



Development Permit Panel

Council Chambers

Wednesday, October 24, 2012

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, October 10, 2012.



2. Development Permit DP 12-600815

(File Ref. No.: DP 12-600815) (REDMS No.3635818)

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APPLICANT: IBI-HB Architects

PROPERTY LOCATION: 8380 Lansdowne Road

INTENT OF PERMIT:

- (1) Permit the construction of mixed-use development that includes a 12-storey residential tower over a 3-storey podium at 8380 Lansdowne Road on a site zoned "Downtown Commercial (CDT1)". The proposal includes a total of 131 residential units (122 apartment units, 2 live/work units and 7 affordable housing units); 270.80 m² (2,915 ft²) of retail commercial space and 654.38 m² (7,044 ft²) of restaurant commercial space; and
- (2) Vary the required parking requirements of the "Downtown Commercial (CDT1)" Zone to the reduced parking requirements for residential and commercial uses within the City Centre, Zone 1.

ITEM

Manager's Recommendations

That a Development Permit be issued which would:

- (1) Permit the construction of mixed-use development that includes a 12-storey residential tower over a 3-storey podium at 8380 Lansdowne Road on a site zoned "Downtown Commercial (CDTI)". The proposal includes a total of 131 residential units (122 apartment units, 2 live/work units and 7 affordable housing units); 270.80 m² (2,915 ft²) of retail commercial space and 654.38 m² (7,044 ft²) of restaurant commercial space; and*
- (2) Vary the required parking requirements of the "Downtown Commercial (CDTI)" Zone to the reduced parking requirements for residential and commercial uses within the City Centre, Zone 1.*



3. **New Business**

4. **Date Of Next Meeting: Wednesday, November 14, 2012**

5. **Adjournment**



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: October 5, 2012

From: Wayne Craig
Director of Development

File: DP 12-600815

Re: Application by IBI-HB Architects for a Development Permit at
8380 Lansdowne Road

Staff Recommendation

That a Development Permit be issued which would:

- a) Permit the construction of mixed-use development that includes a 12-storey residential tower over a 3-storey podium at 8380 Lansdowne Road on a site zoned "Downtown Commercial (CDT1)". The proposal includes a total of 131 residential units (122 apartment units, 2 live/work units and 7 affordable housing units); 270.80 m² (2,915 ft²) of retail commercial space and 654.38 m² (7,044 ft²) of restaurant commercial space; and
- b) Vary the required parking requirements of the "Downtown Commercial (CDT1)" Zone to the reduced parking requirements for residential and commercial uses within the City Centre, Zone 1.

Wayne Craig
Director of Development

WC:fm
Att.

Staff Report

Origin

IBI-HB Architects (IBI Group) has applied to the City of Richmond for permission to develop a mixed-use development that includes a 12-storey residential tower over a 3-storey podium at 8380 Lansdowne Road on a site zoned "Downtown Commercial (CDT1)". The proposal includes a total of 131 residential units (122 apartment units, 2 live/work units and 7 affordable housing units); net 270.80 m² (2,915 ft²) of retail commercial space and net 654.38 m² (7,044 ft²) destined for restaurant uses. The proposed development provides parking on-site for 174 cars distributed in 3 parking levels. The site is currently underdeveloped and contains a two-storey retail commercial strip mall with extensive surface parking areas.

There is no rezoning associated with this project, however, a Servicing Agreement (SA) will be required in association with this Development Permit to undertake design and construction and full upgrading across Cooney Road and Lansdowne Road frontages of the site, as well as storm sewer upgrades and watermain upgrades/alignments. A 1.0 m wide land dedication along Cooney Road and a 4 m x 4 m corner cut at the southwest corner of the Lansdowne Road/Cooney Road intersection. PROP ROW's for the purpose of achieving the ultimate road cross-sections will also be provided along Lansdowne Road (5.05 m wide) and Cooney Road (3.25 m wide).

Development Information

The proposed development includes ground oriented retail/commercial uses along Cooney Road and Lansdowne Road frontages and a residential tower that rises above a three-storey parkade podium. The parkade is screened from view from the street by the retail/commercial, Live/Work units and restaurants at street level along Cooney Road and Lansdowne Road respectively, the affordable housing on Level 2 along both street frontages, and a residential wing on Levels 3 and 4 along Lansdowne Road, on top of the affordable housing level. Access to the parkade and loading /service areas is provided from Cooney Road, at the southeast corner of the site.

The Lansdowne Road street level frontage includes a large restaurant that anchors the Lansdowne Road and Cooney Road corner and extends to the west for a large portion of the street frontage. A smaller restaurant and access to the lobby of the affordable housing component of the proposal, occupy the western portion of the Lansdowne Road street frontage.

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 development site is located at a corner lot south west of the Lansdowne and Cooney Road intersection, across from the large parking areas surrounding the Lansdowne Mall.

Development surrounding the subject site is as follows:

To the north, Across Lansdowne Road, a large parking area around the Lansdowne Shopping Centre on a large parcel zoned "Auto-Oriented Commercial (CA)";

- To the east, Across Cooney Road, an older three-storey wood frame residential building over an open surface parking area surrounded by mature street trees and landscaping “Medium Density Low-Rise Apartments (RAM1)”;
- To the south, A four-storey office building and surrounding surface parking on a parcel zoned “Downtown Commercial (CDT1)” and
- To the west, A relatively new 12-storey hi-rise residential development with commercial frontage on Lansdowne Road screening parkade at the centre of the site, on a parcel zoned “Downtown Commercial (CDT1)”.

Development Permit Design Review Process.

Because there is no rezoning process involved with this proposal, no Public Hearing was held in regard to the subject development proposal. The site is being developed under the present “Downtown Commercial (CDT1)” zone regulations applicable to the site.

During the Development Permit review process staff worked with the applicant to address design issues that were identified by staff and at the initial Advisory Design Panel meeting as being critical to achieving the urban design and character objectives for the area. Following is a summary of these aspects that is being provided as a contextual background to the final design of the subject development proposal that is the subject of the present report (applicant’s response and adjustments made to the design are shown in *Italics*):

- Addressing the issue of gradual mass transition between the parkade, and townhouses fronting Lansdowne Road, and landscaped deck at the lower levels of adjacent building to the west.
On levels 4 and 5, townhouses are now cut back from the northwest corner in a stepping format creating more open space between the proposed development and the neighbour building to the west. Similarly, the amenity block at southwest corner is set back from west and east. The roof decks created by the setbacks are treated with articulated landscape creating further buffer and interest.
- Proposal to facilitate a proper relationship to future redevelopment of the site to the south.
The stone clad treatment, metal screen and framing character of the southern end of the east elevation is carried around the corner to the south elevation. The rest of the south wall that extends to the west property line is expressed as a concrete frame with metal screen matching to the eastern end.
- Site planning /landscaping to extend the existing streetscape along the Lansdowne Road frontage.
Adjustments made to the alignment and changes to width of sidewalk, better definition of seating area in front of the restaurant, and adequate placement of bike racks and the planting areas, have resolved the potential obstructions for pedestrian circulation and are acceptable to the City.
- Resolve massing and use of structure (bicycle storage) at the south end of the parkade podium (Level 4).
Amenity space relocated to the structure that previously housed the bike storage space at the south end of Level 4 podium. Bike storage was relocated to within the parking garage. The indoor amenity space mass is setback from west and south parapets to facilitate a soft transition to adjacent existing and potential future developments.

- Indoor Amenity and Outdoor Amenity space relationship required.
Indoor amenity space that includes the Gym, the recreation/party room, and associated services, is now located at the southern end of Level 4, on roof of the parkade. The indoor amenity room opens up and expands into the outdoor amenity space.
- Improvement to treatment of the roof over the townhouses wing. It is exposed to direct view from residential units in the tower and from the adjacent existing building.
Landscaped roof is provided on level 5 on the west side of the townhouses wing and, on Level 6, on the roof of the townhouses wing along the Lansdowne frontage. This large area of landscaped roof will soften the view from above.
- Mass and architectural expression of building(s). Need to achieve unity of architectural expression in residential tower and townhouses in lower levels.
Townhouse wing elevation and overall expression of the tower made simpler. The podium has a stone clad frame/glazing, with the rest of the tower and the townhouses being primarily concrete frame/glazing. The northeast corner cylindrical feature has been raised above the height of the podium and anchors the corner at the Lansdowne and Cooney Road intersection.
- Addressing concerns regarding height, and blank wall, at the western ending of the townhouse wing along Lansdowne Road due to its proximity to existing residential tower to the west.
Townhouse wing has been setback from the west side of the site, landscaped decks provided on that side and townhouses on upper levels have been stepped further back to allow a gradual transition and natural light into the lower portions of the adjacent building. The west side wall of the parkade that raises above the deck level of the adjacent building podium is treated with a combination of scoring and textured and flat concrete that provides variety and interest.
- Address the need for using fewer architectural elements (while being part of the same architectural vocabulary) and achieve coordination of materials in the residential tower and the town home wing.
Overall, architectural expression of the building and detailing has been simplified. All balconies are rectangular and horizontal shade treatment is repeated on select locations on all elevations
- Scale of podium frames along Lansdowne Road to be brought down to a pedestrian scale.
A series of frames that is associated with the rhythm of a colonnade have brought the scale of the podium to the pedestrian scale at street level. The podium frame element is stone clad with stronger earthly character at the base and a glass canopy/horizontal frame above that to reinforce this scale. The retail facade frame from the east elevation is continued into the north elevation.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the “Downtown Commercial (CDT1)” zone, except for the zoning variance noted below.

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

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

- c) Vary the required parking requirements of the “Downtown Commercial (CDT1)” Zone to the reduced parking requirements for residential and commercial uses within the City Centre, Zone 1.

(In keeping with the City Centre Plan Implementation Strategy, staff supports the proposed reduced parking requirements for the subject development based on the developer's voluntary provision of an on-site affordable housing component, which will be secured through a Housing Agreement. In addition, the subject development site is located in close proximity a major transportation corridor (Canada Line-No.3 Road) and will provide road dedications/PROP and TDM measures that will encourage alternative means of transportation. The reduced number of parking spaces provided by the subject development meets the parking requirements for Zone 1 of the City Centre)

Advisory Design Panel Comments

The Advisory Design Panel reviewed the proposed development at its meeting of July 5, 2012 and requested that, following some further design development to address the comments and recommendations made at the meeting, the Panel should have the opportunity to review the proposal again. A revised submission was presented to the Advisory design panel for review at its meeting of **August 15, 2012** and obtained a unanimous positive endorsement. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the August 15, 2012 meeting 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

- Proposed development on this narrow site maximizes the development potential of the site while responding to its surrounding built context.
- Proposed location of the hi-rise residential tower is as far east and south as is possible, and the north-south axis arrangement of the floor plates provides for the required separation, as recommended in the Official Community Plan for this area of the City Centre, between the existing residential building to the west and the proposed tower.

- In addition, lower level interface with the existing adjacent development to the west is addressed by the terracing of the west ending of Levels 4 and 5 of the townhouse wing fronting Lansdowne Road
- The cascading type of planting in the terraced landscaped planters along the west side of the podium reduce the perceived height and soften the west parkade wall (**Attachment 3**) that will be viewed from the lower level units in the adjacent building. In addition, a combination of textured and plain concrete treatment of this wall will provide some interest and variety to otherwise plain blank wall.
- Separation between the proposed residential tower and the existing office building on the site to the south of approximately 52.0 m (170 ft) allows for further development of the site to a similar density as the proposed development, without the need to demolish the existing building while also meeting the required building separation required in the OCP. The applicant has provided complete sketches (in file) that demonstrate that development of the adjacent site to the south may take place without having to demolish the existing structure on the site (**Attachment 4**).

Urban Design and Site Planning

The proposed development design responds well to the general Urban Design principles articulated in the Development Permit Guidelines of the “City Centre Area Plan” and the specific Urban Design objectives identified for the “Lansdowne Village” area. Main features of the proposed development include, among others:

- The proposed development includes ground oriented retail/commercial uses along Cooney Road and Lansdowne Road frontages and a 12-storey residential tower that rises above a 3-storey podium.
- The parkade podium is screened from views from the street by the retail/commercial uses at street level and one level (Level 2) of residential uses (affordable housing) along the street frontages. In addition to the retail commercial units, street level frontage on Cooney Road also includes two (2) Live/Work units. A small portion of the parkade on Levels 2 and 3 extends to and is integrated into the building’s east elevation, fronting Cooney Road.
- Main entry/lobby to the residential tower is provided on Cooney Road. A secondary entry is also provided at the northwest corner of the site, on Lansdowne Road, that allows direct access to the affordable housing floor on Level 2.
- The Lansdowne Road street level frontage includes a large restaurant anchoring the Lansdowne Road and Cooney Road corner and extending to the west for a large portion of the street frontage. A smaller restaurant and access to the lobby of the affordable housing component of the proposal; located on Level 2 over the retail/commercial and restaurants on the ground floor along Lansdowne Road and Cooney Road, occupy the western portion of the Lansdowne Road street frontage.
- Stepping single level and double level residential units are provided on the townhouse wing along the upper levels, on the south side of the podium that successfully screen the parkade behind, and deliver a pedestrian scale to the building frontage on Lansdowne Road.
- The typical floor plan layout of the tower is narrow and organized along a north-south axis, with angled faces at its northwest and southeast corners to open and facilitate view corridors from existing residential buildings to the west and southwest of the development site.

Architectural Form and Character

- Residential tower, as far east and south as is possible to provide the required separation distance to the existing residential tower to the west. In addition, the shaping of its north and south sides that present substantial southwest-northeast and northwest-southeast angled faces respectively opens up view angles to the northeast and southeast from units in adjacent residential building.
- The angled layout of the tower corners at northwest and southeast corners, the curved profile along the east side and the stepping massing of the townhouses along Lansdowne Road, all are deliberate attempts to provide maximum openness and view/sight angles for the residents and the neighbouring buildings (**Attachment 5**).
- Western ending of the townhouse wing along the Lansdowne Road frontage is pulled back from the west property line; the stepping back of its Levels 4 and 5 further facilitate an adequate mass transition to the west and allows natural light penetration to the lower level units in the adjacent residential building.
- Podium elevations along the streets present large glazed storefronts contained within a stone-clad large frames. This frame is interrupted at the northeast corner of the podium, where the glazed cylindrical mass of the main restaurant anchors the corner and establishes an urban landmark.
- A small portion of the parkade on Levels 2 and 3 is part of the building elevation on Cooney Road; these portions of the parkade are provided with a metal screen and are architecturally expressed on façade as another component of the building, contained within the stone clad-frame of the podium.
- The treed boulevard, landscaping, pavement pattern and the continuous glass canopy over the sidewalk along the building's street frontage provide a pedestrian scale and contribute to a friendly and vibrant public realm.
- Fenestrations on exterior walls of parkade at south and east elevations are provided to facilitate penetration of natural light. East and southwest elevations has metal screen to provide maximum natural lighting and natural ventilation.
- Materials used in the building include stone, glass storefronts, metal perforated screen and glass canopies on the podium along street frontages and sealed painted concrete, blue-gray and green vision glass, spandrel glass, and aluminum-glass guardrails in the tower.

Landscape and Open Space Design. Streetscape and Amenity Areas

- Proposed landscaping along the Lansdowne Road frontage of the site will add to and improve public realm and contribute to the vision for the city, as outlined in the City Centre Area Plan (CCAP). Treed boulevard along both frontages of the site will include a continuous soil trough, standard City of Richmond tree planting with root barrier.
- The tree lined boulevard and different paving materials, mostly used along Lansdowne Road, clarify pedestrian circulation routes and identify/enhance entrances to anchor tenants and the building's primary entrances.
- Roof gardens that will be visually attractive to those in residential units above the parkade podium level will be provided over the townhouse wing on the north side of the site, along Lansdowne Road. A roof garden is also provided over the indoor amenity building on the south side of the outdoor amenity/landscaped courtyard on Level 4.
- Outdoor amenity area/landscaped garden on Level 4 take advantage of the area's views. The

landscaping features and various activity areas will support social interaction and passive recreation for the building residents. The outdoor amenity area/landscaped courtyard, which is accessed via a central corridor from the vertical circulation core of the residential tower, also includes a children's play area on the north side of this access point, and the indoor amenity space (recreation/party room and gym) at its southern end.

- Private patios, which provide opportunities for casual surveillance over the outdoor amenity space, line up the east side of this outdoor space. Interface area between private patios and public use areas includes hedge planting and shrubbery that ensure privacy of patio area on these units. Small garden plots which are available to residents are also provided on the south side of the landscaped outdoor space, at this interface area.
- The 147.5 m² (1,590) total indoor amenity space includes a one-storey recreation/party room and gym (132 m² or 1,420 ft²) at the southern end of the central corridor of the building, and small meeting room (15.5 m² or 170 ft²) at the northern end. The recreation/party room features a strong indoor/outdoor connection that will accommodate gatherings and provide a place for barbeque in close proximity to a seating area with a trellis and movable seating and tables.
- There are approximately 790 m² (8,500 ft²) allocated to the outdoor amenity area/landscaped courtyard in Level 4. The indoor and outdoor amenity space included in the subject development meet the area requirements of the OCP.
- The main multipurpose room (recreation/party room) of the indoor amenity space has large floor to ceiling windows that provide visual and functional connectivity between the indoor outdoor amenity spaces on Level 4.
- The outdoor amenity space provides opportunities for urban agriculture, children's play area, barbequing and passive recreation. Pavements and carefully selected planting materials to provide a sense of residential communal gathering space. The selection of landscape lighting and building exterior lighting minimizes light pollution over adjacent residential building to the west and units along the west side of the proposed residential tower.

Affordable Housing

- The subject development includes 7 affordable housing units on Level 2, over the retail commercial uses along both the Cooney Road and Lansdowne Road frontages.
- The 483.61m² (5,206 ft²) net area of the affordable housing units provided in the subject development represents 5% of the total building residential area and is acceptable to the City for the purpose of density bonus, as per the "Downtown Commercial (CDT1)". These affordable housing units will be secured via a Housing Agreement registered on title with maximum rental rates and tenant income in keeping with the City's Affordable Housing Strategy.
- The affordable housing units provided include:
 - five (5) 1 Bedroom +Den units and
 - two (2) 2 Bedroom units.
- All the affordable housing units included in the subject development, which range in size from 57.65 m² (620.55 ft²) to 79.87 m² (859.74 ft²) meet the Basic Universal Housing features under Section 4.16.23 of the Zoning Bylaw.

Accessibility and Aging-in-Place Features

- All main doors to the entry of the tower and the common use facilities provided with automatic door opening devices or designed to address accessibility requirements. Bathrooms in the common amenity spaces are designed to be accessible.
- Common corridors are minimum 1220 mm wide and a minimum 1500 mm turning radius is provided at dead ends and other required areas.
- Common use areas and affordable (accessible) housing units designed to facilitate ready access from the road and the on-site parking area, and for use/occupancy by a person with disability. The elevators are located on an accessible path.
- All light switches in the affordable (accessible) units provided with rocker or paddle type switches.
- All doors in the affordable housing (accessible) units and common use areas provided with operable devices suitable for use by people with a disability. The thresholds to the accessible doors are at the most, 13.0 mm in height.
- Affordable housing units have provision for converting units to fully universal accessible features such as re-positioning of kitchen counter top heights, removable toe and knee clearance under kitchen sink locations, provision for adjustable bread-boards.
- Windows are floor to ceiling windows providing seated views and with opening mechanisms suitable for use by people with a disability. All doors in the building have provisions to improve to fully accessible hardware.
- All floor surfaces are to be slip resistant.
- Switch controls, electrical panels and intercom buttons shall be at a maximum height of 1220 mm and the electrical / telephone / cable outlets will at least be 450mm from the floor surface.
- Thermostats and other controls located between 900 – 1350 mm from the floor surface and provided with a clear space of 750 mm for access.
- The accessible bedrooms are designed such that they can accommodate a twin size bed and have a 1500 mm turning diameter clearance on one side of the bed.
- All bathrooms and powder rooms are provided with reinforced backing for future grab bars at water closets, tub/shower locations.

Parking, Loading and Garbage/Recycling Collection

- The site has zoning in place to allow for a mixed-use development and does not does not qualify for CCAP parking reductions under the current zoning however, based on the CCAP Implementation Strategy allowing, in certain circumstances a parking reduction is allowed in exchange for on-site affordable housing units being provided, the merits of the proposal in terms of encouraging pedestrian circulation and use of public transportation.
- The subject development includes several housing units (7 affordable housing units), land dedication provided for road widening along Cooney Road and provision of TDM measures to qualify for parking requirements applicable to the City Centre Area. The following TDM measures that are acceptable to Transportation Engineering include:

- *\$5,000 cash contribution towards the provision of new benches in the area.*
 - *120V electric plug-in's for 20% of all parking stalls.*
 - *120V electric plug-in's for electric bikes, one for every 40 bicycle storage racks (one 120V electric plug-in compound with fewer than 40 bicycle racks)*
- There are two (2) loading bays provided on-site for two medium size trucks (SU-9) located at ground level close to the entry to the site from Cooney Road, in close proximity to the entry point to the visitor/commercial parking and the residents parking, and to the garbage and recycling rooms. The dimensions, of the overhead clearance (minimum 3.80 m) and manoeuvring in and out of the loading spaces have been reviewed by Transportation Engineering and found acceptable.
- There are two separate garbage/recycling rooms, one for residential and one for commercial uses, located close to and directly serviced from the driveway along the south side of the site. The commercial garbage room includes a grease collection bin to serve the needs of the two proposed restaurants.
- Garbage pick-up service is intended to be provided by a private contractor. The applicant has provided turning radius templates that demonstrate provision of adequate space for manoeuvring of delivery and garbage collection trucks.
- Access to the parking levels and to the two required medium size (SU-9) loading spaces is provided at the southeast corner of the site, from Cooney Road along the south property line. Access to shared visitor/commercial parking is completely separated from the residents parking.
- Number, type, arrangement (tandem) and size of the parking spaces and drive aisles provided comply with the parking requirements for the City Centre Area and are acceptable to Transportation Engineering.
- The subject development provides a total of 174 parking spaces distributed in three parking levels. Parking breakdown is as follows:
 - 32 shared visitor/commercial parking spaces on Level 1, including 1 accessible parking spaces
 - 142 resident parking spaces on Level 2 and 3 of the parkade, including 3 accessible parking spaces and 4 spaces provided in a tandem arrangement.
- Legal agreements will be required in regard to parking provisions as a Development Permit Consideration to ensure that:
 - The two (2) parking spaces provided in a tandem arrangement will be allocated to the same unit and
 - There are no restrictions for the public at large to use the shared commercial/visitor parking spaces available, with no parking space being assigned to any particular tenant/user.
- Secure on-site bicycle parking is provided in accordance to the bicycle parking requirements of the Zoning Bylaw.

Sustainable Features

The following is a list of some of the sustainable related aspects and features included in the subject development design:

- In response to the CCAP requirement that development project applications greater than 2,000 m² in size, demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, district energy, storm water management and quality), the applicant will submit a LEED scoreboard confirming that the subject development will achieve between 50 and 60 points (Silver equivalency) prior to the City issuing a Development Permit. This scoreboard will illustrate the range of strategies and measures the project is including in the design.
- At least 20% of the materials will be locally sourced and at least 10% of the materials used in the building will be recycled materials.
- Low VOC emitting materials and low flow toilets, showers and lavatories will be used in the building.
- The building aims to achieve at least 23% savings in energy consumption and a 10% in energy cost savings.
- Landscaped courtyard, and landscaped roof of the indoor amenity space on Level 4, above the parkade. In addition landscaped roof on top of the Level 5 townhouse wing along Lansdowne Road that will contribute to reduce the heat island effect. Landscaping on roof based on low maintenance planting/landscape materials.
- Landscaping includes a high efficient irrigation system (smart irrigation controllers, moisture sensors and other devices will be considered to avoid over-watering) in all common landscaped areas
- Climate-tolerant plants and diversity of species will contribute to reduce water consumption
- Landscaped roofs and plantings at select locations. Non accessible landscaped roof on Level 5
- Accessible roof decks have pre-cast pavers or similar sustainable materials.
- Metal screen provided on southeast and south sides of parking podium that will provide natural light and ventilation to reduce dependency on artificial lighting and mechanical ventilation.
- Electric charging plug provisions are provided in enclosed bike storage rooms and for 20% of the required parking stalls.
- All units are provided with open balconies or landscape treated roof decks. Balconies have glazed guards to allow visibility. In general, walls facing balconies and roof decks have large glazed windows and glazed doors.
- All bedrooms and living rooms have large glazed windows to allow maximum natural light and provide a lively atmosphere. All habitable rooms are provided with windows that open to allow natural ventilation.
- Glazed windows and other exterior wall assemblies will have adequate acoustic performance as required by building code and regulations.
- Consideration will be given during construction to use energy efficient appliances, lighting fixtures, plumbing fixtures, mechanical systems and other sustainable measures.

Public Art

In response to the City's commitment to the provision of Public Art, a \$87,615.83 voluntary contribution the City's Public Art Fund, at a rate of \$0.41/ ft² for the 1,079.05 m² (11,615 ft²) commercial component of the proposal, and at a rate of \$0.76/ ft² for the 9,644.45 m² (103,812 ft²) for residential uses.

