant must provide at least 36 trees to meet the 2:1 replacement ratio policy. In response, the applicant meets this requirement by proposing 80 new trees to be planted. The table below summarises this requirement.

Number of trees to be removed	Number of trees to be retained or relocated	Required number of trees to be planted	Proposed number of trees to be planted	Surplus (Deficit)
18	1	36	80	44 surplus

Amenity Space

- The applicant is not proposing any indoor amenity space with this application. Instead, they will be making a voluntary contribution in lieu of providing indoor amenity space through the rezoning process.
- The applicant is providing an outdoor amenity space, located next to the main vehicle entrance to the site. The size meets the minimum area requirements outlined in the neighbourhood plan and provides ample space to house a seating area, lawn space and a child play structure, featuring a climbing ramp, rope ladder and slide. Good landscaping features along the edge of the space provide good screening from the street while providing good viewing opportunities from within the complex.

Garbage and Recycling

- The garbage and recycling area is located along the main drive aisle, next to entrance of the site along the south side of Building 1. The number of bins meets the requirements of Environmental Programs and the location of the enclosure is accessible for City pick-up.

Affordable Housing

- The applicant is not providing any affordable housing units, but is making a voluntary contribution to the Affordable Housing Reserve Fund in accordance with policy. This contribution was secured during the rezoning stage.

Sustainability Indicators

- The proposed plan is reusing existing single-family sites to increase living density within the neighbourhood, utilizing existing and proposed infrastructure more efficiently.
- The residential units will provide energy efficient appliances and water saving faucets.
- The site is close to a major transit corridor and close to bus stops for convenience of use.
- A permeable paving system covering approximately 30% of the overall paved area within the complex is shown in areas where concrete pavers are located.
- The proposed landscaping provides a variety of planting that are appropriate for the geographical area, and are low maintenance that will improve over time.

Universal Access

- All units will be providing aging in place features such as backer blocks for the easy installation of future grab bars, door lever handles instead of door knobs and sufficient door openings to allow access for wheelchairs.
- To provide design flexibility and to allow for better movement to those with limited mobility, the applicant has provided a unit plan for unit type D2 in Building 3, which would allow for the easy conversion for residents who require use of a wheelchair. Items that have been taken into consideration in designing this unit's layout are:
 - Wider doors for easier access to the unit.
 - Closet space that can be removed to accommodate an elevator to provide access for occupants to different floors of the unit
 - Proper design of the kitchen and bathroom layout for wheelchair mobility.
 - Additional backer blocks behind the finished walks for the future installation of grab bars.

(Dimensions and notations reflecting these provisions are to be shown on the Building Permit drawings)

Crime Prevention Through Environmental Design

- The proposed plan provides good edge treatment, featuring low fencing, landscaping and paving materials to separate public and private space, giving the site a good sense of territoriality.
- The submitted lighting plan will provide good evening illumination without extending unwanted light directly onto adjacent properties.
- The site design allows for good sight lines through the development site for open observation, including surveillance over the outdoor amenity area. There are enough windows looking out onto all common areas that will facilitate casual surveillance.

Conclusions

Towline Development Inc. has applied to the city of Richmond for permission to develop 35 townhouse units at 9431, 9451 and 9471 Alberta Road. The proposed development has gone through some design adjustments in coordination with staff and the result is a design proposal that addresses the design guidelines for the area. Staff supports this Development Permit application and recommends approval as the proposed design should fit well within the streetscape and the character of the neighbourhood.



David Johnson
Planner 2

DJ:cas

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

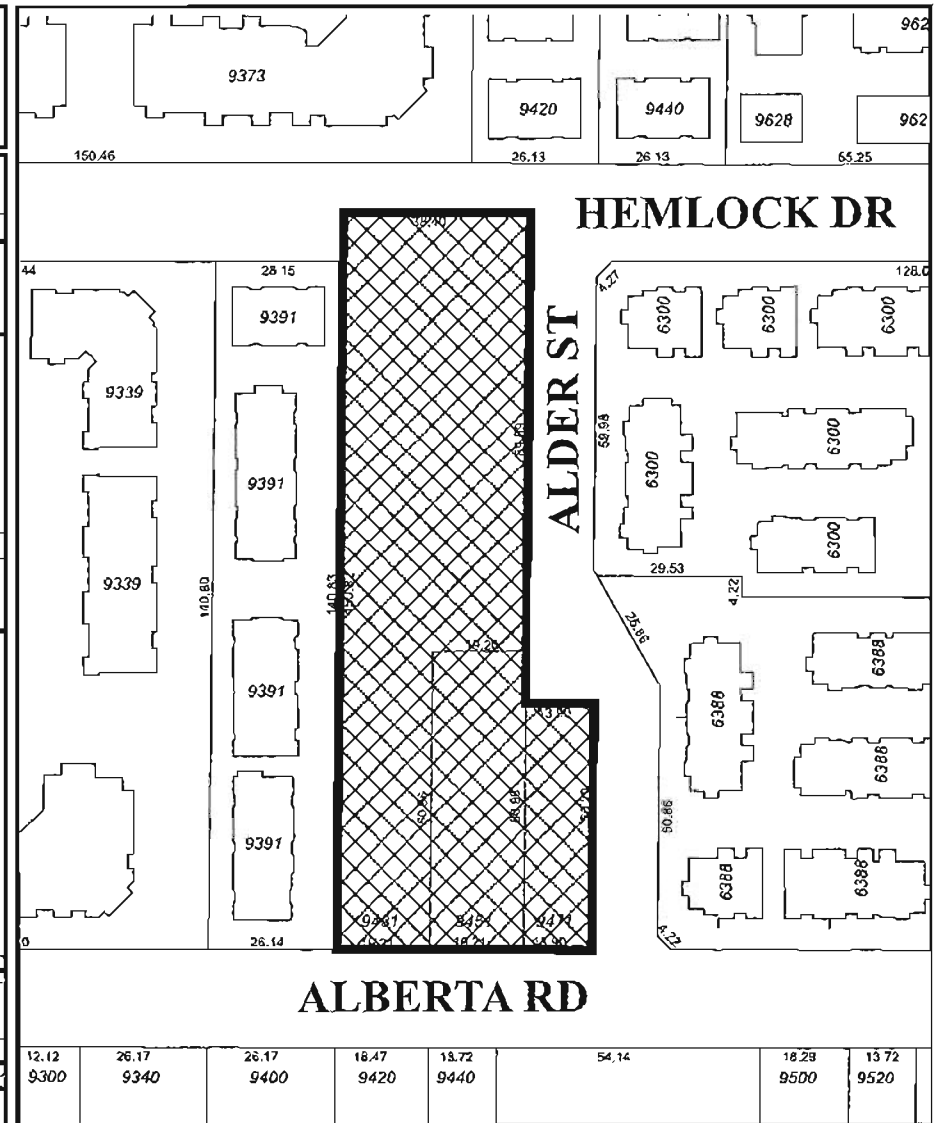
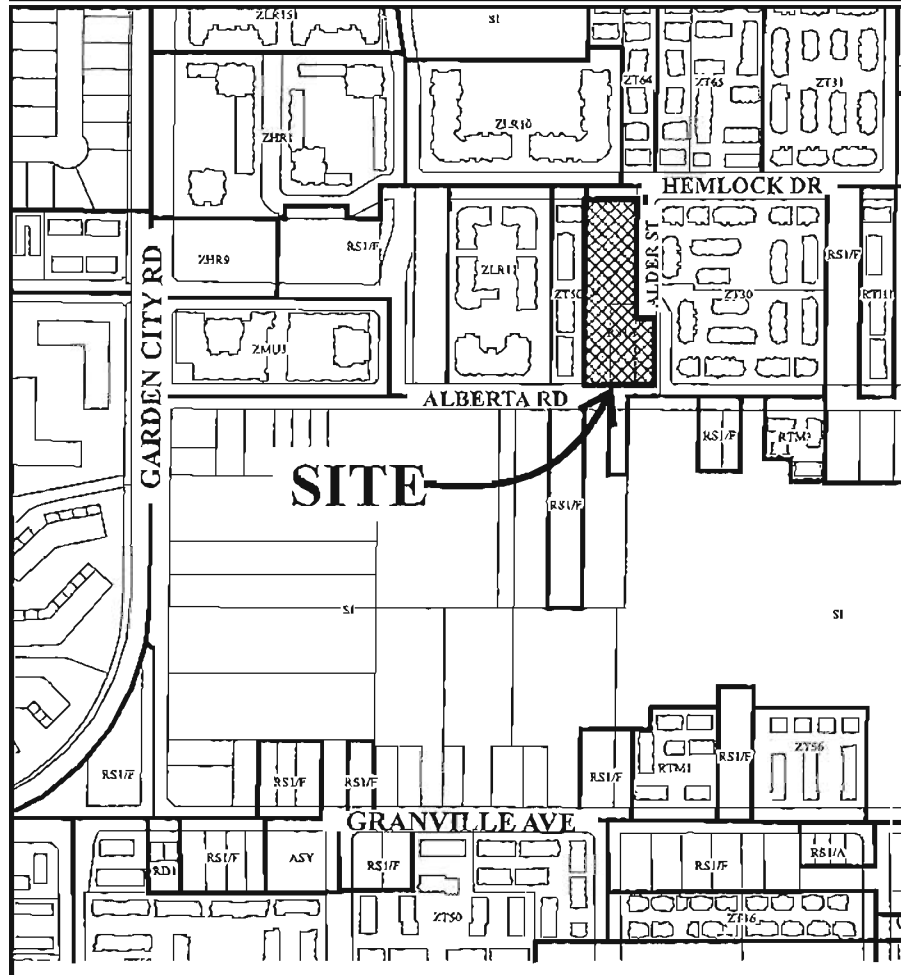
- Receipt of a Letter-of-Credit for landscaping in the amount of \$129,443.30 (based on total floor area of 64,257.2 ft²).

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).
- Incorporation of Construction Measure required to achieve CMHC noise and ASHRAE 55-2004 standards.



City of Richmond



DP 12-610759 SCHEDULE "A"

Original Date: 06/07/12

Revision Date:

Note: Dimensions are in METRES



DP 12-610759

Attachment 1

Address: 9431, 9451 and 9471 Alberta Road

Applicant: Townline Developments Inc.

Planning Area: McLennan North Sub-Area Plan

	Existing	Proposed
Site Area:	6,493.0 m ²	5,268.0 m ²
Land Uses:	Single Detached	Townhouses
OCP Designation:	Residential Area 2	No change
Zoning:	Single Detached (RS1/F)	High Density Townhouses (RTH1)
Number of Units:	1 Single Detached Dwelling per lot	35 Townhouse Units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	5,268.0 m ² x 0.75 FAR = 3,951.0 m ²	3,911.7 m ²	none permitted
Lot Coverage:	Max. 45%	39.6%	none
Setback – Front Yard: Alberta Road Alder Street Hemlock Drive Corner cut setback	Min. 4.50 m	4.50 m (Alberta Road) 4.21 m (Alder Street) 4.50 m (Hemlock Drive) 3.96 m (Corner cut)	0.29 m (Alder Street) 0.54 m (corner cut)
Setback – West Side Yard:	Min. 2.0 m	2.0 m	none
Height (m):	Max. 12.0 m	11.08 m	none
Lot Size:	40.0 m (width) 30.0 m (depth) 1,800.0 m ² (area)	45.2 m (width) 140.8 m (depth) 5,268.0 m ² (area)	none
Off-street Parking Spaces – Residential:	49 stalls	70 stalls	none
Off-street Parking Spaces – Visitor:	7 stalls	7 stalls	none
Total off-street Spaces:	56 stalls	77 stalls	none
Tandem Parking Spaces	not permitted	26 tandem stalls for 52 parking stalls	26 tandem stalls for 52 parking stalls
Amenity Space – Outdoor:	Min. 210.0 m ²	265.0 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, August 15, 2012 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Panel Discussion

Comments from the Panel were as follows:

1. very thorough work with the landscape;
Noted.
2. project lay-out is clear; arrival/entry sequence is strong due to the location of amenity area near the entrance to the site;
Noted.
3. look at signage at entry gate; could strengthen main entry by moving signage closer to the entry; pinch further together; narrow the threshold;
The signage has been moved 3' to narrow the threshold and help denote the entranceway.
4. handsome and well resolved project; refreshing change from gables; similar to the project of the same architect at No. 4 Road and Cambie Street.;
Noted.
5. consider extending the aquapave to the edge of the amenity area; would make the amenity space visually larger and richer;
The permeable pavers have been extended as suggested.
6. project needs site identification; signage needs to be bolder;
The signage height has been increased by 2'.
7. consider adding bollards around the amenity area to provide protection to the play area from vehicles;
Boxwood (3'high) and mixed shrubs (2'-5' high) are provided for protection of the play area. Uplights under the two feature trees by the entrance also help delineate the amenity area from the internal strata road.

8. Building No. 8 north facade and Building No. 1 south facade need more articulation as these buildings introduce the site; could change colour, texture, massing or return the skirting of the roof to have a nice end to the buildings;
Additional windows have been provided on both these elevations along with bracket detailing under the shed roof soffits to tie in with the street-fronting facades.
9. window alignment in bays and Building No. 2 east facade needs resolution;
The window bay projection has been revised and the windows are aligned.
10. facade of exposed building “ends” looks bland and need further articulation, e.g. Building No. 5 needs articulation, e.g. consider changing the colour or adding a small window;
Additional windows have been provided on the exposed south facade of Building No. 5.
11. very good project; like the lay-out and variety of buildings; like the central location and openness of the amenity area; does not look like a leftover space;
Noted.
12. location of garbage and recycling is okay; however garbage truck has to travel some distance to collect the garbage;
Noted.
13. building massing fits into the neighbourhood; colours are subdued; could go one level up if the character of the building is contemporary;
Noted.
14. amenity area is too open to outsiders; consider landscaping, e.g. taller and more dense planting to make the amenity area more open to the inside than to the outside;
48” high picket fence and shrubs are provided along the length of the boundary to the external road creating a visible barrier to the amenity while not completely enclosing it.
15. overall good massing, articulation and colour scheme;
Noted.
16. proportion of bump outs is good, but could use some work; a bit weak where they meet the first level roof; projections are disconnected at the first level; no need for a continuous skirt roof all the way around as they do not provide strong visual support for the projections; investigate how the projections terminate;
The skirt roof detail has been reviewed and it was concluded that the skirt roof helps break the 3 storey building mass and the building facades become too bland with too much of vertical elements without the skirt roof. Therefore we would like to maintain the current roof plan.

17. use of wood in entries is not strong; entries could use more punch, e.g. through double wood columns and heavy lintels with good wood detailing;
Lintels size has been increased and bracket detail is enhanced.
18. entry for the overall project looks strong in the plan but does not come off well in the model; could use a stronger entry feature;
The skirt roof projection was not accurate on the scale model. It was shown as 21" deep eave but it is actually 17" deep. The entry porch structure should come off stronger in reality.
19. corner condition could use some work;
The window bay projection has been revised and the windows are aligned. Entry Monumentation has been enlarged.
20. commend the applicant for developing the three lots together; have been an eyesore for many years;
Noted.
21. proposed development has a different style; mitigates the blandness in the area; size of the development makes it stand on its own;
Noted.
22. like the location of the amenity area along Alder Street; provides a nice outlook as motorists drive onto Alberta Road coming from Hemlock Drive;
Noted.
23. echo comments of the Panel regarding the need for the applicant to pay more attention to units adjacent to the main entry to the site; consider introducing design elements to visually break down the facades of these 3-storey buildings;
Please refer to item #8.
24. recommend stronger colour scheme as neighbourhood looks bland;
The colour schemes were carefully chosen to harmonize in the neighbouring buildings as the proposed building style is new in the neighbourhood. ASP Panel member stated they hoped we carried through with our proposed colour scheme as he believed the neighbourhood looked bland.
25. reconsider attaching garbage and recycling enclosure to the residential unit; may be a concern/issue for buyers; and
Noted, due to the site constraints, the opportunity to provide a detached garbage room is not available.
26. echo the suggestion regarding extending the permeable pavers from the site entry up to the visitor parking space adjacent to the amenity area; would make the amenity area stand out more.
The permeable pavers have been extended as suggested.

Panel Decision

It was moved and seconded

That DP 12-610759 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



No. DP 12-610759

To the Holder: Townline Developments Inc.
Property Address: 9431, 9451 and 9471 Alberta Road
Address: 120 - 13575 Commerce Parkway
Richmond, BC V6V 2L1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Reduce the Alder Street setback from 4.5 metres to 4.21 metres to allow for a building footprint encroachment in Building 2;
 - b) Reduce the corner setback at Hemlock Drive and Alder Street from 4.5 metres to 3.96 metres to allow for a building footprint encroachment in Building 2; and
 - c) Permit resident parking in a tandem configuration in 26 of the 35 units.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #14 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 \$129,446.30 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 12-610759

To the Holder: Townline Developments Inc.
Property Address: 9431, 9451 and 9471 Alberta Road
Address: 120 - 13575 Commerce Parkway
Richmond, BC V6V 2L1

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

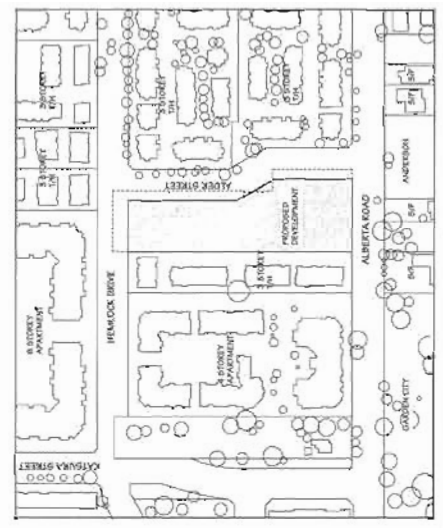
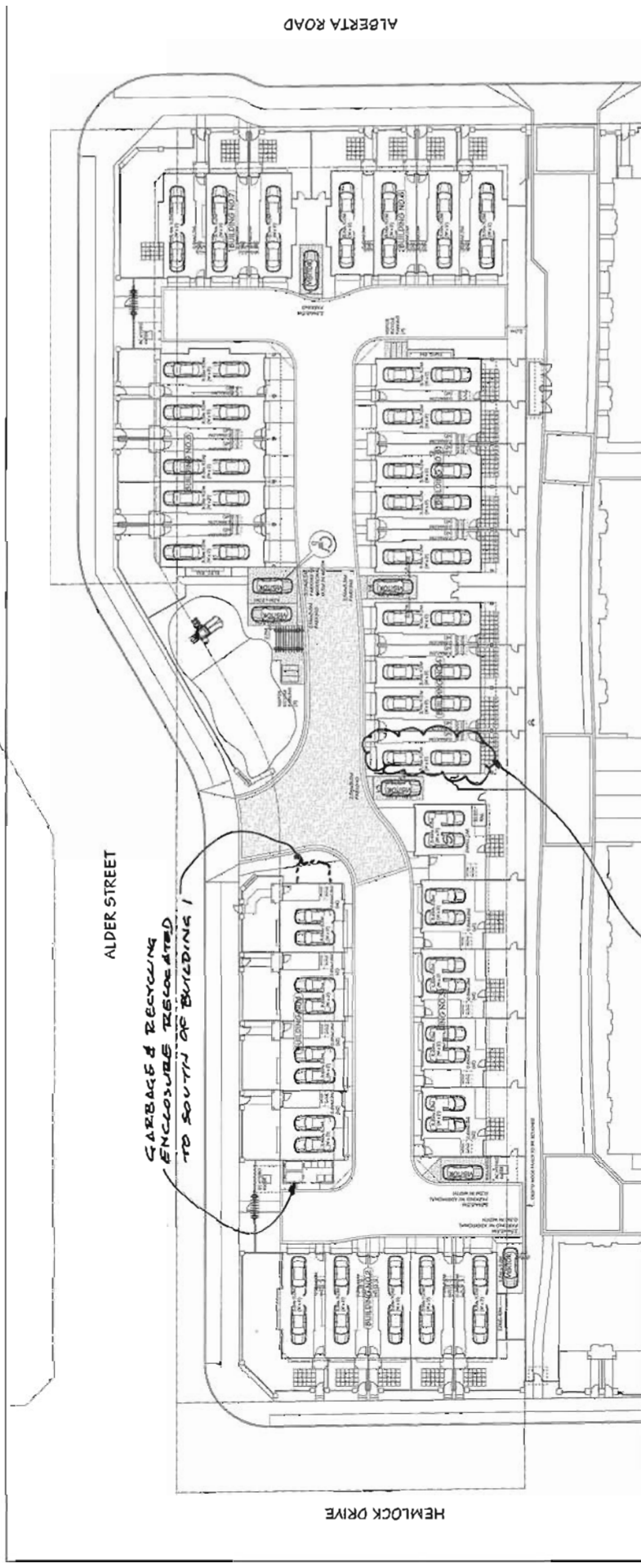
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



PARKING

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AMENITY AREA

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- 96000 SQ. FT.
- 97000 SQ. FT.
- 98000 SQ. FT.
- 99000 SQ. FT.
- 100000 SQ. FT.



PARKING PLAN

SCALE: 1" = 10'

PP 12610759
R. 02

PROJECT INFORMATION	
PROJECT NAME	YAMAMOTO ARCHITECTURE INC.
PROJECT ADDRESS	1000 10TH AVE. S.W. VANCOUVER, B.C. V6H 2G6
PROJECT PHONE	(604) 271-1111
PROJECT FAX	(604) 271-1112
PROJECT EMAIL	info@yamamoto.ca
PROJECT WEBSITE	www.yamamoto.ca
PROJECT DATE	2011
PROJECT SCALE	1" = 10'
PROJECT SHEET	2.0
PROJECT TOTAL SHEETS	2.0
PROJECT DRAWN BY	YAMAMOTO ARCHITECTURE INC.
PROJECT CHECKED BY	YAMAMOTO ARCHITECTURE INC.
PROJECT APPROVED BY	YAMAMOTO ARCHITECTURE INC.

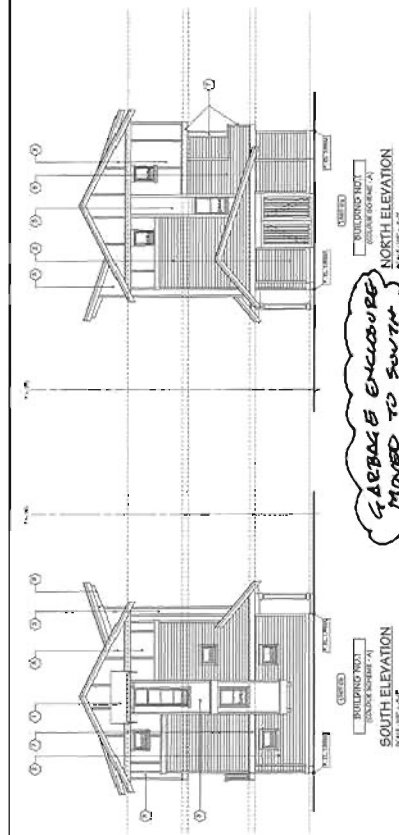


CONTEXT PLAN

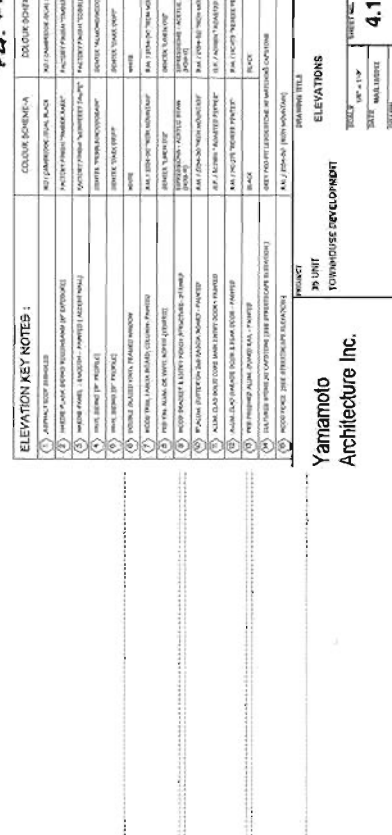
SCALE: 1" = 100'

PROJECT INFORMATION	
PROJECT NAME	YAMAMOTO ARCHITECTURE INC.
PROJECT ADDRESS	1000 10TH AVE. S.W. VANCOUVER, B.C. V6H 2G6
PROJECT PHONE	(604) 271-1111
PROJECT FAX	(604) 271-1112
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PROJECT CHECKED BY	YAMAMOTO ARCHITECTURE INC.
PROJECT APPROVED BY	YAMAMOTO ARCHITECTURE INC.

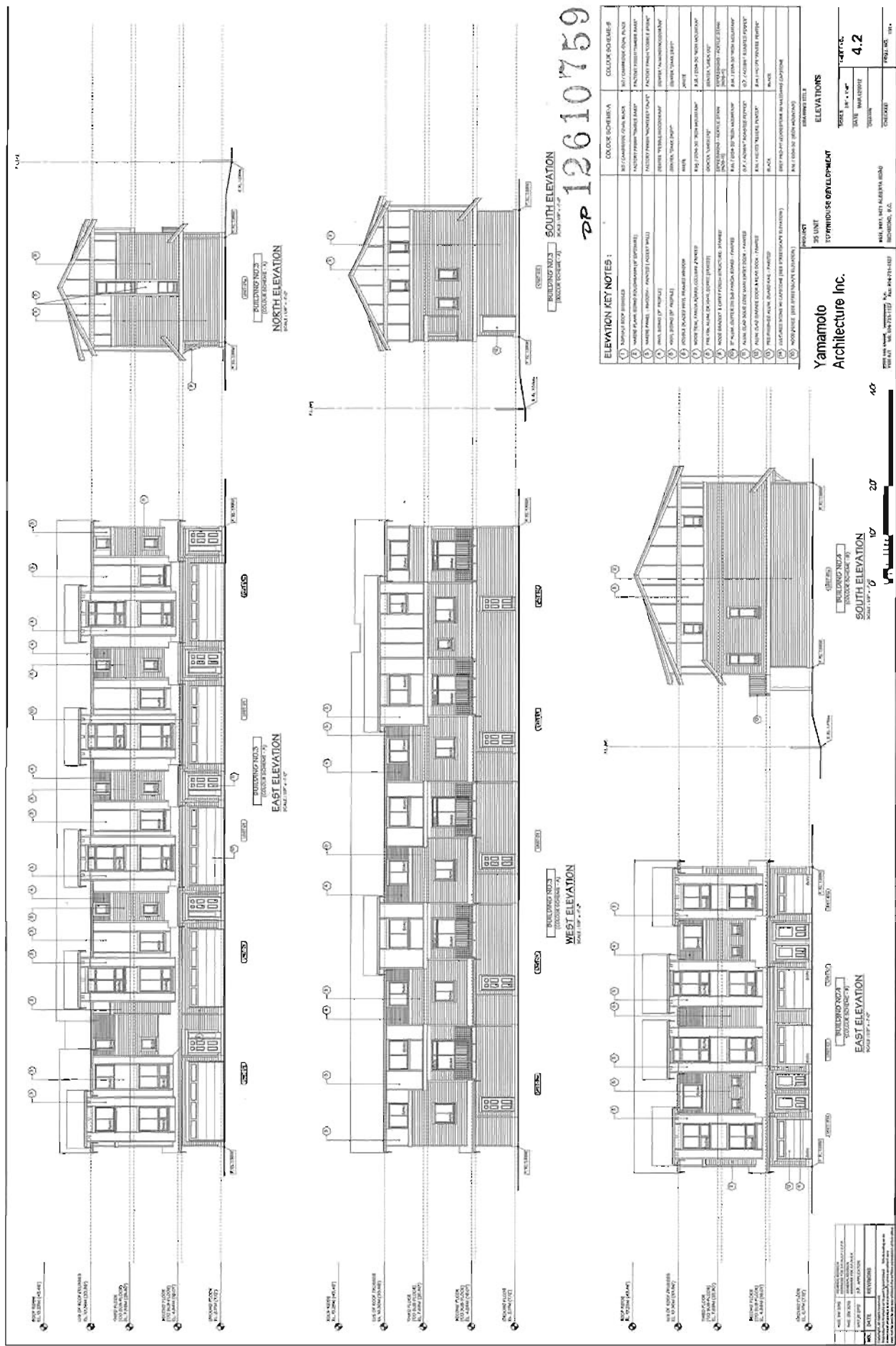




GARBAGE ENCLOSURE
MOVED TO SOUTH
ELEVATION

[illegible]

Yamamoto Architecture Inc. 35 UNIT TORONTO DEVELOPMENT 3901 HWY. 104, ALBERTA, ONTARIO L4W 5G6 TEL: 905.477.1177 FAX: 905.477.1177 E-MAIL: info@yamamoto.ca Web: www.yamamoto.ca		PROJECT TITLE ELEVATIONS PROJECT NO. 3901
SCALE 1/8" = 1'-0"	DATE 2008	DRAWN BY 4.1
CHECKED 2008		PROJECT NO. 3901

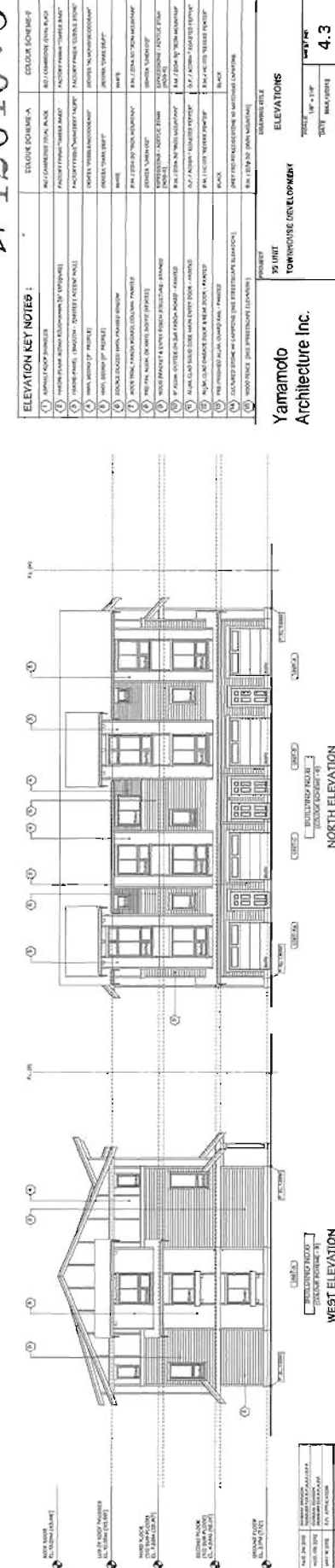
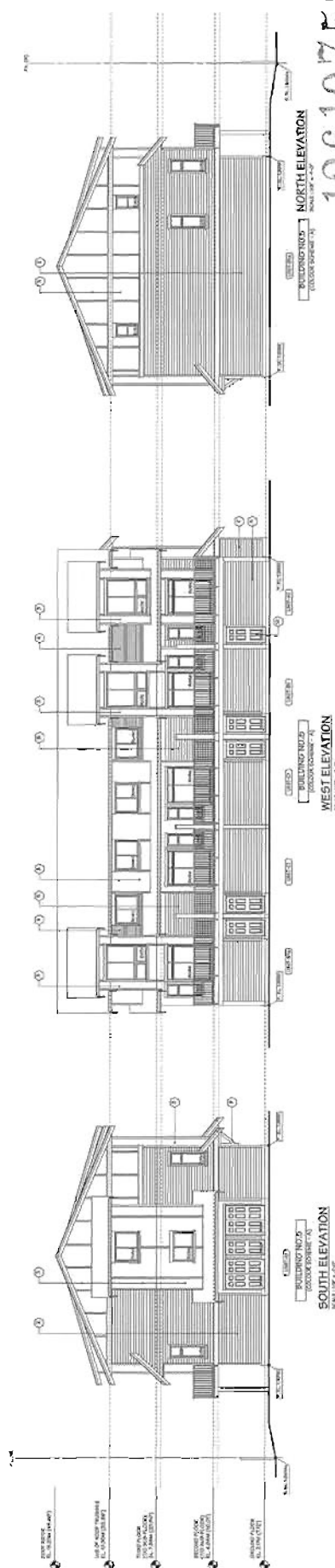
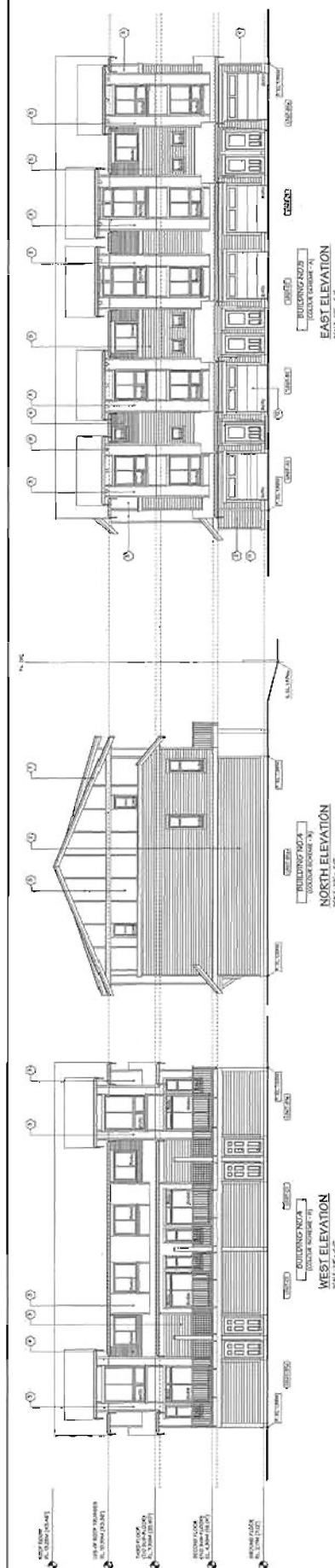


ELEVATION KEY NOTES:

1. MATERIALS LISTED
2. COLOR SHEDS LISTED
3. WINDOW FRAME FINISHES LISTED
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PROJECT:
 35 UNIT
 TOWNHOUSE DEVELOPMENT
 Yamamoto Architecture Inc.
 4401 WEST ALBERTA AVE
 EDMONTON, ALTA
 T6H 1A6
 TEL: 781-1111
 FAX: 781-1111
 WWW.YAMAMOTOARCH.COM

ELEVATIONS
 SCALE 1/8" = 1'-0"
 DATE: 01/15/2011
 DRAWN: JY
 CHECKED: JY
 PROJECT: 12610759



DP 12610759

ELEVATION KEY NOTES:

1. EXTERIOR WALL FINISHES
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Yamamoto Architecture Inc.

95 UNIT TOWNHOUSE DEVELOPMENT

ELEVATIONS

SCALE 1/8" = 1'-0"

DATE 12/1/2023

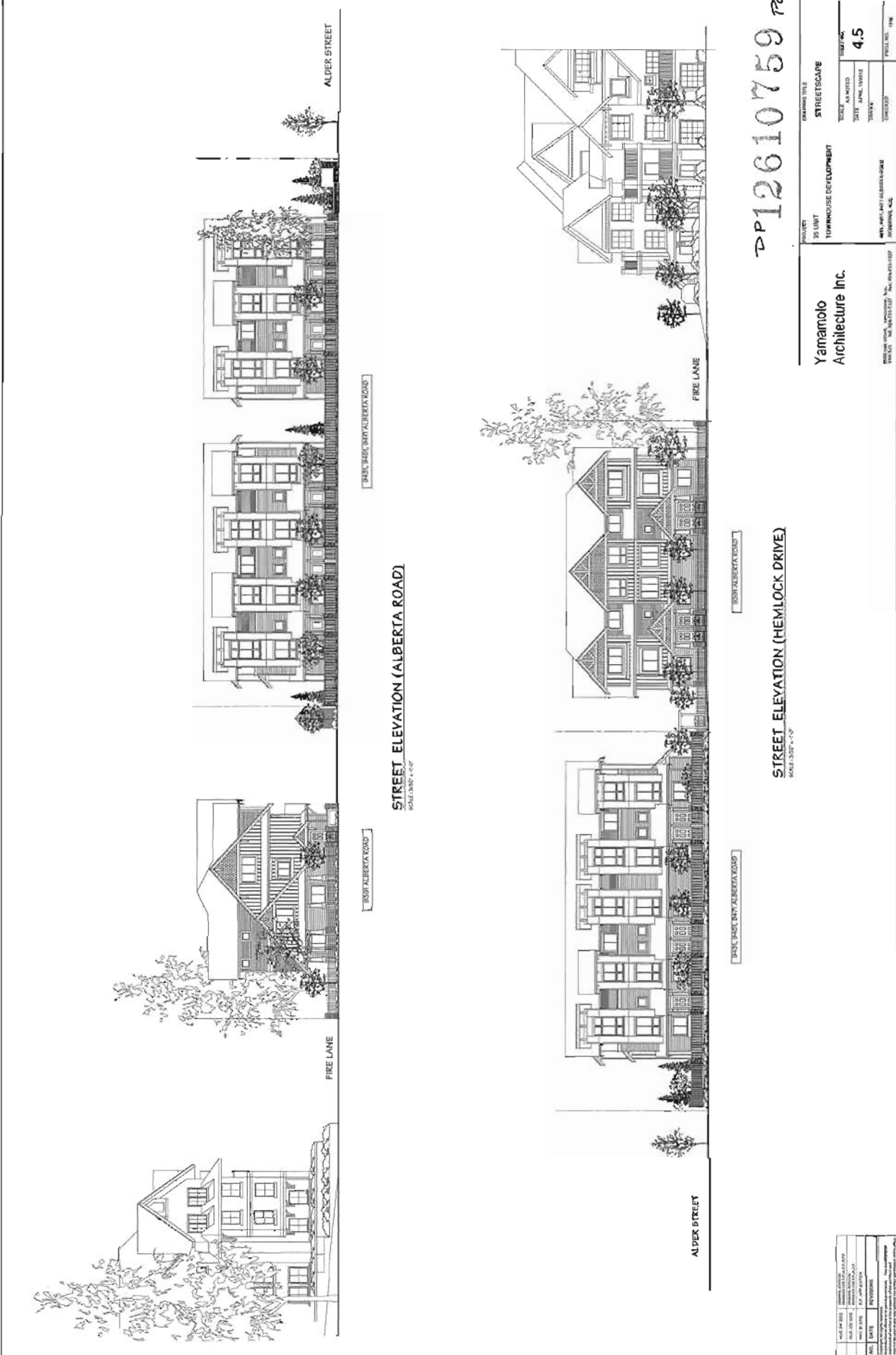
PROJECT 12610759

4333 BAYVIEW AVE. SUITE 100

SCOTTSDALE, AZ 85262

4333 BAYVIEW AVE. SUITE 100

SCOTTSDALE, AZ 85262



P12610759 Pg. #8

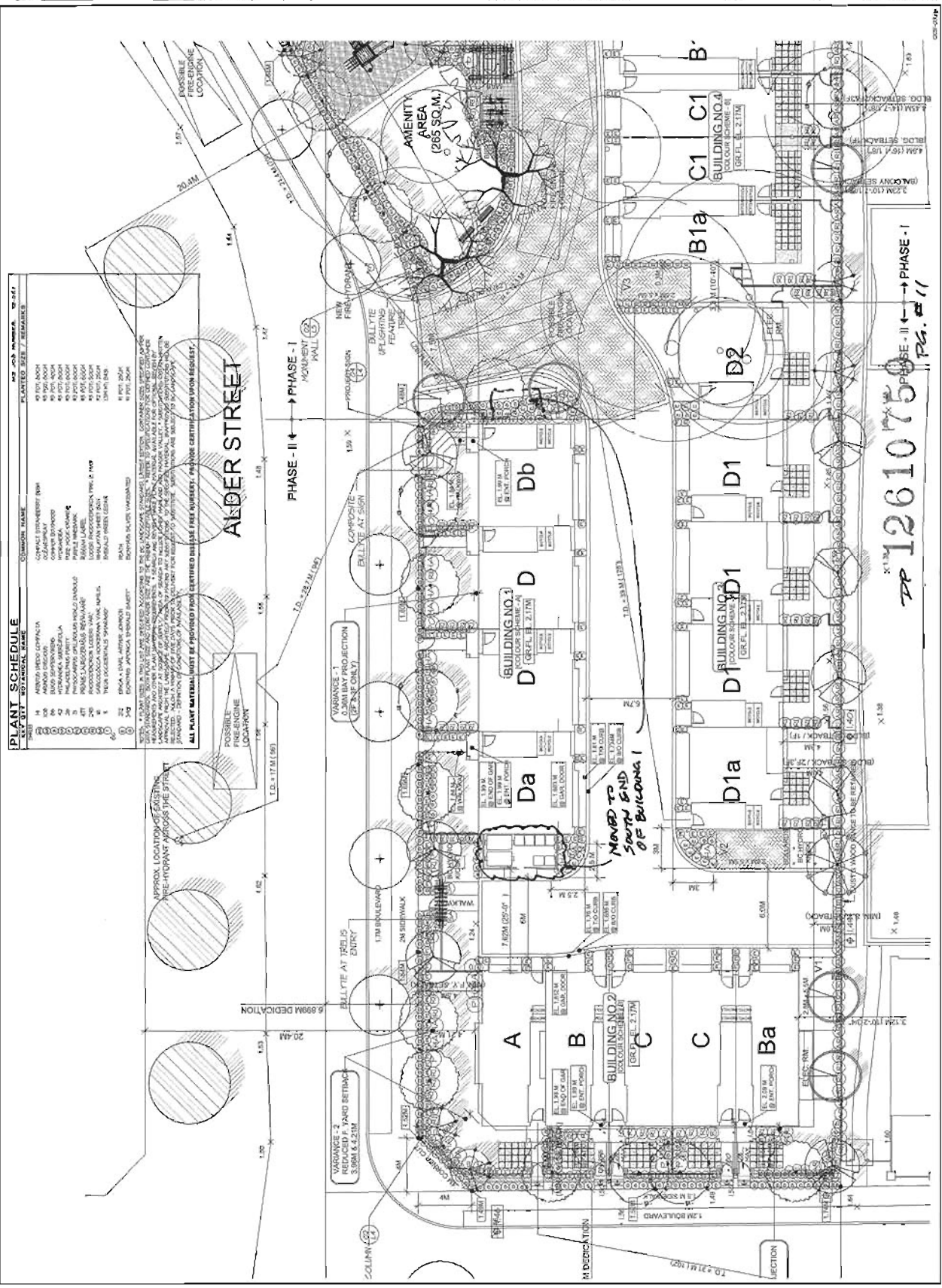
STREET ELEVATION (HEMLOCK DRIVE)

SCALE 1/8" = 1'-0"

PROJECT		DRAWING TITLE	
35 UNIT TOWNHOUSE DEVELOPMENT		STREETSCAPE	
DATE	APPROVED	DATE	REVISION
	2021	APRIL 10/2021	4.5
	2021	APRIL 10/2021	
YAMAMOTO ARCHITECTURE INC.		PROJECT NO.	
1000 WEST 10TH AVENUE, SUITE 100, VANCOUVER, BC V6H 1A1		PROJECT NO.	

