



Development Permit Panel

Council Chambers

Wednesday, November 30, 2011

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, November 16, 2011.



2. Development Permit 10-538908

(File Ref. No.: DP 10-538908) (REDMS No. 3360997)

TO VIEW ePLANS CLICK HERE

APPLICANT: Doug Massie, Architect of Chercover Massie & Associates Ltd.

PROPERTY LOCATION: 8851 Heather Street

INTENT OF PERMIT:

1. To permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. To vary the provisions of Zoning Bylaw 8500 to:
 - (a) reduce minimum interior side yard from 7.5 metres to 1.2 metres;
 - (b) reduce the minimum public road parking setback from 3 metres to 1.5 metres;
 - (c) permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and*
2. *Vary the provisions of Zoning Bylaw 8500 to:*
 - (a) *reduce minimum interior side yard from 7.5 metres to 1.2 metres;*
 - (b) *reduce the minimum public road parking setback from 3 metres to 1.5 metres;*
 - (c) *permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).*



3. Development Permit 10-557920
(File Ref. No.: DP 10-557920) (REDMS No. 3333749)

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APPLICANT: W.T. Leung Architects Inc.

PROPERTY LOCATION: 9099 Cook Road

INTENT OF PERMIT:

1. Support the Transportation (Construction) Management Plan attached to this report; and
2. Permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to “High Rise Apartment (ZHR9) – North McLennan (City Centre).

Manager’s Recommendations

1. *That the Transportation (Construction) Management Plan attached to this report be supported; and*
2. *That a Development Permit be issued which would permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to “High Rise Apartment (ZHR9) – North McLennan (City Centre).*



4. Development Permit 11-593370
(File Ref. No.: DP 11-593370) (REDMS No. 3396366)

TO VIEW ePLANS CLICK HERE

APPLICANT: Oval 8 Holdings Ltd.

PROPERTY LOCATION: PID 028 696 174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11)

INTENT OF PERMIT:

To permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

Manager's Recommendations

That a Development Permit be issued which would permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).



5. New Business

6. Date Of Next Meeting: Wednesday, December 14, 2011

7. Adjournment



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: October 7, 2011
File: DP 10-538908
Re: **Application by Doug Massie, Architect of Chercover Massie & Associates Ltd.
for a Development Permit at 8851 Heather Street**

Staff Recommendation

That a Development Permit be issued which would

1. Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. Vary the provisions of Zoning Bylaw 8500 to:
 - a) Reduce minimum interior side yard from 7.5 m to 1.2 m;
 - b) Reduce the minimum public road parking setback from 3 m to 1.5 m;
 - c) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

Brian J. Jackson, MCIP
Director of Development

SB:blg
Att.

Staff Report

Origin

Doug Massie, Architect of Chercover Massie & Associates Ltd. has applied to the City of Richmond for permission to develop a two-storey building with a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY). Variances are included in the proposal to: reduce the interior side yard, reduce the Heather Street public road parking setback, and permit small car parking spaces.

The application was presented to the Development Permit Panel on July 13, 2011. At the meeting, the Panel moved and seconded:

"That Development Permit 10-538908 be referred back to staff for further:

- (a) consultation with residents of the neighbourhood; and*
- (b) examination of on-site parking/manoeuvring and pedestrian and vehicle traffic on Heather Street."*

This staff report addresses the Panel referral and responds to the concerns expressed by residents. The report considered by the Panel on July 13, 2011 is attached for reference (**Attachment A**).

Staff Comments

In response to the Development Permit Panel referral:

- The applicant hosted an Open House Meeting to consult with residents of the neighbourhood;
- The applicant has made changes to the design to improve privacy for the adjacent neighbours;
- On-site parking/manoeuvring and pedestrian and vehicle traffic on Heather Street was examined; and
- Transportation staff will be conducting a traffic calming survey this fall, and if there is support from the residents, work will commence in the summer of 2012 on the construction of speed humps along Heather Street. Resident support would require at least 66% of survey respondents to be in favour and at least 30% of surveyed households to submit a response.

The proposed building footprint and parking layout remain the same and there are no changes to the variances proposed.

Analysis

Community Consultation

- The applicant hosted a neighbourhood Open House Meeting from 7:00 pm to 8:00 pm on Thursday September 8, 2011 at Family Place, which is located at 8660 Ash Street, a block away from the development site.
- On August 19, 2011, invitations were hand delivered to 53 homes in close proximity to the subject site, including homes along Heather Street from Francis Road to Dolphin Avenue, and the homes along Dolphin Court (**Attachment B**).

- At the Open House Meeting, approximately seven (7) neighbourhood residents attended and expressed concerns regarding:
 - Number of children;
 - Size of building;
 - Adequacy of on-site outdoor play area;
 - Privacy from overlook and noise potential for the adjacent neighbours;
 - Adequacy of on-site parking; and
 - Pedestrian and vehicle traffic on Heather Street – vehicle speeding, narrow street width, significant drainage ditch, street lighting, and lack of sidewalk.

Number of Children

- As noted in the Staff Report, Vancouver Coastal Health childcare facility licensing staff have reviewed the application and have confirmed that they have no concerns with the proposal.
- The proposal has been designed with appropriate indoor and outdoor area for 60 children to meet Provincial childcare licensing requirements and the operational needs of the applicant. The children will be accommodated in 4 classrooms; 3 rooms of 12 children under 3 years old, and 1 room of 24 children aged 3 to 5 years old.
- The applicant advises that the proposed number of children is needed to enable the construction of a new building and to accommodate the mix of childcare spaces for both older and younger children.

Size of Building

- The size of the building complies with the 0.5 floor area ratio (FAR) density permitted under the existing Assembly (ASY) zoning.
- The applicant has reviewed opportunities to reduce the size of the building. The proposed building size is needed to accommodate 60 children, and 60 day care spaces are needed for the daycare to be economically viable.

Adequacy of On-site Outdoor Play Area

- As noted in the Staff Report, the licensing authority, Vancouver Coastal Health, has reviewed the size, location, and proposed scheduled use of the play area. Vancouver Coastal Health childcare licensing staff has advised that they have no concerns with the proposal.
- The outdoor children's play area has been designed for active children's play, with durable materials, a small lawn hill and lawn areas, raised wooden deck stage element, rubber paved tricycle track, rubber paved open areas, sand boxes, outdoor sink, and portable water and sand boxes.
- The outdoor amenity space in the backyard has been designed to accommodate 24 children. The applicant will set up a schedule for use of the backyard outdoor play area, with no more than one (1) classroom outside at a time (12 to 24 children). The goal of the applicant is for each child to have access to the play area for 60 minutes every day, weather permitting. This exceeds the licensing requirement of 30 minutes per day.

Privacy From Overlook & Noise Potential for the Adjacent Neighbours

- Privacy was provided for the adjacent single-family home under construction to the north at 8831 Heather Street with: 1.8 m height solid wood privacy fencing under construction along the shared property line at grade, and retention of the existing hedge along the north edge of the back yard. In addition, a second floor staircase window has been deleted as it was found to be roughly aligned with a second floor bedroom window.

- Privacy was provided for the adjacent single-family home to the south at 8871 Heather Street with: existing 1.8 m height solid wood privacy fencing along the shared property line at grade, and an increased 4.2 m setback at the second floor level. In addition, the applicant has increased the amount of existing hedge that will be retained along the south edge of the back yard and has added solid frosted glass panels to the 1.5 m height guardrail along the south edge of the second floor balcony.
- Privacy was provided for the adjacent single-family homes to the rear at 8680 and 8700 Dolphin Crescent with: existing 1.8 m height solid wood privacy fencing along the shared property line at grade, and a 7.5 m setback. In addition, the applicant has increased the amount of hedge that will be retained, to include all of the existing hedge along the west edge of the back yard and the addition of screening to fill in open areas above the fence line.
- The landscaping design has been revised to increase the amount of retained existing hedging, with additional shade tolerant planting underneath the hedging.
- As noted above, although the daycare is designed for 60 children, the outdoor amenity area is designed for 24 children. Children will be fully supervised in the outdoor amenity area, with a schedule of no more than one (1) class outside at a time (12 to 24 children).

Adequacy of Onsite Parking

- As noted in the Staff Report, the number of off-street parking spaces for parents and staff (15 spaces) complies with the Zoning Bylaw requirements. Variances are requested to permit eight (8) small car parking spaces and to provide a 1.5 m parking setback from Heather Street when the zoning bylaw requires 3 m.
- Staff have further investigated the parking accumulation during the morning drop-off and afternoon pick-up periods based on typical arrival and duration patterns of daycares and found that the 6 parking spaces assigned for the parents will be adequate to meet the parking demand during the drop-off and pick-up times. Typically, drop-off and pick-up occur over a 2½-hour window. The proposed provision of parent parking minimizes the potential for vehicles backing out from the site onto Heather Street or parking to spill over onto Heather Street.

Pedestrian and Vehicle Traffic on Heather Street

- **Vehicle speeding** - A speed study conducted in April, 2010 indicated average speeds on Heather Street exceeded the 30km/hr posted speed. Therefore, traffic calming measures in the form of speed humps will be installed on Heather Street, subject to consultation with local residents. As noted above, Transportation staff will be conducting a traffic calming survey this fall.
- **Street width** - Heather Street is a local road and is designed accordingly for low traffic volume. There is sidewalk, curb and gutter only on the west side of the roadway from Dolphin Avenue to 8875 Heather Street. The remaining southern portion of the Street to Francis Road does not have curb and gutter or sidewalk. Staff have verified the cross section of Heather Street as having a 7.0m pavement width adjacent to the subject site in addition to the City boulevard and sidewalk, which is adequate for two-way traffic. Currently, parking is limited along the east side of the street adjacent to the park because of the ditch. Therefore, "No Stopping" signs will be added along the east side of Heather Street adjacent to the park to restrict parking and maintain the full width of the roadway. A traffic study undertaken in April, 2010 on Heather Street observed current vehicle volumes as 450 vehicles per day, which is much less than the typical daily volume of 1,000 vehicles that local streets are designed to accommodate. Staff have also reviewed the size of the proposed

development and the additional traffic volume generated. This review found the traffic volumes from the proposed daycare is limited in duration and can be accommodated by the roadway geometry.

- **Significant drainage ditch** – there is a significant drainage ditch along Heather Street, adjacent to the neighbourhood park and directly across the street from the subject site. Parks and Engineering staff have confirmed that the City has no plans to cover the existing ditch. As noted above, parking is currently constrained alongside the ditch due to the narrow shoulder. To address the impact of the ditch, “No Stopping” signs will be added along the east side of Heather Street adjacent to the park to restrict parking and maintain the full width of the roadway. When daycare staff takes their class for a fieldtrip to the neighbourhood park, they would walk as a supervised group along the existing sidewalk in front of the subject site northward to Dolphin Avenue, cross Heather Street at the intersection, and enter the park from the existing Dolphin Avenue sidewalk.
- **Street lighting** – There are six (6) street lights along Heather Street between Dolphin Avenue and Francis Road: four (4) lights installed on BC Hydro wood poles and two (2) City-owned street lights, including a City-owned street light recently installed in front of the subject site. The City has placed a light on every available BC Hydro power pole within that section of roadway. Any future roadway lighting would be installed through property redevelopment where frontage improvements are required. The residents could also initiate a Local Area Service Program (LASP) to install roadway lights. This program would be funded by the property owners making the request.
- **Lack of sidewalk** – There is existing sidewalk north of the subject site to Dolphin Avenue, out to the Garden City bus stops and in to Debeck Elementary School. Residents in the neighbourhood are concerned that there is no sidewalk south of the subject site from 8875 Heather Street out to Francis Road. The sidewalk construction on the west side of Heather Street from Dolphin Avenue to 8875 Heather Street was secured as part of single-family redevelopment. A walkway extension to Francis Road on either the west or east side of Heather Street will be considered in the 2012 annual Neighbourhood Traffic Safety program. Actual timing of implementation will be based on staff's review of priorities of other competing traffic safety projects in early 2012.

On-site Parking/Manoeuvring

- Transportation staff is supportive of the proposal. Transportation staff have reviewed the layout of the proposed surface parking area and are satisfied that there is sufficient space for staff and parent vehicles to manoeuvre onsite.
- The parking spaces adjacent to the front property line will be reserved with signage for staff. Staff are expected to be familiar with the parking area layout and manoeuvring associated with these parking spaces, which are less easy to manoeuvre into and out of than the other parking spaces.
- The applicant has advised that private on-site garbage and recycling collection will be scheduled for Saturday, when the daycare is closed and within the hours permitted through the City's Noise Bylaw. Scheduling the collection for Saturday ensures that there will be no conflict between collection and parking. The surface parking area is large enough to accommodate on-site manoeuvring of the collection truck.

Conclusions

The Development Permit Panel's referral has been addressed. The applicant hosted an Open House Meeting to consult with residents in of the neighbourhood and satisfactorily addressed concerns raised. The applicant has made changes that improve privacy for the neighbouring properties. Staff have examined pedestrian and vehicle traffic on Heather Street and will be conducting a traffic calming survey this fall regarding speed hump construction along Heather Street.

The proposal for a childcare facility supports the community by helping to address the toddler and 3-5 year old childcare needs for the Broadmoor and City Centre planning areas. The existing Assembly zoned lot is well situated for a childcare facility with a neighbourhood park across the street. Staff recommends support of this Development Permit Application.

Sara Badyal

Sara Badyal, M. Arch, MCIP
Planner 2 (Urban Design)
(604-276-4282)

SB:blg

Attachment A: Development Permit Panel Report considered on July 13, 2011 (including attachments)

Attachment B: Neighbourhood Meeting Invitation Distribution Area Map

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

- Registration of a flood plain indemnity covenant;
- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the maple tree to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- Installation of appropriate tree protection fencing around the maple tree to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$42,822.00.

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

- Incorporation of accessibility features shown in Development Permit drawings.
- Driveway relocation and boulevard restoration works to be done at the developer's sole cost via City Work Order.
- 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/tp/special.htm>).



City of Richmond
Planning and Development Department

Report to Development Permit Panel

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: June 16, 2011
File: DP 10-538908
Re: Application by Doug Massie Architect of Chercover Massie & Associates Ltd.
for a Development Permit at 8851 Heather Street

Staff Recommendation

That a Development Permit be issued which would

1. Permit the construction of a two-storey building for a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY); and
2. Vary the provisions of Zoning Bylaw 8500 to:
 - a) Reduce minimum interior side yard from 7.5 m to 1.2 m
 - b) Reduce the minimum public road parking setback from 3 m to 1.5 m
 - c) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

Brian J. Jackson, MCIP
Director of Development

BJJ:sb
Att.

Staff Report

Origin

Doug Massie Architect of Chercover Massie & Associates Ltd. has applied to the City of Richmond for permission to develop a two-storey building with a licensed child care facility for approximately 60 children at 8851 Heather Street on a site zoned Assembly (ASY). Variances are included in the proposal to: reduce the interior side yard, reduce the Heather Street public road parking setback, and permit small car parking spaces.

There is no associated rezoning application. The site currently contains a small vacant one-storey church building.

A Servicing Agreement is not required as no upgrades have been identified and the subject property frontage was recently improved through the rezoning and subdivision of the adjacent lands to the south at 8871 and 8875 Heather Street (RZ 07-374314 & SA 08-425332). The limited driveway relocation and boulevard restoration works for the subject development will be completed at the owners cost by work order through the future Building Permit process.

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 Ash Street Sub-Area (Broadmoor Area) site is as follows:

- to the north and south sides of the subject site, fronting onto Heather Street, are recently rezoned and subdivided single-family lots (RZ 07-380065 and RZ 07-374314) zoned "Single Detached (RS1/K)";
- to the west, the subject site backs onto single-family lots fronting onto Dolphin Court zoned "Single Detached (RS1/B)"; and
- to the east, across Heather Street, is the city-owned Heather-neighbourhood park, which contains a children's playground, zoned "School & Institutional Use (SI)".

Public Input

No public input has been received regarding the subject application.

Vancouver Coastal Health

Child Care facilities operate under the jurisdiction of the Provincial Government. In Richmond, child care licensing is the responsibility of Vancouver Coastal Health. Accordingly, the application was referred to Vancouver Coastal Health child care facility licensing for review.

The proposal includes 67% of the outdoor play area requirement for 60 children, or enough for 40 children as per the BC Child Care licensing regulations (7 m² per child). Outdoor children's play area is provided in the rear yard (212.9 m²) and on the second floor deck (69.25 m²). The applicant is proposing to schedule the use of the outdoor play area to meet the daily outdoor play needs of each of the four (4) child care rooms.

Vancouver Coastal Health child care facility licensing staff review applications on a case by case basis and have confirmed that they have no concerns with the subject proposal which would accommodate half of the children in the outdoor play area at any given time.

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:

- 1) Reduce the minimum interior side yard from 7.5 m to 1.2 m

(Staff supports the proposed variance as this provides for an appropriately sized building for child care use and matches the minimum interior side yard setback requirement of the adjacent single family lots to the north and south. To comply with the minimum 7.5 m side yard setback to the south and to the north of this small lot would result in a 7.3 m wide building, which is not usable for the proposed child care use. The existing small church building is also not usable for the proposed child care use, due to BC Building Code requirements, Vancouver Coastal Health licensing requirements, and City parking requirements. It is worth noting that the small existing church building on the site was originally constructed as a single family dwelling and does not comply with the current Assembly zoning setback requirements.)

- 2) Reduce the minimum public road parking setback from 3 m to 1.5 m

(Staff supports the proposed variance as it results in a site plan layout that accommodates the required parking onsite and a landscape buffer to screen the parking area from Heather Street. Although the 1.5 m landscape buffer along Heather Street is narrower than the required 3 m, it is wide enough to accommodate the proposed hedge and tree planting. The variance does not negatively impact the adjacent neighbours.)

- 3) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).

(Staff supports the proposed variance as it results in a site plan layout that accommodates the required parking onsite with an appropriate drive aisle width and wider landscape buffer to the adjacent single-family lots to the north and south. The provision of small car spaces is acceptable to staff as the users are expected to be familiar with the parking area layout and manoeuvring associated with the small car spaces. The variance does not negatively impact the adjacent neighbours.)

Advisory Design Panel Comments

The Advisory Design Panel was supportive of the project conditional to the applicant taking their comments into consideration, and design development to the column expression and use of pavers in the driveway. In response, the streetscape elevation and driveway have been improved. An annotated copy of the relevant excerpt from the Advisory Design Panel Minutes from January 19, 2011 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 proposed development includes an appropriate interface to Heather Street, enhanced with a pedestrian-oriented front entry, pedestrian walkway, landscape buffer to screen the front parking area, and permeable pavers across the vehicle entry driveway to mark the edge of the public pedestrian realm and to define the edge of the onsite surface parking area.
- The proposed development includes an appropriate interface to the surrounding single-family lots with existing solid wood privacy fencing, areas of landscaping and areas of cedar hedging where possible, and in particular along the sides of the parking area and at the corners of the outdoor play area.

Urban Design and Site Planning

- The proposed child care facility is well situated on the subject existing Assembly zoned lot across the street from the Heather neighbourhood park.
- The proposed site layout includes a two-storey building designed with residential character, set back behind a front surface parking area, and protecting a secure outdoor children's play area in the rear yard.
- A pedestrian walkway is provided, connecting to the Heather Street sidewalk and separated from the vehicle access driveway, also connecting to Heather Street.
- The Heather streetscape has been improved with recently constructed frontage improvements including a new grass boulevard with street trees behind a curb and gutter and a new sidewalk at the property line. The Heather streetscape edge is further defined with proposed landscape buffers with hedge and flowering tree planting, a line of permeable pavers at the driveway entry, and a pedestrian walkway connecting with the sidewalk.
- The number of off-street parking spaces for parents and staff (15 spaces) complies with the Zoning Bylaw requirements including accessible parking (1 space). Variances are requested to permit 8 small car parking spaces and to provide a 1.5 m parking setback from Heather Street.
- Bicycle storage complies with the Zoning Bylaw requirements and is located in the south side yard. Bicycle storage includes 4 class 1 vertical storage lockers and a rack for four (4) bicycles, both located in the covered area under the deck.
- A covered garbage and recycling enclosure is provided on the south side of the building. Garbage and recycling will be collected by a private contractor. To avoid conflict with parking, the applicant has advised that onsite collection will be scheduled for Saturday, when the daycare is closed and within the hours permitted through the City's noise bylaw.

Architectural Form and Character

- The proposed two-storey building has been designed with a residential character to better fit the approved institutional use into the predominantly single-family neighbourhood. The residential character is expressed with a single pedestrian oriented covered front entry, building articulation to break up the streetscape façade, the incorporation of uncovered second floor decks, durable brick base, stucco siding, smaller areas of glazing, and roof massing with pitched roofs, gable ends and asphalt shingles.
- The simple colour palette includes sand coloured stucco, grey brick, white windows, white trim, dark brown aluminium guard railing, and two-tone brown asphalt shingles.

- The project's accessibility features include: interior floor plans that accommodate wheelchair manoeuvring throughout, wider interior doors, an accessible washroom, and a vertical lift.

Tree Management

- There are three (3) existing trees on the lot and there were previously two (2) existing trees on the adjacent property to the north with canopies and root zones entering into the subject property. The two (2) neighbouring trees were recently removed as a part of the redevelopment of the neighbouring property with a new single-family home.
- One (1) existing Japanese maple tree will be transplanted and retained in the southeast corner of the property, adjacent to the Heather Street sidewalk. To protect the health and retention viability of the existing maple tree, the owner's arborist has recommended transplanting the tree to the higher proposed elevation in close to the same location. In the current location and lower grade, the existing tree is impacted by the new retaining wall of the adjacent raised neighbouring lot, the neighbour's storm sewer connection, and new City sidewalk. A contract with an arborist to ensure successful transplanting and retention of the maple tree is a requirement of the Development Permit.
- Two (2) existing fruit trees are proposed for removal. The centrally located trees are considered to be in poor condition by the City's Tree Preservation Official.
- Four (4) new trees will be planted, providing a 2:1 replacement ratio for the removal of existing trees.

Landscape Design and Open Space Design

- Outdoor children's play area is provided at the rear of the property with visual surveillance and access from the interior child care spaces. The play area is secured with lockable gates and existing perimeter solid wood privacy fencing. As noted above, the size and location of the play area have been reviewed as part of the application review and are acceptable to Vancouver Coastal Health child care licensing staff.
- The outdoor children's play area has been designed for active children's play, with durable materials, a small lawn hill and lawn areas, raised wooden deck stage element, rubber paved tricycle track, rubber paved open areas, sand boxes, outdoor sink, and portable water and sand boxes.
- Soft landscaping is provided in the rear yard, including existing perimeter coniferous hedging, tree planting, lawn areas, flowering low hedging and vines, and an edible garden area with blueberry and strawberry plants.
- The streetscape landscape buffer includes a retained transplanted existing Japanese maple tree, two (2) new flowering cherry trees, flowering shrubs, perennials, and groundcover.
- The landscape plan for the front of the property includes an open surface parking area, landscape buffer along the Heather Street edge providing screening of the surface parking area, a paved pedestrian walkway connecting to the Heather sidewalk, and continuous cedar hedging along the north and south edges of the surface parking area to provide screening to the adjacent neighbours.
- The surface parking area includes special treatment with areas of permeable pavers to improve the visual impact and also to increase the permeability of the parking area. The variety of surface materials breaks down the visual impact of the large paved surface and the pattern provides a visual containment or boundary for the parking area. A wide band of permeable pavers is proposed around the perimeter of the surface parking area: across the driveway at the entry to the site, in front of the main entry and in the parking spaces on the north and south sides. Asphalt is proposed in the central turning area of the parking area.

- In addition to the existing 1.8 m height solid wood privacy fencing along the north, south and west edges of the site, lockable access gates will be provided in the side yards.

Crime Prevention Through Environmental Design

The proposed design does not present CPTED concerns. The proposal includes:

- secured outdoor children's play areas with natural surveillance from the child care facility;
- clearly defined boundaries between the property, public and private spaces; and
- a front parking area with a high degree of natural surveillance both from the child care facility and also the public road.

Sustainability

The proposed infill redevelopment proposal will include the following sustainability measures:

- Location within 220 m of transit service provided along Garden City Road
- Bicycle storage lockers and racks
- Increased site permeability. Existing church asphalt parking area will be removed and the site will be redeveloped with a site design with 45% permeability through permeable pavers in the new front surface parking area, gravel cover in the passive north side yard, and live landscaping area.
- EnergyStar windows and appliances
- Increased insulation thermal resistance performance (the insulation rating will be increased from commercial to higher performance residential rating)
- Energy efficient heating and hot water systems
- Water efficient plumbing fixtures and fittings

Floodplain Management

- The proposal complies with Flood Plain Designation and Protection Bylaw No. 8204. The Bylaw requires a minimum flood construction level at 0.3 m above the highest crown of the adjacent public road.
- Registration of a flood indemnity covenant is a requirement of the Development Permit.

Servicing Capacity

- The applicant has submitted an engineering capacity analysis for the water, sanitary, and storm infrastructure. No upgrades are required.

Community Benefits

- The proposal addresses the child care needs for toddler and 3-5 years in the Broadmoor planning area and also contributes toward the needs in the City Centre planning area as identified in the 2009-2016 Richmond Child Care Needs Assessment and Strategy. The report identifies the estimated additional child care spaces needed by December 1, 2016 broken down by planning area and the different categories of child care needed. Toddler and 3-5 year child care proposed and needs in the Broadmoor and City Centre planning areas are summarized in the table below:

Estimated Child Care Space

	Proposed	Broadmoor Need	City Centre Need
Group (18 months - 2 years)	36	23	63
Group (3-5 years)	24	9	99

- Located in the northeast corner of the Broadmoor planning area, within 650 m of the City Centre planning area, the subject site is well positioned to meet the child care needs of both the Broadmoor and City Centre planning areas. For this reason, by providing more than the needed toddler and 3-5 child care spaces for the Broadmoor planning area, this facility will help address the larger need in the City Centre planning area.

Conclusions

The applicant has satisfactorily addressed staff and the Advisory Design Panel's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design during the Development Permit review process. The proposal for a child care facility supports the community by helping to address the toddler and 3-5 years child care needs for the Broadmoor and City Centre planning areas. The existing Assembly zoned lot is well situated for a child care facility with a neighbourhood park across the street. Staff recommends support of this Development Permit Application.

Sara Badyal

Sara Badyal, M. Arch, MCIP
Planner 2 (Urban Design)

SB:rg

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

- Registration of a flood plain indemnity covenant;
- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the maple tree to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- Installation of appropriate tree protection fencing around the maple tree to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$42,822.00.

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

- Incorporation of accessibility features shown in Development Permit drawings.
- Driveway relocation and boulevard restoration works to be done at the developer's sole cost via City Work Order.
- 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/ftp/special.htm>).



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 10-538908

Attachment 1

Address: 8851 Heather Street

Doug Massie Architect of Chercover Massie &

Applicant: Associates Ltd.

Owner: Vancouver Star Education Ltd.

Planning Area(s): Ash Street Sub-Area (Broadmoor Area)

	Existing	Proposed
Site Area:	1,013 m ²	No change
Land Uses:	Religious Assembly	Child Care
OCP Designation:	Community Institutional	Complies - Child Care
Area Plan Designation:	Public, Institutional & Open Space	Complies - Child Care
Zoning:	Assembly (ASY)	No change
Number of Units:	1	1

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	0.49 (492.84 m ²)	None permitted
Lot Coverage:	Max. 35%	27%	None
Setback -- Front Yard:	Min. 6 m	21.5 m	None
Setback -- Interior Side Yard:	Min. 7.5 m	1.2 m	6.3 m setback reduction
Setback -- Rear Yard:	Min. 7.5 m	7.5 m	None
Parking Setback:			
Public Road	Min. 3 m	1.5 m	1.5 m reduction to Heather Street parking setback
General	Min. 1.5 m	1.5 m to 2.8 m	
Height (m):	Max. 12 m	10.7 m	None
Off-street Parking Spaces:			
Staff	9	9	
Parent	6	6	
Accessible	(1)	(1)	
Total	15	15	None
Small Car Parking Spaces	Not permitted	54% (8 spaces)	8 small car parking spaces

Annotated Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, January 19, 2011 – 4:00 p.m.

[applicant design response is identified in '*bold italics*']

3. DP 10-538908 – CHILD CARE FACILITY
ARCHITECT: Douglas Massie, Chercover Massie & Associates Ltd.
PROPERTY LOCATION: 8851 Heather Street

Panel Discussion

Comments from the Panel were as follows:

- substantial changes have been made to the project in response to Panel's comments; wider space at the back of the building; richer treatment of surfaces both at the front and back of the building; appreciate decorative and permeable pavers at the parking stalls; playful attitude towards the lane is a great idea; bollards are a nice idea;
- decorative approach for screens that are proposed in front of the building might be more appropriate at the back where the children go out more often; move would be less intrusive to the architectural elevation – *Screens removed;*
- rubberized curb would be a more appropriate approach than timber edge along the curve – *Vertical timber rounds are proposed to address curves;*
- consider carrying the unit paving across the entrance area to provide a sense of entry – *Incorporated;*
- consider planting a row of trees along both side yards of the parking area; trees will provide cooling to the parking area during summer – *Tree planting incorporated on both sides;*
- playful area at the back of the building; concern on the smallness of the sandbox and lawn areas; consider larger and more useful areas such as planting or exploring area – *Outdoor activity areas sized and designed in consultation with licensing;*
- consider opportunities for infiltration in the gravel side yards; consider introducing swales – *Gravel bed is permeable;*
- provision for planting at the second level deck is a good idea; consider providing more opportunities for children activities – *Open deck design allows for flexible use;*
- ensure that scale of seating in the play area is appropriate for children – *Seating will be specified by daycare operator;*
- appreciate the design solution provided by the applicant;
- consider introducing elements to identify the building as a day care facility; signage at the entry roof portico can provide identification – *Signage will be provided through separate sign permit;*
- consider redesigning the two windows above the main entry portico to add a daycare character to the building; use of colour and/or introduction of play elements will introduce a sense of whimsy appropriate for a day care;
- consider child safety in determining height of guard rails – *Confirmed;*

- consider vertical posts on the side of the building to provide opportunity for a tent/covered space to create more play opportunities for children during the rainy season – *Not incorporated due to guard rail post structural limits and building envelope concerns;*
- building more improved than when it was last presented to the Panel;
- project has been vastly improved with the addition of sloped roof forms and gable ended design;
- wraparound deck helps reduce the bulk of the building when viewed from the street;
- entry is more identifiable; removal of heavy horizontal banding has made the building look more residential in character which is a better fit;
- columns holding the deck are extremely thin and fragile; columns need to be more robust and should match the thickness of the deck – *Columns in side yard removed to improve view from streetscape and to increase pedestrian and bicycle manoeuvring area;*
- commend the applicant for responses to comments in the previous meeting;
- appreciate the changes and efforts made by the applicant to make the facility fit into the neighbourhood; building is much more friendly to the neighbourhood;
- relocating deck from the back of the building to the south is a good gesture; gracious interface with the neighbour at the south side;
- front of the building is still a bit harsh as it is a wholly paved parking lot – *Parking area appearance improved with permeable pavers and tree planting at edge;*
- location of the deck on the south side of the building is good; however, might give rise to noise issues with the neighbour to the south; consider railing (or other) treatment to mitigate noise concern;
- concern on shape of the toddler rooms; narrow and deep; not ideal;
- appreciate the changes made by the applicant; a big improvement compared to the previous presentation; and
- consider introducing something at the street level to help identify the project as a daycare facility, e.g. signage, fencing, or other types of identifiers – *As noted above, signage will be incorporated through separate sign permit.*

Panel Decision

It was moved and seconded

That DP 10-538908 move forward to the Development Permit Panel subject to the applicant taking into consideration the Panel's discussion points and making the following improvements to the project design:

1. design development to the columns under the decks to make them more robust and substantial – *Columns removed from front and south side elevations. Columns in rear yard are maintained, but not visible from streetscape;* and
2. design development to carry the unit paving across the driveway to define the entry – *Incorporated.*

CARRIED



City of Richmond
Planning and Development Department

Development Permit

No. DP 10-538908

To the Holder: DOUG MASSIE ARCHITECT
Property Address: 8851 HEATHER STREET
Address: c/o MASSIE CHERCOVER & ASSOCIATES LTD.
603 - 1200 WEST 73 AVENUE
VANCOUVER, BC V6P 6G5

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 minimum interior side yard from 7.5 m to 1.2 m
 - b) Reduce the minimum public road parking setback from 3 m to 1.5 m
 - c) Permit 54% small car parking spaces on a site with less than 31 parking spaces (8 small car parking spaces of total 15 spaces).
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #8 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 \$42,822 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 10-538908

To the Holder: DOUG MASSIE ARCHITECT
Property Address: 8851 HEATHER STREET
Address: c/o MASSIE CHERCOVER & ASSOCIATES LTD.
603 - 1200 WEST 73 AVENUE
VANCOUVER, BC V6P 6G5

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.

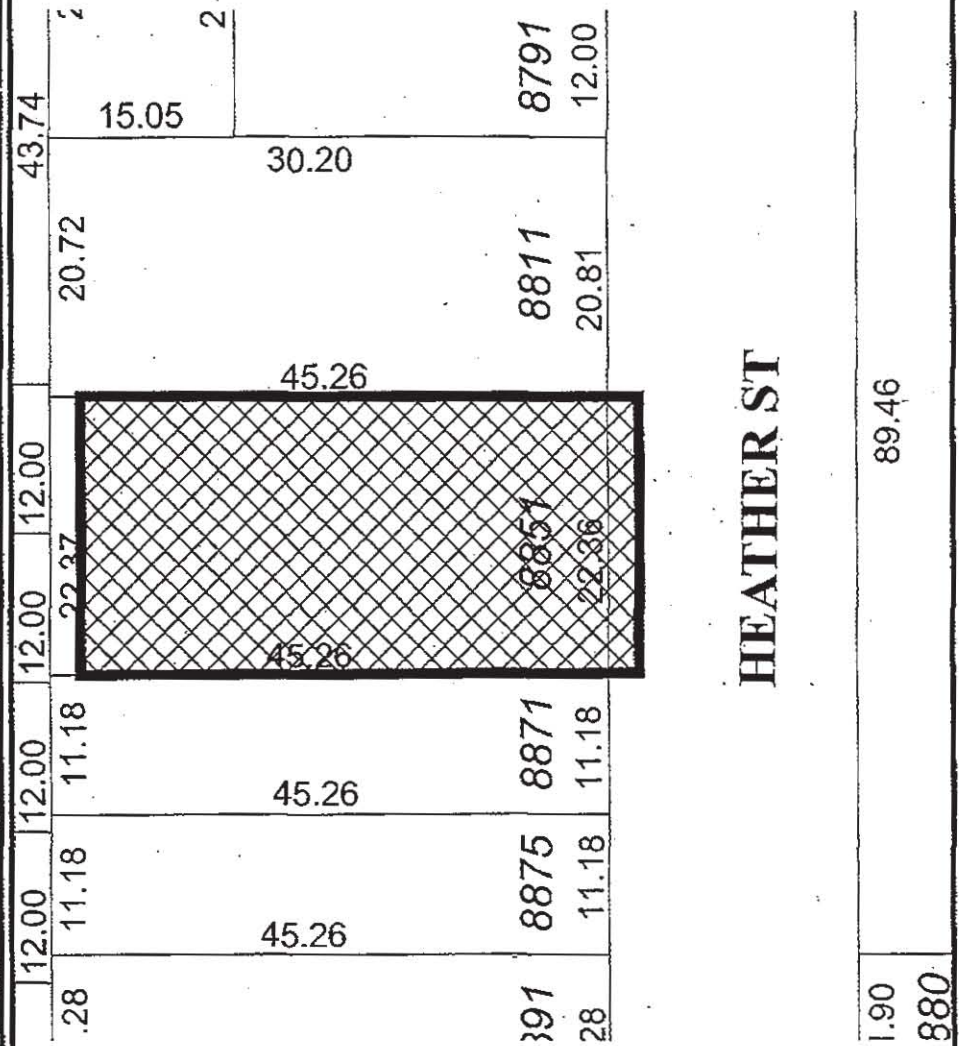
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO:
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR

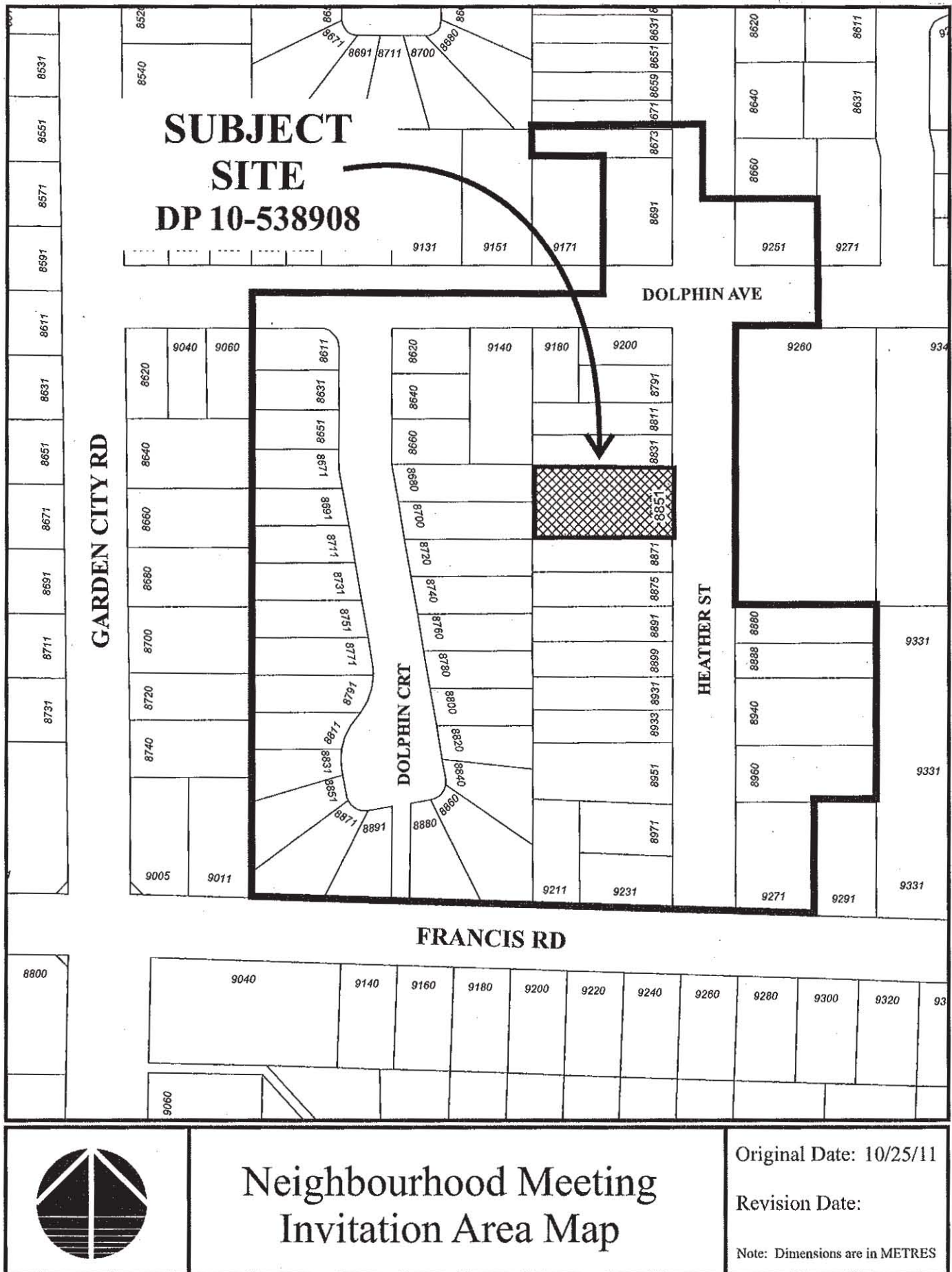


DP 10-538908
SCHEDULE "A"

Original Date: 07/27/10

Revision Date:

Note: Dimensions are in METRES





City of Richmond
Planning and Development Department

Development Permit

No. DP 10-538908

To the Holder: DOUG MASSIE, ARTHITECT

Property Address: 8851 HEATHER STREET

Address: c/o MASSIE CHERCOVER & ASSOCIATES LTD.
603 – 1200 WEST 73 AVENUE
VANCOUVER, BC V6P 6G5

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Development Permit

No. DP 10-538908

To the Holder: DOUG MASSIE, ARCHITECT

Property Address: 8851 HEATHER STREET

Address: c/o MASSIE CHERCOVER & ASSOCIATES LTD.
603 – 1200 WEST 73 AVENUE
VANCOUVER, BC V6P 6G5

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This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