Crime Prevention Through Environmental Design

The proposed building incorporates several of the basic CPTED design principles. Residential units located on the second level, along the street, facilitate and provide adequate casual surveillance over both Lansdowne Road and Cooney Road. Specific CPTED features provided in the proposed development include:

- Secure resident parking separated from commercial/visitor parking, including separate entrances from the access driveway along the south side of the site.
- Separate driveway entrances for commercial and residential parking
- Access to both parking areas secured by overhead doors.
- Large size shrub plantings will not be used within the public realm and street lighting and ambient building light will allow adequate visual permeability.
- White painting and minimizing the amount of solid walls are proposed in parking levels. Artificial lighting and natural lighting, where possible on east and south sides of the parkade Level 2 and 3 will be provided.
- Glazing into elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs) will be provided.
- Access for pedestrian circulation areas around elevator core in parking levels are organized considering safety of the pedestrians and provide maximum visibility to access points. Clear demarcation on floor with painting provided to identify entrance to Lobbies and exits.
- Hidden corners are avoided as much as possible and adequate visibility of building lobby, mailrooms and elevator core provided.
- All exit doors at grade levels are provided with exit hardware from inside and protected with no easy openable provision from outside.
- Building entrances and retail entrance are provided with glazed doors and lay out designed with maximum openness and visibility to allow passive surveillance.
- The building entrance, visitor/commercial parking and select locations provided with security cameras. All exterior doors, access to parking levels, doors to exit stairs and elevator lobbies have incorporated security features.
- Indoor amenity space is located such a way to facilitate passive surveillance over the outdoor amenity area. The indoor amenity has a large glazed frontage facing the landscape courtyard.
- Low-level lighting in outdoor amenity areas to minimize effect of light pollution on adjacent dwelling units will be incorporated.
- Units on the west side of the residential tower and the pedestrian corridor that provides access to the townhouses on Level 4 facilitate passive surveillance over the outdoor amenity area. In addition, the indoor amenity space at the south end, has large glazed frontage facing this landscape outdoor amenity space/courtyard.

Noise Related Aspects of the Proposal

The subject development site is located in Area 3, Moderate Aircraft Noise Area, of the Aircraft Noise Sensitive Areas identified in the OCP, therefore, before the Development Permit being issued, the subject development will provide an acoustical report by a registered professional qualified in acoustics identifying the measures needed to satisfy the "Noise Management" standards set out in the OCP, such as installation of any needed mechanical ventilation and central air conditioning (or approved equivalent).

Conclusions

The proposed development is responsive to the urban design objectives for the Lansdowne Village neighbourhood, proposes a distinctive and unique building massing and has successfully addressed and resolved the on-site challenges posed by a very narrow corner site and the need for achieving a sensitive interface with existing residential buildings in the area. Staff recommends approval for the subject development, as the proposal will contribute to maintain the standard for high quality architectural and urban design in this emerging new Village in the City Centre Area.



Francisco Molina
Senior Planner-Urban Design
FM:rg

Attachment 1: Development Application Data Sheet

Attachment 2: Excerpt from Minutes of Advisory Design Panel meeting of August 15, 2012

Attachment 3: Cross-section at Interface with Adjacent Building to the West

Attachment 4: Scheme for Development of Site to the South

Attachment 5: View Angles from Adjacent Residential Building

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

1. 1.0 m road widening dedication along the entire east property line and 4m x 4m corner cut dedication (on new property line) at the intersection of Cooney Road and Lansdowne Road.
2. The granting of a 3.25 m wide statutory PROP right-of-way along the full frontage of the new east property line for achieving the final Cooney Road cross-section.
3. The granting of a 5.05 m wide statutory PROP right-of-way along the full frontage of the north property line for achieving the final Lansdowne Road cross-section.
4. Registration of a cross access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the access driveway to the site from Cooney Road along the south property line, in favour of 5611 Cooney Road.
5. Receipt of a Letter of Credit for landscaping in the amount of \$433,460.41, as per landscaped cost estimates provided by the IBI-HB Architects (IBI Group) landscape architect.
6. Registration of an aircraft noise sensitive use covenant on title to address aircraft noise mitigation and public awareness.
7. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to achieve:
 - a. CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.
8. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
9. Registration of a flood indemnity covenant on title.
10. Registration of a legal agreement on title ensuring that shared visitor/commercial parking in Level 1 of the subject development is not assigned to any particular tenant/use.
11. City acceptance of the developer's offer to voluntarily contribute \$0.41/ft² per buildable commercial uses and 0.76/ ft² for residential buildable areas, for a total of \$87,615.83 to the City's Public Art Fund.
12. Registration of the City's standard Housing Agreement to secure seven (7) affordable housing units, the combined habitable floor area of which shall comprise at least 5% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreements shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
1 BR	5	50 m ² (535 ft ²)	\$925	\$37,000 of less
2 BR	2	80 m ² (860 ft ²)	\$91,137	\$45,500 of less

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

13. Submission of a LEED strategy report and scoreboard confirming that the proposed development will achieve between 50 and 60 points (LEED Silver) or LEED Silver equivalency, to the satisfaction of the City.
14. Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement both parking spaces must be assigned to the same dwelling unit.
15. Registration of a legal agreement on title ensuring the provision of the following TDM measures:
 - a) \$5,000 cash contribution towards the provision of new benches in the area.
 - b) 120V electric plug-in's for 20% of all parking stalls.
 - c) 120V electric plug-in's for electric bikes, one for every 40 bicycle storage racks (one 120V electric plug-in compound with fewer than 40 bicycle racks)

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

1. Enter into a Servicing Agreement* for the design and construction of the following frontage improvements. Works include, but may not be limited to :

- a) Lansdowne Road, along the entire development frontage (from north to south):

- ☐ (maintain) existing eastbound travel lanes
- ☐ (remove) existing curb/gutter on the south side
- ☐ 3m wide vehicle lay-by
- ☐ 0.15m wide curb/gutter
- ☐ 2m wide treed boulevard
- ☐ 2m wide concrete sidewalk
- ☐ 2m wide treed boulevard

- b) Cooney Road, along the entire development frontage (from west to east):

- ☐ Reference from the new PROP line, 4.25m west of the existing property line
- ☐ 2.7m wide sidewalk
- ☐ 0.6m wide buffer strip
- ☐ 2.5m wide off-road bicycle path
- ☐ 1.5m boulevard
- ☐ 0.15m wide curb/gutter

Note that the above cross-section would result in a net reduction of approximately 0.5m pavement width. Existing travel lanes to be modified and works outside the development frontage would be required in order to transition (minimum 20:1 taper) to the existing road south of the development site. Exact details to be confirmed as part of the SA process,

- c) Upgrade existing Lansdowne Road/Cooney Road traffic signal to include but not limited to the followings:

- ❑ APS (Accessible Pedestrian Signals) and illuminated street name sign(s);
 - ❑ As necessary, new signal pole, controller, base and hardware and pole base (City Centre decorative pole & street light fixture);
 - ❑ As necessary, new detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors.
- d) Storm. The Cooney Road frontage from the south property line of the development site to existing manhole STMH5852 (Lansdowne Road) with a length of approximately 96m. Must be upgraded to a minimum 600mm, as per City requirements. A manhole is required at the south property line and existing manhole STMH5852 is to be replaced with a new manhole. Site connection must tie into Cooney Road storm sewer system.
- e) Water.
 Lansdowne Frontage.
 Replacement/relocation of existing 300 mm diameter AC watermain is required at the same alignment as the watermain replaced along 8280 Lansdowne Road. Upgrade existing Lansdowne Road/Cooney Road traffic signal to include but not limited to the followings:
 Cooney Road Frontage.
 The City will work with the developer to coordinate the replacement/relocation of the AC watermain, if required
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
 3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Development Permit process and in compliance with all Basic Universal Housing Features contained in Section 4.16 of the Richmond Zoning Bylaw 8500, as amended.
 4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
 All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
 The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be

required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.



No. DP 12-600815

To the Holder: IBI-HB ARCHITECTS (IBI GROUP)
Property Address: 8380 LANSDOWNE ROAD
Address: C/O MARTIN BRUCKNER, SALIM NARAYANAN
700 – 1285 WEST PENDER STREET
VANCOUVER, BC. V6E 4B1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - d) Vary the required parking requirements of the "Downtown Commercial (CDT1)" Zone to the reduced parking requirements for residential and commercial uses within the City Centre, Zone 1.
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 #37 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 \$433,460.41 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 12-600815

To the Holder: IBI-HB ARCHITECTS (IBI GROUP)
Property Address: 8380 LANSDOWNE ROAD
Address: C/O MARTIN BRUCKNER, SALIM NARAYANAN
700 – 1285 WEST PENDER STREET
VANCOUVER, BC. V6E 4B1

-
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

SITE

CA

LANSDOWNE RD

NO. 3 RD

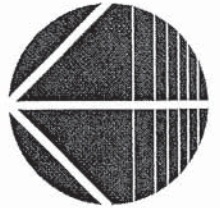
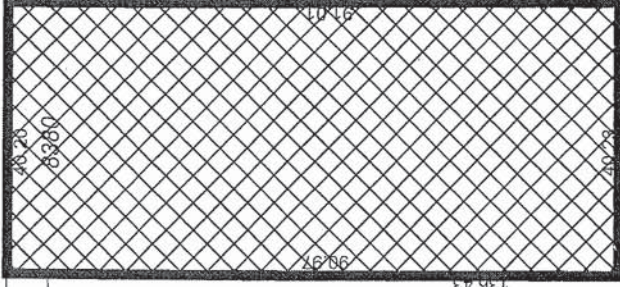
ACKROYD RD

WESTMINSTER HWY

COONEY RD

LANSDOWNE RD

COONEY RD



DP 12-600815 SCHEDULE "A"

Original Date: 02/24/12

Revision Date:

Note: Dimensions are in METRES



DP 12-600815

Attachment 1

Address: 8380 Lansdowne Road

Applicant: IBI-HB ARCHITECTS (IBI GROUP)

Owner: CCM Investment Group Ltd.

Planning Area(s): City Centre Area (Lansdowne Village. Sub Area B.3 Mixed Use, Hi-Rise Residential, Commercial and Mixed-Use)

Floor Area Gross: 17,423 m² Floor Area Net: 11,207.07 m²

	Existing	Proposed
Site Area:	3,658.54 m ²	3,559.53 m ²
Land Uses:	Retail Commercial	Mixed-Use. Commercial Residential
OCP Designation:	Urban Core T5 (45m)	Urban Core T5 (45m)
Zoning:	Downtown Commercial (CDTI)	Downtown Commercial (CDTI)
Number of Units:	N/A	131 units (124 Market Housing and 7 Affordable Housing units) and 1,079.05 m ² of commercial uses

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.15 (if Affordable Housing provided)	3.15 (Affordable Housing provided)	none permitted
Lot Coverage:	Max. 90%	45%	None
Setback – Front Yard: Lansdowne Road	Min. 3.0 m	5.03 m	None
Setback – Side Yard: Cooney Road	Min. 3.0 m	3.25 m	None
Setback – Side Yard: Interior	Min. 0.0 m	00.0 m	None
Setback – Rear Yard:	Min. 3.0 m	5.04 m	None
Height (m):	Max. 47.0 m (GST)	46.30 m	None
Lot Size:	N/A	N/A	None
Off-street Parking Spaces – Commercial / Regular:	32 and 142 (if TDM measures and road dedication)	32 and 142 (TDM measures and road dedication provided)	Variance required for reduced City Centre parking requirements when supported by TDM measures and provision of affordable housing on-site
Off-street Parking Spaces – Accessible:	4	4	None

Total off-street Spaces:	174 (if TDM measures and road dedication)	174 (TDM measures and road dedication provided)	None
Tandem Parking Spaces		2 sets of two	None
Loading Spaces:	2 Medium Size (SU-9)	2 Medium Size (SU-9)	None
Bicycle Parking (Class 1):	167	181	None
Bicycle Parking (Class 2):	31	31	None
Amenity Space – Indoor:	Min. 100 m ²	147.56 m ²	None
Amenity Space – Outdoor:	Min. 6 m ² /unit (786 m ²)	790 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

Time: 4:00 p.m.

Place: Rm. M.1.003
City of Richmond

Present: Kush Panatch, Chair
Simon Ho, Vice-Chair
Steve Jedreicich
Hal Owens
Matthew Thomson
Sherri Han

Also Present: Sara Badyal, Planner 2
Francisco Molina, Senior Planner 3, Urban Design
David Johnson, Planner 2
Rustico Agawin, Committee Clerk

Absent: Joe Fry
Tom Parker
Thomas Leung
Cst. Greg Reimer

The meeting was called to order at 4:06 p.m.

1. MINUTES

It was moved and seconded

That the minutes of the meeting of the Advisory Design Panel held on Wednesday, July 18, 2012 be adopted.

CARRIED

Subsequent to the approval of the minutes, the Panel agreed to consider Item No. 4 in the agenda ahead of Item No. 3.

(Please see IBI response to each of the ADP comments noted in bold italics immediately following the item)

2. **DP 12-600815 – MIXED-USE HIGH RISE DEVELOPMENT WITH APARTMENTS OVER COMMERCIAL SPACE AND LIVE-WORK UNITS AT GROUND LEVEL**

APPLICANT: IBI/HB Architects

PROPERTY LOCATION: 8380 Lansdowne Road

Applicant's Presentation

Architect Martin Bruckner, IBI/HB Architects, Inc., and Landscape Architect Cameron Owen, IBI/HB Group, presented the project on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- the project is a huge improvement to the one previously presented to the Panel; making the project less complex helps define its mass better;
- the base of the building is very well-resolved compared to the massing previously presented; nice stepping back to the tower; appreciate attention to detail;
- consider increasing the height of angled tower corner element adjacent the intersection to give it more prominence; *(Please see revised elevations. The parapet of east elevation is lowered 1'6" to make the corner higher than the rest of the parapets. Further, an eyebrow canopy returning from the north balcony canopy to the east elevation is provided to enhance the prominence of the tower corner and give a cap effect to the tower top)*
- appreciate that the amenity room is now on Level 4; new location is logical and would be more useful; still needs further design resolution; amenity room should be a "folly" and needs more playfulness to achieve its purpose of being a gathering place; *(Please see revised level-4 plan and landscape plan. The amenity is revised with a curved profile full height window in plan and an over head metal glass canopy projecting into the open landscape deck giving the amenity added character and form. The amenity hall plan also provides opportunity for a cozy window seating area that provides feel of spacial openness and visual connection to the outside landscape)*
- venting/exposed mechanical units for use of the restaurant need consideration for smell and should be visually screened; *(Please see notes on LI plan. Visually screened venting will be provided at building permit stage)*
- agree with comment that the project is now much improved; two prominent changes are (1) the strengthening of the tower (tower now stands out and has the quality of anchoring the corner) and (2) using stone in lieu of painted concrete for the podium; changes level up the quality of the project;
- the tower appears more comfortable now; needs to minimize its own presence by having less detail; needs to be more transparent and should have as little material variety as possible; the simpler the tower, the less impact it will have on the street; keep the use of glass material as consistent as possible; *(The vision glass for the tower is same type throughout all elevations)*

- tower appears flat and chunky; consider stepping down the angled tower element to break up the tower; *(Please see revised elevations. The parapet of east elevation is lowered 1'6" to make the corner higher than the rest of the parapets. Further, an eyebrow canopy returning from the north balcony canopy to the east elevation is provided to enhance the prominence of the tower corner and give a cap effect to the tower top)*
- glazing feels a bit uncomfortable; looks bland; needs more treatment; *(Please see revised elevations. More horizontal lines added to reflect vent panel divisions to windows; added spandrel glass details provided to windows and further details to glazed balconies. An eyebrow canopy cap provided at the tower northeast corner and provision for a building signage panel provided at the spandrel panel near the canopy detail expresses more visual interest and character to the overall glazed elevation)*
- shape of the tower needs more articulation; improvement in design is needed in view of the importance of the corner, e.g. by adding a vertical element that comes down; *(Please see revised elevations. The parapet of east elevation is lowered 1'6" to make the corner higher than the rest of the parapets. Further, an eyebrow canopy returning from the north balcony canopy to the east elevation and adjacent building signage panel provided enhance the prominence of the tower corner and give a cap effect to the tower top. A vertical line of lighting along the northeast corner line and top eyebrow canopy may be introduced in consultation with the public artist as part of the public art component; this may well tie in with the lighting feature at the podium round corner element)*
- building is simple, clean and bold;
- materials are well-resolved and straightforward;
- ensure clarity of use for space allotted for urban agriculture in the amenity area; look at room/space for urban agriculture tools, composting, storage, etc.; if there is not enough room, consider alternative use of space; *(Please see revised landscape drawings. The urban agriculture area is revised in consultation with the City staff)*
- like zones and outdoor rooms created; consider further articulating the central amenity area to better articulate the outdoor rooms; *(Please see revised level-4 plan and landscape plan. The amenity is revised with a curved profile full height window in plan and an over head metal glass canopy projecting into the open landscape deck giving the amenity added character and form. The amenity hall plan also provides opportunity for a cozy window seating area that provides feel of spacial openness and visual connection to the outside landscape)*
- lots of improvements made on the project;
- changes in materiality, glazing and stepping back the tower are better;
- podium and corner are well resolved;

- tower is quirky and does not meet the ground well at the main entry on Cooney Road; applicant needs to address the residential entrance at Cooney Road in a stronger way; appears weak at present; *(Please see revised east elevation and the detail drawings showing the glazed metal canopy highlighting the building's main entrance)*
- tower element hangs together better because it is now simplified and has better glazing treatment; however, it still does not look iconic; *(Please see revised elevations and more detailing added in particular at the top portion of the northeast corner)*
- space between the podium level of the adjacent building and higher podium of the subject development is not welcoming; space between these two podiums with a 12-foot height differential appears dark; consider incorporating public art at adjacent property where this project creates a canyon-like space to make it a more invigorating space; *(Please see revised section through the west wall adjoining the neighbor and the revised landscape plan. The west wall height is further reduced and is treated with textured pattern treatment and stepping planters along the top line)*
- it is more difficult to make an iconic structure in slab towers than in point towers given the restrictions of the subject site;
- there is a lot of glazing in the tower; creates an “office” look; *(Please see revised elevations, roof top details and revised balcony slab edge details)*
- note some improvements made to the project; specific concerns of the Panel have been addressed;
- echo comments on the club house; the club house provides a nice opportunity to give residents something interesting to look at on the podium; *(Please see revised level-4 plan and landscape plan. The amenity is revised with a curved profile full height window in plan and an over head metal glass canopy projecting into the open landscape deck giving the amenity added character and form. The amenity hall plan also provides opportunity for a cozy window seating area that provides feel of spacial openness and visual connection to the outside landscape)*
- linear bike racks in front of the bike lanes would be interesting to see; separate grades as well as a linear bike rack system adds interest to the pedestrian level;
- concern on the relaxation of basic livability guidelines for affordable housing; affordable housing should not be less livable than the base unit of a market residential property; issue of meeting the OCP required private outdoor space for apartment units raised; and *(Please see revised level-2 plan. The AH Units are universally accessible and all of the units are provided with outdoor balconies)*

- like the different shape of the tower and the corner element; the area is starting to have 24-hour activity; consider night lighting. *(Please see revised night view. Lighting feature added to the circular corner element of the podium overlooking Lansdowne and Cooney corner. Further complimenting lighting feature to highlight the tower corner top canopy, signage and vertical line along the corner will be considered in consultation with the lighting designer)*

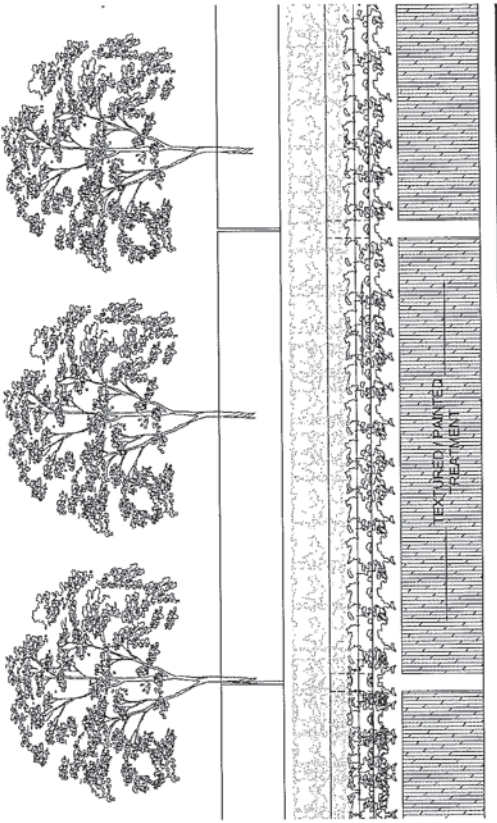
Panel Decision

It was moved and seconded

That DP 12-600815 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

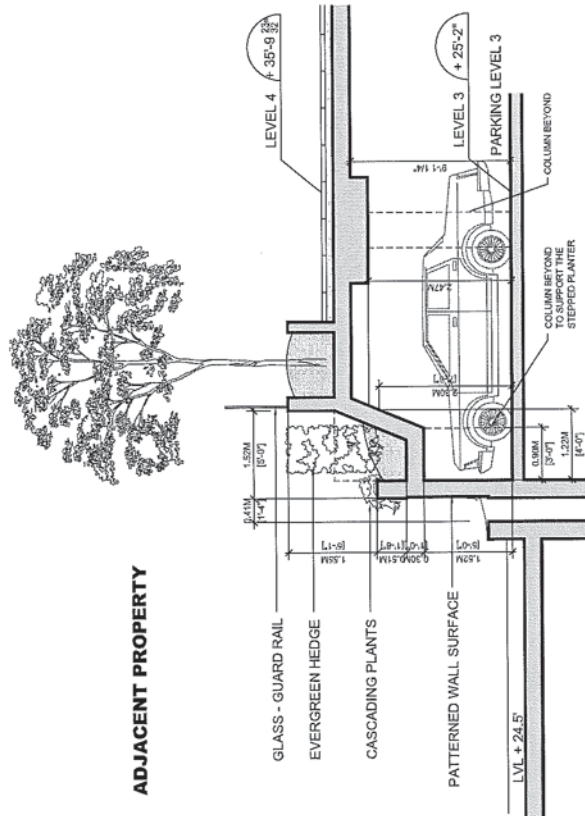
Opposed: Hal Owens



ELEVATION FROM ADJACENT PROPERTY LOOKING TOWARDS STEPPED PLANTER



INTENDED FEEL OF THE TEXTURED WALL SURFACE (OR SIMILAR)

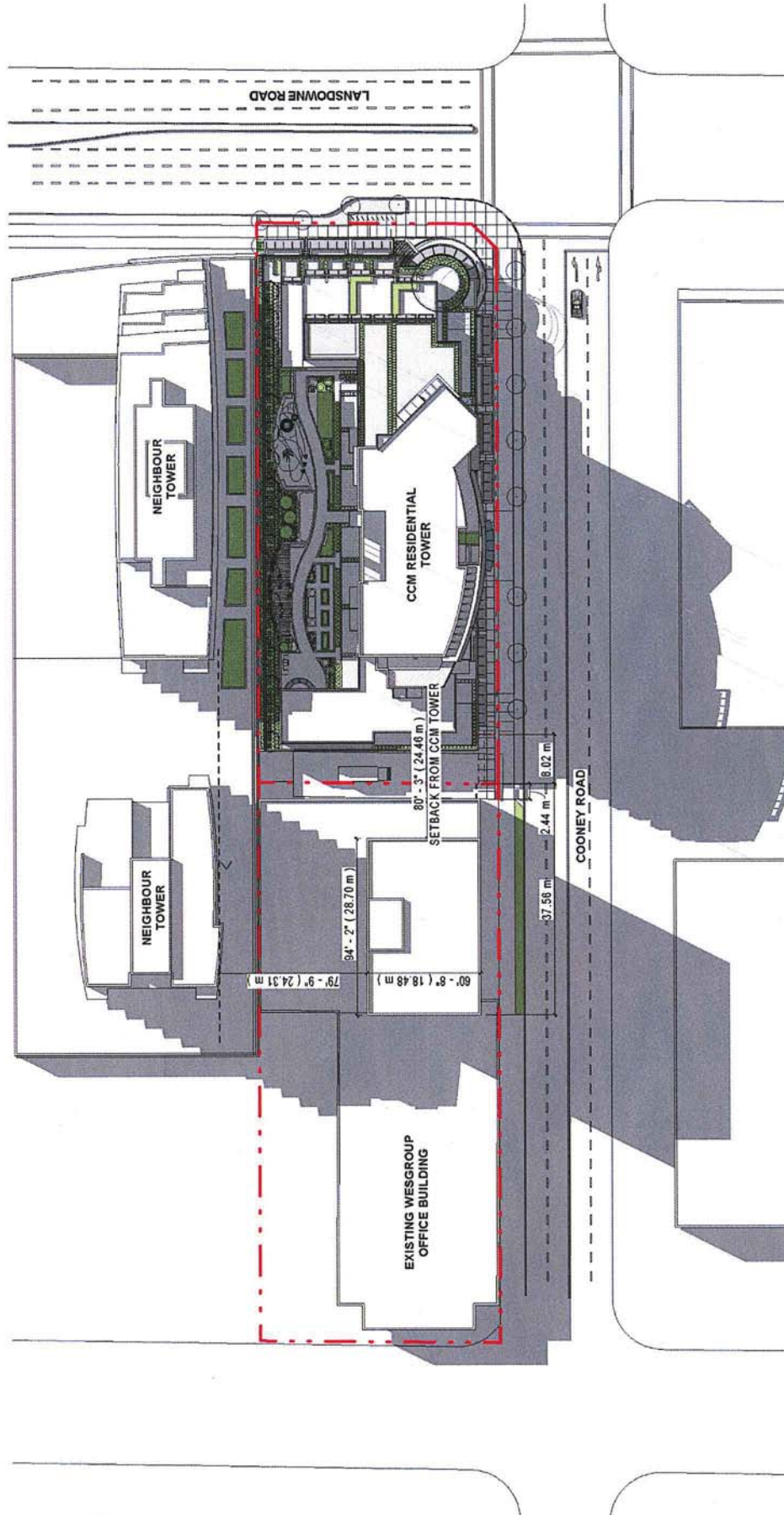


SECTION AT STEPPED PLANTER ADJACENT TO NEIGHBOUR PROPERTY

STEPPED PLANTER ADJACENT TO NEIGHBOUR PROPERTY

N.T.S

(10/3)