DATE	2021	APPROVED	2021
DATE	2021	APPROVED	2021
DATE	2021	APPROVED	2021
DATE	2021	APPROVED	2021

M2
LANDSCAPE ARCHITECTURE
 4230 - 26 Lorne Mews
 Vancouver, British Columbia
 V6M 1J7
 Tel: 604.553.0044
 Fax: 604.553.0005
 info@m2landscape.com



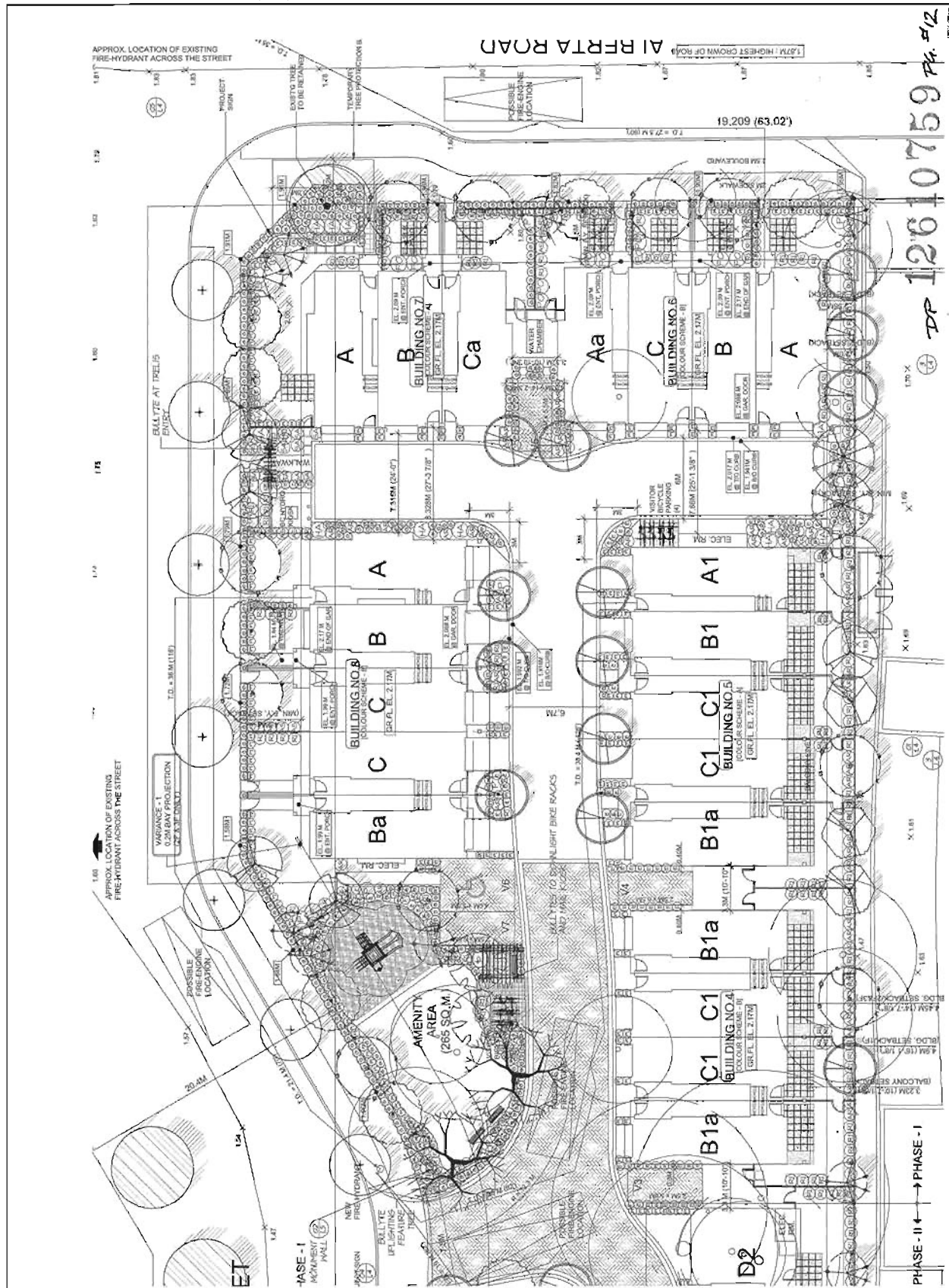
PLANT SCHEDULE

PLANT	COMMON NAME	PLANTED SIZE	REMARKS
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2	ARISTIDA ARBOREALIS	40 POTS 400H	
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NO.	REVISION	DATE	DESCRIPTION
1	REVISED	10/10/2018	REVISED
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4	REVISED	10/10/2018	REVISED
5	REVISED	10/10/2018	REVISED
6	REVISED	10/10/2018	REVISED
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9	REVISED	10/10/2018	REVISED
10	REVISED	10/10/2018	REVISED

SHRUB
PLAN - NORTH
 12610750

12610750
PHASE - I
PHASE - II



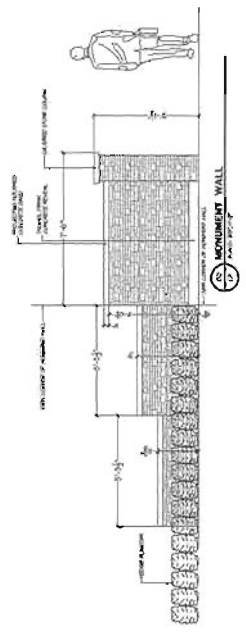
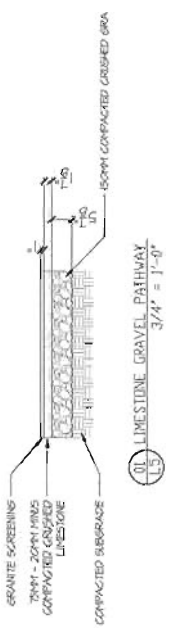
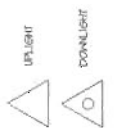
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42250 - 76 Lorne Mews
 New Westminster, British Columbia
 V3M 1J7
 Tel: 604.553.0044
 Fax: 604.553.0045
 Email: office@m2a.com



COMPOSITE BULLYTE (B16)



NO.	DATE	REVISION / DESCRIPTION	BY	CHK
1	2014.01.15	REV. AS PER M2 COMMENTS	MM	MM
2	2014.01.15	REV. AS PER M2 COMMENTS	MM	MM
3	2014.01.15	REV. AS PER M2 COMMENTS	MM	MM
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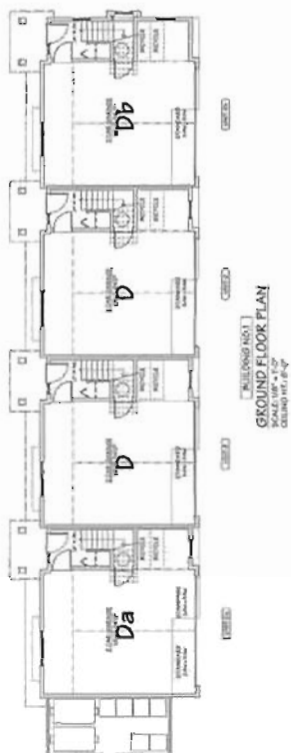
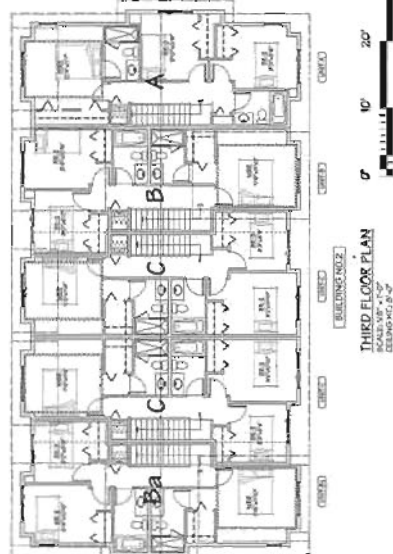
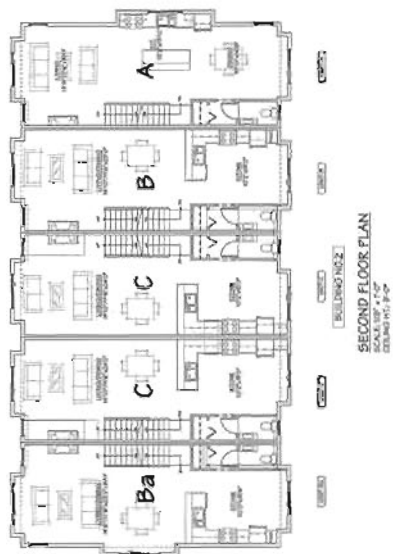
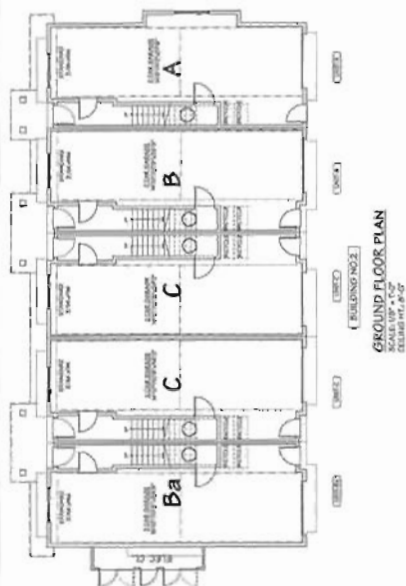
PROJECT
 MULTI FAMILY RESIDENTIAL
 1001 1451 1471 ALBERTA ROAD
 RICHMOND, BC

DATE
 2014.01.15

DETAILS
 PLAN
 L5

OF 6

12610759
 Pg. 14

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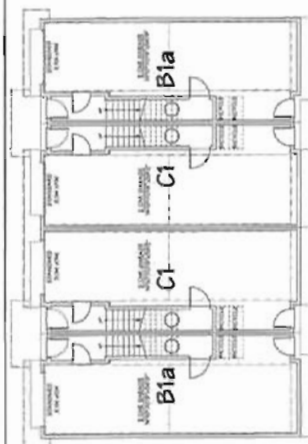
UNIT TOWNHOUSE

ACTIVE COMMUNITY

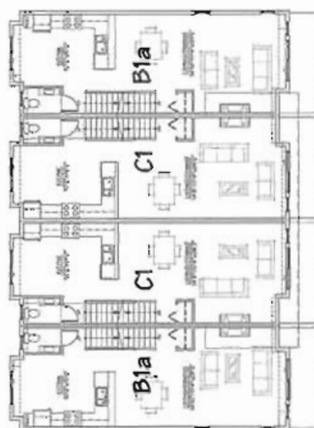
Yamamoto
Architecture Inc.

BUILDING NO. 1 & 2

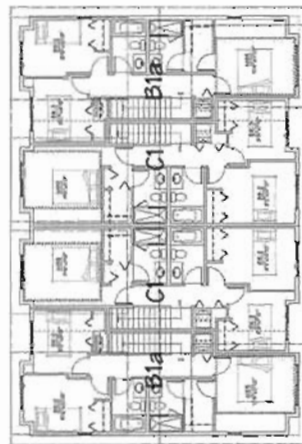
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NO.	100" x 14"		



BUILDING NO. 3
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CEILING: 8'-0"



BUILDING NO. 3
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEILING: 8'-0"



BUILDING NO. 3
THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEILING: 8'-0"



BUILDING NO. 3
GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEILING: 8'-0"



BUILDING NO. 3
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEILING: 8'-0"



BUILDING NO. 3
THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"
CEILING: 8'-0"

DP 12610759
267 P. 42

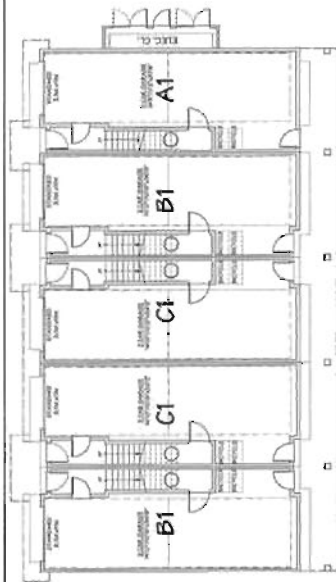
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PROJECT: TELNET TOWERHOUSE
DEVELOPER: TELNET TOWERHOUSE

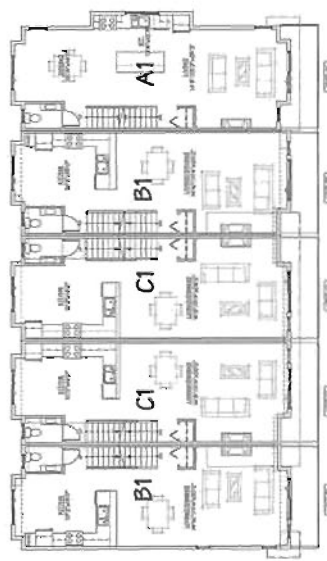
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ARCHITECT: Yamamoto Architecture Inc.

DATE: 10/10/10
ARCHITECT: Yamamoto Architecture Inc.

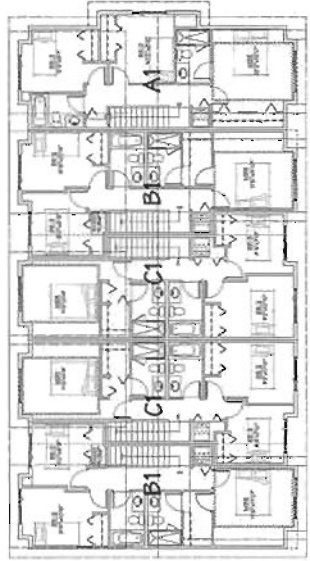
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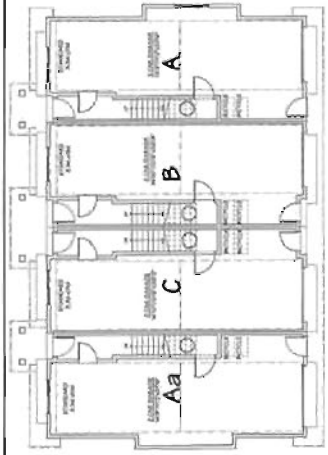
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CEILING: 8'-0"



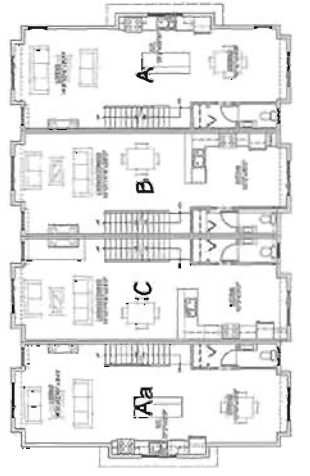
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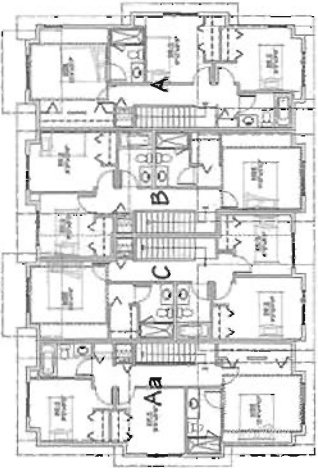
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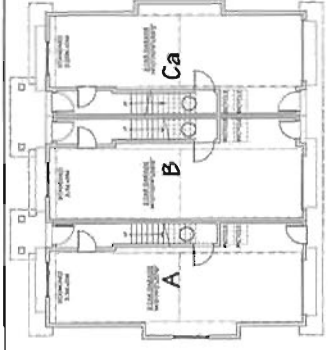
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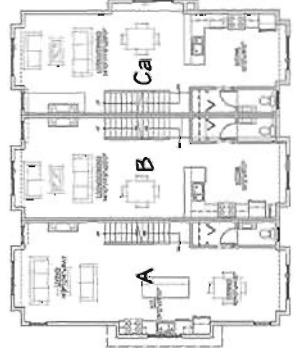
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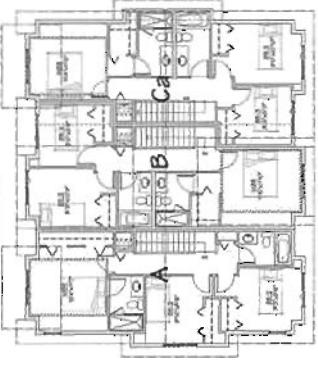
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GROUND FLOOR PLAN
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CEILING: 8'-0"



SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"
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THIRD FLOOR PLAN
SCALE: 1/4" = 1'-0"
CEILING: 8'-0"

SP 12610759 P&P PL # 3

DATE	10/10/2018
BY	ALBERTO BARRAL
PROJECT	YANAMOLO ARCHITECTURE INC.
CLIENT	YANAMOLO ARCHITECTURE INC.
LOCATION	11111 11111 11111
SCALE	1/4" = 1'-0"
Ceiling	8'-0"

DEVELOPMENT
11111 11111 11111

Yanamolo
Architecture Inc.

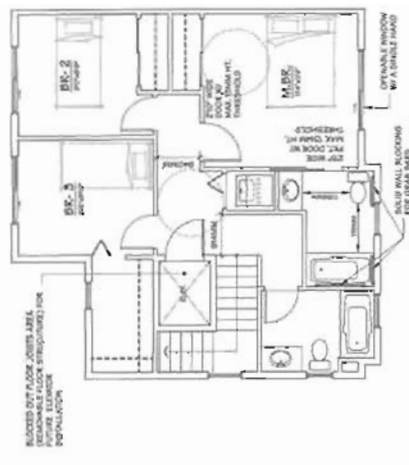
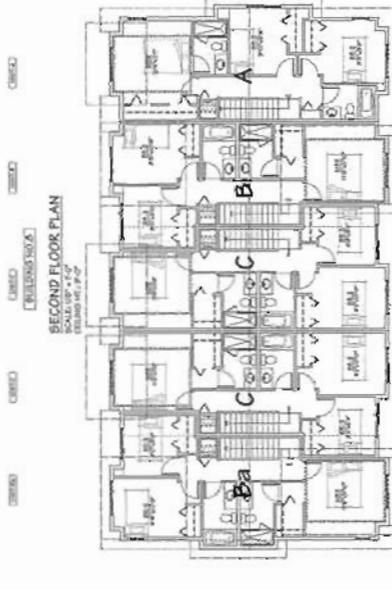
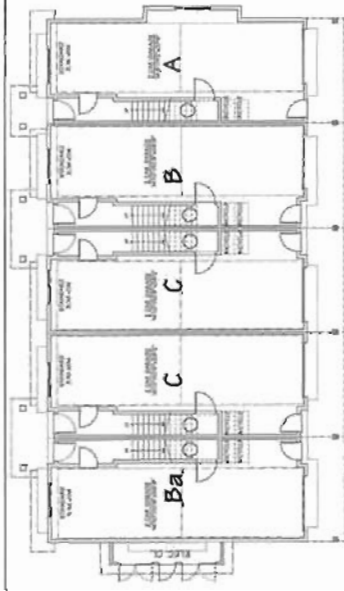
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DATE	10/10/2018
BY	ALBERTO BARRAL
PROJECT	YANAMOLO ARCHITECTURE INC.
CLIENT	YANAMOLO ARCHITECTURE INC.
LOCATION	11111 11111 11111
SCALE	1/4" = 1'-0"
Ceiling	8'-0"



12610759 ZSF PL 44

DATE	10/10/2018
BY	YAMAMOTO
CHECKED	YAMAMOTO
DATE	10/10/2018
BY	YAMAMOTO
CHECKED	YAMAMOTO

Yamamoto Architecture Inc.
 12610759 ZSF PL 44

Yamamoto Architecture Inc.
 12610759 ZSF PL 44

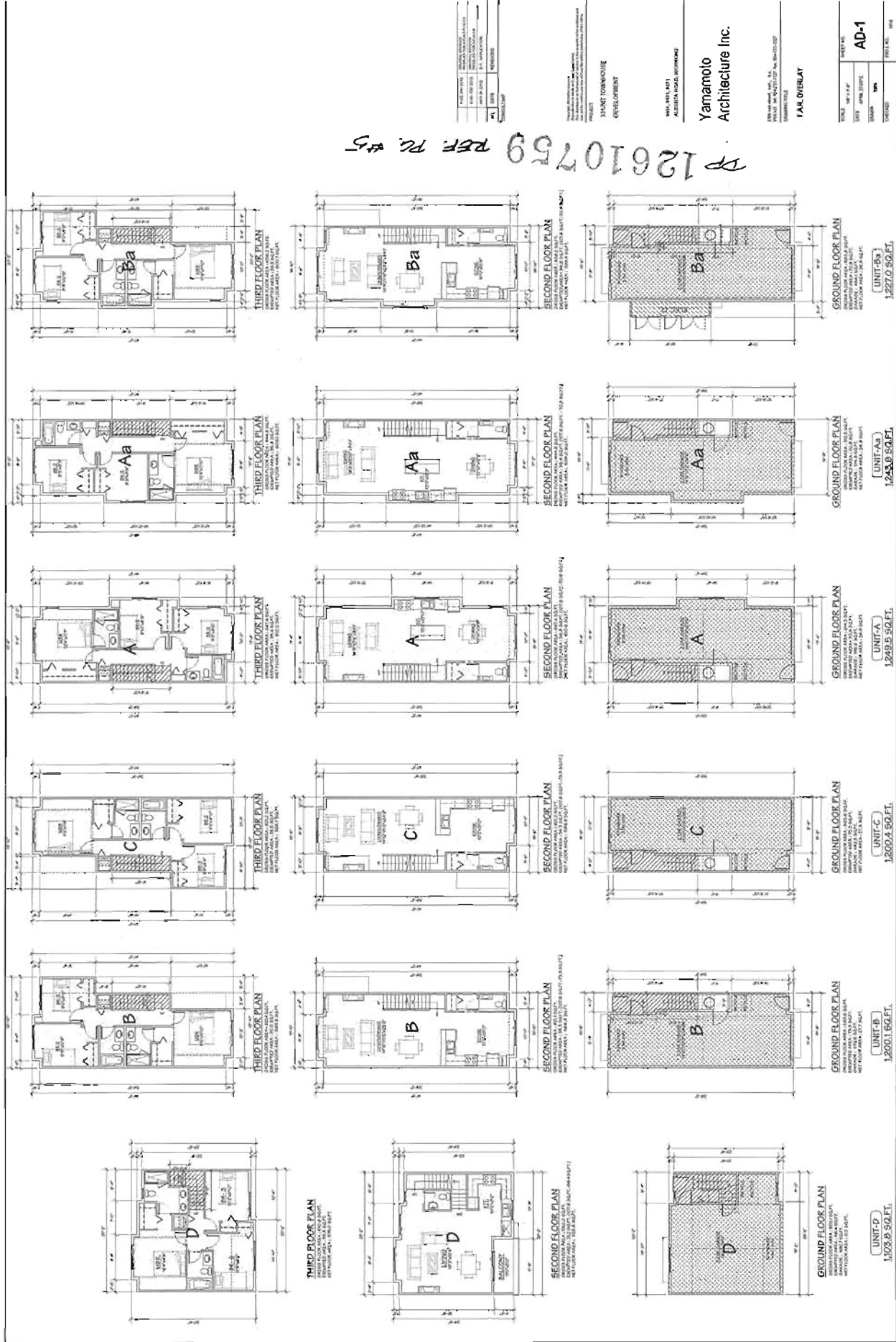
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 12610759 ZSF PL 44

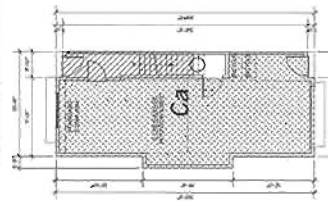
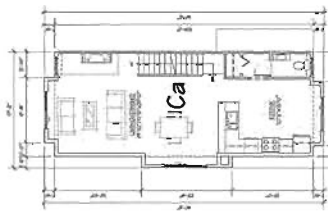
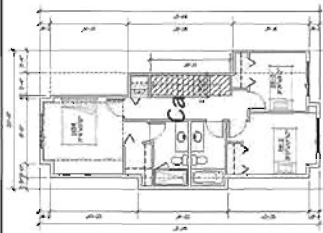
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BY	YAMAMOTO
CHECKED	YAMAMOTO
DATE	10/10/2018
BY	YAMAMOTO
CHECKED	YAMAMOTO

CONVERTIBLE UNIT PLAN (UNIT-D2)

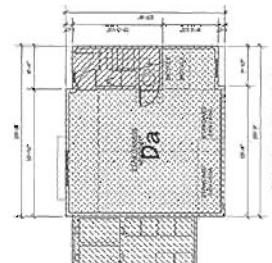


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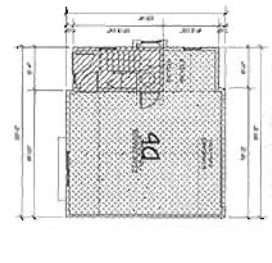




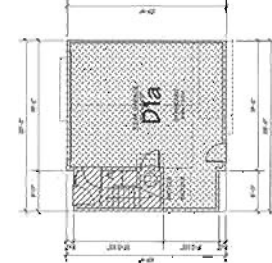
(UNIT-Ca)
 1,241.6 SQ. FT.



(UNIT-Da)
 1,241.6 SQ. FT.



(UNIT-Db)
 1,241.6 SQ. FT.



(UNIT-Dia)
 1,241.6 SQ. FT.

DP 12610759 RBF Pg. # 2

UNIT-1	UNIT-2	UNIT-3	UNIT-4	UNIT-5	UNIT-6	UNIT-7	UNIT-8	UNIT-9	UNIT-10	UNIT-11	UNIT-12	UNIT-13	UNIT-14	UNIT-15	UNIT-16	UNIT-17	UNIT-18	UNIT-19	UNIT-20	UNIT-21	UNIT-22	UNIT-23	UNIT-24	UNIT-25	UNIT-26	UNIT-27	UNIT-28	UNIT-29	UNIT-30	UNIT-31	UNIT-32	UNIT-33	UNIT-34	UNIT-35	UNIT-36	UNIT-37	UNIT-38	UNIT-39	UNIT-40	UNIT-41	UNIT-42	UNIT-43	UNIT-44	UNIT-45	UNIT-46	UNIT-47	UNIT-48	UNIT-49	UNIT-50	UNIT-51	UNIT-52	UNIT-53	UNIT-54	UNIT-55	UNIT-56	UNIT-57	UNIT-58	UNIT-59	UNIT-60	UNIT-61	UNIT-62	UNIT-63	UNIT-64	UNIT-65	UNIT-66	UNIT-67	UNIT-68	UNIT-69	UNIT-70	UNIT-71	UNIT-72	UNIT-73	UNIT-74	UNIT-75	UNIT-76	UNIT-77	UNIT-78	UNIT-79	UNIT-80	UNIT-81	UNIT-82	UNIT-83	UNIT-84	UNIT-85	UNIT-86	UNIT-87	UNIT-88	UNIT-89	UNIT-90	UNIT-91	UNIT-92	UNIT-93	UNIT-94	UNIT-95	UNIT-96	UNIT-97	UNIT-98	UNIT-99	UNIT-100
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11 UNIT CONDO HOUSE
 DEVELOPMENT

Yamamoto
 Architecture Inc.

FAIL OVERLAY

DATE	BY	REVISION
01/11/2011	AD-3	AD-3



City of Richmond

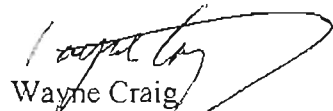
Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel **Date:** September 9, 2012
From: Wayne Craig **File:** DP 12-615424
Program Coordinator-Development
Re: Application by Onni Contracting Ltd. for a Development Permit at
7731 and 7771 Alderbridge Way

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 659-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures located at 7731 and 7771 Alderbridge Way; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) Reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 m to 0.0 m respectively along Cedarbridge Way and Gilbert Road;
 - (b) Reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 m to 0.0 m along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;
 - (c) Reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development as a whole; and
 - (d) Relax the requirement for the provision of on-site loading spaces for two (2) WB-17 loading spaces.



Wayne Craig
Program Coordinator-Development

MM:hlg
Att.

Staff Report

Origin

Onni Contracting Ltd. has applied to the City of Richmond for permission to develop a 659-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures. Two (2) buildings will be located on top of one (1) large single storey parkade on proposed Lot 1 (West) and Lot 2 (East) on each side of a newly dedicated section of Cedarbridge Way.

The site is currently under application for rezoning from “Industrial Retail (IR1)” to “High Density Low Rise Apartments (RAH2)” (RZ 11-585209) to facilitate this Development Permit application. The applicable Zoning Amendment Bylaw No. 8884 has received third reading with the applicant currently completing the Rezoning Considerations.

As part of the Rezoning Considerations for the development, a Servicing Agreement is being registered on title that will secure the servicing and road works to be completed. No-build covenants are also required to ensure that the necessary servicing works and streets are constructed at the necessary times prior to issuance of building and occupancy permits for the four (4) proposed buildings.

Development Information

Of the 659 units proposed, Buildings 1 and 2, located on top of a parkade to the west of Cedarbridge Way, contain 340 units. Buildings 3 and 4, located on second parkade on the east of Cedarbridge Way, contain 319 units. Lot 1 is proposed to be developed first under a two (2) phase strata for Buildings 1 and 2. Subsequently, Lot 2 is proposed to be developed under a separate two (2) phase strata for Buildings 3 and 4. Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

The existing two (2) lots within the subject site of 2.87 ha. (7.09 acres) were created in 1969 as part of the Brighthouse Industrial Estate subdivision along Alderbridge Way. Of note, the western lot was the site of the long-standing Stacey's Furniture World and the eastern lot now includes a Tim Horton's amongst numerous other smaller commercial and light industrial tenants.

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

To the North, lies the former CPR line property which is now owned by the City and will form part of New River Road. Further to the north, one (1) large light industrial building is located on a site zoned as “Industrial Business (IB1).” This site is designated within the CCAP as part of a large future Riverfront Park.

To the South, lies Alderbridge Way with the former Grimm's sausage factory site on the south side of the street. This site is now zoned "Industrial Retail (IR1)" and is the subject of a current rezoning application to rezone the site to a "Residential Limited Commercial (RCL)" zone allow for a higher density, mixed-use development.

To the East, two (2) light industrial / retail buildings are located on site to the east of an adjacent lane and on a site zoned "Industrial Retail (IR1)".

To the West, the Gilbert Road approach to the Dinsmore Bridge forms the north-west boundary of the subject site. The remainder of the site is bounded by the former "V-Tech" building site which is zoned "Industrial Retail (IR1)."

Rezoning and Public Hearing Results

Public Hearings for the rezoning of this site were held on May 22, 2012 and June 18, 2012. At the Public Hearings, the following concerns about rezoning the property were expressed.

There were concerns raised by Tim Horton's Canada (TDL Group Corp.) and local franchise owner, Mr. Mike Raspberry, regarding the applicant's consultation with them on the existing lease for the Tim Horton's located in part of the large existing building at 7771 Alderbridge Way. As result of this concern, the following resolution PH/12 5-6 was made at the May 22, 2012 Public Hearing:

That, in relation to this rezoning, as a further condition of fourth reading of the Bylaw, that any leases registered on title, including the lease in favour of Tim Hortons Canada, would be discharged.

There was also a concern raised by raised in letters from by Ebco Industries Ltd. regarding view corridors mentioned in the Rezoning Staff Report on the project. Staff explained that this report text concerned the context site and potential views towards the north and was not granting any view corridors over the Ebco property. A letter was also sent to Ebco Industries in follow-up.

Following the May 22, 2012 Public Hearing, new information was brought forward by the applicant to staff and Council leading to the above resolution PH/12 5-6 being rescinded and with a second Public Hearing being held and Third Reading being given on June 18, 2012. At this second hearing, similar concerns were raised by TDL Group Corp. and Mike Raspberry and Ebco Industries. A representative from the Jones New York store at 7771 Alderbridge Way also noted they had not been consulted by the applicant. While the tenant concerns are private property matters, staff and Council urged the applicant to communicate with its tenants concerning the future plans for buildings on the project site.

After the second Public Hearing, Onni sent a letter to all of its tenants updating them on the development process, advising that 7731 Alderbridge Way (proposed Buildings 1 and 2 on Lot 1) is scheduled to be re-developed first. The letter also stated that re-development of 7771 Alderbridge Way (proposed Buildings 3 and 4 on Lot 2) was contingent on the rate of market absorption of the first two buildings.

Staff Comments

The proposed development scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, the proposal complies with the intent of the applicable sections of the Official Community Plan (OCP) and the CCAP which designates the site as “Urban Centre (25 m)” and includes the Sub-Area B.2 Mixed-Use Mid-Rise Residential and Limited Commercial Development Permit guidelines.

The proposed application is in compliance with the “High Density Low Rise Apartments (RAH2)” zone of City of Richmond Zoning Bylaw except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

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

- 1) Reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 m to 0.0 m respectively along Cedarbridge Way and Gilbert Road.

(Staff supports the proposed variance for the parkade setbacks on Lots 1 and 2 to the new Cedarbridge Way as the sections of parkade walls located at 0.0 m. are largely located below the Cedarbridge Way street grade where the east-west greenway crosses the street. Short sections of these parkade walls rise up to approximately 0.75 m (2.5 ft.) to meet adjacent terraced planter (see Architectural plan A0.7 and Landscape Plan L3.1).

Similar adjacent terraced planter walls are located between Building 2 and the Gilbert Road allowance property line on the proposed Lot 1 (see Architectural plans A3.04 and A3.06). There will be approximately 20 m (66 ft.) of slightly lower open space between the project property line and the future curb line within the Gilbert Road allowance. As discussed below in this report, the City will be constructing a plaza, pedestrian and cycling paths and locating a major public art work adjacent to this property line within the Gilbert Road allowance. This area will be raised to the level of Gilbert and River Roads which at a similar level to the base of the project's landscape walls which are located in front of the parkade.

On both Cedarbridge Way and Gilbert Road, lowered parkade ceilings over bike parking and the front vehicle parking have been used to assist in accommodating these planters and hiding the parkade structures.)

- 2) Reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 m to 0.0 m along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;

(Staff supports the proposed variance for the parkade wall and interim retaining wall under Buildings 1 and 2 on the west side of the proposed Lot 1. The proposed retaining wall and parkade wall range from 0.0 m to approximately 2.5 m (8.2 ft.) in height above grade see Architectural plans A3.04 and A3.06).

This condition is largely the result of gradually raising the grade along the North-South greenway along the west side of the site up to the level of the intersecting East-West greenway at the centre of the proposed development site. Currently, there is an approximately 6.0 m (20 ft.) high concrete building located on the subject site with no setback to west property line. This building will be removed when the subject development commences. It is expected that the future development of the site to the west will butt into the parkade and meet the grade of the North-South greenway on the subject site as the greenway will also be provided on the adjacent property.)

(The second variance is for the parkade wall under Buildings 3 and 4 on the east side of the proposed Lot 2 adjacent to a 6.0m (20.0 ft.) lane. The wall ranges between approximately 2.0 m (8.2 ft.) to 3.0 m (9.8 ft.) in height above grade of the adjacent east lane. This condition is an interim condition as a future pedestrian path will be constructed within the east lane at a higher grade rising up to the level of the intersecting East-West greenway. An ultimate grading plan is included within the Development Permit plans that address this future raised pathway with planter walls not exceeding 1.2 m (4.0 ft.) against the final pedestrian pathway elevation (see Architectural plans A3.04 and A3.05). Staff have also discussed this proposed change of grade with the owners of the future development site to the east who will be required to construct the pathway over the current lane alignment as discussed above.)

- 3) Reduce the required visitor parking from 0.20 spaces /dwelling unit to 0.15 spaces /dwelling unit for the development as a whole.

(Staff supports this visitor parking reduction beyond the maximum 10% TDM reduction of 10% to 0.18 spaces/dwelling unit set out under the zoning bylaw. Of note, the TDM Rezoning Considerations allowed for an overall 7.5% reduction in total parking requirements (resident and visitor parking combined) which would allow for flexibility in allocating the 7.5% parking reduction between the resident and visitor parking. As the visitor parking is proposed to be reduced by 25% under the Development Permit (more than the 10% TDM maximum), a formal variance is required. The applicant has agreed to interconnect the visitor parkade intercoms and include parkade entrance signage allowing for visitor parking sharing for Buildings 1 / 2 and Buildings 3 / 4 so each parkade provides the 0.15 visitor spaces for the two buildings located above. This parking reduction was approved by City Transportation and results in having 51 visitor parking spaces located within the parkade on the proposed Lot 1 and 49 visitor spaces located within the parkade on the proposed Lot 2. The TDM package is discussed below in this report.)

- 4) To relax the requirement to provide two (2) large WB-17 loading spaces for the site.

(Staff supports the proposed variance as there will be four (4) medium SU9 loading spaces within the development site with one (1) space being located next to each building's lobby entrance off of Cedarbridge Way. While most moving and delivery trucks will be accommodated by the SU9 spaces on-site, City Transportation has also provided that they will offer temporary on-street loading permits near the building lobbies upon-request on occasion when very large semi-trailers need to load.

Advisory Design Panel Comments

The Advisory Design Panel reviewed the application on July 18, 2012. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

The developer will construct an entirely new River Road from Gilbert Road to the east side of the subject development site where the former CPR line is now located. This section will include two (2) eastbound and two (2) westbound lanes along with an adjacent bi-direction separate bike path and sidewalk immediately to the north of the development.