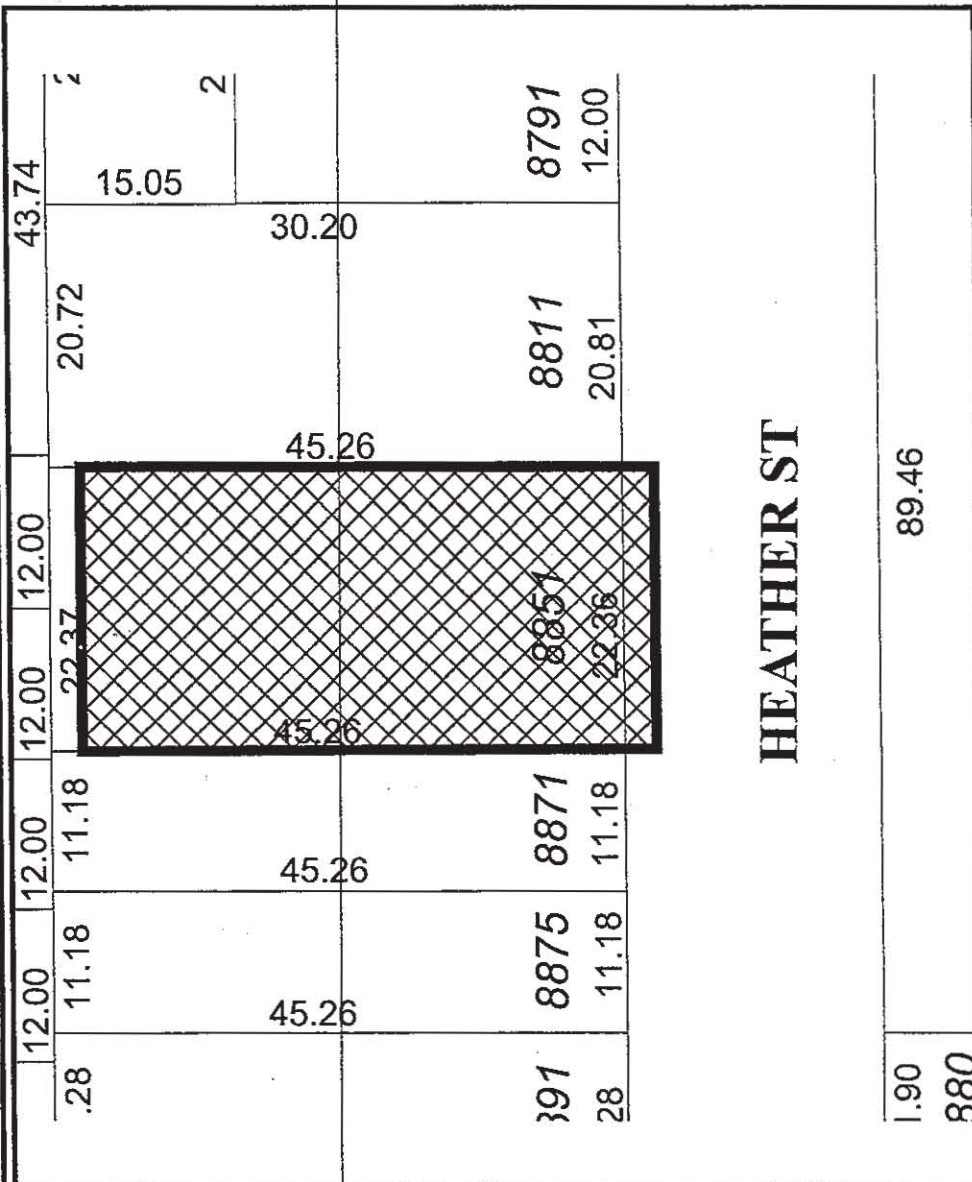
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

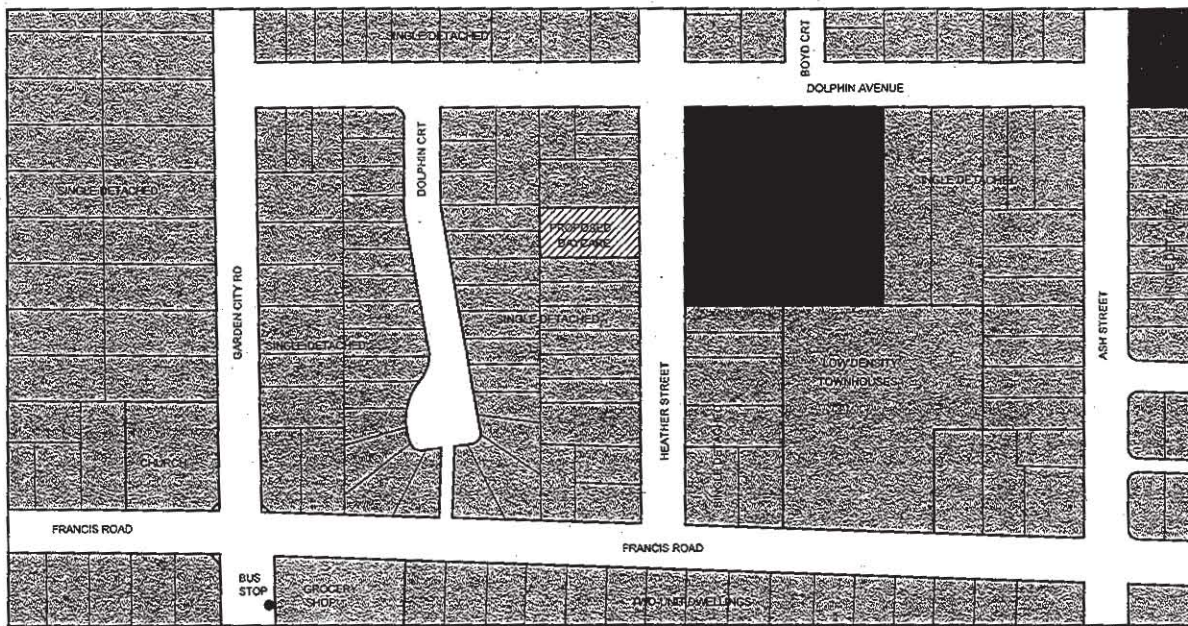


DP 10-538908
SCHEDULE "A"

Original Date: 07/27/10

Revision Date:

Note: Dimensions are in METRES



1 CONTEXT PLAN
SCALE: 1:500



LEGAL DESCRIPTION:
Lot 10, SEC 22, BLK 44, RD 14, 20000
CITY ADDRESS:
8851 HEATHER ST
RICHMOND, B.C.

COPYRIGHT RESTRICTION
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REVISION	SUBJECT	DATE

Variances:

- 1.2 m minimum side yard setback
- 1.5 m minimum public road parking setback
- 54% maximum small car parking (8 small car parking spaces of total 15 spaces)

Notes:

- Accessibility features for wheelchair manoeuvring: vertical lift, accessible washroom, wider interior doors and hallways.
- Sustainability features: 253 sq.m. permeable paving, 45% site permeability, higher performance residential rated insulation standard
- Off-site driveway relocation works via separate required Work Order.
- Separate permits required for signage.



CHERCOVER MASSIE & ASSOCIATES LTD.
ARCHITECTURE & ENGINEERING
4001-1278 West 2nd Ave., Vancouver, B.C. Canada V6P 6Z2
Ph: 604-281-1400 Fax: 604-281-1402 Email: info@chercovermassie.com

PROJECT:
DAYCARE
8851 HEATHER STREET,
RICHMOND, BC

DRAWING TITLE:
CONTEXT PLAN

DRAWN: MEY
DATE: FEB/2011
SCALE: as noted
PROJECT No: 230-016

A0
OF
REV.



Plan 1 Oct 7 2011
DP 10-538908

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DATE	RECEIVED	TIME
27		
28		
29		



RICHMOND, BC

SITE PLAN

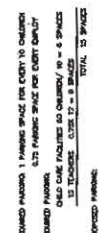
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DP 10-538908

000000 AT IT



15 SPACES
* INCLUDING 8 SMALL CAR
SPACES BY VARIANCE

REQUIRED OUTDOOR PLAY AREA FOR CHILD: 7 SQM OR 75.00 SQ'	
REQUIRED TOTAL OUTDOOR PLAY AREA: 7 SQM X 60 = 420 SQM OR 4500.00 SQ'	
(DC CHILD CARE LICENSING REQUIREMENT)	
PROPOSED TOTAL OUTDOOR PLAY AREA: FOUR 1400' X 225.00 SQM OR 230.00 SQ'	
225.00 SQM / 7 SQM = 30 CHILDREN	
FOUR 1400' X 225.00 SQM / 7 SQM = 10 CHILDREN	
TOTAL	40 CHILDREN

REQUIRED ROOM AREA PER CHILD: 3.7 SQ. FT. OR 42 SF
REQUIRED TOTAL ROOM AREA: 23.7 SQ. FT. OR 284.4 SQ. FT.
(SEE CHILD CARE LICENSING REGULATION)

PROPOSED TOTAL ROOM AREA: 29.43 SQ. FT. OR 313 SF
REQUIRED MINIMUM: 1 TOILET/AVENUE FOR EVERY 10 CHILDREN
(SEE CHILD CARE LICENSING REGULATION)

SEE CHILDREN / NO. = 6 TOILETS/AVENUES

PROPOSED MACHINERY & VOLTAGE RATINGS

4. DURATION: 3 TO 5 YEARS IN CHILDREN, 3 TEACHERS

PROJECT DATA

[illegible]

AS7 • ACTUALLY

NUMBER OF CHILDREN

TOTAL SITE AREA: 1013.30

(25 % OF TOTAL SITE AREA)

10125

MAIN FLOOR AREA 287.34 sq. ft.

PROPOSED TOTAL AREA: 600

UNIT CONNECTED WITH UNIT P.1

CONCRETE PAVING SYSTEMS
USE PLANT MATERIAL.

SPONSOR: DAVID CAY GARY

Abstract The purpose of this study was to determine the effect of a 12-week, low-intensity, supervised walking program on the physical and psychological health of older adults. The study was conducted in a community-based setting. The participants were 100 older adults (mean age = 72.5 years) who were randomly assigned to either a walking program or a control group. The walking program consisted of 12 weeks of supervised walking, 3 times per week, for 30 minutes per session. The control group did not participate in any walking program. The physical health of the participants was assessed using a series of physical fitness tests, including a 6-minute walk test, a 10-meter walk test, and a 400-meter walk test. The psychological health of the participants was assessed using a series of psychological tests, including a Geriatric Depression Scale, a Geriatric Anxiety Inventory, and a Geriatric Symptom Checklist. The results of the study showed that the walking program had a significant positive effect on the physical and psychological health of the older adults. The participants in the walking program showed significant improvements in physical fitness, including increased walking distance and speed, and decreased time to complete the 400-meter walk test. The participants in the walking program also showed significant improvements in psychological health, including decreased depression, anxiety, and symptom burden. The results of this study suggest that a 12-week, low-intensity, supervised walking program can have a significant positive effect on the physical and psychological health of older adults.

THE JOURNAL OF THE AMERICAN MEDICAL ASSOCIATION
PUBLISHED WEEKLY

PROPOSED DAYCARE - City of Richmond

Project:
At Anderson Memorial Pool
1000 12th Street
Richmond, BC V6Y 1A1
Tel: 604-271-1000
Fax: 604-271-1001

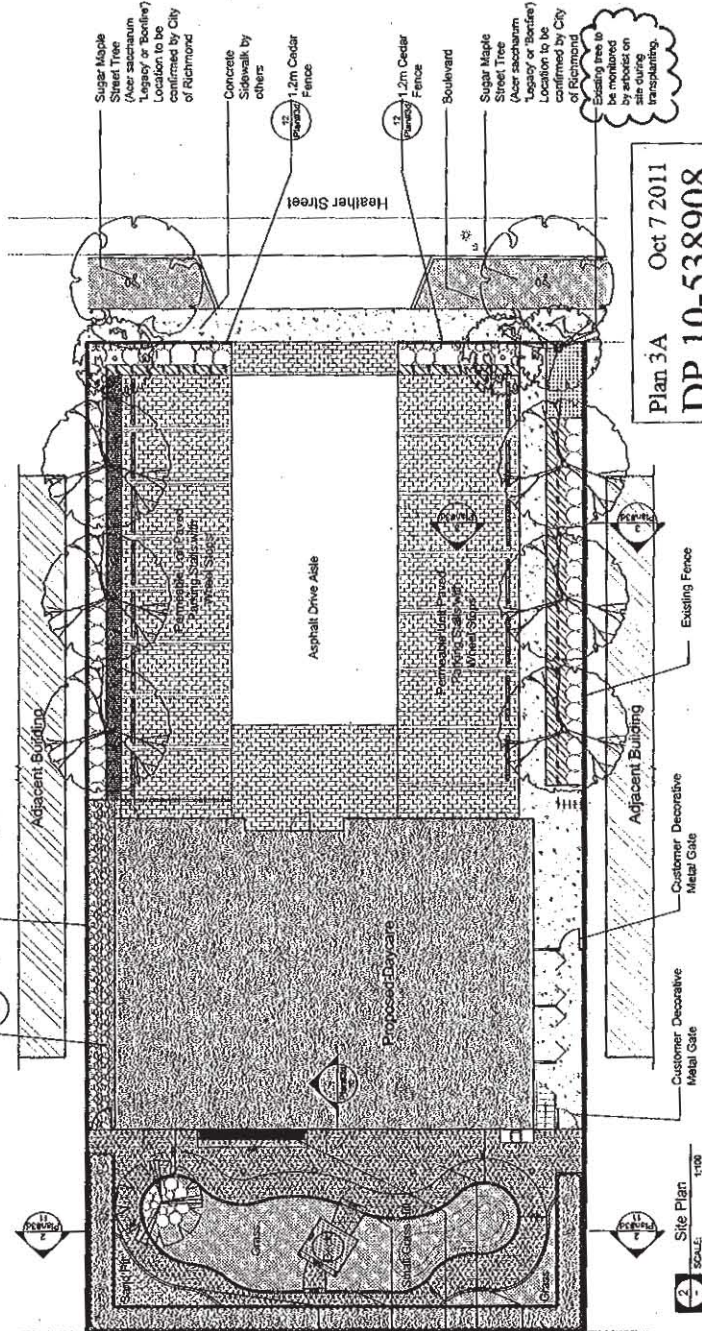
Architect:
Chorover Mark & Associates Ltd.
1000 12th Street
Richmond, BC V6Y 1A1
Tel: 604-271-1000
Fax: 604-271-1001

Sheet Number	Sheet Title
Plan #1	COVER PAGE & REFERENCE PLAN
Plan #2a	TREE RETENTION PLAN
Plan #2b	GRADING PLAN
Plan #3	PLANTING PLAN
Plan #4	SECTIONS AND DETAILS

DETAIL HATCH LEGEND - HATCH CODE	DESCRIPTION
1	Concrete Slab
2	Gravel
3	Asphalt
4	Grass
5	Water
6	Existing Fences
7	Proposed Fences
8	Proposed Planting
9	Proposed Structures
10	Proposed Driveways
11	Proposed Paths
12	Proposed Stairs
13	Proposed Walls
14	Proposed Gates
15	Proposed Railings
16	Proposed Benches
17	Proposed Play Equipment
18	Proposed Lighting
19	Proposed Signage
20	Proposed Other

- General Notes**
- Contractor shall verify underground utility lines and is responsible for any damage.
 - The contractor shall install all existing utilities underground and overhead where applicable. Where underground utilities exist, shall be protected by a concrete slab or other suitable method prior to installation.
 - Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variation.
 - Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
 - Work shall conform to BCLMA Standards.
 - The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
 - The landscape architect reserves the right to reject landscape material on site whether stock piled or installed in place.
 - All plants shall be planted per the landscape plan and shall be replaced immediately at no additional expense to the owner.
 - Five grade, fertilizer and sodded all disturbed areas within the construction limits as shown. All areas shall drain properly and shall not pond for periods.
 - Where planting beds meet turf areas, the contractor shall provide a cuboidal edge. Mulch at shrub beds to the line shown.
 - For trees planted in turf areas, provide a 2-4" dia. mulch ring (remove existing turf) at 2" thick with a cuboidal edge.
 - An approved pre-emergent herbicide shall be applied in all areas at a rate specified by manufacturer for each plant variety.
 - Contractor shall secure and pay for all permits, fees, and other costs necessary for the proper execution of this work and comply with all codes applicable to this work as detailed in bid document.

1:1200 SCALE
Site Location Map



Plan 3A Oct 7 2011
DP 10-538908

COVER PAGE & REFERENCE PLAN

Project:
At Anderson Memorial Pool
1000 12th Street
Richmond, BC V6Y 1A1
Tel: 604-271-1000
Fax: 604-271-1001

Architect:
Chorover Mark & Associates Ltd.
1000 12th Street
Richmond, BC V6Y 1A1
Tel: 604-271-1000
Fax: 604-271-1001

ASPECT

DRAWING TITLE

NO.	DESCRIPTION	DATE
1	1st DP for Submission	June 15, 2011
2	2nd DP for Submission	June 15, 2011
3	3rd DP for Submission	June 15, 2011
4	4th DP for Submission	June 15, 2011
5	5th DP for Submission	June 15, 2011
6	6th DP for Submission	June 15, 2011
7	7th DP for Submission	June 15, 2011
8	8th DP for Submission	June 15, 2011
9	9th DP for Submission	June 15, 2011
10	10th DP for Submission	June 15, 2011



PROJECT NO.
DP2011-03

PROPOSED DAYCARE
DP 10-538908

PLAN #3

LOCATION
8851 Heather Street
Richmond, BC

DATE
Jan. 10, 2010

SCALE
1:1200

APPROVED
MAYOR

CHECKED
RS

DATE
Jan. 10, 2010

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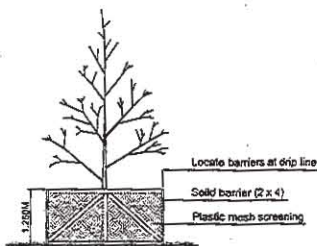
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DATE
Jan. 10, 2010

SCALE
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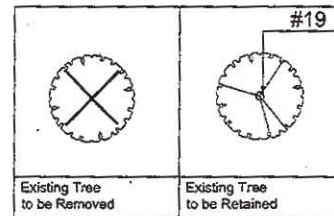
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RS



NOTE: No storage of building materials within or against protection barrier

1 Tree Protection Fence
SCALE: NTS

TREE LEGEND



van der Zalm + associates Inc.
Landscape Architecture • Urban Design • Parks & Recreation
Suite 1020 107 Street
Surrey, British Columbia
V4A 3A8
P: 604.283.2224
F: 604.283.2222
info@vzai.com

NOTES

All dimensions are in meters unless otherwise specified.
Units shall be in metric unless otherwise specified.
All dimensions shall be to the center of the line unless otherwise specified.

No.	Description	Date
4	For DP Submittal	Jan 10, 2011
3	For DP Submittal	Nov 1, 2010
2	For DP Submittal	Feb 20, 11
1	Issued for DP	Jan 10, 10

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PROJECT:
PROPOSED DAYCARE
DP 10-538908

LOCATION:
8851 Heather Street

Plan 3B Jun 20 2011
DP 10-538908

APPROVED	CAD FILE
MVDZ	PAUL BELLEFLORE
SCALE	DATE
1:100	Jan 10, 2010

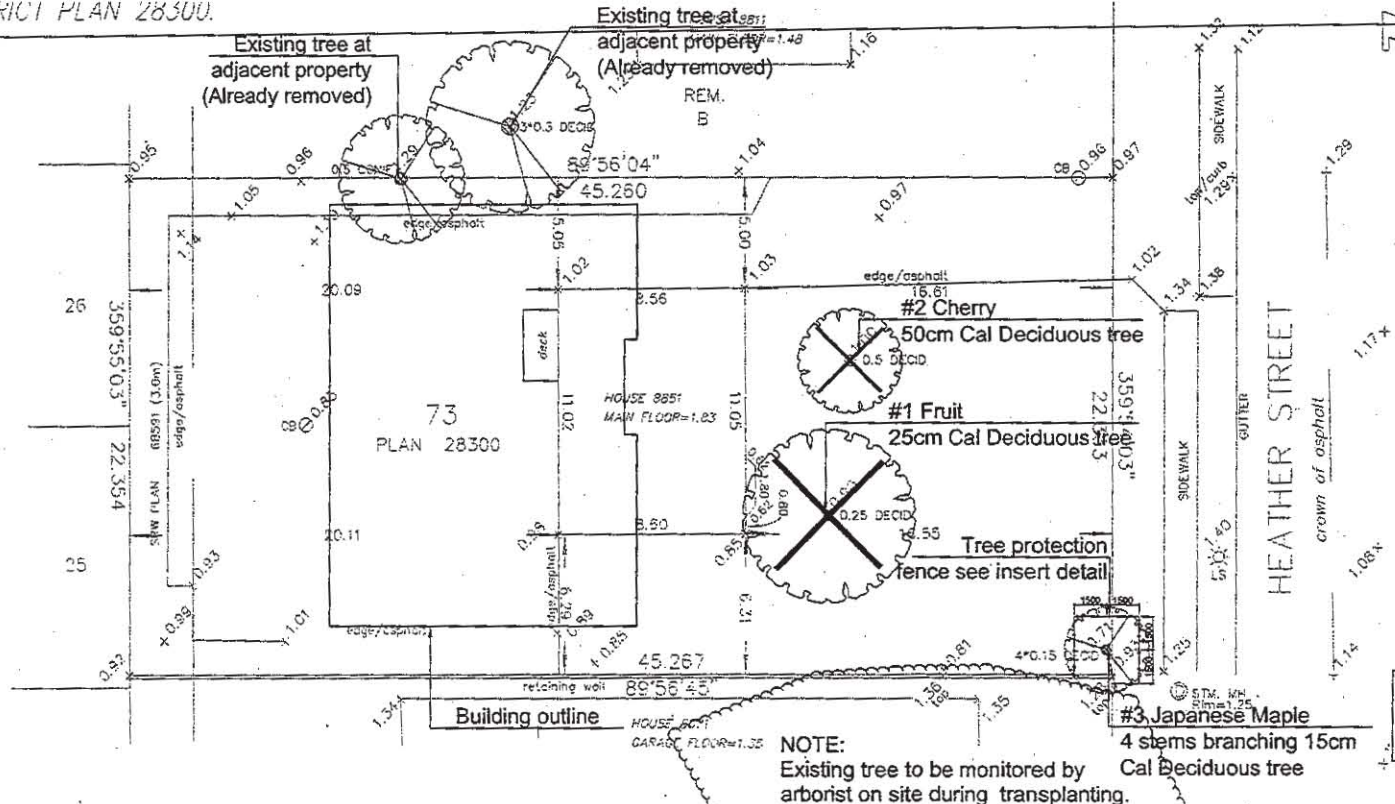
TREE RETENTION PLAN



PROJECT NO.
DP2011-03

PLAN #3A

RICI PLAN 28300



NOTE:
Existing tree to be monitored by arborist on site during transplanting.

2 Tree Retention Plan
SCALE: 1:100



van der Zalm & Associates Inc.
Landscape Architects • Planners • Engineers
Suite 1000 102 Street
Burnaby, British Columbia V5N 3K6
Tel: 604.435.1000 Fax: 604.435.1001
info@vzalm.com

NOTES:

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Rev.	Description	Date
1	For DP Submission	Dec 11, 2010
2	For DP Submission	Jan 12, 2011
3	For DP Submission	Jan 12, 2011
4	For DP Submission	Jan 12, 2011
5	For DP Submission	Jan 12, 2011
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100	For DP Submission	Jan 12, 2011

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PROJECT:
PROPOSED DAYCARE
DP 10-538908

LOCATION:
8851 Heather Street
Richmond, BC

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CHECKED	MVDZ
APPROVED	MVDZ
SCALE	1/75
DATE	Jan. 10, 2010

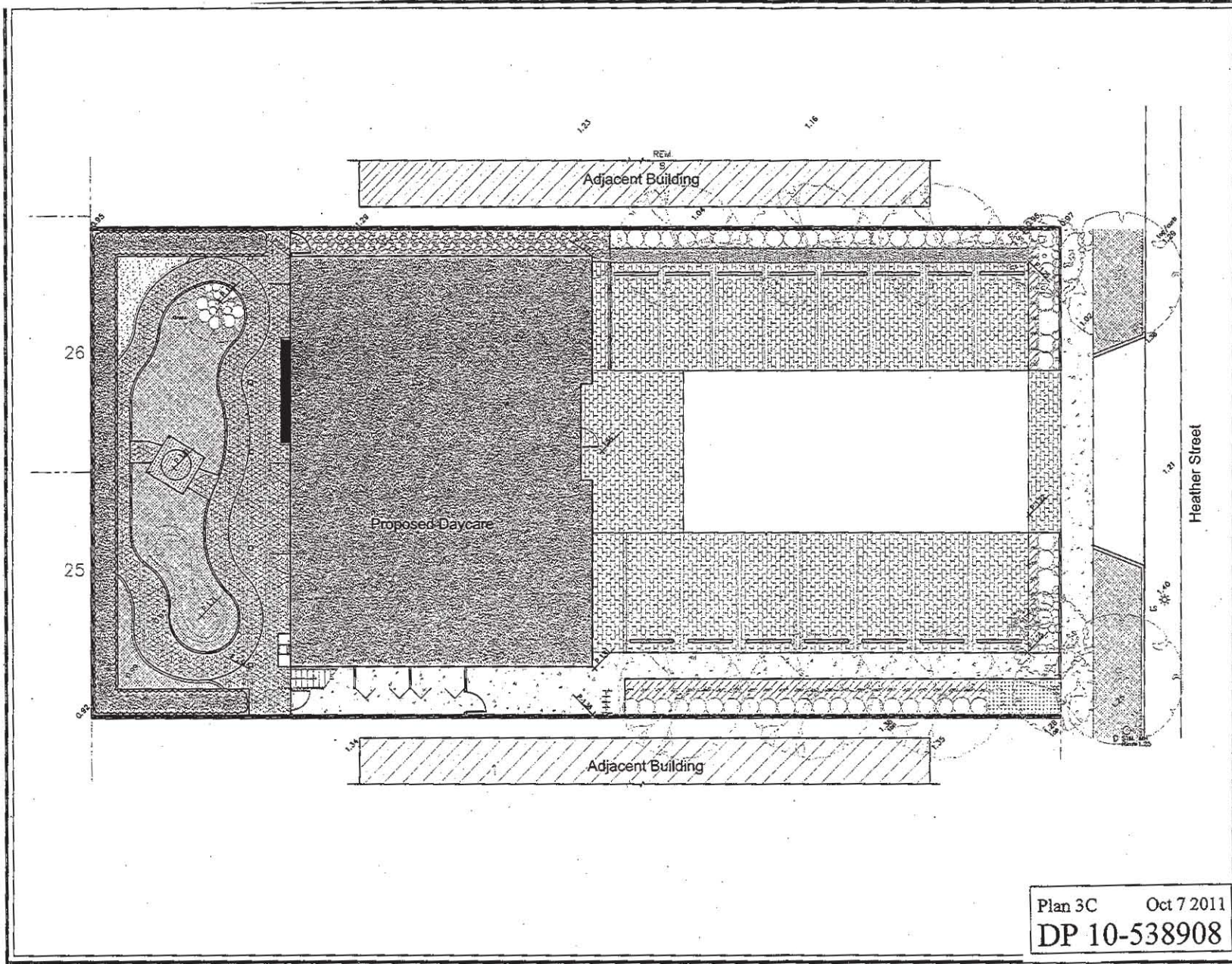
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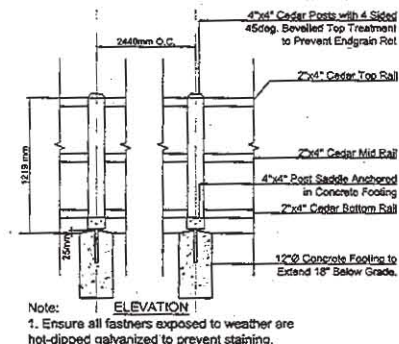
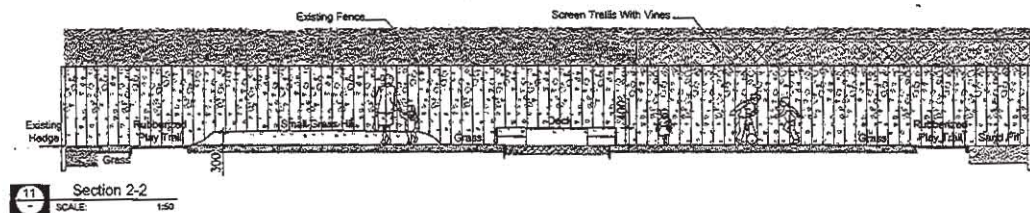
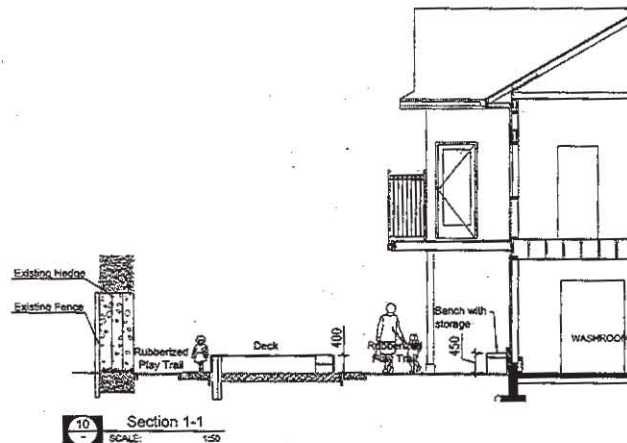
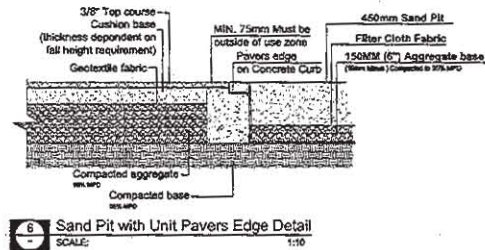
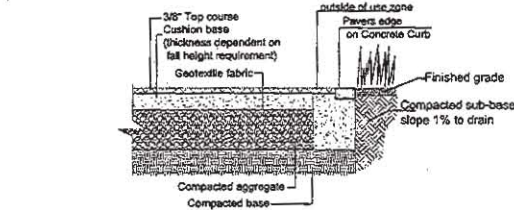
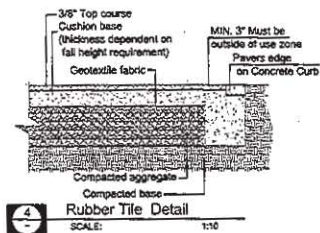
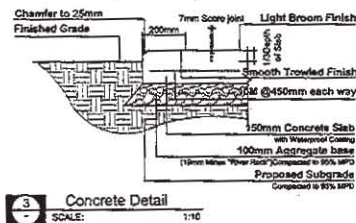
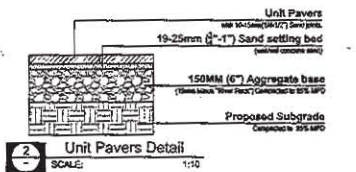
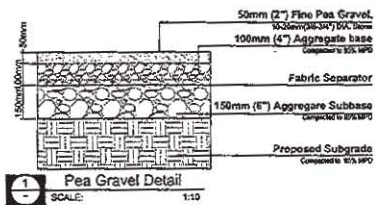


PROJECT NO.
DP2011-03

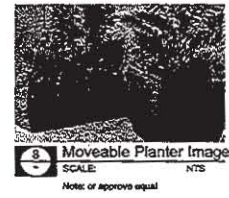
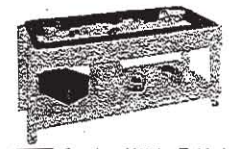
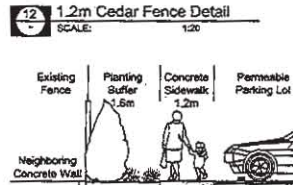
PLAN #3B

Plan 3C Oct 7 2011
DP 10-538908





Note:
1. Ensure all fasteners exposed to weather are hot-dipped galvanized to prevent staining.



Plan 3E Oct 7 2011
DP 10-538908

van der Zalm + associates inc.
Landscape Architecture • Urban Design • Parks & Recreation
Suite 100 1000 West Street
Vancouver, British Columbia V6E 2B8
P: 604.683.2251
F: 604.683.2252
info@vzai.com

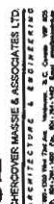
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NO.	DESCRIPTION	DATE	BY
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2	For DP Submittal	June 27, 2011	
3	For DP Submittal	June 28, 2011	
4	For DP Submittal	June 29, 2011	
5	For DP Submittal	June 30, 2011	
6	For DP Submittal	July 1, 2011	
7	For DP Submittal	July 2, 2011	
8	For DP Submittal	July 3, 2011	
9	For DP Submittal	July 4, 2011	
10	For DP Submittal	July 5, 2011	
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12	For DP Submittal	July 7, 2011	
13	For DP Submittal	July 8, 2011	
14	For DP Submittal	July 9, 2011	
15	For DP Submittal	July 10, 2011	

PROJECT:
PROPOSED DAYCARE
DP 10-538908
LOCATION:
8851 Heather Street
Richmond, BC

DESIGNED	RS
APPROVED	MVDZ
SCALE	AS NOTED
DATE	JAN. 10, 2010

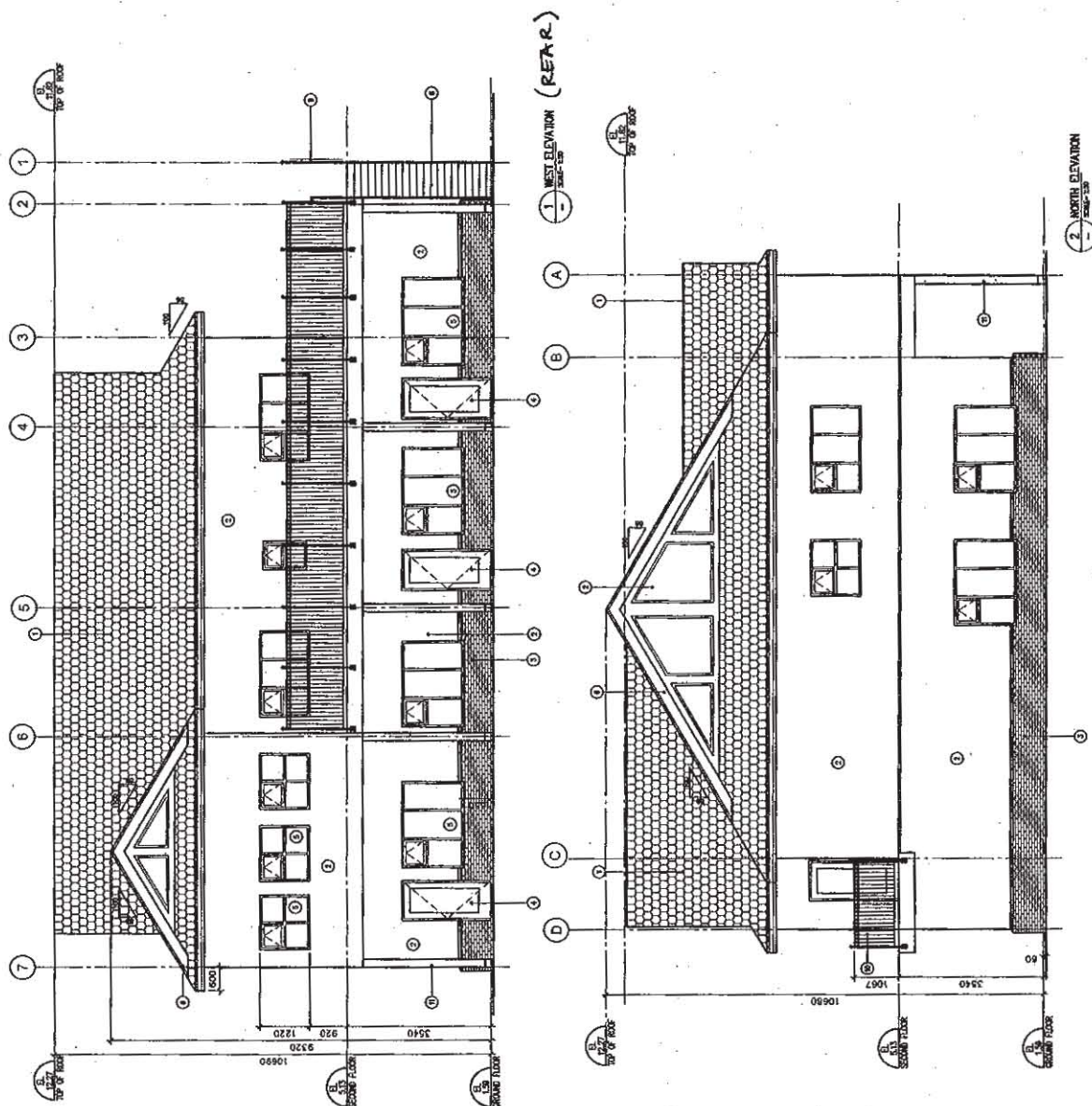
SECTIONS AND DETAILS
DRAWING TITLE
PROJECT NO.
DP2011-03
PLAN #3D

CONSULTANT



BUILDING ELEVATIONS

PROJECT NO: 230-016	DATE: FEB-2011	SCALE: 1:50	DATE: FEB-2011	PROJECT NO: 230-016
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CONSULTANT



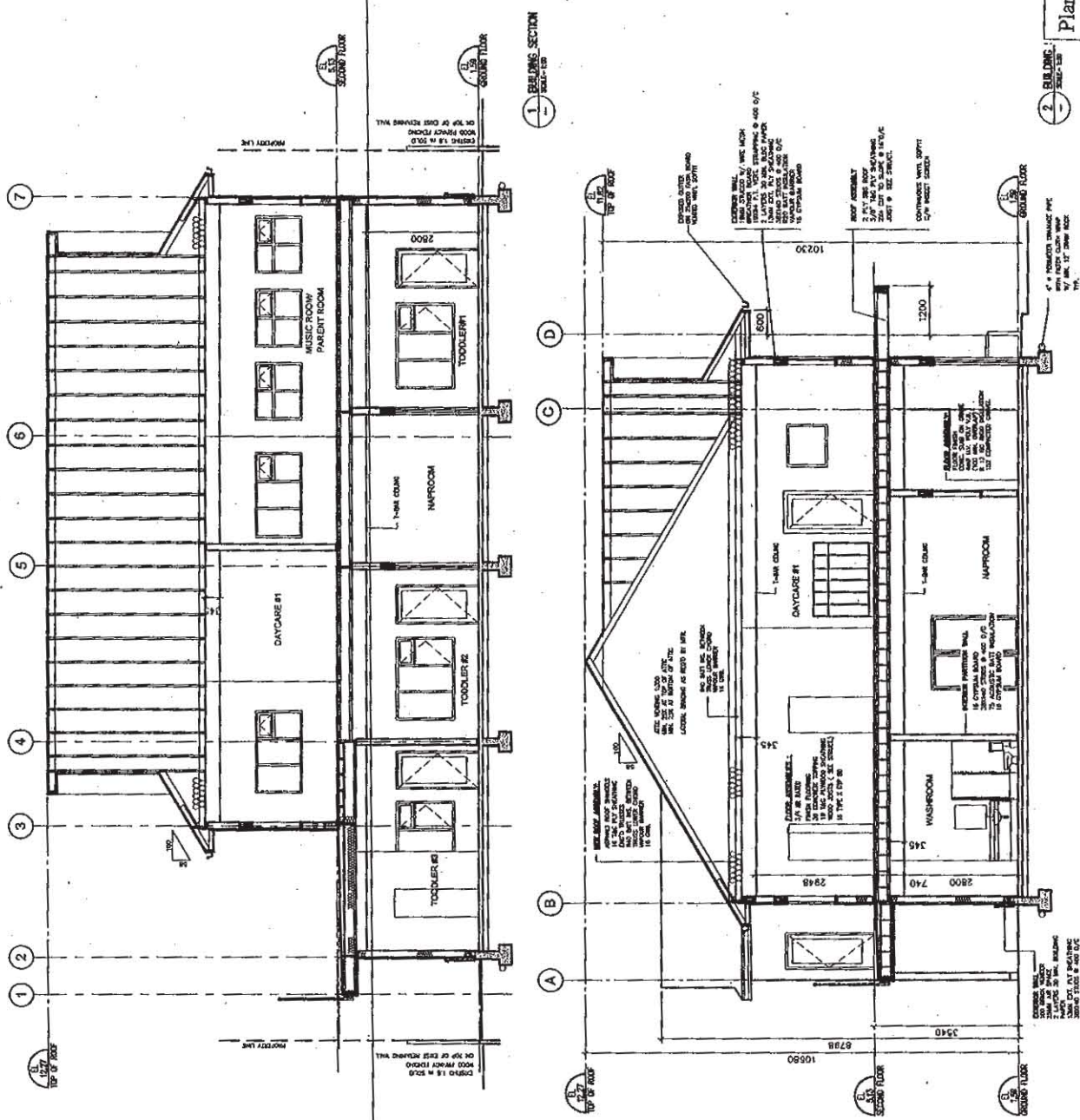
CHERCOVER MASSIE & ASSOCIATES
ARCHITECTURE & ENGINEERING
1602-1700 West 23rd Ave., Vancouver, B.C. Canada V6P
4N1, 604-264-1400 Fax: 604-264-1402 Email: info@chermassie.com