5611 COONEY ROAD (SOUTH NEIGHBOUR) PROJECT STUDY

A 2101
SITE PLAN

October 01, 2012

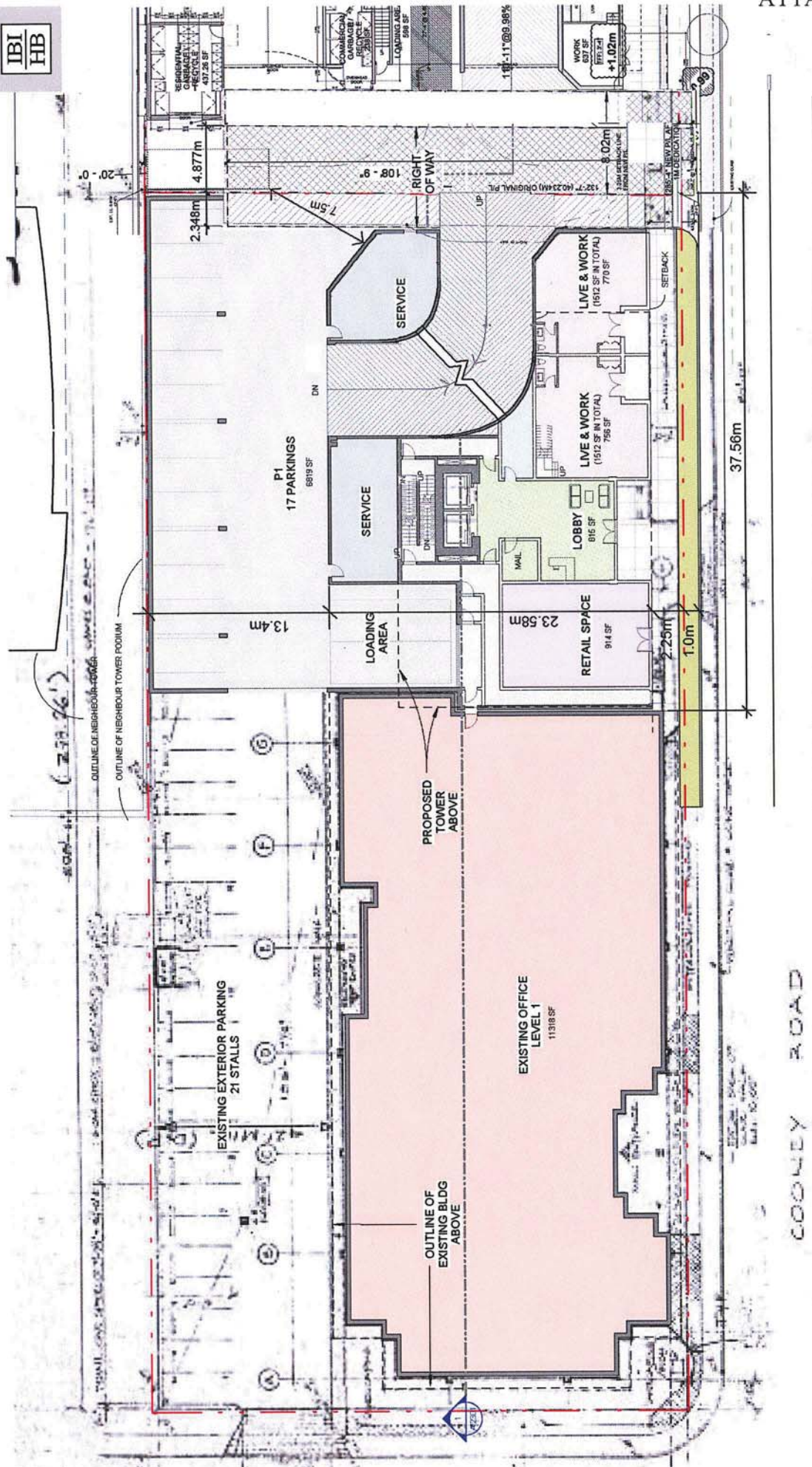
(2 of 3)



5611 COONEY ROAD (SOUTH NEIGHBOUR) PROJECT STUDY

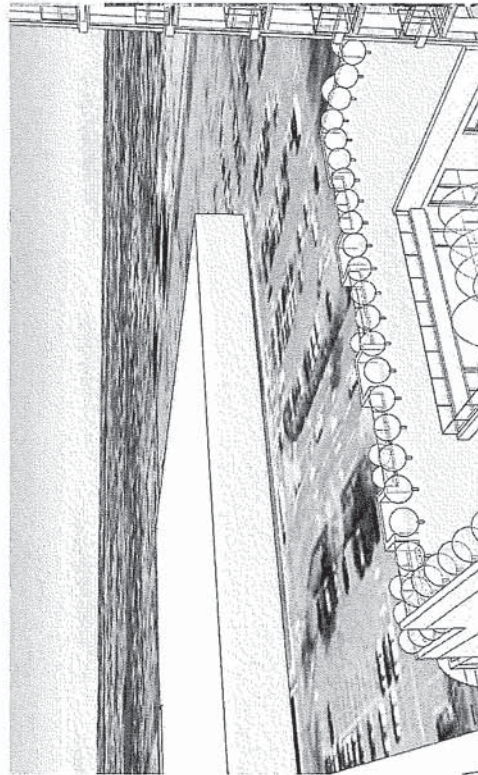
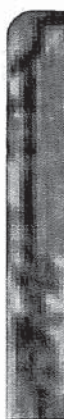
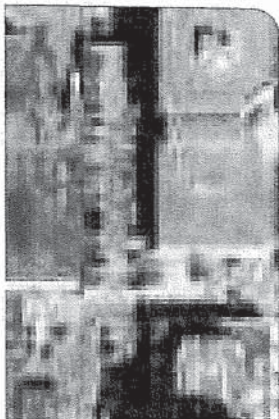
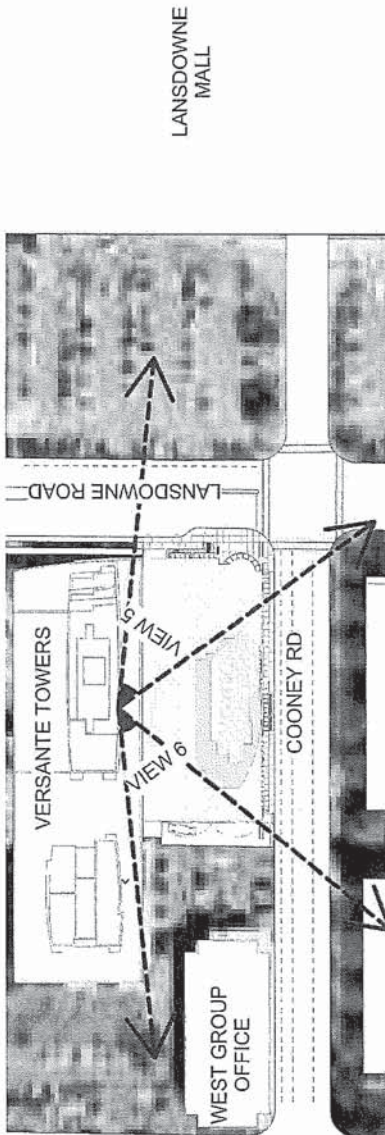
A 2205
L2 FLOOR PLAN

October 01, 2012

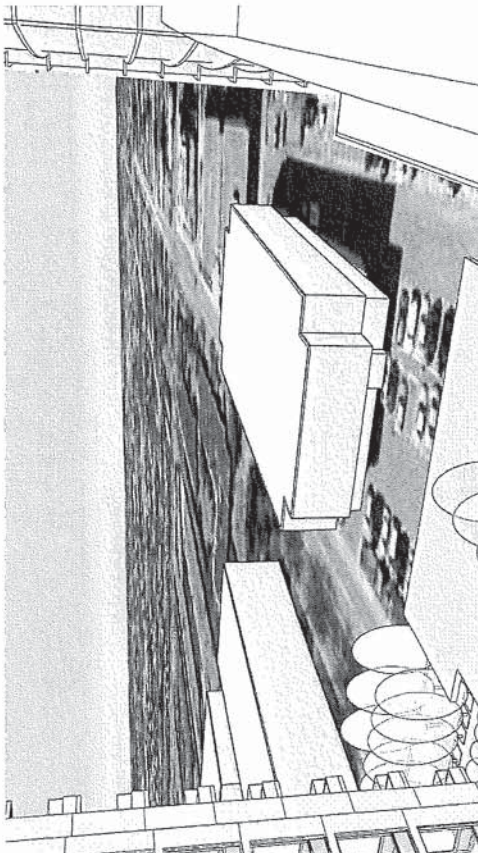




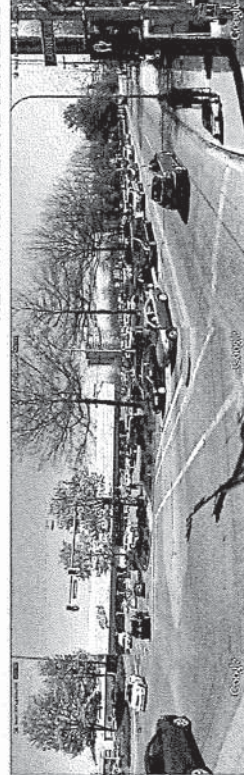
CCM RESIDENTIAL TOWER



VIEW 1 FROM NEIGHBOUR BLDG



VIEW 2 FROM NEIGHBOUR BLDG



NEIGHBOUR VIEW ANALYSIS

$$\frac{\text{IBI}}{\text{HB}}$$

Location and Site Context:

Project Description:

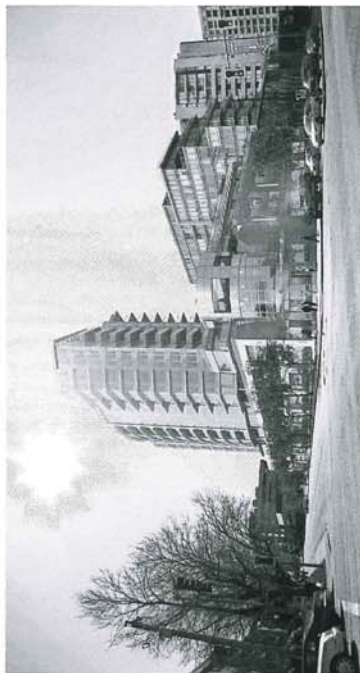
Design Development and Composition:

The primary design approach for the project was to maximise the full potential of the strategic location of the site, by providing a high quality environment for the neighbouring buildings and site context in the surrounding neighbourhood. The unobstructed views and expansive accessibility to valuable to the existing built form and north sides of the site encouraged to offer a lower tower along the north-south axis in combination with an L-shaped podium wrapping around the street fronts. The towers of podiums at the corners, the staggered, slightly placed northeast tower mass opening up the northwest corner, the staggered northwest and southwest corners of the tower, the curved east facade on the tower are some of the design evolutions resulting from respecting the views and built forms of the adjacent west neighbours while allowing minimum view and undesirable and

The Coonsey Road, landscape/below and side walk. The retail units are framed within the concrete structure. The side walk is a concrete slab with a raised curb. The side walk is a concrete slab with a raised curb. The side walk is a concrete slab with a raised curb.

[illegible]

Every effort has been taken in developing the project concept to respect the OCP design guidelines, implement environmentally friendly sustainable design approach and enforce strong design elements that will enhance the City's vision of a new growth of the neighbourhood. The project with its proportionately articulated building masses combined with balanced landscaping and efficient planning of the uses will stand as a landmark to the neighbourhood adding vibrancy to the growing Richmond City.

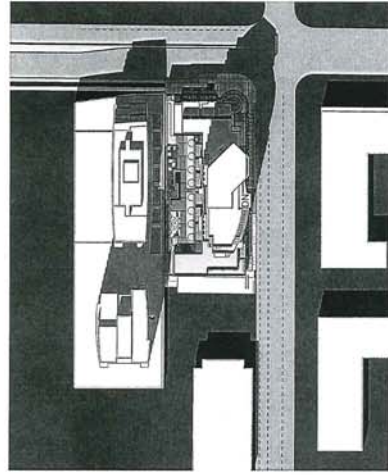
CCM INVESTMENT GROUP
IBI / HB ARCHITECTS

2012/08/08 ISSUED FOR DP

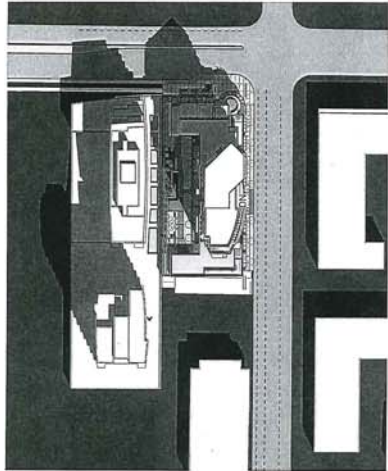
R DP 12600815



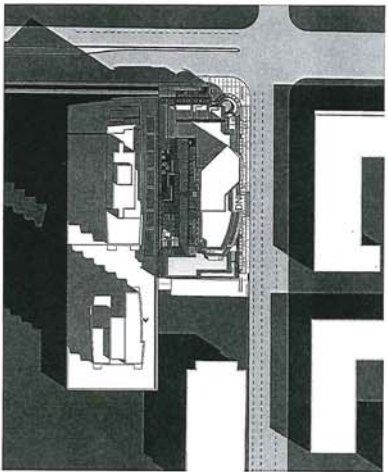
CCM RESIDENTIAL TOWER



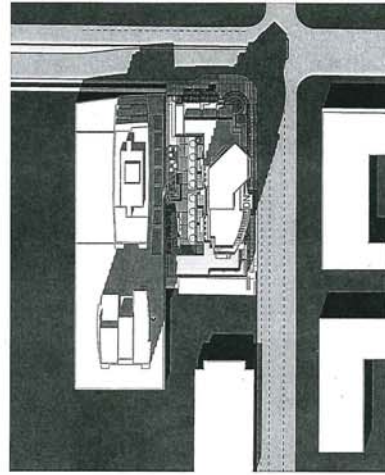
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TIME 10:00 AM



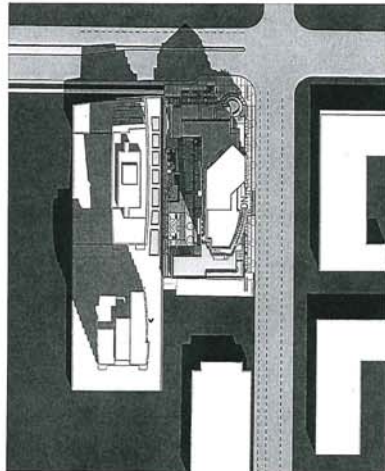
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TIME 12:00 PM



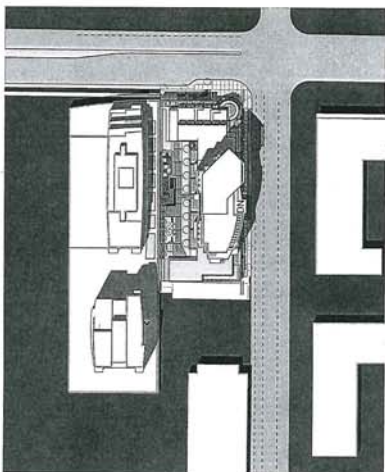
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SEPTEMBER 21 ST
TIME 10:00 AM