On the north side of the new River Road, the site containing existing light industrial buildings is designated for the new Riverfront Park in the CCAP. Upon creation of this park, the development will be afforded views of the park, and better views of the Middle Arm of the Fraser River and North Shore mountains in the distance.

There will be widening of the Alderbridge Way to the south, with new sidewalks and treed boulevards being constructed as part of the subject development.

To the west, the existing "V-Tech" building will remain until sometime in the future when the site is redeveloped. As a Greenway, connecting Alderbridge Way with Gilbert Road, is designated in the CCAP along the west property line of the site, the west-half of this greenway of at least 5.0 m (16.5 ft.) will be landscaped and included within a Statutory Right of Way (SROW) to complement the half width of the north-south greenway now being provided on the subject development. To the northwest, the applicant is required to construct the full curb to curb widening of Gilbert Road northward of approximately where this greenway intersects Gilbert Road.

To provide for an additional pedestrian pathway linking Alderbridge Way with New River Road within the wide block between Cedarbridge Way and Minoru Boulevard, Planning, Transportation, Parks and Engineering staff have agreed to close the northerly three-quarters of the lane immediately to the east of the site. With the current application, there will be reconstruction of the southern part of the current lane to the east along with registration of SROW for a sidewalk. The remaining northerly two-thirds of the lane will remain in its current state for the time being. At the time of redevelopment of the current warehouse building immediately to the east, this remaining section will be closed and re-grade and turned into another pedestrian link which will intersect the major East-West greenway crossing the subject and adjacent site. Lastly, Cedarbridge Way will be constructed as part of this application through the development site from Alderbridge Way to New River Road.

Urban Design and Site Planning

The proposed development is composed of a family of four (4) buildings centered on the extension of Cedarbridge Way from Alderbridge Way to the new River Road extension.

Buildings' Orientation: The four (4) buildings have a similar U-shaped building form three (3) sides around the garden courtyards for each building that rises between four (4) to six (6) storeys

above street grade. Differentiation amongst the buildings has been achieved by mainly varying the orientation of the “U” shaped buildings and courtyard openings while differentiating the materials and small-scale facade articulation between Buildings 1 and 4 facing Alderbridge Way and Buildings 2 and 3 facing the New River Road.

View Corridors: View corridors are particularly important due to the proposed riverfront park being developed immediately to the north, and the distant mountain views to the north over the existing warehouses which occupy the site of the future Riverfront Park. The spacing between the buildings across Cedarbridge Way allows for good view corridors north-south and sunlight penetration.

East-West Greenway: The CCAP’s envisioned east-west greenway connects the Oval Village local commercial and major recreational destinations to the Aberdeen Village Commercial and Arts District. The applicant has addressed these components to the satisfaction of Planning, Transportation and Parks Department staff.

The separation between the buildings averages approximately 22 m (72.5 ft.) along the greenway, leaving sufficient area for ground floor patios and common strata property on each side. The greenway will include a 3.5 m (11.5 ft.) wide hard-surfaced public path that extends from the east to the west boundaries of the development, crossing Cedarbridge Way in the centre of the development site. The greenway also includes landscaping on both sides of the hard-surface pathway.

North-South Greenway: This greenway, extending from north to south on the west side of the proposed west Lot 1, will include a 3.5 m (11.5 ft.) hard-surfaced public path which intersects the west end of the east-west greenway. The greenway also includes landscaping on the east of the hard surface path within the 5.0m (16.5 ft.) SROW for east half of the greenway being constructed for the subject development. The future development of the “V-Tech” site to the west will be required to provide the remaining landscaping within a further a 5.0m (16.5 ft.) SROW, thus completing the west side of the north-south greenway.

Gilbert Road Boulevard and Greenway: The development of the greenway on the east side of the very wide unused Gilbert Road allowance, a prominent gateway to the City Centre, remains to be finalized. Given that there will be approximately 20 m (66 ft.) of open space between the project property line and the future Gilbert Road curb in this high visibility area, a plaza, pedestrian and cycling paths, lighting, significant tree planting and a major \$350,000 Landmark Public Art piece is included under the project’s Public Art Plan.

Parking and Transportation Demand Management (TDM): The proposed project includes a total of 871 parking spaces with 462 spaces (including 51 visitor spaces) in the parkade on Lot 1 for Buildings 1 and 2, and 409 spaces (including 49 visitor spaces) within the parkade on Lot 2 for Buildings 3 and 4 (See Architectural plans for full parking statistics). While there are 192 proposed tandem parking spaces, there will be a covenant register on title ensuring that each pair of tandem parking spaces is assigned to the same dwelling unit.

While there is one (1) parkade under Buildings 1 / 2 on Lot 1 and one (1) parkade under Buildings 3 / 4 on Lot 2, each building has its own parkade entrance and adjacent partitioned visitor parking area. Buildings 1 and 2 on Lot 2 have parkade entrances from the west side of Cedarbridge Way. The parkade for Building 3 is located on the east side of Cedarbridge Way while the entrance to the Building 4 parkade is from the east lane near Cedarbridge Way.

The parking includes a combined visitor and resident parking reduction of 7.5% below the parking requirements set out in Zoning Bylaw 8500 subject to the provision of TDM measures included in the Rezoning Considerations (see attached Development Reference Plans). This combined parking TDM reduction includes visitor parking being reduced by 25% from 0.20 to 0.15 spaces/unit on each of Lot 1 (Buildings 1 & 2) and Lot 2 (Buildings 3 & 4) as discussed in the variance section above.

In lieu of this reduction, the City accepts the Developer's offer to voluntarily:

- Contribute \$100,000 to the City for the construction of a 3.0 m (9.8 ft.) bike/pedestrian pathway along the east side of Gilbert Road from the southern end of the applicant's required frontage improvements to Lansdowne Road. (Not eligible for DCC credits.)
- Contribute \$25,000 to the City for a City Centre-type bus shelter. (Not eligible for DCC credits.)
- Enter into an agreement with the City to ensure that the electrical vehicle and bicycle plug-ins be provided as a condition of issuance of the City building and occupancy permits for each building. This will include provision of 20% of the total resident parking spaces in each parkade with electric service for vehicle plug-ins with conduits, circuits breakers and wiring (actual outlets to be provided later by strata owners). Provision of one (1) standard 120 volt electric plug-in for every forty (40) resident bicycle parking spaces.

It should be noted that there will be also on-street parking provided on Cedarbridge Way throughout the day and off-peak on-street parking on Alderbridge Way and River Road over the short to intermediate term.

Bicycle Parking: The proposed project includes a total of 860 resident bicycle parking spaces with 424 resident spaces in the parkade and 68 surface visitor spaces for Buildings 1 and 2; and 436 resident spaces within the parkade and 64 surface visitor spaces for Buildings 3 and 4. The resident and visitor bicycle parking provided meets the minimum requirements of Zoning Bylaw 8500.

Loading Space Requirements: Section 7.13 of Zoning Bylaw 8500 requires that one medium-sized (1) SU9 off-street loading space be provided for each building and one large (1) off-street WB 17 (17 m trucks) loading space be provided for every two (2) buildings. The applicant has accommodated the four (4) required SU9 loading spaces on either side of the East-West greenway junction with Cedarbridge Way. Given the low frequency of use of such large WB17 trucks in a purely residential project, staff supports a variance to relax this requirement as discussed above.

Recycling and Garbage: Each parkade services a pair of buildings and includes one (1) large recycling / garbage room and garbage compactor meeting the size and access requirements of the City's Sanitation Division. However, given the long distance between these rooms and loading bays where recycling trucks will pick-up and given there are over 300 units serviced by each room, the Sanitation Division is requesting that the applicant provide suitable golf carts for recycling movement for each building. The applicant is required to post a security with the City for the provision of these golf carts prior to Development Permit issuance.

Architectural Form and Character

Key Street Walls: This development expresses itself with continuous street walls on Alderbridge Way and New River Road which are two (2) of the major curvilinear streets in the City Centre. The development's units face streets with stairs and entrance doors with design techniques to deliver a townhouse character. As well, the use of stepped patio and landscaped terraces reduce the appearance of the grade difference.

Street Frontage Elevations: The current Alderbridge Way elevation is lower at 1.5 m (4.9 ft.) compared to the New River Road which is located at 2.6 m (8.6 ft.) geodetic elevation. This elevation difference results in a 2.5 m (8.2 ft.) grade difference between Alderbridge Way and the first floor of the adjoining units. To address this grade difference, the patios have been located 1.5 m (4.9 ft.) above street level instead of at the unit ground floor level of 2.5 m (8.2 ft.) above the street. To achieve this grade transition, the stairs have been broken into two (2) sections. Also, cladding materials have been extended over the upper part of the parkade that lies between the unit's floors and the patios, further reducing the appearance of the grade difference between street and unit levels. Terraced planters have been located between the unit patios and street level.

The grade difference of approximately 1.4 m (4.6 ft.) on New River Road and Gilbert Road presents far less of a challenge and has been well addressed through the use of terraced planters located between the unit patios and street level. Lastly, Cedarbridge Way begins at the lower Alderbridge Way grade rising to being level with the ground floor of the buildings and the East-West greenway and then falling again to the River Road grade.

Individual tower-like elements have been included at corners of all four (4) buildings to anchor the buildings at the intersections of Cedarbridge Way with Alderbridge Way and the east-west greenway. Also, a prominent tower element has been included at the north-west corner of Building 2 given the prominent view of this building from the adjacent Gilbert and River Roads.

Building Height and Rooflines: Each of the four (4) buildings rises to six (6) storeys in height. The buildings include terraces downward to as low as four (4) storeys to provide for a variety of building form and larger decks for some of the units on the top two (2) floors of each building. The use of inverse gable or butterfly roofs and higher ceilings for the sixth floor in each building provides variety to building masses while also maintaining continuity within the family of buildings in the proposed development.

Building Materials and Articulation: While the buildings are similar, the use of varied architectural building frames, balcony forms, materials, and wall articulation have been utilized to provide for further differentiation between the buildings. Facing Alderbridge Way, Building 1 has a fibre-cement cladding materials with darker brown and grey colours while Building 4 includes both fibre-cement metal panelling with generally brighter colours, including orange.

Facing River Road, Buildings 2 and 3 are designed with more of a mid-20th modernist style with bolder frames, more simple articulation and use of lighter coloured fibre panelling that appears to read as stone in Building 2 and read as concrete in Building 3.

In summary, the massing, articulation, and materials give these wood-frame buildings the appearance of concrete buildings with varied characters.

On-Site Landscape and Amenity Space Design

On-Site Outdoor Amenity: As noted above, the “U” shape buildings provide for large semi-private courtyards while maintaining highly visible smaller water features which provide variety to gardens and create attractive transitions from the semi-private courtyards to adjacent public streets. The typical width of the courtyards from building face to building face is approximately 35 m (115 ft.) which provides privacy and ample room for on-site outdoor amenities and patios for each ground floor unit.

The applicant has responded to staff’s concern about having enlarged play areas included within the courtyards of Buildings 1, 2 and 4 on either side of Cedarbridge Way. Multi-purpose amenity/BBQ areas are provided for the Buildings 1 and 2 courtyards while community garden plots are provided in the Building 2, 3 and 4 courtyards.

The OCP includes on-site open space guidelines for active uses including socializing, children’s play and related use. The additional CCAP guidelines provide for on-site walkways, planting, garden plots, etc. The development includes approximately 5,176 m² (55,714 ft.²) of such on-site socializing areas.

Common Indoor Amenity: A shared indoor amenity space of approximately 951 m² (10,235 ft²) within Building 1, which includes an indoor swimming pool, will open up on a large common courtyard patio. There will also be small meeting rooms of approximately 21m² (230 ft²) in each of Buildings 3 and 4. There will be registration of a reciprocal access easement on the proposed Lots 1 and 2 to ensure that the large proposed indoor recreation space in Building 1 is accessible to all building residents and is constructed in the first phase.

Private Outdoor Amenity: As provided under the OCP DPA guidelines on the minimum private amenity space requirements, the architect has confirmed that each ground level unit has been provided with at least 24 m² (258 ft.²) of patio space and each upper floor unit has been provided with at least 6 m² (65 ft.²) of deck space.

Trees: Of note, while there are no trees on the subject site, staff have requested and reviewed an arborist’s report confirming that the proposed buildings and north-south greenway with a retaining wall (discussed earlier in the report) will not adversely affect several significant trees on the adjacent property to the west.

Summary: In summary, staff feels that the applicant has gone a long way to developing a wood-frame project that has the modern, urban character desired for the City Centre and which responds well to the CCAP’s DPA design guidelines. Particularly, the applicant has responded well to staff and the ADP recommendations to apply high quality, durable materials and undertake modifications to the detailed design of the buildings.

Crime Prevention Through Environmental Design

Casual surveillance of the public streets is provided by the ground-orientated units with individual patios between 1.2 m (4.0 ft.) and 1.5 m (5.0 ft.) above the public sidewalks and front doors facing the streets. The average 22.0 m (72.5 ft.) spacing between buildings along the east-west greenway provides for sufficient building separation, but also provides for surveillance from the units on the first four (4) floors of the adjacent buildings which are placed at an average setback of 6.0 m (20 ft.) from each side of the 10 m (33 ft.) greenway right-of-way.

Proposed street lighting and on-site lighting fixtures provide for safe pedestrian circulation from streets and along both of the east-west and north-south greenways. The City Centre's modern "Type 8" lamp standards with "Hestia" style light fixtures are provided on both the greenways and streets. These fixtures are outfitted to provide for white light and in such a way to prevent ambient light pollution that conflicts with neighbouring apartment units.

Special attention has been given to open-up the greenway intersections where they intersect with public streets. In particular, the intersection of the east-west greenway with Cedarbridge Way has been opened up to create mini-plazas on each side of Cedarbridge Way by shifting planters and loading spaces away from the greenway. These mini plazas include the four (4) SU9 loading which can read and appear as part of the mini plazas when not occupied by loading trucks.

Public streets and greenways and the semi-public spaces (building courtyards) have been well defined and highly visible from the private patios and decks. Symbolic barriers have been incorporated through changes in vegetation, grade and landscape features. (e.g. low walls, fences and trellises).

Accessibility

The proposed 528 Basic Universal Accessible Housing units are each designated throughout the buildings plans on the attached Development Permit architectural plans which confirm the units meeting all of the accessibility requirements under Section 4.16 of Zoning Bylaw 8500. Compliance with the design requirements will be re-confirmed through the Building Permit process.

Affordable Housing

Following the City's Affordable Housing Policy, the applicant will be providing 40 affordable housing (low-end market rental) to the satisfaction of the City. The affordable housing units will have a total combined habitable area of at least 5% of the residential floor area ratio (FAR) permitted (not including hallways and common areas) with a minimum 30,931 ft.² combined habitable area to be provided in the assigned buildings planned to be developed in Buildings 1, 3 and 4 as follows:

Location	1 Bedroom	2 Bedroom	Total
Building 1	4	5	9
Building 3	0	8	8
Building 4	8	15	23
Overall Total	12	28	40

The affordable housing units are located on in Buildings 1, 3 and 4 and are designated on the attached Development Permit Architectural Plans which is included under Affordable Housing Bylaw 8936 considered by Planning Committee on September 5, 2012.

Noise Related Aspects of the Proposal

A restrictive covenant is being registered requiring that prior to the Development Permit being issued, the applicant is required to provide reports by a registered professional qualified in acoustics identifying the measures needed to satisfy the “Noise Management” standards set out in the OCP. As the site is temporarily situated in a transitional industrial area and may be subject to noises not typical of other residential neighbourhoods, a covenant was registered on title during the rezoning phase, on this regard.

Public Art

The City has accepted the applicant’s offer to voluntarily provide \$440,411 to Richmond’s Public Art Program. This amount includes a cash contribution of \$139,700 to be provided to the City’s Public Art Reserve Fund for a Landmark Art piece and providing a security to the City for \$300,711 for other Public Art with locations generally shown on sheet L.1.8 of the landscape plans. The applicant has submitted a detailed Public Art Plan which will be reviewed and need to be accepted by Planning and Public Art staff.

District Energy Utility (DEU)

The applicant has agreed to commit to connecting to the proposed City Centre DEU. The DEU terms will be finalized as a Rezoning Consideration include:

- Design and construction of the development’s buildings to facilitate hook-up to a DEU system (e.g., hydronic water-based heating system); and
- Entering into a Service Provision Agreement(s) and statutory right-of-way(s) and/or alternative legal agreements, to the satisfaction of the City.

Sustainability

The applicant has committed to meet the Canadian Green Building Council LEED Silver 2009 criteria . In this regard, Stantec, providing LEED consulting services for the project, has provided the LEED Scorecard confirming how the project meets LEED Silver criteria. A letter of assurance will be required prior to issuance of an occupancy permit for each building confirming meeting the LEED Silver score. The proposed project includes at least 50 points with up to a possible 54 points within the LEED Silver category of 50 to 59 points.

The CCAP requires two LEED criteria to be met, including *Heat Island Effect: Roof Credit* and *Storm Water Management Credit* which have both been met. Other sustainability measures, contained within the development include:

- Permeable pavers have been applied in pedestrian pathways areas to allow for storm water infiltration, and less storm runoff;
- Water efficient landscaping with planting is drought tolerant and many are native species, reducing water use by 50%;

- Domestic water use reduction, including use of low flow fixtures will be specified to conserve water;
- Optimize energy performance with a 25% to 56% energy cost savings;
- Construction waste management, diverting 50% to 75% of waste to recycling; and
- Use of low-emitting interior finishing materials such as adhesives, sealants, paints and carpets.

Conclusions

Issues identified during the Development Permit Application design review process have been considered and addressed, including staff and Advisory Design Panel comments regarding adjacencies and landscape design. In summary, the development:

- Forms a distinctive, modern, wood-frame, high-quality, high-density yet low-rise part of to the Lansdowne Village neighbourhood;
- Completes important sections of the major road network in the CCAP including New River Road east of Gilbert Road and the extension of Cedarbridge Way to New River Road; and
- Provides the first significant section of the major east-west and north-south greenways that will connect Lansdowne Village to the rest of the City Centre.

Therefore, staff recommends support for this Development Permit Application.



Mark McMullen
Senior Coordinator-Major Projects
(604-276-4173)

MM:blg

Attachment 1: Development Application Data Sheet

Attachment 2: Excerpt of Minutes from July 18, 2012 Meeting of the Advisory Design Panel

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$826,437 based on an estimate provided by the landscape architect.
- Receipt of security for one (1) recycling golf cart for each of the two (2) parkade recycling/garbage rooms in an amount to secure purchase of such vehicles to the satisfaction of the City.

- The applicant is required to retain a registered professional who is qualified in the design and installation of an air condition, or an alternative cooling system that meets the ASHRAE 55-2004 standard, or subsequent updates as they may occur. Further, the retained registered professional is to certify that any required noise insulation measures have been installed according to the report's recommendations before the building may obtain an Occupancy Permit. Maximum noise levels (decibels) within the dwelling units must be as follows:

Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

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

- Address possible changes to the width, material and elevation of the greenway crosswalk at Cedarbridge Way under the Servicing Agreement to the satisfaction of the City's Planning, Transportation and Parks Departments.
- Incorporation of the above-noted acoustical report's recommendations into the BP drawings.
- Confirmation of accessibility measures under Section 4.16 of Zoning Bylaw 8500 being incorporated into BP drawings for the designated 528 Universal Accessible Units.
- Obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).

Attachment 1



City of Richmond

6911 No. 3 Road
Richmond, BC, V6Y 2C1
www.richmond.ca

Development Application Data Sheet

Development Applications Division

RZ 11-585209

Address: 7731 & 7771 Alderbridge Way

Applicant/Owner: Onni Contracting Ltd.

Owner: Onni 7731 Alderbridge Way Holding Corp. & 7771 Alderbridge Way Holding Corp.

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

Floor Area: No change is proposed in maximum permitted floor area or density

	Bylaw Requirement	Proposed Development	Variance
Lot Size (Min.)	<ul style="list-style-type: none"> 2400 m² (25,633 ft²) 	<ul style="list-style-type: none"> Lot 1: 13,288.40 m² (143,040 ft²) Lot 2: 11,885.75 m² (127,937 ft²) 	<ul style="list-style-type: none"> None
Lot Coverage (Max.)	<ul style="list-style-type: none"> 60% for buildings 80% for building and non porous surfaces 	<ul style="list-style-type: none"> Lot 1: building footprint: 45% non-porous surfaces: 69.5% Lot 2: building footprint: 45% non-porous surface: 70.3% 	<ul style="list-style-type: none"> None
FAR	<ul style="list-style-type: none"> 1.2, up to 2.0 FAR of the total site with provision of 5% of total floor area for affordable housing units. 	<ul style="list-style-type: none"> 2.0 FAR of the total site with 20 m Cedarbridge dedication and 5% affordable housing as per the RAH2 zone and Zoning Amendment Bylaw No. 8884 text not deducted. 	<ul style="list-style-type: none"> None
Habitable Floor Elevation (Min.)	<ul style="list-style-type: none"> Residential: 2.9 m geodetic 	<ul style="list-style-type: none"> Residential: 4.064 m geodetic Local exception permitted for one (1) lobby per building. 	<ul style="list-style-type: none"> None
Height (Max.)	<ul style="list-style-type: none"> 25 m, but with specific areas allowing up to 35 m as outlined in CCAP. 	<ul style="list-style-type: none"> Varies, but less than 25 m above finished grade in all cases. 	<ul style="list-style-type: none"> None

	Bylaw Requirement	Proposed Development	Variance
Setbacks (Min.)	a) 3.0m @ Alderbridge P/L b) 1.5m @ East Lane P/L c) 3.0m @ River Road P/L d) 3.0m @ Cedarbridge P/L e) 3.0m @ Gilbert P/L f) 1.5m @ West Side P/L	a) 4.8 m for Building 1 and 5.3 m Building 4 @ Alderbridge from PROP b) 0.0m @ East Lane P/L for parkade c) 3.0m @ River Road P/L d) 0.0m @ Cedarbridge Way P/L for parkade e) 0.0m @ Gilbert Road P/L f) 0.0m @ West Side P/L for parkade Based on setback to PROP/SROW on Alderbridge Way; setbacks from the actual property lines are greater.	<ul style="list-style-type: none"> DVP for interior side west P/L on Lot 1 and east P/L on Lot 2 on from 1.5m to 0.0 m; exterior side for Gilbert Road for Lot 1 and exterior side for Cedarbridge Way for Lots 1 and 2
Off-Street Parking	<u>Lot 1: Parkade (Bldgs1/2): 475</u> Min Residents/affordable: 407 (max small car: 50%) Min Visitors: 0.2/unit: 68 (With maximum 7.5% TDM overall reduction) <u>Lot 2 Parkade: (Bldgs 3/4): 438</u> Min Residents/affordable: 374 (max small car 50%:) Min Visitors: 0.2/unit: 64 <i>(Before maximum 7.5% TDM overall reduction and 25% visitor reduction to 0.15 spaces/unit)</i>	<u>Lot 1: Parkade (Bldgs1/2): 462</u> Residents/Affordable: 411 (small car: 49%) Visitors: 51 <u>Lot 2: Parkade (Bldgs3/4): 409</u> Residents/Affordable: 360 (small car: 50%) Visitors: 49 <i>(With maximum 7.5% TDM overall reduction and 25% visitor reduction to 0.15 spaces/unit)</i>	DVP to reduce visitor parking to 0.15 spaces/dwelling unit.
Bicycle Parking	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 425 Visitor (0.2/unit): 68 <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 425 Visitor (0.2/unit): 68 	<u>Lot 1: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 399 Visitor (0.2/unit): 68 <u>Lot 2: Parkade (Bldgs1/2)</u> <ul style="list-style-type: none"> Resident (1.25/unit): 436 Visitor (0.2/unit): 64 	<ul style="list-style-type: none"> None
Loading	<ul style="list-style-type: none"> 2 medium; 2 large with one being provided for each building with sizes as per Section 7.10.2. To be on-site. 	<ul style="list-style-type: none"> Required 4 SU9 loading spaces with 1 provided for each of the four buildings. 	<ul style="list-style-type: none"> DVP to relax the requirement for 2 WB 17 spaces required.

Attachment 2

Excerpt from the Minutes from The Design Panel Meeting

Wednesday, July 18, 2012 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Panel Discussion

Comments from the Panel were as follows:

- like the roof design, i.e. the butterfly roofs with four different forms and facing different directions; appealing feel for the neighbouring towers and from River Road;

Butterfly roofs are a distinguishing characteristic of the project and serve to unify all four buildings.

- four forms are similar in height and mass and a lot of detail has been introduced to differentiate the four forms; differences are not just in colour and materials but also in forms and details; four forms have subtle differences; applicant has addressed a previous comment of the Panel to differentiate the building in terms of colour and texture;

We have worked with the Staff and the preliminary ADP comments to further differentiate the four buildings in terms of massing and material treatment.

- concern on heat gain on metal panel system and the use of dark colours in Building 4; however, appreciate the right balance in the use of bright colours in small and different areas in comparison to the two field colours;

Metal panels will be properly detailed to ensure heat gain is minimized and ventilation is provided behind panels.

- model presented by the applicant should have been a coloured model; use of materials should have been shown in the model to show the significant and minute details as it would be difficult to see them in the elevations and renderings;

3D views were supplied to suggest materiality of each of the buildings.

- there are a lot of community gardens in the project; like its use in the project but not in the smaller courtyards, i.e. in Buildings 2, 3 and 4; garden plots will diminish the usable space for residents due to their limited use during certain seasons of the year, e.g. during winter when they are mostly dormant and visually unappealing; consider scaling back the community gardens in the courtyards;

Community gardens have been slightly scaled back to make room for other amenities in two of the courtyards. Community gardens can be made to stay more attractive through strata regulations and the use of a management company.

- concern on the central intersection between the roadway and greenway due to truck loading; consider having more intricate pattern for the pavers, e.g. by using two different materials and textures;

Landscape paving patterns have been updated to provide more clear distinction between the different areas. Planting has also been used to establish separation.

- overall, support the project;

Noted

- hope to see aging in place features in the project; consider sliding door access to ensuite washrooms;

Aging in place features will be incorporated at BP stage including; blocking in bathrooms for grab bars, lever handles, pocket doors for washrooms.

- interesting model for the neighbourhood; building is interstitial type; inverted roof is interesting;

We feel that this project provides an alternate form and variety of housing typology to the tower and townhouse developments occurring in the area.

- agree with comment regarding the preponderance of plot gardens in the courtyards;

As mentioned above, community gardens have been reduced and other amenities expanded.

- no major concern with the courtyards; they are distinct from each other and have a lot of programmatic elements that make them useful within a small space; nice hierarchy of spaces in the courtyards;

Thank you

- there is opportunity to create a public realm in the center court that is significant and pedestrian-focused; however, location of loading presents a challenge to this opportunity; need to work with Transportation to figure out how to integrate loading at the center court in a more sensitive way; consider more detail in the crossroads to privilege the walking traffic, e.g. add bollards and designate loading on the street as loading at the center court is a suburban model for loading and not an urban model;

The centre court has been refined to help create good public spaces and incorporate loading. Loading bays have been located closer to the buildings to allow for a wider centre court. Bollards have been added to define the loading spaces.

- reconsider building garden plots as the greenway ROW feels domestic and tends to privatize the place; 4 x 8 ft. timber grids don't enhance visual appeal; consider other ways to achieve urban agriculture that are more civic, e.g. street trees bearing fruit, grape/kiwi vine on a trellis, etc.; need not depend on garden plots to animate the space; greenway should become a really critical walkway link in the emerging neighbourhood;

Greenway garden plots have been removed from the project.

- applicant has not provided information/vision regarding how the western terminus of the greenway might integrate with the properties to the west; similar suggestions for east lane integration; information was requested by the Panel during the rezoning stage; applicant is encouraged to suggest some ideas;

The West end of the greenway is designed to end at the intersection of the North-South greenway per City direction. The East end will terminate at the City East lane as a temporary solution. In the future the East lane will be converted to a greenway by others, which will include raising the elevation of the future greenway to meet the grade of the East-West greenway on the Onni development. This will allow the East West greenway to be extended eastward across neighbouring sites to the east as planned for in the CCAP.

- sections on Alderbridge Way are fairly well resolved; applicant has adequately handled a difficult scenario, i.e. a 2-meter grade change;

We have worked closely with staff to create a pedestrian friendly sidewalk along Alderbridge. This has been achieved by; setting back buildings 1 and 4 from Alderbridge further than the setback allows, providing stepped planters along the front of the parkade, and dropping the front patios of the Alderbridge fronting buildings down from 4.0m to 3.0m

- the project suffers from the model presented to the Panel; the model does not resemble the quality of its design; model should show colours and textures;

3D views were supplied to suggest materiality of each of the buildings. In future, a coloured model will be provided.

- each building works well as standalone but not together as one development; buildings are object buildings, i.e. unique and specialized buildings which stand out differently from each other;

Buildings are differentiated to address site specific conditions, including prominent corners at the northwest, and at the new intersections of Cedarbridge with Alderbridge and River Road. Per the preliminary ADP and previous direction from Staff, we have endeavoured to create more differentiation between the building material and massing. However, there are unifying elements that work to tie all four buildings together as one "precinct", including; butterfly roofs, corner tower element massing at the center of the site, cedarbridge and greenway lobby treatments, material treatment and massing of upper floors, and consistent landscape features.

- buildings are too similar, both in the use of materials and articulation; too much "sameness" in the project; elements are the same but articulated a little bit differently; not enough difference in mass, colour and texture;

See opposing comment above. We have introduced more differentiation between materiality and massing of each building. Since the formal ADP, we have created more distinct volumes within each of the four buildings. This serves to break down the lengths of the buildings into smaller volumes, and create more diverse compositions within each of the buildings.

- the use of the word "monolithic" is not appropriate to describe the buildings which are actually pedestrian friendly and have a residential character;

The word "monolithic" was incorrectly used to describe the heavier base of the buildings relative to the cleaner, lighter top floors.

- concrete look of wood-frame buildings would be difficult to achieve; flashing details would be prevalent; rooftop cantilevers don't work; eyebrow detail will require parapet and thus a deeper profile; waterproofing does not have termination;

Details were developed and presented at ADP that illustrate how we are achieving the appearance of the buildings. Flashing details will be minimized and integrated within the pattern of material panels. Eyebrow details are shown with flashing in places and parapets in other locations where the deeper profile is aesthetically warranted.

- massing of the building needs to be broken down; massing needs relief at certain points on the site; there is need for certain elements to become expressed; The Gardens by Townline is a precedent;

The buildings have been further broken down into distinct volumes. This serves to break down the lengths of the buildings into smaller elements, and create more diverse compositions within each of the buildings. Secondary balconies have been removed in locations to emphasize breaks in the massing similar to what was done at The Gardens project. Rooflines have been adjusted to reinforce corner tower elements.

- courtyards are sterile and enhance the monolithic aspect of the project; water features are contained, i.e. they don't flow from one courtyard to the other; given the monolithic nature of the project, it would have helped if the landscape would have been more grainy to soften the edges in and around the buildings;

Landscape designs have been adjusted to 'loosen up' and relax some of the formal patterns to help address this. Water feature designs don't link between courtyards, but have been designed to connect with people at public and private levels.

- project needs an extra push;

Since formal ADP and per previous responses above, we have further developed the buildings. The tower element on the northwest corner of building 2 has been improved with additional height and more expansive glazing. All four buildings have been improved with more breaks within the building length and differentiated massing elements.

- great presentation materials; comments by the Panel during the preliminary stage have been successfully addressed by the applicant;

Noted

- wood frame buildings do not appear as such as they have a concrete look; hope that this look will survive through the entire development application process; lightening up of the upper levels of the buildings, i.e. 4th, 5th and 6th levels adds to the design of the buildings; hope that this detail will be maintained; and

Though these are wood frame buildings, we will endeavour to carry out the look of the buildings as presented. Detail of the simplified upper levels will be maintained.

- applicant has done a good job in addressing the elevation changes at the street level in terms of landscaping; e.g. through stepping up.

Noted

At this point, Sara Badyal, Planner and Staff Liaison to the Panel, read the following comments of Hal Owens who left the meeting earlier:

- in terms of site context, sensitivity and connectivity to surrounding land uses are generally good; slope up at internal street is a bit steep still with high wall along pedestrian sidewalk; needs some detail at wall or planting;

Internal street is sloping at less than 5% as supported by Transportation. Stepped planters are proposed along the sidewalk that will reduce in height towards the intersection of Cedarbridge and the east-west Greenway.

- site layout is generally okay but not clear how is through access by cars to be discouraged;

Through access by cars is not discouraged. The central crossing of the Greenway and Cedarbridge is proposed to be paved to mark the crossing and link all four buildings with the greenway to the extent permitted by City transportation.

- building character, massing, roof form, facade articulation are generally okay;

Noted

- generally, the applicant has addressed the concerns from the previous presentation; however, prominent corner element is well integrated but still lacks an iconic character that announces this project;

The tower element on the northwest corner of building 2 has been improved with additional height and more expansive glazing. The additional glazing helps to further differentiate the corner element from the rest of the building.

- character of the building is essentially the same, i.e. there is little differentiation other than minor material/colour detail changes;

Additional work has been done to further differentiate the massing within each building, and between the buildings. Stacks of secondary balconies have been removed in key locations to break down the large buildings into smaller volumes. Material treatment of lower levels of each building is quite distinct, upper levels are treated similarly in order to create unity to the project.

- exterior finishes and colours are fairly good but not as robust as what is on the adjacent parcels in the Oval district; may cause this project to look like a “poor neighbour”;

Bright colours have been avoided except as accents. We feel that the more subtle palette will age better, and not be prone to ‘date-ing’ the project.

- landscape design has generally addressed most of the concerns from previous presentation;

Noted

- applicant should show where and how public art is being considered;

Omni has contributed funds at the request of the City for a landmark art piece to be located on City land at the corner of Gilbert and New River Road.

On the development site a number of potential locations for public art have been identified in the Detailed Public Art Plan prepared by ‘Id Public Art Consulting’ who are the public art consultants for the project. Areas that are hubs for pedestrian movement have been identified as potential artworks locations, such as areas along the east-west greenway, north south pedestrian link and around the lobby entrances that front onto the east-west greenway.

- consider enlarging the water features and tie into river garden or canal theme;

This option was previously explored, it was not supported by City staff as there was a need for more usable outdoor space. The elevation changes in the project would make the river or canal theme hard to see and understand at a pedestrian level. Instead, we have tried to make water accessible at a number of different levels.

- consider reducing small bits of colour and instead use a larger or bolder mass or element on each building to differentiate them.

Smaller colour elements on building 4 have been complemented with larger areas of colour at the Greenway lobby and prominent building corners. Mass of all buildings has been broken down into smaller elements to further differentiate each building and to emphasize tower and corner elements.



No. DP 12-615424

To the Holder: ONNI CONTRACTING LTD.
Property Address: 7731 AND 7771 ALDERBRIDGE WAY
Address: C/O MR. ERIC HUGHES, ONNI CONTRACTING LTD.
550 ROBSON STREET – SUITE 300
VANCOUVER, BC V6B 2B7

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - (a) Reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 m to 0.0 m respectively along Cedarbridge Way and Gilbert Road;
 - (b) Reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 m to 0.0 m along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;
 - (c) Reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15spaces/dwelling unit for the development as a whole; and
 - (d) Relax the requirement for the provision of on-site loading spaces for two (2) WB-17 loading spaces.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Architectural and Landscape Architecture Plans labelled Plans 1 to 74 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.

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6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$826,437 ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. _____
DAY OF _____, _____.

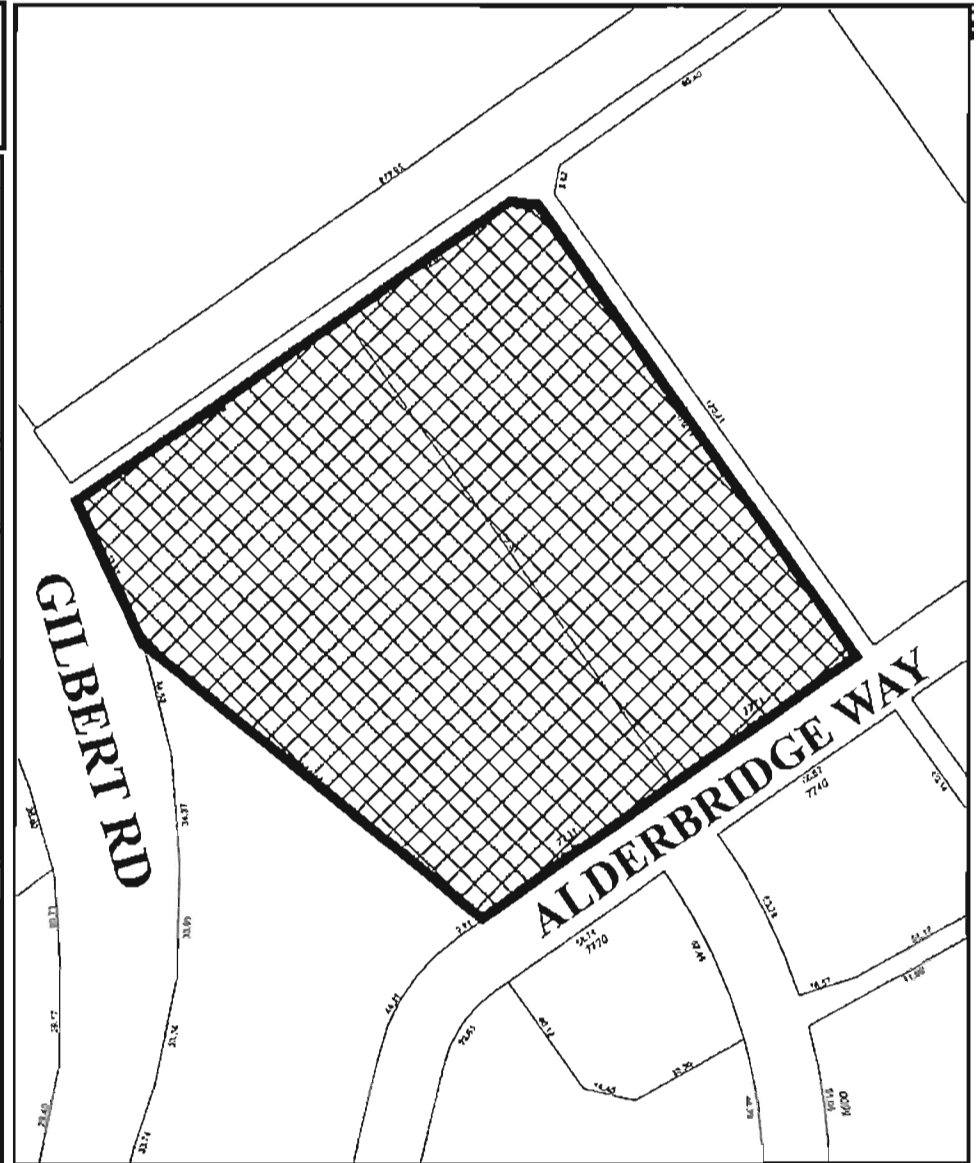
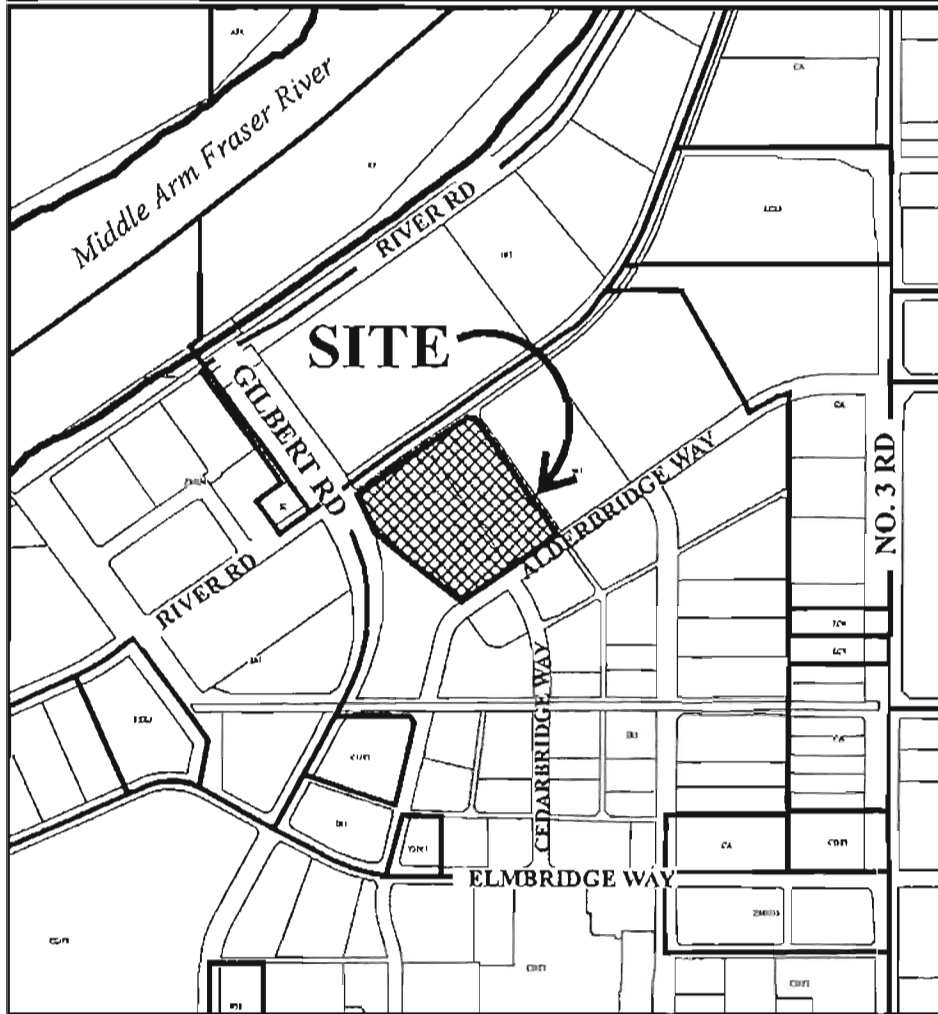
ISSUED BY THE COUNCIL THE

DELIVERED THIS _____ DAY OF _____, _____.