PROJECT: DAYCARE
8851 HEATHER STREET,
RICHMOND, BC

BUILDING SECTIONS

DATE RECEIVED	FILE NO.	PROJECT NO. 240-098	REV. _____
			A6 OF -

Plan 6 Jun 20 2011
DP 10-538908



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CONSULTANT



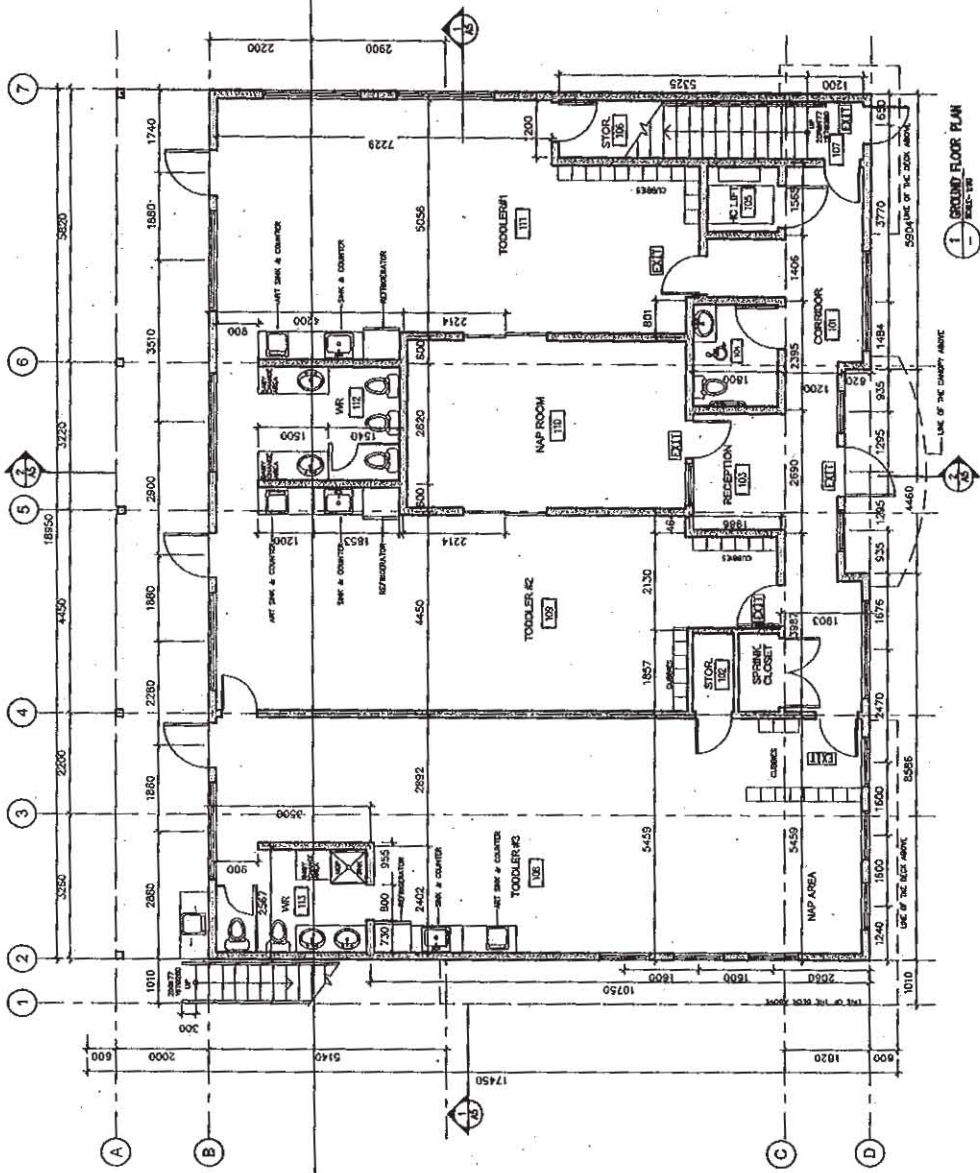
CHERCOVER MASSIE & ASSOCIATES L
ARCHITECTURE ENGINEERING

PROJECT: DAYCARE
8851 HEATHER STREET,
RICHMOND, BC

GROUND FLOOR PLAN

DATE REC'D	A2 OF - REV.	DATE PREP'D
SCALE: 1:50		
PROJECT NO: 250-018		

Plan 7 Jun 20 2011
DP 10-538908



ELECTRICAL LEGEND

	DAYLIGHT
	EMERGENCY LIGHTING

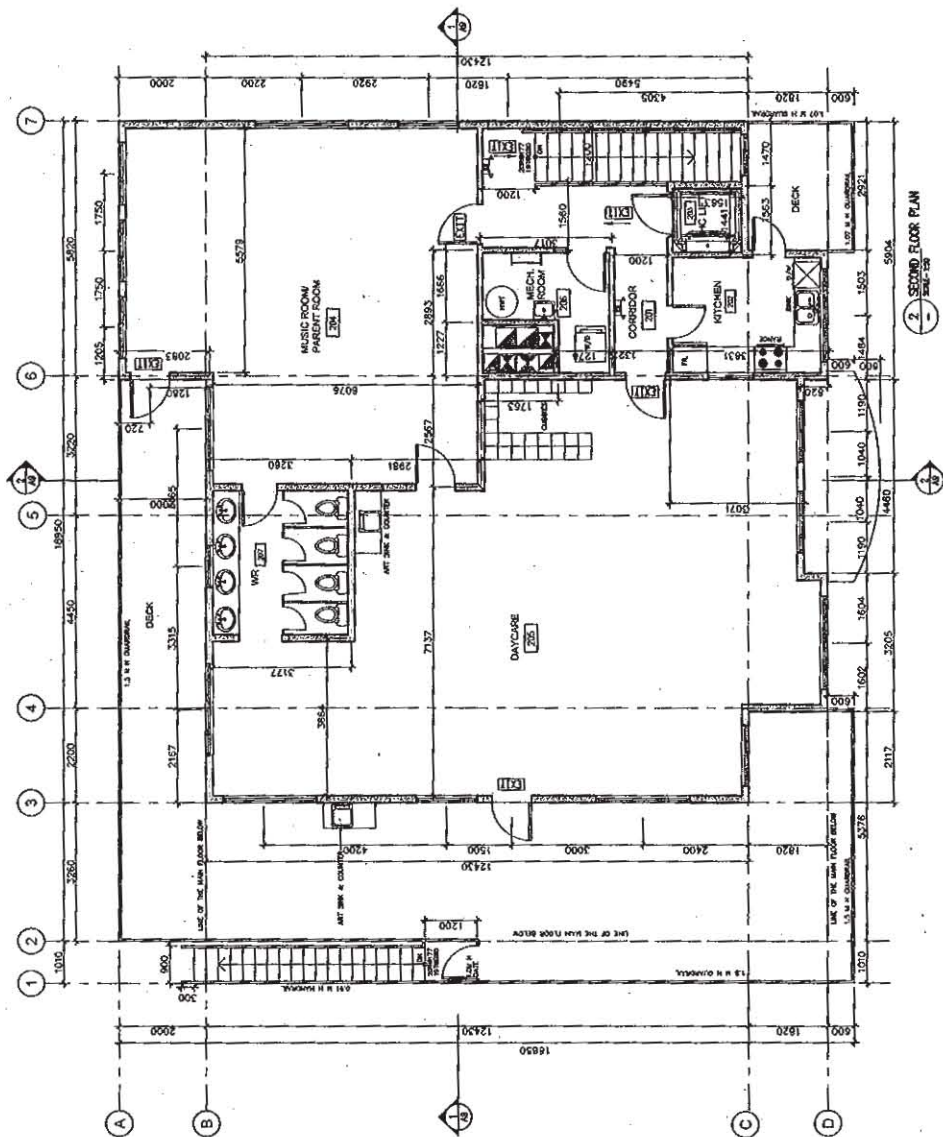
CONSULTANT





DRAWING TITLE:
SECOND FLOOR PLAN

<div style="text-align: center;"> <h1>A3</h1> <p>OF</p> <p>-</p> <p>NO.</p> </div>	<div style="text-align: center;"> <p>DATE: FEB. 2001</p> </div>	<div style="text-align: center;"> <p>SCALE: 1:50</p> </div>	<div style="text-align: center;"> <p>PROJECT No. 210-095</p> </div>
	<div style="text-align: center;"> <p>DATE: FEB. 2001</p> </div>	<div style="text-align: center;"> <p>SCALE: 1:50</p> </div>	<div style="text-align: center;"> <p>PROJECT No. 210-095</p> </div>
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Plan 8 Oct 7 2011
DP 10-538908



ELECTRICAL LEGEND

	EXIT LIGHT
	EMERGENCY LIGHTING



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: October 17, 2011
File: DP 10-557920
Re: Application by W.T. Leung Architects Inc., on behalf of Concord Pacific
Developments Inc., for a Development Permit at 9099 Cook Road

Staff Recommendations

1. That the Transportation (Construction) Management Plan attached to this report be supported; and
2. That a Development Permit be issued which would permit the construction of approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry, and an enclosed parking structure on a site being rezoned to "High Rise Apartment (ZHR9) – North McLennan (City Centre).

Brian J. Jackson, MCIP
Director of Development

DN:blg
Att.

Staff Report

Origin

W.T. Leung Architects Inc., on behalf of Concord Pacific Developments Inc., has applied to the City of Richmond for permission to develop approximately 142 units, of which seven (7) will be secured as affordable housing, within a 16-storey high-rise residential tower, a six-storey mid-rise building, 11 two-storey townhouse units with ground level entry directly from the street or the north-south greenway, and an enclosed parking structure (**Schedule A**). The site is currently vacant.

The site is being rezoned from “Single Detached (RS1/F)” to “High Rise Apartment (ZHR9) – North McLennan (City Centre)” under Bylaw 8782.

A Servicing Agreement is required in association with the rezoning application (RZ 10-557918). Works include but are not limited to a new sanitary sewer, upgrades to an existing sanitary sewer, design and construction of frontage works, contribution toward consortium-committed upgrades for the North McLennan drainage area, design and construction of the greenway adjacent to Garden City Road, installation of a crosswalk across Cook Road, and completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north: A large multi-family development (“Hampton Court”) consisting of four (4) high-rise residential towers and associated townhouse units that incorporates east-west linkages to Garden City Road along the northern and southern edges of the development, and pedestrian boulevards that connect to the north-south pedestrian pathway system in the area. The site is zoned “High Rise Apartment (ZHR1)” and designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the City Centre Area Plan (CCAP);
- To the east: 9233 Cook Road, a vacant parcel zoned “Single Detached (RS1/F)”, and designated Residential Area 1 in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP;
- To the south: Cook Road and a multi-family development (“Garden City Residences”) consisting of two (2) high-rise towers, townhouse units along Cook Road, Katsura Street and Alberta Road, and commercial space fronting Garden City Road that is occupied by a Montessori Childcare Centre zoned “Residential/Limited Commercial (ZMU3)”, and designated Mixed Residential/Retail/Community Uses in the McLennan North Sub-Area Plan and Urban Centre T5 in the CCAP; and
- To the west: Garden City Road and an existing townhouse development zoned “Low Density Townhouses (RTL1), and designated General Urban T4 (15 m) in the CCAP Brighthouse Village Specific Land Use Map.

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

Introduction of more texture to the façade of the enclosed garbage/recycling area.

The height of the greenscreen trellis panels have been reduced to align with the building's concrete frame and openings to strengthen the visual relationship between portions of the building. An additional greenscreen trellis panel has been added to wrap around the corner and extend the greenscreen treatment toward the parking overhead gate, which introduces texture to the elevation.

Design development of the roof parapet to declare the termination of the building.

The 15th and 16th storey are recessed and the balcony design varied to distinguish the top of the building and articulate the skyline.

Design development of the mid-rise roof treatment to minimize overlook concerns.

Colour gravel that is arranged in a pattern that compliments the design of the landscaped outdoor amenity space has been added to the rooftop of the mid-rise building.

Opportunities for further development of the north parkade elevation, including building articulation and introduction of large growing tree species.

The exposed portion of the parkade elevation is treated with a series of perforated aluminum panels that vary in size and are spaced to align with openings associated with the townhouse units. European Hornbeam and Serbian Spruce trees, and groundcover are proposed between the building edge and property.

Colour is to be applied to the box-rib corrugated metal siding above the tower lobby entrance, the east side of the lobby and the northeast façade.

The box rib corrugated metal siding is proposed to be a neutral shade that matches the Silver White Metallic colour used for the pre-finished aluminum window walls. Painting the underside of balconies (pastel blue, green, yellow or purple) will introduce colour to the elevations.

Relocation of the children's outdoor play area with consideration of its relationship to the indoor amenity space and amenity terrace. Based on the proportion of two-bedroom to one-bedroom units proposed, it is anticipated the development will attract many families and the outdoor amenity programming should respond to this need. In addition, any potential safety conflict between the children's outdoor amenity area and the water features is to be addressed.

The primary children's play area has been relocated from the northern end of the podium to a more central location with direct access to the outdoor amenity terrace and the water feature design has been updated.

Adjustment of landscaping at the podium level to minimize expansion of semi-private space into the common outdoor amenity area.

876 m² (9,436 ft²) of common outdoor amenity space is provided, which complies with the Official Community Plan (OCP). Programming of the area has been updated to establish a balance between active and passive spaces.

Details associated with the relocation of on-site trees.

A Japanese Hiba Arbor-Vitea and a Colorado Spruce are in good condition and will be relocated to the north-south greenway.

Reduction of the width of the hard surface treatment associated with the vehicle entry drive aisle.

The granite cobble used elsewhere on the site has been extended to demarcate the pedestrian access to the parkade on the west side of the drive aisle. This treatment contributes toward minimizing the visual prominence of the drive aisle and identifies the space as a pedestrian area. Also, the use of Ambleside Granite Cobble has been extended to the east side of the drive aisle alongside the garbage/recycling enclosure area.

Minimize the visual and physical impact of the loading space on the north-south greenway.

The strategic placement of bollards and hard surface material separate the loading space from the north-south greenway Right of Way (ROW) area and pathway.

Details associated with the width and location of the hard surface path within the north-south greenway.

The location, design and pathway width tapers associated with the design of the hard surface have been developed (Schedule A) and include reference to ultimate pathway width and improvements to be undertaken at the time the eastern adjacent property (9233 Cook Road) develops.

Planning Committee

At the June 26, 2011 Planning Committee meeting, staff were directed to:

- a) Review traffic patterns in the proximity of the development proposed for 9099 Cook Road generally and in relation to the existing daycare facility;
- b) Review the steps that can be taken to advise owners and residents in the immediate area regarding proposed developments; and
- c) Review the public transit plan to measure the adequacy of bus service in the area.

A memo has been prepared by the Director of Transportation and the Director of Development for consideration by the Mayor and Council. A copy is attached to this report as information (Attachment 6).

Public Hearing

The Public Hearing for the rezoning of this site was held on Tuesday, July 26, 2011. At the Public Hearing, the following concerns about rezoning the property were expressed by some area residents:

Concern that too much density is being accommodated both on-site and within the neighbourhood.

Development within the McLennan North Sub-Area neighbourhood is being undertaken in accordance with the neighbourhood plan, which was adopted by Council in 1996.

Opposition to the construction of a high-rise building on-site and the associated impact on the views of nearby residences, as well as the shadow effect of the proposed development.

The McLennan North Sub-Area Plan does not restrict height on the subject site. Further, the site is within an area in the CCAP where high-rise development is supported.

The proposed site plan and building design maximizes view corridors and minimizes shadow impact on adjacent properties (Attachment 4). The 16-storey tower is proposed to be located on the eastern portion of the subject site to maintain a minimum 24 m (78 ft.) separation from an existing tower within the northern adjacent "Hampton Court" development. The City's design guidelines support maintaining a minimum 24 m (78 ft.) separation between towers.

The location of the proposed tower also considers the existing residences located on the south side of Cook Road. Although the parcels are substantially separated by the width of Cook Road and associated public boulevards, the siting and design of the tower minimizes the view corridor impact on residents within the "Garden City Residences" development.

The tower is designed as a rectangular slab with a north-south orientation. The west elevation of the tower is angled to maximize view opportunities for residents of "Hampton Court" with south facing units. Similarly, the building's angular design results in a narrow southern building profile, which minimizes the building's impact on north facing residents of the "Garden City Residences" development.

Concern related to the impact of development on traffic patterns, congestion, traffic volume, speed, access to Garden City Road and the sentiment that there is a general shortage of off-street parking within the neighbourhood and a lack of public transit service within the neighbourhood. In addition, some residents expressed concern related to the management of vehicles during the construction phase and a lack of public transit service within the neighbourhood.

The McLennan North Sub-Area Plan includes a complete transportation network strategy designed to accommodate the density supported by the plan. Interim conditions, which maintain adequate width for two-way traffic, are in place in portions of the neighbourhood. Similar to the strategy applied in neighbourhoods throughout the City where extensive new road networks are required, the final road width will be achieved and introduced in association with future development.

Current vehicle volumes and speeds (on Katsura Road) were reviewed in a traffic study undertaken by Transportation staff following the Public Hearing. The results are typical of local street operation and no traffic calming measures or stop signs are recommended; however, monitoring of the area will continue.

The development proposed at 9099 Cook Road meets the Zoning Bylaw on-site parking requirements and also accommodates loading and garbage/recycling collection on-site. Off-street parking along Cook Road will remain. On-street parking is regulated by the Traffic Bylaw, which limits parking to three (3) hours between the hours of 8:00 am and 6:00 pm unless the abutting premises are the property or residence of the individual. Further, it is prohibited to park a vehicle at any one place on any street for a period longer than 48 consecutive hours.

As requested by Council following the Public Hearing for the rezoning of the site, the applicant has provided a Traffic (Construction) Management Plan which outlines the

provision of off-site parking for employees, shuttle service, and confirmation that staging will be accommodated on-site (Attachment 2).

The impact of tree removal associated with development.

42 of the 45 trees on-site are to be removed due to marginal health and/or conflict with the proposed building envelope that could not be addressed by minor alterations to the building footprint. The removal of these trees will be compensated at a 2:1 ratio in accordance with the OCP. Two (2) trees will be relocated within the north-south greenway and a Douglas Fir, which is located at the northeast corner of the site within the north-south greenway, will be retained. The proposed retention and removal of trees was assessed by the City Tree Preservation Officer in accordance with the City's Tree Protection Bylaw 8057.

The impact of development on school enrolment rates.

This application was not referred to School District No. 38 (Richmond) as part of the rezoning review process because the proposed development complies with the OCP. The referral policy was developed with direct consultation and input from the School District who determined the conditions for formal referral.

Subsequent to the Public Hearing, details associated with the proposed development were forwarded to the School Board as information.

The inclusion of affordable housing units will create a security issue for others within the development and the neighbourhood.

Richmond City Council adopted the Affordable Housing Strategy, which requires a contractual agreement between the property owner and the City of Richmond registered on title that ensures affordability terms established by the City remain in effect. Developments consisting of 80 or more units must secure units as part of the development. The seven (7) affordable units proposed on-site are in accordance with the policy and ownership will be retained as a block.

As a result of the comments heard during the Public Hearing and the correspondence received from area residents, Council introduced the following requirements to be associated with the subject development application:

The rezoning bylaw (Bylaw No. 8782) was given second and third readings provided the following conditions are met prior to fourth reading. The terms include:

1. Council consideration of a Traffic (Construction) Management Plan. Submission of a Traffic (Construction) Management Plan is typically required prior to issuance of a Building Permit. However, based on concerns expressed at the Public Hearing related to the potential impact of construction traffic and parking on the neighbourhood, the details of the plan were required as part of the Development Permit review process and are outlined below; and
2. Registration of a covenant on-site to advise future residents of 9099 Cook Road of the future development potential of the adjacent eastern lot (9233 Cook Road) and the associated potential impacts including construction noise, dust, impact on view corridors

and building shadow affects and other disturbances or nuisances that may result from active development within proximity of the site.

As a result of discussion during the Public Hearing, it is also required that the Development Permit (DP 10-557920) is issued on the same evening as the rezoning bylaw is adopted.

Traffic (Construction) Management Plan

A Traffic (Construction) Management Plan (**Attachment 2**) has been reviewed and accepted by Transportation Engineering. Details associated with the plan include the following:

- Employees will park off-site at 8511 Capstan Way at a site owned by the project proponent, or an alternative off-site location will be leased by the applicant for use by employees;
- Approximately 60 parking stalls will be required for employees working at 9099 Cook Road. 8511 Capstan Way is currently used as a sales centre and has a parking surplus of 23 stalls. Expansion of the parking area to the east side of the property can accommodate an additional 106 parking stalls; thereby exceeding the total number of required parking spaces;
- Employees will be transported to and from the project site by two (2) eight (8) person shuttle vehicles between the hours of 6:00 am – 10:00 am and 3:00 pm – 7:00 pm. Employees will be dropped off and picked up on-site. The loading area is located between the Cook Road curb and the building face of the future mid-rise building;
- Designated staging areas are indicated on the attached plan and will contain all site activities (**Attachment 2**). A single crane will be located inside the property at the project parking entry ramp;
- An elevated office will be located above construction hoarding along Garden City Road; and
- To ensure a safe separation of uses, temporary fencing will be installed at the edge of the road curb. Traffic controllers will be on-site to direct vehicle traffic in and out of the site and to ensure that vehicles turn around on-site and leave in a forward direction.

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 (OCP) and is in compliance with the High Rise Apartment (ZHR9)-North McLennan (City Centre) zone.

Advisory Design Panel Comments

The development proposal was considered by the Advisory Design Panel on August 17, 2011. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 3**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold text**'.

Analysis

Conditions of Adjacency

The at grade uses along Garden City Road, Cook Road and the north-south greenway, include residential units with ground level street fronting access and building lobbies to effectively

screen the building parkade on three (3) of four (4) building frontages. The form and massing of the buildings proposed on-site is sensitive to the existing neighbourhood context.

Garden City Road Frontage

- A series of four (4) two-storey townhouse units and the mid-rise building lobby effectively screen the building parkade from view along Garden City Road. Further, the townhouse unit located at the northwest corner of the building extends around the corner to minimize the visibility of the enclosed parking elevation.
- The townhouse units are set back a minimum 6 m (19 ft.) from Garden City Road. Individual unit patios are permitted to encroach into the setback and are less than 1 m (3 ft.) above grade; thereby ensuring an active interaction is maintained between the units and the extension of the adjacent Garden City Road Greenway that will be undertaken in association with the subject application.

Cook Road Frontage

- Vehicle access to the site is limited to Cook Road. The Cook Road frontage is anchored by a lobby at both ends of the building and includes individual townhouse units with direct pedestrian access from Cook Road. The interruption of residential uses at street level by the drive aisle is softened by hard and soft surface materials. The garbage/recycling facility, located adjacent to the parking drive aisle, is enclosed and the building elevation treated with brick masonry and a greenscreen trellis.
- Individual townhouse unit patios are elevated approximately 0.5 m (1.6 ft.) from the sidewalk and retain a pedestrian scale relationship with Cook Road.

East Frontage/North-South Greenway

- The eastern edge of the site provides for a north-south pedestrian and cyclist greenway that continues the existing north-south pedestrian network that links public open spaces, public uses and community focal points within the neighbourhood. Details associated with the design of the north-south greenway are discussed in a subsequent section of this report.
- The required on-site loading space is located between a water feature adjacent to the high-rise lobby entrance and the north-south greenway. The design and treatment of the loading space minimizes its impact on the greenway and is discussed in more detail in the *North-South Greenway* section of this report.
- Four (4) two-storey townhouse units front and have their main entry directly from the north-south greenway. By limiting the maximum grade separation between the individual patios and the greenway to less than 1 m (3ft.), introducing transparent railings and strategic use of landscaping, an active relationship between the patios and the public pedestrian corridor is established while privacy of the individual units is maintained. Similar to the townhouse unit at the northwest corner of the site, the northeast end unit wraps around the corner of the building reducing the length of the exposed parkade façade on the north side of the building.

North Elevation

- The parkade façade is visible only on the north elevation of the building. The wrapping of residential units and openings around the northwest and northeast corners of the building limit the extent of parking façade that is exposed. The parking structure elevation will include strategically placed perforated aluminum panels and will be partially screened by trees. To maximize the effectiveness of the landscaping, light fixtures will be installed at the base of the trees to up-light the trees and create a sense of texture and depth in the evening.

- An east-west pathway exists along the southern edge of the adjacent northern property. The safety of this space will be improved with the introduction of units that overlook the area and installation of illumination.

Urban Design and Site Planning

The proposed development is responsive to the design guidelines articulated in the McLennan North Sub-Area Plan with respect to land uses, site planning, building height and architectural elements. Further, the site plan and building design minimize impacts on adjacent uses.

Mid-rise building

- The proposed six (6) storey mid-rise building introduces variety along the Garden City Road frontage and effectively screens the parking structure. Its height and form distinguishes it from the existing public realm and streetscape character along Garden City Road, which currently includes the side yard of a low-rise apartment development, a parking structure that is screened using a landscaped berm, ground level tower units, and a Montessori Daycare.
- As demonstrated in the shadow and view corridor analysis provided by the applicant (**Attachment 4**). The mid rise has been sited to minimize both visual and shadow impacts on adjacent properties.

High-rise building

- A 16-storey tower is proposed on the eastern portion of the subject site. Its location considers and responds well to the established pattern of development both north and south of the subject site as demonstrated in the shadow and view corridor analysis provided by the applicant (**Attachment 4**).
- The proposed tower is separated by 24 m (78 ft.) from the residential tower that is located adjacent to Garden City Road and forms part of the northern "Hampton Court" development. A 24 m (78 ft.) separation is in accordance with the City's OCP design guidelines.
- The "Hampton Court" development includes a second residential tower that is located at the corner of Hemlock Drive; the separation between this existing tower and the proposed on-site tower is 40.9 m (134 ft.), which substantially exceeds proximity guidelines.
- The effect of the proposed tower on the southern "Garden City Residences" residential tower is minimized by a substantial physical separation that includes the width of Cook Road and associated public boulevards.
- The tower is designed as a rectangular slab with a north-south orientation. The west elevation of the tower is angled to maximize view opportunities for residents of "Hampton Court" with south facing units. Similarly, the building's angular design results in a narrow southern building profile, which minimizes the impact of the building on north facing residents within the "Garden City Residences" development.

Two-Storey Townhouse Units

- Two-storey street fronting townhouse are proposed on the lower levels of the mid-rise building and the high-rise building along Garden City Road, Cook Road and the north-south greenway. These units respond to McLennan North Sub-Area Plan guidelines that require streetscapes to be characterized by residential units with individual ground level street fronting access and an active relationship with adjacent publicly accessible space.

Public Space Enhancement

- The pedestrian realm is enhanced along Garden City Road with the continuation of the Garden City Road greenway and the introduction of an extension of the north-south greenway along the eastern side of the site. This expansion directly contributes towards the enhancement and reinforcement of a safe and efficient transportation network for pedestrians, cyclists and vehicles
- Further, the “green” park-like character of the neighbourhood is carried up onto the podium level.
- The Cook Road frontage supports an active pedestrian realm with active uses including building lobbies, retention of street parking, and individual unit entrances.

Parking and Loading

- The site is located within proximity of the City Centre and benefits from being near transportation options that are available to future residents, including access to the Canada Line.
- Resident and visitor parking is enclosed within a parkade accessed via Cook Road. A total of 196 residential stalls and 26 visitor off-street parking stalls are proposed on-site, which satisfies the bylaw requirements based on consideration of a supportable Transportation Demand Management (TDM) strategy, which was secured through the associated rezoning process (RZ 10-557918).*
- A loading space that can accommodate medium sized loading trucks, as well as recycling trucks is provided on-site. It is located between the eastern edge of the building and the north-south greenway. The loading area will remain outside the required public rights-of-passage (PROP) right-of-way (ROW) that will secure the north-south greenway for public use. The loading space is designed to minimize its impact on the function and aesthetic of the north-south greenway.
- Secure bike storage in excess of the bylaw requirement is provided within the parking structure and short-term bicycling parking is located within close proximity of the mid-rise and high-rise building lobbies.
- Garbage and recycling facilities are enclosed within the parking structure. Collection is facilitated via a roll-up door that opens onto the drive aisle and an on-site loading space is provided.

Architectural Form and Character

The McLennan North Sub-Area Land Use Map designates the site as Residential Area 1, which is identified for the highest density development within the neighbourhood area plan. Further, the site is designated Urban Centre T5 in the CCAP Generalized Land Use Map, which supports higher density development. The proposed design is responsive to the design guidelines associated with the site’s designation in both plans.

* The TDM strategy, which is supported by Transportation Engineering, was secured through the associated rezoning process (RZ 10-557918) and includes:

- A contribution of \$22,000 towards a bus shelter; and
- Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road the details of which are in the process of being developed.

Building Articulation

- Varied building setbacks and a range of materials contribute toward establishing a defined base, middle and top to the buildings that are responsive to the development's urban character.
 - Darker hues, building façade projections and building materials with more texture are used at the lower building levels.
 - Lighter material colours and building material with less texture are proposed for the middle of the building.
 - The mid-rise building consists of six (6) storeys, with the exception of the portion of the building that terminates at the 4th storey where the indoor amenity is located and establishes variation of the building's roofline.
 - The high-rise building introduces an increased building setback at the 15th storey, which is further increased at the 16th storey resulting in a definitive termination of the high-rise building that contributes to a varied skyline.
- The internal west elevation of the high-rise building is well articulated. The angled west side of the building minimizes its impact on adjacent views. Incorporating building recesses and staggering the location of unit patios further articulates the elevation. At lower levels, the effect is a dynamic relationship between the building and the outdoor common amenity area.
- The corridor space between the elevator and the stairwell on the west side of the mid-rise building is recessed and clad in an aluminum window wall, which effectively introduces a strong break in the building façade and facilitates the penetration of light into the corridor.
- Although the treatment of the garage entry and the enclosed garbage/recycling area are similar to the exterior treatment of the mid-rise and the lower portions of the high-rise building, the garage opening and recessed podium marks a distinction between the two (2) buildings on the Cook Road frontage.
- The architectural fins on the central portion of the east façade of the high-rise tower have been increased in depth to maximize the texture of the building face.
- To add interest to the east elevation of the high-rise building, balconies have been arranged to emphasize three (3) vertical components of the elevation.

Materials and Colour

Garden City Road Frontage

- The two-storey townhouse units and mid-rise apartment units fronting Garden City Road are characterized by a combination of architectural concrete, brick masonry and aluminum window walls in a darker hue (Grey Velvet) that is also present elsewhere on-site.
- The two-storey townhouse units located at the first two levels of the mid-rise building are highlighted by a concrete frame that is painted a darker hue (Durango Brown) than the neutral, light (Cloud Cover) hue proposed for the remaining portion of the mid-rise building and that used elsewhere within the proposed development.
- The extensive use of brick masonry on the mid-rise building and inclusion of sunshades provides depth to the elevation and strengthens the building's residential character.

Cook Road Frontage

- The brick masonry, in a neutral cream hue, wraps around the corner and covers the south façade of the mid-rise building. Brick masonry is also used to frame and strengthen the prominence of the two-storey townhouse units fronting Cook Road and on the walls of the enclosed garbage and recycling area.

- Greenscreen trellis panels are mounted to the exterior façade of the enclosed garbage/recycling area and wrap around the corner to the overhead door that provides direct access to the collection area. Climbing native roses and honeysuckle will be planted and will introduce texture and colour to the elevation.
- The enclosed parking area at the 3rd level is treated with a pattern of alternating perforated aluminium panels and pre-finished aluminium wall panel.
- The indoor amenity space, located at the 4th level in the mid-rise building is characterized by an aluminum curtain wall and aluminum sunshades within a neutral coloured concrete frame. The building design and the materials used identify the space as distinct from the rest of the building.
- Box rib corrugated metal siding in square frames that follow the pattern of the tower structural grid, are used on the exterior walls of the second floor bike storage room above the tower lobby entrance.
- To emphasize the high-rise tower's slim south profile, the lighter, neutral hue (Cloud Cover) is proposed on architectural concrete building frames that characterize the high-rise tower. Window openings are accented by the darker hue (Grey Velvet) pre-finished aluminium window wall.
- On this elevation, the architectural concrete is painted only the neutral, light hue; the darker accent colour (Durango Brown) is not used on this elevation.

East Frontage

- Colour, building materials and projecting balconies are used to break up the massing of the east façade of the building.
- Consistent with treatment along the other building elevations, the distinct identity of the two-storey townhouse units is highlighted with the use of brick masonry and the darker hue (Grey Velvet) is used for the aluminum window wall.
- Box rib corrugated metal siding, in square frames, is also present on this side of the building on the 2nd and 3rd level and maintains a relationship with the south elevation.
- The neutral colour palate is proposed for the architectural concrete frame and the aluminum window wall to keep this elevation light.

North Elevation

- The use of brick masonry, the darker hue (Grey Velvet) window wall, and the corrugated metal siding treatment wraps around the northeast and northwest corners of the building; thereby maintaining a consistent theme for the treatment of the two-story townhouse units on the lower levels of the east and west sides of the building.
- The darker hue (Durango), which is proposed on the Garden City Road façade to strengthen the townhouse unit building frames, wraps around the northwest corner effectively drawing attention to the continuation of residential use at this corner.
- The north elevation of the high-rise building is characterized by the continuation of the neutral, light colour scheme used on the building's east elevation frame. Similarly, the mid-rise building continues the use of brick used on other elevations of the building. The inclusion of townhouse units bookend the elevation at the ground level and reduce the extent of exposed parking façade.
- The remaining middle portion of the building consists of an exposed parking enclosure wall. Wrapping of the residential uses around the corners of the building elevation and extending the diversity of building materials and colour used on the east and west sides minimizes the visual prominence of the exposed parking elevation.

- Further, the parking elevation is treated with a series of perforated aluminum panels in a neutral hue that vary in size and relate to the spacing of openings associated with the townhouse units. Up-lighting will be installed at the base of European Hornbeam and Serbian Spruce trees planted between the edge of the building and the property line to develop a sense of depth and add visual interest.

Accent Colour

- Generally, in contrast to the darker hues used in adjacent developments, the proposed development is characterized by a neutral, light colour palate. Darker, accent colours are limited to the lower elevations to strengthen the base of the building and to accentuate the presence of the two-storey townhouse unit components.
- Pastel hues of yellow, blue, green or purple are proposed on the balcony soffits to introduce colour to the development proposal (**Attachment 5**). These balcony surfaces will be visible from below and will emphasize the depth of the façade.

Streetscape

- In accordance with design guidelines for the area, the proposed development presents a coordinated streetwall along the Garden City Road, Cook Road and north-south greenway frontages.
 - An enclosed garbage and recycling collection area is provided within the parking structure;
 - Individual unit entries and patios are no more than 1 m (3 ft.) above the adjacent sidewalk grade elevation. The raised, semi-private patios maintain a relationship with the public realm and facilitate casual surveillance of public spaces;
 - Lobby entrances to the mid-rise and high-rise buildings include weather protection and are universally accessible;
 - Street edges are landscaped and short-term bicycling parking is provided on-site;
 - Illumination fixtures have been incorporated into the street level landscape design along streets and the north-south greenway.

Indoor and Outdoor Amenity Space

- The indoor amenity space is located at the 4th storey and is accessed through the mid-rise building or the outdoor amenity space. The 243 m² (2,624 ft²) space includes an exercise room with a patio space fronting Cook Road, an apparatus room, an entertainment room that can be divided into two by a movable partition and a larger amenity room that includes a full kitchen. The indoor amenity space opens directly onto the outdoor amenity terrace area.
- Alternating charcoal and natural colour concrete pavers are used on townhouse patios, as well as mid-rise and high-rise patios on the podium level.
- An outdoor amenity space is located at the 4th level above the parking podium and has direct access from the mid-rise building, the high-rise building and the indoor amenity space. The 846 m² (9,136 ft²) landscaped podium space extends to the northern edge of the parking podium.
- The outdoor amenity space includes an amenity terrace adjacent to the indoor amenity area, children's play areas, a series of terraced pathways, and a centrally located pond that incorporates feature landscaping and illumination.
- The children's play area is provided in two (2) areas.

- a. The primary children's play area is within close proximity to the outdoor amenity terrace. The area will be treated with a rubber surface with undulating ripples, mounds, and stepping stones of varying heights to encourage active play. An interactive play wall, which includes play panels and a chalkboard, has been placed along the west side of the play area, and a tunnel is centrally located.
- b. A secondary tot play area, which is also treated with an undulating rubber surface, is located at the southern edge of the outdoor amenity area.

Instead of proposing free-standing play equipment, the applicant proposes a more naturalized play area designed to encourage diverse opportunities for social interactions and physical development including active play, sensory stimulation, exploration and creativity (**Schedule A**).

- A putting green is proposed to be located adjacent to the water feature on the northern portion of the podium. This area may be used by residents of all ages.
- The subject site is located within close proximity of the Garden City Community Park. As part of the associated rezoning application (RZ 10-557918), the applicant will contribute to Garden City Community Park enhancements, which will benefit both residents of the proposed development and the neighbourhood generally.

Landscape Design and Open Space Design

- The existing Douglas Fir located at the northeast corner of the site will be retained. Further, two (2) trees, a Japanese Hiba Arbor-Vitea and a Colorado Spruce, will be retained and relocated to the north-south greenway.
- Eighty-five (85) trees will be planted on-site, which exceed the OCP 2:1 tree replacement requirement.
- The ground level along the perimeter of the site is treated with trees, ground cover, water features with LED lighting, feature hard surface treatment including granite cobble, and short term bicycle parking.
- The podium level is characterized by the centrally located water feature. The water pond and garden design is a contemporary abstraction of the artist Claude Monet's many water-themed paintings. The pond features include a specimen Weeping Cherry in a planter, water lilies in circular steel planters, and submerged illumination fixtures.
- The mid-rise roof is treated with a river rock and pebble pattern inspired by the work of the artist Monet.
- The indoor amenity roof will be treated as a green roof. The sedum planting pattern will similarly be inspired by the work of the artist Monet. Further, the installation of a green roof over the indoor amenity space reduces heat gain/loss over an air conditioned space.

North-South Greenway

- The associated rezoning (RZ 10-557918) will secure the north-south greenway with a public right-of-passage (PROP) through a privately owned, publicly accessible right-of-way.
- Introduction of an at grade north-south greenway on the eastern portion of the site is a significant feature that contributes to both the quality of the proposed development and the McLennan North neighbourhood generally.
- A right-of-way will be registered on the entire 8 m (26 ft.) width of the greenway, with the exclusion of the loading area located along the western edge of the greenway. The ultimate desired width of the hard surface pathway will be achieved at the time the adjacent eastern parcel (9233 Cook Road) develops. At the time the adjacent parcel develops, the north end

of the pathway will be widened. The current design tapers at the north end in order to protect the root zone of the retained Douglas Fir; this area will be widened in the future. Similarly, the southern end of the pathway will be widened at the time 9233 Cook Road develops to encourage public access and use. The remainder of the pathway achieves the full 3 m (9.8 ft.) hard surface width desired for the middle section of the pathway. The pathway is concrete and treated with brick pavers along the edge. In the future, 9233 Cook Road will also contribute toward expanding the greenway right-of-way width.