SEPTEMBER 21 ST
TIME 12:00 PM



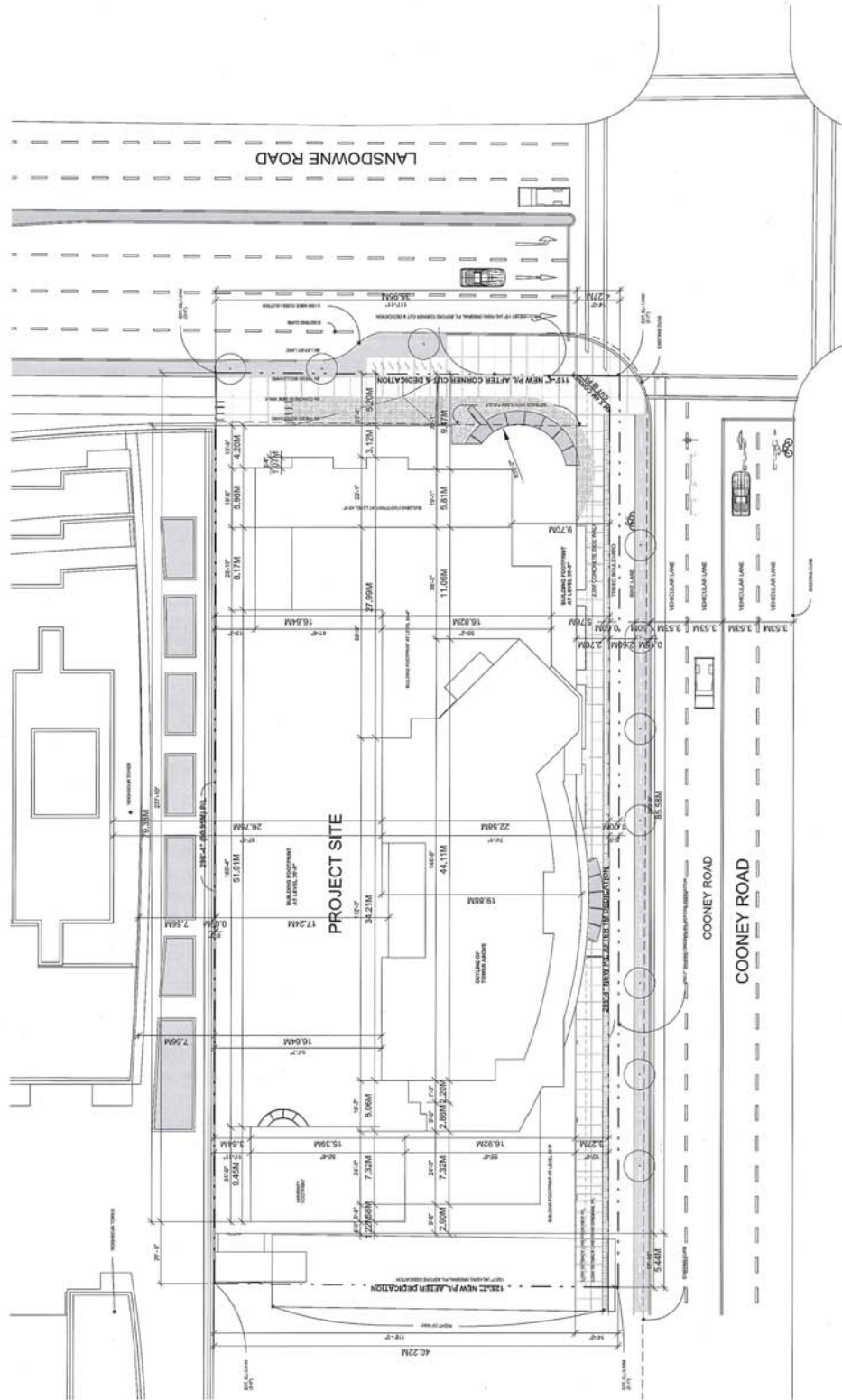
SEPTEMBER 21 ST
TIME 2:00 PM

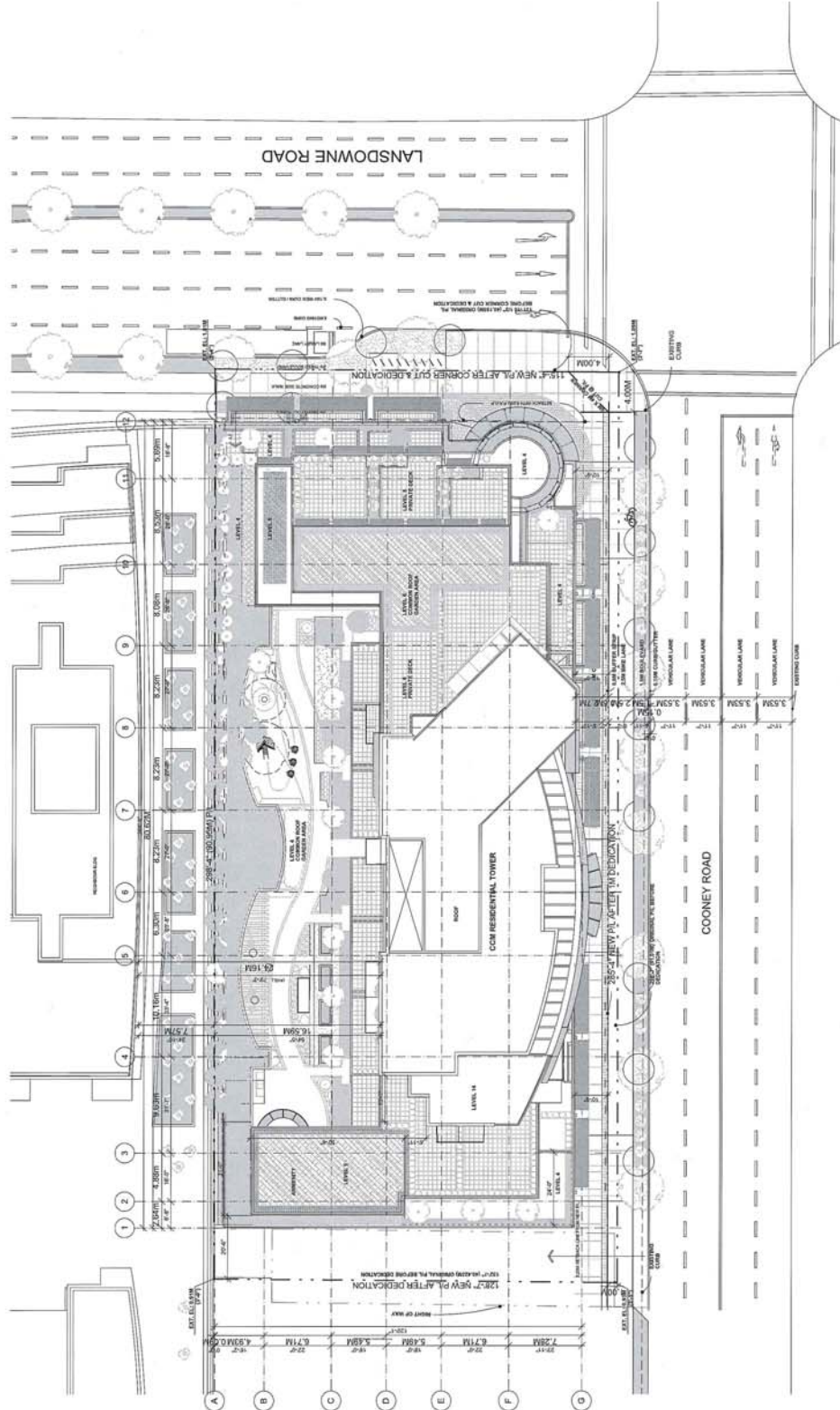
12600815
R DP

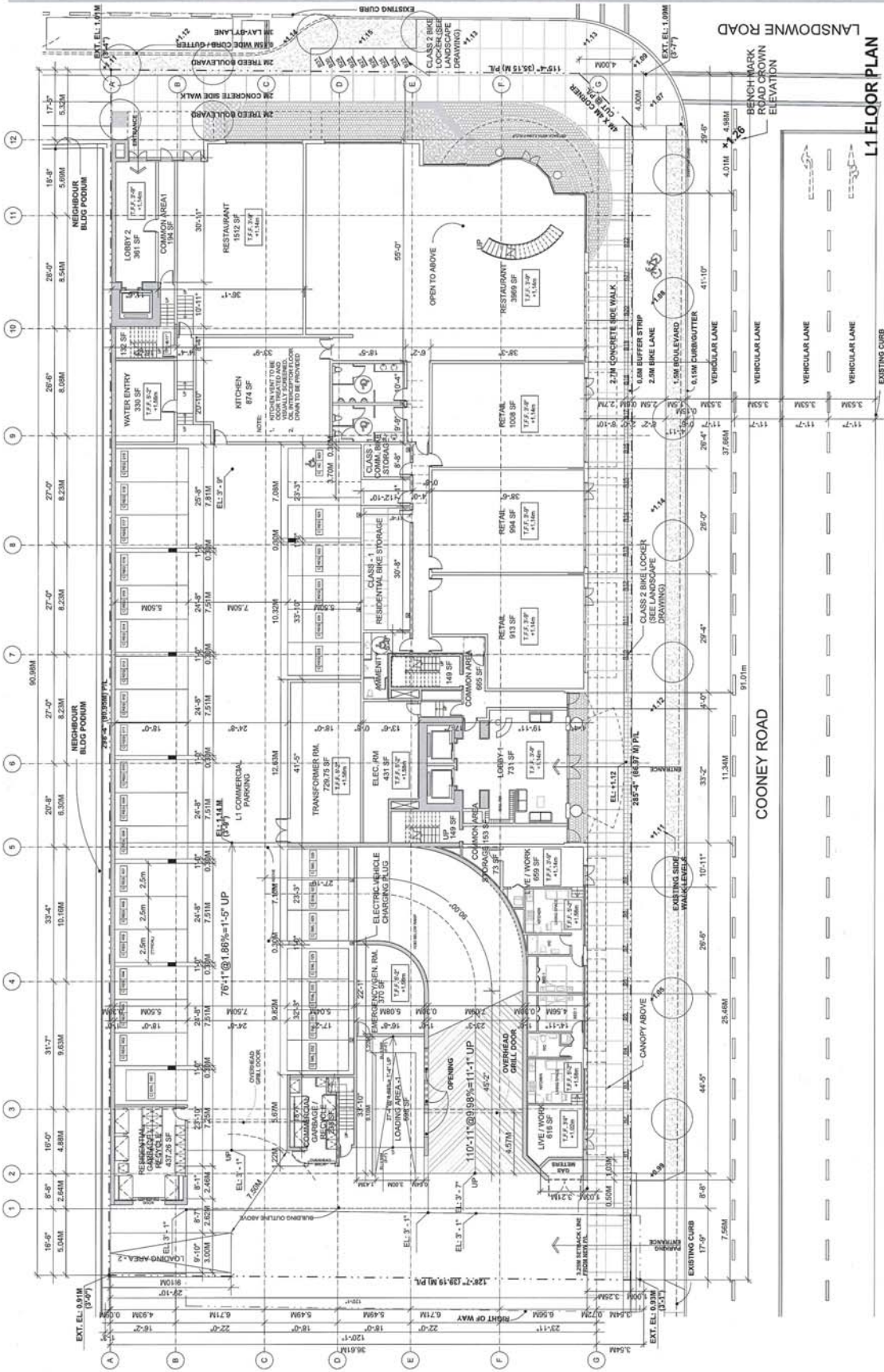
SHADOW STUDY A 040

AUG. 08, 2012 ISSUE FOR DP

OCT 5 - 2012



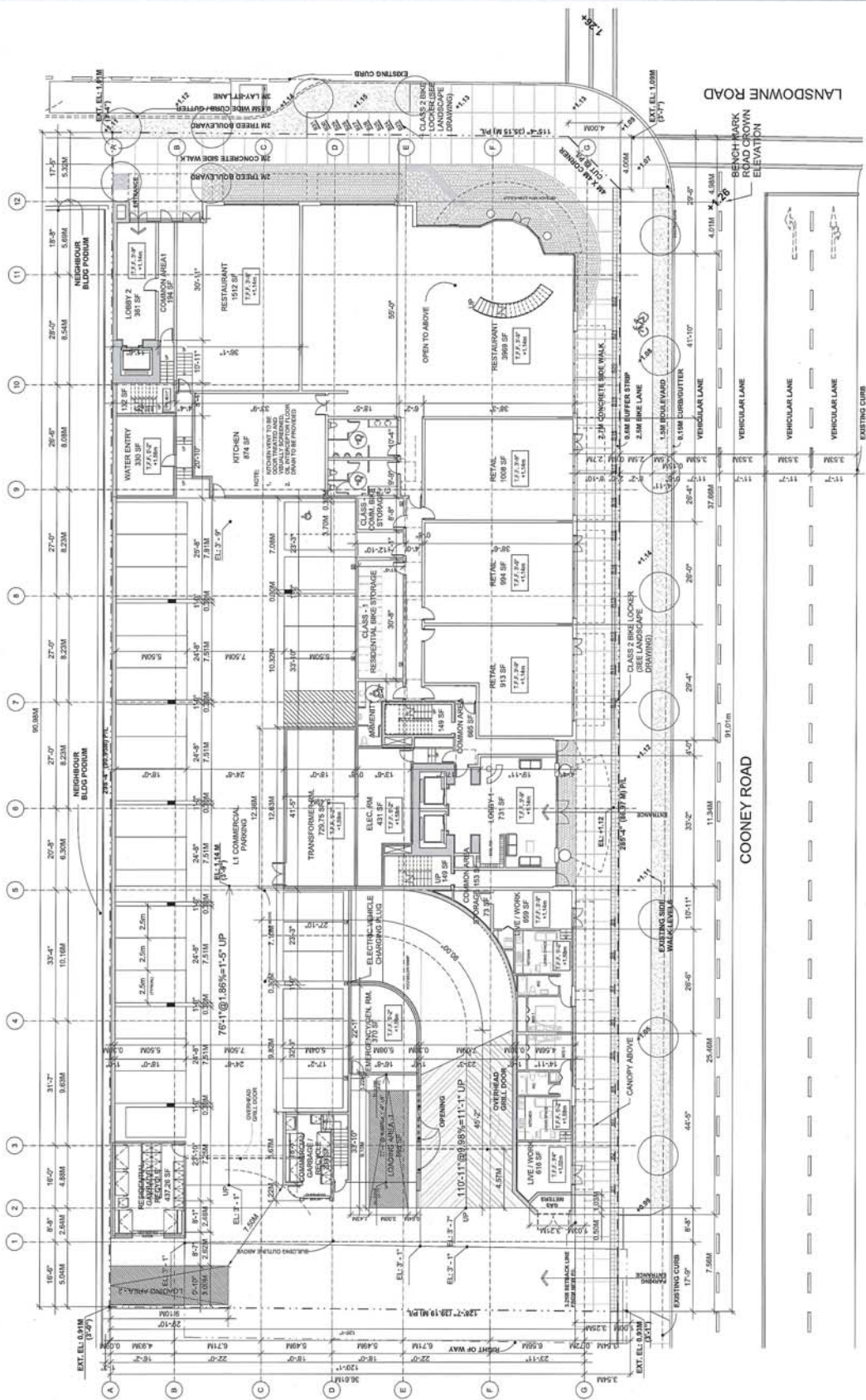




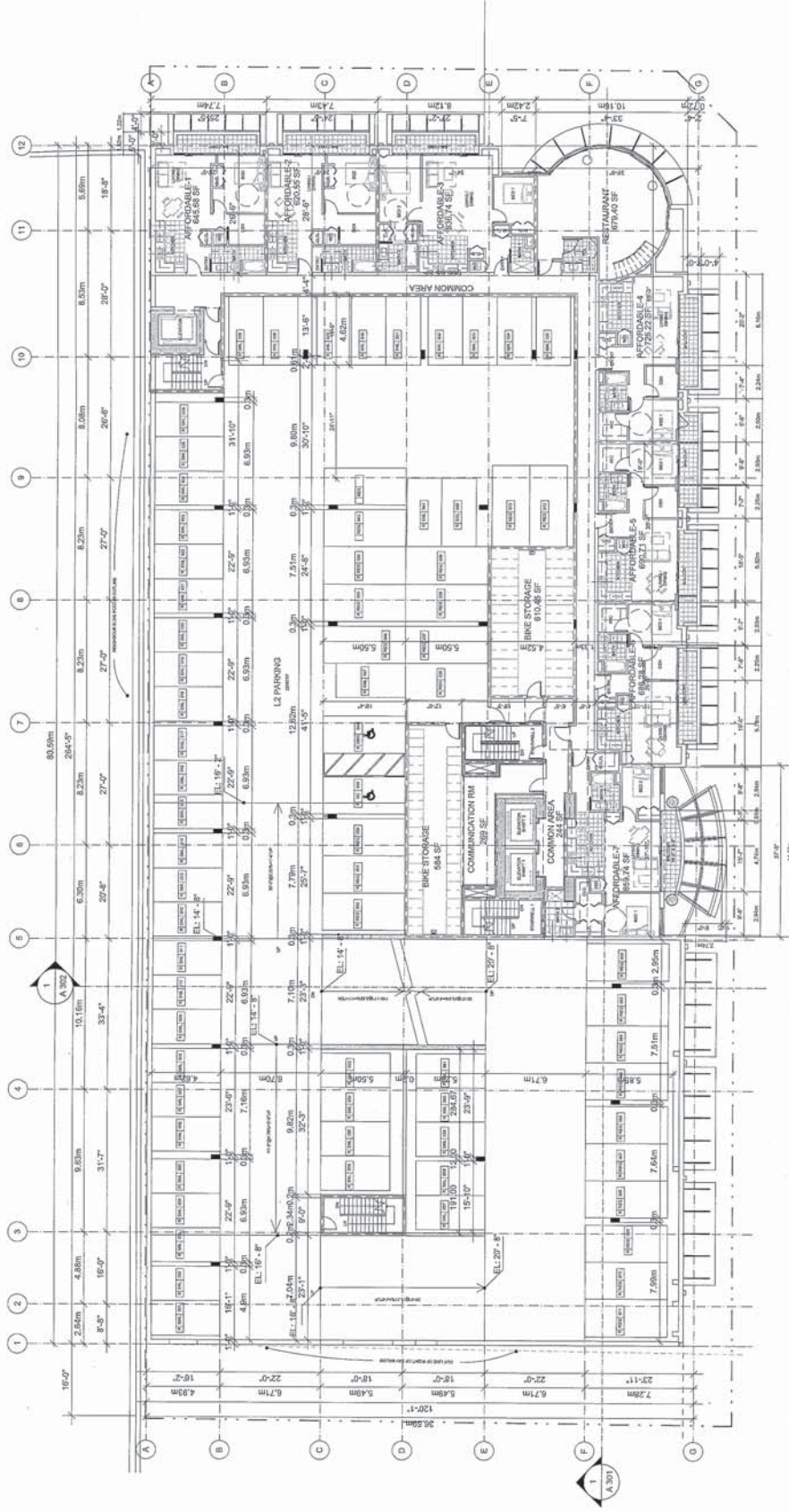
L1 FLOOR PLAN

3/32"=1'-0"

3 DP 12600815



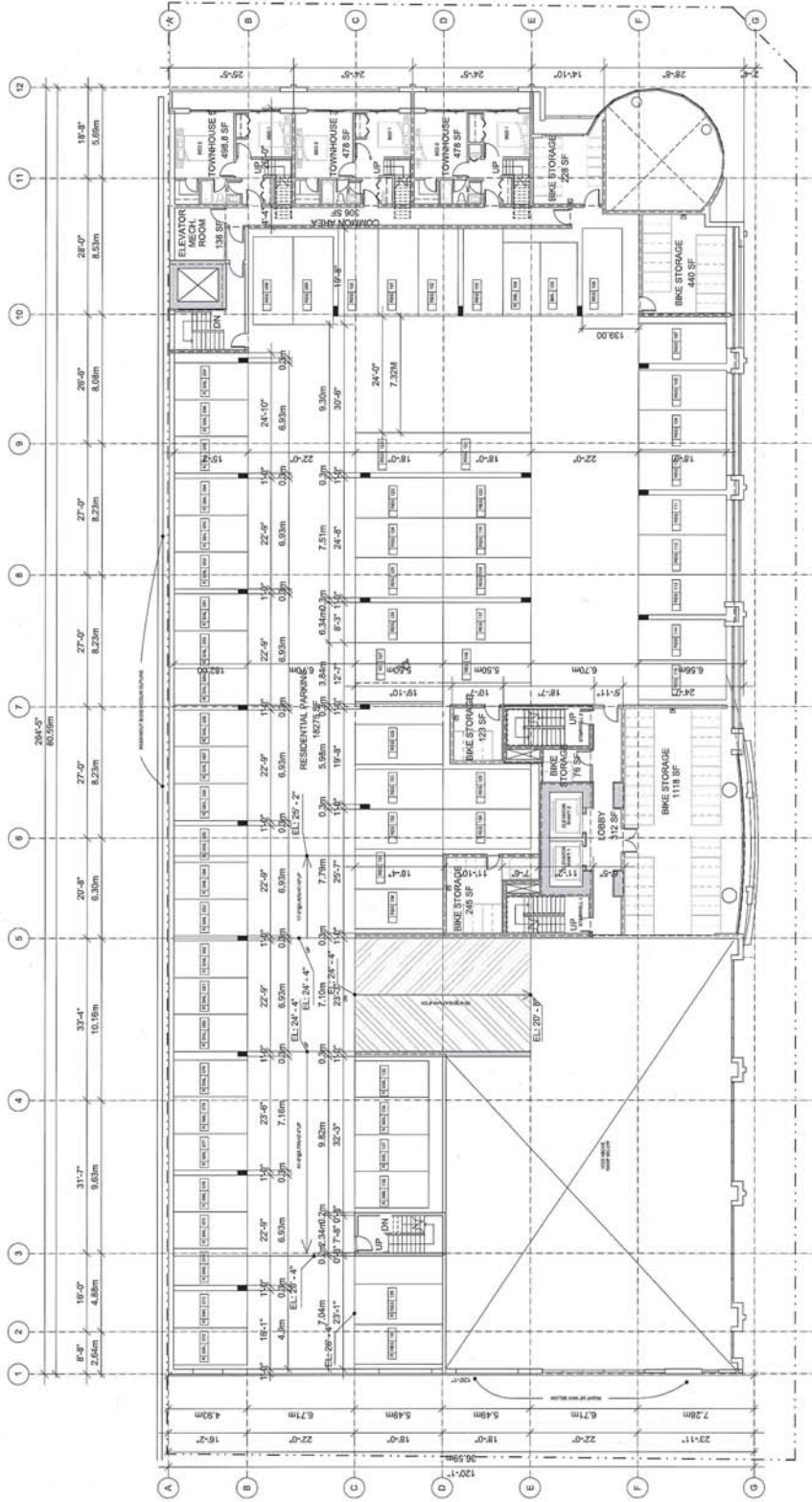
4 DP 12600815

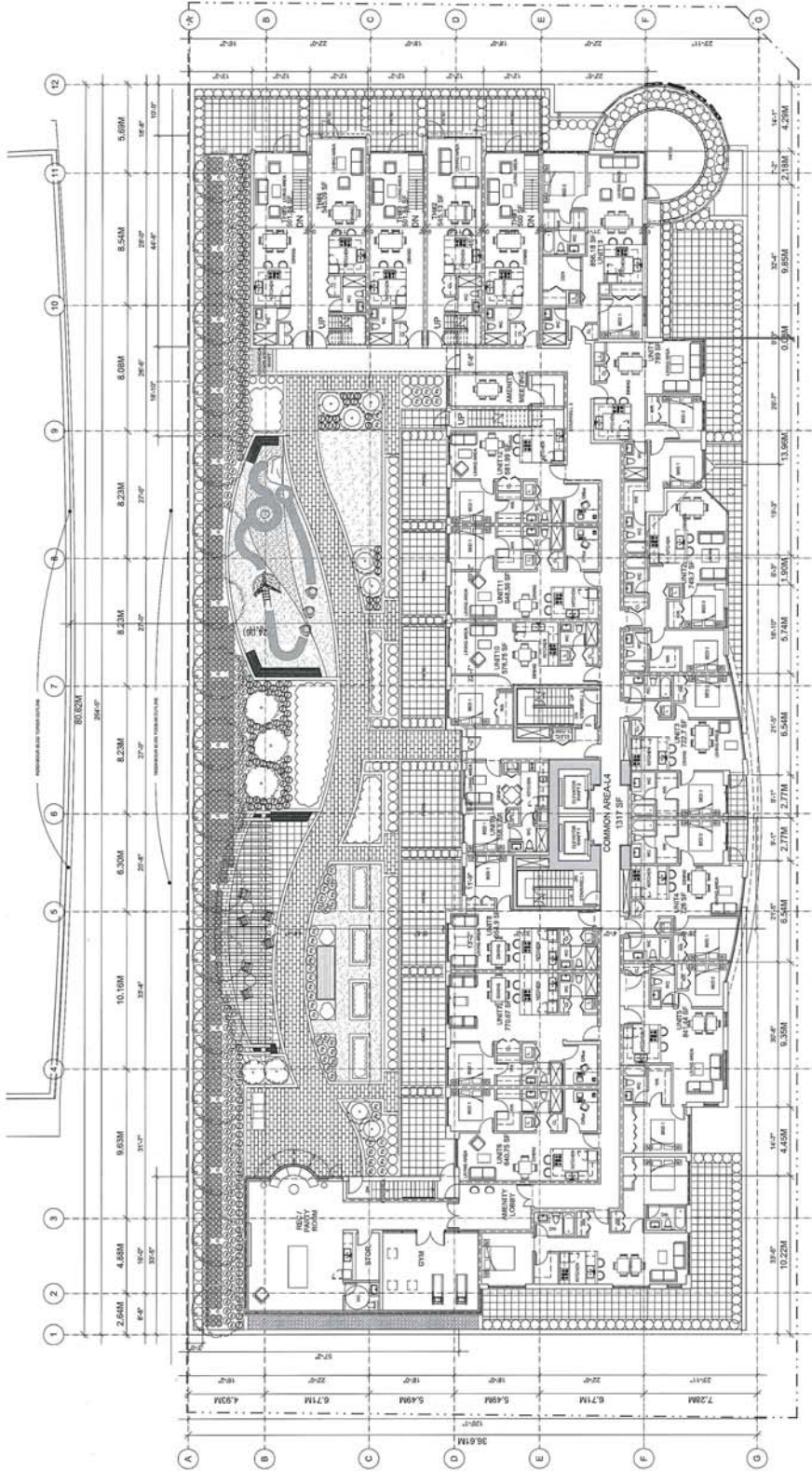


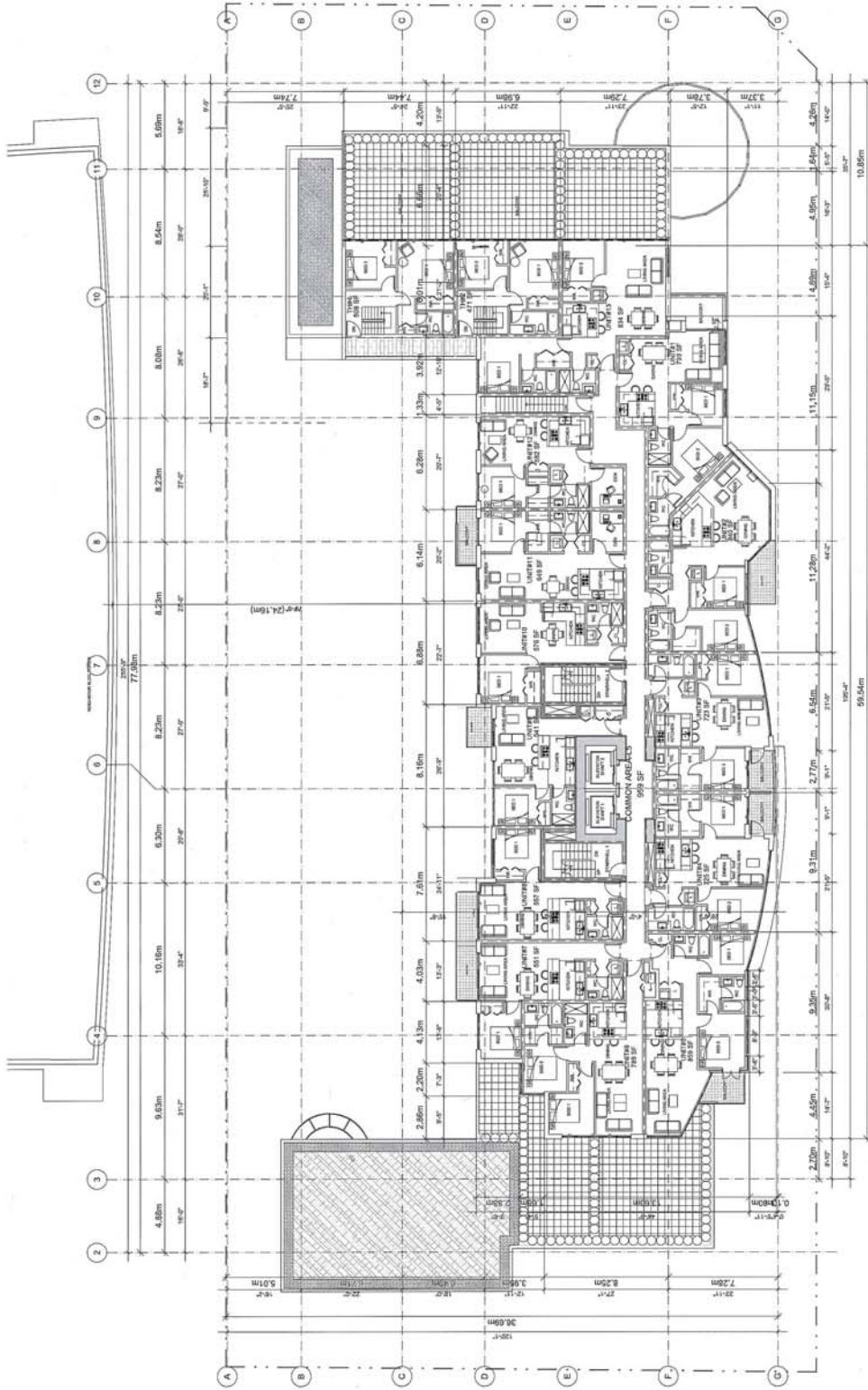
NOTE.

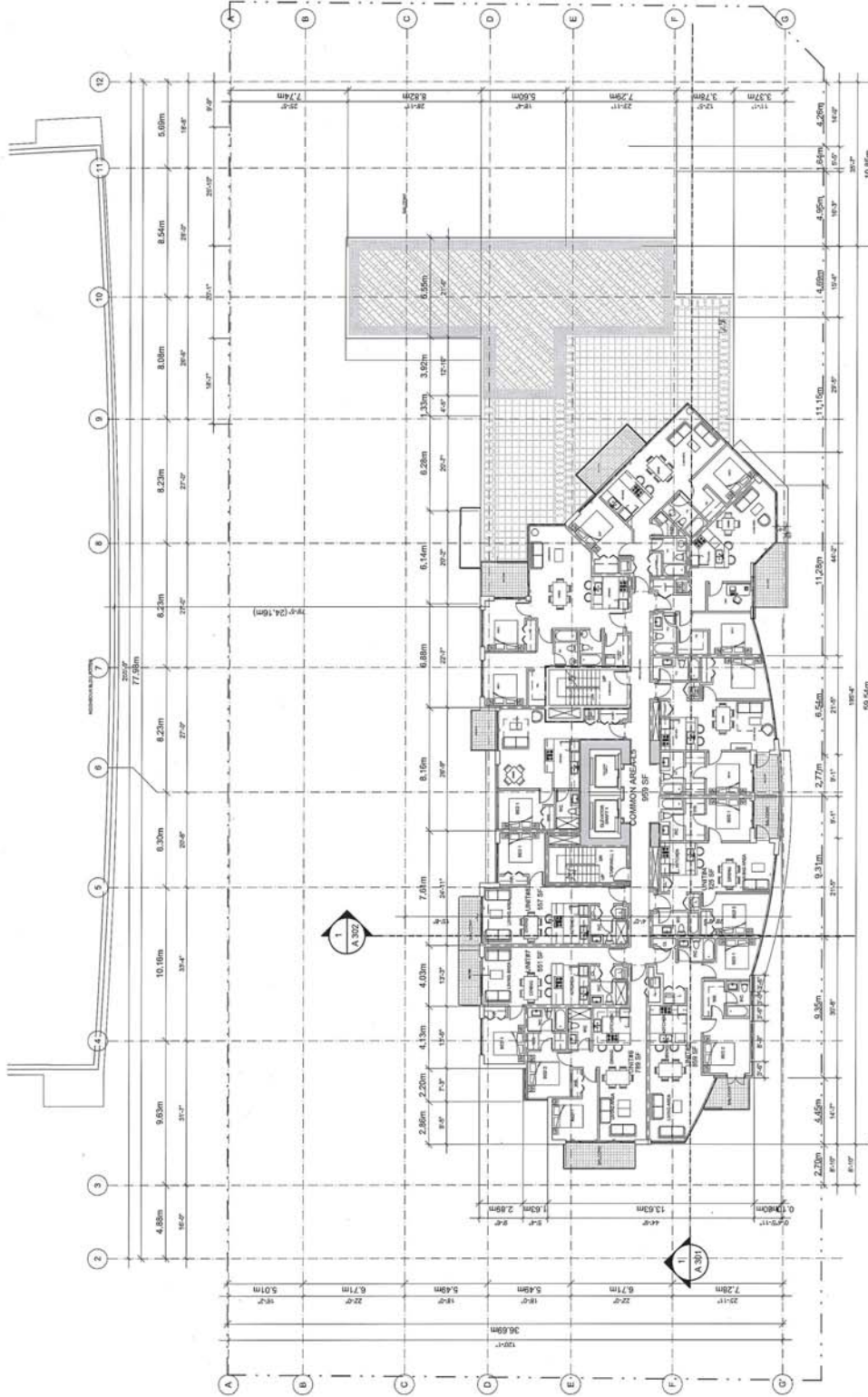
ACCESSIBLE UNITS TO MEET ALL THE REQUIREMENTS AND
BASIC UNIVERSAL HOUSING FEATURES CONTAINED IN
SECTION 4.16 OF THE RICHMOND ZONING BYLAW 8500.