MAYOR



City of Richmond



DP 12-615424
SCHEDULE "A"

Original Date: 07/11/12

Revision Date:

Note: Dimensions are in METRES

PROPOSED UNIT MIX / UNIVERSAL ACCESSIBLE UNITS / FLOOR AREA / AFFORDABLE UNITS:

BUILDING 1 - OVERALL									
UNIT TYPE	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS	NO. OF UNITS
1-BED	10	10	10	10	10	10	10	10	10
2-BED	10	10	10	10	10	10	10	10	10
3-BED	10	10	10	10	10	10	10	10	10
4-BED	10	10	10	10	10	10	10	10	10
5-BED	10	10	10	10	10	10	10	10	10
6-BED	10	10	10	10	10	10	10	10	10
7-BED	10	10	10	10	10	10	10	10	10
8-BED	10	10	10	10	10	10	10	10	10
9-BED	10	10	10	10	10	10	10	10	10
10-BED	10	10	10	10	10	10	10	10	10
TOTAL	100	100	100	100	100	100	100	100	100

*UNIVERSAL ACCESSIBLE UNITS MEET ALL REQUIREMENTS UNDER SECTION 4.10 OF HICHMOND ZONING BY-LAW 8650
AND ARE IDENTIFIED BY A "U"

**AFFORDABLE HOUSING UNITS ARE IDENTIFIED BY AN "AF"

Yamamoto Architecture Inc.

DEVELOPMENT PERMIT
PANEL
AUG. 29, 2012

LEED SCORECARD:

ScoreCard_Alderbridge_20120120_gs.xls

LEEDSM Scorecard of 8/26/2012

Riva - Preliminary Scorecard

20-Aug-12

Project Points 110

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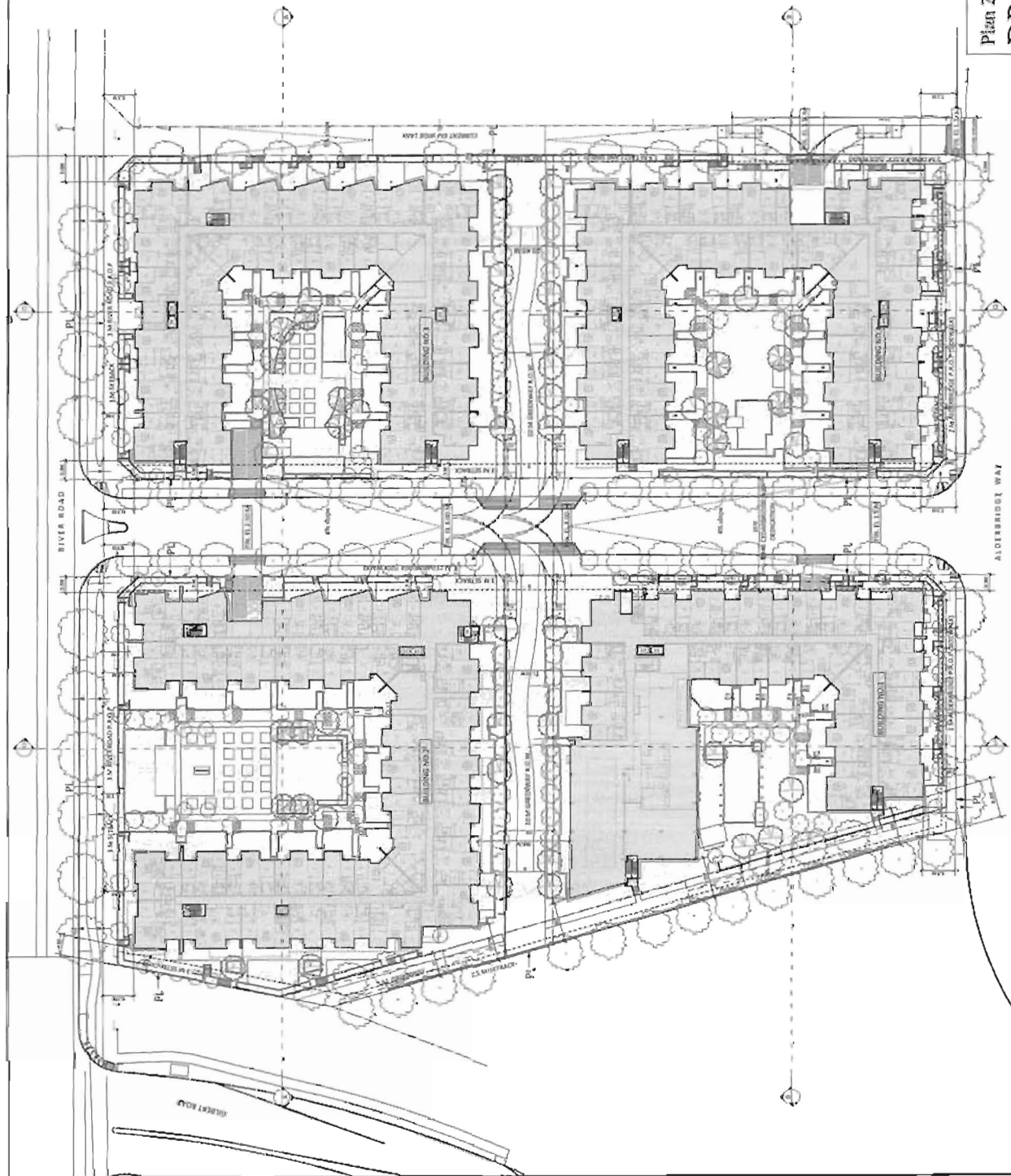
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LEGEND:
 P1 - IMPROVEMENTS AFTER
 GEOTECHNICAL ROAD
 INVESTIGATION

Plan 2 Sept 4 2012
 DP 12-615424

NO.	DATE	REVISION
1	09/04/12	ISSUED FOR PERMITTING
2	09/04/12	ISSUED FOR PERMITTING
3	09/04/12	ISSUED FOR PERMITTING
4	09/04/12	ISSUED FOR PERMITTING
5	09/04/12	ISSUED FOR PERMITTING
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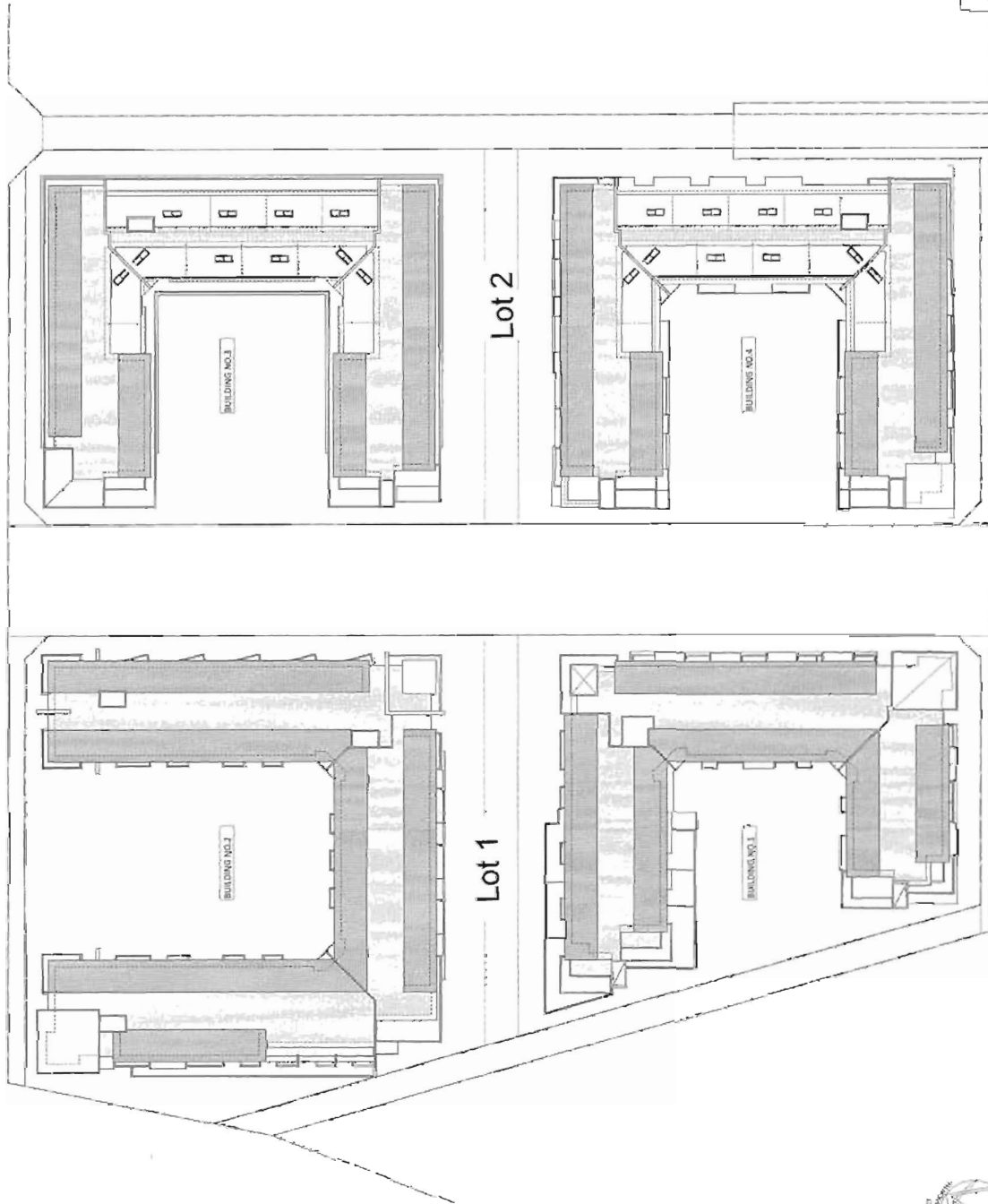
PROJECT:
 ARCHITECT DEVELOPMENT

RIVA
 1700 ALDERBRIDGE WAY
 ALDERBRIDGE, B.C.

Yamamoto
 Architecture Inc.

1700 ALDERBRIDGE WAY, 3/F
 VANCOUVER, B.C. V6A 1S6
 TEL: 604-271-1111
 FAX: 604-271-1112
 WWW.YAMAMOTOARCH.COM

DATE: 09/04/12
 DRAWN: JY
 CHECKED: JY
 SCALE: 1/8" = 1'-0"



Plan 4 Sept 4 2012
 DP 12-615424

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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 1000 West 1st Avenue, Suite 100
 Vancouver, BC V6C 1A5
 Tel: 604.681.1111
 Fax: 604.681.1112
 Email: info@yamamoto.ca
 Website: www.yamamoto.ca

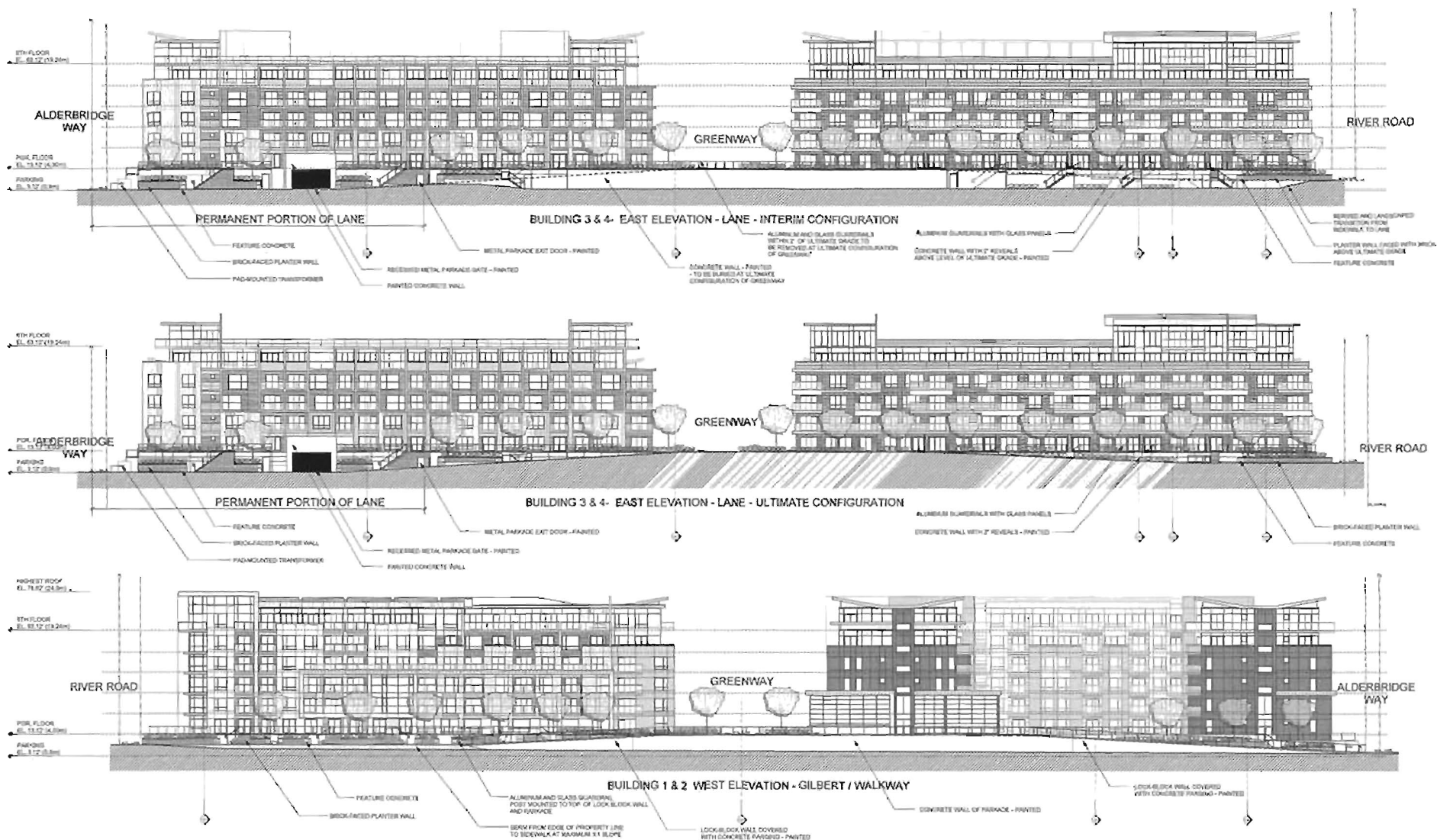
RVA
 REALTY VANGUARD ASSOCIATES
 INCORPORATED B.C.

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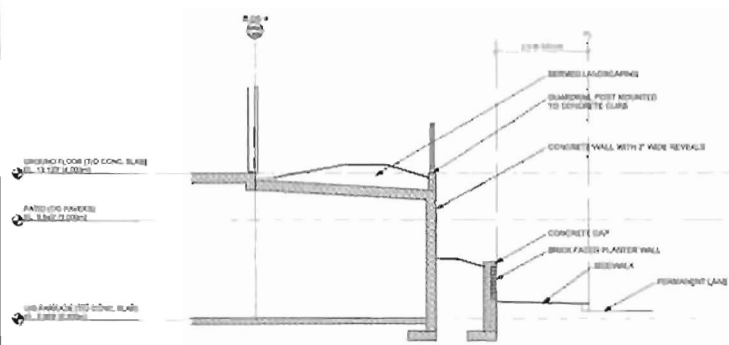
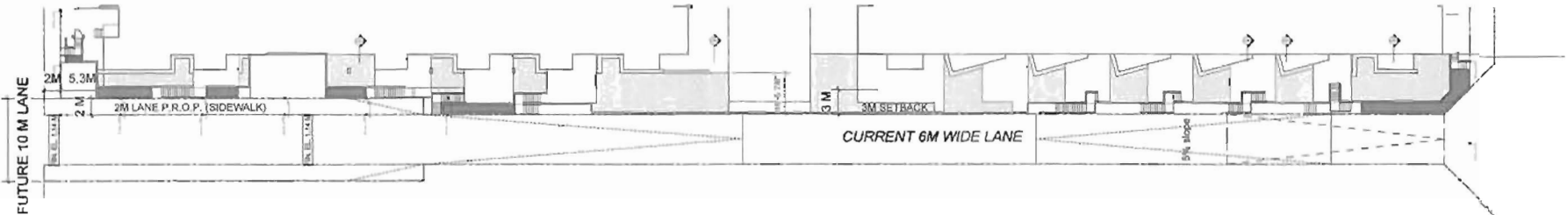
NO. 1 PLAN
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 APPROVED: [Name]

NO. 2 PLAN
 DATE: 09/04/12
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 APPROVED: [Name]

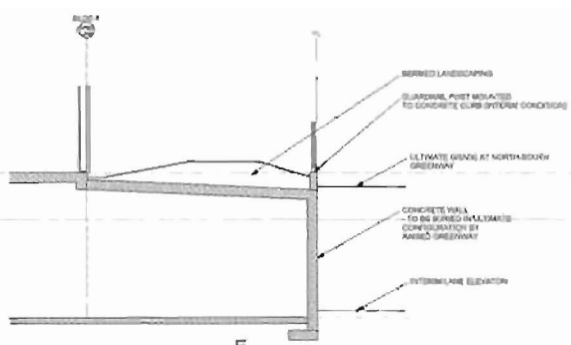


East Lane Elevation Showing Section Locations on A3.04 / A3.06

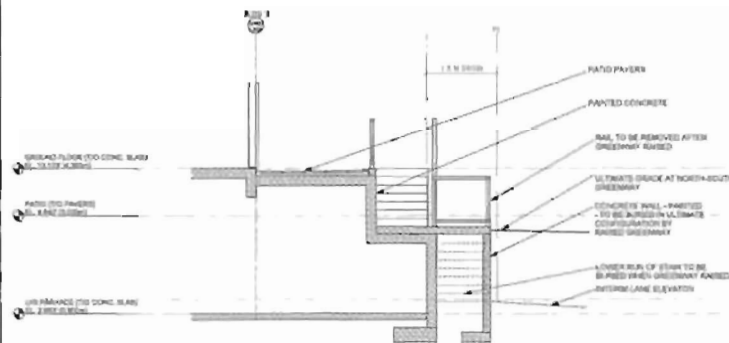
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Plan 5		Sept 4 2012		SCALE 1" = 12'-0"	
DP 12-615424				SHEET NO. A3.04	
DATE AUG 27 2012		DRAWN JH		CHECKED JH	
PROJECT NO. DP 12-615424		SHEET NO. A3.04		TOTAL SHEETS 108	



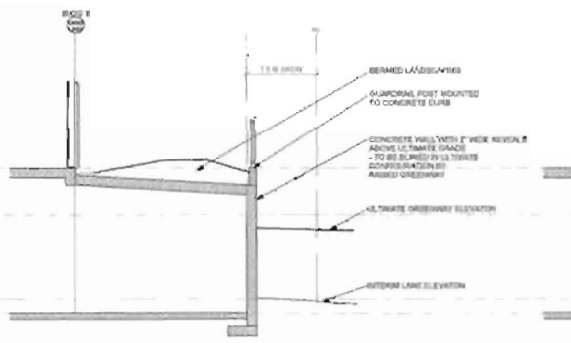
SECTION A - THRU STEPPED PLANTER - SOUTHEAST
SCALE: 1/4" = 1'-0"



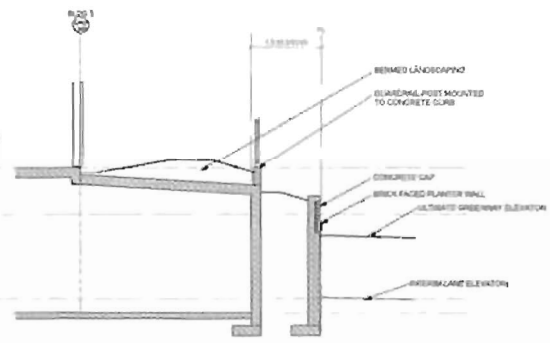
SECTION B - THRU PLANTER AND RAISED GREENWAY
SCALE: 1/4" = 1'-0"



SECTION C - THRU STAIR LANDING
SCALE: 1/4" = 1'-0"



SECTION D - THRU RECESSED PARKADE WALL
SCALE: 1/4" = 1'-0"



SECTION E - THRU STEPPED PLANTER - NORTHEAST
SCALE: 1/4" = 1'-0"

NO.	DATE	REVISIONS
1	09/04/2012	ISSUED FOR PERMITTING
2	09/04/2012	ISSUED FOR PERMITTING
3	09/04/2012	ISSUED FOR PERMITTING

Yaman Archite

Plan 6

Sept 4 2012

DP 12-615424

DRIVING TIRE

ELEVATIONS

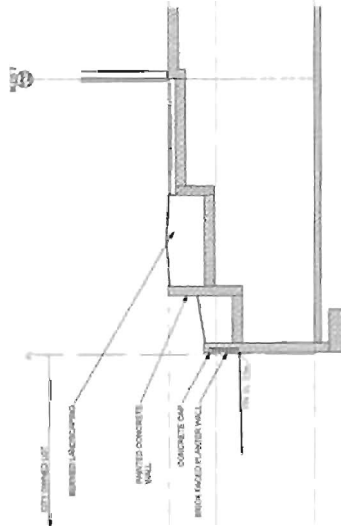
GILBERT / SW WALKWAY & LANE

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

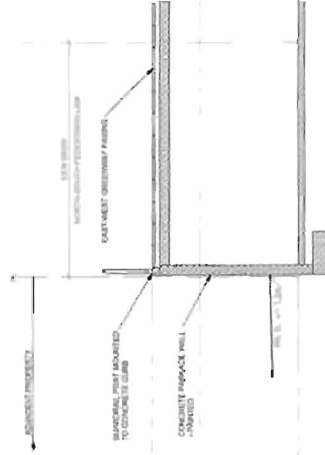
DATE: 09/04/2012

DESIGNER: DP

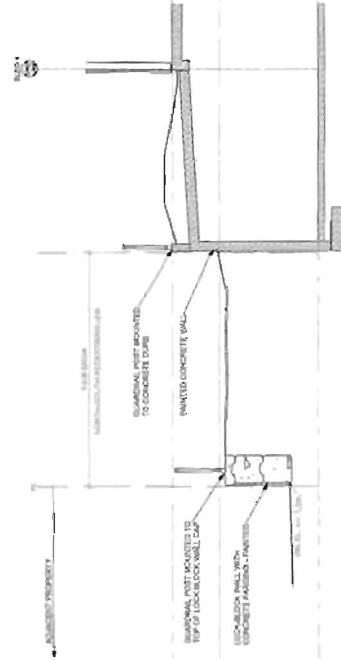
PROJECT NO: A3.05



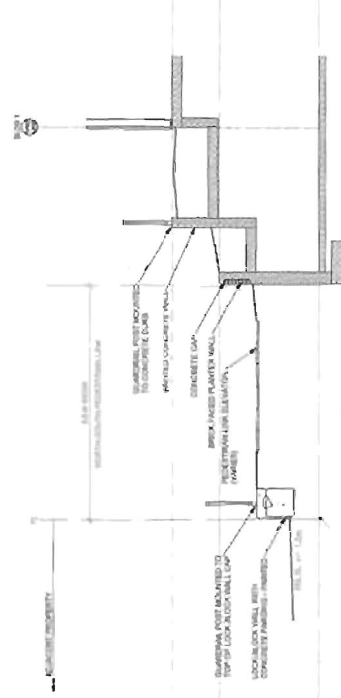
SECTION F - THRU STEPPED PLANTER - NORTHWEST
SCALE: 1/4" = 1'-0"



SECTION G - THRU EAST-WEST GREENWAY
SCALE: 1/4" = 1'-0"



SECTION H - THRU EAST-WEST GREENWAY
SCALE: 1/4" = 1'-0"



SECTION I - THRU EAST-WEST GREENWAY
SCALE: 1/4" = 1'-0"

Yamanoto Architects

Plan 7 Sept 4 2012

DP 12-615424

ELEVATIONS

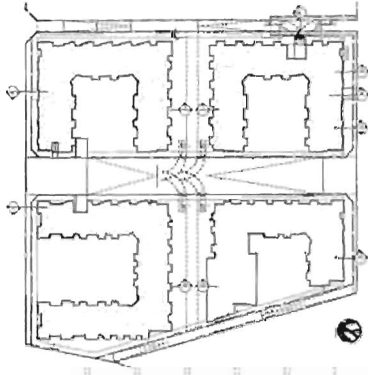
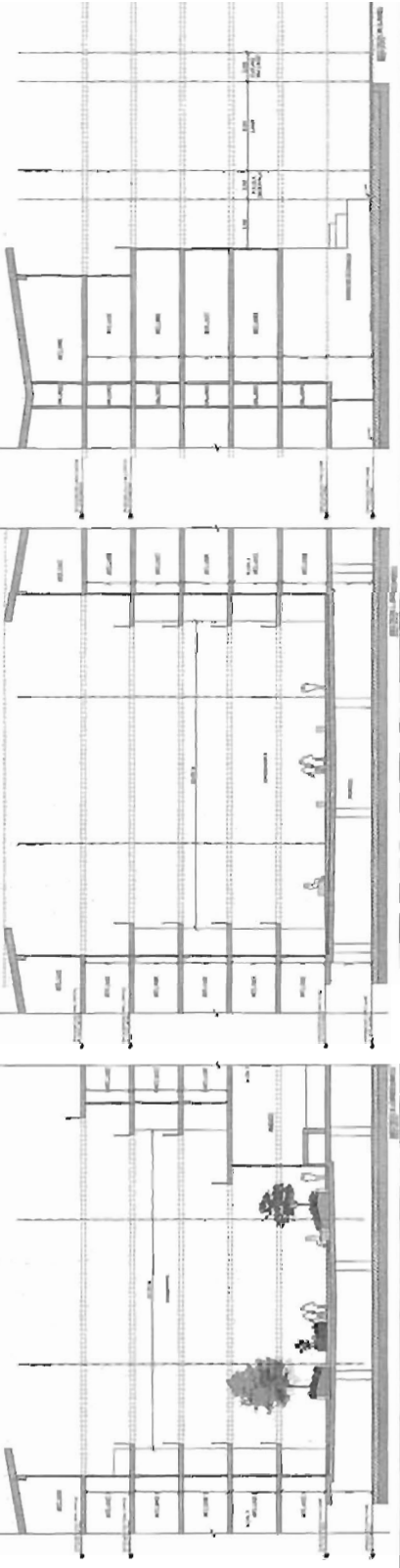
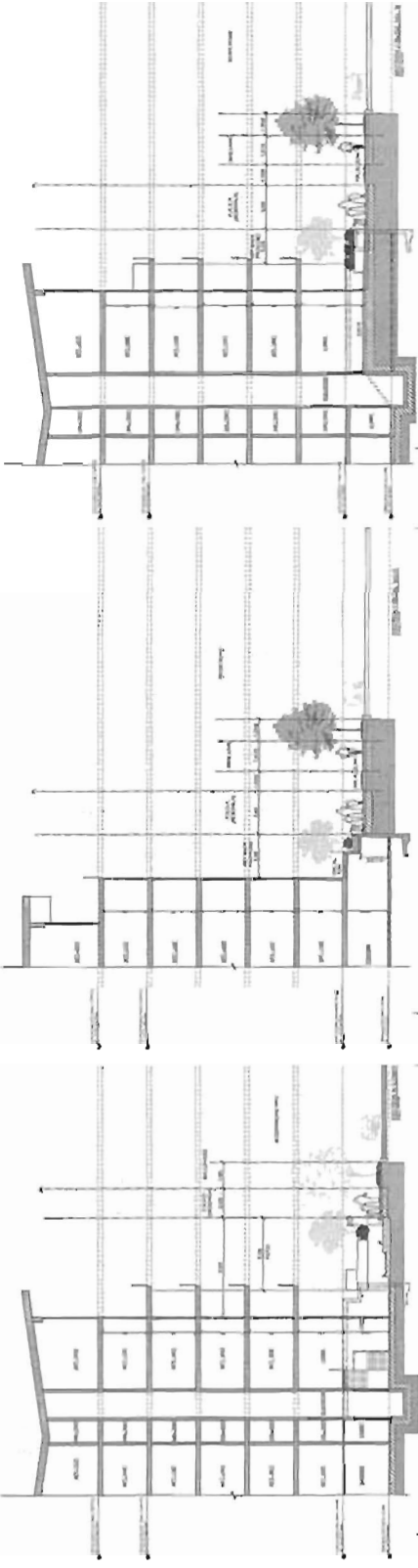
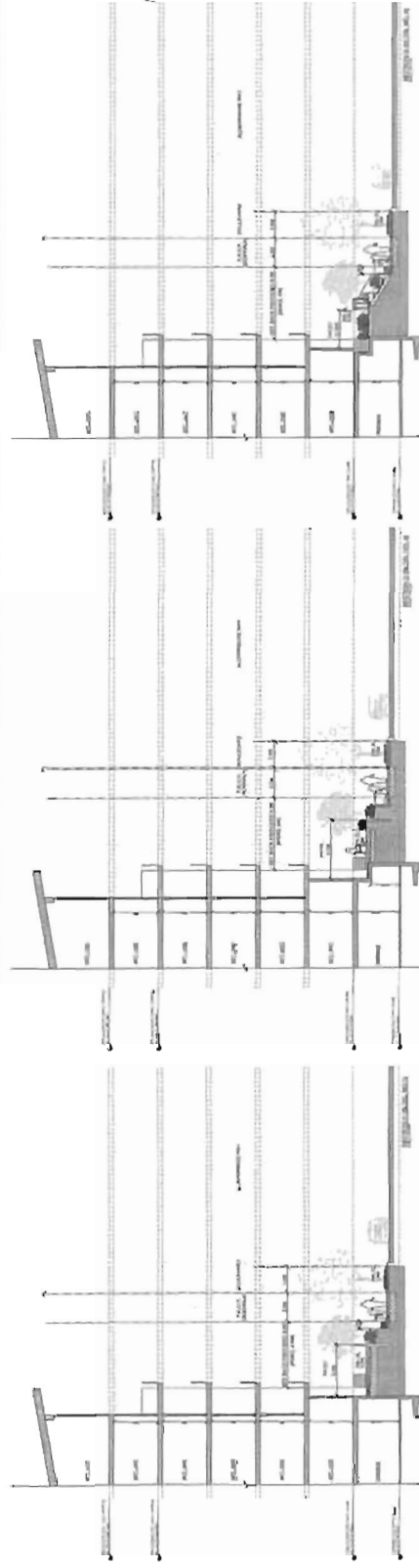
CLIENT: THE UNIVERSITY & LAKE

DATE: 9-4-12

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

PROJECT: A3.06

WALL NO. 108



NO.	DATE	REVISION
1	10/10/11	ISSUED FOR PERMIT
2	11/15/11	REVISED PER COMMENTS
3	12/15/11	REVISED PER COMMENTS
4	01/15/12	REVISED PER COMMENTS
5	02/15/12	REVISED PER COMMENTS
6	03/15/12	REVISED PER COMMENTS
7	04/15/12	REVISED PER COMMENTS
8	05/15/12	REVISED PER COMMENTS
9	06/15/12	REVISED PER COMMENTS
10	07/15/12	REVISED PER COMMENTS
11	08/15/12	REVISED PER COMMENTS
12	09/15/12	REVISED PER COMMENTS
13	10/15/12	REVISED PER COMMENTS
14	11/15/12	REVISED PER COMMENTS
15	12/15/12	REVISED PER COMMENTS
16	01/15/13	REVISED PER COMMENTS
17	02/15/13	REVISED PER COMMENTS
18	03/15/13	REVISED PER COMMENTS
19	04/15/13	REVISED PER COMMENTS
20	05/15/13	REVISED PER COMMENTS
21	06/15/13	REVISED PER COMMENTS
22	07/15/13	REVISED PER COMMENTS
23	08/15/13	REVISED PER COMMENTS
24	09/15/13	REVISED PER COMMENTS
25	10/15/13	REVISED PER COMMENTS
26	11/15/13	REVISED PER COMMENTS
27	12/15/13	REVISED PER COMMENTS
28	01/15/14	REVISED PER COMMENTS
29	02/15/14	REVISED PER COMMENTS
30	03/15/14	REVISED PER COMMENTS
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33	06/15/14	REVISED PER COMMENTS
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35	08/15/14	REVISED PER COMMENTS
36	09/15/14	REVISED PER COMMENTS
37	10/15/14	REVISED PER COMMENTS
38	11/15/14	REVISED PER COMMENTS
39	12/15/14	REVISED PER COMMENTS
40	01/15/15	REVISED PER COMMENTS
41	02/15/15	REVISED PER COMMENTS
42	03/15/15	REVISED PER COMMENTS
43	04/15/15	REVISED PER COMMENTS
44	05/15/15	REVISED PER COMMENTS
45	06/15/15	REVISED PER COMMENTS
46	07/15/15	REVISED PER COMMENTS
47	08/15/15	REVISED PER COMMENTS
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65	02/15/17	REVISED PER COMMENTS
66	03/15/17	REVISED PER COMMENTS
67	04/15/17	REVISED PER COMMENTS
68	05/15/17	REVISED PER COMMENTS
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70	07/15/17	REVISED PER COMMENTS
71	08/15/17	REVISED PER COMMENTS
72	09/15/17	REVISED PER COMMENTS
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89	02/15/19	REVISED PER COMMENTS
90	03/15/19	REVISED PER COMMENTS
91	04/15/19	REVISED PER COMMENTS
92	05/15/19	REVISED PER COMMENTS
93	06/15/19	REVISED PER COMMENTS
94	07/15/19	REVISED PER COMMENTS
95	08/15/19	REVISED PER COMMENTS
96	09/15/19	REVISED PER COMMENTS
97	10/15/19	REVISED PER COMMENTS
98	11/15/19	REVISED PER COMMENTS
99	12/15/19	REVISED PER COMMENTS
100	01/15/20	REVISED PER COMMENTS

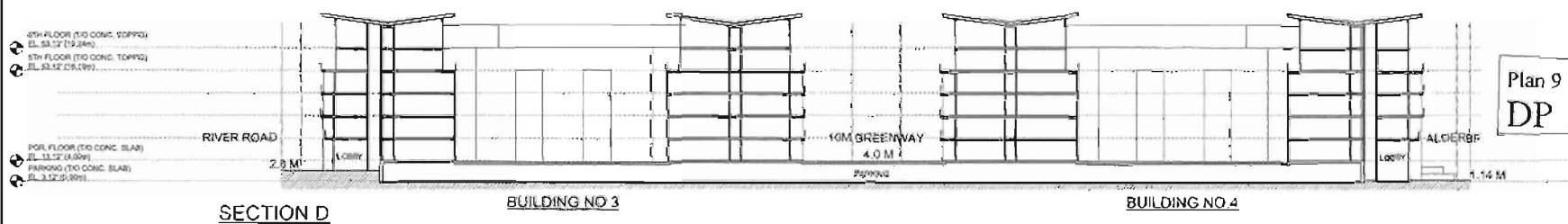
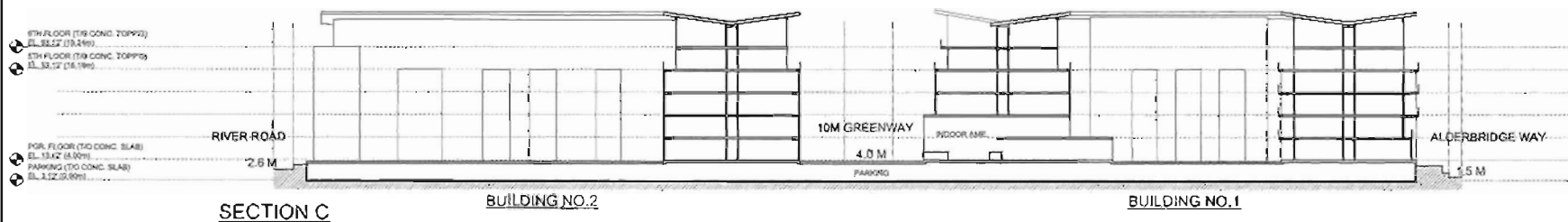
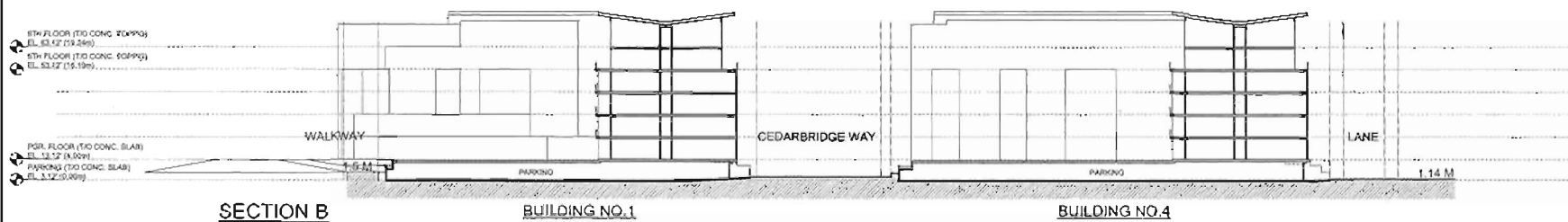
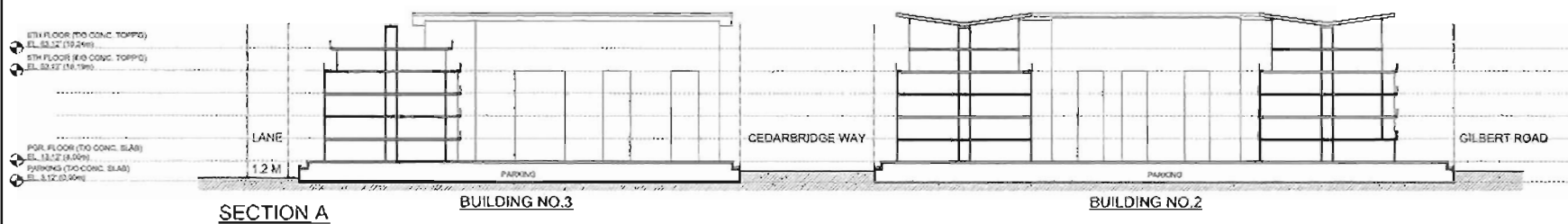
NOTES:
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CANADIAN NATIONAL BUILDING CODE (CNBC) AND THE ONTARIO BUILDING CODE (OBC).
2. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND NOTICES.
4. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE BUILDING.
6. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE BUILDING.