- The north-south greenway features a range of ground cover that grows in a variety of colours and heights, and trees including Canadian Serviceberry, Katsura, and Star Magnolias.
- Paved walkways will connect townhouse units to the public realm.
- Due to site-specific constraints, including the restriction of vehicle access via Garden City Road and limited frontage on Cook Road, the on-site loading requirement will be accommodated along the eastern edge of the building at the southwest corner of the greenway. To ensure a safe separation from the public portion of the pathway, bollards are placed along the boundary between the greenway path and the loading area to prevent vehicles from encroaching into the public realm. In addition, granite cobble is used instead of saw cut concrete to identify the loading area as distinct from the rest of the pathway.
- 3.6 m (12 ft.) high pole light fixtures spaced at 4.5 m (15 ft.) intervals will illuminate the pathway to ensure safety.

Accessibility/Barrier-free Access

- On-site accessibility provisions are depicted in **Attachment A**, and include barrier-free access from the street to the lobby of the residential mid-rise and high-rise, and from the buildings to the on-site indoor and outdoor amenity space.
- A one-bedroom unit on the 4th floor on the east side of the high-rise building and 10 one-bedroom and den units located on the 5th-14th floors on the east side of the high-rise building will be constructed in accordance with the provisions outlined in the City's Convertible Unit Features Checklist.
- As a condition of Building Permit, provisions for aging in place will be incorporated into all units. Features include backing for grab bars in bathrooms, lever style door handles, and tactile numbering of suites.

Affordable Housing

- In accordance with the Richmond Affordable Housing Strategy, a minimum of 5% of the permitted Floor Area Ratio (FAR) will be secured for affordable housing units as a condition of rezoning bylaw adoption.
- Of the 142 units proposed on-site, seven (7) units will be secured as affordable housing units. The following will be secured through a Housing Agreement as affordable housing units:
 - Four (4) two-bedroom, two-storey townhouse units fronting Garden City Road; and
 - Three (3) apartment units (two (2) two-bedroom units, and a one-bedroom unit) within the mid-rise building. The units are located within the first floor of the mid-rise apartment and are located on the Garden City Road side of the building.

Engineering/Servicing

- All Engineering issues will be addressed through the Servicing Agreement associated with the rezoning application (RZ 10-557918). Works include but are not limited to the following:

- Contribution of \$8,032 toward consortium-committed upgrades for the North McLennan drainage area. The site service connections must connect the site to Cook Road and site analysis will be required on the Servicing Agreement drawings;
- Construction of a new 200 mm diameter sanitary sewer that is approximately 90 m in length from a new manhole at the east property line to the existing manhole located at the intersection of Cook Road and Katsura Street. The applicant is also required to upgrade the existing sanitary between two (2) manholes fronting 9333 Alberta Road from 200 mm to 250 mm diameter;
- Design and construction of frontage works including a 2 m (6.5 ft.) wide concrete sidewalk along Cook Road adjacent to the property line, and a minimum 1.5 m (5 ft.) wide landscaped boulevard;
- Design of the public greenway along the east side of Garden City Road in accordance with the design standards used north of the subject site;
- To accommodate the increased pedestrian volume anticipated resulting from the continuation of the north-south greenway on the eastern portion of the site, a marked and signed pedestrian crosswalk is to be introduced to facilitate movement across Cook Road that is aligned with the north-south greenway; and
- Completion of the north side sidewalk on Cook Road west of Garden City Road to Cooney Road, the details of which are in the process of being developed.

Crime Prevention Through Environmental Design (CPTED)

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

- Access to the parkade is secured by an overhead gate. Visitor parking is located within a semi-submerged level of parking and entry into the resident parking area is further secured by a second overhead gate.
- The functionality and safety of the visitor parking area benefits from the inclusion of a pedestrian corridor to separate pedestrians from vehicle traffic using the ramp.
- The parkade walls will be painted white, clear glazing will be incorporated at access points into vestibules and corridors leading into elevator lobbies.
- Siting and design of the building facilitates opportunities for passive surveillance of the street frontages, outdoor amenity space, and north-south greenway;
- Low-level lighting is incorporated in the courtyard and along the north-south greenway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.

Public Art

- In association with rezoning of this site (RZ 10-557918), the applicant has committed to a voluntary contribution of approximately \$77,839 towards the inclusion of public art within the development.
- To strengthen the gateway quality of the development at the corner of Garden City Road and Cook Road, public art will be introduced close to the entrance to the mid-rise lobby.
- The details associated with the inclusion of on-site Public Art will be reviewed and coordinated with the City Public Art Coordinator.

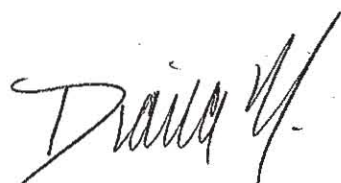
Sustainability

- The applicant has provided a synopsis of the sustainability measures proposed to be incorporated into the project. The list includes, but is not limited to the following provisions:

- Projecting slab fins and balcony overhangs on the west façade of both the tower and the mid-rise building, which function as shading devices;
 - Brise soleils (permanent sun shading architectural features) are incorporated into the curtain wall windows on the south façade of the amenity space to reduce solar heat gain;
 - Installation of a green roof over the indoor amenity space to reduce heat gain/loss over an air conditioned space;
 - Low-e coatings on glazing to reduce ultraviolet penetration;
 - Water conserving plumbing fixtures and Energy Star appliances will be considered;
 - Installation of drought tolerant plants to reduce irrigation requirements;
 - High efficiency irrigation system; and
 - Soft landscaping at the ground level and at the fourth level outdoor amenity space to absorb rainwater and reduce runoff into the storm system.
- The applicant has advised that installation of a geothermal system is not viable in this context. The applicant expressed concerns associated with maintaining geothermal loops that are located beneath a building. Further, the applicant has advised that the maximum benefit of a geothermal system is associated with uses, such as retail, commercial or institution, that require air conditioning throughout the year and that the costs associated with installation of a system in this context are prohibitive.

Conclusions

The proposed subject development is responsive to the McLennan North Sub-Area Plan and City Centre Area Plan design objectives for this area. The proposal's response to context specific building massing and design challenges, design details, and expansion of the existing pedestrian and cyclist network within the neighbourhood contribute to the development of a desirable residential urban neighbourhood. Based on the proposal's design response to its context, staff support the proposed development proposal.



(Diana Nikolic, MCIP
Planner II (Urban Design)

DN:blg

Attachment 1: Development Data Sheet

Attachment 2: Traffic (Construction) Management Plan

Attachment 3: Advisory Design Panel (ADP) Minutes and Applicant Responses (in bold text)

Attachment 4: Shadow and View Corridor Analysis

Attachment 5: Balcony Soffit Colour Legend

Attachment 6: Memo to Council Regarding Items Identified for Further Consideration at the June 26, 2011 Planning Committee Meeting

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

- Final adoption of Zoning Amendment Bylaw 8782; and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$303,231.50 for on-site landscaping and an additional \$79,796.09 for landscaping within the north-south greenway, which will be secured with a public rights of passage through a right-of-way.

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; and*
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including lever handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails.

Note:

- * This requires a separate application.



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 10-557920

Attachment 1

Address: 9099 Cook Road

Applicant: W.T. Leung Architects Inc.

Owner: Concord Pacific Developments Inc.

Planning Area(s): North McLennan Sub-Area Plan, City Centre Area Plan

Floor Area Gross: 12,967 m² (139,583 ft²) Floor Area Net: 12,030 m² (129,494 ft²)

	Existing	Proposed
Site Area:	3,863 m ² (41,580 ft ²)	3,856 m ² (41,505 ft ²)
Land Uses:	Vacant lot	Multi-family consisting of approximately 142 units
OCP Designation:	Mixed Use	Multi-family residential, which is supported by the Mixed Use designation
Zoning:	Single Detached (RS1/F)	High Rise apartment (ZHR9)-North McLennan (City Centre)
Number of Units:	1 demolished single-family dwelling	Approximately 142 units including 11 townhouse units and 7 affordable housing units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 3.12 FAR	3.12 FAR	none permitted
Lot Coverage:	Max. 70%	68%	none
Setback – Garden City Road:	Min. 6 m	6 m	none
Setback – Cook Road:	Min. 3 m Building façade treatment may encroach up to 0.4 m	3 m to building 2.6 m to building façade features	none
Setback – east lot line:	Min. 10 m Porches may encroach 2 m	10 m to building 8 m to private patios	none
Setback – north lot line:	Min. 3 m	3 m	none
Height (m):	Max. 47 m geodetic	46.7 m	none

Off-street Parking Spaces – Residential/Visitor:	1.4 per resident unit, 0.9 per affordable housing unit & 0.2 per unit for visitors 196 and 29	197 resident and 26 visitor	None required. Shortfall addressed through TDM strategy
Off-street Parking Spaces – Accessible:	5	5	none
Tandem Parking Spaces	permitted	23 tandem stalls (provide 46 parking stalls)	none
Amenity Space – Indoor:	Min. 100 m ²	243 m ² (2,624 ft ²)	
Amenity Space – Outdoor:	Min. 852 m ²	876 m ² (9,429 ft ²)	



**City of
Richmond**

Traffic and Parking Plan During Construction

Traffic Operations Section
6911 No. 3 Road, Richmond, BC V6Y 2C1

www.richmond.ca

Contact: 604-276-4210 Fax: 604-276-4132

Concord Monet Project
Applicant: Limited Partnership
Business Phone: (604) 681-8882
Site Contact Person: Bernie Baier
Cellular No.: (604) 834-8635
Construction Site Location: 9099 Cook Road

9th Floor - 1095 West Pender Street
Address: Vancouver, B.C. V6E 2M6
Fax No.: (604) 685-9733
Development File No.: RZ 10-557918
Job Site Phone: TBD

Construction Traffic Control Plan - include sketch of site showing area of loading activities:

- Describe where loading and unloading operations will take place. If cranes need to be erected or large concrete pours are planned, identify where equipment trucks will be staged while waiting to access the site. Ensure equipment and construction materials are not stored on City rights of way.

See attached Site Plan

- If flag persons are assisting trucks on and off site, ensure they are properly equipped and qualified as per Work Safe BC requirements.
- Identify the traffic control company that will be working at the site or verify that the employee(s) who will be conducting traffic control are properly equipped and qualified as per Work Safe BC requirements. Traffic Control Plans must be based on the BC Ministry of Transportation's Traffic Control Manual for Work on Roadways.

Name of traffic control company: Valley Traffic

Names of qualified employees: To Be Assigned

Construction Parking Plan - include sketch of site showing parking locations:

- Describe location for parking for workers:
No on site worker parking.
Designated off site parking will be located for worker parking during construction. (as per letter dated October 7, 2011)
- Describe location for visitors parking to site and sales offices:
Sales office is located off site. No on site visitor parking.

- ☐ **Consult with School:** Prior to any demolition, preloading or construction within 400 metres of a school, applicants are required to consult with the school principal, to minimize the impact of construction and traffic on schools.

Any request for temporary lane closure must be authorized by the City (Traffic Operations Section) - requires a minimum of one working week for City's review of written request.

If a "Construction Loading Zone" within the City right of way is necessary across the frontage of the site, a permit should be requested through the Traffic Operations Section 14 days in advance. The form is available at www.richmond.ca.

Applicant's signature: *Bernie Baier*

Date: Oct. 7/2011

CONCORD MONET PROJECT LIMITED PARTNERSHIP
9th Floor 1095 West Pender Street
Vancouver BC Canada
V6E 2M6

October 7, 2011

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Re: Monet – 9099 Cook Road Construction Traffic Plan

Dear Sir and Madam,

At the request of City of Richmond to alleviate the concern of traffic during construction workers for the Monet Project at 9099 Cook Road, we will provide an off-site parking for construction at our own commercial site located at 8511 Capstan Way, Richmond, B.C. or alternatively another leased parking site. We trust the off-site parking will alleviate traffic concern at 9099 Cook Street during the course of construction.

The lot at 8511 Capstan Way requires 23 parking stalls for its intended uses as a sales centre – the site has a total of 71 available parking stalls on site leaving a surplus of 48 parking stalls with additional expansion to the Eastside of the property to allow for further overflow parking that can accommodate an additional of 106 parking stalls. This will make a total of 154 surplus available parking stalls for an approximately 60 maximum construction workers for 9099 Cook Road.

Transporting workers to and from the parking site to the project location will be by 2 company shuttle vehicles between the hours of 6am to 10am and 3pm to 7pm. Shuttle vehicles will be the 8 people passenger Van. The drop off will be located between edge of the road curb to building face along Cook Road at the future low rise lobby – as per the attached Construction Staging plan.

Staging areas inclusive of concrete placing for 9099 Cook Road will be designated on the East side of the property (the future 8M wide "Green Way" - Right of Way plus the future 2M private patios to be constructed later); and also the area between edge of the road curb to building face along Cook Road as per areas noted on the attached Construction Staging plan. These designated staging areas will contain all site activities. Temporary fencing will be installed at the edge of road curb at all time as required for safety. Traffic controller/flaggers will be on site to direct all vehicles in and out of the site and control no vehicles to back out onto Cook Road.

The hoarding area on the Westside of the property along Garden City Road – City Sidewalk will be designated for elevated Office Trailers, such that the existing sidewalk below will be maintained for pedestrian access. The applicant will make application to the City for temporary use of City sidewalk during the Building Permit Application for City approval.

The single crane will be located inside the property at the project parking entry ramp off Cook Road as per the attached Construction Staging Plan for 9099 Cook Road. The crane location is between grid line 7 and the property line which places it outside of the PL2 foundation wall. This portion of the parking entrance ramp will be on compacted structural backfill material and will be placed following the removal of the crane.

Yours truly,

CONCORD MONET PROJECT LIMITED PARTNERSHIP


Per: Eric Fung

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, August 17, 2011 – 4:00 p.m.

Rm. M.1.003

Richmond City Hall

2. **DP 10-557920 – DEVELOPMENT OF APPROXIMATELY 142 UNITS WITHIN A 16-STOREY RESIDENTIAL TOWER AND A SIX-STOREY MID-RISE BUILDING OVER A PARKING STRUCTURE, AND 11 TWO-STOREY TOWNHOUSE UNITS WITH GROUND LEVEL ENTRY**

ARCHITECT: W.T. Leung Architects

PROPERTY LOCATION: 9099 Cook Road

Panel Discussion

Comments from the Panel were as follows:

- well-considered project; fits well with existing towers in the neighbourhood; responds successfully to the edges;
- the mid-rise building is well-designed – like the materiality and punched windows;
- like the expression of the four-storey block; townhomes around the base make an excellent edge along the street;
- corner-turning element is well-designed;
- the high-rise building is also well-designed; like the form; angled tower successful in protecting views of neighbouring towers;
- like the bridge element and lobby;
- generally, the project is nicely broken down and materials are well-handled;
- east elevation of the high-rise building has a large expanse of flat wall and an unbroken frame; consider reducing the repetitiveness of that frame by introducing other devices;

Applicant response: The east elevation has been refined to reduce the extents of the concrete frame. Specifically, the frame anchoring the southeast corner has been shortened by one bay. In it's place are window wall glazing and open balconies.

- good information provided on the sections; good thoughts on the ground plane – the streetscape, edges and the greenway (which is still evolving);

- water feature on the roof deck is extensive; consider i) providing a water element in a sustainable way, ii) providing more useful open spaces that can be used by families with children and other types of residents;

Applicant response: The programming and theme of the level 4 garden have been reviewed and further refined. Please refer to attached Landscape Architect responses by Eckford + Associates

- water elements are expensive to maintain and maintenance costs increase over time; consider one key water element and an implied use of water, e.g. sluices or having water running down a key feature – the move will i) reduce the dominance of water feature, ii) help resolve conflicts on the roof deck, e.g. lack of proximity of children's play area to the amenity space and iii) allow the landscape architect to set up a more interesting geometry on the roof deck;

Applicant response: The concept of a focal water feature is inspired by the project's name – "Monet". The water pond and garden design is a contemporary abstraction of the Artists' many water-themed paintings.

- reprogram the outdoor amenity space to address the isolation of the children's play area and develop its relationship with the amenity area;

Applicant response: The children's play area was intentionally located remote from the amenity terrace in order to provide better solar access.

- consider providing opportunity for scrimmage area in putting green; provide more useful areas;

Applicant response: The area around the putting green has been enhanced with a timber deck and a sand box, providing a more diverse and functional play area.

- use bolder theme or stronger device such as introducing aquatic planting and carrying off the planting into the water elements;

Applicant response: Floating "light balls" have been introduced within the water pond. Water lilies and a focal cherry tree are also within the water pond.

- consider opportunity to integrate nodes into the path on the north side of the roof deck and incorporate overlook opportunities;

Applicant response: A seating area has been added along the path on the north side of the garden. No overlooks are designed in order to maintain a level of privacy for the garden.

- consider consistency and urban design approach on the greenway; should create connectivity through the whole community; City needs to be involved;

Applicant response: Design of the greenway has been further developed to include sit lighting, site furnishings, a detailed plant list, and fence details. Refer to attached Landscape drawings.

- overall, high level of planning and detail;
- a well-resolved project; has a quiet elegance;

- children's play area must be closer to the amenity area;
Applicant response: The children's play area was intentionally located remote from the amenity terrace in order to provide better solar access
- water feature is too dominant; consider a more dynamic geometry;
Applicant response: The theme of a focal water feature is inspired by the project's name – "Monet". The water pond and garden design is a contemporary abstraction of the artist's many water-themed paintings. We feel that the size of the water pond and the restrained geometry of the garden design are appropriate given the scale of the outdoor space.
- no disconnect between the high-rise tower and the mid-rise as they are connected by material elements;
- southwest corner of the mid-rise is an important corner and a front door to the project; needs further resolution; consider introducing a water feature or raising the parapet;
Applicant response: Landscaping at this corner has been redesigned to provide a pedestrian level open space complete with public seating. A project theme-inspired art piece, to be located at this corner, will be commissioned and will be coordinated through the City's Public Art Program. Lighting will be provided under the lobby canopy to highlight the building entrance. Currently, the roof parapet of the corner massing is already higher than the rest of the midrise.
- rendering of trees and five boxes at the north wall are very regular; needs further resolution; consider altering the proportion, e.g. making one narrower and others broader to soften and edge and provide visual interest to the neighbouring development;
Applicant response: The north wall has been revised with a pattern of smaller, alternating openings. The openings are infilled with the same perforated metal panels used on the Cook Road façade to screen the parking garage from view. Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front.
- great and nice project;
- well-designed project; fits with the context and the neighbourhood;
- massing of the mid-rise and the high-rise works very well;
- northwest corner is an exposed corner; consider volumetric and texture treatment to animate the flush appearance of the corner and make it more interesting;
Applicant response: Currently, the northwest corner has a combination of exposed concrete frame (base), glazing, corrugated "box rib" metal siding, and brick masonry (midrise above). We feel the level of texture and articulation is appropriate to the scale of the building.
- site plan is strategic; location of towers is appropriate;
- concern on increased density and high site coverage;

- consider adding more accessible green space on the roof deck and reducing paved areas;

Applicant response: We have reviewed the programming of the garden and feel the proportion of paved, green and water areas are appropriate given the scale of the outdoor space.

- concern on the north wall; looks disconnected in relation to the other parts of the building in terms of design; consider introducing texture and materials used in other parts of the building into the facade;

Applicant response: The north wall has been revised with a pattern of smaller, alternating openings. The openings are infilled with the same perforated metal panels used on the Cook Road façade to screen the parking garage from view. Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front.

- like the light colour choices which are in contrast to the neighbouring towers;
- consider reorienting the lobby entrance along Cook Road into the loading area adjacent to the greenway in order to i) widen the plaza on the east side, ii) make the water feature entirely up against the street edge, and iii) make the corner more prominent; also an opportunity is created to establish a similar relationship at the time the eastern adjacent parcel develops and to reinforce the public greenway entrance;

Applicant response: We feel the directionality of the tower entrance reinforces the linear form of the tower. Instead of a focal destination, the greenway is conceived as one in a series of landscaped connections south towards Garden City Park. The widening of the paved walkway at the south end serves to open up the corner into a welcoming plaza-like setting.

- consider integrating the expression of the trellises to the west of the lobby with the north elevation to unify the treatments;

Applicant response: We believe the staggered rows of conifers currently shown will provide better screening of the north wall. Furthermore, plants used on the climbing trellis will likely not survive on a north-facing wall because of lack of sunlight.

- replace planters at the base of the building with landscaping that is established in the ground to ensure survival of the plants;

Applicant response: noted

- consider illuminating the wall on the north facade to create a sense of volume at night; consider less conifers and more deciduous materials in the choice of trees;

Applicant response: Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front. Conifers were chosen to provide year-round screening.

- like the expanse of water on the roof deck; type and volume of trees planted will determine the extent of green; like the contrast of hard and soft materials on the roof deck;
- integrate children's play area into the amenity space; consider both safety and playfulness; water feature should be integrated to the whole programming of the roof deck and include provisions for children's play;

Applicant response: The children's play area was intentionally located remote from the amenity terrace in order to provide better solar access. A planted edge, complete with hidden fencing, has been incorporated along the edge between the water and play area. Broad steps lead from the amenity terrace into the water feature, suggesting continuity between hardscaping and water.

- like the design of the project; fits well with the surrounding developments; like the use of light-coloured materials which are in contrast to the dark-coloured towers in neighbouring developments;
- the corner at Cook Road and Garden City Road is an important corner and an entrance way to the development; consider adding a water feature or public art to make the corner look like a gateway to the project; will become a distinguishing feature of the project; project may need to lose some density in order to ensure the south west corner is treated as a feature;

Applicant response: Landscaping at this corner has been redesigned to provide a pedestrian level open space complete with public seating. A project-theme inspired art piece, to be located at this corner, will be commissioned and will be coordinated through the City's Public Art Program. Lighting will be provided under the lobby canopy to highlight the building entrance. Currently, the roof parapet of the corner massing is already higher than the rest of the midrise.

- north wall needs further articulation to provide visual interest to the neighbouring tower to the north; and

Applicant response: The north wall has been revised with a pattern of smaller, alternating openings. The openings are infilled with the same perforated metal panels used on the Cook Road façade to screen the parking garage from view. Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front.

- support the large water feature on the roof deck; less need for a large play area as the project is close to a park with an award-winning play area; use water in a more economic way, i.e. less mechanical; a more prominent water feature is more desirable; consider opportunities to integrate use of rainwater to the water feature.

Applicant response: Rainwater needs to be chemically treated prior to being used in a water feature. After consideration, it was decided that such a treatment system may not be economical to install and maintain given the limited size of the water feature in this project.

Tom Parker submitted the following comments which were read by the Chair:

- adaptable/aging-in-place features on drawing A1.01 appear to be suitable and can be incorporated at a very minimal cost; recommend that aging-in-place design features be included in many more units, if possible, in all units; and
- this project is within walking distance of the No. 3 Road shopping area and Canada Line, making it ideal to residents without automobiles including aging and retired people living independently or with extended family.

Panel Decision

It was moved and seconded

That DP 10-557920 move forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel, including the items highlighted below:

1. ***design development to the east elevation of the high-rise to reduce the unbroken extent of the frame and introduction of texture to the north east corner;***

Applicant Response: The east elevation has been refined to reduce the extents of the concrete frame. Specifically, the frame anchoring the southeast corner has been shortened by one bay. In its place are window wall gazing and open balconies. Currently, the area around the northeast corner has a combination of brick masonry (podium), glazing, corrugated "box rib" metal siding, and exposed concrete frame (tower above). We feel the level of texture and articulation is appropriate to the scale of building.

2. ***design development to the north wall and further articulation through i) altering the proportions of the boxes, ii) introducing texture and materials used in other parts of the building, iii) illuminating the wall at night, iv) integrating the expression of the trellises, and v) using less conifers and more deciduous trees;***

Applicant Response: The north wall has been revised with a pattern of smaller, alternating openings. The openings are infilled with the same perforated metal panels used on the Cook Road façade to screen the parking garage from view. Uplights have been added within the landscaping along the north wall to wash the wall with light as well as to provide a silhouette affect with the trees in front. Conifers were chosen to provide year round screening.

3. ***design development to the mid-rise corner at Cook Road and Garden City Road and consider i) adding a water feature, ii) raising the parapet, and iii) introducing public art; and***

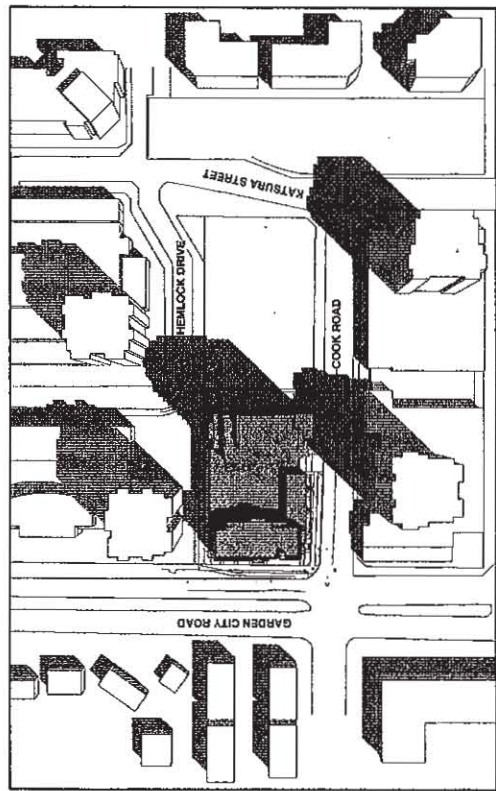
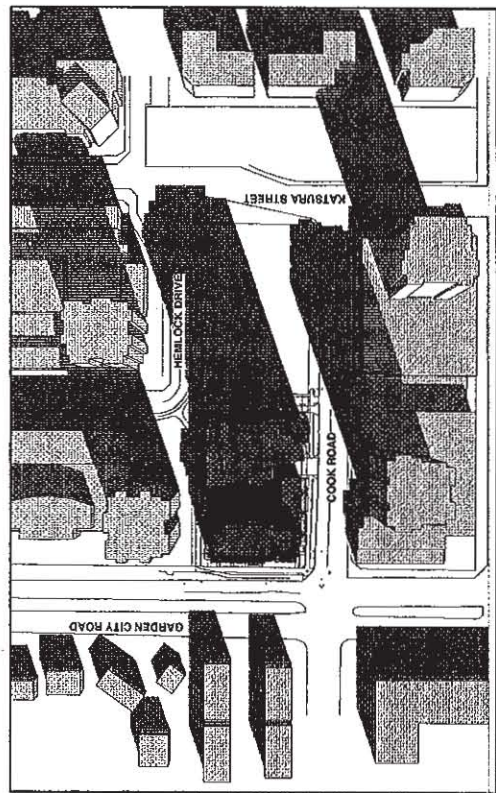
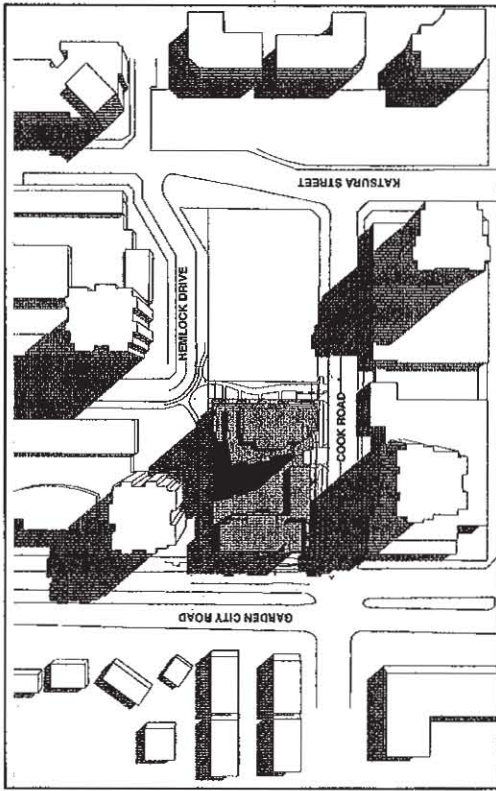
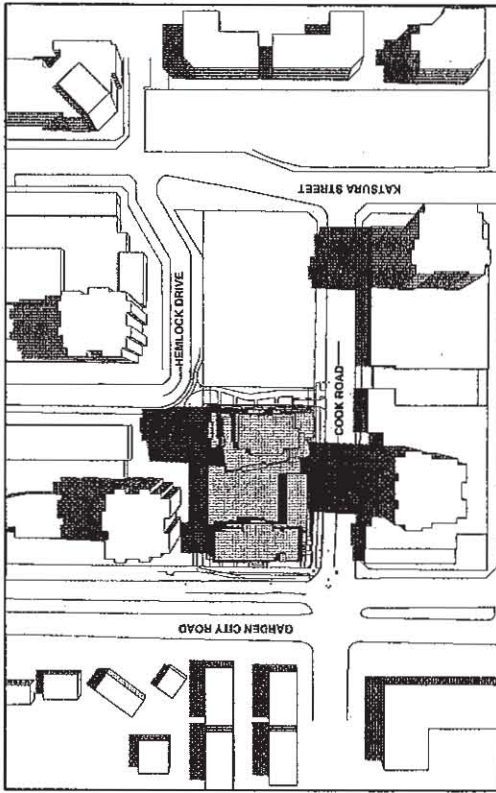
Applicant Response: Landscaping at this corner has been redesigned to provide a pedestrian level open space complete with public seating. A project-theme inspired art piece, to be located at this corner, will be commissioned and will be coordinated through the City's Public Art Program. Lighting will be provided under the lobby canopy to highlight the building entrance. Currently, the roof parapet of the corner massing is already higher than the rest of the midrise. The midrise entry has been redesigned to provide a grade level public seating area and enhanced pedestrian experience. A sculptural art piece that will reference the Monet theme will be commissioned. Additional lighting will be provided to highlight

the entry.

4. *reprogramming of the roof deck and i) integrating the children's play area with the outdoor amenity area, ii) integrating sustainability to the water feature, iii) integrating the water feature with the whole programming of the roof deck, and iv) adding more greens and reducing paved areas (reconsider proportions).*

Applicant Response: We have reviewed the programming of the roof deck and are satisfied that the separation of the children's area from the main amenity area is appropriate. The children's space has been moved north to increase its size and provide better solar access. Additional detailing of all elements will further enhance the range of uses provided. The concept of a contemporary abstraction of Monet's water garden using the artist's color palate and plant materials integrates the landscape design with the modern architectural expression.

CARRIED

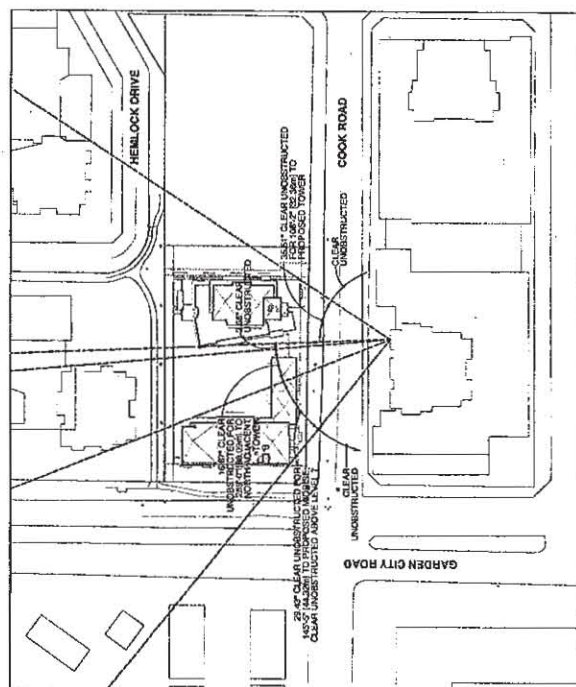


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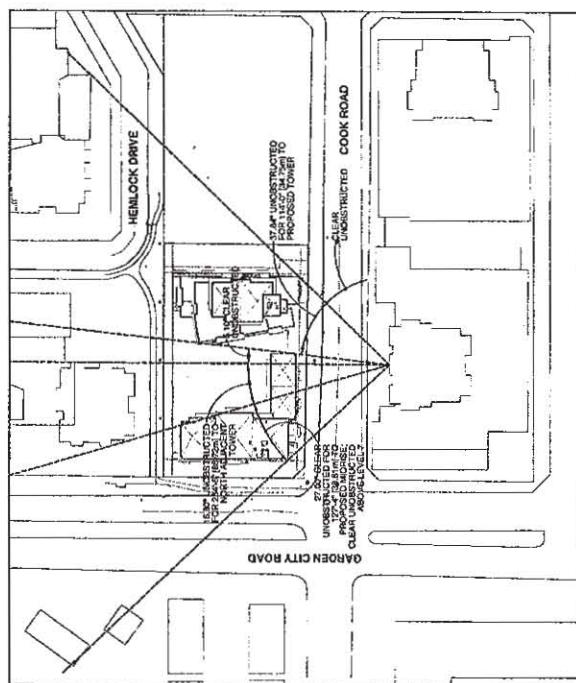
9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

SHADOW
DIAGRAMS

DATE	10-13
BY	NT
SCALE	AS NOTED
UNIT	1/8" = 1'-0" U.S.
PROJECT	WTL
DESIGNED BY	W. T. LEUNG
DRAWN BY	W. T. LEUNG
CHECKED BY	W. T. LEUNG
APPROVED BY	W. T. LEUNG



VIEWS FROM SOUTH NEIGHBORING TOWER
1" = 50'-0"



VIEWS FROM SOUTH NEIGHBORING TOWER
1" = 50'-0"

W. T. LEUNG
ARCHITECTS

9099 COOK ROAD
RICHMOND, BC
VANCOUVER, BC V6X 1A1

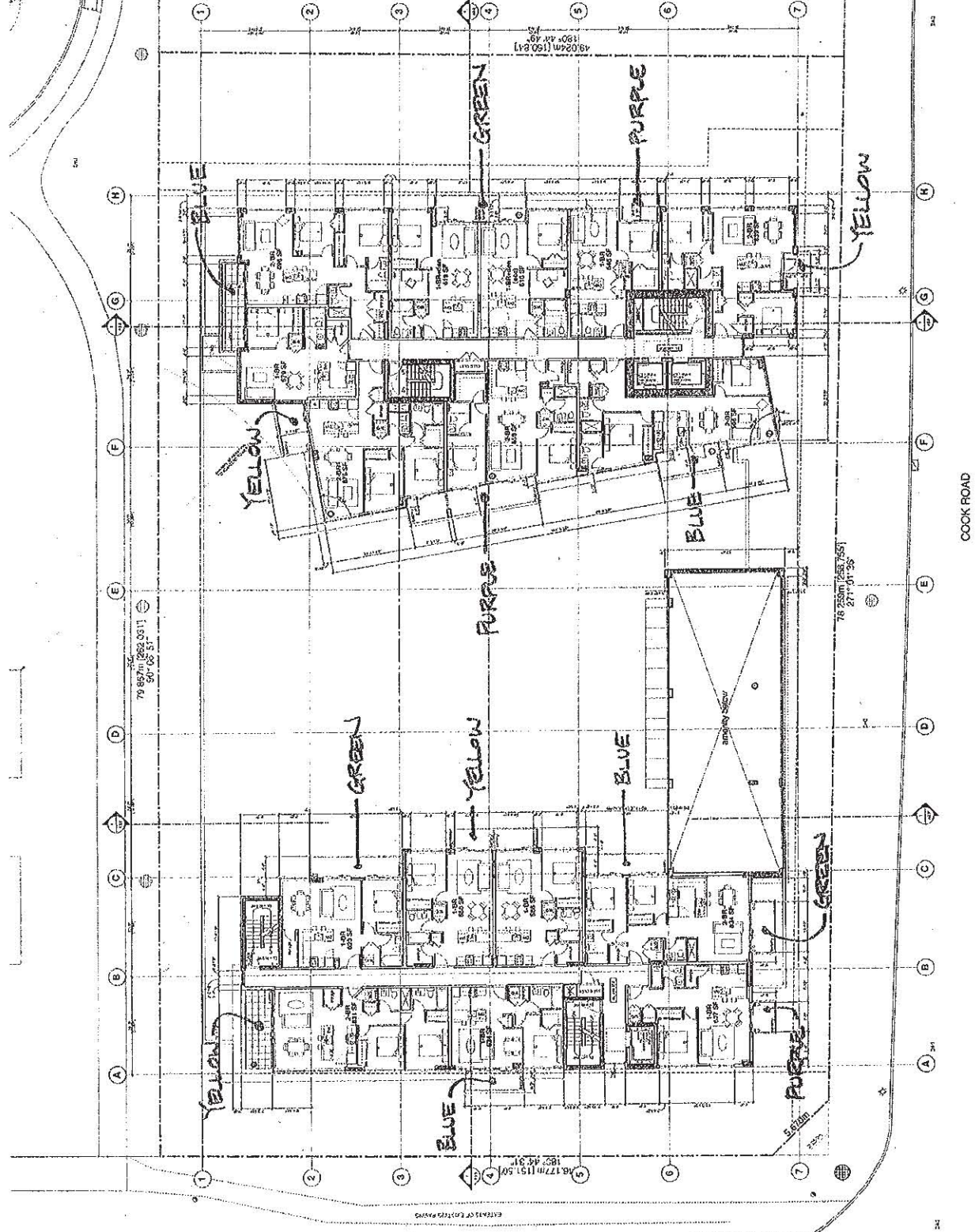
BALCONY SPFT COLOURS
OCT 12, 2011

9099 COOK ROAD
RICHMOND, BC
VANCOUVER, BC V6X 1A1

5TH FLOOR
PLAN

NO.	REVISION	DATE
1	ISSUED	10/12/2011
2	REVISED	10/12/2011
3	REVISED	10/12/2011
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100	REVISED	10/12/2011

A2.06





City of Richmond

Memorandum

Planning and Development Department

To: Mayor and Council
From: Victor Wei, P. Eng.
Director, Transportation
Brian Jackson
Director, Development

Date: November 9, 2011
File: 08-4105-20-AMANDA
#/2011-Vol 01

Re: **ZONING AMENDMENT BYLAW 8782 - 9099 COOK ROAD**

At the June 26, 2011 Planning Committee meeting, regarding an application by W.T. Leung Architects Inc., (on behalf of Concord Pacific Developments Inc.) for permission to rezone 9099 Cook Road from Single Detached (RS1/F) to High Rise Apartment (ZHR9) in order to develop approximately 142 units within a high-rise residential tower, a six-storey mid-rise building and two-storey townhouse units with ground level entry, staff were directed to:

- a) review traffic patterns in the proximity of the development proposed for 9099 Cook Road generally and in relation to the existing daycare facility;
- b) review the steps that can be taken to advise owners and residents in the immediate area regarding proposed developments; and
- c) review the public transit plan to measure the adequacy of bus service in the area.

This memorandum responds to the above items.

1. Traffic Circulation near Subject Site

The development pattern within the McLennan North Sub-Area neighbourhood is developing in accordance with the neighbourhood plan, which was adopted by Council in 1996. The Sub-Area Plan calls for a comprehensive road network with smaller blocks. Based on this plan, the ultimate width (11.2 metres) of Cook Road east of Garden City Road has been achieved as part of development abutting the south and in anticipation of development of the land parcels to the north, including the subject site. The geometry of this section of Cook Road east of Garden City Road provides sufficient capacity to handle traffic volumes entering and exiting the North McLennan area via the traffic signals at Cook Road and Garden City Road, for existing and projected traffic.

Staff have carried out a review of the parking and traffic conditions on Cook Road and confirmed that no changes would be needed at this time. Cook Road is a minor street within the City Centre with a cross-section designed for vehicle parking on both sides of the street, but not being excessively wide for speeding traffic.

The development proposed at 9099 Cook Road meets the Zoning Bylaw on-site parking requirement and also accommodates loading and garbage/recycling collection on-site. Road dedication adjacent to this site is not required; however, the application will contribute to the McLennan North road network construction costs (Cook Road and Katsura Street), upgrade the traffic signals at the Garden City/Cook Road intersection and undertake improvements beyond the property's frontage with construction of a

sidewalk on Cook Road west of Garden City Road, in addition to contributing to the north-south greenway system on the western and eastern side of the property.