5 12600815

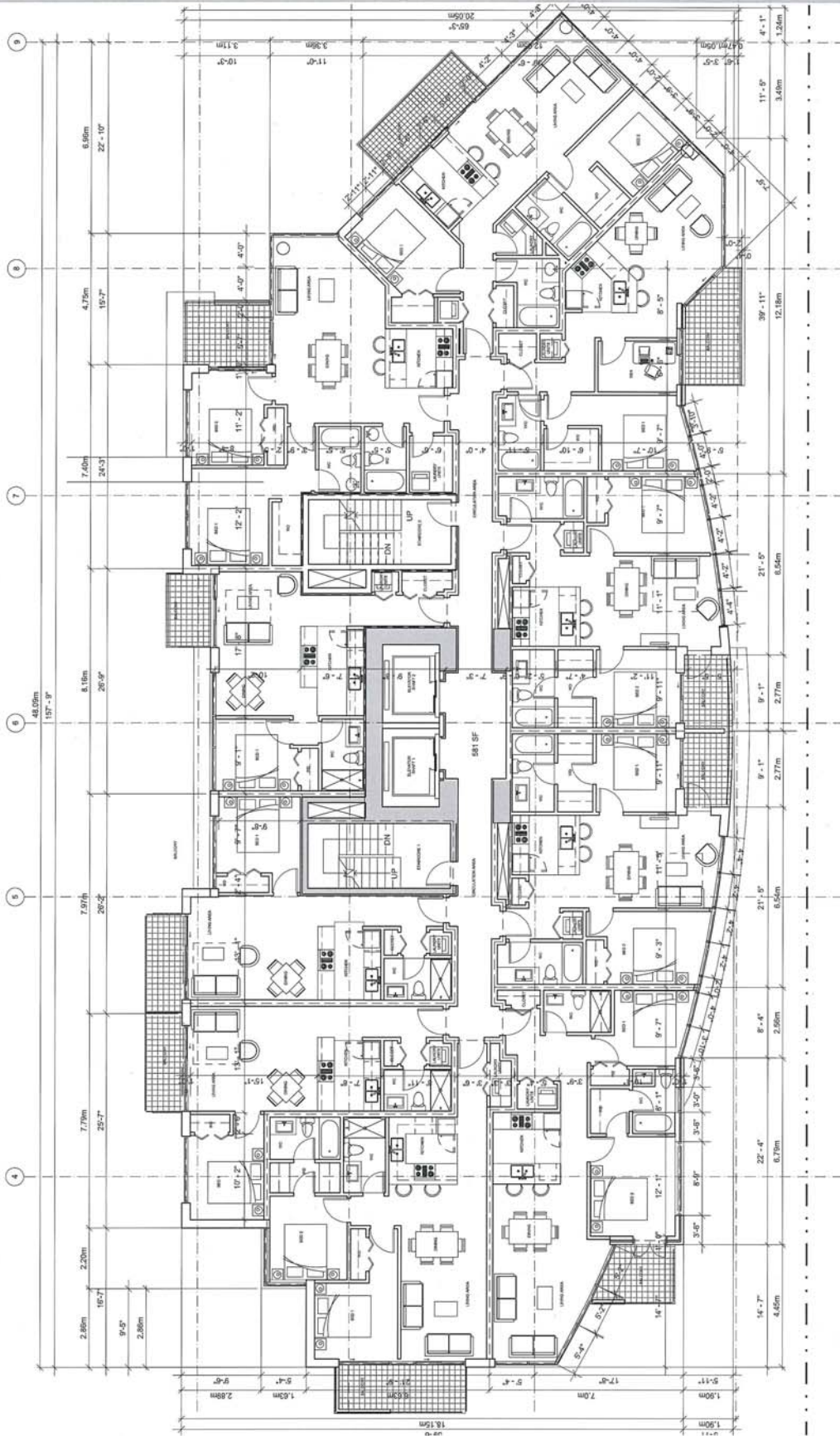


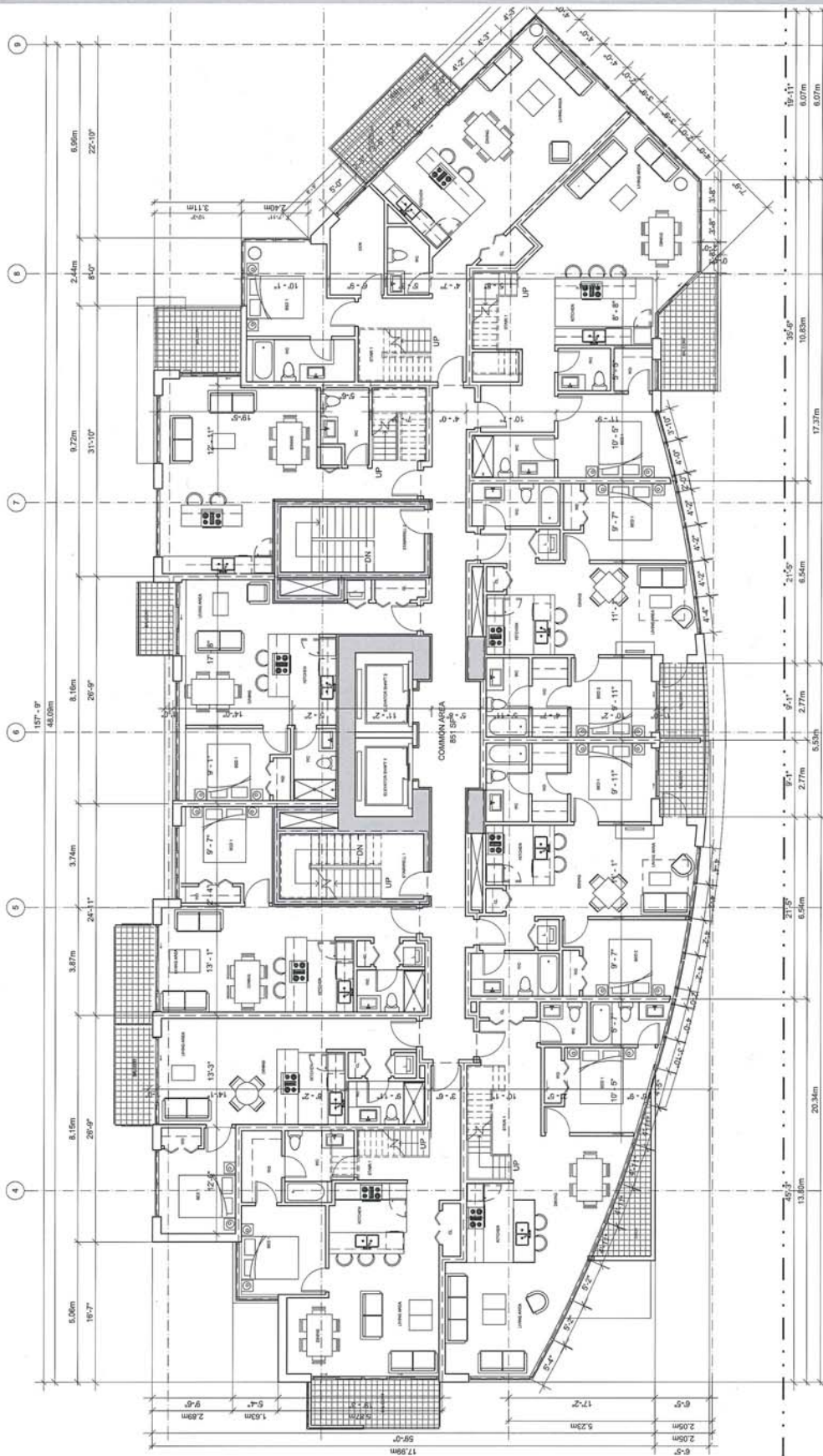






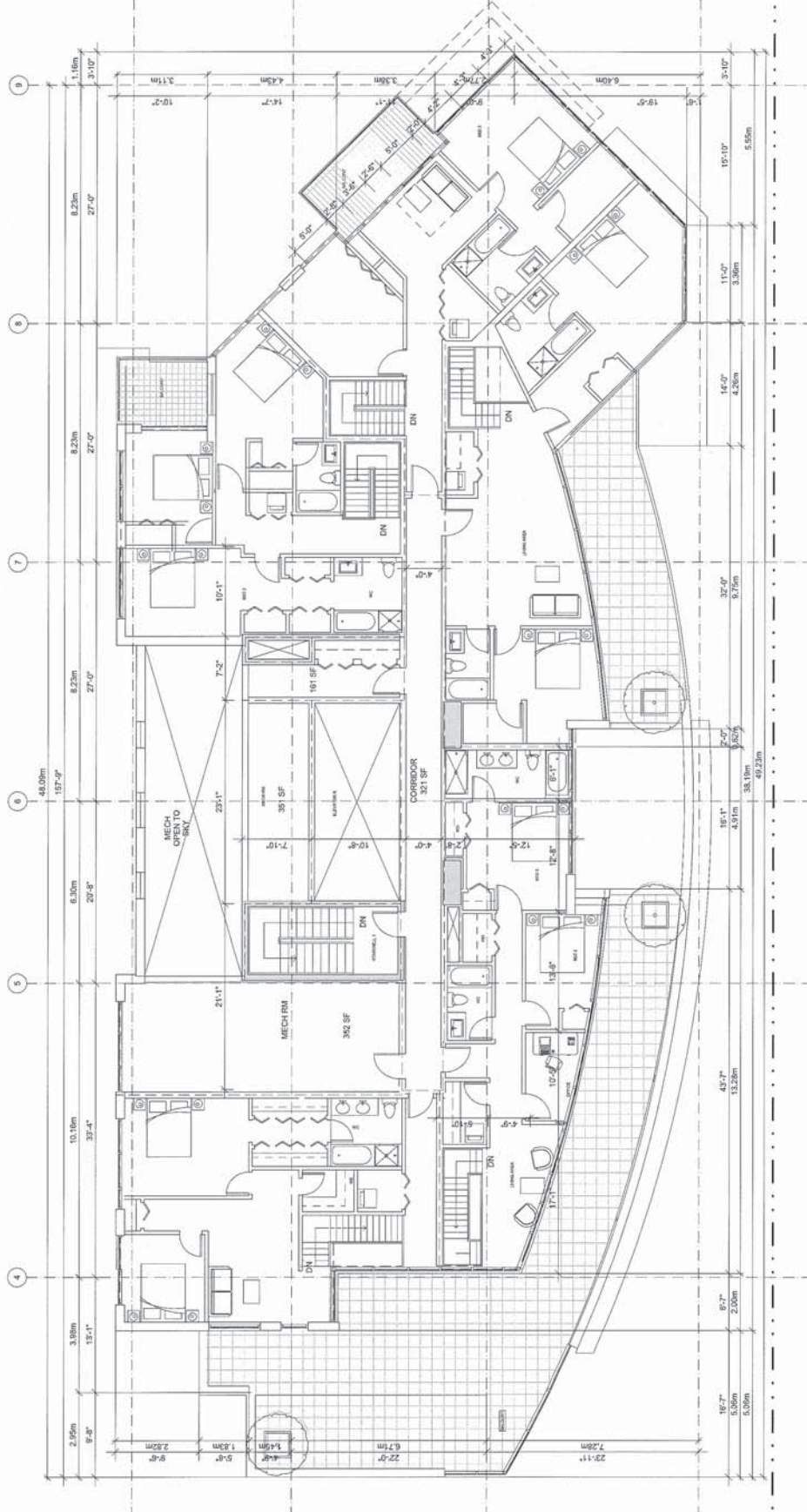
9 12600815

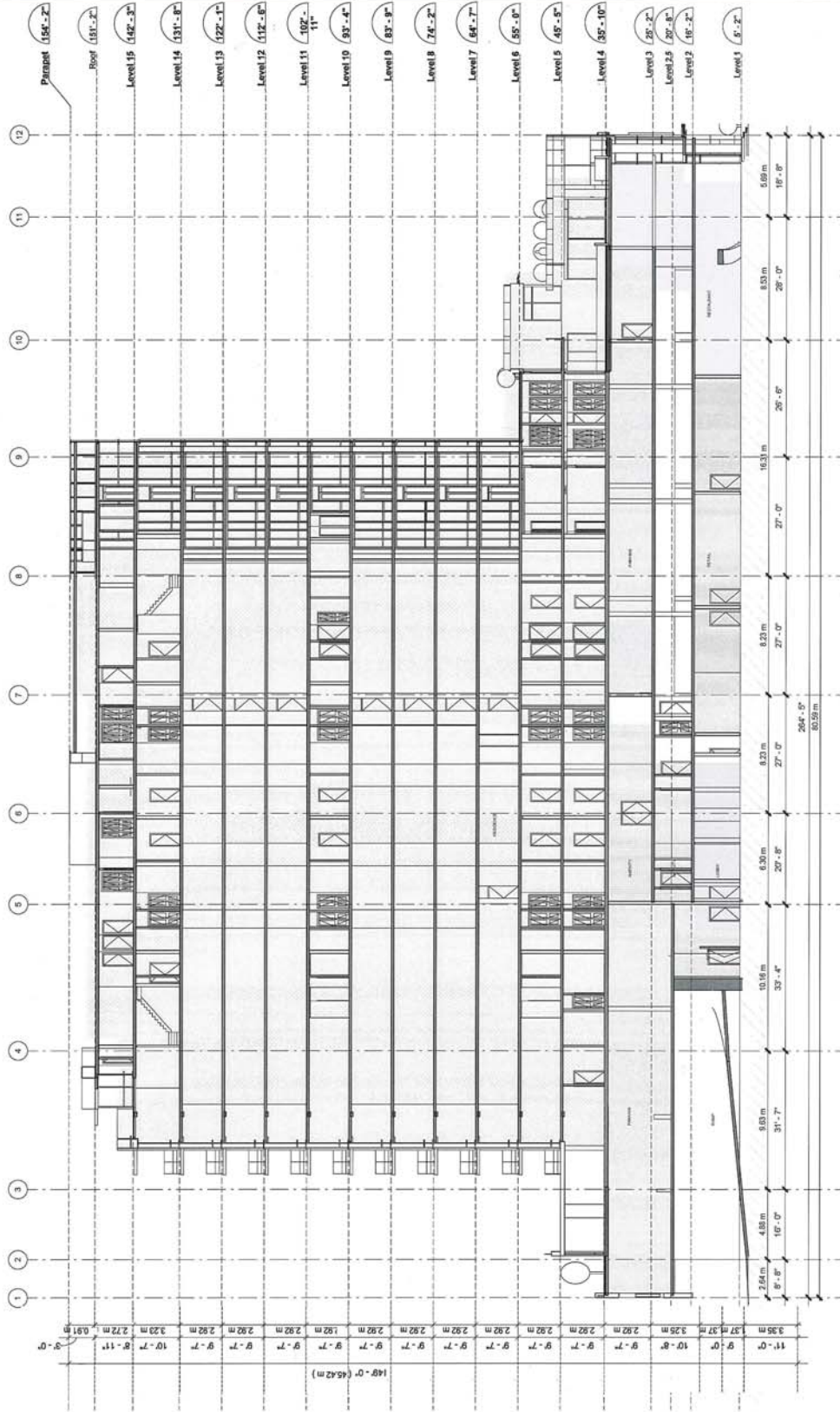




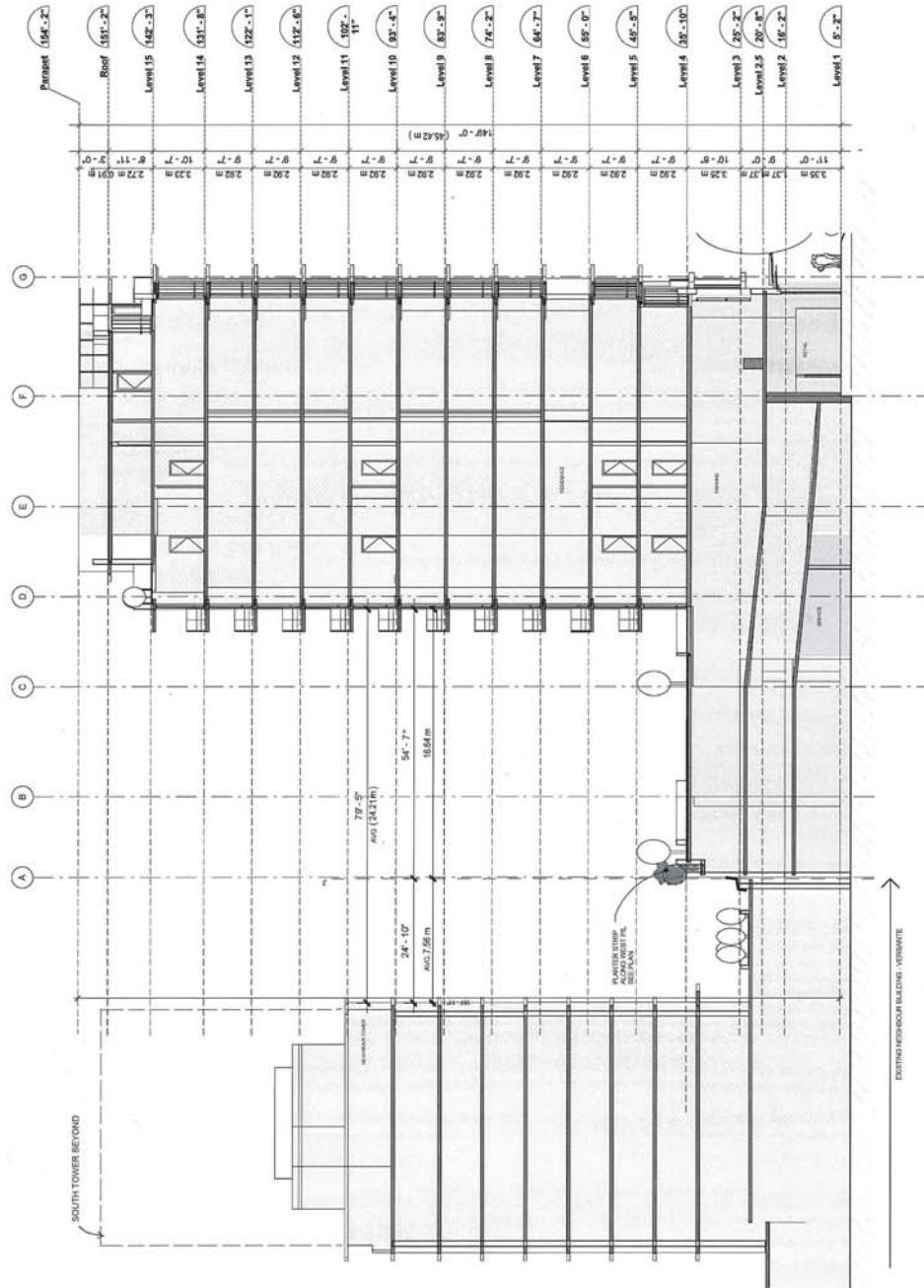
11 DP 12600815

12.24 12600815



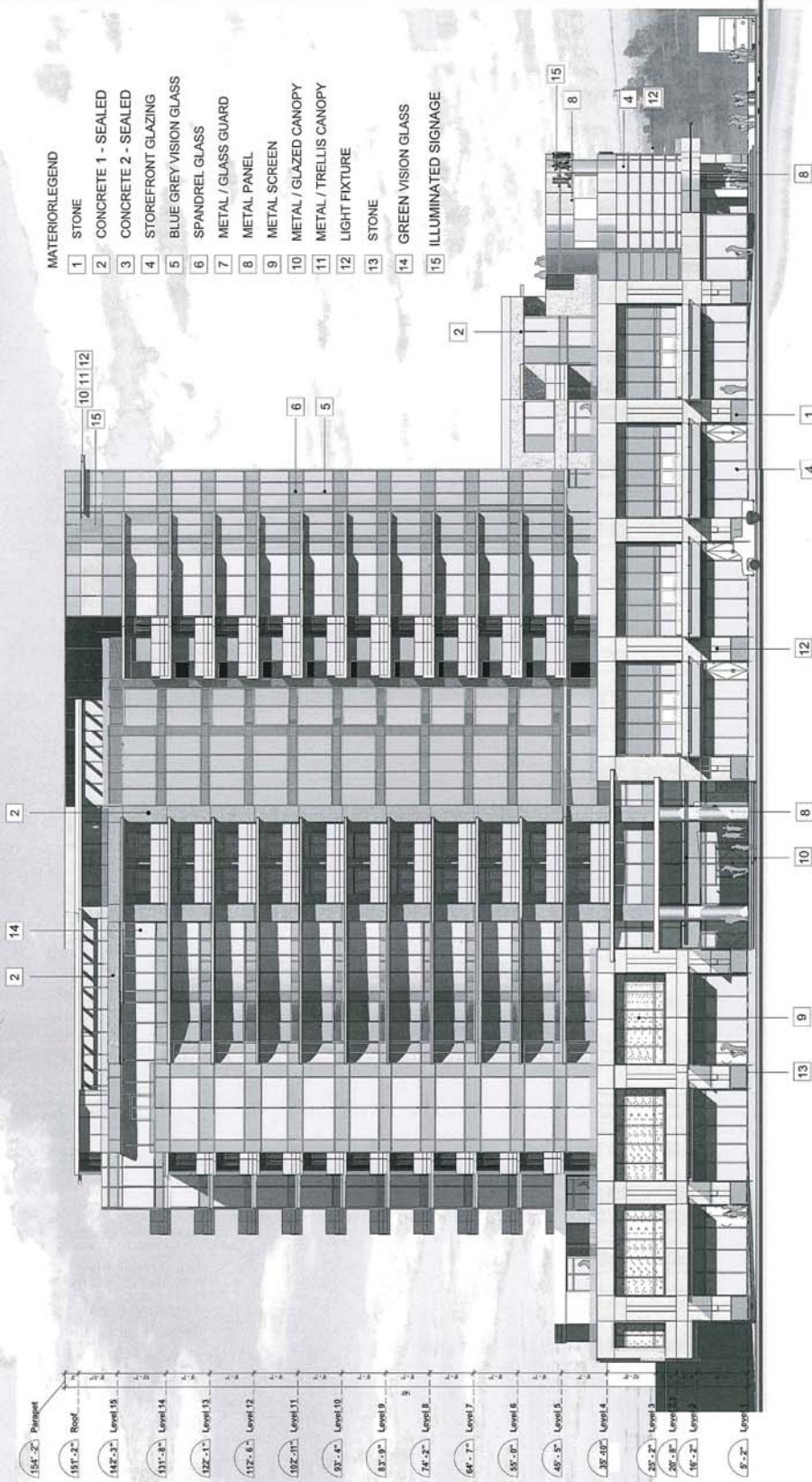


13 DP 12600815

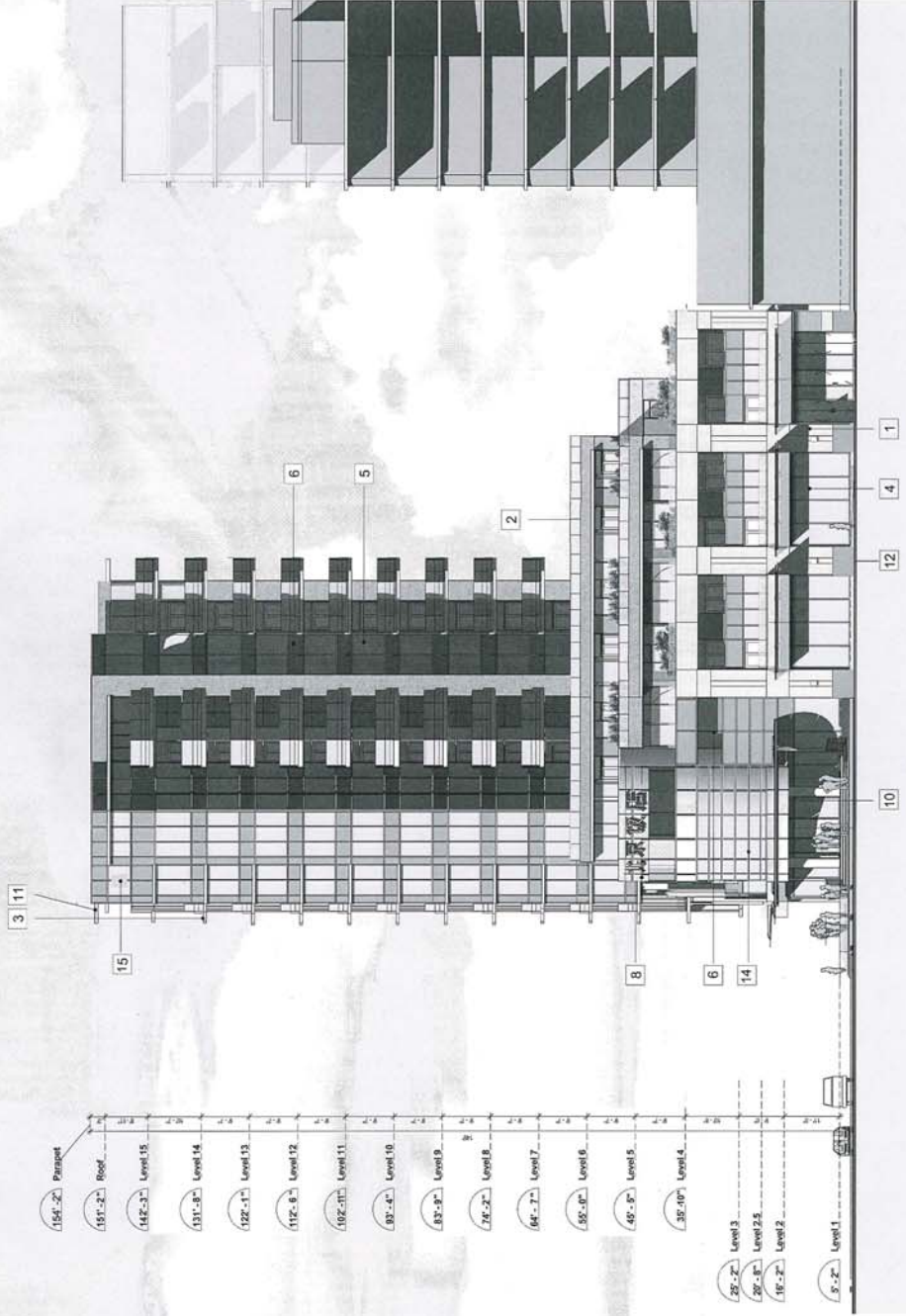


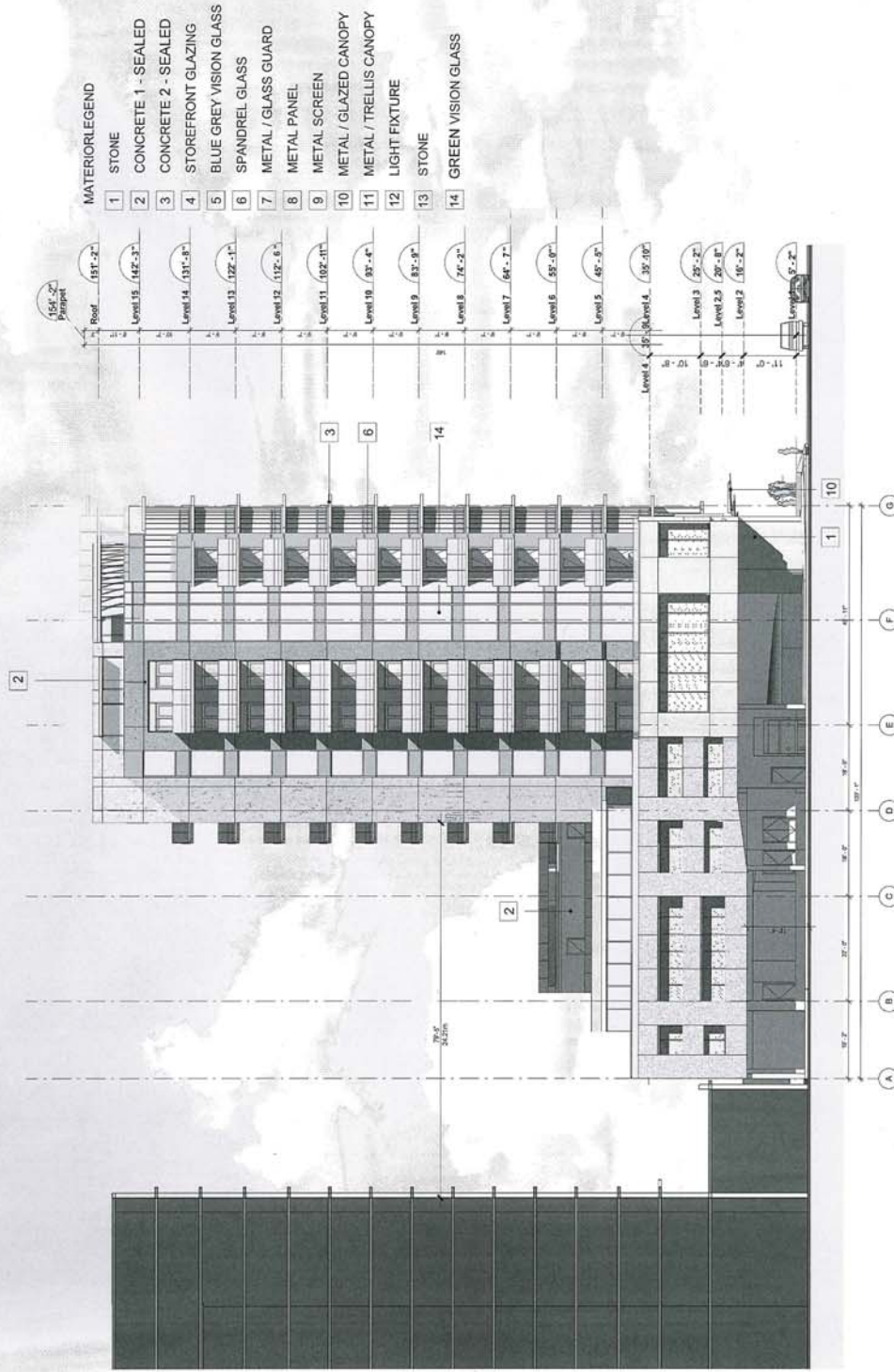
MATERIAL LEGEND

- | | | | |
|---|------------------------|----|------------------------|
| 1 | STONE | 10 | METAL / GLAZED CANOPY |
| 2 | CONCRETE 1 - SEALED | 11 | METAL / TRELLIS CANOPY |
| 3 | CONCRETE 2 - SEALED | 12 | LIGHT FIXTURE |
| 4 | STOREFRONT GLAZING | 13 | STONE |
| 5 | BLUE GREY VISION GLASS | 14 | GREEN VISION GLASS |
| 6 | SPANDREL GLASS | 15 | ILLUMINATED SIGNAGE |
| 7 | METAL / GLASS GUARD | | |
| 8 | METAL PANEL | | |
| 9 | METAL SCREEN | | |