RIVA

Yamamoto
Architecture Inc.

Plan 8 Sept 4 2012
DP 12-615424

SCALE	1/8" = 1'-0"
DATE	10/10/11
BY	YAMAMOTO
CHECKED	YAMAMOTO
APPROVED	YAMAMOTO
PROJECT NO.	12-615424
CLIENT	RIVA
LOCATION	1000 RIVERVIEW AVE. TORONTO, ONT. M4M 1B7
DESCRIPTION	RENOVATION OF EXISTING BUILDING



NO.	DATE	REVISION
1	NOV. 29, 2012	ISSUED FOR PERMITTING
2	MAY 11, 2013	ISSUED FOR PERMITTING
3	SEP. 4, 2012	ISSUED FOR PERMITTING
4	SEP. 4, 2012	ISSUED FOR PERMITTING

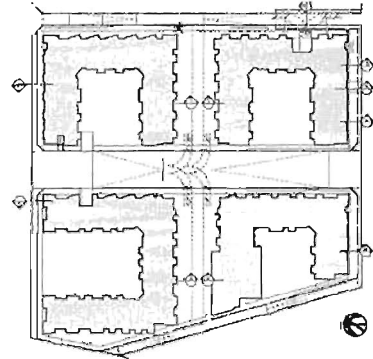
NOTES:
 1. ALL DIMENSIONS ARE IN METERS.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

RIVA

Yamamoto
 Architecture Inc.

Plan 9
 DP 12-615424
 Sept 4 2012

NO.	DATE	REVISION
1	NOV. 29, 2012	ISSUED FOR PERMITTING
2	MAY 11, 2013	ISSUED FOR PERMITTING
3	SEP. 4, 2012	ISSUED FOR PERMITTING
4	SEP. 4, 2012	ISSUED FOR PERMITTING



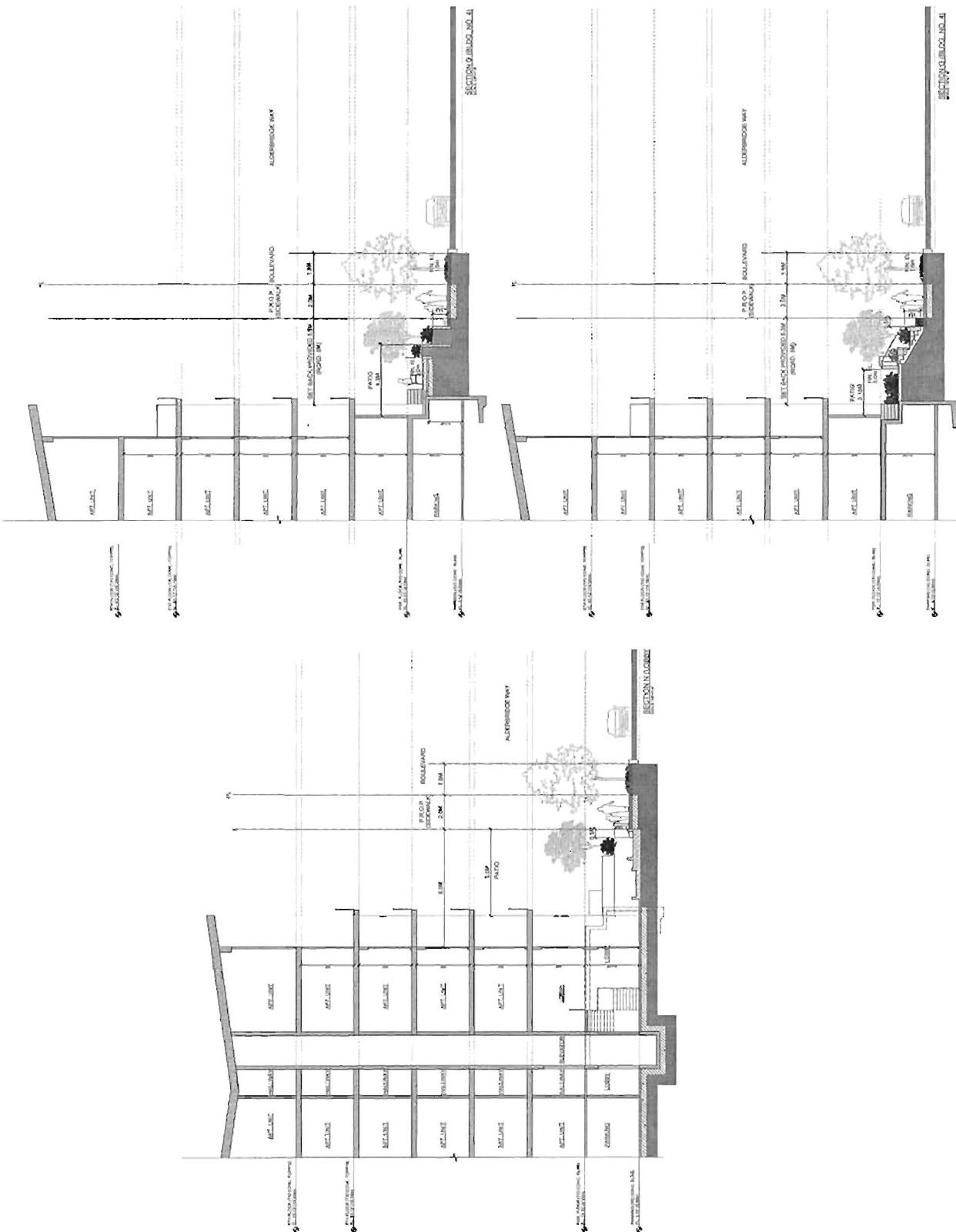
PROJECT NO.	12-615424
DATE	SEP 4 2012
DESIGNER	YANAMOLO ARCHITECTURE INC.
CLIENT	ALDERBOROUGH HWY
LOCATION	ALDERBOROUGH HWY
SCALE	1/8" = 1'-0"
PROJECT	ALDERBOROUGH HWY

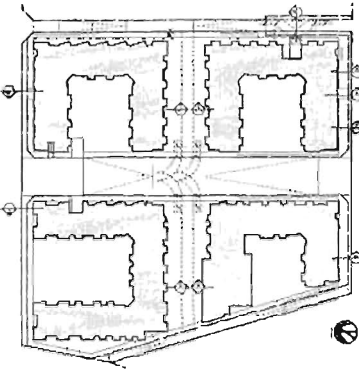
YANAMOLO ARCHITECTURE INC.
12-615424
ALDERBOROUGH HWY

Yanamolo
Architecture Inc.

Plan 10 Sept 4 2012
DP 12-615424

SCALE	1/8" = 1'-0"
DATE	SEP 4 2012
DESIGNER	YANAMOLO ARCHITECTURE INC.
CLIENT	ALDERBOROUGH HWY
LOCATION	ALDERBOROUGH HWY
SCALE	1/8" = 1'-0"
PROJECT	ALDERBOROUGH HWY





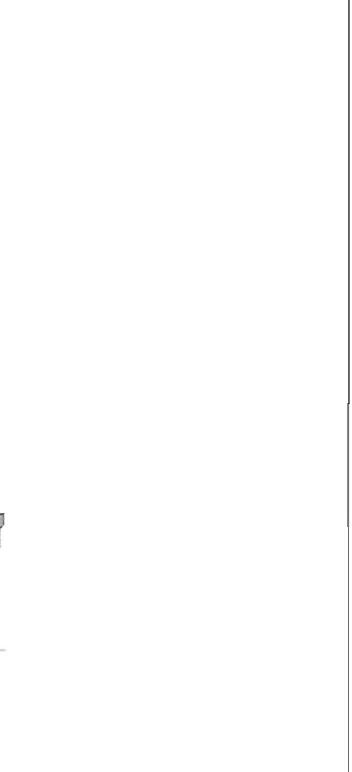
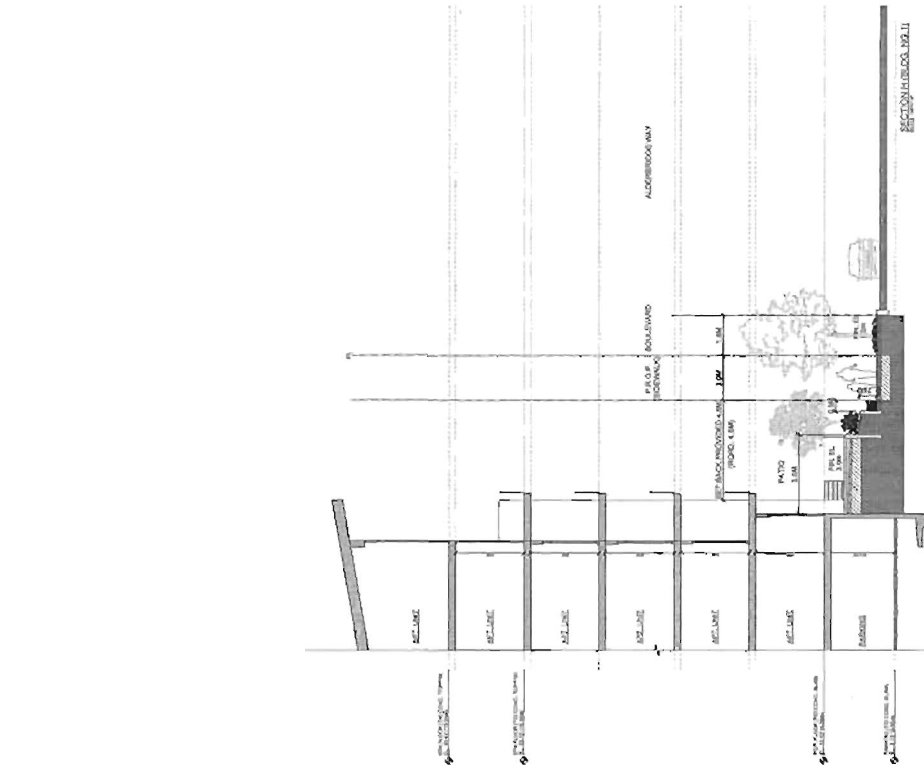
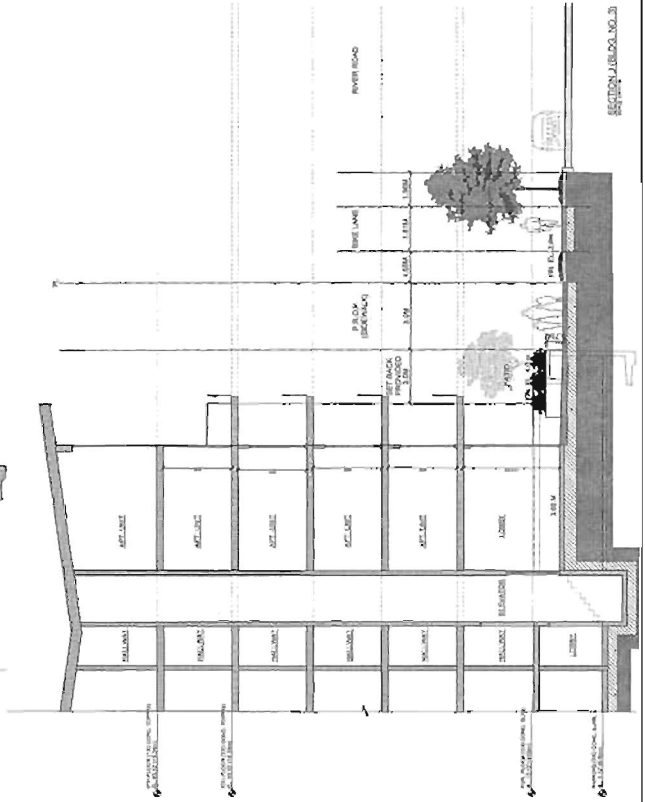
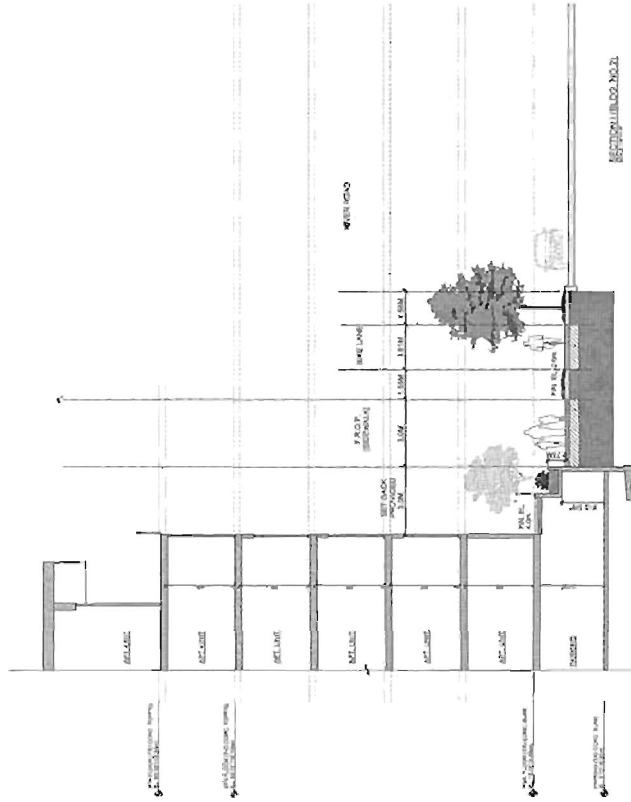
NO.	DATE	REVISIONS
1	09/04/12	ISSUED FOR PERMIT
2	09/04/12	ISSUED FOR PERMIT
3	09/04/12	ISSUED FOR PERMIT
4	09/04/12	ISSUED FOR PERMIT
5	09/04/12	ISSUED FOR PERMIT
6	09/04/12	ISSUED FOR PERMIT
7	09/04/12	ISSUED FOR PERMIT
8	09/04/12	ISSUED FOR PERMIT
9	09/04/12	ISSUED FOR PERMIT
10	09/04/12	ISSUED FOR PERMIT

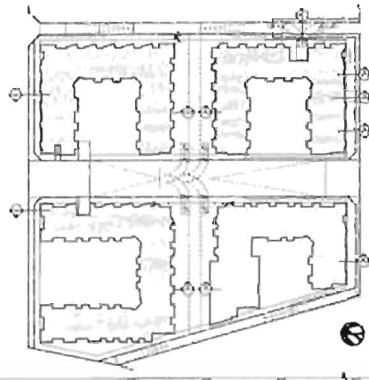
Yamamoto Architecture Inc.
 1000 10th Avenue
 Suite 100
 San Francisco, CA 94103
 Tel: 415.774.1111
 Fax: 415.774.1112
 www.yamamotoarch.com

Yamamoto
 Architecture Inc.

Plan 11 Sept 4 2012
 DP 12-615424

NO.	DATE	REVISIONS
1	09/04/12	ISSUED FOR PERMIT
2	09/04/12	ISSUED FOR PERMIT
3	09/04/12	ISSUED FOR PERMIT
4	09/04/12	ISSUED FOR PERMIT
5	09/04/12	ISSUED FOR PERMIT
6	09/04/12	ISSUED FOR PERMIT
7	09/04/12	ISSUED FOR PERMIT
8	09/04/12	ISSUED FOR PERMIT
9	09/04/12	ISSUED FOR PERMIT
10	09/04/12	ISSUED FOR PERMIT





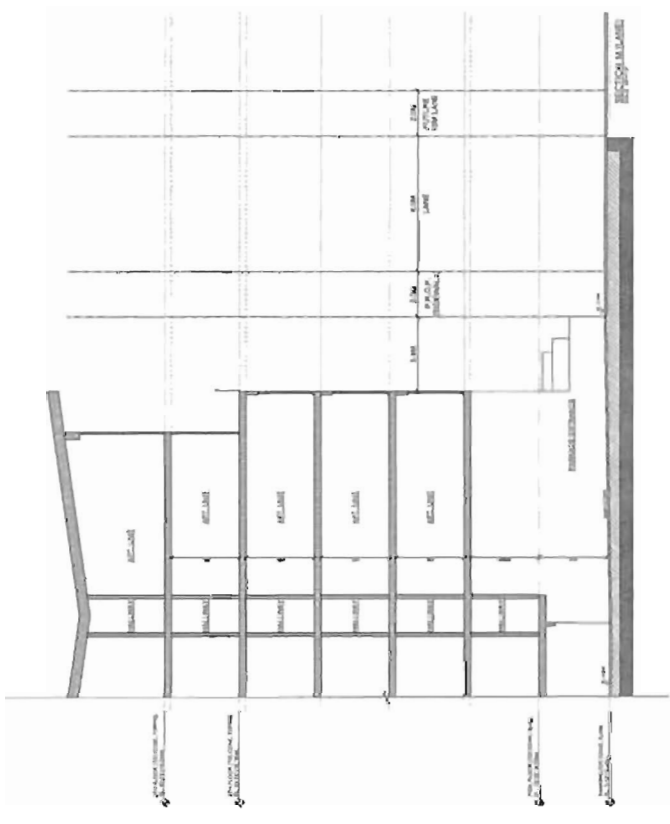
NO. 1	ROOM 1	10'0" x 10'0"
NO. 2	ROOM 2	10'0" x 10'0"
NO. 3	ROOM 3	10'0" x 10'0"
NO. 4	ROOM 4	10'0" x 10'0"
NO. 5	ROOM 5	10'0" x 10'0"
NO. 6	ROOM 6	10'0" x 10'0"
NO. 7	ROOM 7	10'0" x 10'0"
NO. 8	ROOM 8	10'0" x 10'0"
NO. 9	ROOM 9	10'0" x 10'0"
NO. 10	ROOM 10	10'0" x 10'0"
NO. 11	ROOM 11	10'0" x 10'0"
NO. 12	ROOM 12	10'0" x 10'0"
NO. 13	ROOM 13	10'0" x 10'0"
NO. 14	ROOM 14	10'0" x 10'0"
NO. 15	ROOM 15	10'0" x 10'0"
NO. 16	ROOM 16	10'0" x 10'0"
NO. 17	ROOM 17	10'0" x 10'0"
NO. 18	ROOM 18	10'0" x 10'0"
NO. 19	ROOM 19	10'0" x 10'0"
NO. 20	ROOM 20	10'0" x 10'0"

NOTES:
1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL WALLS ARE 1/2" THICK UNLESS NOTED OTHERWISE.
3. ALL FLOORS ARE 4" THICK CONCRETE UNLESS NOTED OTHERWISE.
4. ALL ROOFS ARE 6" THICK CONCRETE UNLESS NOTED OTHERWISE.
5. ALL CEILING ARE 8' HIGH UNLESS NOTED OTHERWISE.
6. ALL DOORS ARE 3'0" WIDE UNLESS NOTED OTHERWISE.
7. ALL WINDOWS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
8. ALL STAIRS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
9. ALL ELEVATORS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
10. ALL HALLWAYS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
11. ALL CORRIDORS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
12. ALL LOBBIES ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
13. ALL OFFICES ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
14. ALL BEDROOMS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
15. ALL BATHS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
16. ALL KITCHENS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
17. ALL DINING AREAS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
18. ALL LIVING AREAS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
19. ALL PORCHES ARE 4'0" WIDE UNLESS NOTED OTHERWISE.
20. ALL PATIOS ARE 4'0" WIDE UNLESS NOTED OTHERWISE.

Yamamoto
Architecture Inc.

Plan 12 Sept 4 2012
DP 12-615424

NO. 1	ROOM 1	10'0" x 10'0"
NO. 2	ROOM 2	10'0" x 10'0"
NO. 3	ROOM 3	10'0" x 10'0"
NO. 4	ROOM 4	10'0" x 10'0"
NO. 5	ROOM 5	10'0" x 10'0"
NO. 6	ROOM 6	10'0" x 10'0"
NO. 7	ROOM 7	10'0" x 10'0"
NO. 8	ROOM 8	10'0" x 10'0"
NO. 9	ROOM 9	10'0" x 10'0"
NO. 10	ROOM 10	10'0" x 10'0"
NO. 11	ROOM 11	10'0" x 10'0"
NO. 12	ROOM 12	10'0" x 10'0"
NO. 13	ROOM 13	10'0" x 10'0"
NO. 14	ROOM 14	10'0" x 10'0"
NO. 15	ROOM 15	10'0" x 10'0"
NO. 16	ROOM 16	10'0" x 10'0"
NO. 17	ROOM 17	10'0" x 10'0"
NO. 18	ROOM 18	10'0" x 10'0"
NO. 19	ROOM 19	10'0" x 10'0"
NO. 20	ROOM 20	10'0" x 10'0"



BUILDING 1 - 3RD FLOOR

UNIT COUNTS	
100	100
200	200
300	300
400	400
500	500
600	600
700	700
800	800
900	900
1000	1000
1100	1100
1200	1200
1300	1300
1400	1400
1500	1500
1600	1600
1700	1700
1800	1800
1900	1900
2000	2000
2100	2100
2200	2200
2300	2300
2400	2400
2500	2500
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3300	3300
3400	3400
3500	3500
3600	3600
3700	3700
3800	3800
3900	3900
4000	4000
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4300	4300
4400	4400
4500	4500
4600	4600
4700	4700
4800	4800
4900	4900
5000	5000
5100	5100
5200	5200
5300	5300
5400	5400
5500	5500
5600	5600
5700	5700
5800	5800
5900	5900
6000	6000
6100	6100
6200	6200
6300	6300
6400	6400
6500	6500
6600	6600
6700	6700
6800	6800
6900	6900
7000	7000
7100	7100
7200	7200
7300	7300
7400	7400
7500	7500
7600	7600
7700	7700
7800	7800
7900	7900
8000	8000
8100	8100
8200	8200
8300	8300
8400	8400
8500	8500
8600	8600
8700	8700
8800	8800
8900	8900
9000	9000
9100	9100
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9300	9300
9400	9400
9500	9500
9600	9600
9700	9700
9800	9800
9900	9900
10000	10000



UNIT COUNTS	
100	100
200	200
300	300
400	400
500	500
600	600
700	700
800	800
900	900
1000	1000
1100	1100
1200	1200
1300	1300
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4700	4700
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5800	5800
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6400	6400
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6600	6600
6700	6700
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7000	7000
7100	7100
7200	7200
7300	7300
7400	7400
7500	7500
7600	7600
7700	7700
7800	7800
7900	7900
8000	8000
8100	8100
8200	8200
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8400	8400
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8600	8600
8700	8700
8800	8800
8900	8900
9000	9000
9100	9100
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9300	9300
9400	9400
9500	9500
9600	9600
9700	9700
9800	9800
9900	9900
10000	10000

PROJECT: ADAPTATION DEVELOPMENT
 PREPARED BY: YAMAMOTO ARCHITECTURE INC.
 DATE: 09/04/2012
 SCALE: 1/8" = 1'-0"

RIVA
 1770 17TH AVENUE, SUITE 100
 DENVER, CO 80202

Yamamoto
 Architecture Inc.

PROJECT: ADAPTATION DEVELOPMENT
 PREPARED BY: YAMAMOTO ARCHITECTURE INC.
 DATE: 09/04/2012
 SCALE: 1/8" = 1'-0"

Plan 15 Sept 4 2012
 DP 12-615424

UNIT COUNTS	
100	100
200	200
300	300
400	400
500	500
600	600
700	700
800	800
900	900
1000	1000
1100	1100
1200	1200
1300	1300
1400	1400
1500	1500
1600	1600
1700	1700
1800	1800
1900	1900
2000	2000
2100	2100
2200	2200
2300	2300
2400	2400
2500	2500
2600	2600
2700	2700
2800	2800
2900	2900
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3700	3700
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3900	3900
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4300	4300
4400	4400
4500	4500
4600	4600
4700	4700
4800	4800
4900	4900
5000	5000
5100	5100
5200	5200
5300	5300
5400	5400
5500	5500
5600	5600
5700	5700
5800	5800
5900	5900
6000	6000
6100	6100
6200	6200
6300	6300
6400	6400
6500	6500
6600	6600
6700	6700
6800	6800
6900	6900
7000	7000
7100	7100
7200	7200
7300	7300
7400	7400
7500	7500
7600	7600
7700	7700
7800	7800
7900	7900
8000	8000
8100	8100
8200	8200
8300	8300
8400	8400
8500	8500
8600	8600
8700	8700
8800	8800
8900	8900
9000	9000
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9500	9500
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[illegible]

ANATOMY DEVELOPMENT

RIVA
PAPA, VITA, ALLEGORIA, UTOPIA

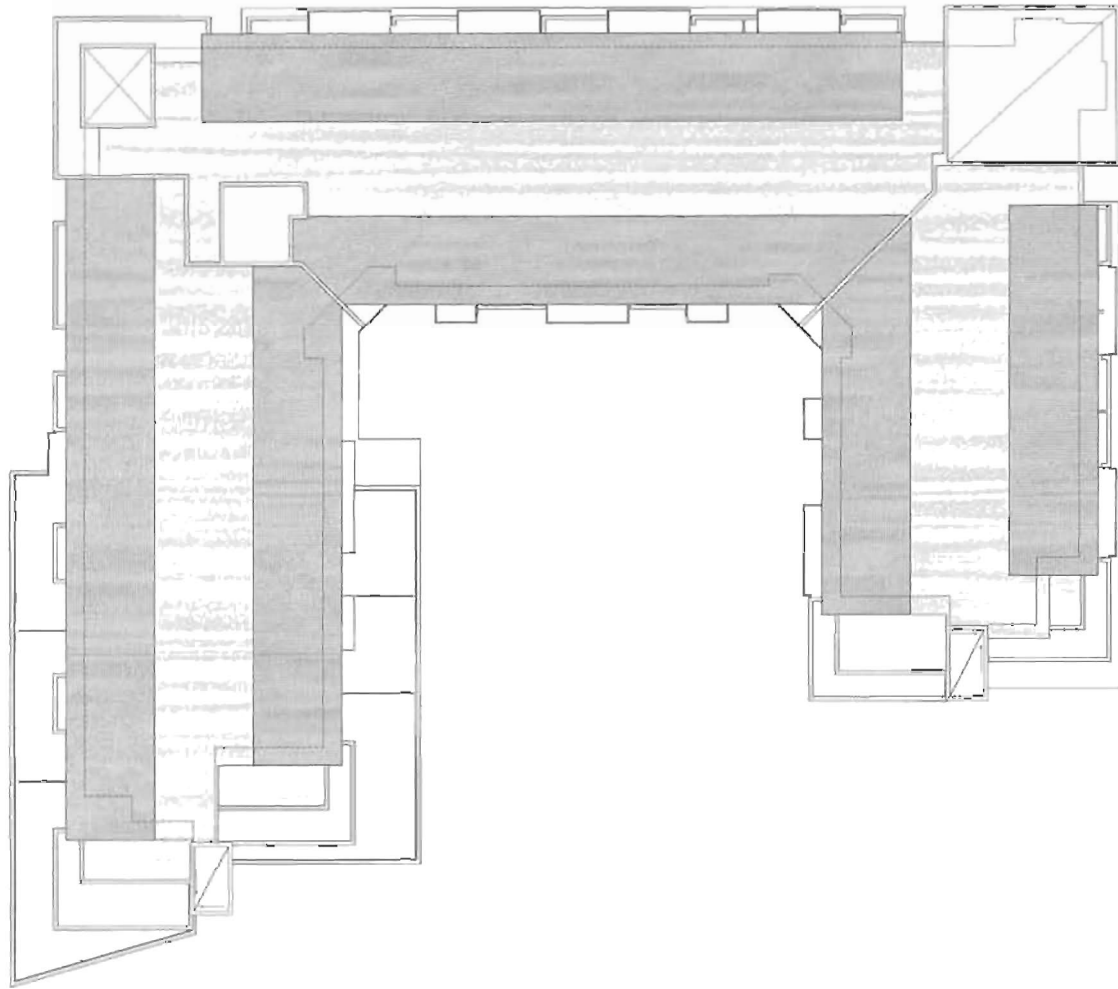
Yamamoto
Architecture Inc.

1000 600 400 200 0

EXTRA FLOOR PLAN
BUILDING 1

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Plan 18 Sept 4 2012
DP 12-615424



Plan 19 Sept 4 2012
 DP 12-615424

NO.	DATE	DESCRIPTION
1	09/04/12	REVISION: 1.0
2	09/04/12	REVISION: 2.0
3	09/04/12	REVISION: 3.0
4	09/04/12	REVISION: 4.0
5	09/04/12	REVISION: 5.0
6	09/04/12	REVISION: 6.0
7	09/04/12	REVISION: 7.0
8	09/04/12	REVISION: 8.0
9	09/04/12	REVISION: 9.0
10	09/04/12	REVISION: 10.0

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 FAX: 212 691 1001
 WWW.ADAPTIV.COM

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ROOF PLAN
 BUILDING 1
 1000 10TH AVENUE, SUITE 1000
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NO.	DATE	DESCRIPTION
1	09/04/12	REVISION: 1.0
2	09/04/12	REVISION: 2.0
3	09/04/12	REVISION: 3.0
4	09/04/12	REVISION: 4.0
5	09/04/12	REVISION: 5.0
6	09/04/12	REVISION: 6.0
7	09/04/12	REVISION: 7.0
8	09/04/12	REVISION: 8.0
9	09/04/12	REVISION: 9.0
10	09/04/12	REVISION: 10.0

BUILDING 2 - 2ND FLOOR

UNIT	NO.	AREA (SQ. FT.)	REMARKS
101	1	1,000	1000
102	2	1,000	1000
103	3	1,000	1000
104	4	1,000	1000
105	5	1,000	1000
106	6	1,000	1000
107	7	1,000	1000
108	8	1,000	1000
109	9	1,000	1000
110	10	1,000	1000
111	11	1,000	1000
112	12	1,000	1000
113	13	1,000	1000
114	14	1,000	1000
115	15	1,000	1000
116	16	1,000	1000
117	17	1,000	1000
118	18	1,000	1000
119	19	1,000	1000
120	20	1,000	1000
121	21	1,000	1000
122	22	1,000	1000
123	23	1,000	1000
124	24	1,000	1000
125	25	1,000	1000
126	26	1,000	1000
127	27	1,000	1000
128	28	1,000	1000
129	29	1,000	1000
130	30	1,000	1000
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132	32	1,000	1000
133	33	1,000	1000
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136	36	1,000	1000
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196	96	1,000	1000
197	97	1,000	1000
198	98	1,000	1000
199	99	1,000	1000
200	100	1,000	1000



UNIT	NO.	AREA (SQ. FT.)	REMARKS
101	1	1,000	1000
102	2	1,000	1000
103	3	1,000	1000
104	4	1,000	1000
105	5	1,000	1000
106	6	1,000	1000
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196	96	1,000	1000
197	97	1,000	1000
198	98	1,000	1000
199	99	1,000	1000
200	100	1,000	1000

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 BUILDING 2
 1000 RIVA DRIVE
 SUITE 100
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 FAX: 604-271-1123
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Plan 21 Sept 4 2012
 DP 12-615424

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RIVA
777, 777 633-0000
www.riva.com

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THIRD FLOOR PLAN
BUILDING 2

DATE	1/18/88	PROJECT NO.	
BY	ALAN D. JONES		
REMARKS	A1-2.3		
			50
CHECKED		PROJECT NO.	11111

Plan 22 Sept 4 2012
DP 12-615424

DATE	UNIT COUNTS	ACCIDENTS
11/1/81	1	1
11/2/81	1	1
11/3/81	1	1
11/4/81	1	1
11/5/81	1	1
11/6/81	1	1
11/7/81	1	1
11/8/81	1	1
11/9/81	1	1
11/10/81	1	1
11/11/81	1	1
11/12/81	1	1
11/13/81	1	1
11/14/81	1	1
11/15/81	1	1
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11/19/81	1	1
11/20/81	1	1
11/21/81	1	1
11/22/81	1	1
11/23/81	1	1
11/24/81	1	1
11/25/81	1	1
11/26/81	1	1
11/27/81	1	1
11/28/81	1	1
11/29/81	1	1
11/30/81	1	1
TOTAL	30	30

[illegible]

Large body of evidence shows that people who take a course before this last important legal hurdle (e.g., become acquainted with or become an attorney) are apt to be better at understanding business law (e.g., *see* [Barnett, 1999](#)).

CONSUMER UNIVERSITY

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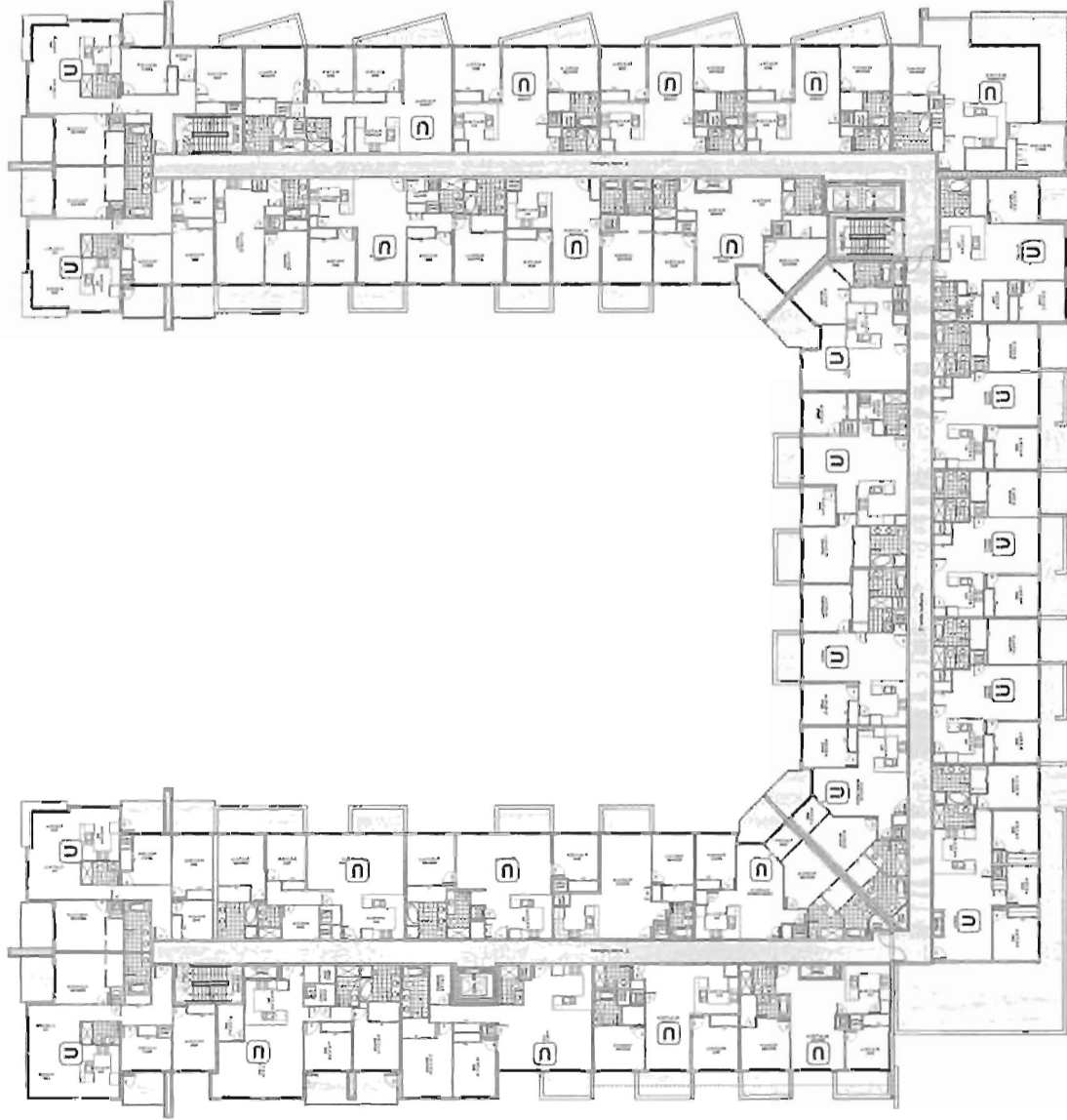
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FOURTH FLOOR PLAN
BUILDING 7[illegible]

Plan 23 Sept 4 2012
DP 12-615424

BUILDING 2 - 5TH FLOOR

NO.	DESCRIPTION	QUANTITY	UNIT	REMARKS
1	CONCRETE	1	sq. ft.	
2	STEEL	1	sq. ft.	
3	GLASS	1	sq. ft.	
4	PAINT	1	sq. ft.	
5	CEILING	1	sq. ft.	
6	FLOORING	1	sq. ft.	
7	MECHANICAL	1	sq. ft.	
8	ELECTRICAL	1	sq. ft.	
9	PLUMBING	1	sq. ft.	
10	LANDSCAPE	1	sq. ft.	
11	TOTAL	11	sq. ft.	



NO.	DESCRIPTION	QUANTITY	UNIT	REMARKS
1	CONCRETE	1	sq. ft.	
2	STEEL	1	sq. ft.	
3	GLASS	1	sq. ft.	
4	PAINT	1	sq. ft.	
5	CEILING	1	sq. ft.	
6	FLOORING	1	sq. ft.	
7	MECHANICAL	1	sq. ft.	
8	ELECTRICAL	1	sq. ft.	
9	PLUMBING	1	sq. ft.	
10	LANDSCAPE	1	sq. ft.	
11	TOTAL	11	sq. ft.	

YAMAMOTO ARCHITECTURE INC.
1000 10TH AVENUE, SUITE 1000
DENVER, CO 80202
TEL: 303.733.1000
WWW.YAMAMOTOARCHITECT.COM

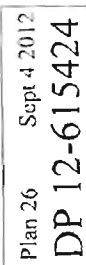
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Architecture Inc.

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DENVER, CO 80202
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WWW.YAMAMOTOARCHITECT.COM

NO.	DESCRIPTION	QUANTITY	UNIT	REMARKS
1	CONCRETE	1	sq. ft.	
2	STEEL	1	sq. ft.	
3	GLASS	1	sq. ft.	
4	PAINT	1	sq. ft.	
5	CEILING	1	sq. ft.	
6	FLOORING	1	sq. ft.	
7	MECHANICAL	1	sq. ft.	
8	ELECTRICAL	1	sq. ft.	
9	PLUMBING	1	sq. ft.	
10	LANDSCAPE	1	sq. ft.	
11	TOTAL	11	sq. ft.	