With respect to the existing daycare facility at 9188 Cook Road, street parking for drop-off and pick-up is available on Cook Road and Katsura Street. As well, parking is available at the surface parking lot of Garden City Park located adjacent to the south side of the daycare facility off Alberta Road, which is within 70 metres from the daycare with a paved pathway connecting to the parking area.

2. Notification of Potential Future Development


The high density residential development proposed at 9099 Cook Road is consistent with the site's designation in both the North McLennan North Sub-Area Plan, which was adopted by Council in 1996, and the City Centre Area Plan (CCAP). Area plans are public documents that ensure clarity regarding the City's objectives and policies that guide decisions related to planning and land use within a specified plan area. The proposal to develop a high-rise building and associated ground level townhouse units at 9099 Cook Road is consistent with the site's designation in existing Council approved area plans.

To ensure residents of the proposed development are aware of the development potential of the adjacent eastern parcel (9233 Cook Road), as a condition of rezoning bylaw adoption, a covenant will be registered on-site to advise future residents of the potential impacts, including construction noise, dust, impact on view corridors and building shadow affects and other disturbances or nuisances, that may result from active development within proximity of the subject site.

In addition, the covenant requires that a disclosure statement is distributed with every purchase and sale agreement notifying the potential purchaser of the development potential of the adjacent eastern parcel. Also, signs are required to be posted within the sales office advising of potential future active development and construction activity.

3. Transit Service for Subject Site

Densification in the North McLennan area has been consistent with the City's objective to encourage increased use of alternate modes of transportation, such as public transit, walking and cycling. For example, walking distances to bus stops on Westminster Highway and Garden City (bus routes 301, 401, 405 and 407) are within 400 to 500 metres (five to seven minute walk) for residents in the area. Current bus service for the area is available on Garden City Road and Ferndale Road, and Cook Road just west of Garden City Road. The existing bus routes provide access to the City Centre, Brighthouse, Lansdowne and Bridgeport Canada Line Stations and Surrey City Centre.



Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)



Brian Jackson
Director, Development
(604-276-4138)

VW:sh

pc: Joe Erceg, MCIP, General Manager, Planning and Development



City of Richmond
Planning and Development Department

Development Permit

No. DP 10-557920

To the Holder: W. T. LEUNG ARCHITECTS INC.,
ON BEHALF OF CONCORD PACIFIC DEVELOPMENTS INC.

Property Address: 9099 COOK ROAD

Address: C/O W. T. LEUNG ARCHITECTS INC.
300 - 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. 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 #19 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 \$303,231.50 for on-site landscaping and an additional \$79,796.09 for landscaping within the north-south greenway 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.
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.

Development Permit

No. DP 10-557920

To the Holder: W. T. LEUNG ARCHITECTS INC.,
ON BEHALF OF CONCORD PACIFIC DEVELOPMENTS INC.

Property Address: 9099 COOK ROAD

Address: C/O W. T. LEUNG ARCHITECTS INC.
300 - 973 WEST BROADWAY
VANCOUVER, BC V5Z 1K3

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

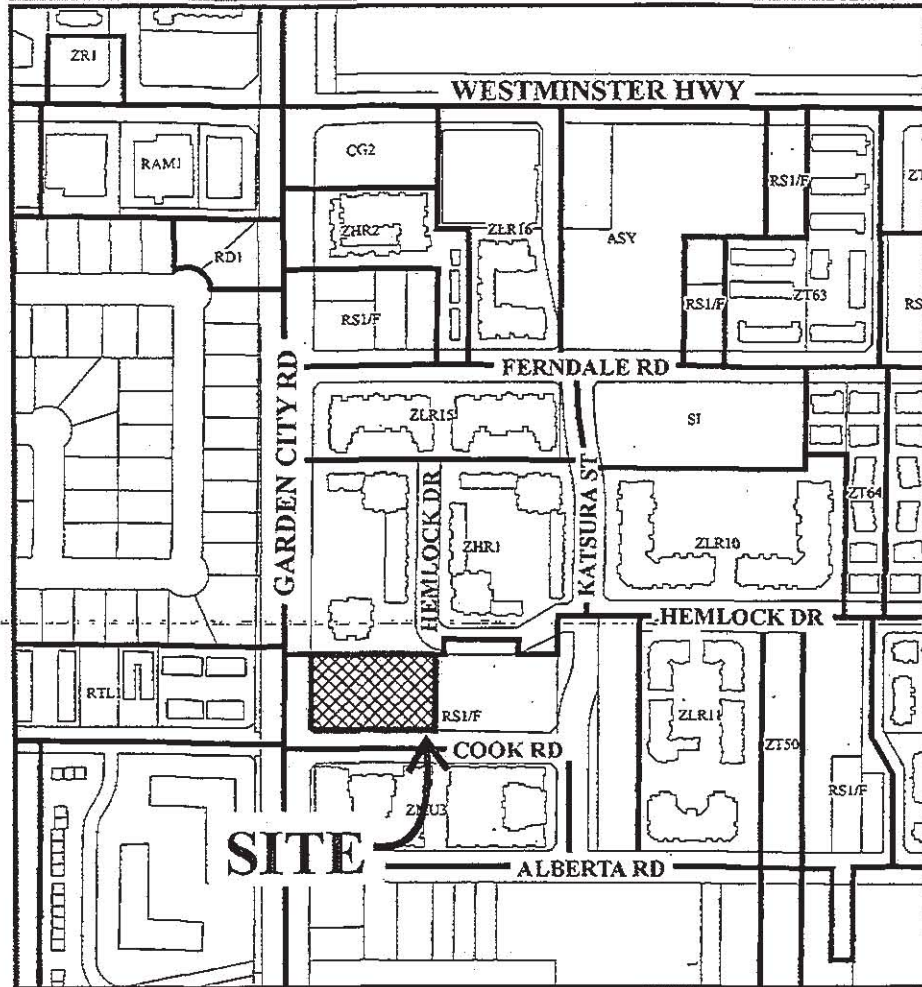
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

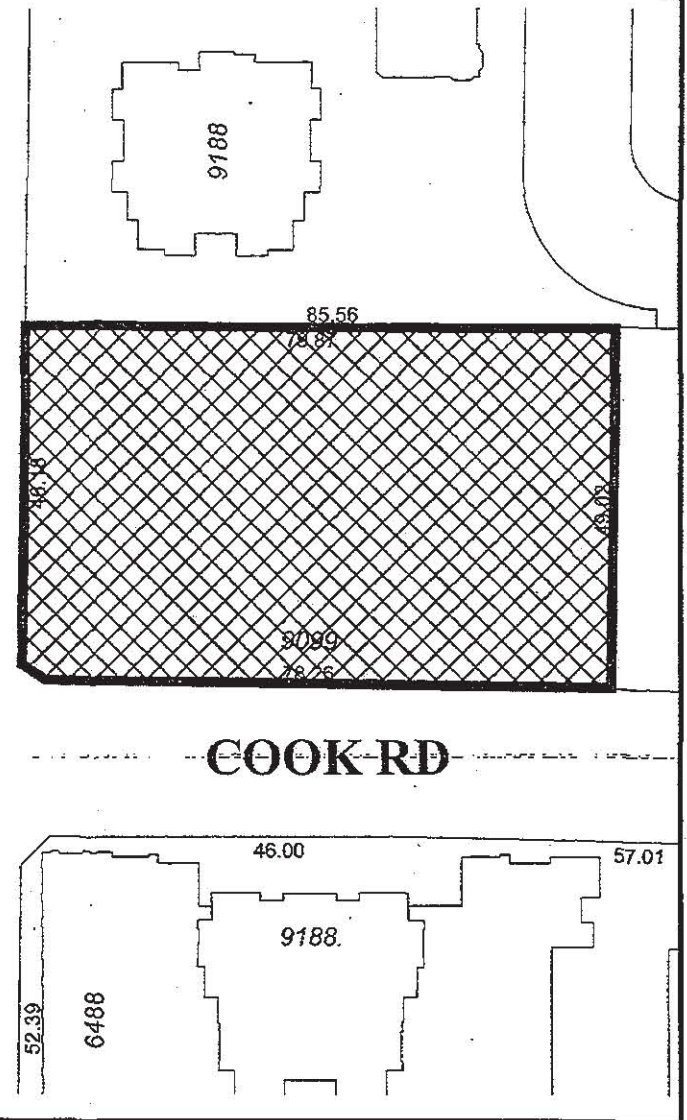
MAYOR



City of Richmond



GARDEN CITY RD



DP 10-557920
SCHEDULE "A"

Original Date: 01/20/11

Revision Date:

Note: Dimensions are in METRES

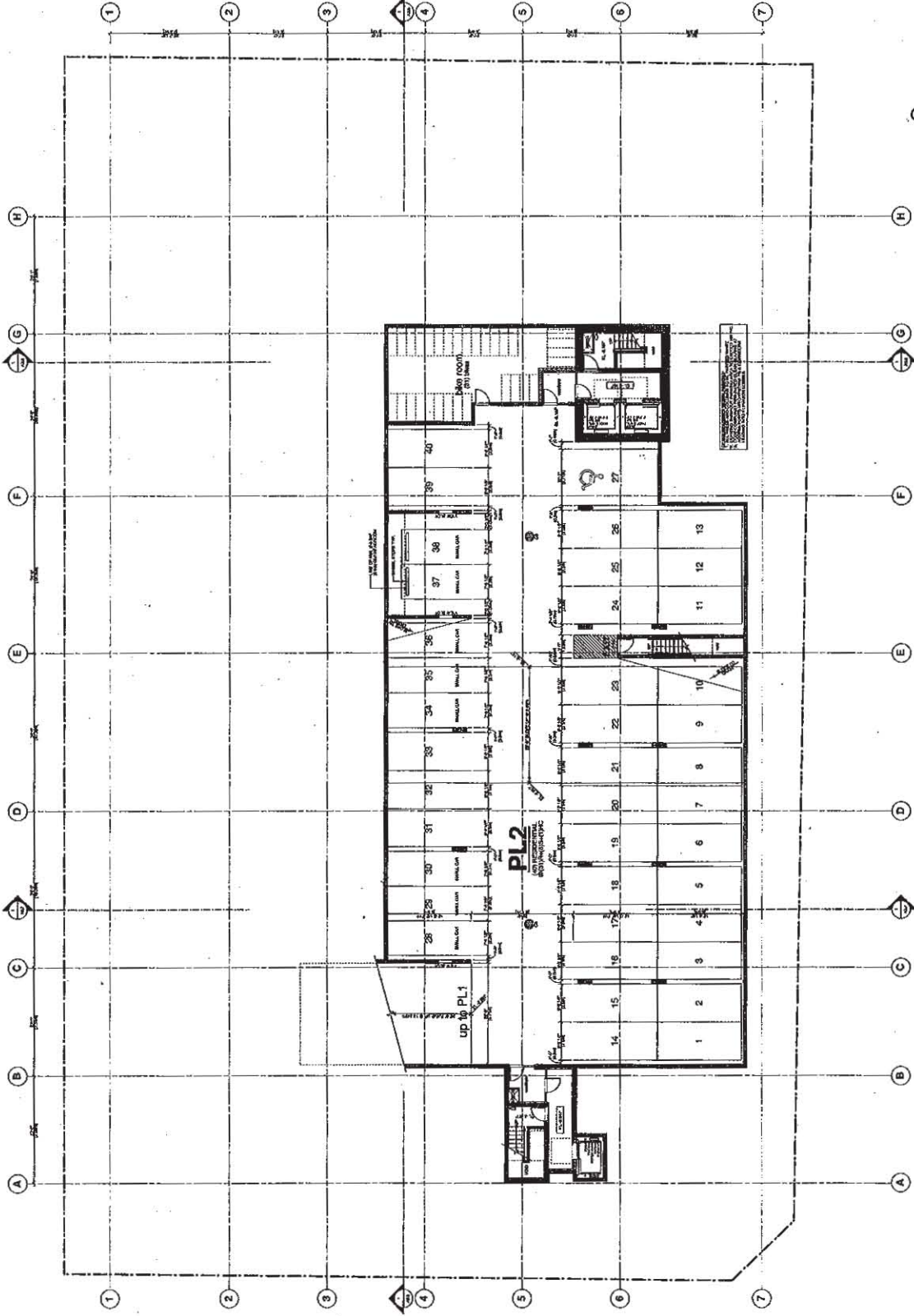
OCT 12 2011

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3	ISSUED FOR CONSTRUCTION	10/12/11	WTL	WTL
4	ISSUED FOR CONSTRUCTION	10/12/11	WTL	WTL
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6	ISSUED FOR CONSTRUCTION	10/12/11	WTL	WTL
7	ISSUED FOR CONSTRUCTION	10/12/11	WTL	WTL

9059 COOK ROAD
RICHMOND, BC
GARDNER CITY & COOK ROAD

PARKING PL2
FLOOR PLAN

DATE: 10/12/11
BY: WTL
CHECKED: WTL
SCALE: 1/8" = 1'-0" U.S.C.
PROJECT: 9059 COOK ROAD, RICHMOND, BC
SHEET: 10/12/11

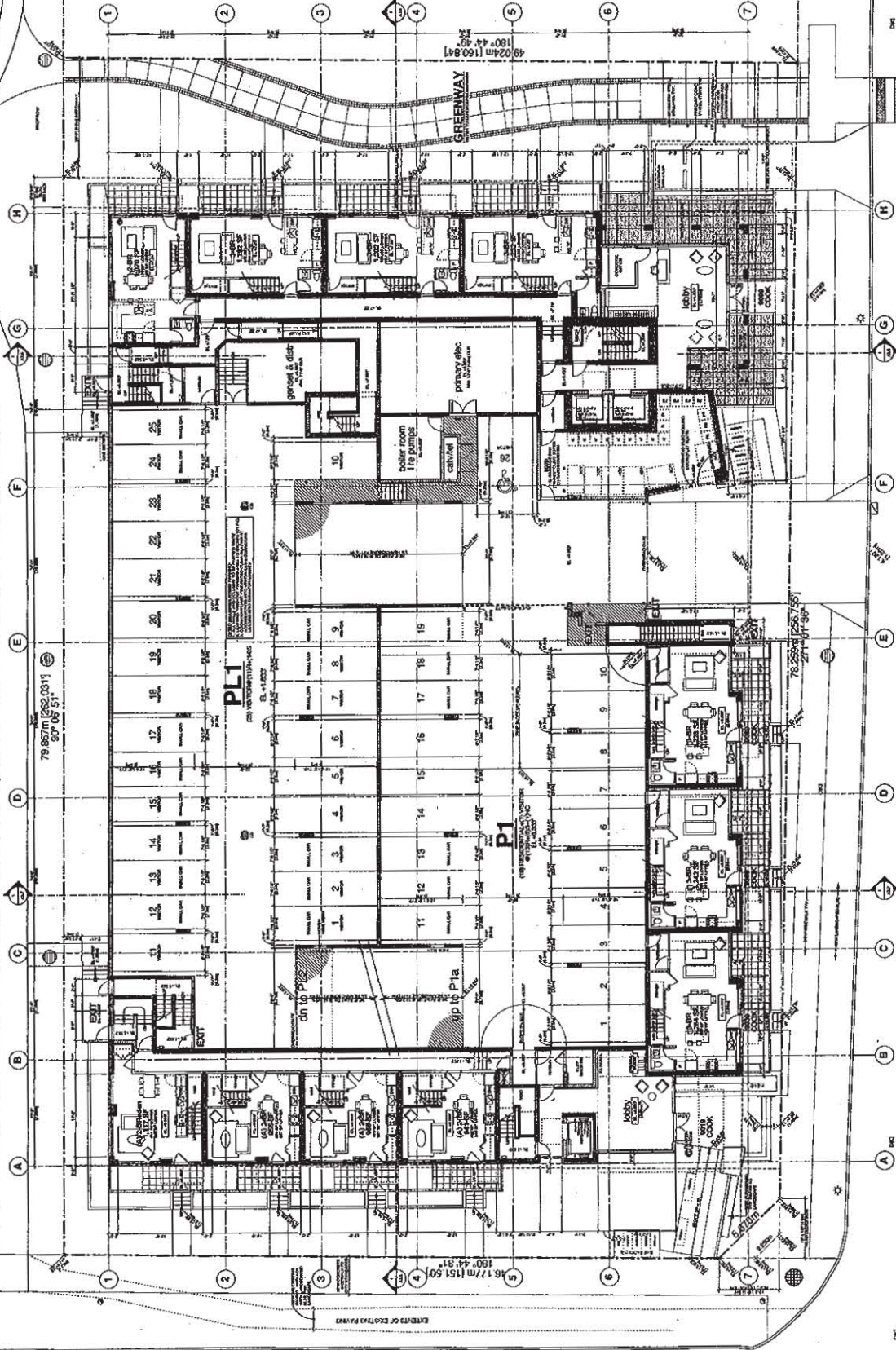


DP 10557230 #2
A2.60

W. T. LEUNG
ARCHITECTS

HEMLOCK DRIVE

79.857m (262.031)
90° 06' 51"



GARDEN CITY ROAD

9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

GROUND FLOOR PLAN
OCT 31 2011

79.857m (262.031)
90° 06' 51"

10A294920#

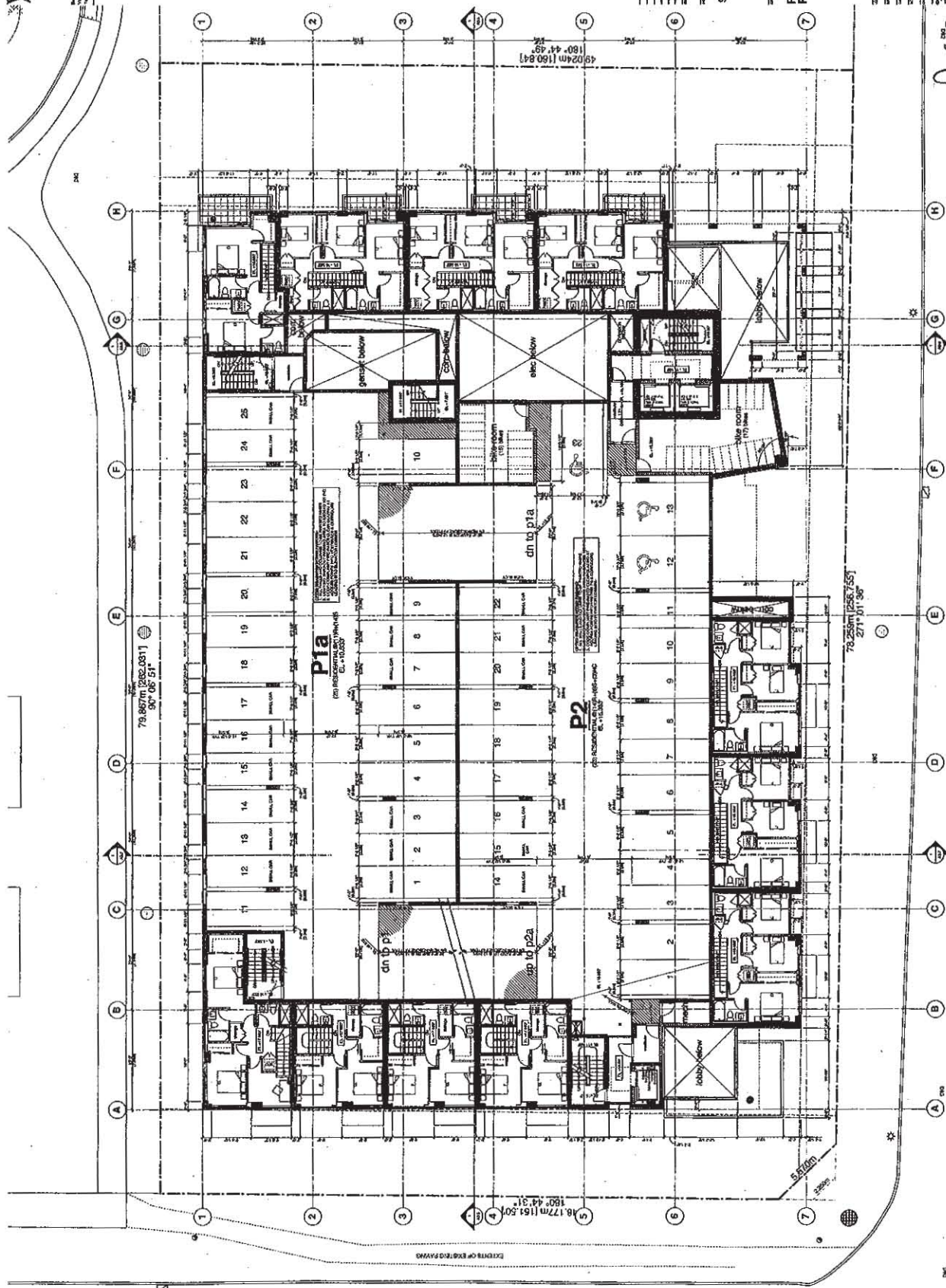
OCT 12 2011

9089 COOK ROAD
RICHMOND, BC
GARAGE CITY & COOK ROAD

P1a/P2
FLOOR PLAN

DATE	10/19
BY	WT
CHECKED	WT
SCALE	1/8" = 1'-0" (1:24)

DP 10 537920
A2.02 #4



COOK ROAD

OCT 12 2011

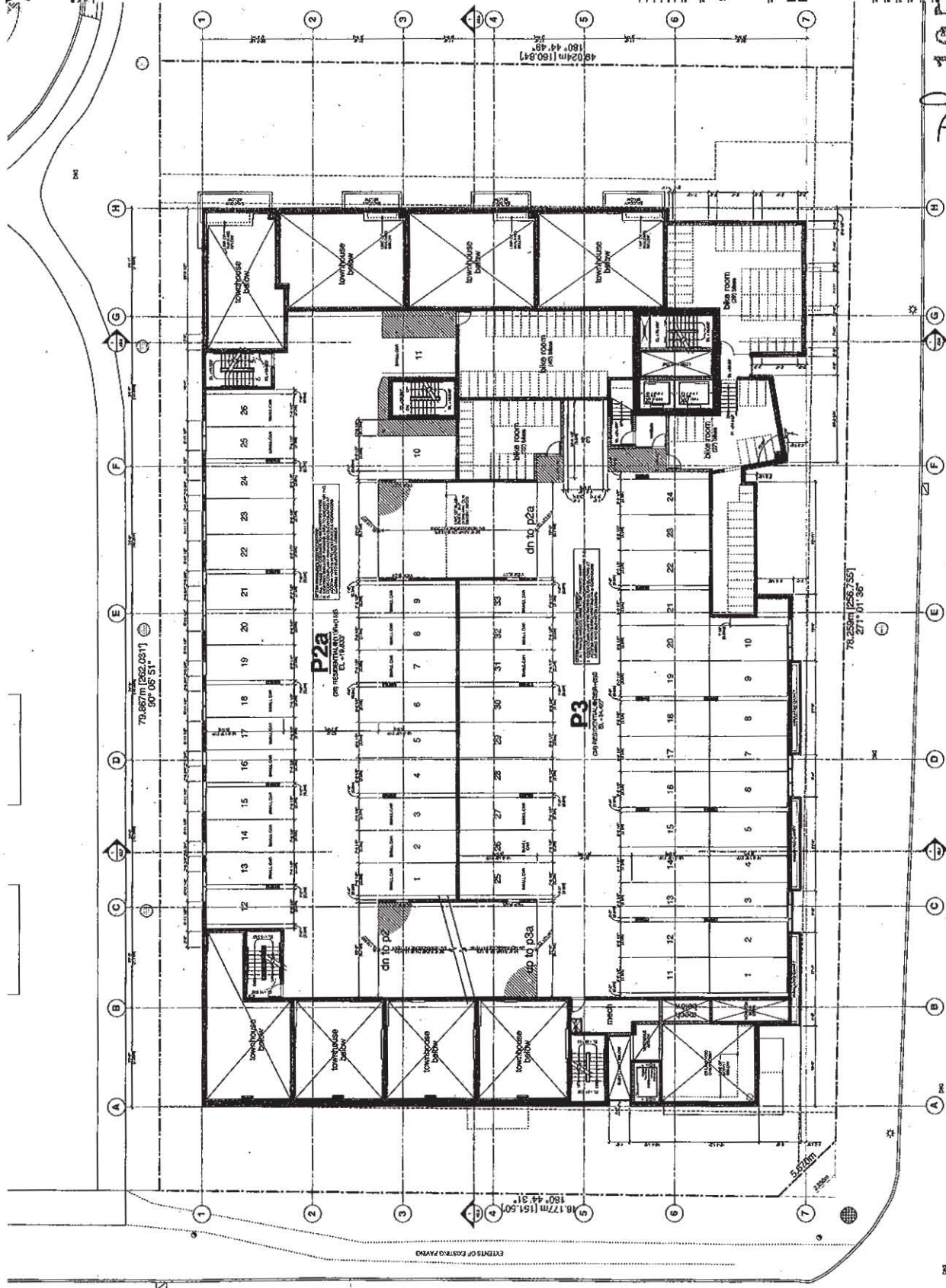
9089 COOK ROAD
RICHMOND, BC
VANCOUVER, BC V6X 1A1
TEL: 604-271-1111
FAX: 604-271-1112
WWW.WTLEUNG.COM

P2a / P3
FLOOR PLAN



NO.	DATE	BY	REVISION
1	10/12/11	WTL	ISSUED FOR PERMIT
2	10/12/11	WTL	REVISED
3	10/12/11	WTL	REVISED
4	10/12/11	WTL	REVISED
5	10/12/11	WTL	REVISED
6	10/12/11	WTL	REVISED
7	10/12/11	WTL	REVISED

DP 10537920
A2.03 #5



COOK ROAD

NO.	NAME	ADDRESS	PHONE
1	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
2	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
3	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
4	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
5	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
6	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
7	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
8	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
9	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111
10	DR. J. H. HARRIS	1000 N. 10TH ST.	234-1111

9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

P3a / 3RD
FLOOR PLAN

10-10
 KT
 AS NOTED
 10-10
 10-10

COOK ROAD

DATE	NO. 205-27-0000, 2000
BY	W. T. LEUNG
CHECKED	W. T. LEUNG
SCALE	1/4" = 1' - 0" U.S.A.

9099 COOK ROAD
RICHMOND, BC
GARDEN CITY + COOK ROAD

4TH / GARDEN
FLOOR PLAN



DATE	NO. 205-27-0000, 2000
BY	W. T. LEUNG
CHECKED	W. T. LEUNG
SCALE	1/4" = 1' - 0" U.S.A.

DP 105A20520 #7



COOK ROAD

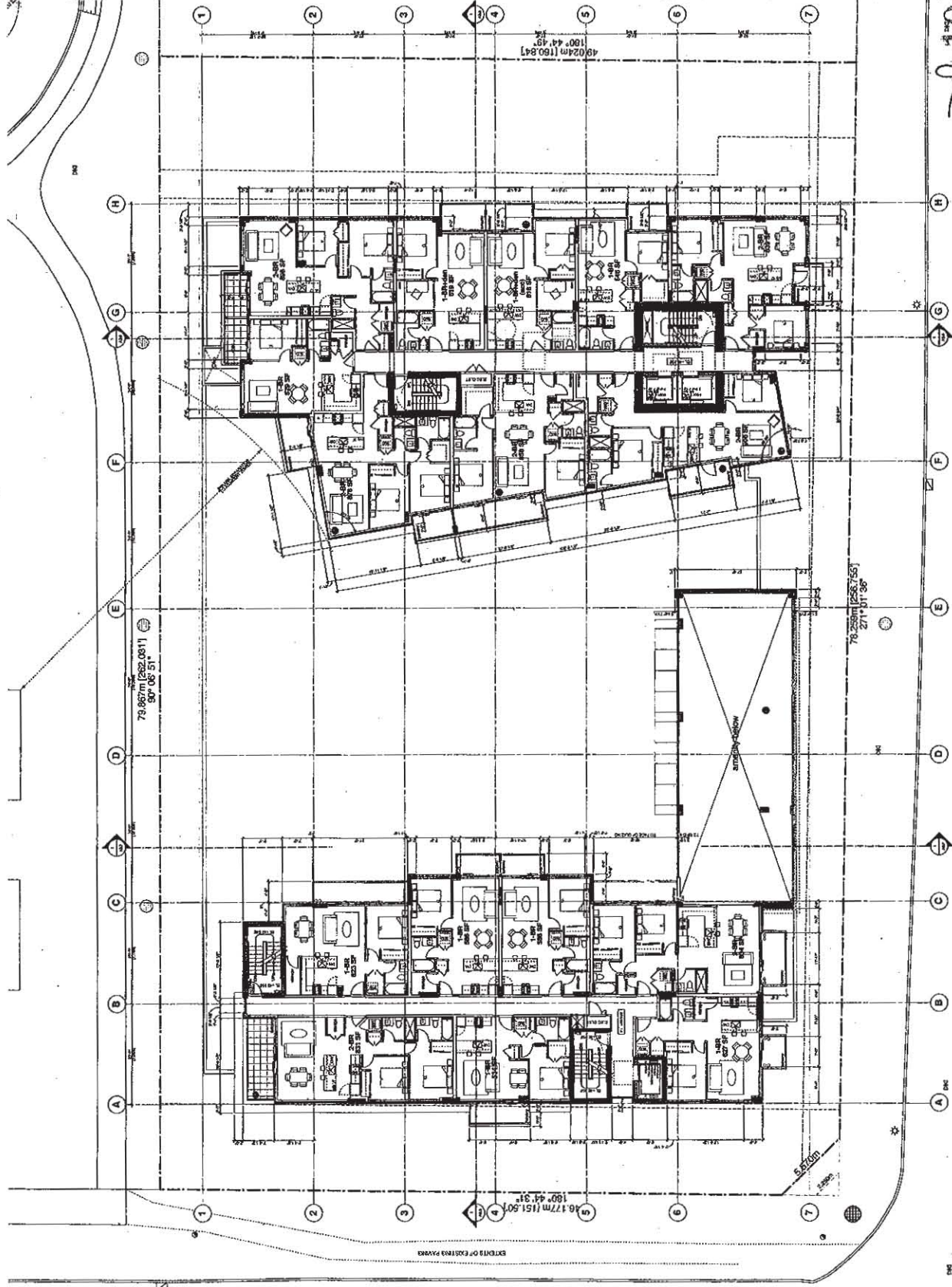
OCT 12 2011

9099 COOK ROAD, BC
RICHMOND, BC
GARIBOLDI CITY & COOK ROAD

5TH FLOOR PLAN

DATE	10/10/2010
BY	WTL
CHECKED	WTL
APPROVED	WTL
SCALE	1/8" = 1'-0" (HORIZ.) 1/4" = 1'-0" (VERT.)

DP 1053920
A2.06 #8



COOK ROAD

OCT 12 2011

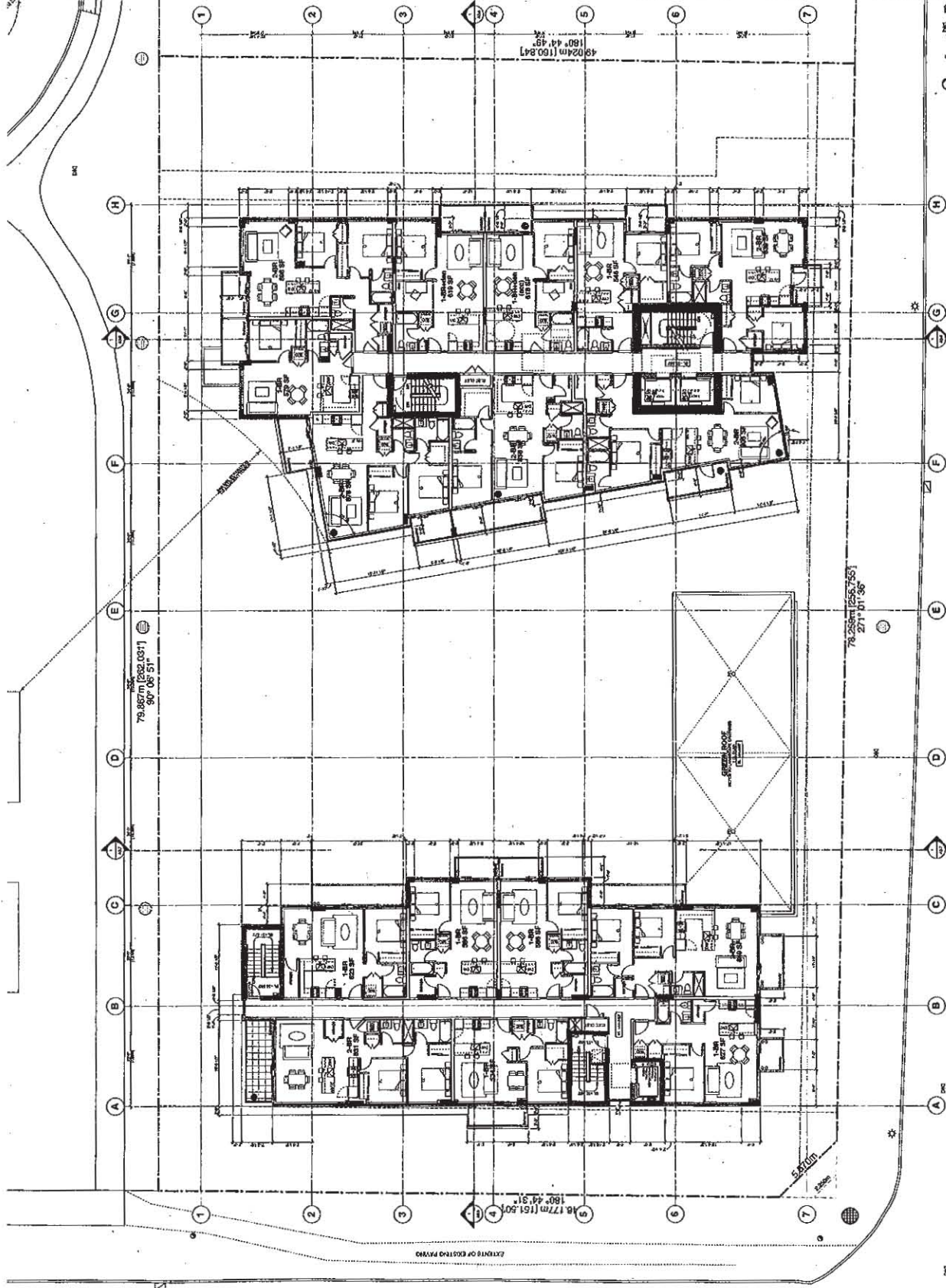
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7	10/12/11	ISSUED FOR PERMIT

9099 COOK ROAD
RICHMOND, BC
GARMENT CITY & COOK ROAD

6TH FLOOR
PLAN

DATE	10/12/11
BY	WTL
AS NOTED	UP 1/4" = 1'-0"
SCALE	1/4" = 1'-0"

DP 10557920
A2.07 #9



OCT 12 2011

1	COOK ROAD
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7	COOK ROAD

9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

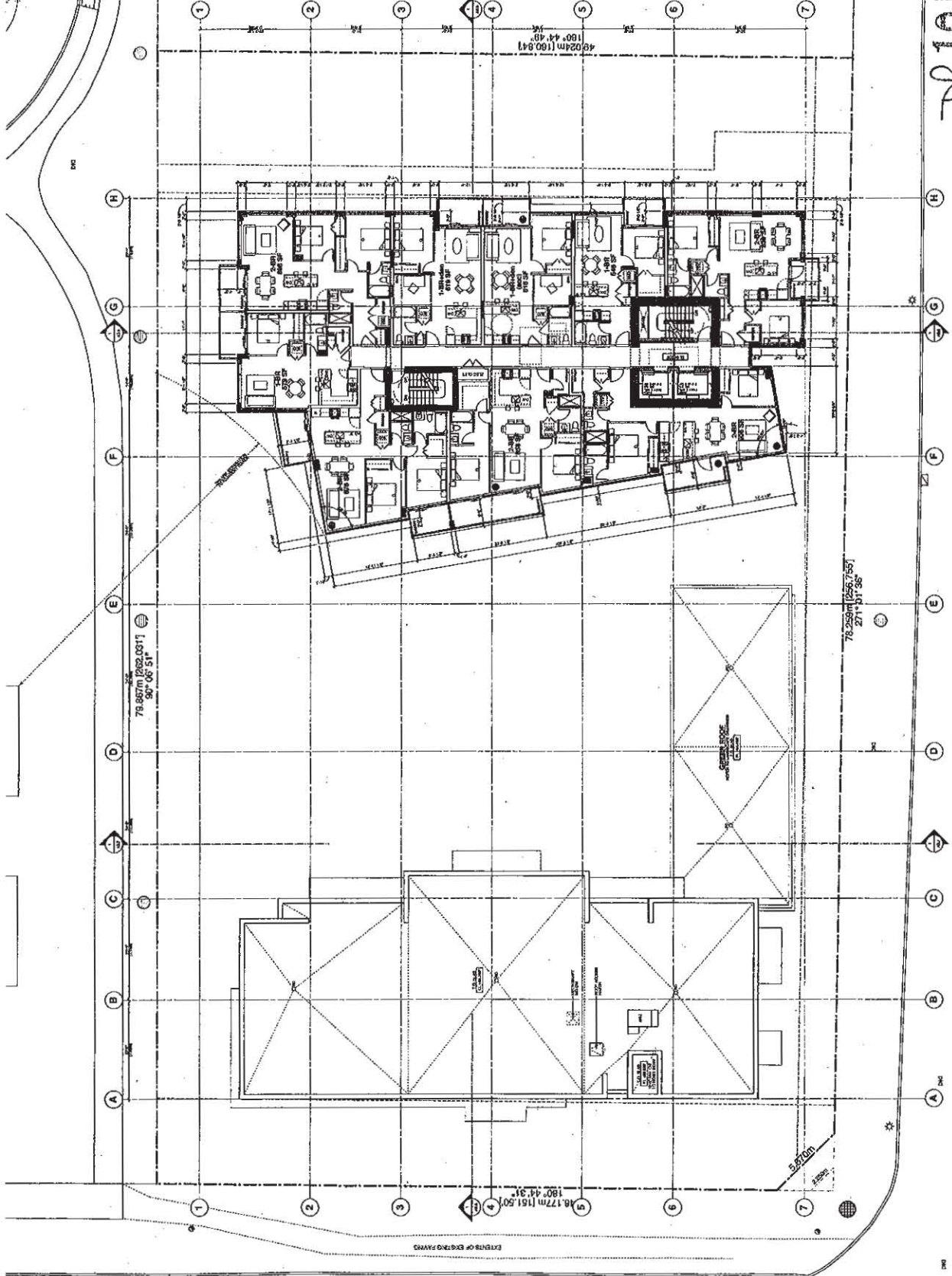
7TH FLOOR
PLAN

MIDRISE ROOF
PLAN



DATE	10/12/2011
BY	W. T. LEUNG
CHECKED BY	T. W. LEUNG
SCALE	1:100

DP 10557920
A2.08 #10



OCT 12 2011

9089 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

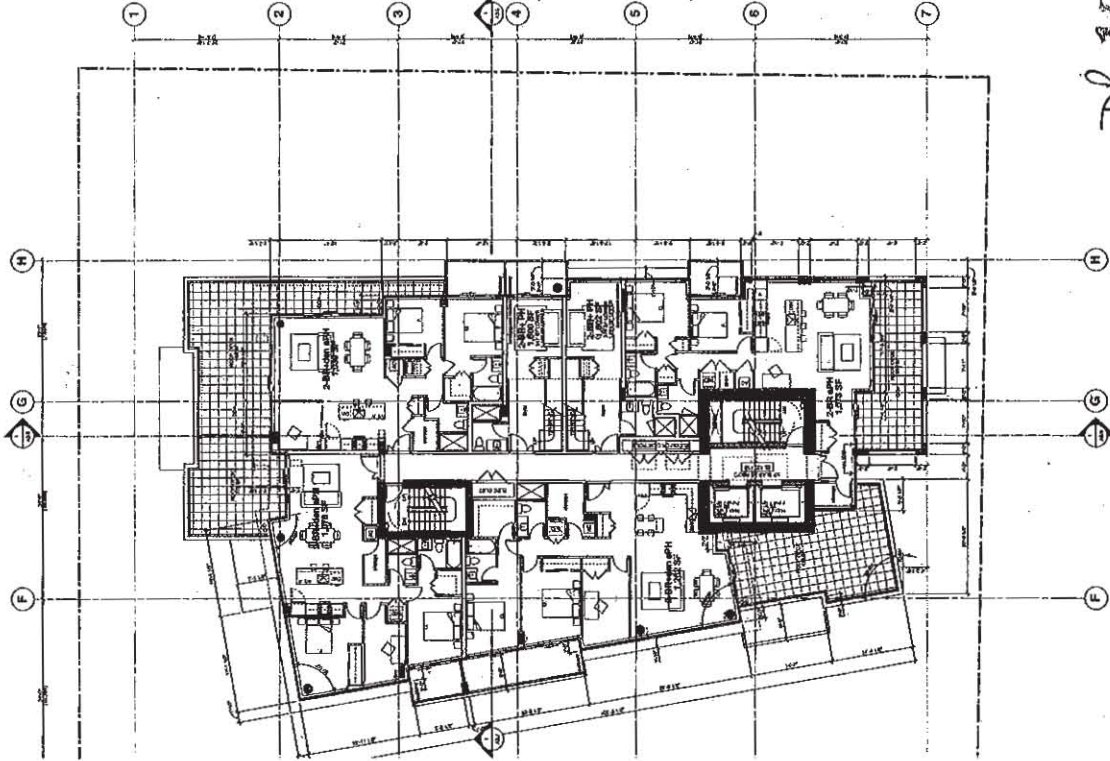
TYPICAL FLOOR
PLAN (LVLS
8-14)

15TH FLOOR
PLAN

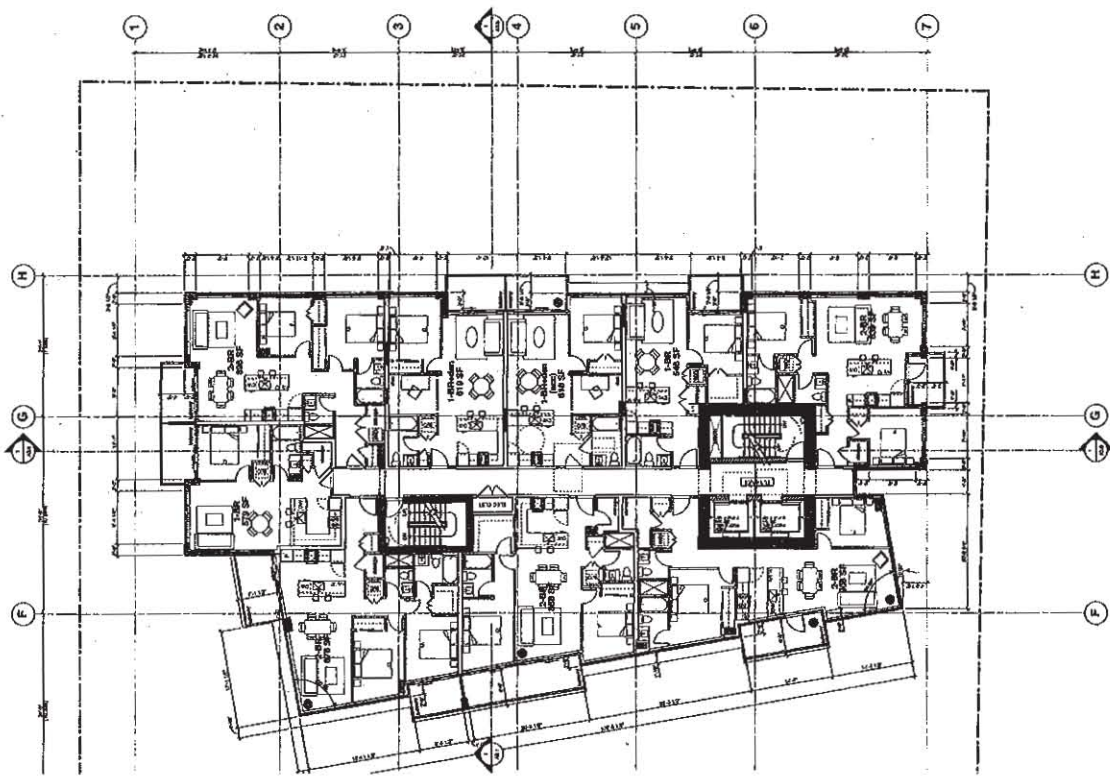


DATE	10/12/2011
BY	WTL
CHECKED	WTL
SCALE	1/8" = 1'-0"

100-55792-1
A2.09-#11



2 15TH FLOOR PLAN



1 TYPICAL FLOOR PLAN (LVLS 8 - 14)

OCT 12 2011

9088 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD
PROJECT NO.