- MATERIAL LEGEND
- 1 STONE
 - 2 CONCRETE 1 - SEALED
 - 3 CONCRETE 2 - SEALED
 - 4 STOREFRONT GLAZING
 - 5 BLUE GREY VISION GLASS
 - 6 SPANDREL GLASS
 - 7 METAL / GLASS GUARD
 - 8 METAL PANEL
 - 9 METAL SCREEN
 - 10 METAL / GLAZED CANOPY
 - 11 METAL / TRELLIS CANOPY
 - 12 LIGHT FIXTURE
 - 13 STONE
 - 14 METAL LIGHT FIXTURE
 - 15 ILLUMINATED SIGNAGE

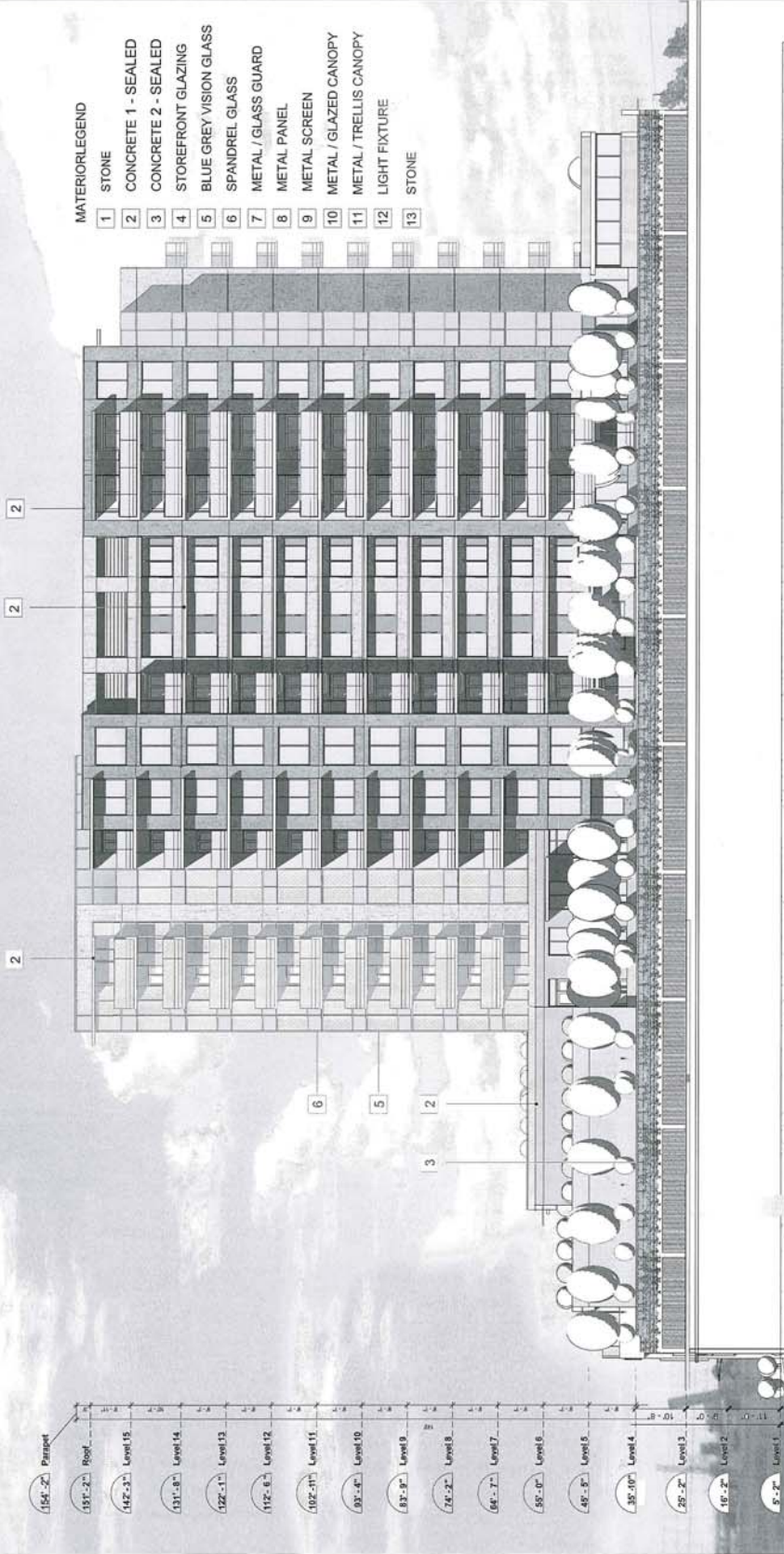






CCM RESIDENTIAL TOWER

- MATERIAL LEGEND**
- 1 STONE
 - 2 CONCRETE 1 - SEALED
 - 3 CONCRETE 2 - SEALED
 - 4 STOREFRONT GLAZING
 - 5 BLUE GREY VISION GLASS
 - 6 SPANDREL GLASS
 - 7 METAL / GLASS GUARD
 - 8 METAL PANEL
 - 9 METAL SCREEN
 - 10 METAL / GLAZED CANOPY
 - 11 METAL / TRELLIS CANOPY
 - 12 LIGHT FIXTURE
 - 13 STONE

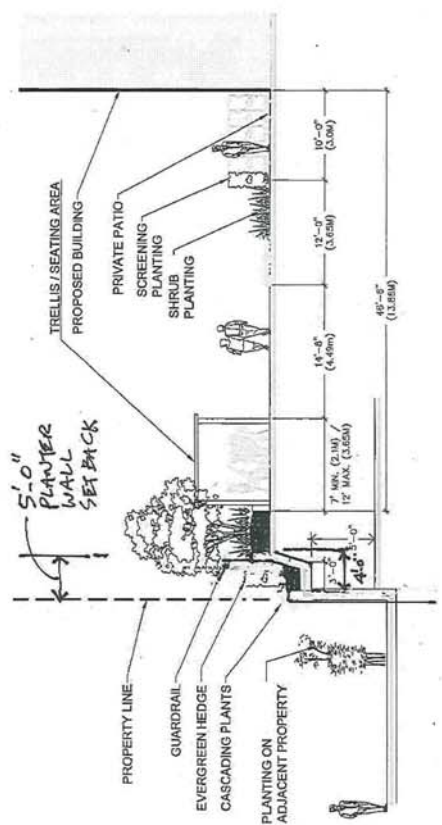
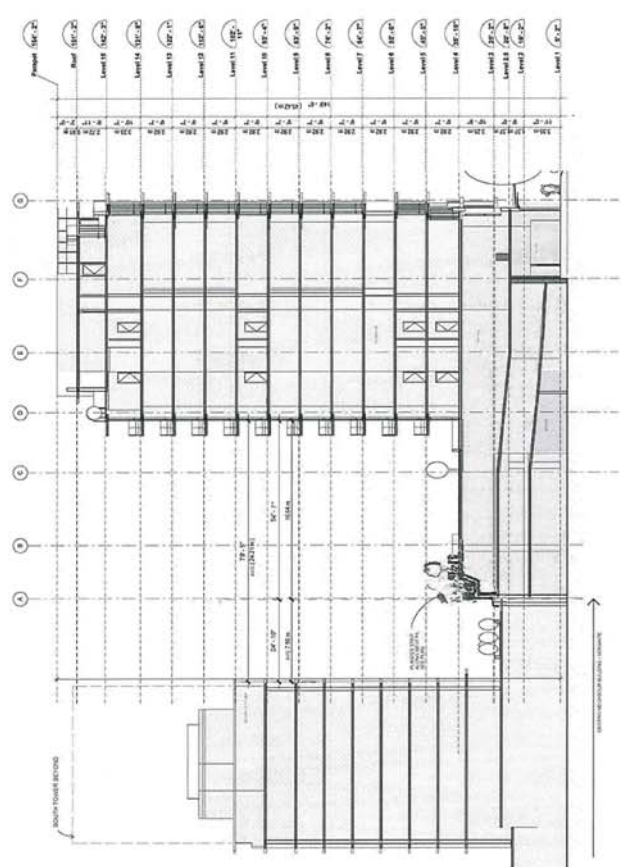
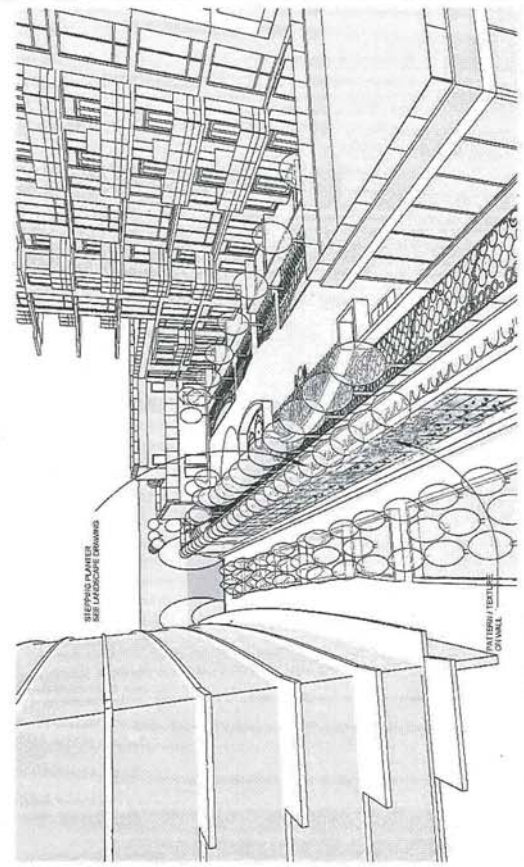
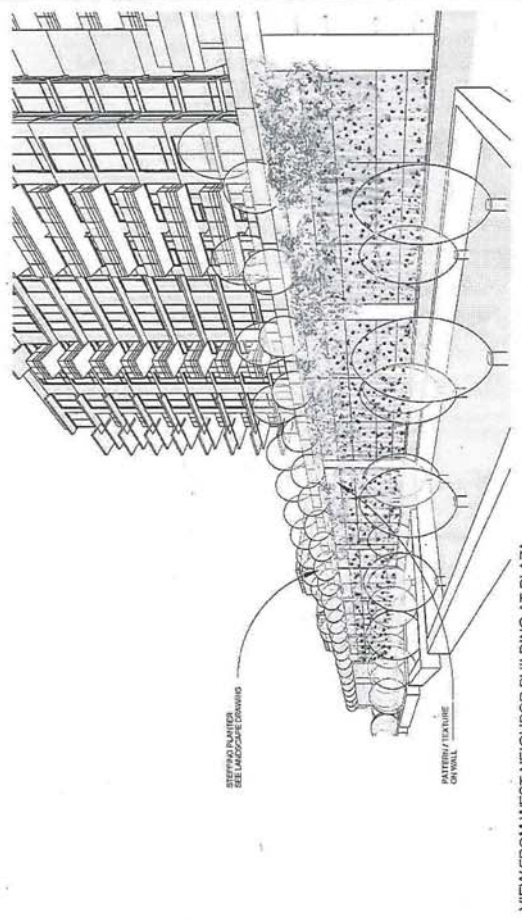


A 404

WEST ELEVATION

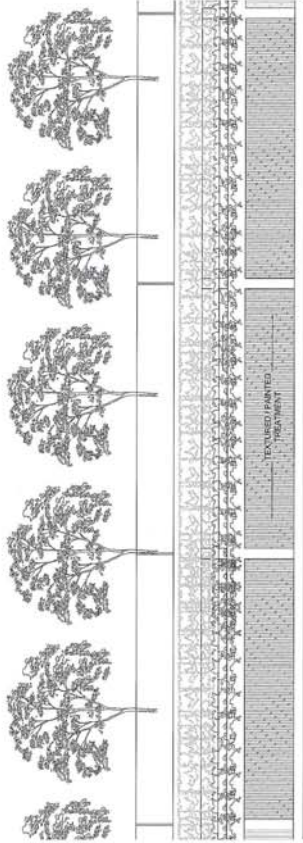
AUG. 8, 2012 ISSUE FOR DP

18P 12600815

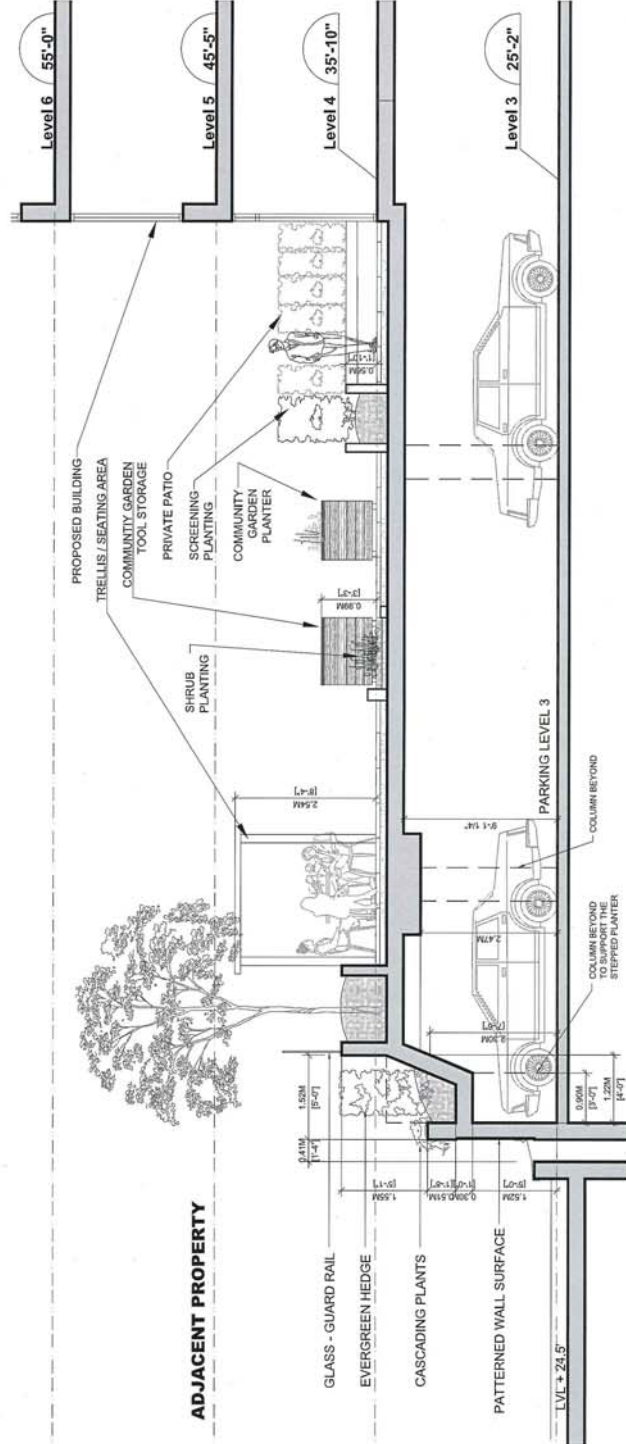




INTENDED FEEL OF THE TEXTURED WALL
SURFACE (OR SIMILAR)



ELEVATION FROM ADJACENT PROPERTY LOOKING TOWARDS STEPPED PLANTER

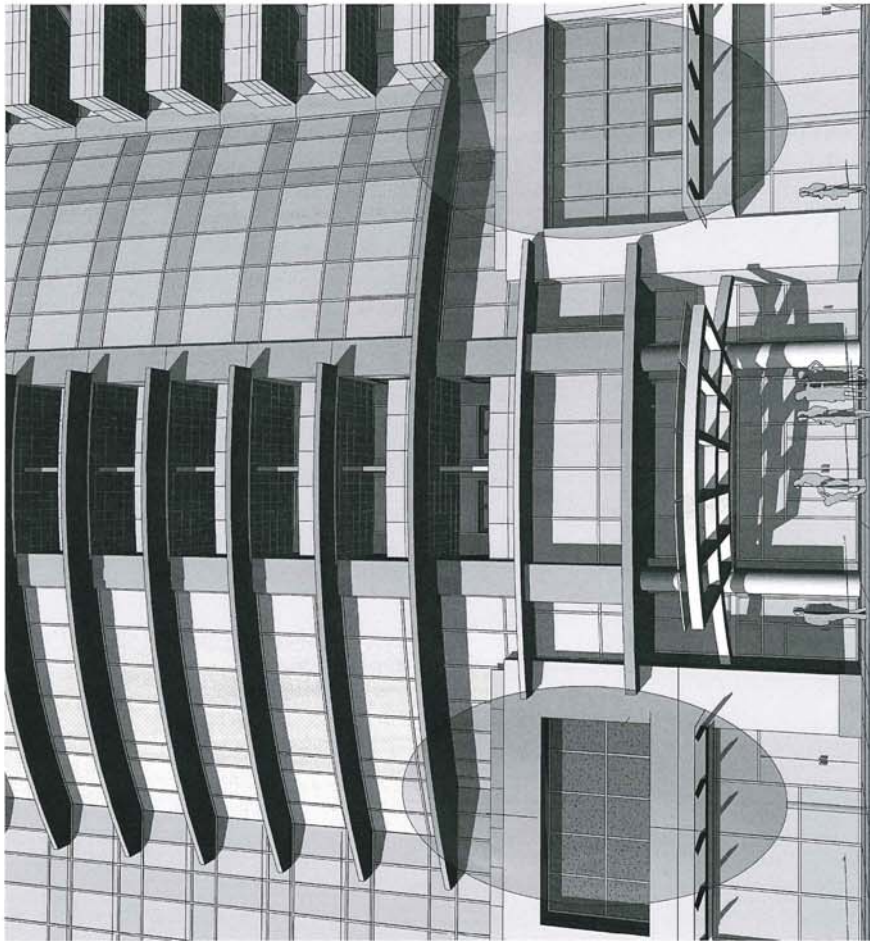


SECTION AT STEPPED PLANTER ADJACENT TO NEIGHBOUR PROPERTY

STEPPED PLANTER ADJACENT TO NEIGHBOUR PROPERTY

N.T.S

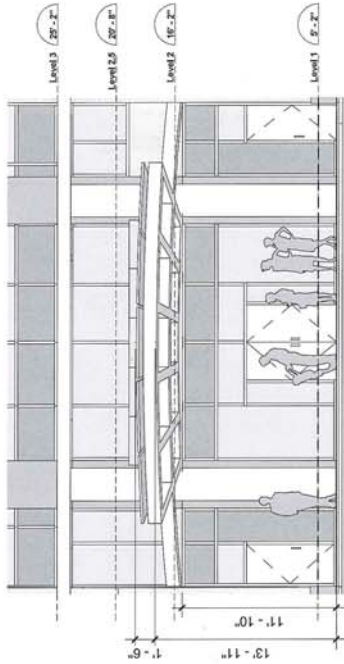
20 DP 12600815



ENTRANCE CANOPY VIEW - 1

1

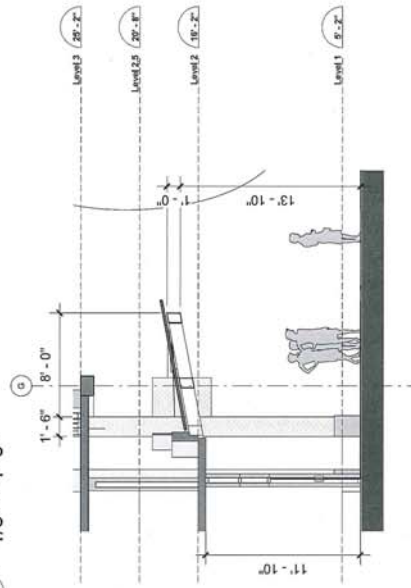
IBI GROUP
700-1225 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8777
fax 604 683 0492



TOWER ENTRY - ELEVATION

3

1/8" = 1'-0"



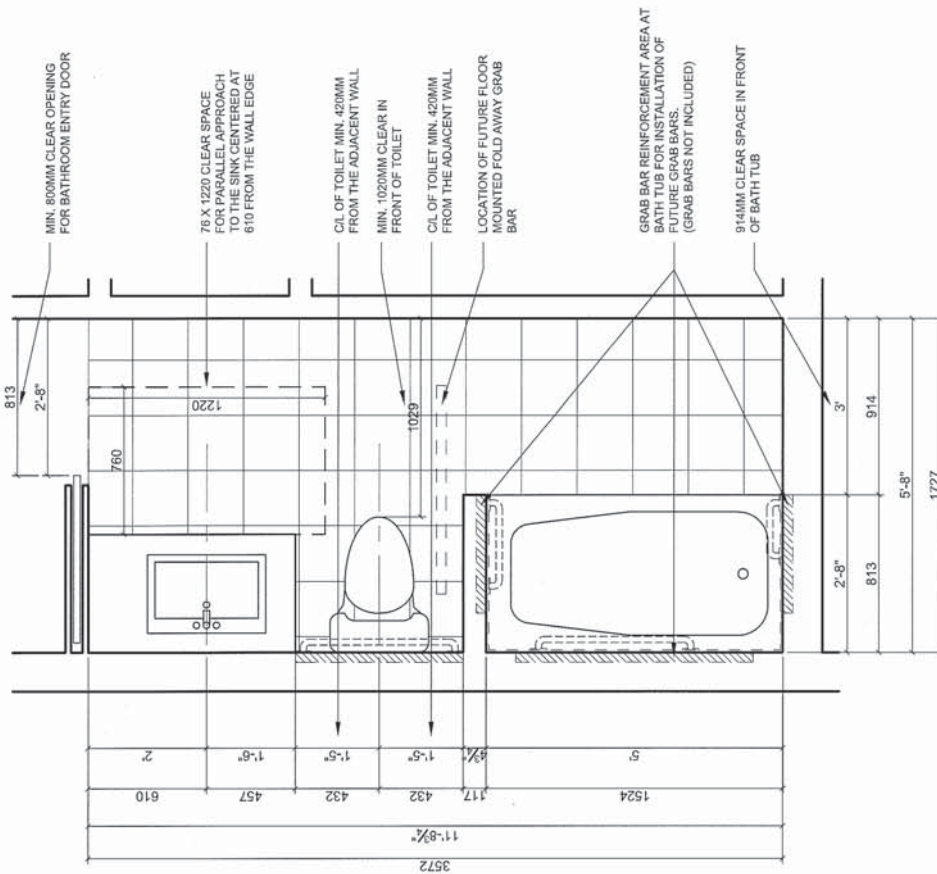
SECTION THROUGH ENTRY CANOPY

2

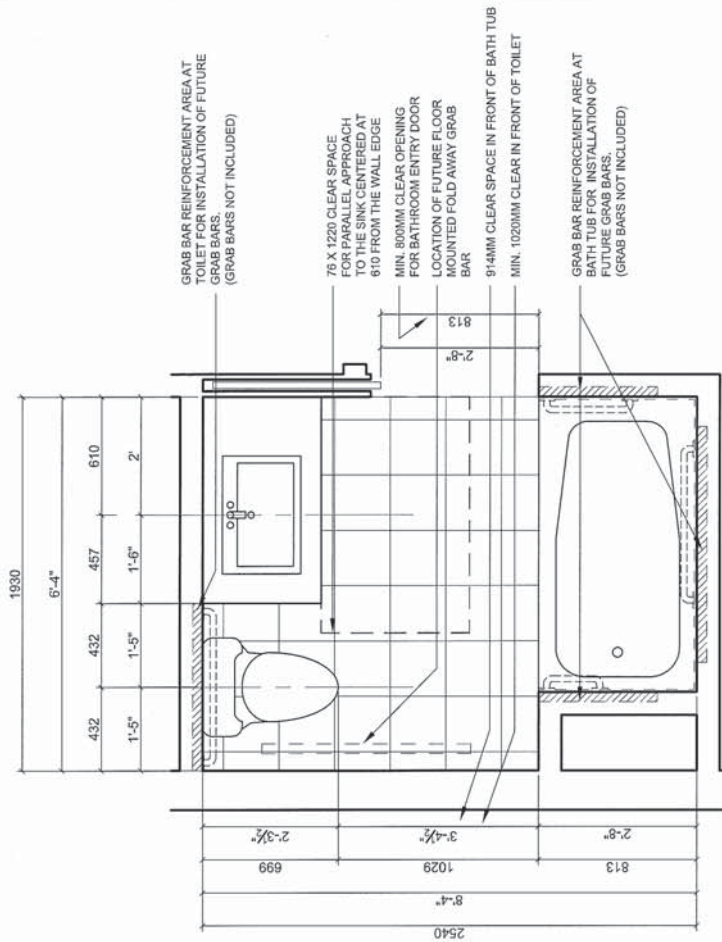
1/8" = 1'-0"