Plan 24 Sept 4 2012
DP 12-615424



DATE	0.000	0.000	0.000
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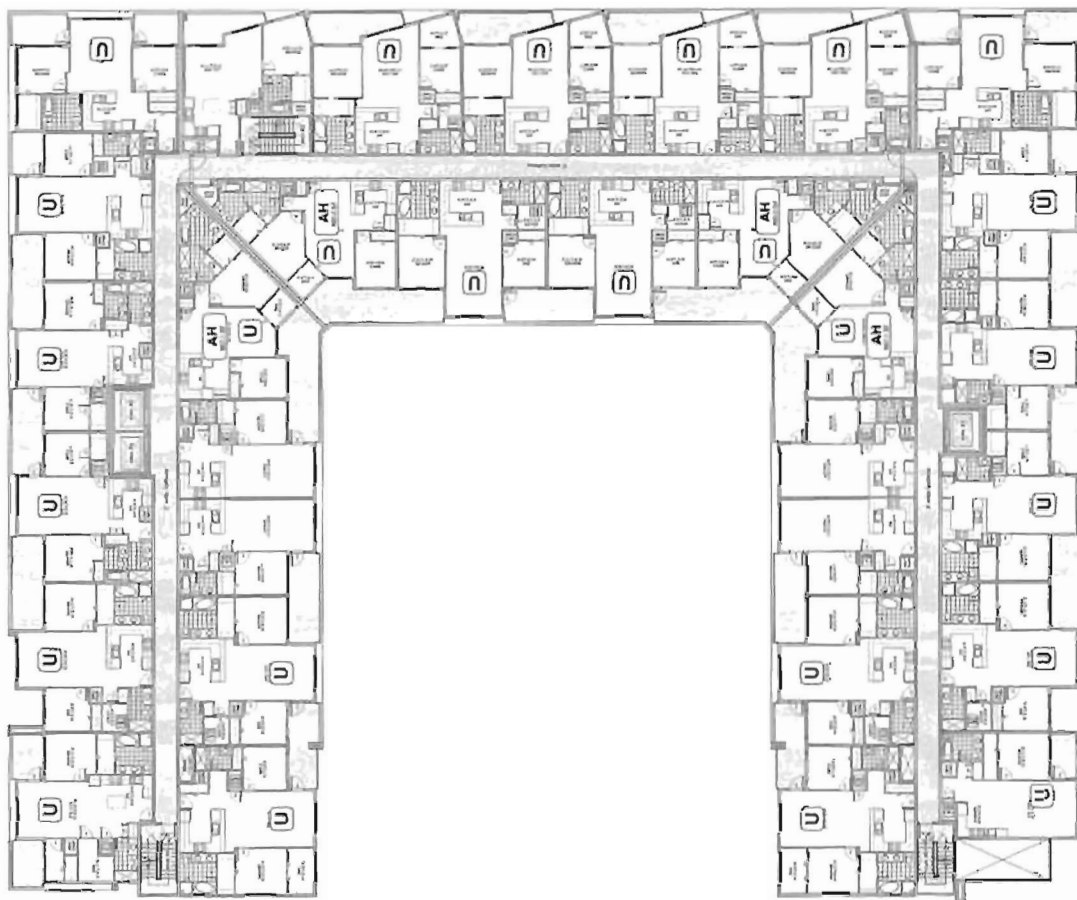
ADAPTATION DEVELOPMENT

RIVA
1974, 1975 & 1976
Barnes, N.Y.

**Yamamoto
Architecture Inc.**

SECOND FLOOR PLAN
BUILDING 3

Plan 27 Sept 4 2012
DP 12-615424



BOOK	1110	DATE	NOV 10 1953	PRICE	\$1.32	ISSUE	10
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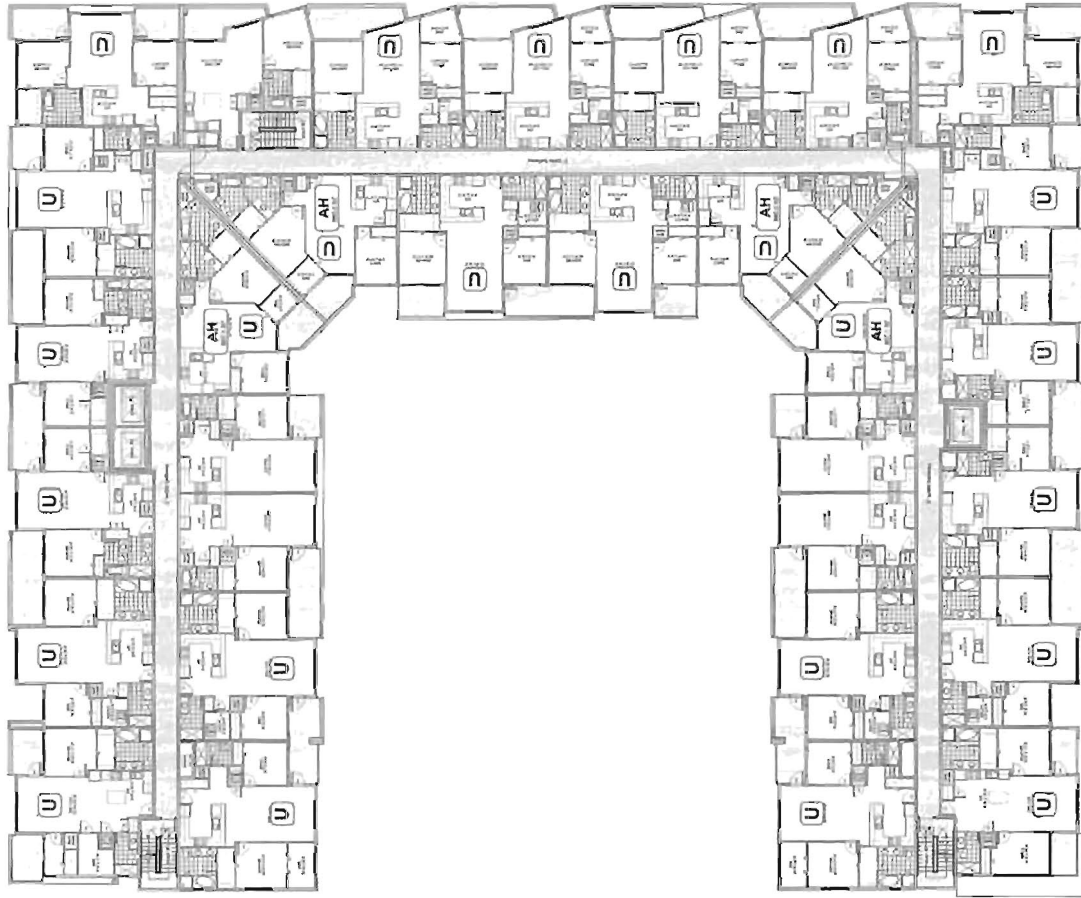
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ADAPTIVE DEVELOPMENT

RIVA
PAPA, PAPA... L'ALBERGO DEL MONDO
MILANO - BELLINI

THIRD FLOOR PLAN
BUILDING 2

DATE	TIME	INVEST NO.
1/27	06:10.00	A13.3
DEPTH		00
INVEST NO.		10



Plan 28 Sept 4 2012
DP 12-615424

BUILDING 3 - 4TH FLOOR

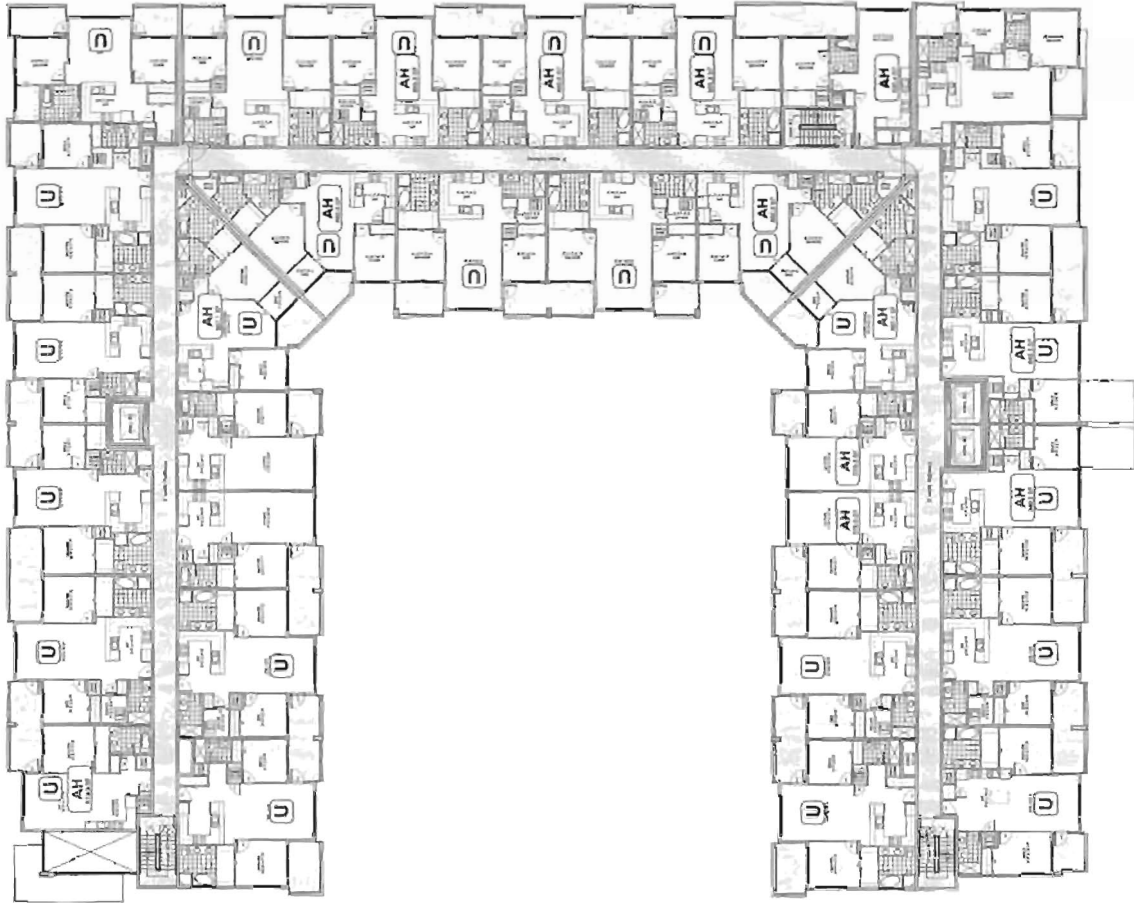
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BUILDING 4 - 2ND FLOOR

GENERAL NOTES	
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING:	
2. UNLESS OTHERWISE NOTED, ALL MATERIALS SHALL BE OF THE BEST QUALITY AVAILABLE.	
3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.	
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.	
5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.	
6. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.	
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.	
8. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.	
9. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.	
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.	
11. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.	
12. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.	
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.	
14. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.	
15. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.	
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.	
17. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.	
18. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.	
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.	
20. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.	



GENERAL NOTES	
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING:	
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20. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.	

PROJECT: SEASIDE DEVELOPMENT

RIVA

Yamamoto
Architecture Inc.

SECOND FLOOR PLAN
BUILDING 4

Plan 34 Sept 4 2012
DP 12-615424

GENERAL NOTES	
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING:	
2. UNLESS OTHERWISE NOTED, ALL MATERIALS SHALL BE OF THE BEST QUALITY AVAILABLE.	
3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.	
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20. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.	

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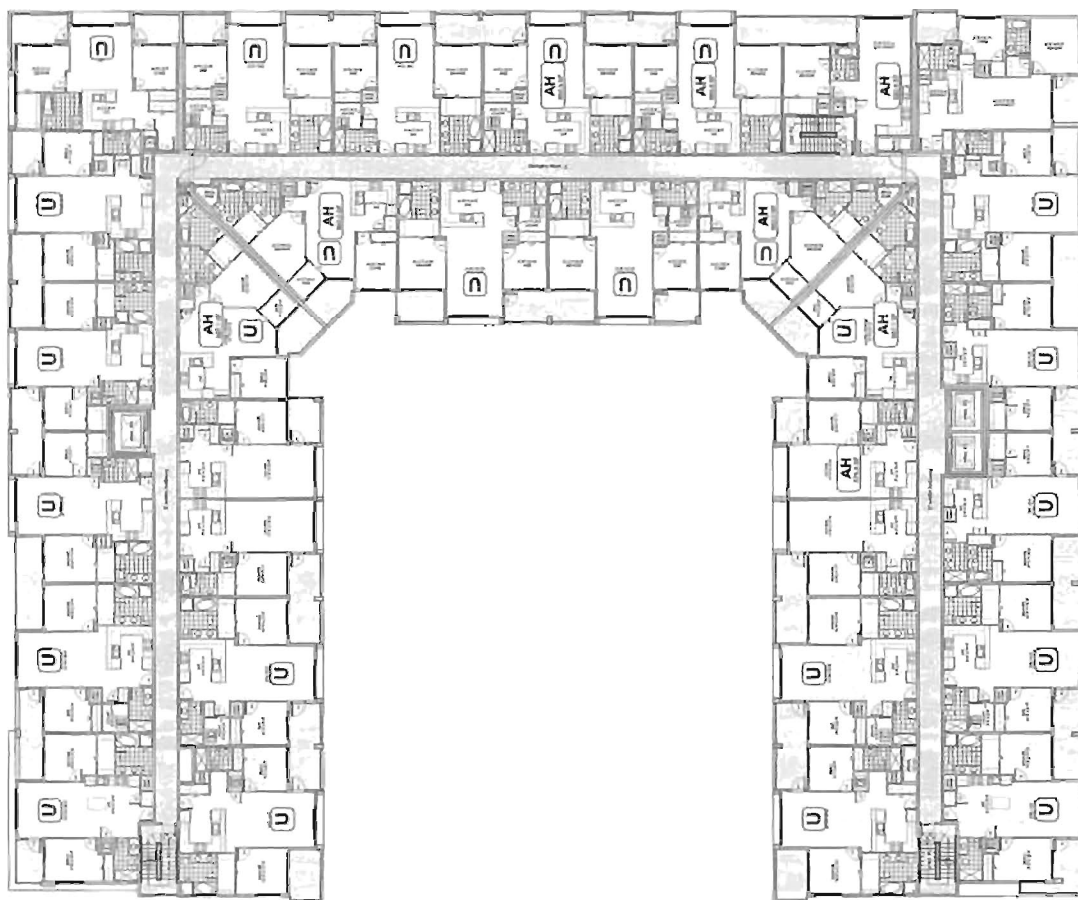
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► **ORIGIN**
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Plan 35 Sept 4 2012
DP 12-615424

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ALIGNMENT WITH COURSE?

RIVA

Yamamoto
Architecture Inc.

2000

Abstract

NOTES ON CONTRIBUTORS

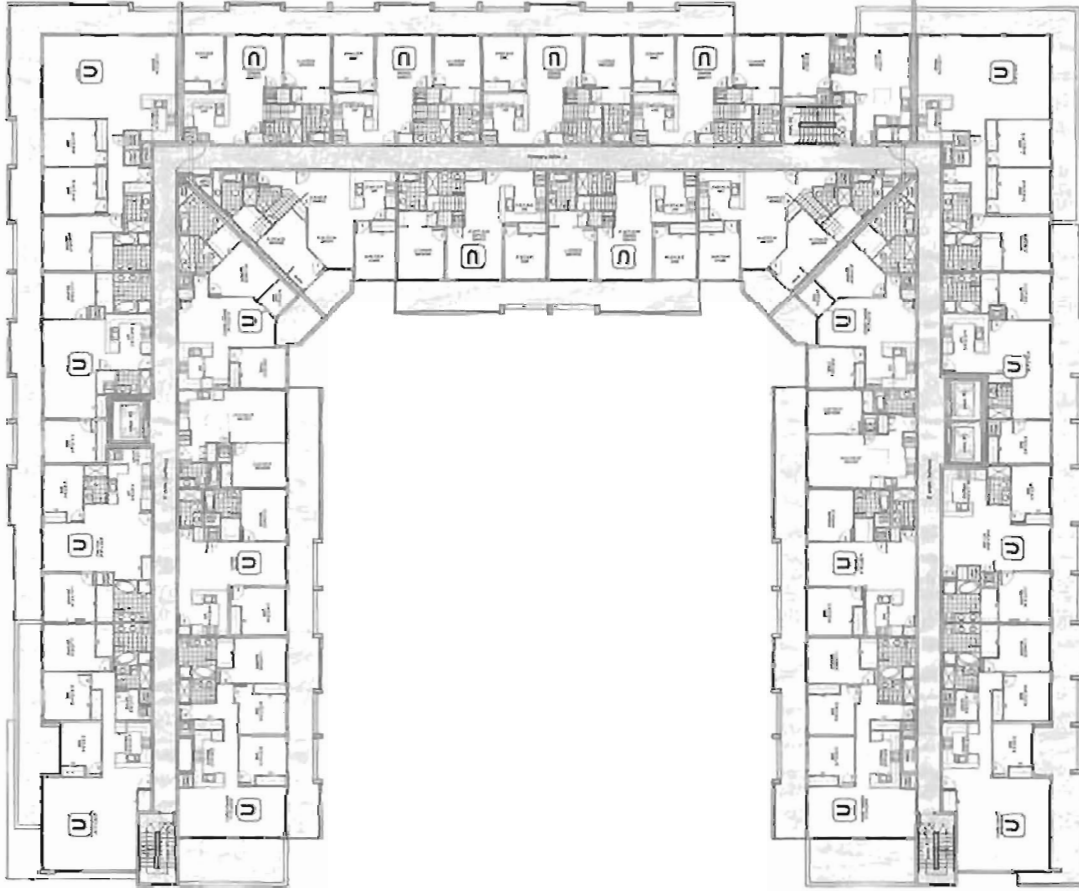
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Plan 36 Sept 4 2012
DP 12-615424

BUILDING 4 - 5TH FLOOR

GENERAL NOTES	
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.	
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.	
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE.	
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SCHEDULING AND LOGISTICS.	
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SAFETY MEASURES.	
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9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ARCHITECTURAL MEASURES.	
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13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY FIRE PROTECTION MEASURES.	
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15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCESSIBILITY MEASURES.	
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ENERGY EFFICIENCY MEASURES.	
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SUSTAINABILITY MEASURES.	
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY QUALITY ASSURANCE MEASURES.	
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY RISK MANAGEMENT MEASURES.	
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PROJECT MANAGEMENT MEASURES.	



GENERAL NOTES	
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.	
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.	
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE.	
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20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PROJECT MANAGEMENT MEASURES.	

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 WWW.YAMAMOTO-ARCH.COM

DATE
 09/04/2012
BY
 J. YAMAMOTO
PROJECT
 RIVA
ARCHITECT
 YAMAMOTO
OWNER
 YAMAMOTO

Plan 37 Sept 4 2012
 DP 12-615424

GENERAL NOTES	
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.	
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.	
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20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PROJECT MANAGEMENT MEASURES.	

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Page 8 of 10

Page 9 of 10

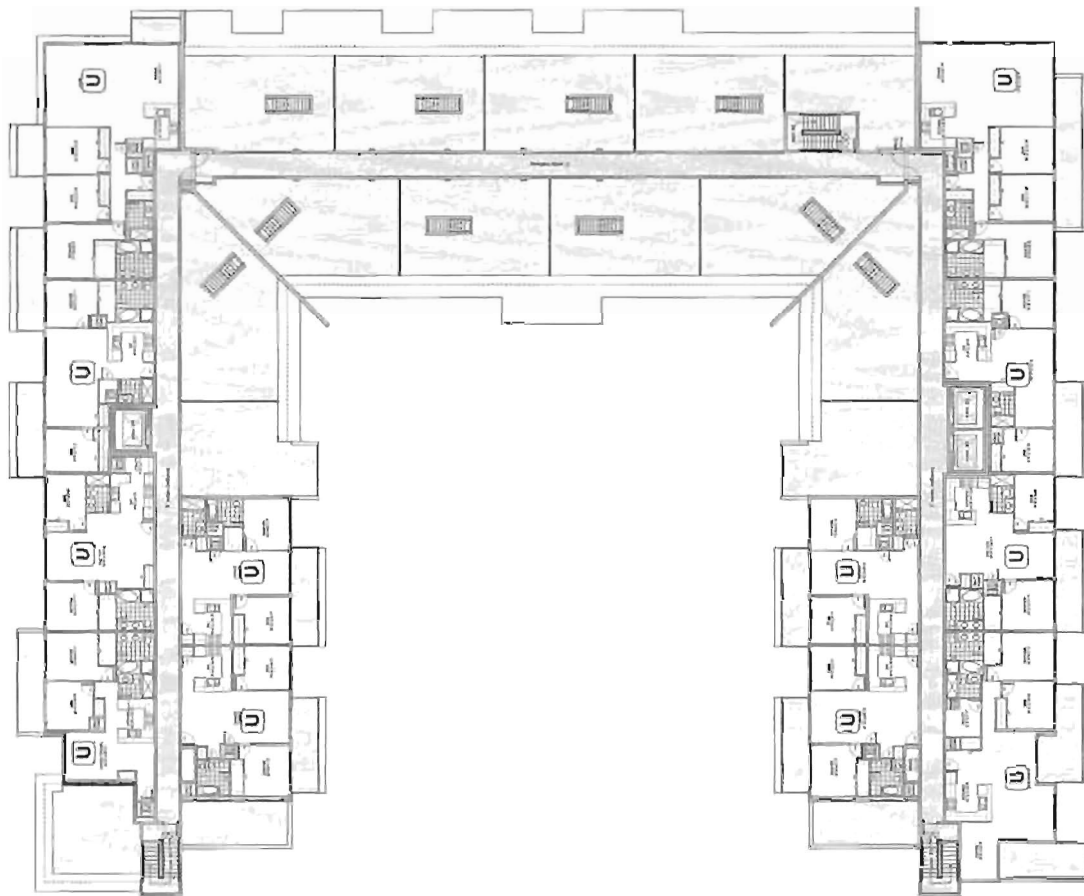
Page 10 of 10

RIVA
VIA 1791 ALBERGHESE 101
20090 RIVA, BZ

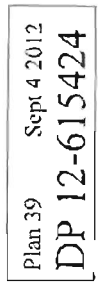
**Yamamoto
Architecture Inc.**

2000 and 2001, A.E.
1001 N. 1st St. #1111, Fort Worth, TX 76102
2000 and 2001, A.E.
1001 N. 1st St. #1111, Fort Worth, TX 76102

DATE	1/18/84	PROJECT NO.	
TIME	10:00 AM	DATE	1/18/84
LOCATION		TIME	
PROJECT NO.		DATE	



Plan 38 Sept 4 2012
DP 12-615424



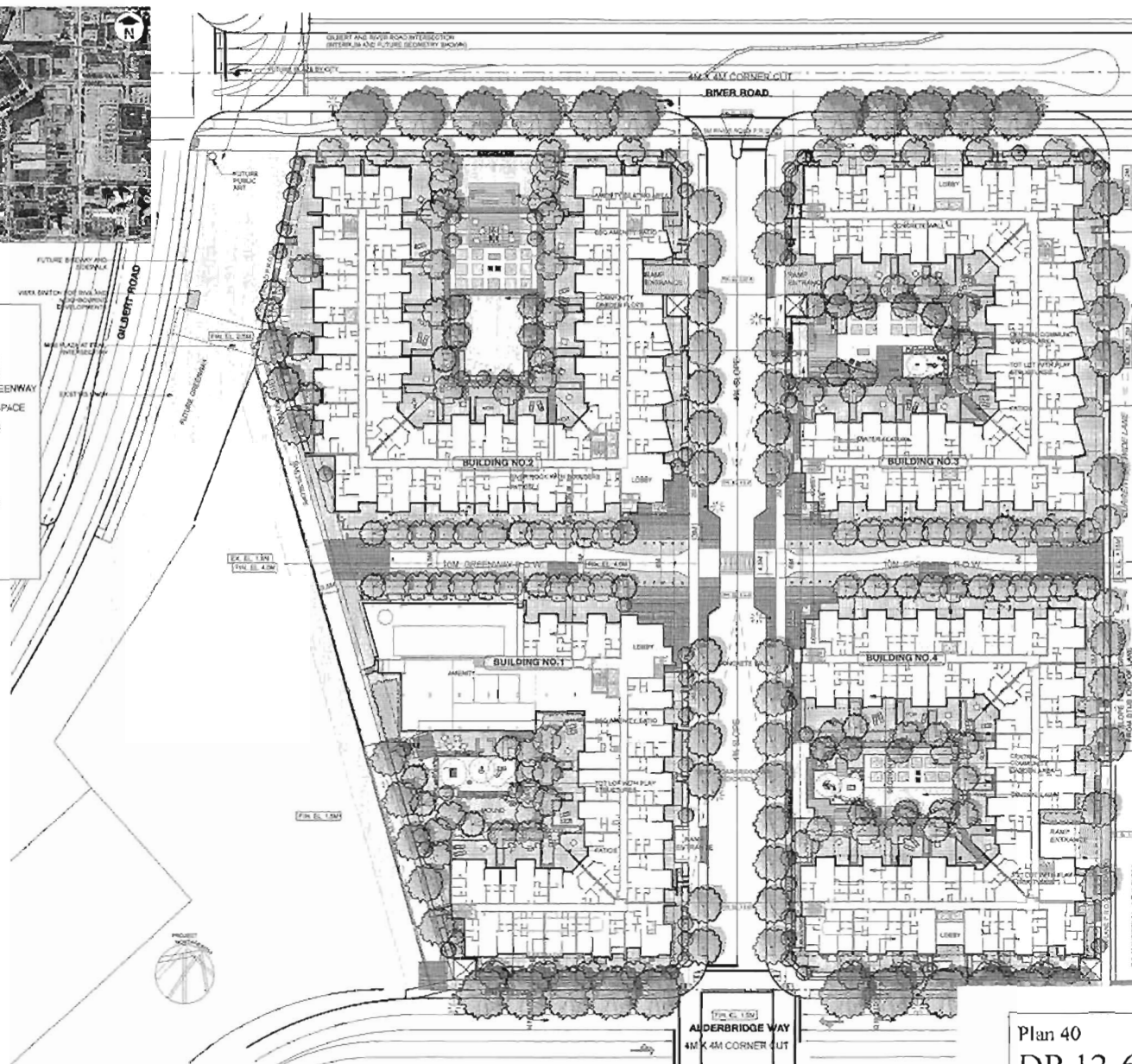
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DATE	1/28	TIME	10:00



SITE LOCATION

DRAWING LEGEND

- L1.1 LANDSCAPE SITE PLAN
- L1.2 GRADING PLAN
- L1.3 COURTYARD DETAIL PLAN - BUILDING 4
- L1.4 COURTYARD DETAIL PLAN - BUILDING 1
- L1.5 COURTYARD DETAIL PLAN - BUILDING 3
- L1.6 EAST / WEST COMMUNITY GARDEN GREENWAY
- L1.7 FUTURE LANE CONDITION
- L1.8 ON-SITE PRIVATE AND SHARED OPEN SPACE AND PROPOSED PUBLIC ART PLAN
- L1.9 ON-SITE PERMEABILITY CALCULATIONS
- L1.10 CENTRAL PLAZA DETAIL PLAN
- L2.1 PLANT MATERIALS
- L3.1 LANDSCAPE SECTIONS
- L3.2 LANDSCAPE SECTIONS
- L3.3 LANDSCAPE SECTIONS
- L3.4 LANDSCAPE ELEVATIONS AND DETAILS
- L4.1 PRECEDENT IMAGES
- L5.1 PLAY AREA ELEMENTS
- L5.2 LANDSCAPE DETAILS



NOTE:
TERMINATING WALLS AT
WEST AND EAST SIDE OF THE
SITE. SEE THE FOLLOWING
ARCHITECTURAL DRAWINGS:
BUILDING 1: A2-1.2
BUILDING 2: A2-2.1
BUILDING 3: A2-3.3
BUILDING 4: A2-4.2
OVERALL: A2.04

NOTES:



10	10/10/2012	REVISION: 10/10/2012
11	10/10/2012	REVISION: 10/10/2012
12	10/10/2012	REVISION: 10/10/2012
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28	10/10/2012	REVISION: 10/10/2012
29	10/10/2012	REVISION: 10/10/2012
30	10/10/2012	REVISION: 10/10/2012

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PROJECT	DP12-615424
DATE	10/10/2012
BY	10/10/2012
APP'D	10/10/2012
SCALE	AS SHOWN

LANDSCAPE SITE PLAN

Plan 40 Sept 4 2012
DP 12-615424

L1.1

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**Yamamoto
Architecture Inc.**

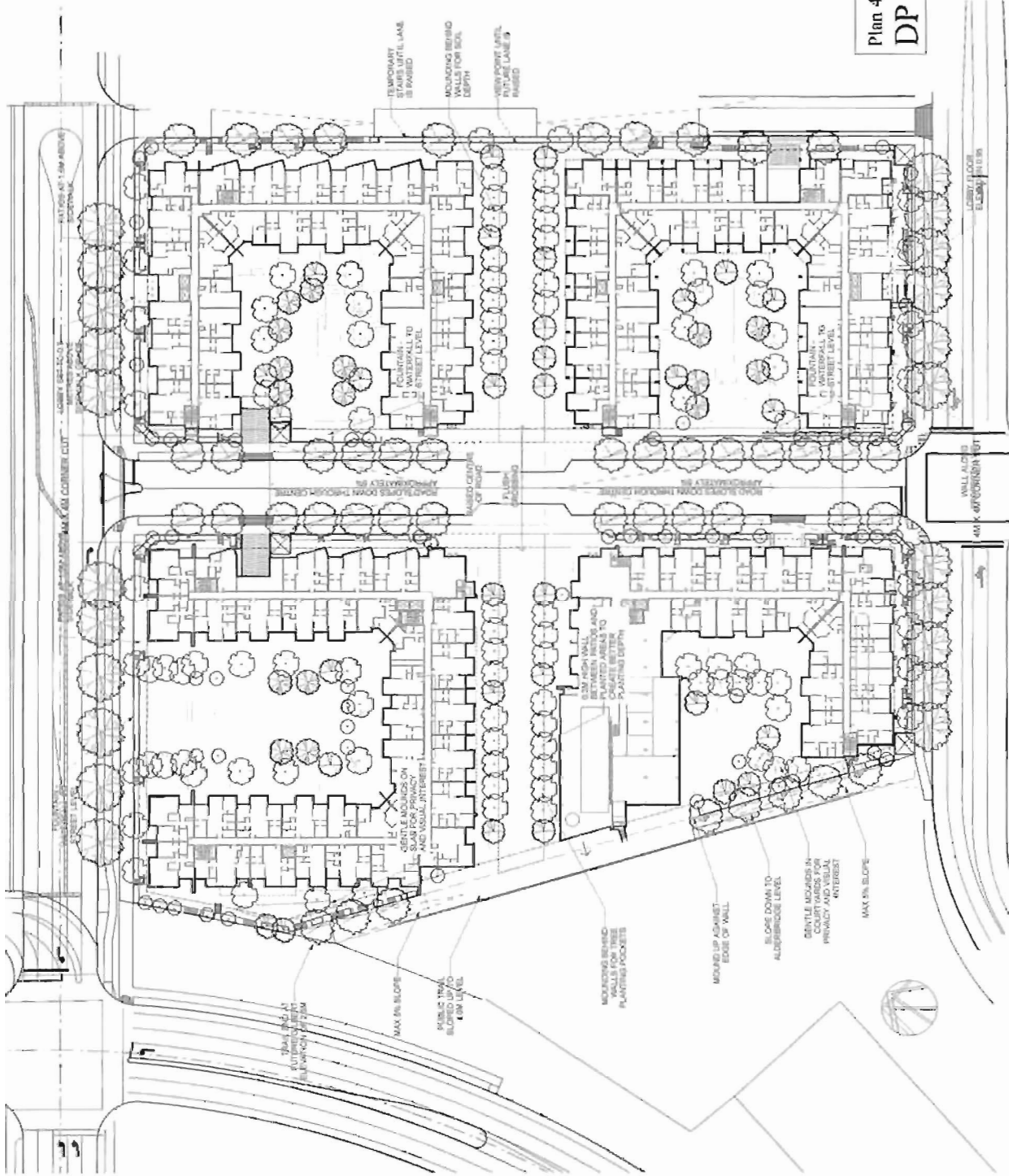
THE UNIVERSITY OF CHICAGO

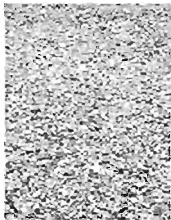
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Plan 41 Sept 4 2012
DP 12-615424

L1.2

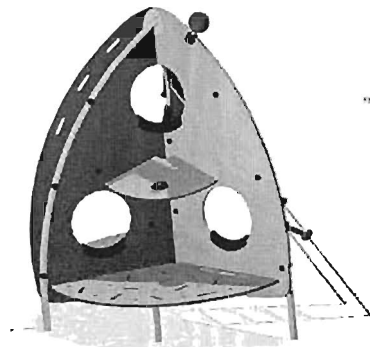




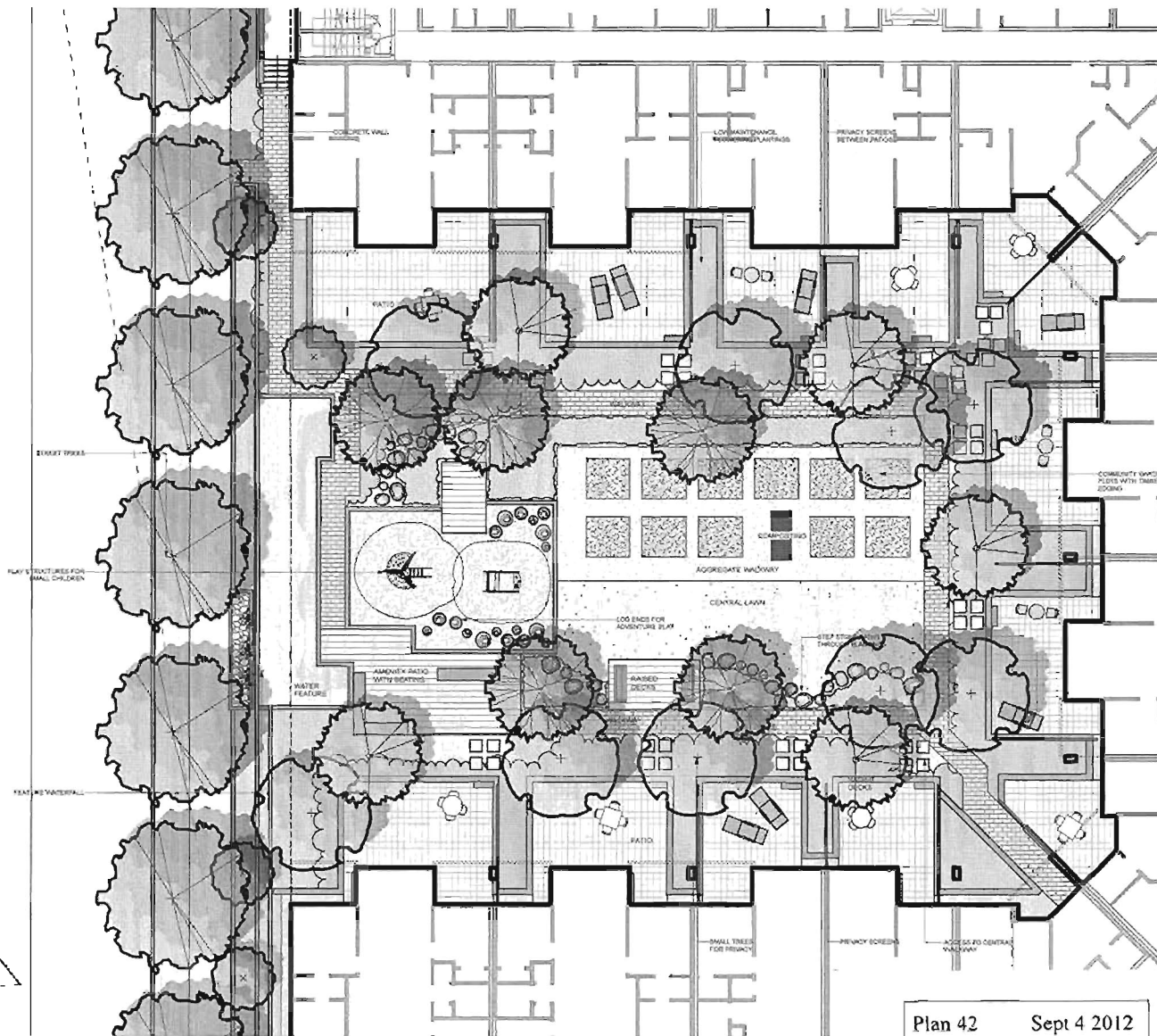
WOOD FIBRE FALL SURFACING



PLAY STRUCTURES FOR SMALL CHILDREN



KOMPAK CLIMBY STRUCTURE



Plan 42 Sept 4 2012
DP 12-615424

NOTES



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19	10/10/12	REVISIONS
20	10/10/12	REVISIONS



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09/03/12

RIVA

09/03/12

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Owner	2011	09/03/12
Architect	10/10/12	09/03/12
Engineer	10/10/12	09/03/12
Interior Designer	10/10/12	09/03/12
Landscaper	10/10/12	09/03/12
Builder	10/10/12	09/03/12

BUILDING 4
COURTYARD
DETAIL PLAN

09/03/12

L1.3



Plan 43 Sept 4 2012
DP 12-615424

NOTES:



12	SHARP & DIAMOND	REVISIONS
13	SHARP & DIAMOND	REVISIONS
14	SHARP & DIAMOND	REVISIONS
15	SHARP & DIAMOND	REVISIONS
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30	SHARP & DIAMOND	REVISIONS



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GROUP OF COMPANIES

CONSTRUCTION: This plan and design are for use at all times and for all purposes. The client is responsible for obtaining all necessary permits and approvals from the appropriate authorities.

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REVISION:	01	BY:
SCALE:	1/8" = 1'-0"	
DATE:	2012	BY:

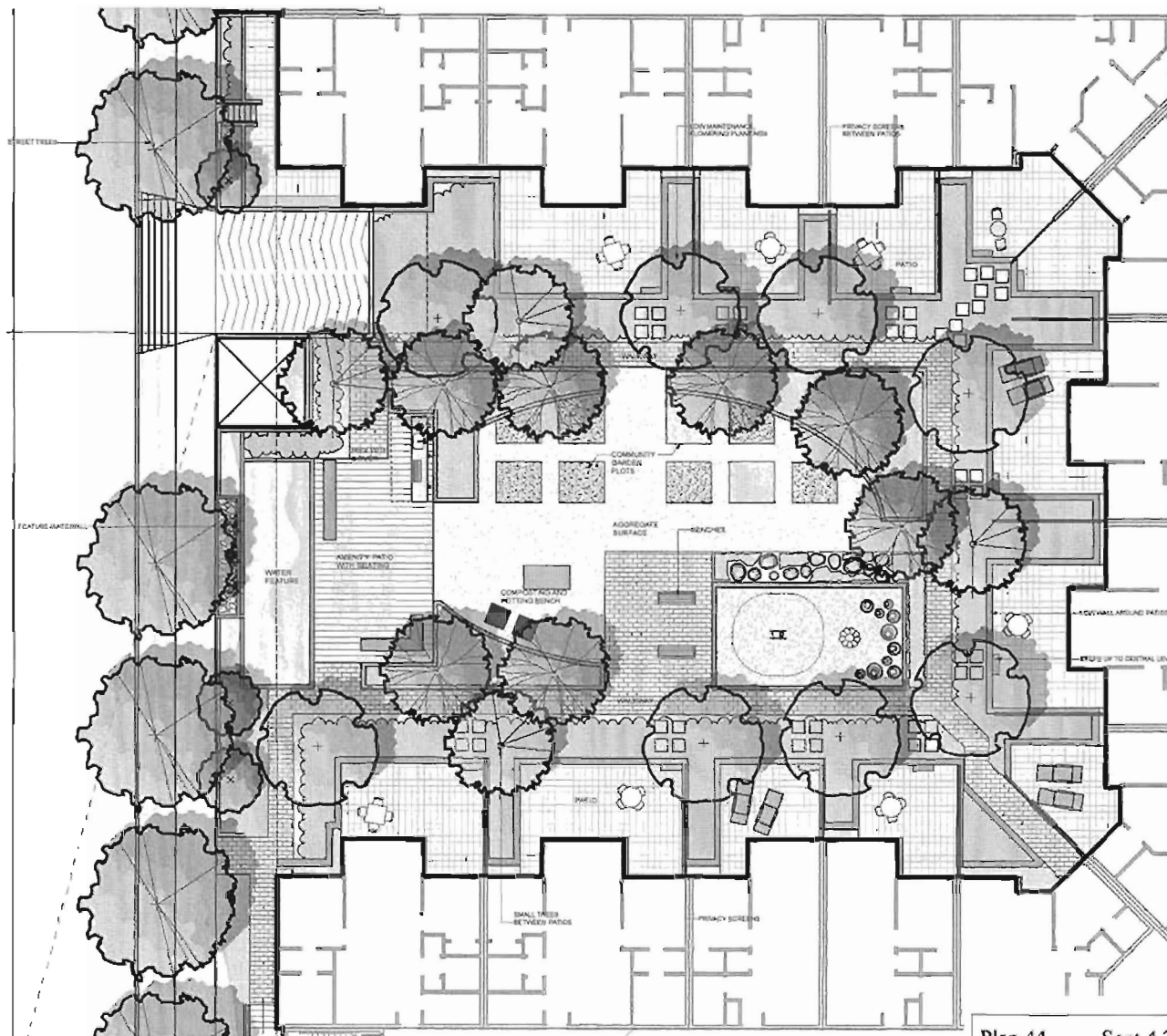
BUILDING 1
COURTYARD
DETAIL PLAN

ISSUED ON:

L1.4



COURTYARD GARDENING PRECEDENTS



Plan 44 Sept 4 2012
DP 12-615424

NOTES



1	10/10/12	REVISED FOR CITY COMMENTS
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20	10/10/12	REVISED FOR CITY COMMENTS



Yamamoto
Architecture Inc.