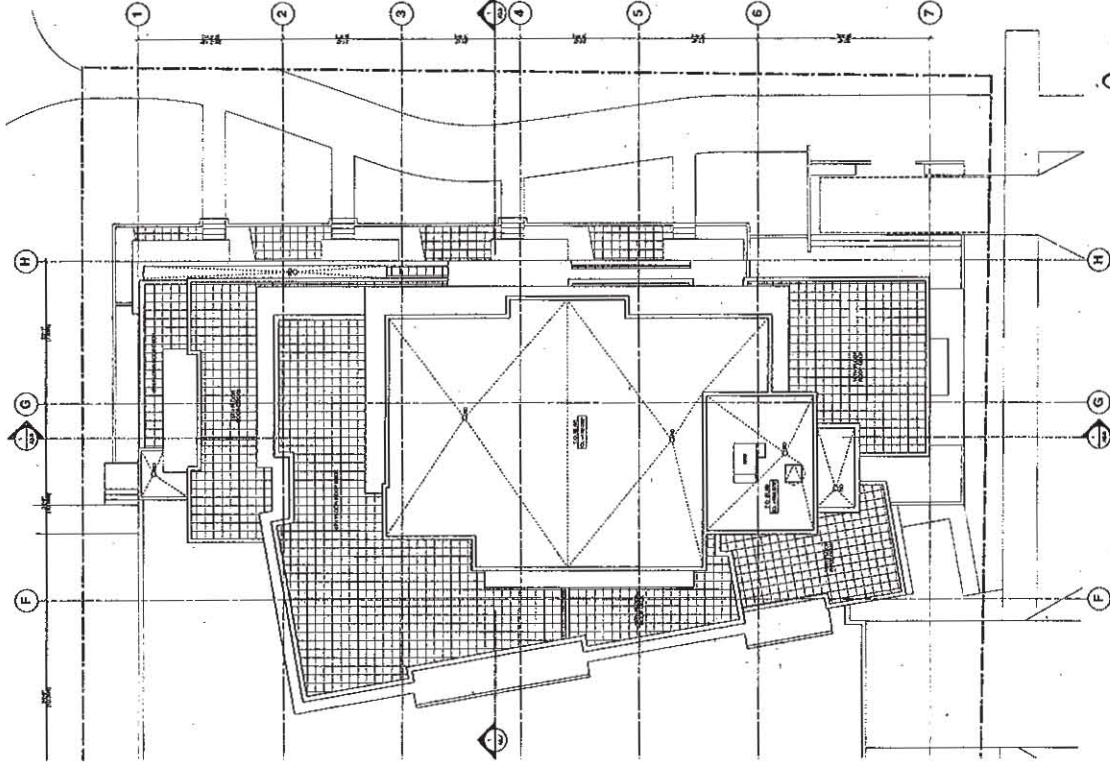
15TH FLOOR
PLAN

TOWER ROOF
PLAN

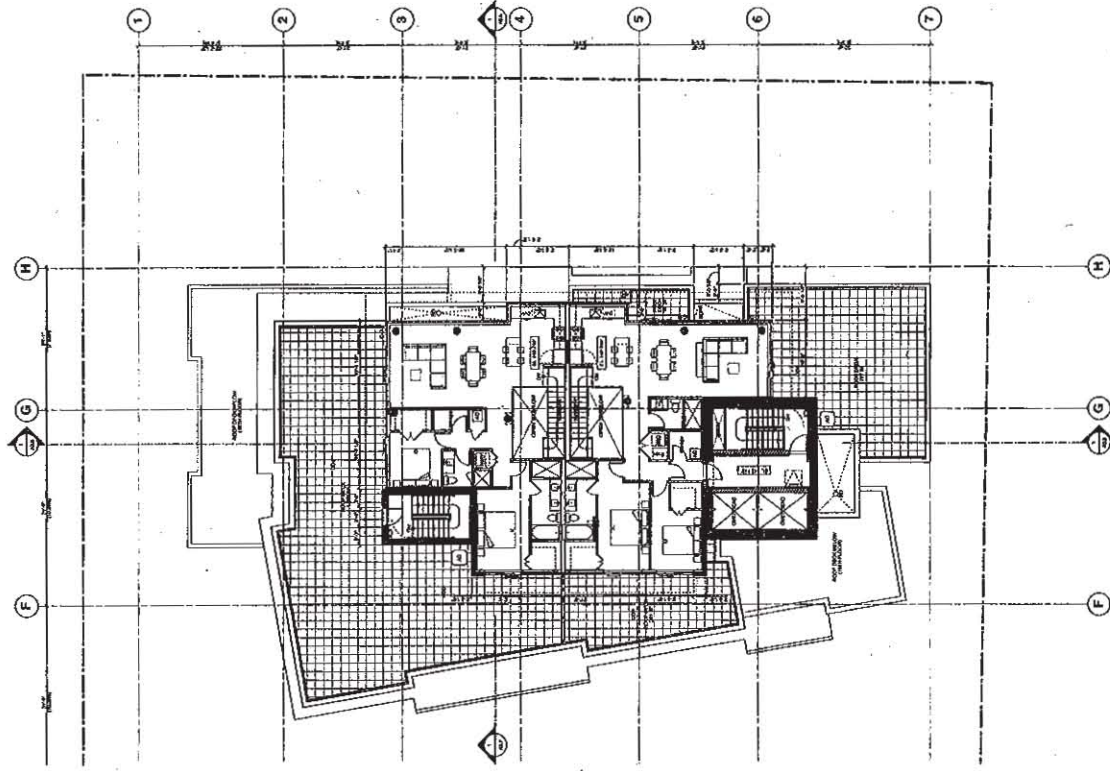


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87	10/12/11	WTL	WTL	REVISED
88	10/12/11	WTL	WTL	REVISED
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90	10/12/11	WTL	WTL	REVISED
91	10/12/11	WTL	WTL	REVISED
92	10/12/11	WTL	WTL	REVISED
93	10/12/11	WTL	WTL	REVISED
94	10/12/11	WTL	WTL	REVISED
95	10/12/11	WTL	WTL	REVISED
96	10/12/11	WTL	WTL	REVISED
97	10/12/11	WTL	WTL	REVISED
98	10/12/11	WTL	WTL	REVISED
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100	10/12/11	WTL	WTL	REVISED

DP 10
A2.10
#18



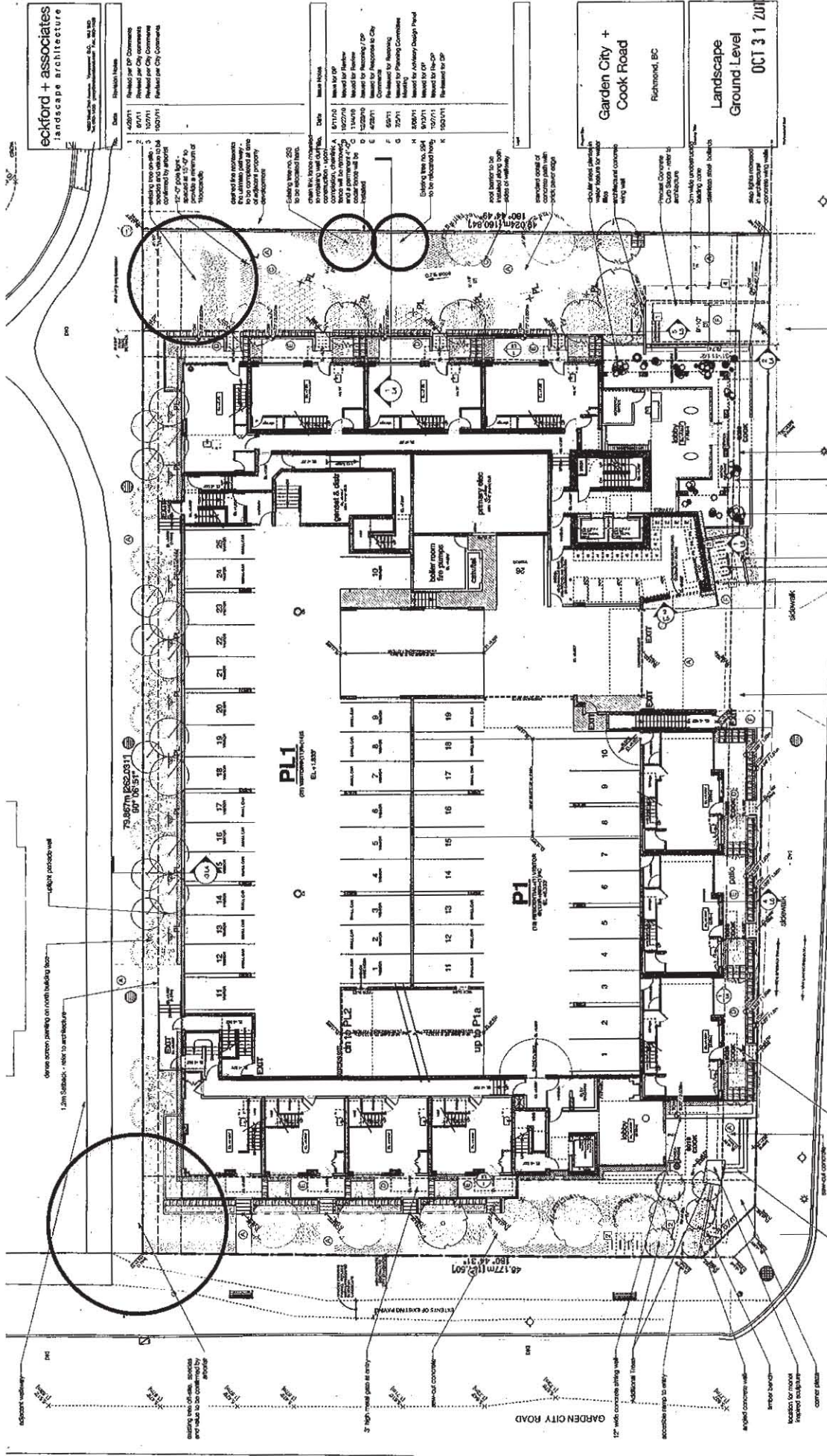
1 15TH FLOOR PLAN



2 TOWER ROOF PLAN

eckford + associates
landscape architecture

Date	Revised	By	For
1/4/01	1/4/01	1/4/01	1/4/01
10/7/11	10/7/11	10/7/11	10/7/11
10/27/11	10/27/11	10/27/11	10/27/11



NO.	DESCRIPTION	DATE	BY	FOR
1	1/4/01	1/4/01	1/4/01	1/4/01
2	10/7/11	10/7/11	10/7/11	10/7/11
3	10/27/11	10/27/11	10/27/11	10/27/11
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#13a

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eckford + associates
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No.	Date	Revision Notes
1	4/20/11	Revised per City Comments
2	5/1/11	Revised per City Comments
3	10/1/11	Revised per City Comments
4	10/25/11	Revised per City Comments

No.	Date	Revision Notes
A	5/1/11	Revised per City Comments
B	5/1/11	Revised per City Comments
C	11/14/10	Revised per City Comments
D	12/23/10	Revised per City Comments
E	4/20/11	Revised per City Comments
F	5/1/11	Revised per City Comments
G	5/1/11	Revised per City Comments
H	5/1/11	Revised per City Comments
I	5/1/11	Revised per City Comments
J	10/1/11	Revised per City Comments
K	10/25/11	Revised per City Comments

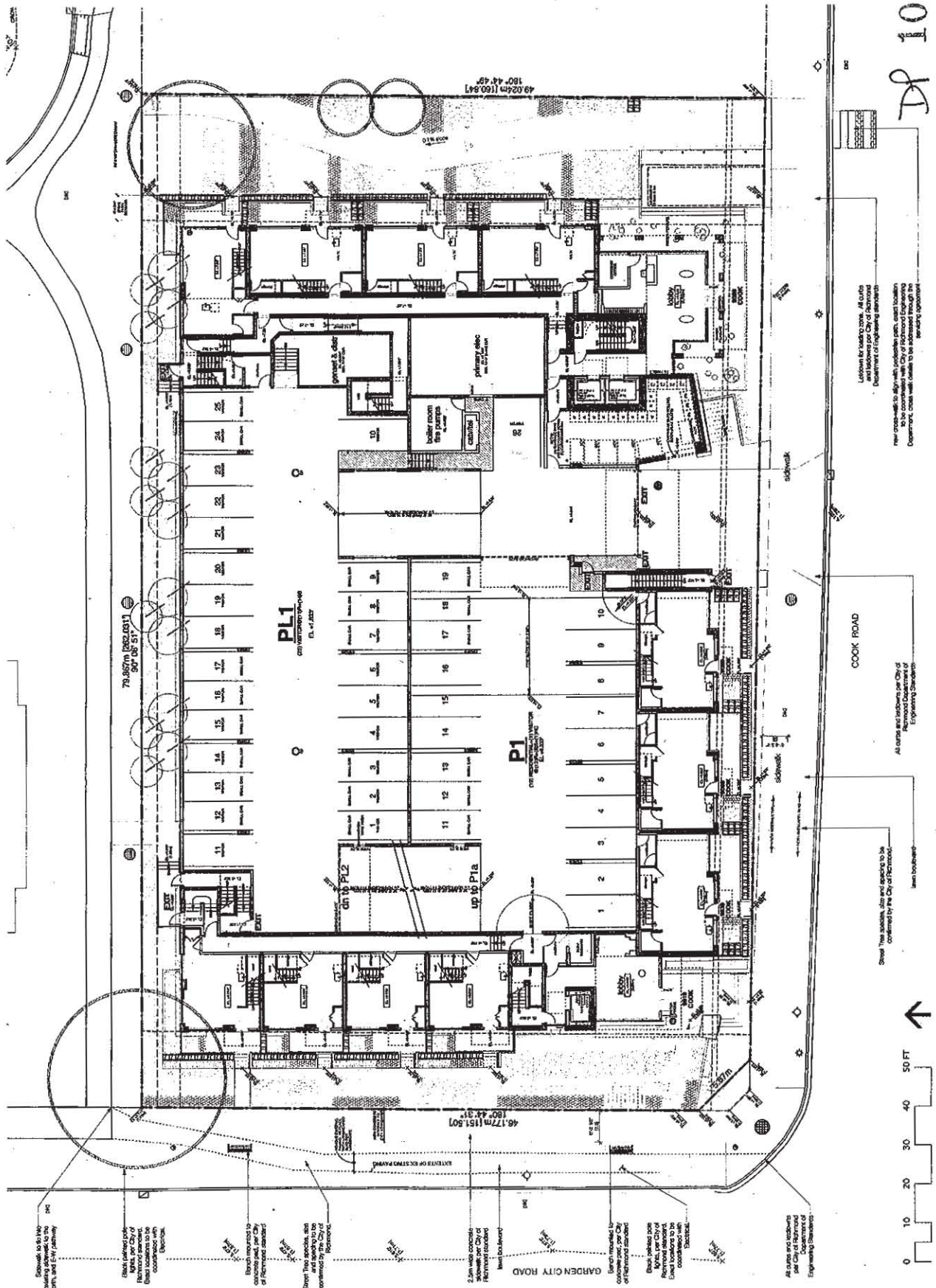
Garden City +
Cook Road
Richmond, SC

Landscape
Ground Level
Offsite Works

001312011

No.	Date	Revision Notes
1	4/20/11	Revised per City Comments
2	5/1/11	Revised per City Comments
3	10/1/11	Revised per City Comments
4	10/25/11	Revised per City Comments

#136



DP 10557920

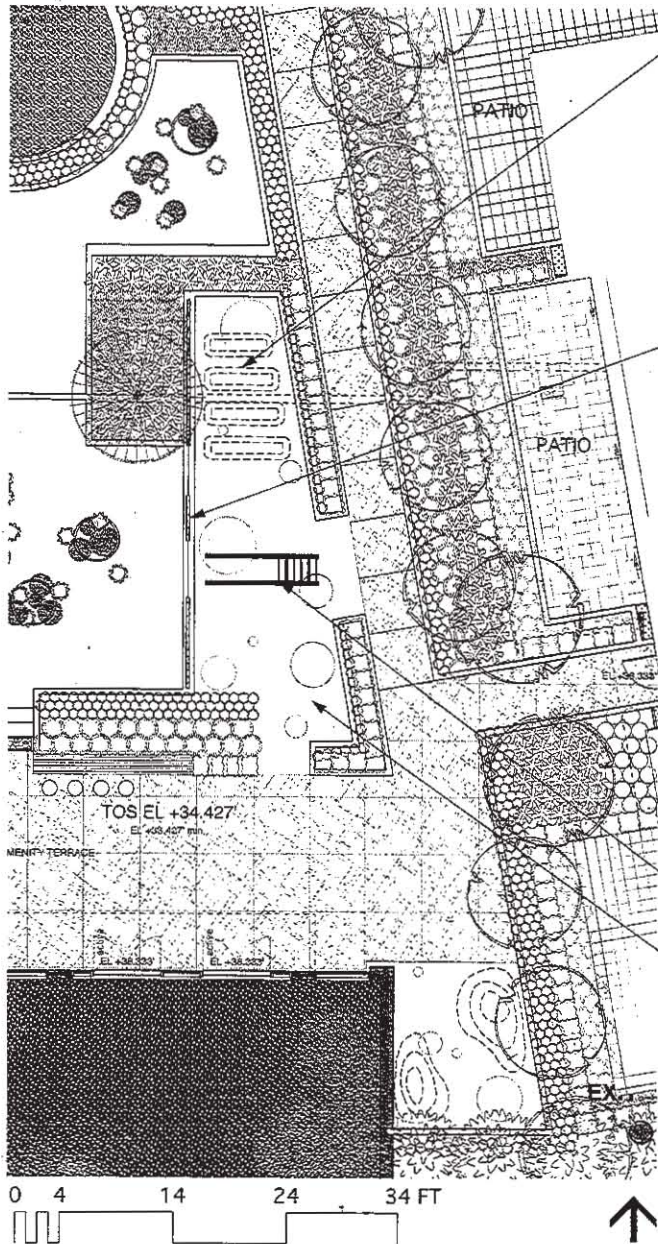
Locations for building work. All utility and building work per City of Richmond Department of Engineering Standards.

new crosswalk to align with pedestrian path, exact location to be coordinated with City of Richmond Department of Engineering Standards. Crosswalk will be located to be coordinated with the existing crosswalk.

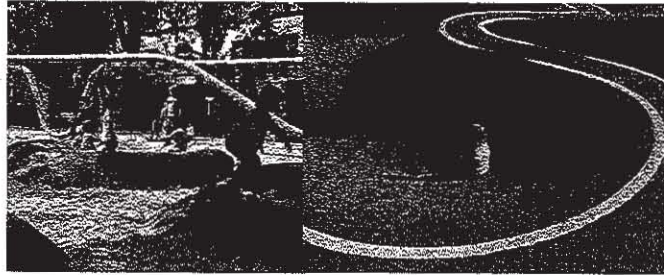
Shaded Tree symbols, size and spacing to be confirmed by the City of Richmond.

See bookend

All utility and building work per City of Richmond Department of Engineering Standards.

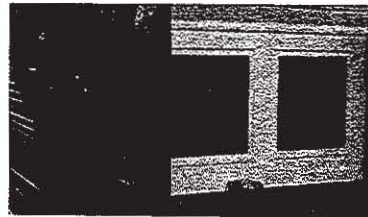


undulating rubber surface

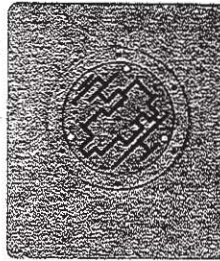


The undulating rubber surfaces provides endless opportunities of play for all ages.

interactive wall - chalkboard, play panels



The 'Monet Creative Wall' is comprised of a series of chalkboard panels, interactive panels and glass panels. This combination creates an environment for children to utilize their imaginations, be creative, and interact with other children.



age 5-12



age 5-12



age 5-12



age 5-12

tunnel

epdm rubber surface in a variety of colours and heights and stepping stones



The stepping stones provide an opportunity for creativity and interactions between children.

The stepping stones will vary in height and colour.

OCT 14 2011

eckford + associates landscape architecture

Project

Garden + Cook

Drawing Title

Play Area Concept

Drawing Number

LSK-1

Drawn By
CB

Date

10.14.2011

DP 10537920

#13c

No.	Date	Revision Notes
1	4/28/71	Revised per DP Comments
2	6/7/71	Revised per City comments
3	10/7/71	Revised per City Comments
4	10/31/71	Revised per City Comments

Area	Costs	Net Income
...

A	5/11/10	Issued for DP
B	10/27/10	Issued for Review
C	11/14/10	Issued for Review
D	12/23/10	Issued for Review / DP
E	1/23/11	Issued for Response to City Comments
F	4/28/11	Re-issued for Response
G	6/6/11	Re-issued for Planning Committee Meeting
H	7/25/11	Issued for Ad-Hoc Design Panel
I	8/6/11	Issued for DP
J	9/13/11	Issued for DP
K	10/27/11	Re-issued for DP
L	10/27/11	Re-issued for DP

**Garden City +
Cook Road**
Richmond, BC

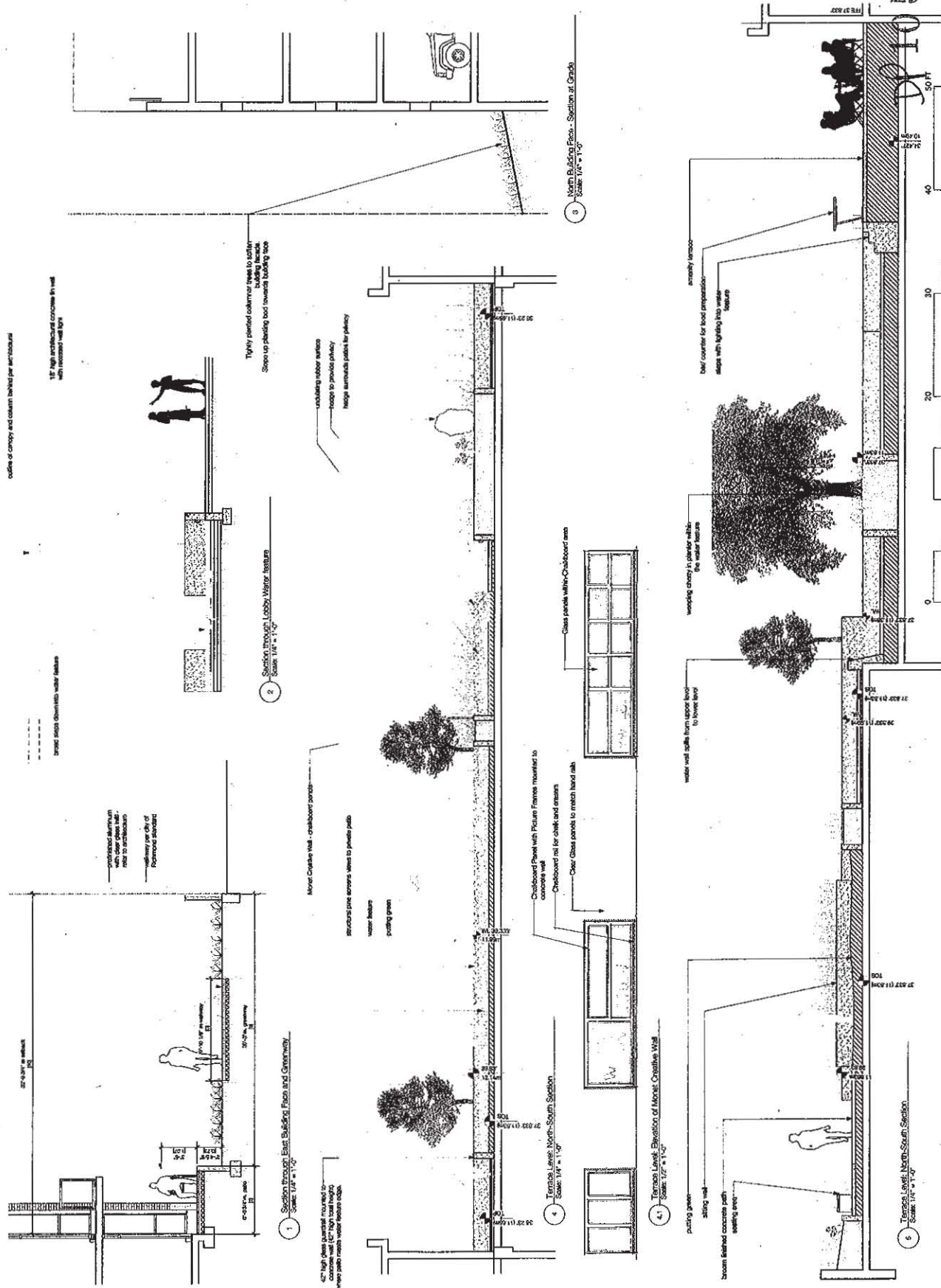
Landscape
Sections

OCT 31 2011

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20

#13c





No.	Date	Issue Holder
A	8/11/70	Issued for DP
B	10/27/70	Issued for Review
C	11/16/70	Issued for Review
D	12/23/70	Issued for Recording / DP
E	4/29/71	Issued for Response to City Comments
F	5/6/71	Re-Issued for Reissuing
G	7/9/71	Issued for Planning Committee
H	8/20/71	Issued for Advisory Design Panel
I	9/1/71	Issued for DP
J	10/1/71	Issued for Rec-DP
K	10/21/71	Re-Issued for DP

Garden City +
Cook Road

OCT 31 1966

of Hgme Released by PCDD/Fs & PCBs/DTs
This change is not in the model input/output
values of the released PCDD/Fs & PCBs/DTs.

026726
Page 47
Page Number 026726

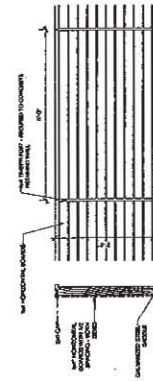
#139



1 Concrete Unit Pavers on Grade (TYP)

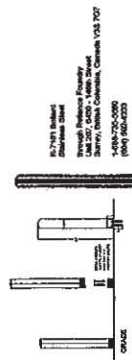


Concrete Tree Planter on Slab



Position: Academic Enrichment

Detail Section / Elevation: Low Wall at Edge of Water Feature



Detail: Bollard along Greenway

ALL PLANTS TO BE INSTALLED GROWN TO REPLANT MATERIALS AND LAID OUT TO CONFORM TO RECOMMENDED SPECIFICATIONS (2008 ed.).

All plant materials to be transplanted prior to delivery of the plants to the project site. All plants to be transplanted in accordance to one location for a variety.

IMPORTED SOIL SHALL BE SAVED, LOAN OR LOAMY AND BE TRANSPORTED TO THE PROJECT SITE. IT SHALL CONTAIN AND BE OF THE CHEMICAL NATURE THAT WOULD BE USED TO GROW PLANTS. IT SHALL BE FREE OF WEEDS, MATERIALS, STONES, DIRT, SAND, AND OTHER FOREIGN MATERIALS. IT SHALL BE FREE OF ANY CHEMICALS, PESTICIDES, FERTILIZERS, AND OTHER TOXIC MATERIALS. IT SHALL BE FREE OF ANY OTHER MATERIALS OR SUBSTANCES THAT WOULD BE HARMFUL TO PLANTS OR SOIL.

IT SHALL FURNISH THE FOLLOWING QUALITIES:

TEXTURE:

- 1. MUST BE GREATER THAN 50% 0-1%.
- 2. MUST BE GREATER THAN 10% 1-2%.
- 3. MUST BE GREATER THAN 10% 2-5%.
- 4. MUST BE GREATER THAN 10% 5-10%.
- 5. MUST BE GREATER THAN 10% 10-20%.
- 6. MUST BE GREATER THAN 10% 20-40%.
- 7. MUST BE GREATER THAN 10% 40-60%.
- 8. MUST BE GREATER THAN 10% 60-80%.
- 9. MUST BE GREATER THAN 10% 80-100%.

ORGANIC CONTENT: 5-10%.

ACIDITY: 6.0-7.0

DRAINAGE: PERCOLATION SHALL BE SUCH THAT WATER SHALL BE ABLE TO PERCOLATE THROUGH THE SOIL AT A RATE OF AT LEAST 10 MINUTES OF MODERATE WATER FALL OR PRECIPITATION.

MINIMUM SOIL DEPTH TO BE AS PER SPECIFICATIONS.

2008 DRAINAGE SPECIFICATIONS:

- 1. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.
- 2. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.
- 3. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.
- 4. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.
- 5. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.
- 6. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.
- 7. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.
- 8. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.
- 9. SOIL DEPTH SHALL BE AS PER SPECIFICATIONS.

[illegible]

PART FISH LEGEND

- (A) KAWAHI MOTT, COOP "LOUS COME"
- (B) KAWAHI MOTT, "TOMMY TAILWIND"
- (C) MACKAY SPINNY, "TOMMY TAILWIND"
- (D) MACKAY SPINNY, "TOMMY TAILWIND"
- (E) MACKAY SPINNY, "TOMMY TAILWIND"
- (F) MACKAY SPINNY, "TOMMY TAILWIND"
- (G) MACKAY SPINNY, "TOMMY TAILWIND"
- (H) MACKAY SPINNY, "TOMMY TAILWIND"
- (I) MACKAY SPINNY, "TOMMY TAILWIND"
- (J) MACKAY SPINNY, "TOMMY TAILWIND"
- (K) MACKAY SPINNY, "TOMMY TAILWIND"
- (L) MACKAY SPINNY, "TOMMY TAILWIND"
- (M) MACKAY SPINNY, "TOMMY TAILWIND"
- (N) MACKAY SPINNY, "TOMMY TAILWIND"
- (O) MACKAY SPINNY, "TOMMY TAILWIND"
- (P) MACKAY SPINNY, "TOMMY TAILWIND"
- (Q) MACKAY SPINNY, "TOMMY TAILWIND"
- (R) MACKAY SPINNY, "TOMMY TAILWIND"
- (S) MACKAY SPINNY, "TOMMY TAILWIND"
- (T) MACKAY SPINNY, "TOMMY TAILWIND"
- (U) MACKAY SPINNY, "TOMMY TAILWIND"
- (V) MACKAY SPINNY, "TOMMY TAILWIND"
- (W) MACKAY SPINNY, "TOMMY TAILWIND"
- (X) MACKAY SPINNY, "TOMMY TAILWIND"
- (Y) MACKAY SPINNY, "TOMMY TAILWIND"
- (Z) MACKAY SPINNY, "TOMMY TAILWIND"

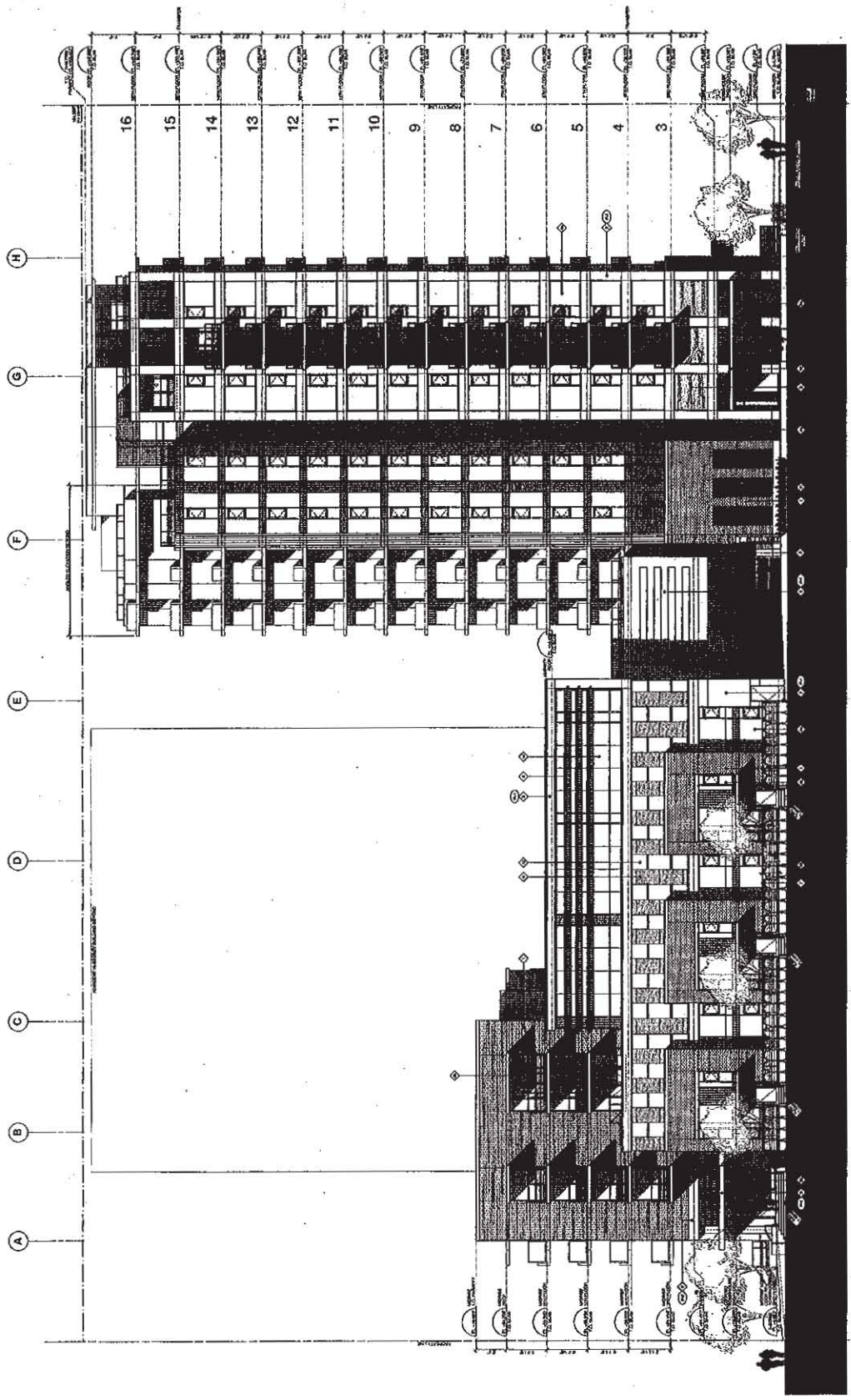
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9	007 04, 001	AN ADDRESS FOR THE
10	007 04, 001	AN ADDRESS FOR THE

9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

**SOUTH
ELEVATION
(COOK ROAD)**

DATE	10-10
TIME	KT
REMARKS	AS NOTED
REMARKS	WAT. 1.0"

1055720
A3.0 #14



1 SOUTH ELEVATION (COOK ROAD)

FINISH MATERIAL LEGEND

1	CONCRETE
2	BRICK
3	GLAZED TERRAZZO
4	GLAZED TERRAZZO
5	GLAZED TERRAZZO
6	GLAZED TERRAZZO
7	GLAZED TERRAZZO
8	GLAZED TERRAZZO
9	GLAZED TERRAZZO
10	GLAZED TERRAZZO
11	GLAZED TERRAZZO
12	GLAZED TERRAZZO
13	GLAZED TERRAZZO
14	GLAZED TERRAZZO
15	GLAZED TERRAZZO
16	GLAZED TERRAZZO

PAINT FINISH LEGEND

1	PAINT FINISH
2	PAINT FINISH
3	PAINT FINISH
4	PAINT FINISH
5	PAINT FINISH
6	PAINT FINISH
7	PAINT FINISH
8	PAINT FINISH
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12	PAINT FINISH
13	PAINT FINISH
14	PAINT FINISH
15	PAINT FINISH
16	PAINT FINISH