8380 LANSDOWNE RD, RICHMOND

R 12600815



4 BATHROOM - OPTION 1 - AH 1 & 2



2 BATHROOM - OPTION 2 - AH 3-7

[illegible]

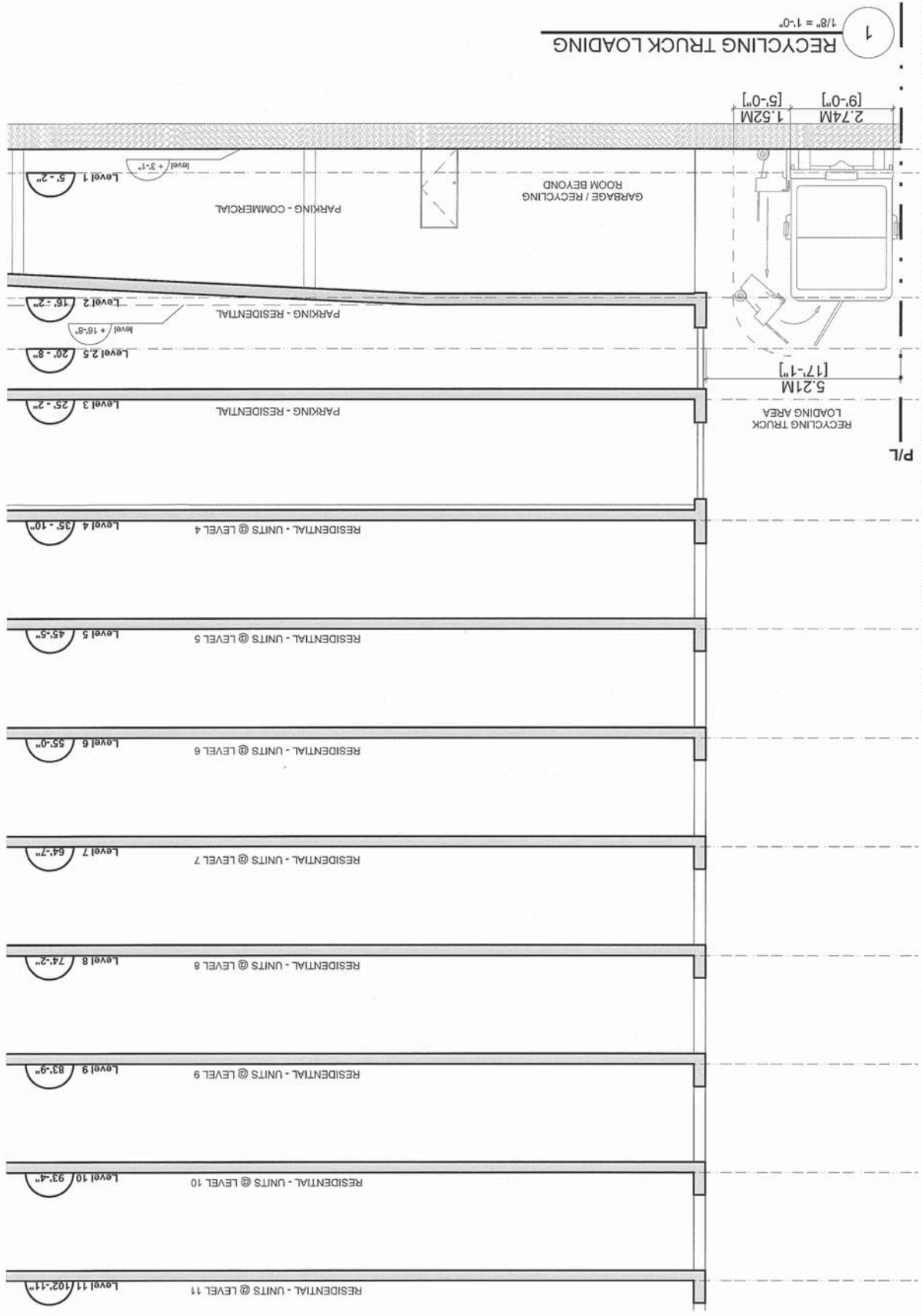
12 21 28 12600815

22 12600815



IBI Group
CCM, RICHMOND

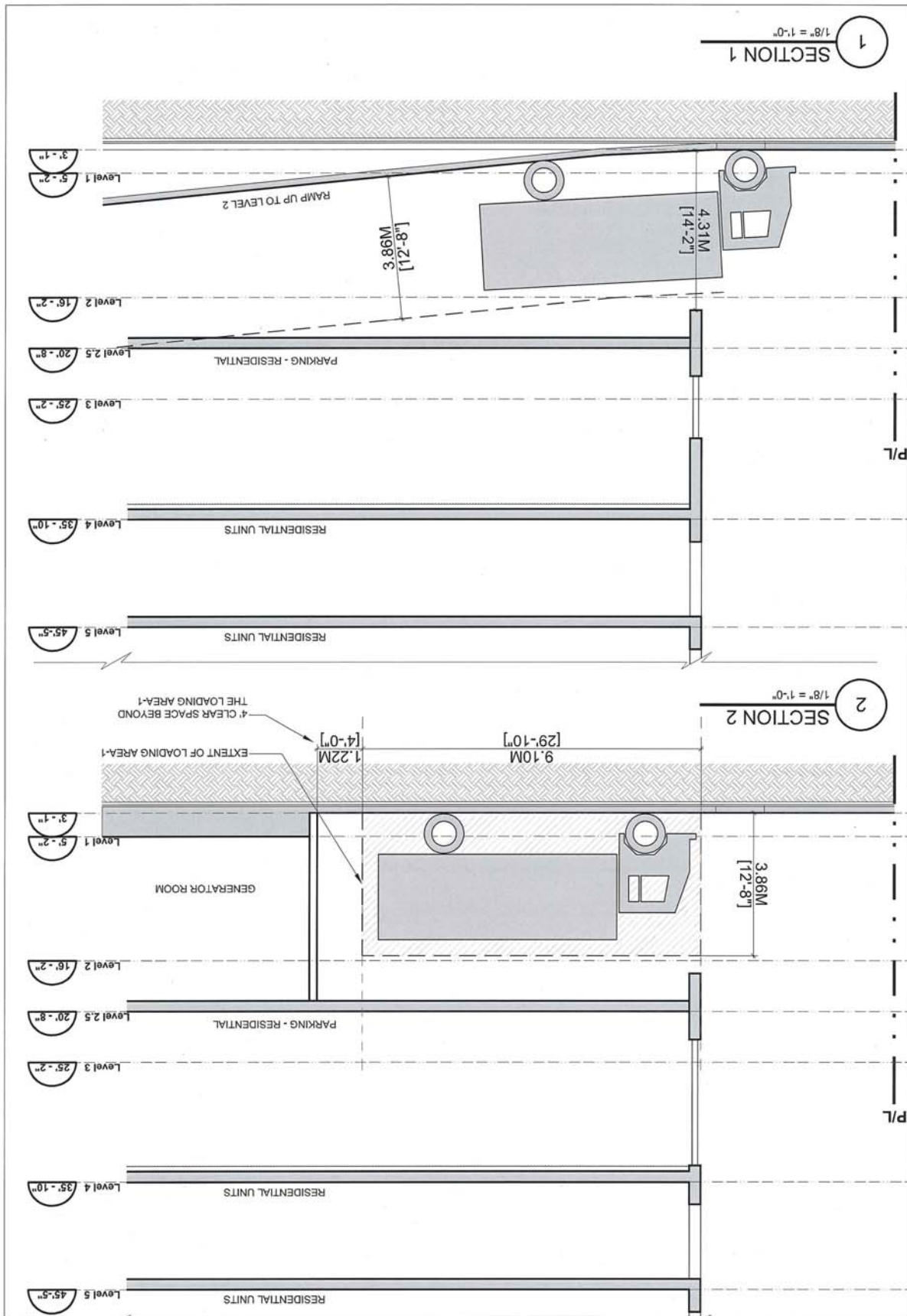
CCM TOWERS

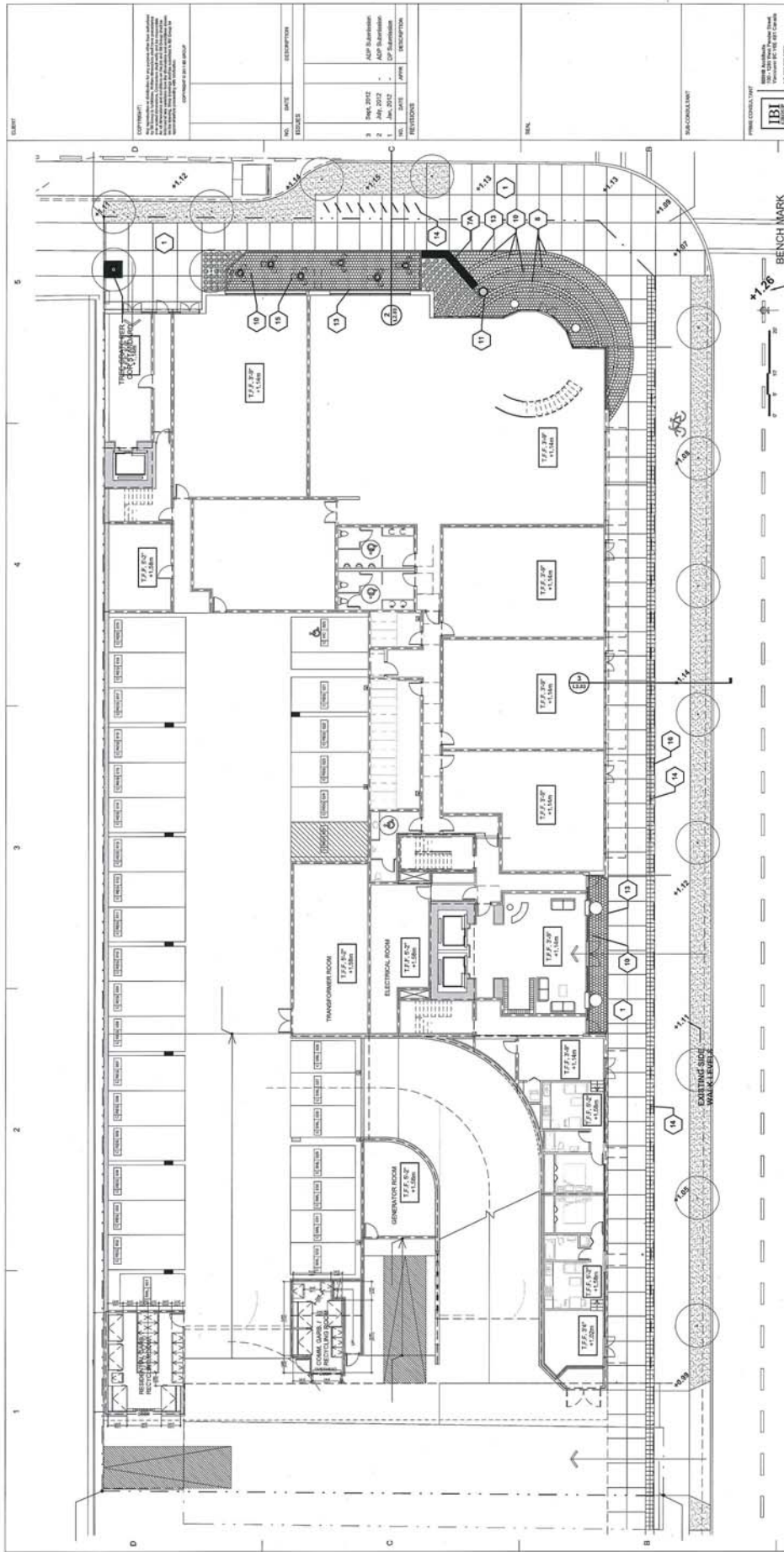


Garbage / Recycling

A602-2

23 4P 12600815





MATERIALS KEY

KEY	DESCRIPTION	DETAIL SYMBOL
1	20' x 20' Per Core Slab	1.1
2	High-Mod Concrete (Concrete)	2.1
3	High-Mod Concrete (Concrete)	3.1
4	High-Mod Concrete (Concrete)	4.1
5	High-Mod Concrete (Concrete)	5.1
6	High-Mod Concrete (Concrete)	6.1

KEY	DESCRIPTION	DETAIL SYMBOL
7	High-Mod Concrete (Concrete)	7.1
8	High-Mod Concrete (Concrete)	8.1
9	High-Mod Concrete (Concrete)	9.1
10	High-Mod Concrete (Concrete)	10.1
11	High-Mod Concrete (Concrete)	11.1
12	High-Mod Concrete (Concrete)	12.1

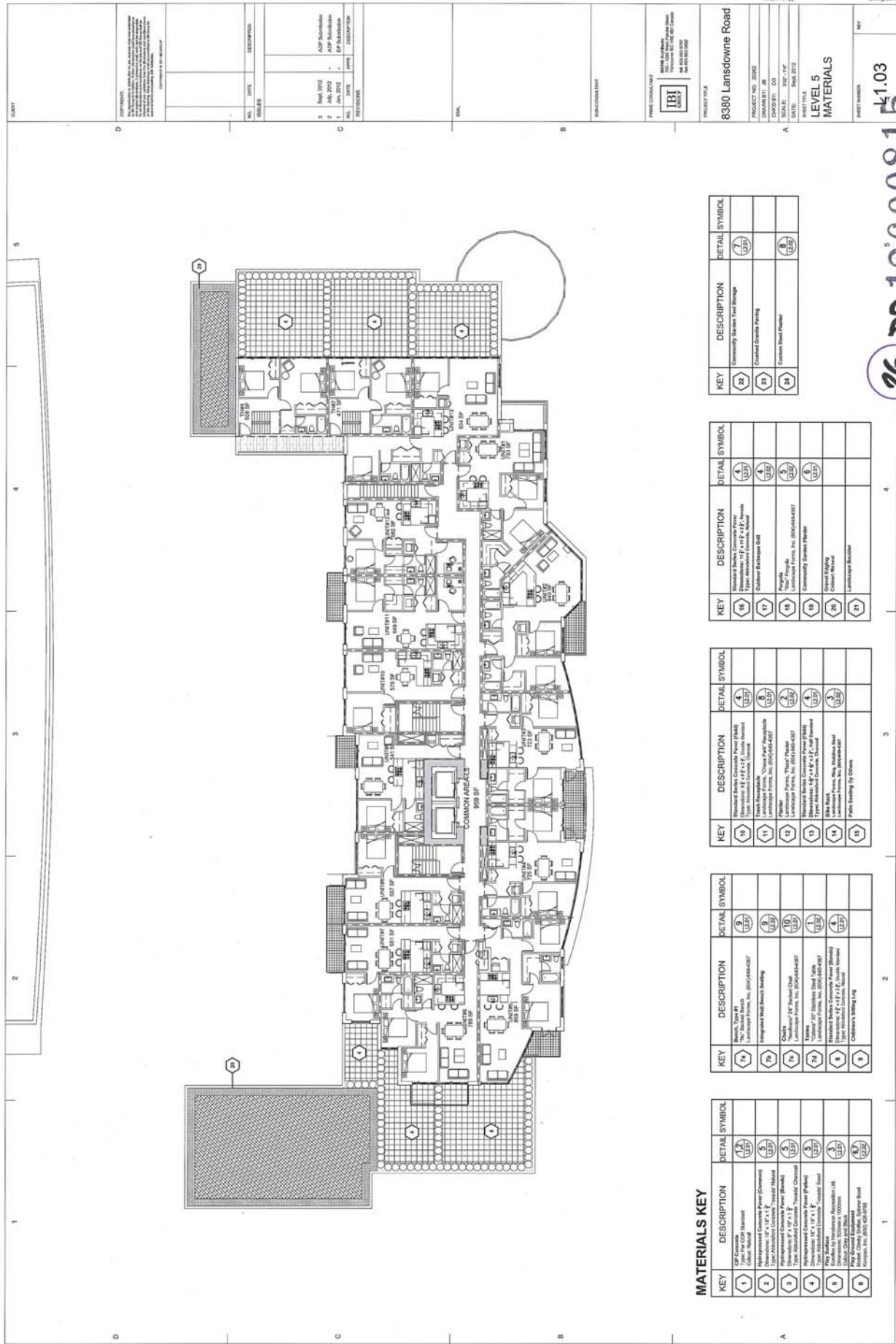
KEY	DESCRIPTION	DETAIL SYMBOL
13	High-Mod Concrete (Concrete)	13.1
14	High-Mod Concrete (Concrete)	14.1
15	High-Mod Concrete (Concrete)	15.1
16	High-Mod Concrete (Concrete)	16.1
17	High-Mod Concrete (Concrete)	17.1
18	High-Mod Concrete (Concrete)	18.1

KEY	DESCRIPTION	DETAIL SYMBOL
19	High-Mod Concrete (Concrete)	19.1
20	High-Mod Concrete (Concrete)	20.1
21	High-Mod Concrete (Concrete)	21.1
22	High-Mod Concrete (Concrete)	22.1
23	High-Mod Concrete (Concrete)	23.1
24	High-Mod Concrete (Concrete)	24.1

KEY	DESCRIPTION	DETAIL SYMBOL
25	High-Mod Concrete (Concrete)	25.1
26	High-Mod Concrete (Concrete)	26.1
27	High-Mod Concrete (Concrete)	27.1
28	High-Mod Concrete (Concrete)	28.1
29	High-Mod Concrete (Concrete)	29.1
30	High-Mod Concrete (Concrete)	30.1

PROJECT TITLE	8380 Lansdowne Road
PROJECT NO.	2002
DATE	10/10/2012
DESIGNER	IBI GROUP, INC.
PROJECT NO.	2002
DATE	10/10/2012
DESIGNER	IBI GROUP, INC.
PROJECT NO.	2002
DATE	10/10/2012
DESIGNER	IBI GROUP, INC.
PROJECT NO.	2002
DATE	10/10/2012
DESIGNER	IBI GROUP, INC.

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MATERIALS KEY

KEY	DESCRIPTION	DETAIL SYMBOL
1	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
2	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
3	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
4	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
5	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
6	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")

KEY	DESCRIPTION	DETAIL SYMBOL
7	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
8	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
9	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
10	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
11	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
12	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
13	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
14	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
15	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")

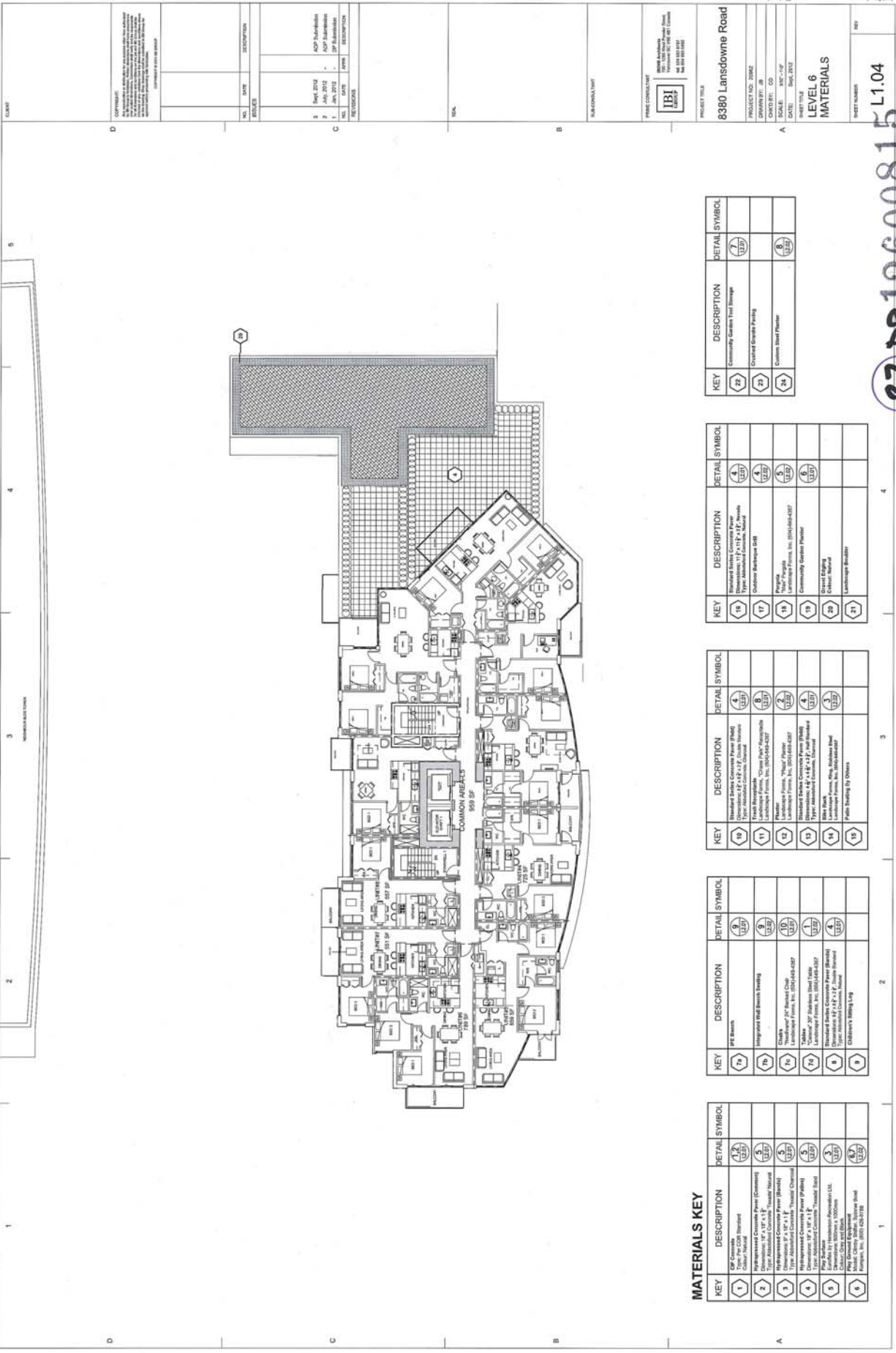
KEY	DESCRIPTION	DETAIL SYMBOL
16	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
17	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
18	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
19	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
20	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
21	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")

KEY	DESCRIPTION	DETAIL SYMBOL
22	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
23	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
24	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")

KEY	DESCRIPTION	DETAIL SYMBOL
25	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")
26	1/2" Perimeter Concrete (Concrete)	1/2" (1/2")

PROJECT TITLE	8380 Lansdowne Road
PROJECT NO.	2002
DATE	2002
DESIGNED BY	CO
DRAWN BY	CO
CHECKED BY	CO
APPROVED BY	CO
DATE	2002
PROJECT TITLE	LEVEL 5
PROJECT NO.	2002
DATE	2002
DESIGNED BY	CO
DRAWN BY	CO
CHECKED BY	CO
APPROVED BY	CO
DATE	2002

26 DP 12600815 1.03



MATERIALS KEY

KEY	DESCRIPTION	DETAIL SYMBOL
1	2" x 4" x 8" Concrete Form (Form)	1.4 (12.25)
2	2" x 4" x 8" Concrete Form (Form)	5 (12.25)
3	2" x 4" x 8" Concrete Form (Form)	5 (12.25)
4	2" x 4" x 8" Concrete Form (Form)	5 (12.25)
5	2" x 4" x 8" Concrete Form (Form)	3 (12.25)
6	2" x 4" x 8" Concrete Form (Form)	6.7 (12.25)

KEY	DESCRIPTION	DETAIL SYMBOL
7	2" x 4" x 8" Concrete Form (Form)	9 (12.25)
8	2" x 4" x 8" Concrete Form (Form)	9 (12.25)
9	2" x 4" x 8" Concrete Form (Form)	10 (12.25)
10	2" x 4" x 8" Concrete Form (Form)	1 (12.25)
11	2" x 4" x 8" Concrete Form (Form)	4 (12.25)