YAMAMOTO ARCHITECTURE INC.
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San Francisco, CA 94103
415.774.1100

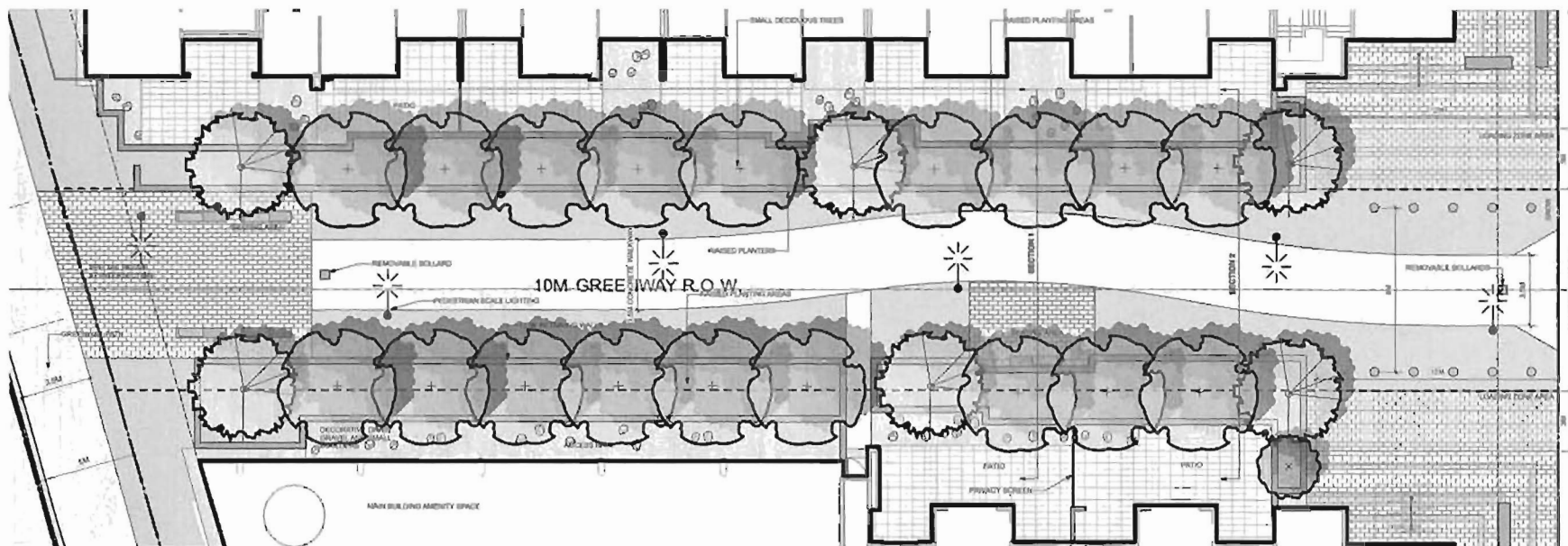
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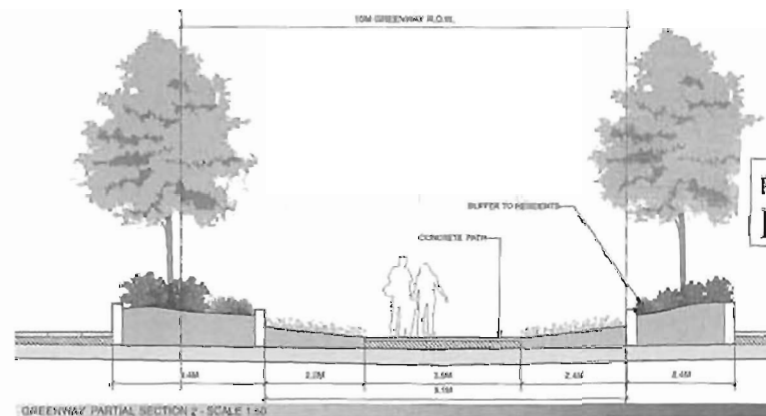
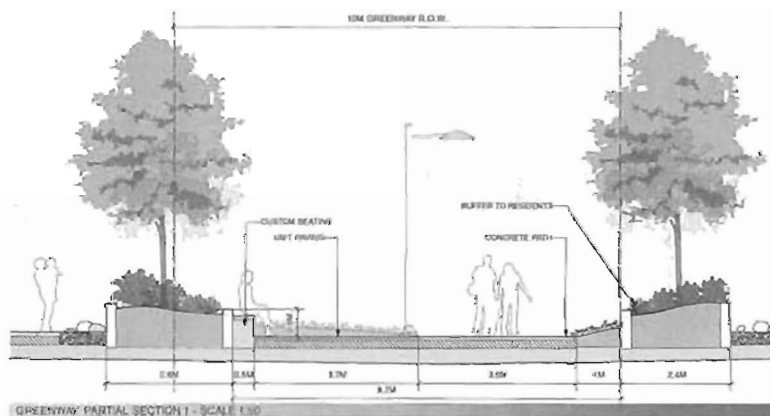
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APPROVED	10/10/12
DATE	10/10/12
DATE	10/10/12

BUILDING 3
COURTYARD
DETAIL PLAN

L1.5



GREENWAY
PROJECT SITE BOUNDARIES



NOTES:



1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE LATEST EDITIONS OF THE CALIFORNIA STANDARD SPECIFICATIONS FOR STRUCTURAL STEEL CONSTRUCTION, LATEST EDITION.	
2. ALL MATERIALS SHALL BE OF THE BEST QUALITY AVAILABLE AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ENGINEER.	
3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.	
4. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED BUDGET.	
5. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED QUALITY STANDARDS.	
6. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED SAFETY STANDARDS.	
7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ENVIRONMENTAL STANDARDS.	
8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED HISTORIC PRESERVATION STANDARDS.	
9. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED CULTURAL RESOURCE STANDARDS.	
10. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ARCHITECTURAL STANDARDS.	
11. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED LANDSCAPE ARCHITECTURE STANDARDS.	
12. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED CIVIL ENGINEERING STANDARDS.	
13. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ELECTRICAL ENGINEERING STANDARDS.	
14. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED MECHANICAL ENGINEERING STANDARDS.	
15. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED PLUMBING STANDARDS.	
16. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED FIRE PROTECTION STANDARDS.	
17. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TRANSPORTATION STANDARDS.	
18. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED UTILITIES STANDARDS.	
19. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED WATER RESOURCES STANDARDS.	
20. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED WASTE MANAGEMENT STANDARDS.	

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EAST / WEST
COMMUNITY GARDEN
GREENWAY

L1.6



12	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494
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 2004 Oct 2004, Washington, D.C.
 2004 Oct 2004, Washington, D.C.

RIVA

10

DISCUSSION AND CONCLUSIONS

Plan 46 Sept 4 2012
DP 12-615424

FUTURE LANE
GREENWAY

L1.7

STATISTICS / LEGEND

- TOTAL OUTDOOR SHARED AMENITY AREA: **5,176 SQ.M.** (55,714 SQ.FT)
 - REQUIREMENTS AT 6 SQ.M PER UNIT
 660 TOTAL UNITS = 3,960 SQ.M. SHARED AMENITY SPACE
 - INDOOR SHARED AMENITY AREA:
 BLDG 1 (SHARED BY BLDG 2): **1,832 SQ.M**
 BLDG 3- 21 SQ.M.
 BLDG 4- 21 SQ.M
 TOTAL INDOOR SHARED AMENITY AREA: **1,874 SQ.M.** (20,171 SQ.FT)

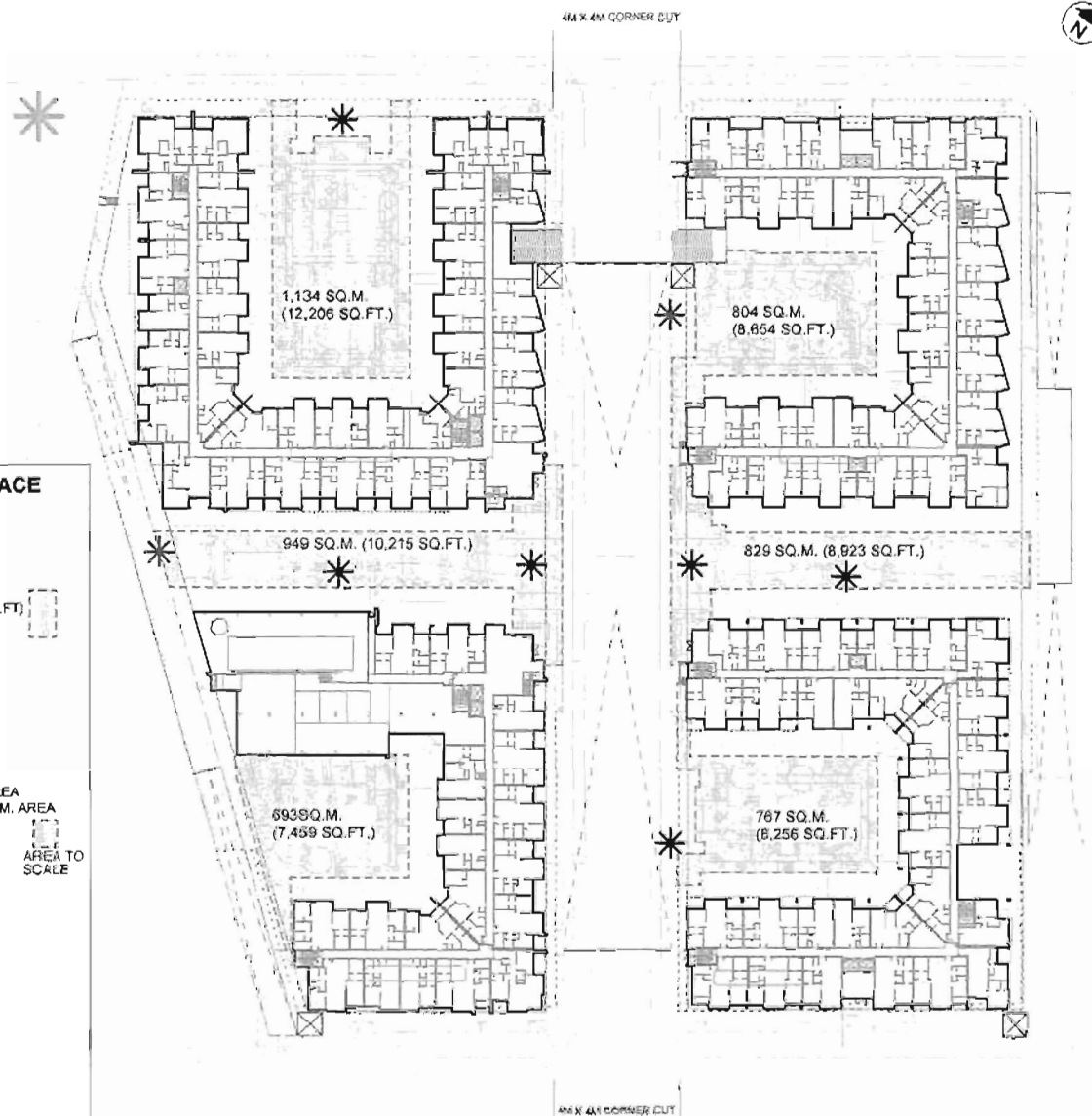
- MINIMUM PRIVATE OPEN SPACE AT GROUND LEVEL = 24 SQ.M. AREA
MEDIAN PRIVATE OPEN SPACE AREA AT GROUND LEVEL = 48.5 SQ.M. AREA
- REQUIREMENTS AT 20 SQ.M. PER UNIT MINIMUM PRIVATE
OPEN SPACE AREA FOR URBAN CENTRE (75) (GROUND LEVEL)
AND 6 SQ.M. BALCONY SIZE

• THE NUMBER OF BALCONIES PER BUILDING:
BLDG 1: 161, BLDG 2: 221, BLDG 3: 195, AND BLDG 4: 212
TOTAL BALCONIES: 789
TOTAL BALCONY SPACE: 4,734 SQ.M. (50,956 SQ.FT.)

POTENTIAL ART LOCATIONS

POTENTIAL LANDMARK ART LOCATION

NOTE:
ALL PROPOSED PUBLIC ART LOCATIONS SUBJECT TO PUBLIC ART
COMMITTEE AND STAFF REVIEW FOLLOWING PUBLIC ART POLICY



NOTES

[illegible]

SHARP & DIAMOND

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RIVA

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UNIVERSITY OF OREGON

Plan 47 Sept 4 2012
DP 12-615424

2487-19

ON-SITE PRIVATE AND
SHARED OPEN SPACE
AND PROPOSED PUBLIC
ART PLAN

L1.8

[illegible]

EMERF & DIAMOND

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1-800-368-2772

RIVA

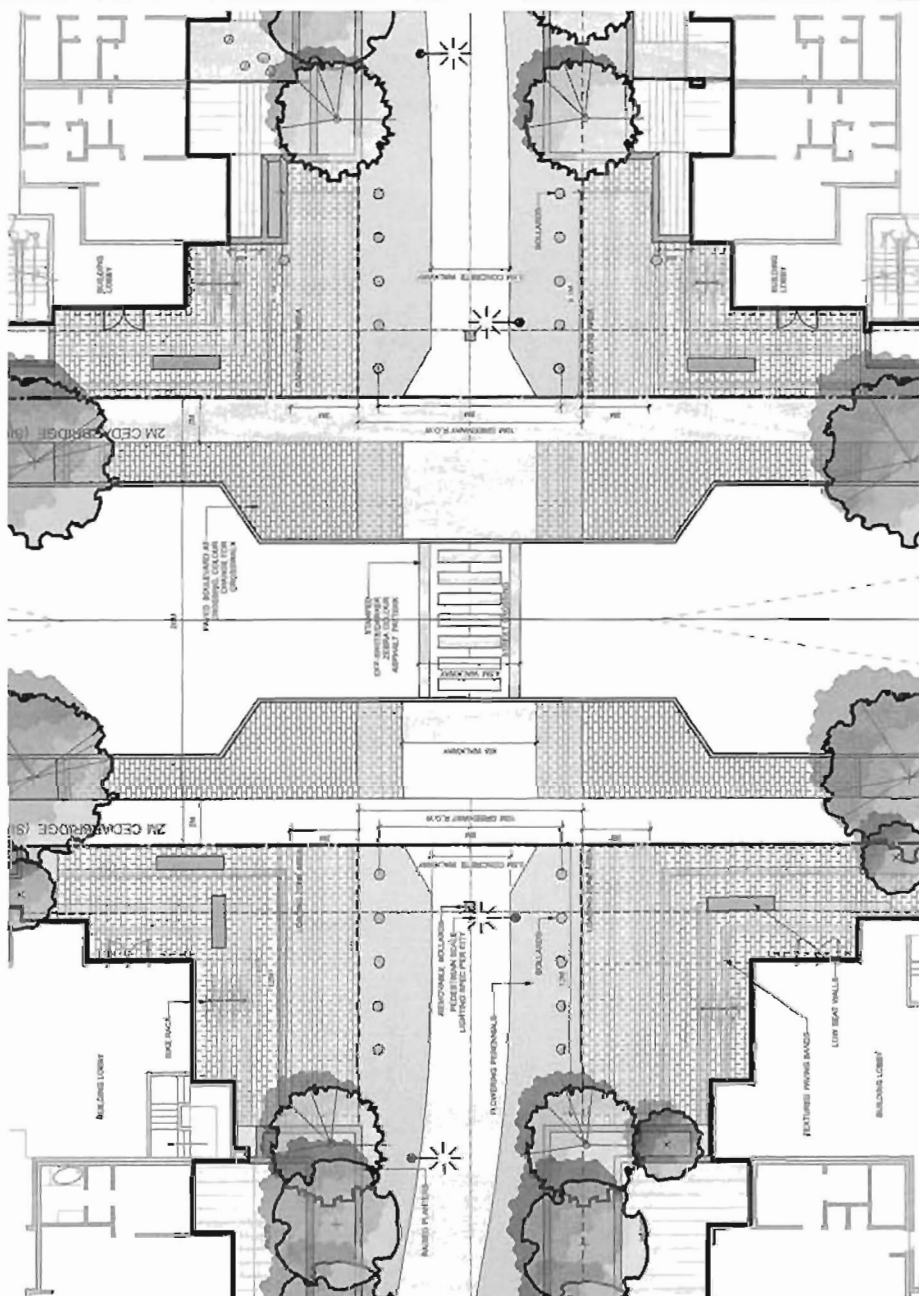
and

Specialist in the field of

Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

CENTRAL CROSSING

L1.10



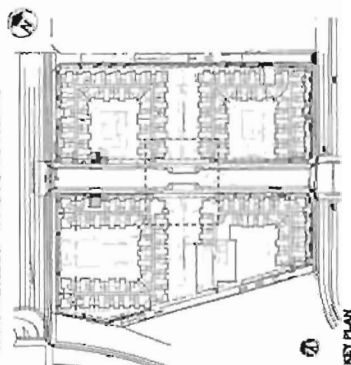
NOTE: CROSSWALK DESIGN DETAIL MAY BE ADJUSTED UNDER THE LICENSING AGREEMENT UPON FURTHER REVIEW OF THE CITY'S LANDS AND TRANSPORTATION DEPARTMENTS.

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Plan 48 Sept 4 2012
DP 12-615424



SAVING PRECEDENT: PATTERNS AND COLOURS



KEY PLAN



Paper Bark Maple
Acer griseum



Coral Bark Japanese Maple
Acer palmatum 'Sango Kaku'



Chinese Witchhazel
Hamamelis x intermedia



Sweet gum
Liquidambar styraciflua



Scotch Sentinel Pine
Pinus sylvestris 'Fastigata'

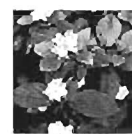


Japanese Flowering Cherry
Prunus 'Amalgam'

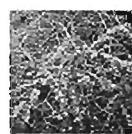


Pin Oak
Quercus coccinea

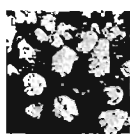
TREES



Red Osier Dogwood
Cornus stolonifera



Cotoneaster
Cotoneaster dammeri



Oakleaf Hydrangea
Hydrangea quercifolia 'Snowflake'



Rainbow Leucothoe
Leucothoe fontanesiana



Japanese Privet
Ligustrum japonicum



Photinia
Photinia x fraseri



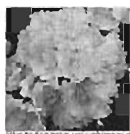
Zabellana English Laurel
Prunus mucronata 'Zabellana'



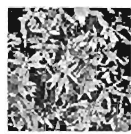
Ribes alpinum
Ribes alpinum



White Rhododendron
Rhododendron 'Snow Lady'



Pink Yolk Rhododendron
Rhododendron yakushimanum 'Ken Janeck'



Himalayan Sweet Box
Sarcococca hookeriana 'Humuli'



Japanese Skimmia
Skimmia japonica



'Goldflame' Spiraea
Spiraea bumalda 'Goldflame'



Hick's Yew
Taxus x Media 'Hicks'

SHRUBS



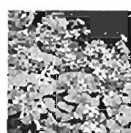
Kinnikinnik
Andropogon scoparius



Deer Fern
Baccharis spicata



Buckler Fern
Dryopteris x nemata



Pink Wood Sorrel
Oxalis crassifolia



Virginia Creeper
Parthenocissus quinquefolia

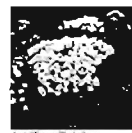


Western Sword Fern
Polystichum punctatum



Waldsteinia
Waldsteinia ternata

GROUND COVERS, FERNS, AND VINES



Yarrow
Achillea millefolium



Sand Dune Sedge
Carex panicea



Berkeley Sedge
Carex lupulicosa



Bleeding Heart
Lobelia cardinalis



Golden Japanese Forest Grass
Hakonechloa macra 'Aureola'



Hosta
Hosta sp.



Silver Spider Grass
Miscanthus 'Arctian'



Daffodil
Narcissus 'Dutch Master'



Black-eyed Susan
Rudbeckia hirta



Mexican Feather Grass
Stipa tenuissima

GRASSES, PERENNIALS, BULBS, AND ANNUALS

PRELIMINARY PLANT LIST

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
		<i>Acer griseum</i>	Paper Bark Maple	10m db, 80-85	20' x 20'
		<i>Acer palmatum 'Sango Kaku'</i>	Coral Bark Japanese Maple	10m db, 80-85	20' x 20'
		<i>Hamamelis x intermedia</i>	Chinese Witchhazel	10m db, 80-85	20' x 20'
		<i>Liquidambar styraciflua</i>	Sweet gum	10m db, 80-85	20' x 20'
		<i>Pinus sylvestris 'Fastigata'</i>	Scotch Sentinel Pine	10m db, 80-85	20' x 20'
		<i>Prunus 'Amalgam'</i>	Japanese Flowering Cherry	10m db, 80-85	20' x 20'
		<i>Quercus coccinea</i>	Pin Oak	10m db, 80-85	20' x 20'

SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
		<i>Cornus stolonifera</i>	Red Osier Dogwood	10' db	12' x 6'
		<i>Cotoneaster dammeri</i>	Cotoneaster	10' db	12' x 6'
		<i>Hydrangea quercifolia 'Snowflake'</i>	Oakleaf Hydrangea	10' db	12' x 6'
		<i>Leucothoe fontanesiana</i>	Rainbow Leucothoe	10' db	12' x 6'
		<i>Ligustrum japonicum</i>	Japanese Privet	10' db	12' x 6'
		<i>Photinia x fraseri</i>	Photinia	10' db	12' x 6'
		<i>Prunus mucronata 'Zabellana'</i>	Zabellana English Laurel	10' db	12' x 6'

GROUND COVERS AND VINES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
		<i>Baccharis spicata</i>	Deer Fern	10' db	12' x 6'
		<i>Dryopteris x nemata</i>	Buckler Fern	10' db	12' x 6'
		<i>Oxalis crassifolia</i>	Pink Wood Sorrel	10' db	12' x 6'
		<i>Parthenocissus quinquefolia</i>	Virginia Creeper	10' db	12' x 6'
		<i>Polystichum punctatum</i>	Western Sword Fern	10' db	12' x 6'
		<i>Waldsteinia ternata</i>	Waldsteinia	10' db	12' x 6'

GRASSES, PERENNIALS, BULBS, AND ANNUALS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
		<i>Achillea millefolium</i>	Yarrow	10' db	12' x 6'
		<i>Carex panicea</i>	Sand Dune Sedge	10' db	12' x 6'
		<i>Carex lupulicosa</i>	Berkeley Sedge	10' db	12' x 6'
		<i>Lobelia cardinalis</i>	Bleeding Heart	10' db	12' x 6'
		<i>Hakonechloa macra 'Aureola'</i>	Golden Japanese Forest Grass	10' db	12' x 6'
		<i>Hosta sp.</i>	Hosta	10' db	12' x 6'
		<i>Miscanthus 'Arctian'</i>	Silver Spider Grass	10' db	12' x 6'
		<i>Narcissus 'Dutch Master'</i>	Daffodil	10' db	12' x 6'
		<i>Rudbeckia hirta</i>	Black-eyed Susan	10' db	12' x 6'
		<i>Stipa tenuissima</i>	Mexican Feather Grass	10' db	12' x 6'

NOTES:
1. In case of discrepancy between plant numbers on this list and on the plan, the latter shall prevail.
2. All planting shall be in accordance with the Landscape Standard, listed below.
3. All planting shall be in accordance with the Standard of Care, listed below.
4. The species and spacing of plants shall be determined by the City Parks and Recreation Department as a condition of the awarding of the contract for the project.



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PLANT MATERIALS

DATE: _____

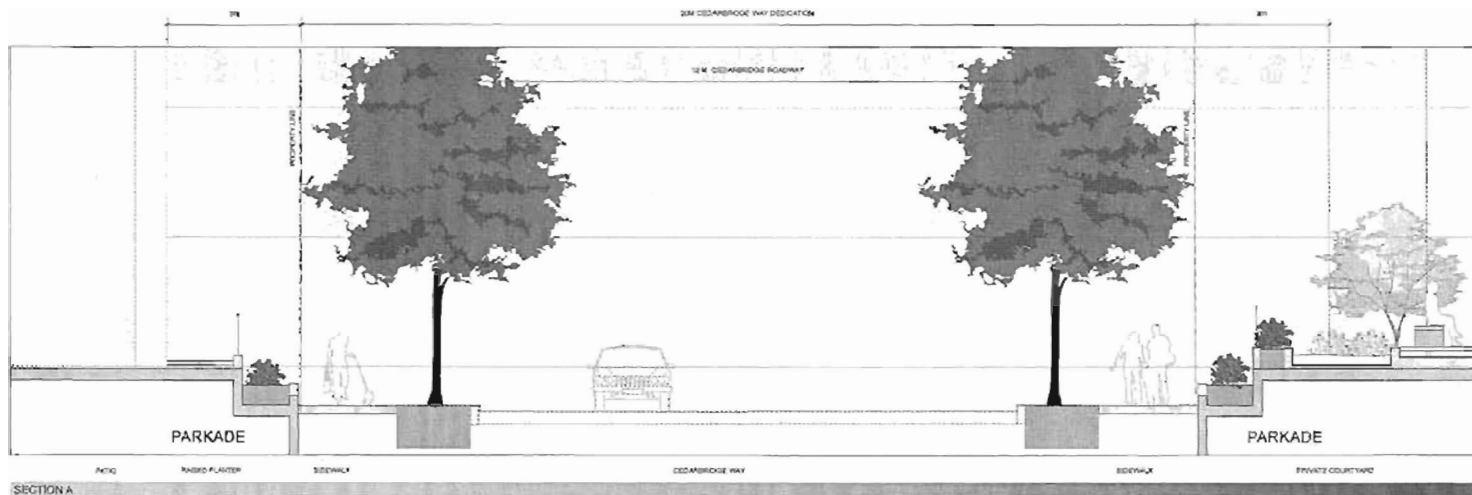
BY: _____

FOR: _____

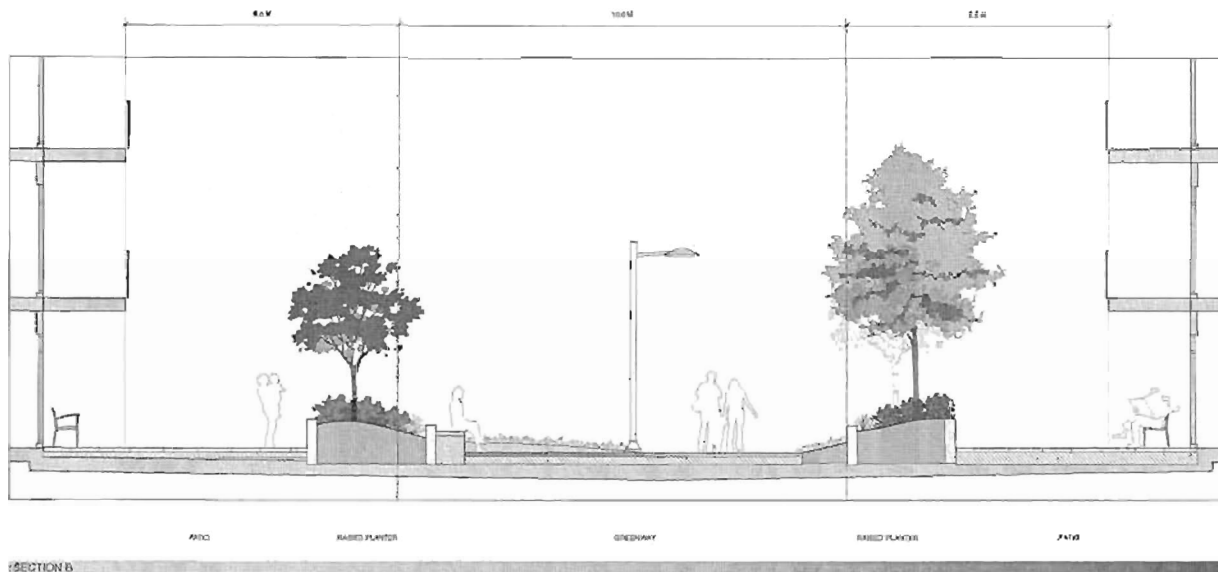
PROJECT: _____

Plan 49 Sept 4 2012
DP 12-615424

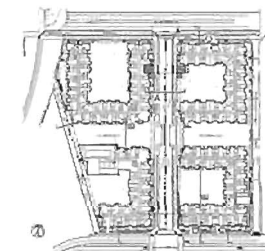
L2.1



SECTION A



SECTION B



KEY PLAN

NOTES

1. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
2. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
3. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
4. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
5. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
6. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
7. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
8. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
9. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
10. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
11. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
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13. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
14. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
15. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
16. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
17. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
18. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
19. 10' WIDE SIDEWALK	10' WIDE SIDEWALK
20. 10' WIDE SIDEWALK	10' WIDE SIDEWALK



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REVISION

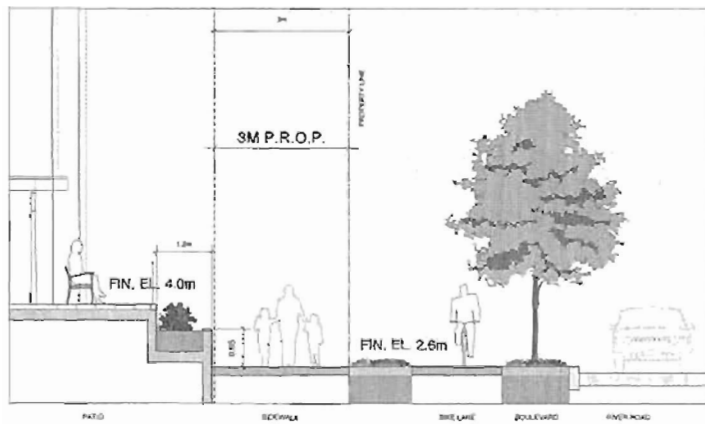
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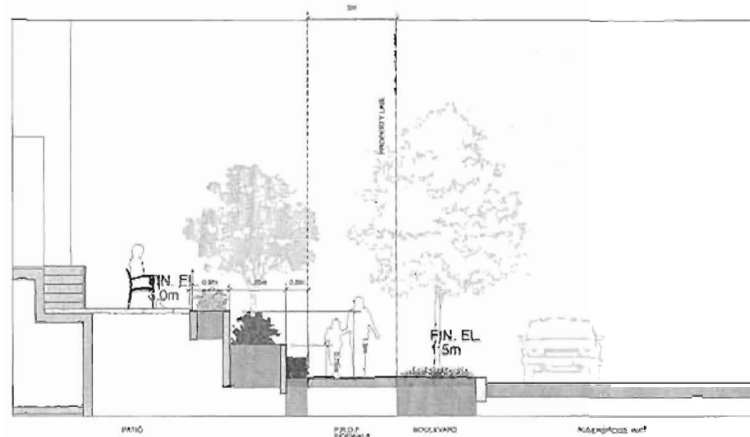
Plan 50 Sept 4 2012
DP 12-615424

LANDSCAPE SECTIONS

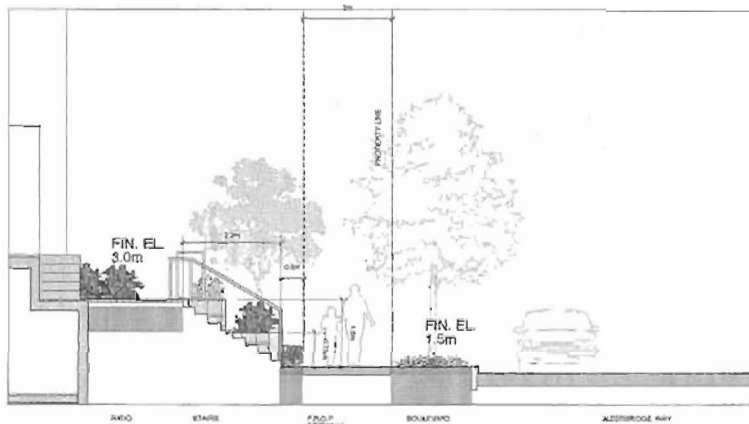
L3.1



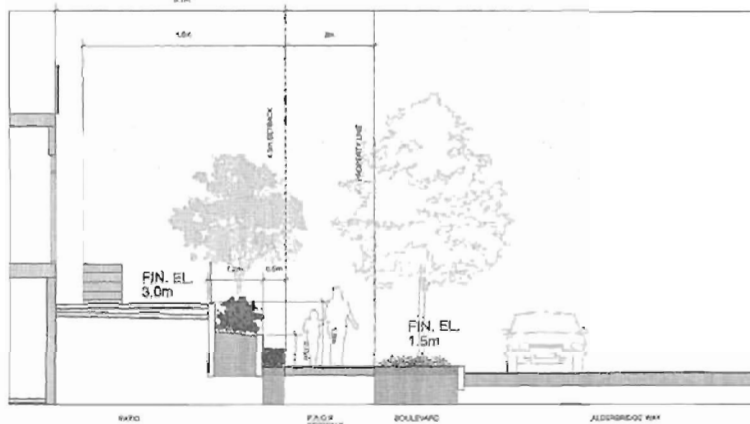
SECTION C



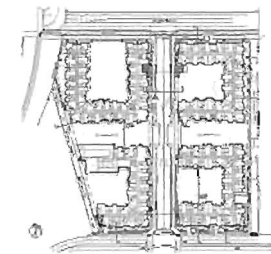
SECTION D



SECTION E



SECTION F



KEY PLAN

NOTES:

1.	See S&D Site	See S&D Site
2.	See S&D Site	See S&D Site
3.	See S&D Site	See S&D Site
4.	See S&D Site	See S&D Site
5.	See S&D Site	See S&D Site
6.	See S&D Site	See S&D Site
7.	See S&D Site	See S&D Site
8.	See S&D Site	See S&D Site
9.	See S&D Site	See S&D Site
10.	See S&D Site	See S&D Site
11.	See S&D Site	See S&D Site
12.	See S&D Site	See S&D Site
13.	See S&D Site	See S&D Site
14.	See S&D Site	See S&D Site
15.	See S&D Site	See S&D Site
16.	See S&D Site	See S&D Site
17.	See S&D Site	See S&D Site
18.	See S&D Site	See S&D Site
19.	See S&D Site	See S&D Site
20.	See S&D Site	See S&D Site



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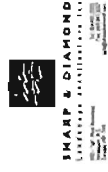
Plan 51 Sept 4 2012
DP 12-615424

LANDSCAPE SECTIONS

L3.2

NOTES:

1	CONCRETE	CONCRETE	CONCRETE
2	PAVING	PAVING	PAVING
3	LANDSCAPE	LANDSCAPE	LANDSCAPE
4	WALKWAY	WALKWAY	WALKWAY
5	BIKEWAY	BIKEWAY	BIKEWAY
6	SEATING	SEATING	SEATING
7	PLANTING	PLANTING	PLANTING
8	WALL	WALL	WALL
9	SCREEN	SCREEN	SCREEN
10	POST	POST	POST
11	RAIL	RAIL	RAIL
12	TRUNK	TRUNK	TRUNK
13	BRANCH	BRANCH	BRANCH
14	LEAF	LEAF	LEAF
15	ROOT	ROOT	ROOT
16	SOIL	SOIL	SOIL
17	GRAVEL	GRAVEL	GRAVEL
18	ROCK	ROCK	ROCK
19	WOOD	WOOD	WOOD
20	METAL	METAL	METAL
21	GLASS	GLASS	GLASS
22	PLASTIC	PLASTIC	PLASTIC
23	TEXTILE	TEXTILE	TEXTILE
24	PAINT	PAINT	PAINT
25	FINISH	FINISH	FINISH



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1000 10th Avenue, Suite 1000, New York, NY 10018-1000
Tel: 212-778-1100 Fax: 212-778-1101

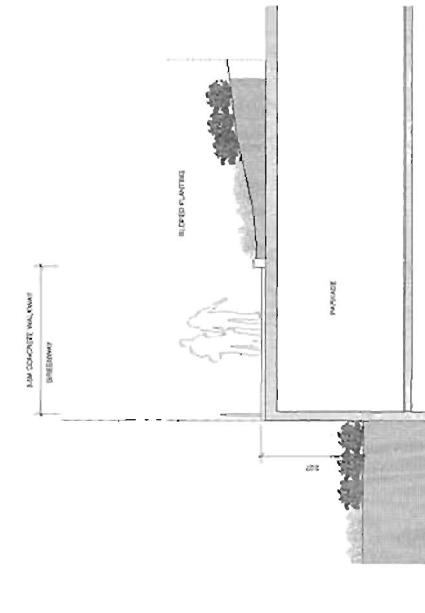
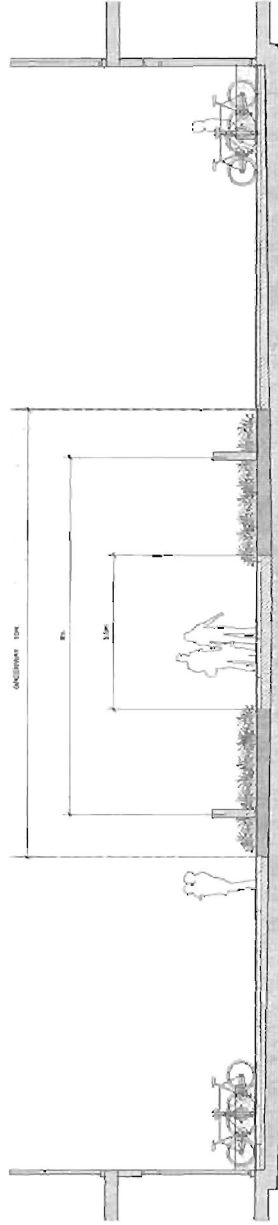
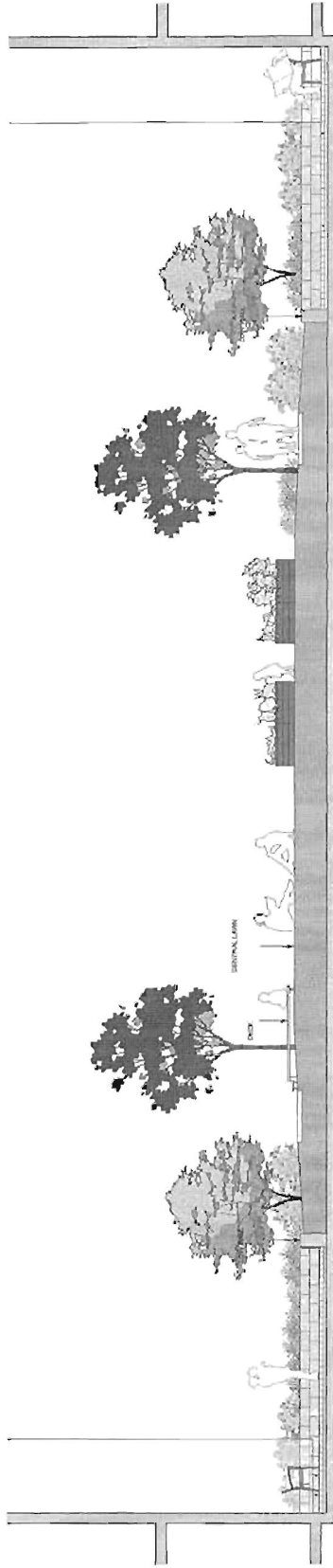
RIVA