OCT 12 2011

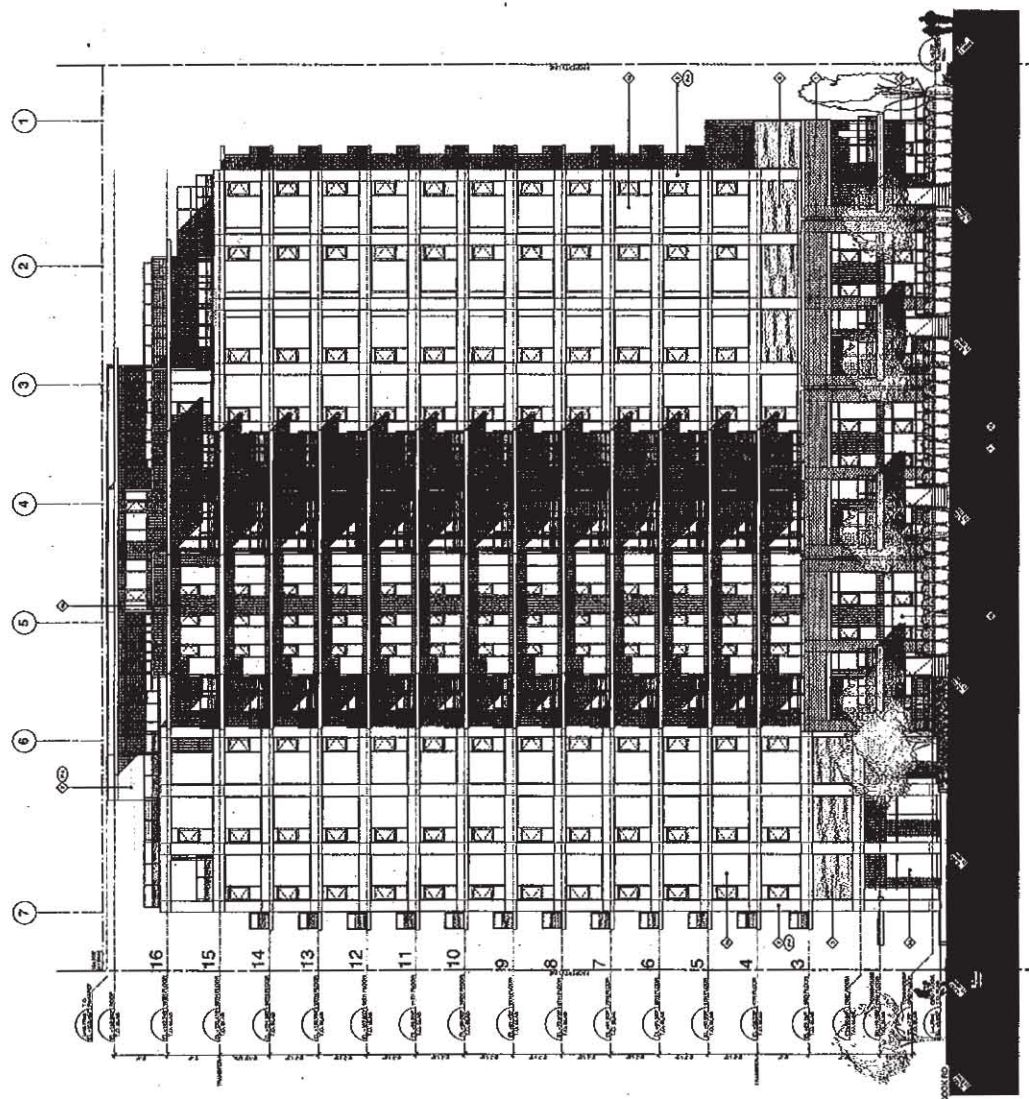
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16	1000-10100, 10100, 10100, 10100

9099 COOK ROAD
RICHMOND, BC
GARAGE CITY & COOK ROAD

EAST
ELEVATION

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2	1000-10100, 10100, 10100, 10100
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15	1000-10100, 10100, 10100, 10100
16	1000-10100, 10100, 10100, 10100

DP 1055-20-20
A3.1 #15



1 EAST ELEVATION
1" = 10'

FINISH MATERIAL LEGEND

1	CONCRETE
2	BRICK
3	GLAZED ALUMINUM CURTAIN WALL
4	GLAZED ALUMINUM CURTAIN WALL
5	GLAZED ALUMINUM CURTAIN WALL
6	GLAZED ALUMINUM CURTAIN WALL
7	GLAZED ALUMINUM CURTAIN WALL
8	GLAZED ALUMINUM CURTAIN WALL
9	GLAZED ALUMINUM CURTAIN WALL
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11	GLAZED ALUMINUM CURTAIN WALL
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13	GLAZED ALUMINUM CURTAIN WALL
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15	GLAZED ALUMINUM CURTAIN WALL
16	GLAZED ALUMINUM CURTAIN WALL

PAINT FINISH LEGEND

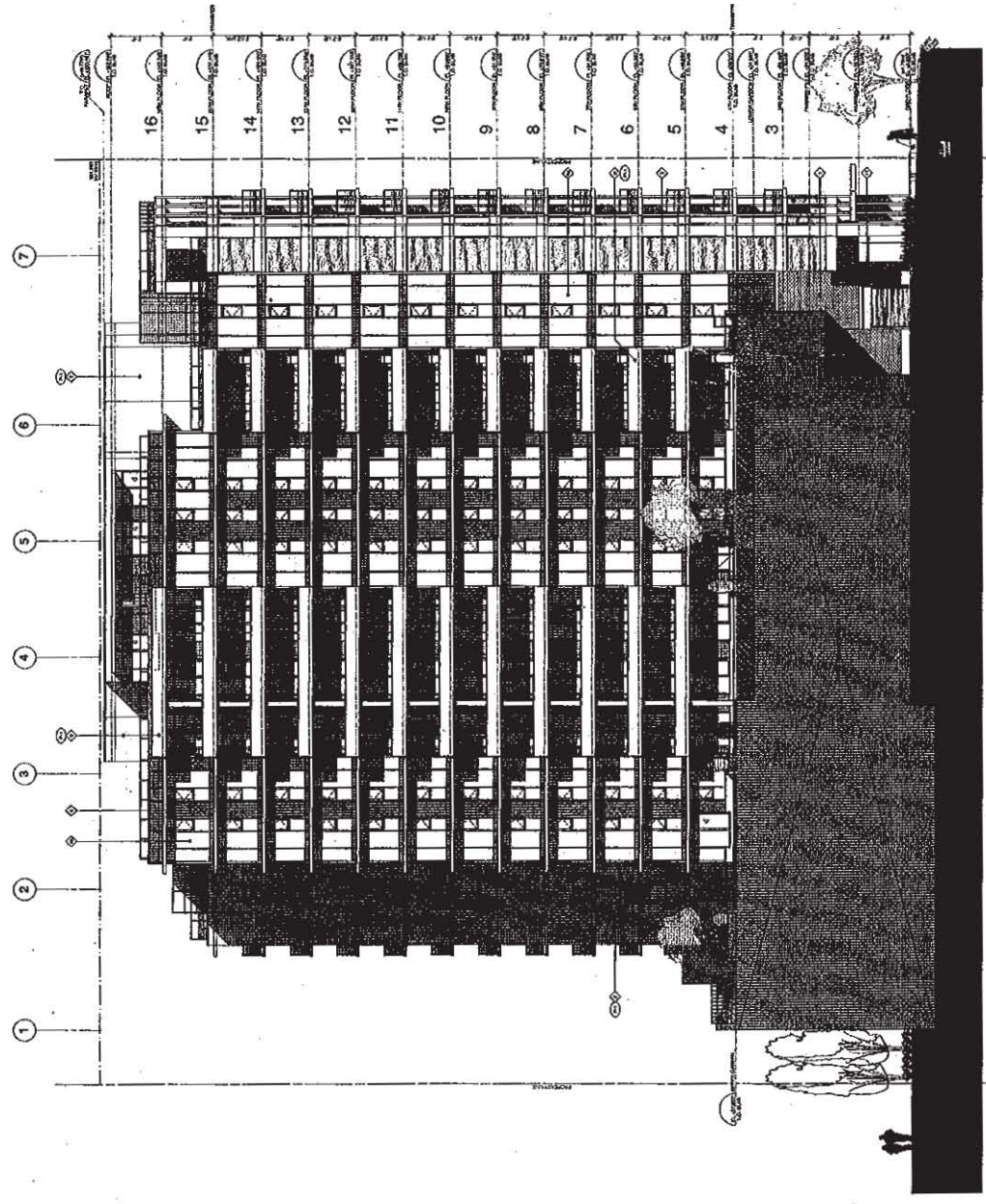
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9	INTERIOR WALLS
10	INTERIOR WALLS
11	INTERIOR WALLS
12	INTERIOR WALLS
13	INTERIOR WALLS
14	INTERIOR WALLS
15	INTERIOR WALLS
16	INTERIOR WALLS

OCT 12 2011

1	CONCRETE
2	BRICK
3	GLAZED ALUMINUM CURTAIN WALL
4	GLAZED ALUMINUM CURTAIN WALL
5	GLAZED ALUMINUM CURTAIN WALL
6	GLAZED ALUMINUM CURTAIN WALL
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12	GLAZED ALUMINUM CURTAIN WALL
13	GLAZED ALUMINUM CURTAIN WALL
14	GLAZED ALUMINUM CURTAIN WALL
15	GLAZED ALUMINUM CURTAIN WALL
16	GLAZED ALUMINUM CURTAIN WALL

9099 COOK ROAD
RICHMOND, BC
CAMDEN CITY & COOK ROAD
PROJECT NO.

TOWER - WEST
ELEVATION



1 TOWER - WEST ELEVATION
0 10 20 30 40 FT

DP 10532920

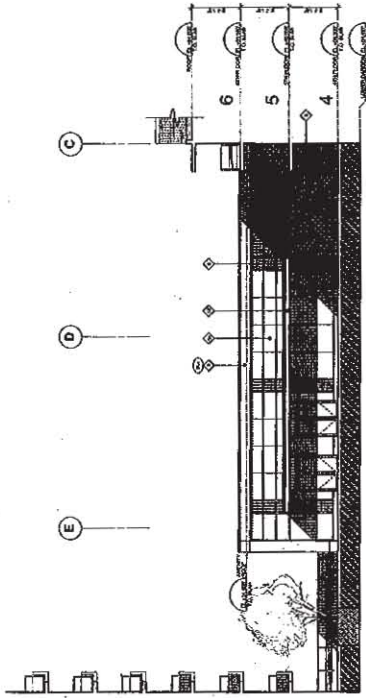
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FINISH MATERIAL LEGEND

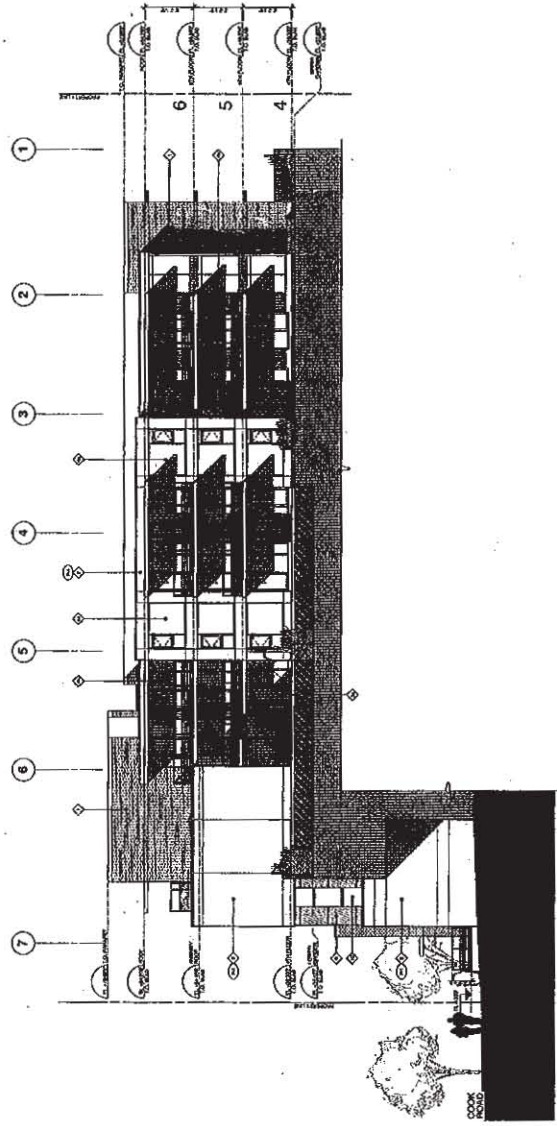
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2	BRICK
3	GLAZED ALUMINUM
4	WOOD CLADDING
5	ROOFING
6	LANDSCAPE
7	PAVING
8	SCREENING
9	SCREENING
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95	SCREENING
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98	SCREENING
99	SCREENING
100	SCREENING

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE.
2. ALL MATERIALS SHALL BE OF THE HIGHEST QUALITY.
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.
6. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED SAFETY.
7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ENVIRONMENT.
8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ACCESSIBILITY.
9. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED SUSTAINABILITY.
10. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED WELL-BEING.



1 GARDEN - SOUTH ELEVATION



1 GARDEN - WEST ELEVATION

OCT 12 2011

1	CONCRETE
2	BRICK
3	GLAZED ALUMINUM
4	WOOD CLADDING
5	ROOFING
6	LANDSCAPE
7	PAVING
8	SCREENING
9	SCREENING
10	SCREENING
11	SCREENING
12	SCREENING
13	SCREENING
14	SCREENING
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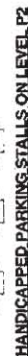
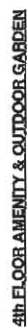
9089 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

4TH FLOOR
ROOF GARDEN
ELEVATIONS

DATE	10/12/11
BY	WT
CHECKED BY	WT
SCALE	AS NOTED

DP 10533920

A3.5#19



ACQUIRING HEARTS OF SWITCHES & OUTLETS

LIGHT SWITCHES TO BE MAX. 1200mm ABOVE FINISHED FLOOR.

ELECTRICAL OUTLETS, GFI, AND PHONE OUTLETS TO BE MIN. 400mm ABOVE FINISHED FLOOR.

THERMOSTATS TO BE LOCATED BETWEEN 1000 TO 1300mm ABOVE FINISHED FLOOR.

eckford + associates
landscape architecture

1000 Lakeside Drive, Suite 200, St. Louis, MO 63103
Phone: (314) 433-1100
Fax: (314) 433-1101
www.eckford.com

Rev	Date	Revision Notes
1	10/12/11	Revised per City Comments
2	10/12/11	Revised per City Comments
3	10/12/11	Revised per City Comments

Rev	Date	Revision Notes
A	10/12/11	Revised per DP
B	10/12/11	Revised per DP
C	10/12/11	Revised per DP
D	10/12/11	Revised per DP
E	10/12/11	Revised per DP
F	10/12/11	Revised per DP
G	10/12/11	Revised per DP
H	10/12/11	Revised per DP
I	10/12/11	Revised per DP
J	10/12/11	Revised per DP

OCT 12 2011

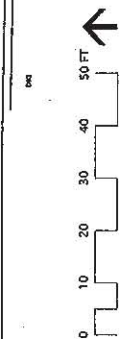
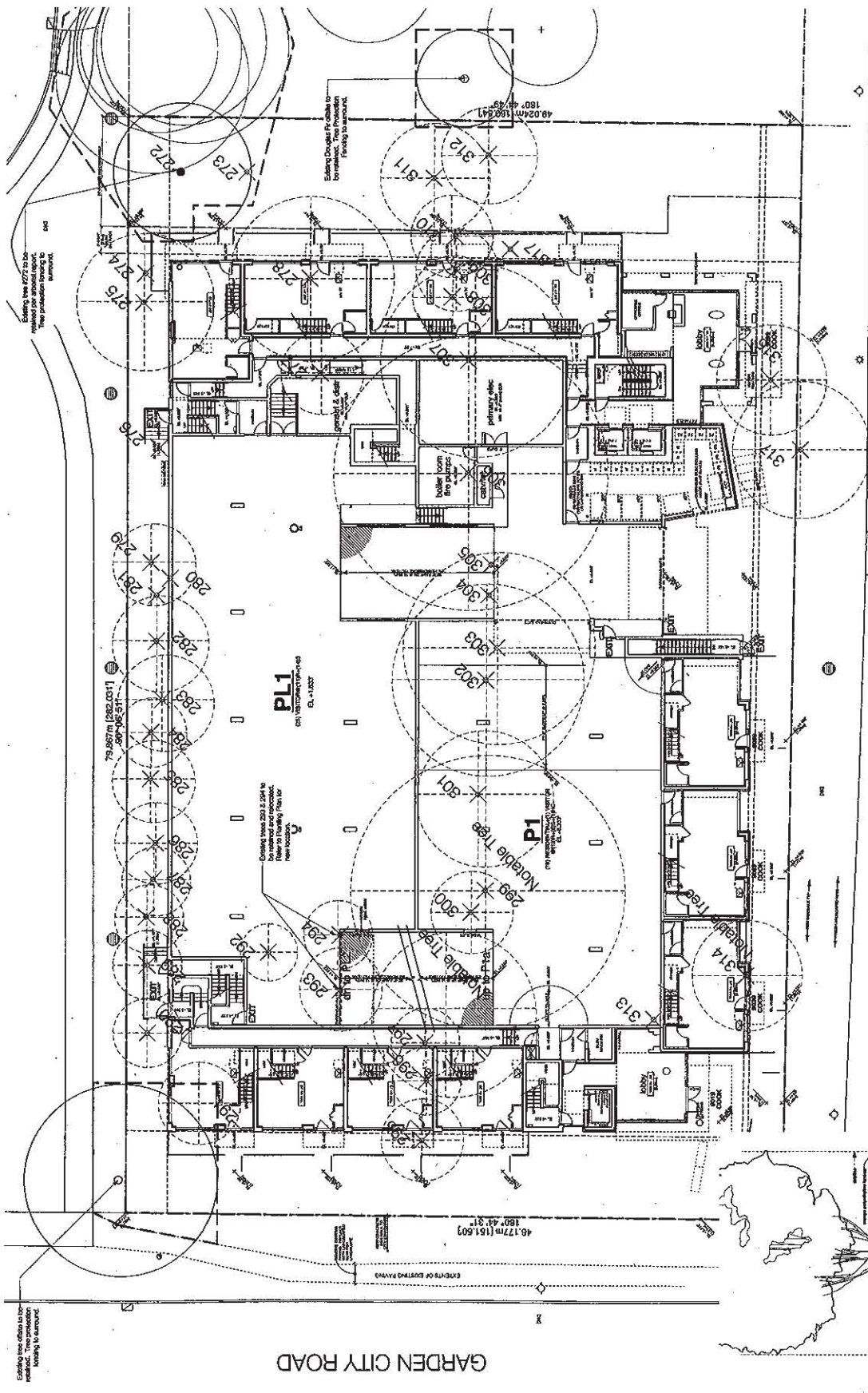
Garden City +
Cook Road
Richmond, BC

Tree Management
Plan

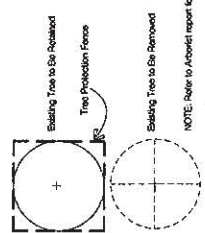
Rev	Date	Revision Notes
1	10/12/11	Revised per DP
2	10/12/11	Revised per DP
3	10/12/11	Revised per DP

DP 10557920

m4000000



COOK ROAD



NOTE: Refer to Approved report for all Details

1
Detail: Tree Protection Fences
Scale: 3/8" = 1'-0"

GARDEN CITY ROAD

[illegible]

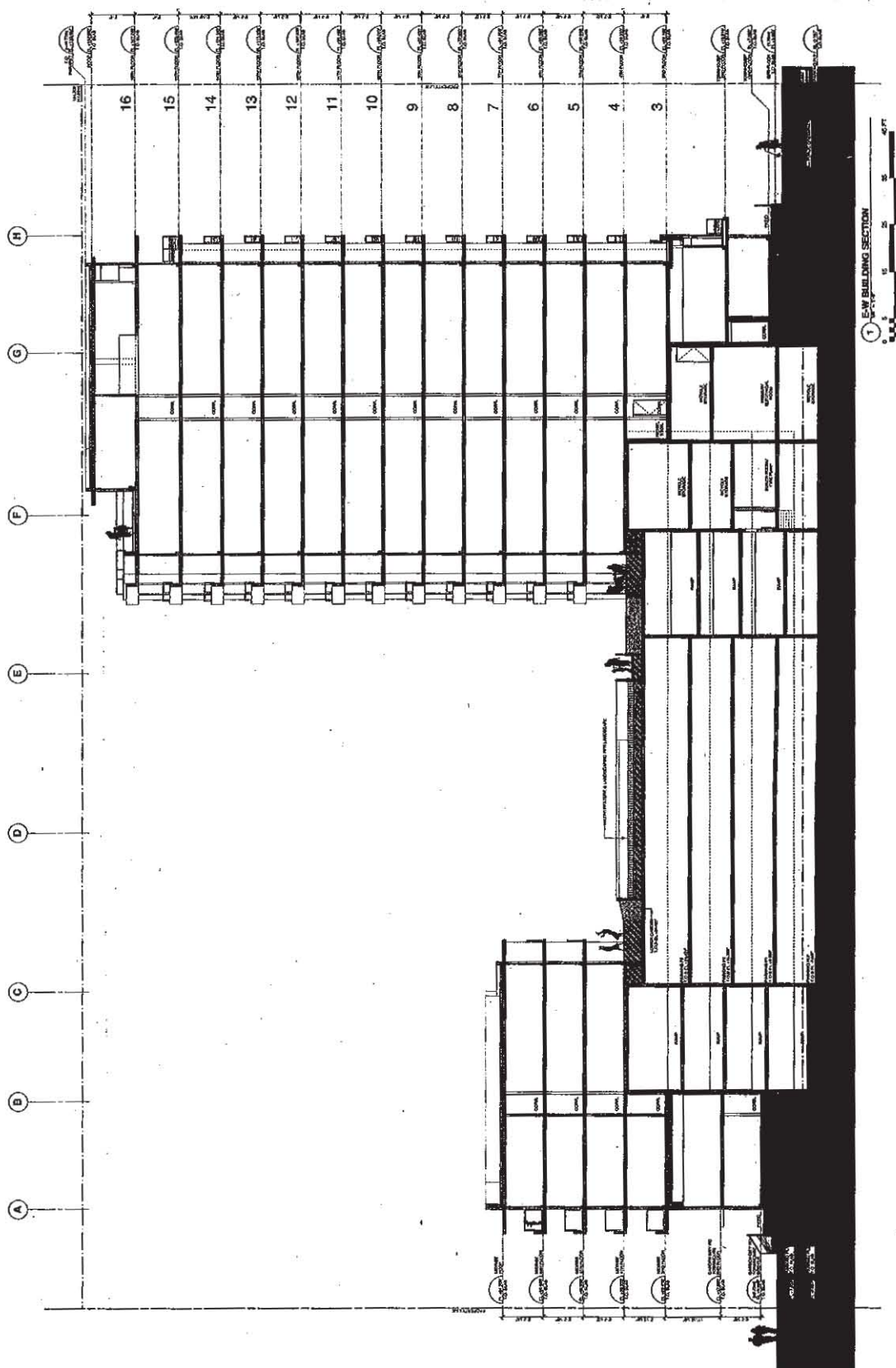
9099 COOK ROAD
RICHMOND, BC
GARDEN CITY & COOK ROAD

EAST-WEST
BUILDING
SECTION

20 no 90-18
SWAY KY
over AS NOTED
REAR 1/2" x 1'-0"
REAR NOTED

1053920 A3.6

03-0
DUMAS-1



OCT 12 2011

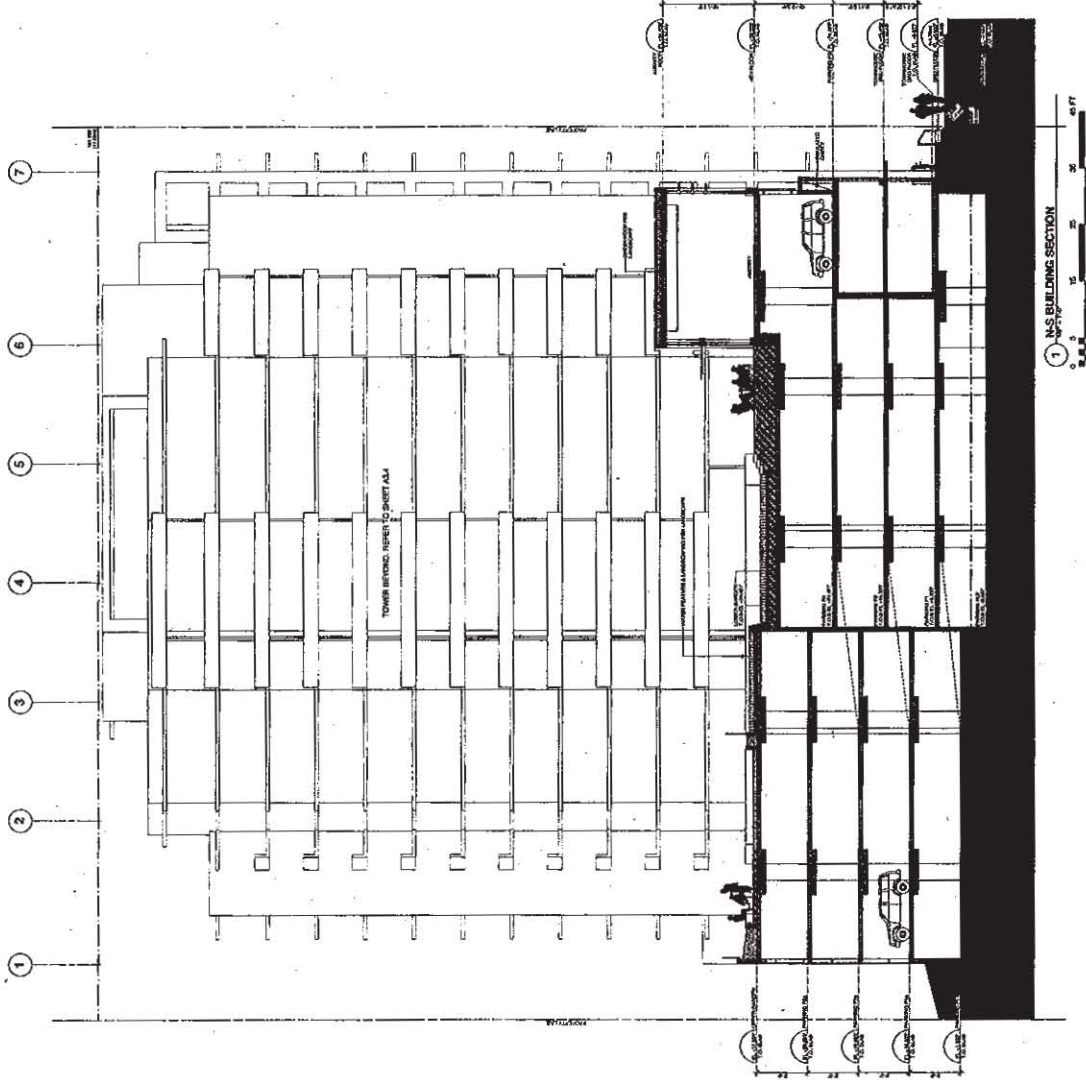
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9099 COOK ROAD
RICHMOND, BC
GARAGE CITY & COOK ROAD

NORTH-SOUTH
BUILDING
SECTION

DATE	10-19
BY	WT
REV	AS NOTED
SCALE	1/4" = 1'-0"
PROJECT	WT

10557020
A3.8
no drawing





City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: November 8, 2011
File: DP 11-593370
Re: **Application by Oval 8 Holdings Ltd. for a Development Permit at
PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11)**

Staff Recommendation

That a Development Permit be issued which would permit pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) of ASPAC's Village Green development which includes an area designated Environmentally Sensitive Area (ESA).

Brian J. Jackson, MCIP
Director of Development

BJJ:dcb
Att. 13

Staff Report

Origin

Oval 8 Holdings Ltd. has applied to the City of Richmond for permission to undertake pre-construction site preparation works on a portion of PID 028-696-174 (Lot 9), PID 028-696-182 (Lot 10) and PID 028-696-191 (Lot 11) which contains a designated Environmentally Sensitive Area (ESA). A location map is provided in **Attachment 1**.

The development site currently has an Environmentally Sensitive Area designation across significant portions of the site (i.e. across portions of parcels 9, 10, 11 and 13) and a Department of Fisheries and Oceans established a 15m wide Riparian Management Area buffer around the ditch channel adjacent to the western side of Gilbert Road (i.e. across portions of parcels 11 and 13) (**Attachment 2**).

Pre-construction activities (i.e. site clearing, preloading, dewatering containment) proposed at this time will result in impacts to habitat features on a portion of the site within the designated Environmentally Sensitive Areas (ESA) as well as impacts to a number of trees associated with the historic Samuel Brighthouse estate.

This report outlines a proposed approach for managing and sequencing the impacts and compensation requirements associated with the proposed pre-construction works. It also recommends the issuance of a ESA Development Permit for the specific areas being impacted in this phase of the development based upon the approach outlined in this document.

Development Information

The site has recently been Rezoned under RZ 09-460962 (adopted October 24, 2011) to accommodate the phased future construction of a high-density, high-rise, mixed residential/commercial development, including affordable housing, childcare, new streets and public open space. The overall development will ultimately include the following:

Consolidation and subdivision of the subject site to provide for:

- Five new lots, including three on the north fronting onto the dike and two on the south fronting “new” River Road (aligned with the portion of River Road south of the Oval);
- Public road improvements including the construction of “new” River Road, a new road across the subject site, upgrades to Gilbert Road and Hollybridge Way, a temporary road linking existing River Road east of Gilbert Road with “new” River Road (if not implemented by others), and various traffic signals, pedestrian amenities, and related features; and
- Public park and related improvements, including raising the dike to 4.7 m geodetic, a new riverfront park and public pier, the restoration and interpretation of the City-owned, heritage/ESA-designated lot at 6900 River Road, greenway construction, and related mitigation and compensation.

Phased construction of a high-rise, high-density development, including:

- Residential: 114,821.05 m² (1,235,964 ft²), including 3,943.6 m² (42,450 ft²) of affordable (low-end market rental) housing secured by a Housing Agreement;
- Pedestrian-oriented retail: 3,257.91 m² (35,069 ft²); and
- A child care facility: 464.50 m² (5,000 ft²).

A Development Application Data Sheet is provided in **Attachment 3**. Note that future non-ESA Development Permits will be submitted by the proponent to address design components associated with each lot's buildings and site landscaping. The data provided in **Attachment 2** was drawn from the Rezoning application. Refinements will be made via subsequent design related Development Permit applications for each parcel.

A conceptual site plan is provided in **Attachment 4**. The site plan shows both the extent of development across the subject property itself and the associated off-site improvements (e.g., a new waterfront pier structure, dike improvements, road realignment and street enhancements, public walkways and landscape enhancements, etc.) that will ultimately be developed. The scope and scale of the project is such that it will be undertaken over five phases (**Attachment 5** Phasing Map) spanning more than five years.

The phased development approach means that impacts to the environmental features and tree stands will occur at different times. This fact, coupled with the City's preference to retain substantive vegetation and trees until their removal is required, has necessitated an approach that responds to the development sequencing both in terms of when impacts will occur and when compensation measures will be provided for under this project.

At this time, pre-construction works affecting environmental features and significant trees on the site are as follows:

- Clearing of Lot 9 to accommodate pre-load works (approx. late 2011/early 2012);
- Partial clearing of Lot 10 for the installation of a dewatering/sediment control pond and construction staging areas (approx. Jun. 2012);
- Tree removal and clearing of Lot 11 to accommodate pre-load works (approx Aug. 2016).

The environmental features and tree stands impacted by these works are generally contained within the area shown on the **Attachment 5** Phasing Map as "ESA-1". The Analysis section of this report provides greater detail on the environmental features within ESA-1 and outlines the approach for mitigation and compensation efforts that respond to the time sequencing of the impacts to this area.

Background

Development surrounding the subject site is as follows:

To the North: The Middle Arm of the Fraser River, dike, and related public amenities/park.

To the East: A City-owned, heritage/ESA-designated lot at 6900 River Road (the restoration and interpretation of which is a subject of ASPAC's rezoning), beyond which is Gilbert Road and light industrial properties designated under the City Centre Area Plan (CCAP) for future use as a major riverfront park.

To the West: Hollybridge Way and canal, across which are lands zoned "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)", including the Richmond Oval, ASPAC's riverfront marketing building at "Lot 6" (5111 Hollybridge Way, which is slated for future restaurant and related uses), and various development sites including:

- 6031 River Road (“Lot 2”) – ASPAC’s first phase of construction, which has received approval for 458 residential units in four (4) high-rise buildings oriented towards a large water/landscape feature and views of the river and mountains (DP 08-429756); and
- 6051 and 6071 River Road (“Lots 3 & 4”) – The location of ASPAC’s pending Zoning Text Amendment application (ZT 09-492885) and the site of a future 86,445.6 m² (930,523.1 ft²) high-rise, high-density, multiple-family development.

To the South: River Road, across which are existing light industrial properties designated under the City Centre Area Plan (CCAP) for future high-rise, high-density, mixed use development. Recent development activity in this area includes the approved development of Onni’s “Ora” project at 6951 Elmbridge Way, including 324 units in three towers over ground floor retail (RZ 07-380222, DP 10-520511), and a rezoning application for a high-rise, high-density, mixed use development at 5440 Hollybridge Way (RZ 09-506904), which is under staff review.

Rezoning and Public Hearing Results

During the rezoning process, a requirement and terms of reference were established for the proponent in consultation with staff to prepare an “Environmental Conservation Plan” for the site. Although that Plan was prepared for the overall development, elements within the document are directly applicable to this Development Permit application. Notably:

- A Tree Inventory, Removal & Replacement Plan;
- An Understorey Inventory, Removal & Replacement Plan;
- An Impact Assessment & Compensation Enhancement Plan;
- A Maintenance Plan;
- Preliminary Costing; and
- A Development Coordination Schedule.

Each of these elements have contributed to the solution derived for this application.

The Public Hearing for the rezoning of this site was held on May 16th, 2011. At the Public Hearing, the following concerns about rezoning the property were expressed:

- Preservation and re-planting of significant trees, and particularly about the removal and replacement plan of trees attributed to the Samuel Brighthouse family along the existing River Road and on-site given that the site would need to be raised, making it impossible to preserve the trees: and
- Concerns by the Vancouver Airport Authority regarding the appropriateness of this development for residential development given high levels of aircraft noise in the area and the need for appropriate mitigation measures.

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

Tree Replacement

The applicant proposes to remove 56 bylaw sized trees from the area shown as ESA-1 in the **Attachment 5** Phasing Map. Working with the applicant, a replacement ratio of 3 to 1 has been defined for these 56 trees. This is consistent with the recommendations provided by the Richmond Heritage Commission in respect to the rezoning of the subject site (meeting minutes of November 17, 2010 – see **Attachment 13**).

The removal of the 56 trees will not trigger a requirement for a Heritage Alteration Permit, as these trees are not specifically included within the City's Heritage Inventory. Nevertheless, because of the heritage and cultural significance of the trees being removed, in addition to a 3 to 1 replacement ratio (which will result a total of 168 replacement trees being planted on and around the subject site), for each tree removed:

- One replacement tree will be a larger calliper specimen oak tree or equivalent as determined to the satisfaction of the City, for a total of 56 specimen trees; and
- Two replacement trees will be of the standard size required by the City (i.e. typically about 6 cm in diameter), for a total of 112 trees.

Aircraft Noise Concerns

The issue of aircraft noise was addressed through the site's Rezoning requirements which included:

- Requirements for registration of Aircraft Noise Covenants on title;
- Submission of acoustic reports identifying measures needed to satisfy the Official Community Plan "Noise Management" standards;
- Installation of mechanical ventilation and central air conditioning; and
- Provision of all required noise mitigation measures to the satisfaction of the City.

Separate Development Permits for each lot's building designs will address these measures in further detail.

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 "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)" zoning schedule. No variances are being sought through this ESA Development Permit application.

Advisory Design Panel Comments

As the scope of this Development Permit does not involve any building design components, the application has not been reviewed by the Advisory Design Panel and no comments will be forthcoming.

Analysis

Site Assessment and Analysis

Assessment and analysis of the environmental features on the site were determined by:

- A site-wide tree inventory and assessment conducted by a registered Arborist; and
- A detailed environmental assessment conducted by a registered Biologist.

A preliminary site-wide environmental assessment narrowed the area of greatest environmental significance to be primarily located within "ESA-1" as shown on **Attachment 5**, the Development Phasing Map.

Trees found inside the existing ESA designation area, but outside ESA-1, were reviewed by the consulting biologist and were classified as tertiary habitat corridors from an environmental perspective – in effect, these areas are not dissimilar to a row of street trees over manicured grass such as can be found along most Richmond urban street. These areas are identified as TRP-2, TRP-3 and part of TRP-4 on **Attachment 5**. After internal review with the Director of Development Applications and the City's Tree Protection Officer, it was agreed that the trees within TRP-2, 3 and 4 could be most efficiently addressed through the City's standard Tree Removal Permit process which provides for bonding and replacement trees at a minimum two for one ratio.

Tree Inventory and Assessment

As noted earlier in this report, approximately 56 bylaw sized tree are located within the area shown as ESA-1 in the **Attachment 5** Phasing Map (see **Attachment 6**). Of the 56 by-law sized trees within ESA-1, the consulting Arborist has rated their condition as follows:

ESA-1 Tree Condition Ranking

Condition Ranking	Number of Trees	Percentage of Total
Hazardous	2	3%
Very Poor	25	45%
Poor	14	25%
Fair	15	27%
	56 Trees Total	100%

The overall low quality of the existing trees and the proposed grade changes to raise both the site and the adjacent dikes means that retention or relocation of these trees is not practical.

Although not specifically identified in the City's Heritage Registry of Significant Trees, the majority of the 56 trees have been noted for their cultural significance as trees planted by the family of Samuel Brighthouse. The desire to recognize these historical roots was taken into account in the 3 to 1 replacement ratio for these trees and more specifically with one of each of the tree replacement trees designated to be a specimen Oak tree or acceptable equivalent. In addition, the proponent has committed to attempting a timber recovery program for about 24 of the existing Oak trees for value added purposes throughout the development (e.g., furniture, finishing, art, etc.).

ESA-1 Detailed Environmental Assessments

The detailed environmental assessments conducted by the consulting Biologist reviewed the site for its Valued Ecosystem Components (VEC). This is a systematic approach typically utilized for Canadian Environmental Assessment Agency (CEAA) reviews to assess the important environmental characteristics of a site.

Valued Ecosystem Components (VEC) assessed for ESA-1 included the following resources:

- Fish Habitat
- Vegetation
- Wildlife Habitat
- Species and Ecosystems at Risk
- Archaeological Resources

VEC: Fish Habitat

Two issues were identified for VEC Fish Habitat: control of sediment discharges through storm drains and the need for treatment dewatering systems to control iron levels in any discharges that lead to the Fraser River. These issues will be addressed through the River Green Construction and Environmental Management Plan (CEMP) and parcel-specific soil erosion and sedimentation control plans (ESCP) which will be prepared prior to construction and reviewed by both the City and the Department of Fisheries and Oceans.

VEC: Vegetation and Wildlife Habitat

Fourteen subzones representing similar plant community characteristics were identified within ESA-1 by the consulting Biologist (**Attachment 7**). These subzones were used to provide an overview of five different habitat types present within ESA-1 and as a means of identifying what valued vegetation components exist and what contributions they provide as habitat for birds, animals and other organisms using the site.

The habitat types found range from disturbed areas or manicured lawns and gardens to areas with significant trees and moderate quality understorey habitat. Within each the range of birds, animals, insects and other organisms typically supported and any limitations are identified in the Environmental Management Plan submission.

Habitat Types Assessed Within ESA-1

ESA-1 HABITAT TYPES	AREA (m ²)	PERCENT OF ESA-1
Significant Trees with Moderate Quality Understorey Habitat	870	15
Significant Trees and/or Low Quality Understorey Habitat	1234	22
Significant Trees with Minimal Understorey Habitat	318	6
Himalayan Blackberry Thicket	1381	25
Disturbed Area or Manicured Lawn/Garden	1824	32
TOTALS	5627 m²	100%

As suggested by the above comments, the assessment indicates that the five habitat types are not equal in value in terms of their contribution to habitat. The assessment indicates, for example, that “more than 50% of the understorey within ESA-1 is characterized by manicured lawns and/or invasive Himalayan blackberry thickets”. The isolated and fragmented nature of these areas further limits their contributions as viable habitat. Despite these concerns, the assessment identifies the fact that their removal will result in a number of impacts including:

- Loss of wildlife corridors;
- Loss of or disturbance to active bird nests;
- Loss of a significant wildlife tree;
- Loss of trees, including heritage trees; and
- Potential introduction / promotion of invasive plant populations.

Valuation of, and compensation for, these losses are addressed later in this section of the report.