KEY	DESCRIPTION	DETAIL SYMBOL
12	2" x 4" x 8" Concrete Form (Form)	4 (12.25)
13	2" x 4" x 8" Concrete Form (Form)	2 (12.25)
14	2" x 4" x 8" Concrete Form (Form)	4 (12.25)
15	2" x 4" x 8" Concrete Form (Form)	3 (12.25)

KEY	DESCRIPTION	DETAIL SYMBOL
16	2" x 4" x 8" Concrete Form (Form)	4 (12.25)
17	2" x 4" x 8" Concrete Form (Form)	4 (12.25)
18	2" x 4" x 8" Concrete Form (Form)	5 (12.25)
19	2" x 4" x 8" Concrete Form (Form)	6 (12.25)
20	2" x 4" x 8" Concrete Form (Form)	6 (12.25)

KEY	DESCRIPTION	DETAIL SYMBOL
21	2" x 4" x 8" Concrete Form (Form)	7 (12.25)
22	2" x 4" x 8" Concrete Form (Form)	7 (12.25)
23	2" x 4" x 8" Concrete Form (Form)	7 (12.25)
24	2" x 4" x 8" Concrete Form (Form)	7 (12.25)

27 DP 12600815

L1.04

LEVEL 6 MATERIALS

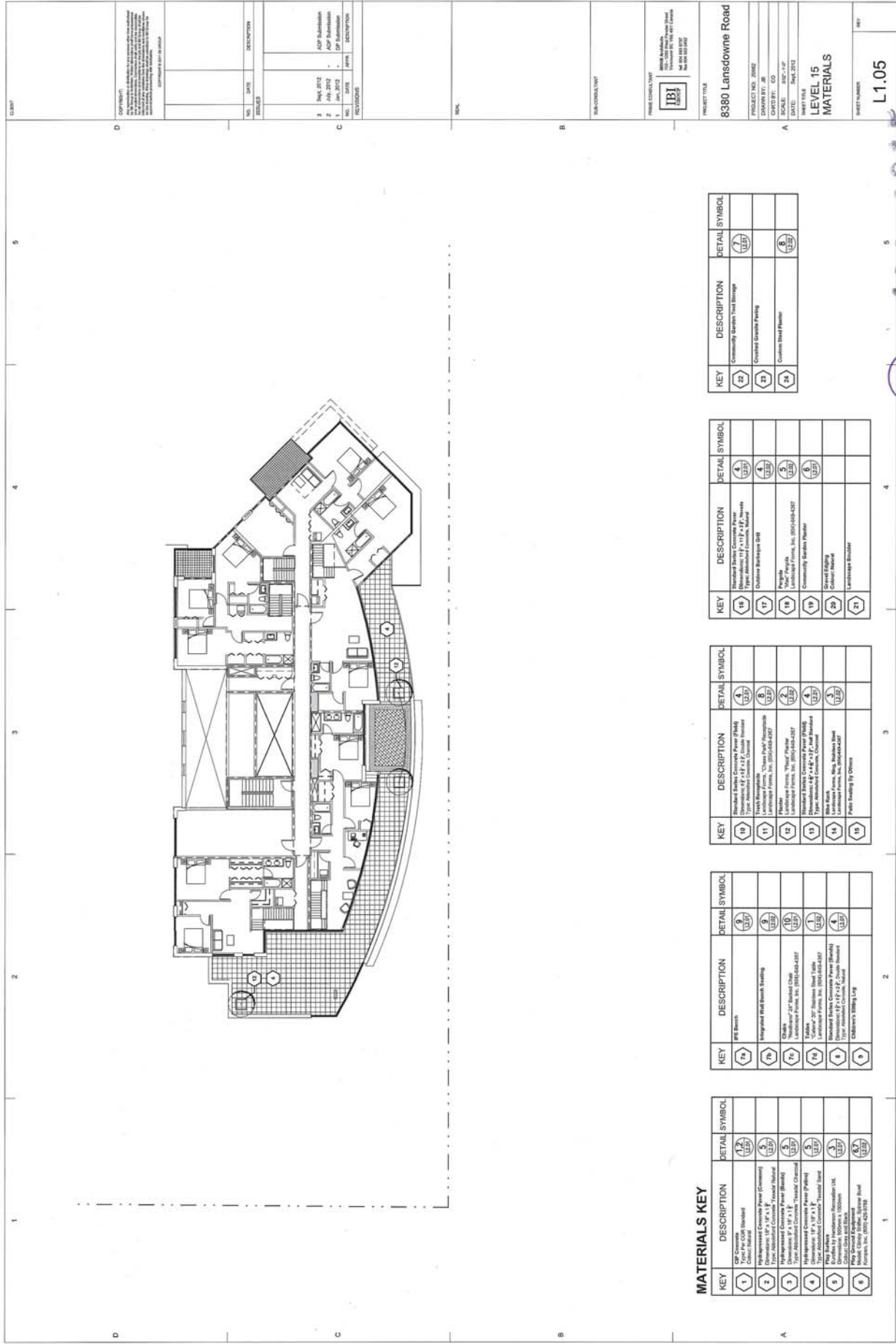
8380 Lansdowne Road

IBI GROUP

REV. NO. DATE DESCRIPTION

DATE DESCRIPTION

CLIENT



MATERIALS KEY

KEY	DESCRIPTION	DETAIL SYMBOL
1	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.1 (1.1)
2	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.2 (1.2)
3	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.3 (1.3)
4	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.4 (1.4)
5	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.5 (1.5)
6	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.6 (1.6)

KEY	DESCRIPTION	DETAIL SYMBOL
7	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.7 (1.7)
8	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.8 (1.8)
9	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.9 (1.9)
10	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.10 (1.10)
11	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.11 (1.11)
12	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.12 (1.12)
13	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.13 (1.13)
14	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.14 (1.14)
15	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.15 (1.15)

KEY	DESCRIPTION	DETAIL SYMBOL
16	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.16 (1.16)
17	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.17 (1.17)
18	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.18 (1.18)
19	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.19 (1.19)
20	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.20 (1.20)
21	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.21 (1.21)

KEY	DESCRIPTION	DETAIL SYMBOL
22	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.22 (1.22)
23	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.23 (1.23)
24	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.24 (1.24)
25	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.25 (1.25)
26	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.26 (1.26)
27	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.27 (1.27)

KEY	DESCRIPTION	DETAIL SYMBOL
28	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.28 (1.28)
29	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.29 (1.29)
30	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.30 (1.30)
31	OP Concrete Type Per COR Standard Concrete Dimensions: 12" x 12" x 12"	1.31 (1.31)

PROJECT TITLE	8380 Lansdowne Road
PROJECT NO.	2042
DESIGNED BY	CO
DRAWN BY	CO
CHECKED BY	CO
DATE	Dec. 2012
SHEET TITLE	LEVEL 15 MATERIALS
SHEET NUMBER	L1.05

28 DP 12600815



Landscape Forms
"Column" 30" Stainless Steel Table
Landscape Forms, Inc.
(800) 361-0338



Landscape Forms
"Pura" Plant
Landscape Forms, Inc.
(800) 581-0598



Landscape Forms
"Ring" Bicycle Rack
Landscape Forms, Inc.
(800) 581-0366



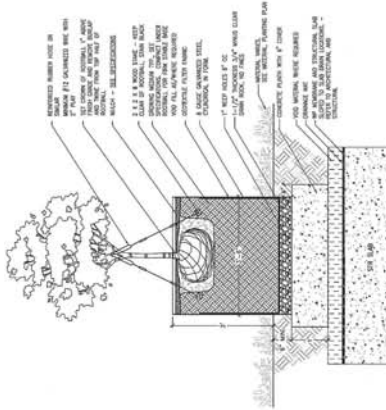
BBQ GRILL CHARACTER IMAGE



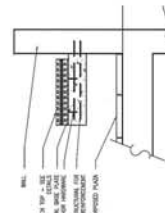
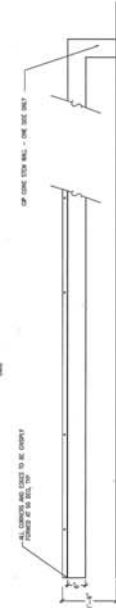
Landscape Farms
"Ma" Ferguson
Landscape Farms, Inc.

 Children's Play Equipment, Climby Shifter

 Children's Play Equipment, Spinner Bowl

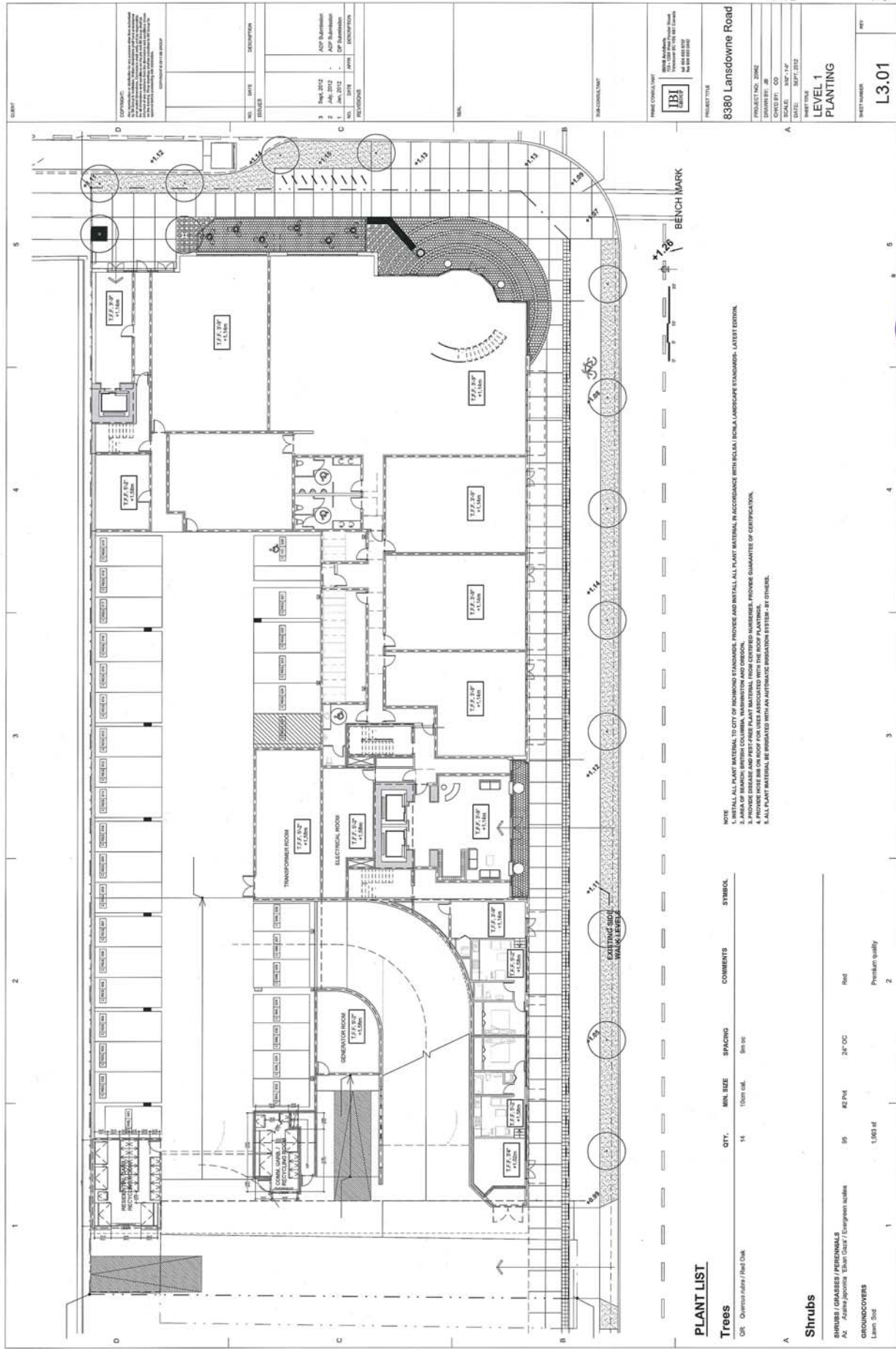


 **Costum Steel Planter**
SCALE: 1/8" = 1"

 Integrated Wall Bench Seating
SCALE: 1/8" = 1'-0"[illegible]

304 12600815





32 DP 12600815

8380 Lansdowne Road
LEVEL 1
PLANTING

PROJECT NO.	2002
PROJECT NAME	8380 Lansdowne Road
CLIENT	GO
SCALE	1/8" = 1'-0"
DATE	04/17/2022

NO.	DATE	DESCRIPTION
1	April 2022	ADP Submittal
2	July 2022	ADP Submittal
3	Jan 2023	OP Submittal

NO.	DATE	DESCRIPTION
1	April 2022	ADP Submittal
2	July 2022	ADP Submittal
3	Jan 2023	OP Submittal

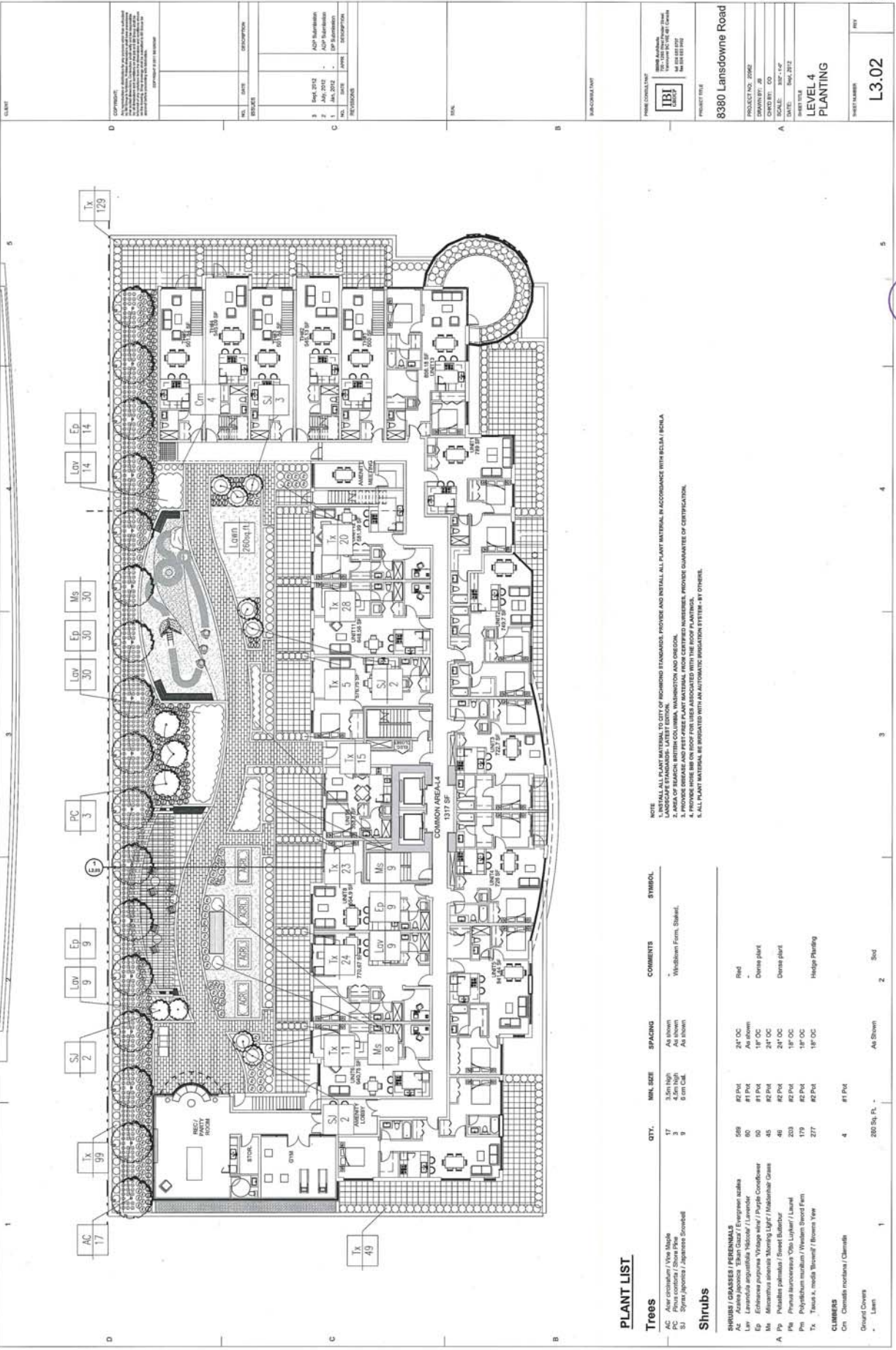
NO.	DATE	DESCRIPTION
1	April 2022	ADP Submittal
2	July 2022	ADP Submittal
3	Jan 2023	OP Submittal

NO.	DATE	DESCRIPTION
1	April 2022	ADP Submittal
2	July 2022	ADP Submittal
3	Jan 2023	OP Submittal

NO.	DATE	DESCRIPTION
1	April 2022	ADP Submittal
2	July 2022	ADP Submittal
3	Jan 2023	OP Submittal

NO.	DATE	DESCRIPTION
1	April 2022	ADP Submittal
2	July 2022	ADP Submittal
3	Jan 2023	OP Submittal

NO.	DATE	DESCRIPTION
1	April 2022	ADP Submittal
2	July 2022	ADP Submittal
3	Jan 2023	OP Submittal



PLANT LIST

SYMBOL	QTY.	MIN. SIZE	SPACING	COMMENTS	SYMBOL
AC	17	3.5m high	As shown	As shown	
PC	3	4.5m high	As shown	As shown	
SI	9	6 cm Cal.	As shown	As shown	
Shrubs					
AC	598	#2 Pkt	24" OC	Red	
PC	50	#1 Pkt	18" OC	Dark plant	
SI	45	#2 Pkt	24" OC	Dark plant	
PC	203	#2 Pkt	18" OC	Dark plant	
PC	179	#2 Pkt	18" OC	Dark plant	
PC	277	#2 Pkt	18" OC	Dark plant	
PC	4	#1 Pkt	18" OC	Dark plant	
PC	200 Sq. Ft.	As Shown	As Shown	Dark plant	
Grasses					
AC	598	#2 Pkt	24" OC	Red	
PC	50	#1 Pkt	18" OC	Dark plant	
SI	45	#2 Pkt	24" OC	Dark plant	
PC	203	#2 Pkt	18" OC	Dark plant	
PC	179	#2 Pkt	18" OC	Dark plant	
PC	277	#2 Pkt	18" OC	Dark plant	
PC	4	#1 Pkt	18" OC	Dark plant	
PC	200 Sq. Ft.	As Shown	As Shown	Dark plant	

33 DP 12600815

L3.02

LEVEL 4
PLANTING

8380 Lansdowne Road

PROJECT NO. 20042
DRAWN BY: JH
CHECKED BY: JH
SCALE: 1/8" = 1'-0"
DATE: Nov. 2012

PROJECT TITLE

IBI GROUP

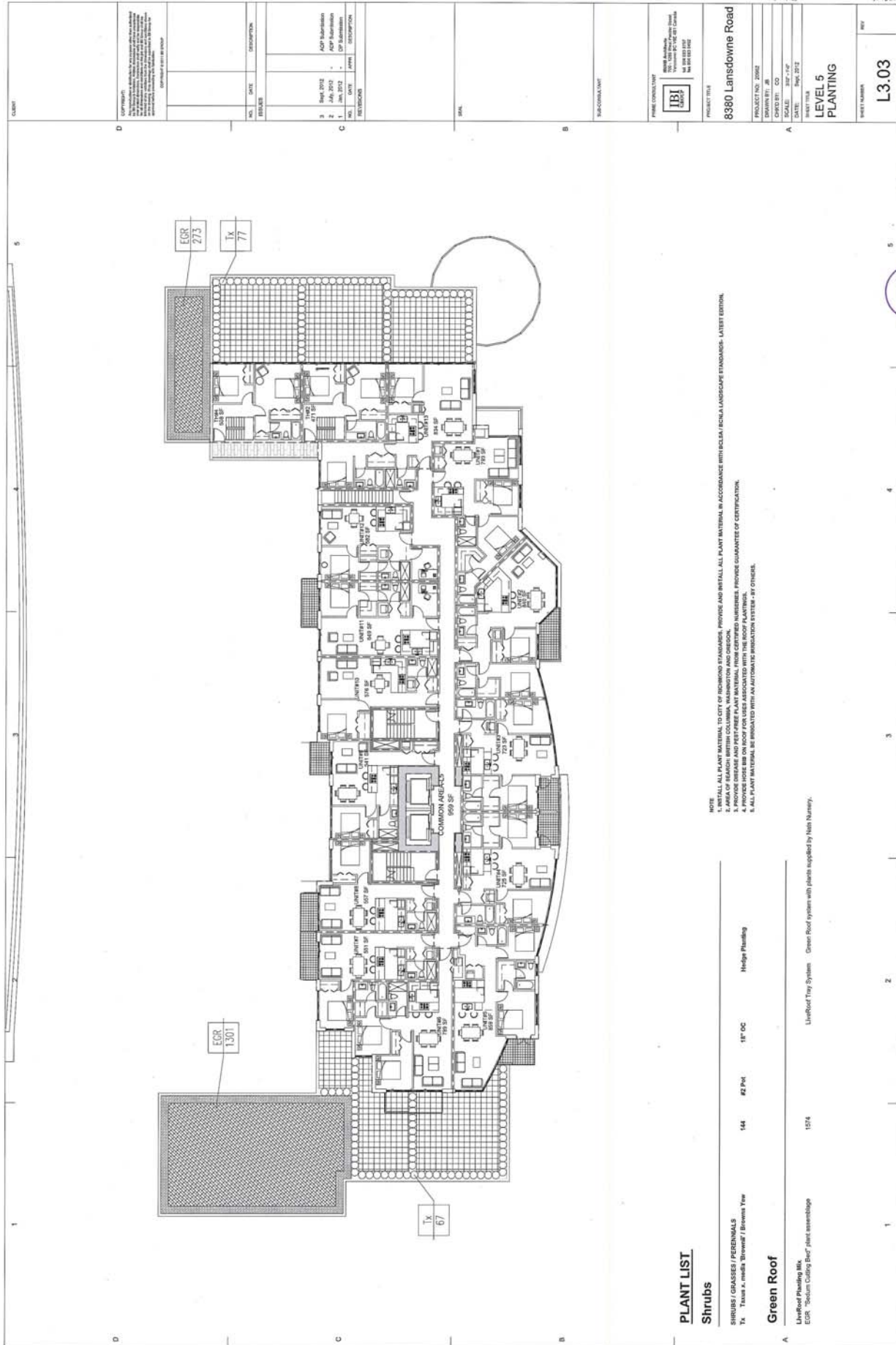
ARCHITECT NAME

DATE: 10/10/2012
BY: JH
CHECKED BY: JH
SCALE: 1/8" = 1'-0"
DATE: Nov. 2012

PROJECT NO. 20042
DRAWN BY: JH
CHECKED BY: JH
SCALE: 1/8" = 1'-0"
DATE: Nov. 2012

PROJECT TITLE

ARCHITECT NAME



PLANT LIST
Shrubs

SHRUBS / GRASSES / PERENNIALS
Tx Taxus s. media 'Brown's Yew'

Green Roof

LiveRoof Planting Mix
EGR "Petroleum Cutting Bear" plant assemblage

144 #2 Pot 18" OC Hedge Planting

1524 LiveRoof Tray System Green Roof system with plants supplied by Main Nursery.

- NOTE
- 1. INSTALL ALL PLANT MATERIAL TO CITY OF RICHMOND STANDARDS. PROVIDE AND INSTALL ALL PLANT MATERIAL IN ACCORDANCE WITH ICLIA LANDSCAPE STANDARDS- LATEST EDITION.
 - 2. AREA OF SEASON BARRIER COLUMBIA, WASHINGTON AND OREGON.
 - 3. PROVIDE HOSE END ON ROOF FOR USE ASSOCIATED WITH THE ROOF PLANTING.
 - 4. PROVIDE HOSE END ON ROOF FOR USE ASSOCIATED WITH THE ROOF PLANTING.
 - 5. ALL PLANT MATERIAL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM - BY OTHER.

PROJECT NO. 20002
8380 Lansdowne Road
PROJECT TITLE
DRAWN BY: JH
CHECKED BY: CO
SCALE: 3/8" = 1'-0"
DATE: NOV. 2012
SHEET NO. 5
LEVEL 5
PLANTING
SHEET NUMBER
REV

L3.03

34 DP 12600815

35 DP 12600815

[illegible]



PLANT LIST

Trees

PP Parrotia persica 1' rounded

Green Roof

LiveRoof Planting Mix

EGR "Ocean Cling" turf plant assemblage

QTY. 3

MIN. SIZE 50mm cal.

SPACING As shown

COMMENTS -

SYMBOL

LiveRoof Tray System Green Roof system with plants supplied by Nara Nursery.

12 mm

NOTE

1. INSTALL ALL PLANT MATERIAL TO CITY OF RICHMOND STANDARDS. PROVIDE AND INSTALL ALL PLANT MATERIAL IN ACCORDANCE WITH IRLA / IRLA LANDSCAPE STANDARDS - LATEST EDITION.
2. PROVIDE AND INSTALL ALL PLANT MATERIAL IN ACCORDANCE WITH IRLA / IRLA LANDSCAPE STANDARDS - LATEST EDITION.
3. PROVIDE DRAINAGE AND PRE-PURPOSE PLANT MATERIAL FROM CERTIFIED SUPPLIER. PROVIDE GUARANTEE OF CERTIFICATION.
4. PROVIDE HOSE END ON ROOF FOR USES ASSOCIATED WITH THE ROOF PLANTING.
5. ALL PLANT MATERIAL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM - IF OTHERS.

12600815

L3.05

LEVEL 15

PLANTING

DATE: 08/11/13

PROJECT NO. 2002

8380 Lansdowne Road

PROJECT TITLE

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