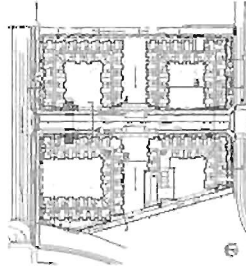
Plan 52 Sept 4 2012
DP 12-615424

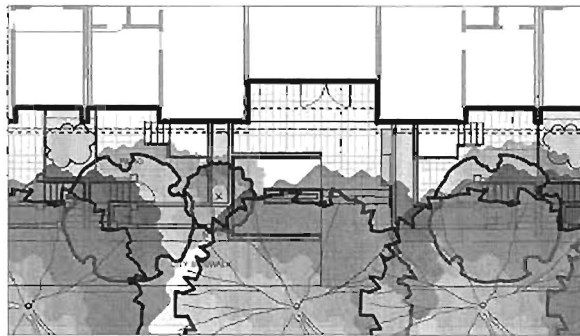
LANDSCAPE SECTIONS

L3.3



KEY PLAN

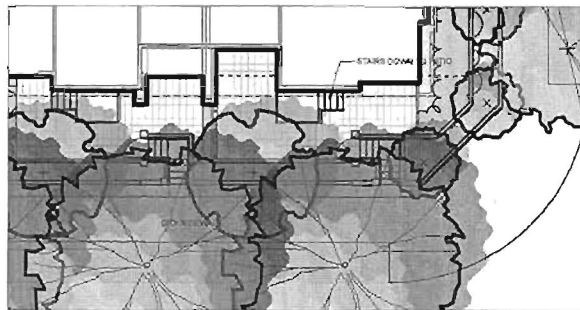




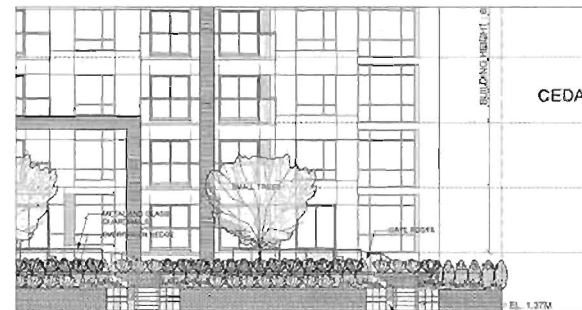
BUILDING 3 PATIO DETAIL PLAN - SCALE 1:100



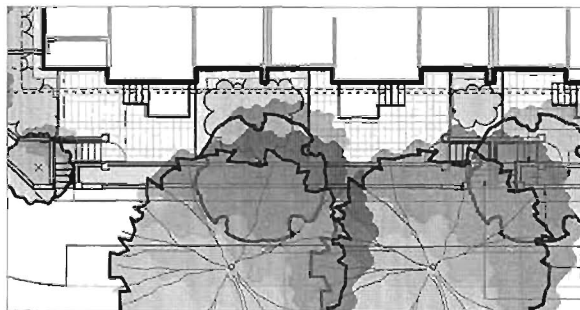
ELEVATION - RIVER ROAD - SCALE 1:100



BUILDING 1 PATIO DETAIL PLAN - SCALE 1:100



ELEVATION - ALDERBRIDGE WAY - SCALE 1:100



BUILDING 4 PATIO DETAIL PLAN - SCALE 1:100



DETAIL ELEVATION - TYPICAL STREET LEVEL UNIT ENTRY - SCALE 1:25

NOTES

1	REVISION	DATE	BY	DESCRIPTION
2	REVISION	DATE	BY	DESCRIPTION
3	REVISION	DATE	BY	DESCRIPTION
4	REVISION	DATE	BY	DESCRIPTION
5	REVISION	DATE	BY	DESCRIPTION
6	REVISION	DATE	BY	DESCRIPTION
7	REVISION	DATE	BY	DESCRIPTION
8	REVISION	DATE	BY	DESCRIPTION
9	REVISION	DATE	BY	DESCRIPTION
10	REVISION	DATE	BY	DESCRIPTION
11	REVISION	DATE	BY	DESCRIPTION
12	REVISION	DATE	BY	DESCRIPTION
13	REVISION	DATE	BY	DESCRIPTION
14	REVISION	DATE	BY	DESCRIPTION
15	REVISION	DATE	BY	DESCRIPTION
16	REVISION	DATE	BY	DESCRIPTION
17	REVISION	DATE	BY	DESCRIPTION
18	REVISION	DATE	BY	DESCRIPTION
19	REVISION	DATE	BY	DESCRIPTION
20	REVISION	DATE	BY	DESCRIPTION



Yamamoto
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V6J 1K1 Tel: 604.731.1177 Fax: 604.731.1177



Plan 53 Sept 4 2012
DP 12-615424

LANDSCAPE ELEVATIONS
AND DETAILS

L3.4



PAVING PATTERNS



DRAIN EDGE



CONCRETE WALLS



WALLS WITH BRICK

MATERIALS



BENCHES ON WALLS



STANDARD BENCHES



CUSTOM BIKE RACKS



STANDARD RECEPTACLE

SITE FURNISHINGS



1. TIERED WALLS WITH PLANTING



2. GARDEN PLOTS



3. WATERFALL FEATURES



4. RAISED PLANTING BEDS

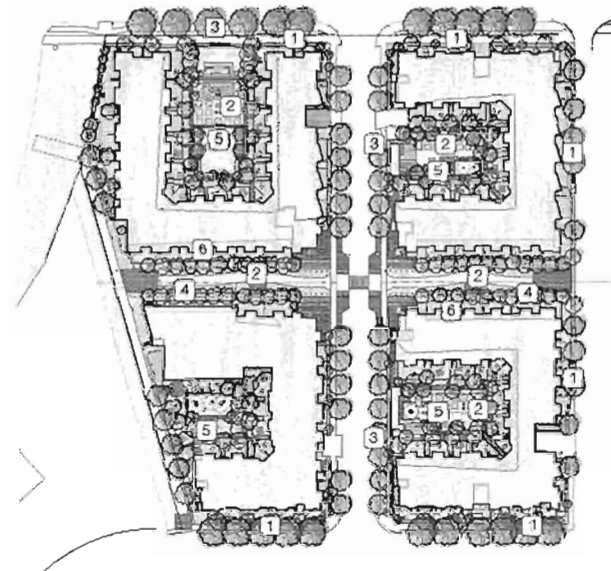


5. COURTYARD



6. ROCK WALL ALONG PATIO

SITE PRECEDENT IMAGES



NOTES:

1	1. TIERED WALLS WITH PLANTING
2	2. GARDEN PLOTS
3	3. WATERFALL FEATURES
4	4. RAISED PLANTING BEDS
5	5. COURTYARD
6	6. ROCK WALL ALONG PATIO



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1000 1st Street, Suite 100, San Francisco, CA 94107



Plan 54 Sept 4 2012
DP 12-615424

PRECEDENT IMAGES

L4.1



APR 28, 2012	APR 28, 2012	APR 28, 2012
MAY 17, 2012	MAY 17, 2012	MAY 17, 2012
FEB 8, 2012	FEB 8, 2012	FEB 8, 2012
NOV 14, 2011	NOV 14, 2011	NOV 14, 2011



ALDERBRIDGE
WAY
2M PROP

~~RIVA~~

FFY1, FFY2 ALLEGHENY CO. WA.
REVENUE, A.D.

Yamamoto
Architecture Inc.

2000 multi-phase, well, 3.8
 USF A-1 100 Wm. 210-4300 Ave. Elm 111-4300
 (DANISH) 111-4300

BUILDING NO. 1

NORTH / WEST ELEVATIONS

Plan 58 Sept 4 2012
DP 12-615424

SCALE	1" = 10'	SHEET NO.	A2-12
DATE	AUG. 28, 2012		
DRAWN			
CHECKED		PROJECT NO.	



BUILDING 1 COURT YARD SOUTH ELEVATION

- BUILDING 1 - ELEVATION KEY NOTES:**
- 1. EXTERIOR CONCRETE PANEL, (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 2. EXTERIOR CONCRETE PANEL, (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 3. EXTERIOR CONCRETE PANEL, (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 4. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 5. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 6. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 7. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 8. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 9. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 10. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 11. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 12. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 13. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 14. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 15. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 16. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 17. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 18. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 19. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED
 - 20. EXTERIOR PLANK LAMP BEING (CONCRETE), FINISHED UP TO 2ND FLOOR IN FILTERED



BUILDING 1 COURT YARD NORTH ELEVATION

DATE	REVISION
10/10/12	1
10/10/12	2
10/10/12	3
10/10/12	4
10/10/12	5
10/10/12	6
10/10/12	7
10/10/12	8
10/10/12	9
10/10/12	10
10/10/12	11
10/10/12	12
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10/10/12	14
10/10/12	15
10/10/12	16
10/10/12	17
10/10/12	18
10/10/12	19
10/10/12	20

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(205) 944-1000
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PROJECT	DATE	DRAWN	CHECKED
PLAN 59	10/10/12	10/10/12	10/10/12
SHEET NO.	A2-1.3		

Plan 59 Sept 4 2012
DP 12-615424



BUILDING 2 - ELEVATION KEY NOTES:

- 1) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 2) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 3) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 4) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 5) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 6) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 7) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 8) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 9) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 10) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 11) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 12) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 13) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 14) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 15) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 16) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 17) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 18) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 19) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT
- 20) FIBREGLASS PANEL (GRAVEL) - FINISHED BY OWNER PRIOR TO SUBMIT



DATE	2012.09.04
BY	PLAN 62
CHKD BY	PLAN 62
APP'D BY	PLAN 62
DATE	2012.09.04
BY	PLAN 62
CHKD BY	PLAN 62
APP'D BY	PLAN 62

PROJECT
APARTMENT DEVELOPMENT

RIVA
1774 E. RIVER ROAD
BIRMINGHAM, AL 35203

Yamamoto
Architecture Inc.

BUILDING NO. 2
EAST / NORTH ELEVATIONS

Plan 62 Sept 4 2012
DP 12-615424

SCALE	1"=10'
DATE	2012.09.04
BY	PLAN 62
CHKD BY	PLAN 62
APP'D BY	PLAN 62

- [illegible]

19

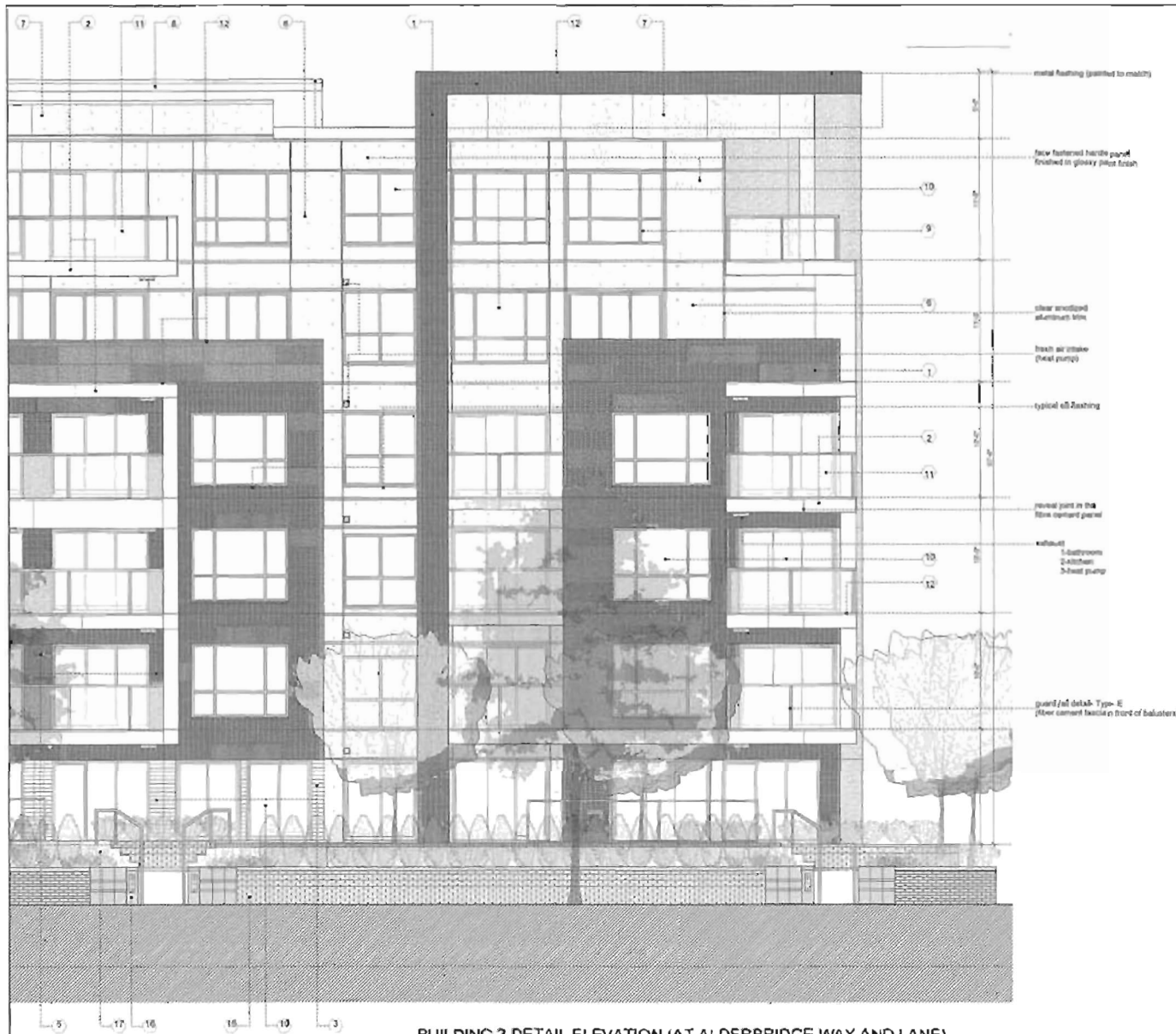
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01/01/2012	OPENING BALANCE	100.00			
02/01/2012	PAYROLL	50.00	101		
03/01/2012	RENT	25.00	102		
04/01/2012	UTILITIES	15.00	103		
05/01/2012	SALES	75.00	104		
06/01/2012	PAYROLL	50.00	105		
07/01/2012	RENT	25.00	106		
08/01/2012	UTILITIES	15.00	107		
09/01/2012	SALES	75.00	108		
10/01/2012	PAYROLL	50.00	109		
11/01/2012	RENT	25.00	110		
12/01/2012	UTILITIES	15.00	111		
12/31/2012	CLOSING BALANCE	100.00			

19

DATE	DESCRIPTION	AMOUNT	CHECK NO.	BANK	REMARKS
01/01/2012	OPENING BALANCE	100.00			
02/01/2012	PAYROLL	50.00	101		
03/01/2012	RENT	25.00	102		
04/01/2012	UTILITIES	15.00	103		
05/01/2012	SALES	75.00	104		
06/01/2012	PAYROLL	50.00	105		
07/01/2012	RENT	25.00	106		
08/01/2012	UTILITIES	15.00	107		
09/01/2012	SALES	75.00	108		
10/01/2012	PAYROLL	50.00	109		
11/01/2012	RENT	25.00	110		
12/01/2012	UTILITIES	15.00	111		
12/31/2012	CLOSING BALANCE	100.00			



DATE	7/1/07	A2-3.3
DATE	APR 28, 2008	
DATE		
DATE		



BUILDING 3 - ELEVATION KEY NOTES:

- 1 FIBRE-CEMENT PANEL (SMOOTH) - PAINTED GP XX
- 2 FIBRE-CEMENT PANEL (TEXTURED) - PAINTED GP CL BRSSA JACK IN THE PULPIT
- 3 FIBRE-CEMENT PANEL (GRANULAR) - PAINTED GP CLW 1047N DEER FEATHER
- 4 BRICK (STACKED) - DLYN-WHITE
- 5 -
- 6 HANDED-PLANK LAP SIDING (SMOOTH) - PAINTED GPCL BRSSA (BASE AS 1)
- 7 HANDED-PANEL W/ ALUM. TRIM - PAINTED GP CL 101 W/ BROWN
- 8 HANDED-PANEL SHADOWLINE (SMOOTH) - PAINTED GP CL 1014 D DIEGO
- 9 FIBRE-CEMENT PANEL (SMOOTH) - PAINTED GP CLW 1047N DEER FEATHER
- 10 DOUBLE GLAZED CLEAR ANKORIZED ALUM. FRAMED STORE-FRONT WINDOW
- 11 DOUBLE GLAZED VINYL FRAMED WINDOW - ALMOND
- 12 ALUM. FRAMED GLAZED - WHITE W/ FROSTED TEMPERED GLASS
- 13 FIBRE-FINISHED ALUM. FLASHING CAP - WHITE
- 14 HANDED-PANEL ROOF - OFF WHITE
- 15 ALUMINUM BRIDGE MOUNTED TO CONCRETE
- 16 LOWER CONCRETE WALL - COLORED ARCHITECTURAL BRICK 1/2" BROWN SMOOTH
- 17 LOWER CONCRETE WALL - LIGHT SAND BLASTED CONCRETE FINISH WITH VERTICAL AND HORIZONTAL REVEALS
- 18 UPPER CONCRETE WALL - SACKED CONCRETE FINISH
- 19 PARADE DECK & EXIT DOOR - STEEL - PAINTED
- 20 GROUND FLOOR ALUMINUM FRAMED RAILINGS - SILVER
- 21 RAILING TYPE B: FIBRE-CEMENT PANEL IN FRONT OF BALUSTERS, GLASS: CLEAR, ANKOR: GP CLW 1047N DEER FEATHER, ALUMINUM: GP CL BRSSA JACK IN THE PULPIT

BUILDING 3 DETAIL ELEVATION (AT ALDERBRIDGE WAY AND LANE)

DATE	10/10/2012
BY	ARCHITECT
CHECKED	ARCHITECT
DATE	10/10/2012
BY	ARCHITECT
CHECKED	ARCHITECT

Ya
An

Plan 68 Sept 4 2012
DP 12-615424

BUILDING NO.3 DETAIL ELEVATION 2	
SCALE	1/4" = 1'-0"
DATE	APR 10, 2012
DESIGN	102
REVISION	
DATE	10/10/2012
BY	ARCHITECT
CHECKED	ARCHITECT

A2-3.4



- 7) METAL PARTICLES: COAGULATED, PAINTED ON GLASS SLIDES
- 8) METAL CAP: PAINTED ON GLASS SLIDE LATE 1850s
- 9) METAL PAPER: UPTIGHT HOUSE LATE 1800s
- 10) METAL PAPER: ACCIDENT OF HOUSE FIRE LATE 1800s
- 11) METAL PAPER: SUPPLY FROM THE SHIPYARD OF THE RUSSIAN EMPIRE
- 12) METAL PAPER: FROM HOUSE NO. 14, 1850s
- 13) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 14) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 15) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 16) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 17) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 18) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 19) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 20) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 21) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 22) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 23) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 24) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 25) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 26) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 27) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 28) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 29) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE
- 30) METAL PAPER: FROM SHIPYARD OF THE RUSSIAN EMPIRE

AUG. 07, 2012	ISSUED FOR DEVELOPMENT PERMIT	
MAY 15, 2012	ISSUED FOR DEVELOPMENT PERMIT	
FEB. 6, 2012	ISSUED FOR PLANNING BOARD REVIEW	
No.	DATE	REVISION
CONTRACT		

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PROJECT

ARTMENT DESIGN

RIVA
7771, 7771 ALDIBRIDGE WA
RICHLAND, A.C.

Yamamoto
Architecture Inc.

BUILDING NO. 4

Plan 69 Sept 4 2012
DP 12-615424

DATE	AUG 28 1979
CHECKED	PPH NO.
SIGNATURE	DATE

[illegible]

Plan 72 Sept 4 2012
DP 12-615424

A2-4.4

ALSO 20/2012	ISSUE FOR DEVELOPMENT PROJECT APM
20/12/2012	ISSUE FOR DEVELOPMENT PROJECT
NO. DATE	REVISIONS

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NO.	DATE	REVISIONS
1	AUG 28, 2012	ISSUED FOR PERMIT REVIEW
2	MAY 11, 2012	ISSUED FOR PERMIT REVIEW
3	FEB 4, 2012	ISSUED FOR PERMIT REVIEW

CONSULTANT

PROJECT
APARTMENT DEVELOPMENT

RIVA
7771 ALDENBRIDGE WAY
BIRMINGHAM, AL

Yamamoto
Architecture Inc.

DATE: 08/28/12
BY: J. YAMAMOTO
CHECKED: J. YAMAMOTO
DRAWING TITLE

COVER SHEET

BUILDING 1 - OVERALL

UNIT MIX (ACCESSIBLE UNITS)

	1BR	2BR	3BR	TOTAL
1ST FLOOR	0 (0)	23 (14)	2 (1)	25 (15)
2ND FLOOR	0 (0)	28 (17)	1 (1)	29 (18)
3RD FLOOR	15 (9)	27 (17)	1 (1)	43 (27)
4TH FLOOR	0 (0)	27 (17)	1 (1)	28 (18)
5TH FLOOR	0 (0)	27 (17)	1 (1)	28 (18)
6TH FLOOR	0 (0)	27 (17)	1 (1)	28 (18)
7TH FLOOR	0 (0)	27 (17)	1 (1)	28 (18)
8TH FLOOR	0 (0)	27 (17)	1 (1)	28 (18)
9TH FLOOR	0 (0)	27 (17)	1 (1)	28 (18)
10TH FLOOR	0 (0)	27 (17)	1 (1)	28 (18)
TOTAL	15 (9)	204 (122)	10 (6)	229 (137)

FLOOR AREA

	GROSS AREA	DEDUCTION	NET FLOOR AREA
1ST FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
2ND FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
3RD FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
4TH FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
5TH FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
6TH FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
7TH FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
8TH FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
9TH FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
10TH FLOOR	25,389.7 SQFT	1,043.0 SQFT	24,346.7 SQFT
TOTAL	253,897.7 SQFT	10,430.0 SQFT	243,467.7 SQFT

APPROXIMATE UNIT

	1BR	2BR	TOTAL
1ST FLOOR	0	23	23
2ND FLOOR	0	28	28
3RD FLOOR	15	27	42
4TH FLOOR	0	27	27
5TH FLOOR	0	27	27
6TH FLOOR	0	27	27
7TH FLOOR	0	27	27
8TH FLOOR	0	27	27
9TH FLOOR	0	27	27
10TH FLOOR	0	27	27
TOTAL	15	204	219

Reference Plan Sept 4 2012
DP 12-615424

DP 12-615424
A1-3.0
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PAGE NO. 1 OF 1



BUILDING 2 - OVERALL

UNIT MIX (ACCESSIBLE UNITS)

	2BR	3BR	TOTAL
1ST FLOOR	2 (1)	0 (0)	2 (2)
2ND FLOOR	2 (1)	0 (0)	2 (2)
3RD FLOOR	2 (1)	0 (0)	2 (2)
4TH FLOOR	2 (1)	0 (0)	2 (2)
5TH FLOOR	2 (1)	0 (0)	2 (2)
6TH FLOOR	2 (1)	0 (0)	2 (2)
7TH FLOOR	2 (1)	0 (0)	2 (2)
TOTAL	14 (7)	0 (0)	14 (7)

FLOOR AREA

	GROSS AREA	DEDUCTIONS	NET FLOOR AREA
1ST FLOOR	10,000.0 SQFT	100.0 SQFT	9,900.0 SQFT
2ND FLOOR	10,000.0 SQFT	100.0 SQFT	9,900.0 SQFT
3RD FLOOR	10,000.0 SQFT	100.0 SQFT	9,900.0 SQFT
4TH FLOOR	10,000.0 SQFT	100.0 SQFT	9,900.0 SQFT
5TH FLOOR	10,000.0 SQFT	100.0 SQFT	9,900.0 SQFT
6TH FLOOR	10,000.0 SQFT	100.0 SQFT	9,900.0 SQFT
7TH FLOOR	10,000.0 SQFT	100.0 SQFT	9,900.0 SQFT
TOTAL	70,000.0 SQFT	700.0 SQFT	69,300.0 SQFT

ARCHITECTURAL UNIT

	1BR	2BR	TOTAL
1ST FLOOR	0 (0)	0 (0)	0 (0)
2ND FLOOR	0 (0)	0 (0)	0 (0)
3RD FLOOR	0 (0)	0 (0)	0 (0)
4TH FLOOR	0 (0)	0 (0)	0 (0)
5TH FLOOR	0 (0)	0 (0)	0 (0)
6TH FLOOR	0 (0)	0 (0)	0 (0)
7TH FLOOR	0 (0)	0 (0)	0 (0)
TOTAL	0 (0)	0 (0)	0 (0)

Reference Plan Sept 4 2012
DP 12-615424

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APARTMENT DEVELOPMENT

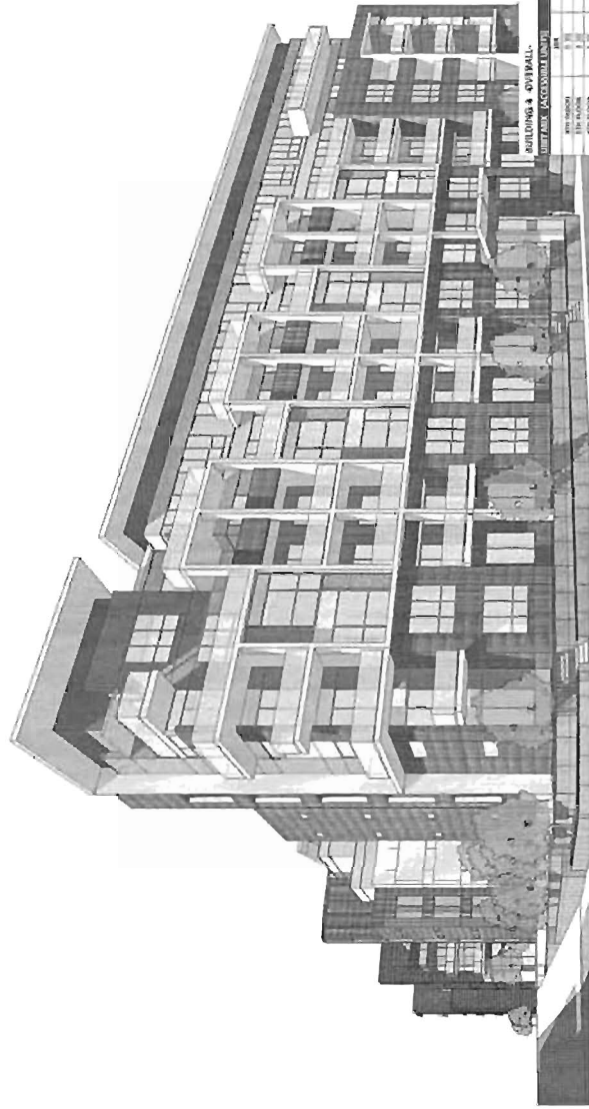
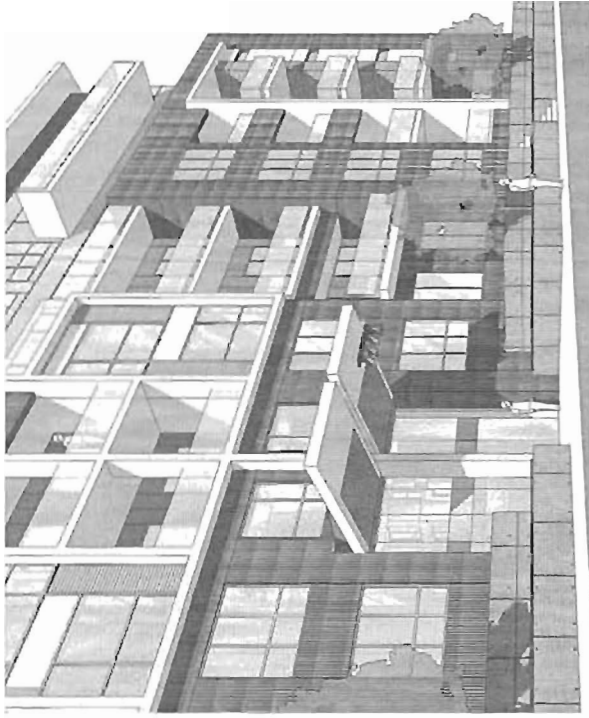
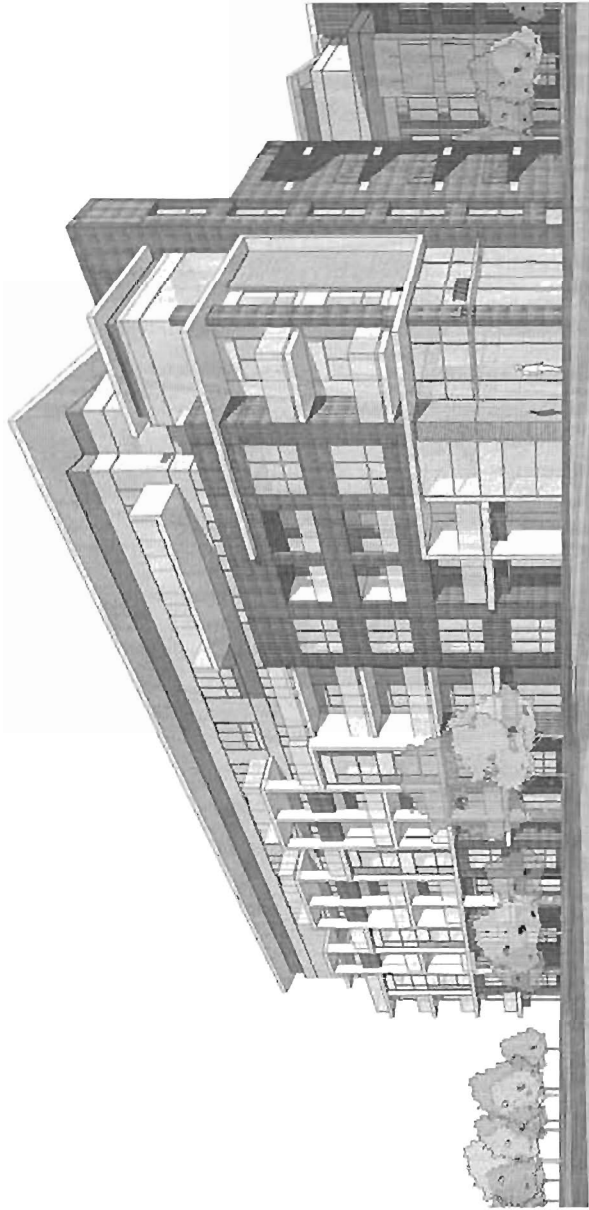
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DENVER, CO 80202
(303) 733-1111

COVER SHEET

DATE: 09/04/12
A1-2.0
00



DATE: 09/04/2012	BY: J. YAMAMOTO
PROJECT: ADAPTIVE DEVELOPMENT	NO. 12-615424
SCALE: 1/8" = 1'-0"	DATE: 09/04/2012
BY: J. YAMAMOTO	NO. 12-615424
SCALE: 1/8" = 1'-0"	DATE: 09/04/2012
BY: J. YAMAMOTO	NO. 12-615424

ADAPTIVE DEVELOPMENT
NO. 12-615424

RIVA
777 ALBEMARLE WAY
DURHAM, N.C.

Yamamoto
Architecture Inc.

1000 WEST GATEWAY, SUITE 100
DURHAM, N.C. 27601-1000
TEL: 919.286.1000
WWW.YAMAMOTOARCH.COM

COVER SHEET

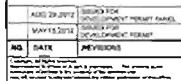
Reference Plan Sept 4 2012
DP 12-615424
A1-4.0
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NO.	DESCRIPTION	DATE	BY	CHKD.
1	NO. 12-615424	09/04/2012	J. YAMAMOTO	
2	NO. 12-615424	09/04/2012	J. YAMAMOTO	
3	NO. 12-615424	09/04/2012	J. YAMAMOTO	
4	NO. 12-615424	09/04/2012	J. YAMAMOTO	
5	NO. 12-615424	09/04/2012	J. YAMAMOTO	

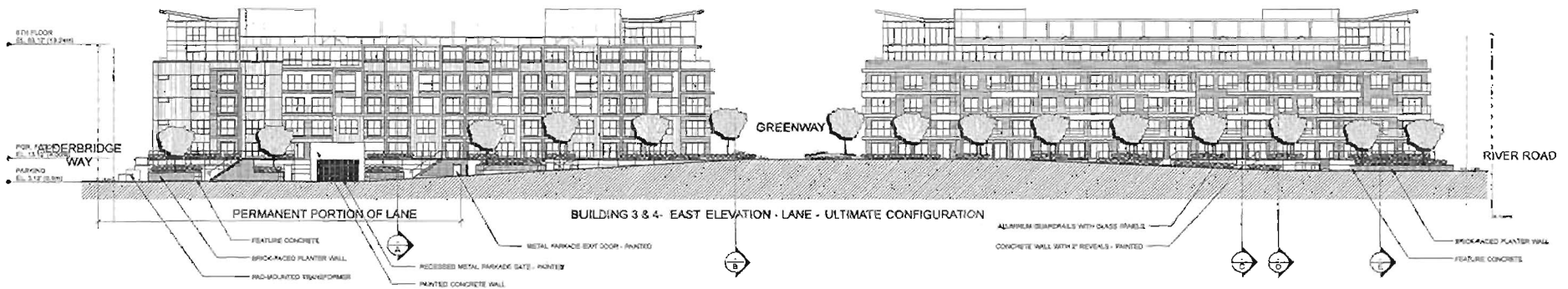
NO.	DESCRIPTION	DATE	BY	CHKD.
1	NO. 12-615424	09/04/2012	J. YAMAMOTO	
2	NO. 12-615424	09/04/2012	J. YAMAMOTO	
3	NO. 12-615424	09/04/2012	J. YAMAMOTO	
4	NO. 12-615424	09/04/2012	J. YAMAMOTO	
5	NO. 12-615424	09/04/2012	J. YAMAMOTO	

BUILDING & OVERALL

NO.	DESCRIPTION	DATE	BY	CHKD.
1	NO. 12-615424	09/04/2012	J. YAMAMOTO	
2	NO. 12-615424	09/04/2012	J. YAMAMOTO	
3	NO. 12-615424	09/04/2012	J. YAMAMOTO	
4	NO. 12-615424	09/04/2012	J. YAMAMOTO	
5	NO. 12-615424	09/04/2012	J. YAMAMOTO	



PHILLIPS



DATE	10/12/12	DESIGNED BY	YAMAMOTO ARCHITECTURE
DATE	10/12/12	REVIEWED BY	YAMAMOTO ARCHITECTURE
DATE	10/12/12	APPROVED BY	YAMAMOTO ARCHITECTURE
DATE	10/12/12	PROJECT NO.	DP 12-615424

Yamamoto Architecture		PROJECT	APARTMENT DEVELOPMENT	YAMAMOTO
Reference Plan		DATE	Sept 4 2012	ELEVATIONS
DP 12-615424		DATE	AUG 27 2012	LANE - ULTIMATE CONFIGURATION
		DATE	SEP 4 2012	SHEET NO.
		DATE	SEP 4 2012	A0.5
		DATE	SEP 4 2012	REVISION
		DATE	SEP 4 2012	REVISION



PHILLIPS

NOTES

1	10/10/12	10/10/12	10/10/12
2	10/10/12	10/10/12	10/10/12
3	10/10/12	10/10/12	10/10/12
4	10/10/12	10/10/12	10/10/12
5	10/10/12	10/10/12	10/10/12
6	10/10/12	10/10/12	10/10/12
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18	10/10/12	10/10/12	10/10/12
19	10/10/12	10/10/12	10/10/12
20	10/10/12	10/10/12	10/10/12



SHARP & DIAMOND
Architecture Inc.

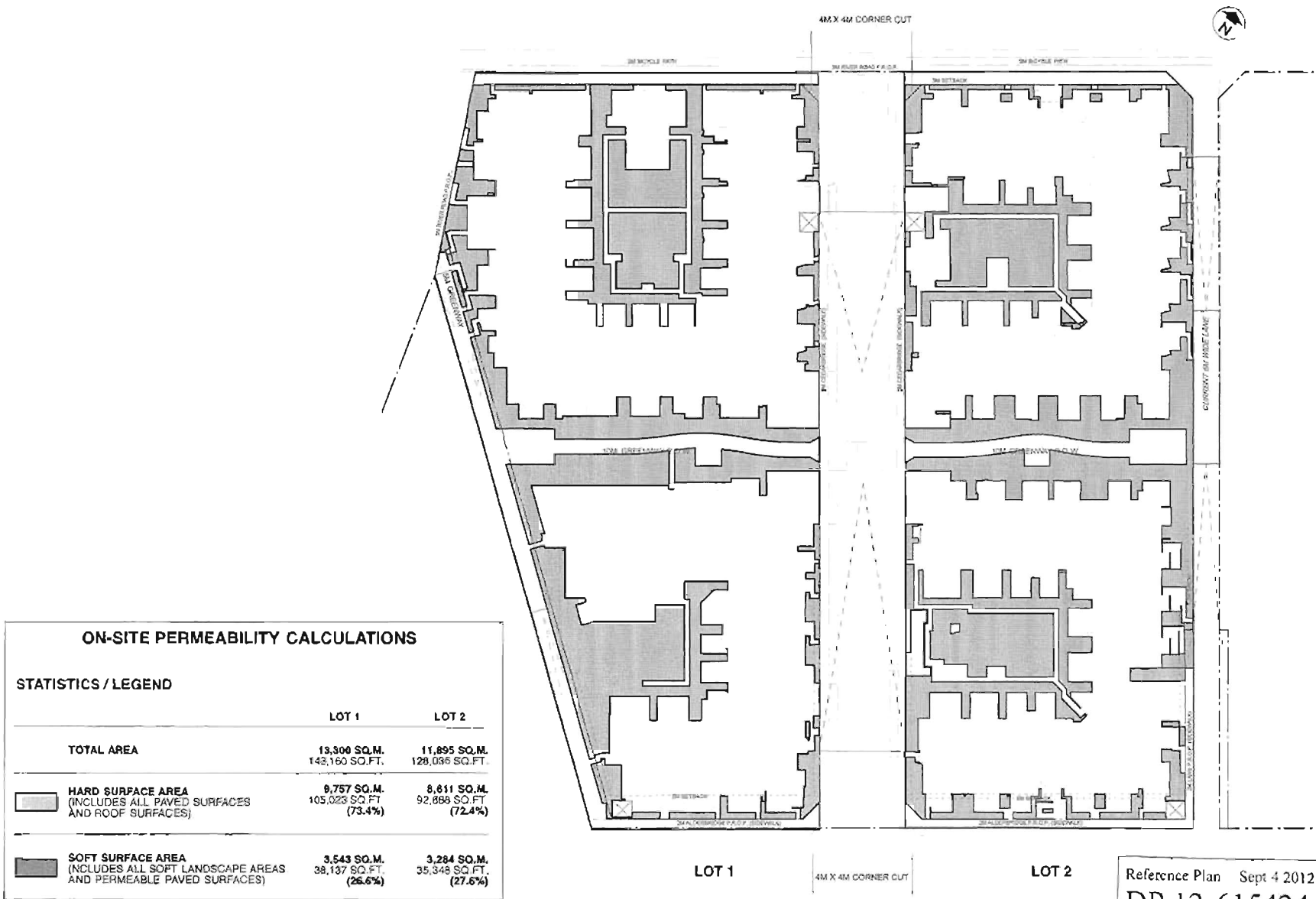
2000 York Street, Vancouver, B.C.
V6C 2V1 Tel: 604.271-1127 Fax: 604.271-1127



DATE	10/10/12
PROJECT	100
CLIENT	1000
DATE	10/10/12

ON-SITE LANDSCAPE
PERMEABLE AREAS

L1.9



ON-SITE PERMEABILITY CALCULATIONS			
STATISTICS / LEGEND			
	LOT 1	LOT 2	
TOTAL AREA	13,300 SQ.M. 143,160 SQ.FT.	11,895 SQ.M. 128,035 SQ.FT.	
HARD SURFACE AREA (INCLUDES ALL PAVED SURFACES AND ROOF SURFACES)	9,757 SQ.M. 105,023 SQ.FT. (73.4%)	8,611 SQ.M. 92,668 SQ.FT. (72.4%)	
SOFT SURFACE AREA (INCLUDES ALL SOFT LANDSCAPE AREAS AND PERMEABLE PAVED SURFACES)	3,543 SQ.M. 38,137 SQ.FT. (26.6%)	3,284 SQ.M. 35,368 SQ.FT. (27.6%)	

Reference Plan Sept 4 2012
DP 12-615424