VEC: Species and Ecosystems at Risk

The site was assessed for Species At Risk (SAR) from both the Provincial and Federal SAR perspectives. No plant SAR species were identified within ESA-1. In addition, the assessment indicates that ESA-1's isolation, fragmentation characteristics and lack of critical habitat suitable for any of the listed SAR species in the broader area make it very unlikely that any of these SAR species would regularly frequent this location.

VEC: Archaeological Resources

An Archaeological Impact Assessment (AIA) was prepared by Arrowstone Archaeological Research and Consulting Ltd. (July 2009). The proponent has committed to implementing all mitigation and management strategies recommended in the AIA.

Phased Mitigation and Compensation PlanPhased Impacts

The overall site development plan indicates that all of ESA-1 is proposed to be removed. Clearing of ESA-1 is being proposed to occur in four phases as shown in **Attachment 9**. The timing for each of these phases is generally outlined in **Attachment 10** and spans over five years from 2011 to 2016. The phasing approach helps address the City's desire to retain trees and vegetation as long as practical.

Tree Removal Phasing and Compensation Securities

Approximately 38% of the trees within ESA-1 will be removed in Phases 1 and 2 with the balance to be removed in Phases 3 and 4. Tree removals in Phase 1 and 2 are to be bonded through this Development Permit taking into account a replacement ratio of 3 for 1 with one of each of these replacements being a specimen sized Oak (or equivalent as agreed to by the City). The total security for tree removals from Phases 1 and 2 will be \$52,500.

Trees removed in Phases 3 and 4 will require a standard Tree Removal Permit but will also incorporate replacement at a ratio of 3 for 1. Bonding will be secured to include 1 specimen tree and 2 standard calliper sized trees.

In total, 168 trees will be provided in compensation for the tree removals from ESA-1.

Landscape Vegetation Removal Phasing and Compensation Securities

All of the understorey landscape securities for Phases 1 through 4 will be bonded as a condition of this Development Permit although understorey for Phase 3 will not be removed until the Tree Removal Permit for Phase 3 has also issued. Protective fencing will be installed between Phase 2 and Phase 3 prior to the clearing of Phase 2 to ensure that the understorey in Phase 3 is retained. Staff have agreed that a dewatering pipe could be placed through the Phase 3 area in a location which minimizes any vegetation impacts in order to permit water discharges to the Fraser River from the dewatering facility that will be placed on parcel 10.

Landscape Vegetation Valuation Strategy

As noted earlier the vegetation and wildlife habitat assessments indicate that significant differences exist in the habitat quality between the five habitat types found within ESA-1. In consideration of these differences in quality compensation ratios were assigned to each of the different habitat types in order to determine the area of landscape compensation needed for impacts within ESA-1.

A summary of the compensation ratios is provided in **Attachment 8**. In general, the areas with greater invasive species present have lower valuations whereas areas with significant trees and moderate understorey have higher valuations.

The recommended compensation approach is being proposed in consideration of the other habitat enhancements that will take place within the Gilbert Road canal, the City owned property at 6900 River Road and along the waterfront as part of dike upgrades and bioswale development. Although the net impacts to ESA-1 will result in a net loss of habitat area of approximately 1,971m² net of any Disturbed Area or Manicured Lawn/Garden areas, overall the ASPAC developers will be attempting to achieve a habitat net gain of approximately 2.4 to 1.

In total, bonding for 1,832 m², as determined using the compensation ratios provided in **Attachment 8**, will be secured for the impacts to ESA-1. Valuation for compensation planting has been provided by the consulting Biologist who estimated that replacement vegetation and installation would cost \$8.00/m². Because there will be a time lag between the impacts to the existing vegetation and when the replacement landscaping can be reinstated, landscape compensation is proposed to be bonded at 150%. On this basis, the combined landscape compensation bond for all Phases totals \$21,984.

Securities are also proposed for five years of landscape maintenance. The bonding for this is based upon the estimate provided by the consulting Biologist as one day per year, at \$1,500 per day, for a total landscape maintenance bond of \$7,500.

In total, a landscape security in the amount of \$81,984 covering tree removals in Phases 1 and 2, understorey landscape removals in all four Phases and landscape maintenance costs over five years, will be provided as a condition of approval for this Development Permit.

Tree removal permits for removals in Phases 3 and 4 will total \$87,500 but will not be required until 2013 – 2016 per **Attachment 10**. Encroachments within the Riparian Management Area (RMA) will be subject to DFO approval and any requirements thereof.

Candidate Compensation Locations

Replacement trees will be located across the development site as determined via City-approved Development Permits for the development and landscaping of the affected areas. Landscape compensation sites will occur in several locations, as indicated in **Attachment 11**, including:

- Phase 1 (approximately 30 m²) landscape compensation will be incorporated into the Gilbert Road (road widening) Servicing Agreement area (SA 11-564833).
- Phases 2 and 3 (approximately 1802 m²) landscape compensation will be located as follows:
 - First priority: Waterfront park between Hollybridge & Gilbert (dike bench & bioswale);
 - Second priority: Waterfront park adjacent to Parcel 2 and/or Lot C (dike bench) west of the Richmond Oval; and
 - Third priority: To be determined to the satisfaction of the City if the first and second priority locations are inadequate.

The timing for installation of the landscape compensation areas will be dependent upon the approval and construction of dike improvements and the waterfront park development.

Landscape compensation vegetation will typically consist of native species to the area. Plans will be required to be submitted and approved by the City of Richmond and the Department of Fisheries and Oceans (as required).

Staff will monitor the Servicing Agreements and subsequent Development Permits to ensure that all the required compensation is carried across to these subsequent applications and agreements.

Summary of Compensation

The key elements of the compensation plan for ESA-1 are as follows:

- Existing trees and vegetation will be retained until necessary to be removed;
- Tree protection barriers will be provided by the applicant to protect Phase 3 understorey vegetation and trees until they are required to be removed;
- 1,832 m² of landscape vegetation compensation planting will be provided at the applicant's sole cost;
- Landscape benches will be constructed at the developer's sole cost along the raised foreshore dike as part of off-site Servicing Agreements and related works (e.g., park, dike) to accommodate off-site landscape compensation;
- 168 trees will be planted in place of the 56 removed (3:1), including 56 larger calliper specimen oak trees or equivalent as determined via City-approved Development Permits for the subject site;
- A timber harvest recovery will be undertaken from 24 existing Oak trees for value added purposes across the development site; and
- A Construction and Environmental Management Plan (CEMP) and parcel-specific soil erosion and sedimentation control plans (ESCP) will be completed to the satisfaction of both the City and the Department of Fisheries and Oceans.

Conclusions

Extensive assessments of both the environmental habitat and culturally significant trees have been prepared for the ASPAC development site and particularly the area shown as ESA-1 on **Attachment 5**.

A compensation package has been provided that addresses the City's desire to retain trees and vegetation as long as possible on the site by phasing the impacts over a period of five years . It also provides for compensation planting areas and a net gain in the number and quality of trees over the existing conditions.

On the basis of the compensation package outlined in this report, Staff are recommending support for the ESA Development Permit application.



David Brownlee
Planner 2

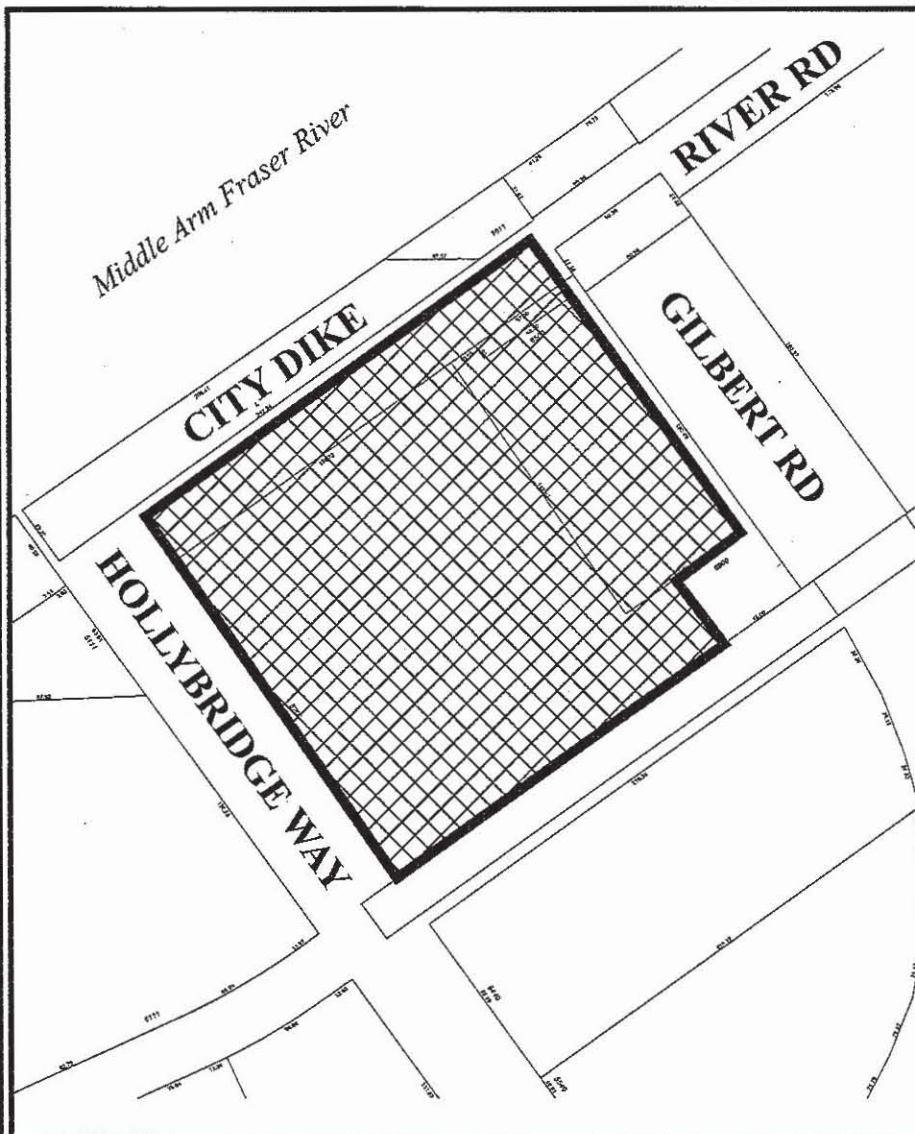
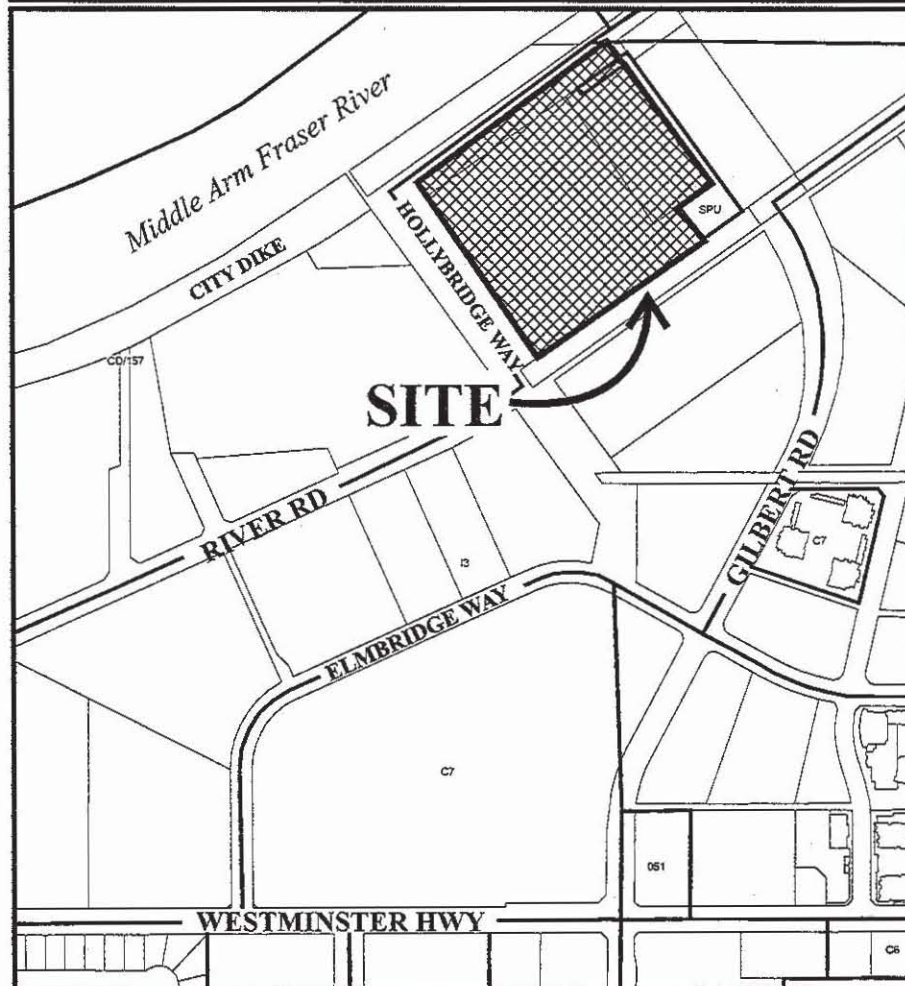
DCB:cas

List of Attachments

Attachment 1	Location Map
Attachment 2	ESA and RMA Designation Areas
Attachment 3	Development Application Data Sheet
Attachment 4	Conceptual Site Plan
Attachment 5	Development Phasing Map
Attachment 6	Tree Inventory Map and Inventory
Attachment 7	Plant Community Subzones
Attachment 8	Habitat Quality and Recommended Compensation
Attachment 9	Proposed Clearing Phases
Attachment 10	Environmental Impact and Compensation Sequence and Valuation
Attachment 11	Candidate Compensation Planting Areas
Attachment 12	Development Permit Considerations
Attachment 13	Richmond Heritage Commission Minutes of November 17, 2010



City of Richmond

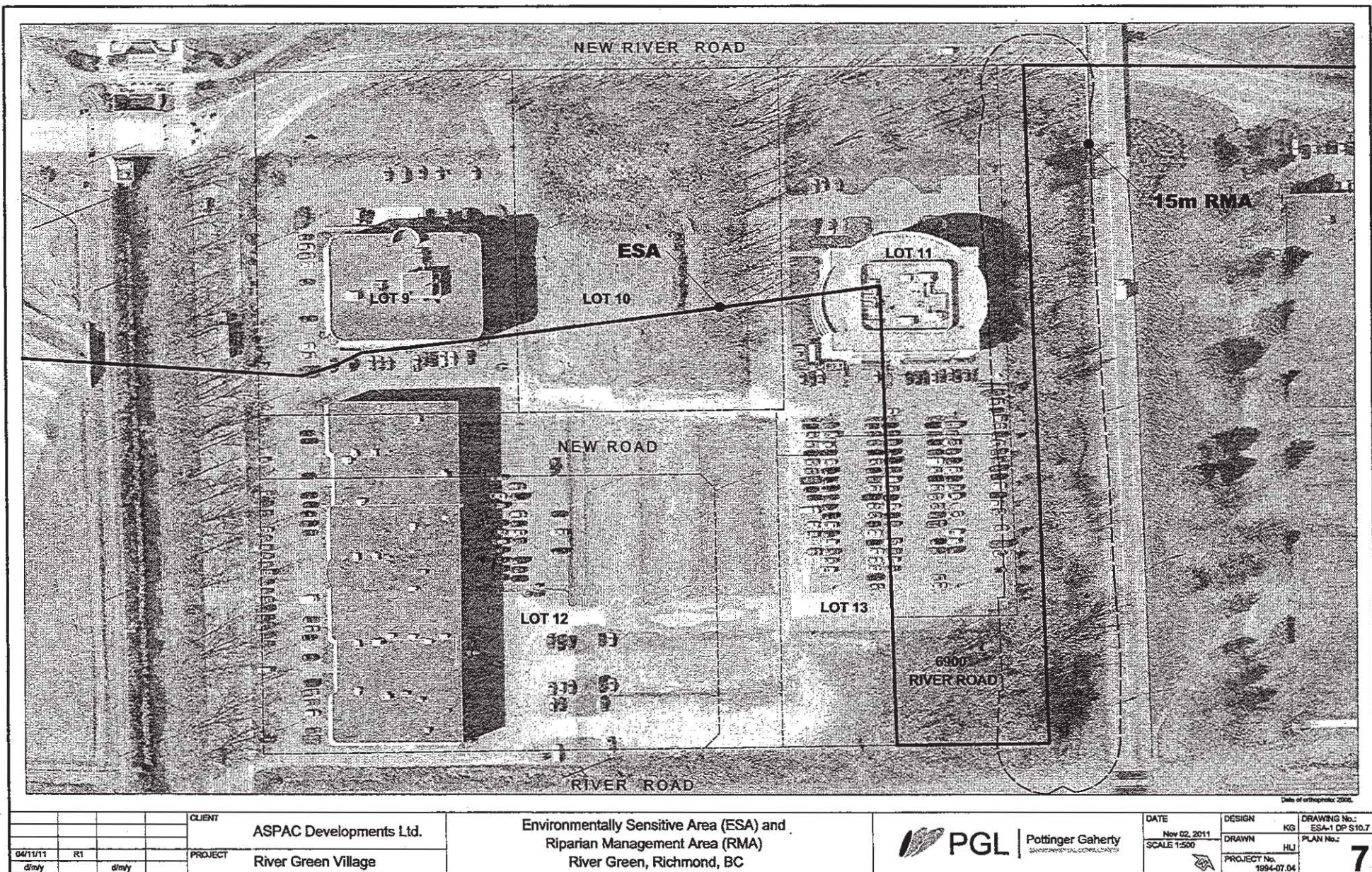


Location Map

Original Date: 11/08/11

Revision Date:

Note: Dimensions are in METRES





City of Richmond

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

Development Application Data Sheet

Development Applications Division

RZ 09-460962 /DP 11-593370

Address: 5200 Hollybridge Way, 6300, 6380, 6500 & a portion of 6900 River Road, & a portion of the River Road right-of-way between Hollybridge Way and Gilbert Road

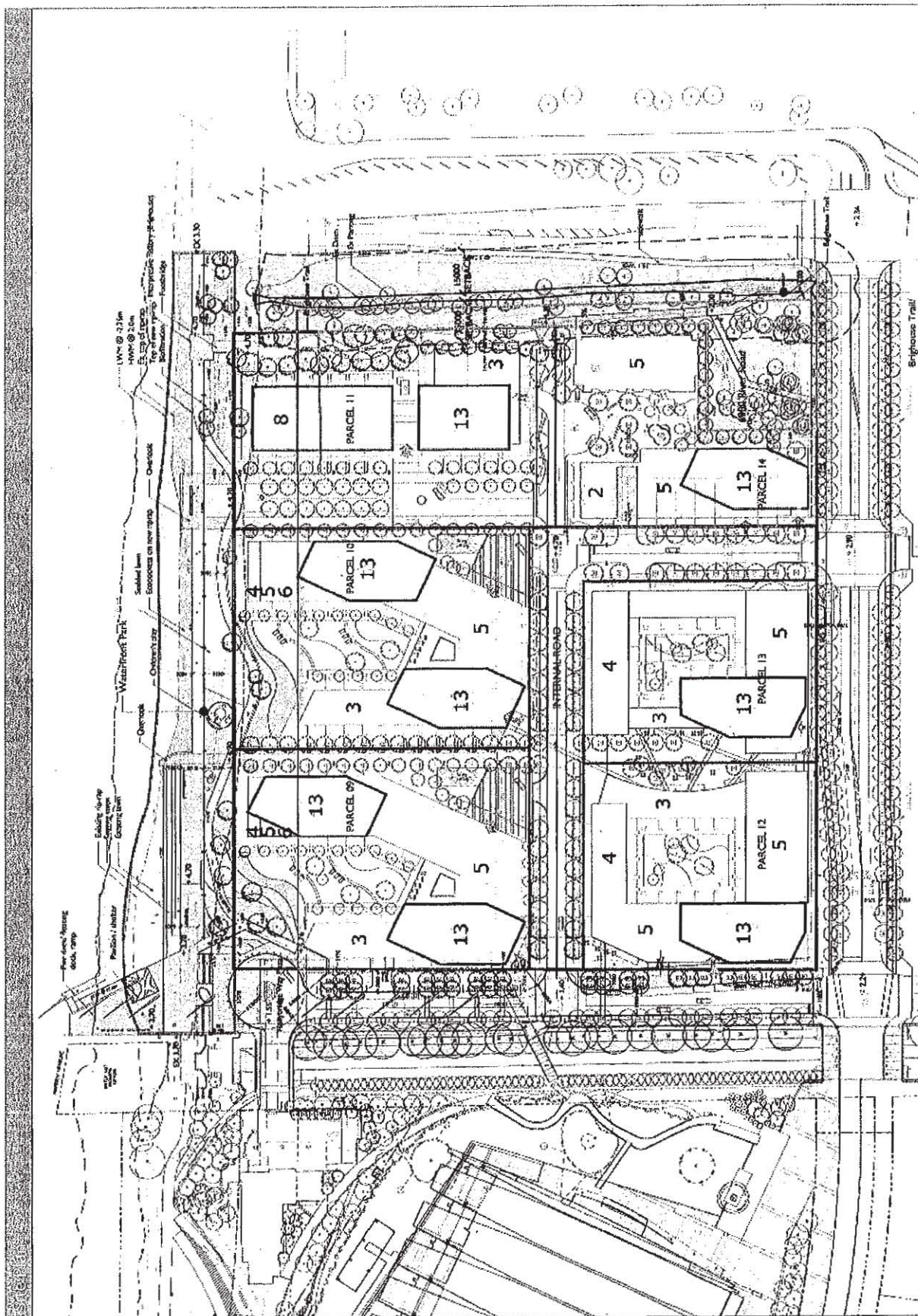
Applicant: Oval 8 Holdings Ltd. (ASPAC Developments) Owner: City of Richmond

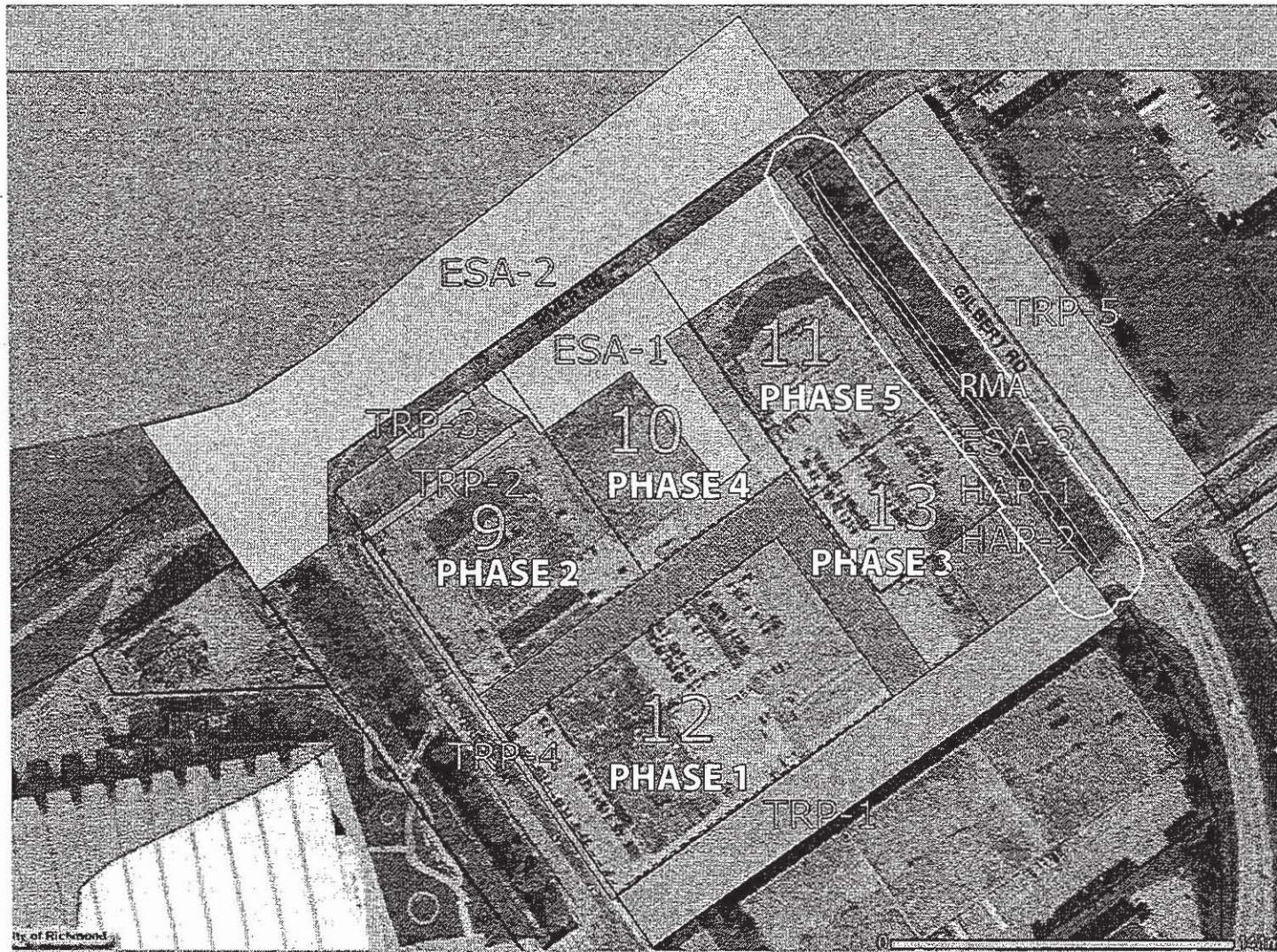
Planning Area(s): City Centre Area (Oval Village)

Floor Area 118,083.0 m², excluding standards zoning exclusions (e.g., parking)

Existing		Proposed
Site Area	Existing 2 lots (ASPAC): 38,612.0 m ² Part of River Road (City): 4,885.5 m ² Part of 6900 River Road (City): 371.2 m ² TOTAL: 43,868.7 m ²	New lots (5): 39,361.0 m ² Road dedication: 4,507.7 m ²
Land Uses	Vacant & office building	High-rise, mixed-use over below-grade parking & public open space
City Centre Area Plan (CCAP) Designation	<ul style="list-style-type: none"> "General Urban T5 (45 m & 25 m): 2 FAR max. (100% residential permitted) "Village Centre Bonus": 1 FAR (limited to 100% commercial) "Pedestrian-Oriented Retail Precincts" 	As per existing, EXCEPT: <ul style="list-style-type: none"> "Pedestrian-Oriented Retail Precincts – Secondary Retail Streets & Linkages" is removed from the riverfront, internal street, and a portion of Hollybridge Way.
Aircraft Noise Sensitive Development (ANSD)	<ul style="list-style-type: none"> Residential "buildable square footage (BSF)" is limited to 2/3 of total permitted. "Area 2": All aircraft noise sensitive uses are permitted, provided that: <ul style="list-style-type: none"> a) ANSD covenant is registered on title; b) Acoustics report is prepared; c) Mechanical ventilation & central air conditioning (or a City-approved equivalent) are provided; and d) Noise mitigation measures are satisfactorily incorporated. 	No change: <ul style="list-style-type: none"> Based on the proposed rezoning, BSF shall be calculated "bridge-to-bridge" (i.e. between No. 2 Road and Gilbert Road, north of "New" River Road): <ul style="list-style-type: none"> a) Residential: 296,873.2 m² (65%) b) Non-residential: 161,083.6 m² (35%)
Zoning	<ul style="list-style-type: none"> "Industrial Business Park (IB1)" "School & Institutional Use (SI)" 	<ul style="list-style-type: none"> "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)", as amended by both: <ul style="list-style-type: none"> a) Zoning Amendment Bylaw No. 8686 (ZT 09-492885) for 6051 & 6071 River Road ("Lots 3 & 4") regarding subdivision & related changes b) Subject rezoning regarding the addition of lands east of Hollybridge Way & related use, density & form of development considerations
Number of Units	Nil	+/-944 (To be confirmed @ DP stage)

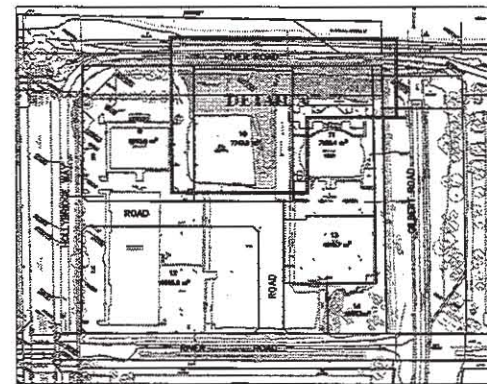
	Existing Zoning (Excluding City Land & Road)	Proposed Zoning @ Net Development Site	Variance
Floor Area Ratio	<ul style="list-style-type: none"> 1.2 FAR 	<ul style="list-style-type: none"> 3 FAR max., regardless of subdivision 	None permitted
Max. Permitted Floor Area	<ul style="list-style-type: none"> Residential: Nil Office/light industry: 46,334.4 m² Total: 46,334.4 m² 	<ul style="list-style-type: none"> Residential: 114,821.1 m² Commercial: 3,261.9 m² Total: 118,083.0 m² (excluding child care) 	None permitted
Lot Coverage (max.)	<ul style="list-style-type: none"> Buildings: 90% 	Buildings: <ul style="list-style-type: none"> Along riverfront: 45% Along "new" River Road: 90% 	None anticipated
Setback @ Road	<ul style="list-style-type: none"> 3.0 m min. 	<ul style="list-style-type: none"> 3.0 m min., except this may be reduced to 0 m along the Hollybridge Way greenway, as per an approved DP 	None anticipated
Setback @ Side & Rear Yard	<ul style="list-style-type: none"> 0 m min., except 3.0 m min. is required adjacent to residential 	<ul style="list-style-type: none"> 3.0 m min. 	None anticipated
Height	<ul style="list-style-type: none"> 25 m max., except that may be increased to 35 m as per an approved DP 	Where a portion of a building is: <ul style="list-style-type: none"> Greater than 50 m from the dike: 47 m geodetic 50 m or less from the dike: 25 m max., except this may be increased to 47 m geodetic as per an approved DP 	None anticipated
Lot Size (min.)	<ul style="list-style-type: none"> 2,400 m² 	<ul style="list-style-type: none"> "Lot 9": 7,800 m² "Lot 10": 8,100 m² "Lot 11": 7,400 m² "Lot 12": 10,000 m² "Lot 13": 4,900 m² 	None anticipated
Off-Street Parking	<ul style="list-style-type: none"> As per Richmond Zoning Bylaw 	<ul style="list-style-type: none"> As per Richmond Zoning Bylaw, except: <ol style="list-style-type: none"> 66 commercial parking for "Lot 6" (5111 Hollybridge Way shall be provided on "Lot 12" Residential visitor parking required for "Lots 9, 10, 11 & 13" may, in part, be located on "Lot 12" in order to facilitate its "sharing" with commercial parking for "Lot 12 & 6" 	None anticipated
Minimum Habitable Floor Elevation	As per Richmond's Flood Construction Level Bylaw: <ul style="list-style-type: none"> For non-residential uses: 0.3 m min. above the crown of the fronting road 	Satisfies Richmond's Flood Construction Level Bylaw: <ul style="list-style-type: none"> Typically 2.9 m geodetic, except 0.3 m above the crown of the fronting road for common lobbies & commercial uses along Hollybridge Way 	None anticipated





**River Green
Development Phasing Lot 9-13**

Development Permit Issuance & Occupancy Phasing	Lot	Associated Park Work
Phase 1	Lot 12	
Phase 2	Lot 9	Portion of waterfront park adjacent to Lot 9
Phase 3	Lot 13	Portion of 6900 River Road adjacent to Lot 13
Phase 4	Lot 10	Portion of waterfront park adjacent to Lot 10
Phase 5	Lot 11	Portion of waterfront park adjacent to Lot 11 Portion of 6900 River Road adjacent to Lot 11



SITE PLAN
Not to scale

- LEGEND**
- ① denotes TREE NUMBER. Refer to tree inventory for type, size and condition data.
 - ② denotes tree to be RETAINED
 - ③ denotes tree to be RETAINED for interim period only. Note: These trees are designated as "snags" and removals in other phases of work.
 - ④ denotes tree to be REMOVED
 - ⑤ denotes tree to be REMOVED for hazard mitigation
 - ⑥ denotes tree to be TRANSPLANTED for use on or off site
 - ⑦ denotes modify to WILDLIFE TREE out to specified height in meters
 - ⑧ denotes UNDERSTORY tree to be removed
- ⑨ denotes ESA1 PHASE 1 TREE REMOVAL AREA
- ⑩ denotes ESA1 PHASE 2 TREE REMOVAL AREA
- ⑪ denotes ESA1 PHASE 3 TREE REMOVAL AREA
- ⑫ denotes ESA1 PHASE 4 TREE REMOVAL AREA

Scale As Noted

Muni File:

ESA 1 PERMIT DRAWING

Client:	ASPAC DEVELOPMENT
---------	-------------------

Client:	ASPAC DEVELOPMENT
Project:	RIVER GREEN -- ESA1 PERMIT AREA

Project:	RIVER GREEN - ESAI FERRILL AREA
Address:	RIVER ROAD - HOLLYBRIDGE TO GILBERT

<p>Date:</p>	<p>02 NOVEMBER 2011</p>
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0010.	Our File:	09105TRP ESA1
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ACL
arbortech consulting ltd
Suite 200 - 3740 Clutham Street
Richmond, BC Canada V7E 2E3
P 604 275 3484 F 604 275 9554
email: frank@arbortech.bc.ca

ESA 1 TREE INVENTORY LIST

ASPAC DEVELOPMENTS LTD
RIVER GREEN: PARCELS 9-13

FILE:09105

NOTE:

Trees are tagged in the field for identification

Tree numbers refer to the tree assessment plan prepared by Arbortech. Tree locations provided by surveyor.

Dbh denotes the diameter of the trunk, measured in cm at 1.4 m above grade.

Condition Rating scale: Hazardous, Very Poor, Poor, Fair, Good.

Action	Tree Tag	Dbh	Species	Condition	Notes
Remove	302	45	Cherry	Hazardous	This tree is a 7m high snag tree.
Remove	394	26	Beech	Very poor	There is a major wound-cavity with visible decay from base to 5m, dead 3m top, and no scaffold limbs.
Remove	395	45	Beech	Very poor	Wounds on trunk at 2 to 4m with an asymmetric crown. Dead 4m top, and the crown is mostly dead.
Remove	396	32	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	397	43	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	398	40	Beech	Very poor	Dead 6m top, and mostly dead crown.
Remove	399	Multi	Japanese Maple	Very poor	Mostly dead, and all the stems have cavities with decay, and dead tops.
Remove	400	Multi	Linden	Poor	Multi stems attach at basal unions.
Remove	401	46	English oak	Fair	Asymmetric crown.
Remove	402	72	English oak	Poor	Large dead scaffold limbs.
Remove	403	39	English oak	Poor	The crown is sparse.
Remove	404	44	English oak	Poor	The crown is sparse.
Remove	405	60	English oak	Poor	Dead limbs at the top with 10% dieback.
Remove	406	35	English oak	Very poor	Kinked stem and dieback at the top.
Remove	407	25	English oak	Very poor	Damaged top at 6m, with suppressed crown.
Remove	408	68	English oak	Fair	Previously headed branch tips, high % of deadwood throughout the crown.
Remove	409	69	Horsechestnut	Very poor	There is a cavity and wound at the base on the north side of the tree. Approximately 60% of the tree is dead.
Remove	410	90	Horsechestnut	Very poor	There is a cavity and wound at the base on the north side of the tree. Approximately 60% of the tree is dead.
Remove	411	21	English oak	Fair	The top is slightly bent.
Remove	412	19+12	English oak	Poor	Suppressed and asymmetric crown.
Remove	413	73	English oak	Very poor	Large wound at 2m above grade, large dead scaffold limbs and Topps.
Remove	414	28	English oak	Poor	Top is kinked to the north, and the crown is suppressed.
Remove	415	34x2	White poplar	Very poor	Twin leaders at the basal union with inclusions with in the union. The trunk flare is buried.
Remove	416	22	White poplar	Very poor	One sided and leaning to the east.
Remove	417	70	English oak	Fair	Growing in a tightly spaced tree row.
Remove	418	52	English oak	Poor	Growing in a tightly spaced tree row.
Remove	419	39	English oak	Very poor	Dead top and scaffold limbs.
Remove	420	85	English oak	Fair	
Remove	421	25	English oak	Hazardous	Dead

ESA 1 TREE INVENTORY LIST

ASPAC DEVELOPMENTS LTD
RIVER GREEN: PARCELS 9-13

FILE:09105

NOTE:

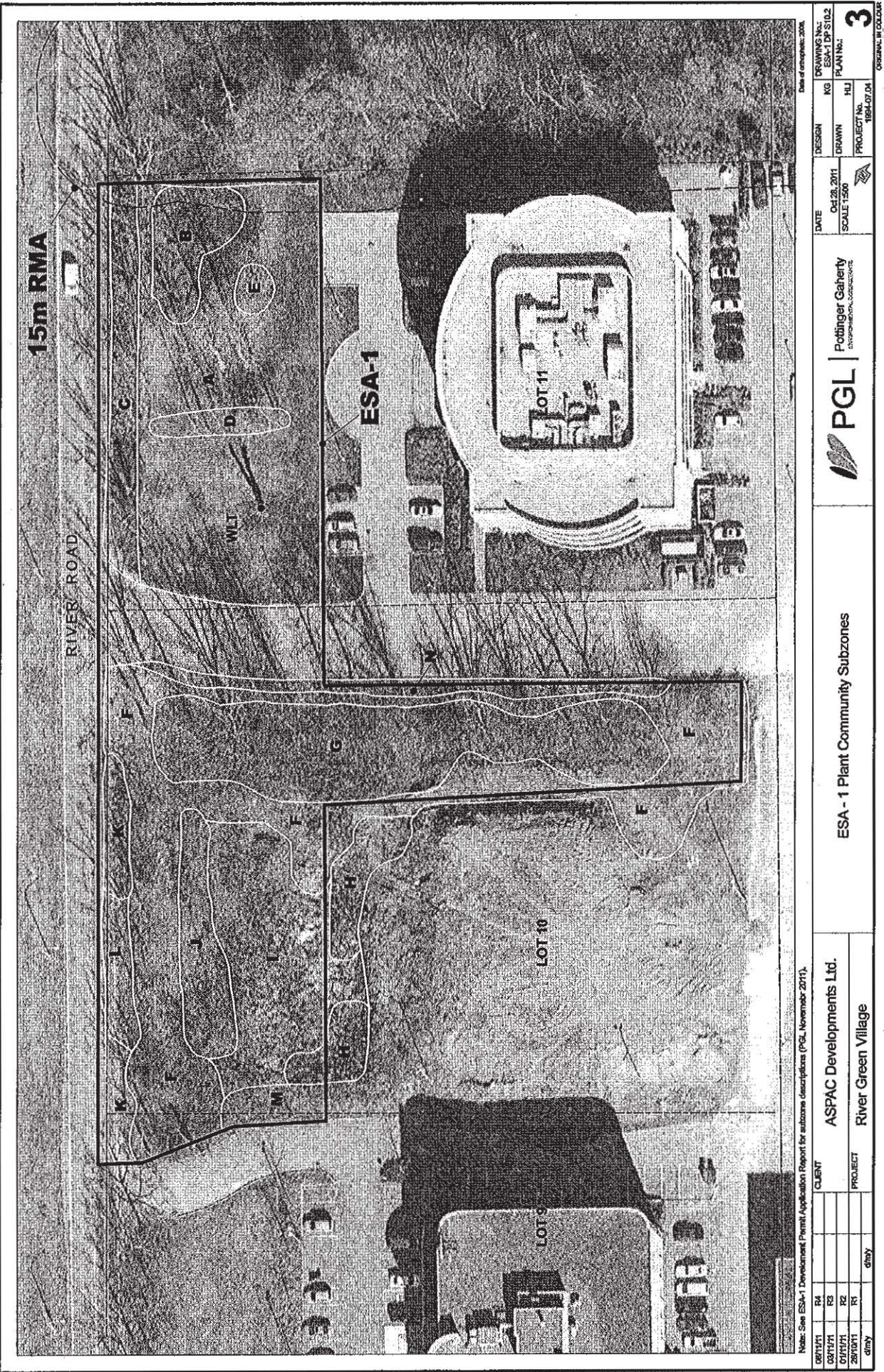
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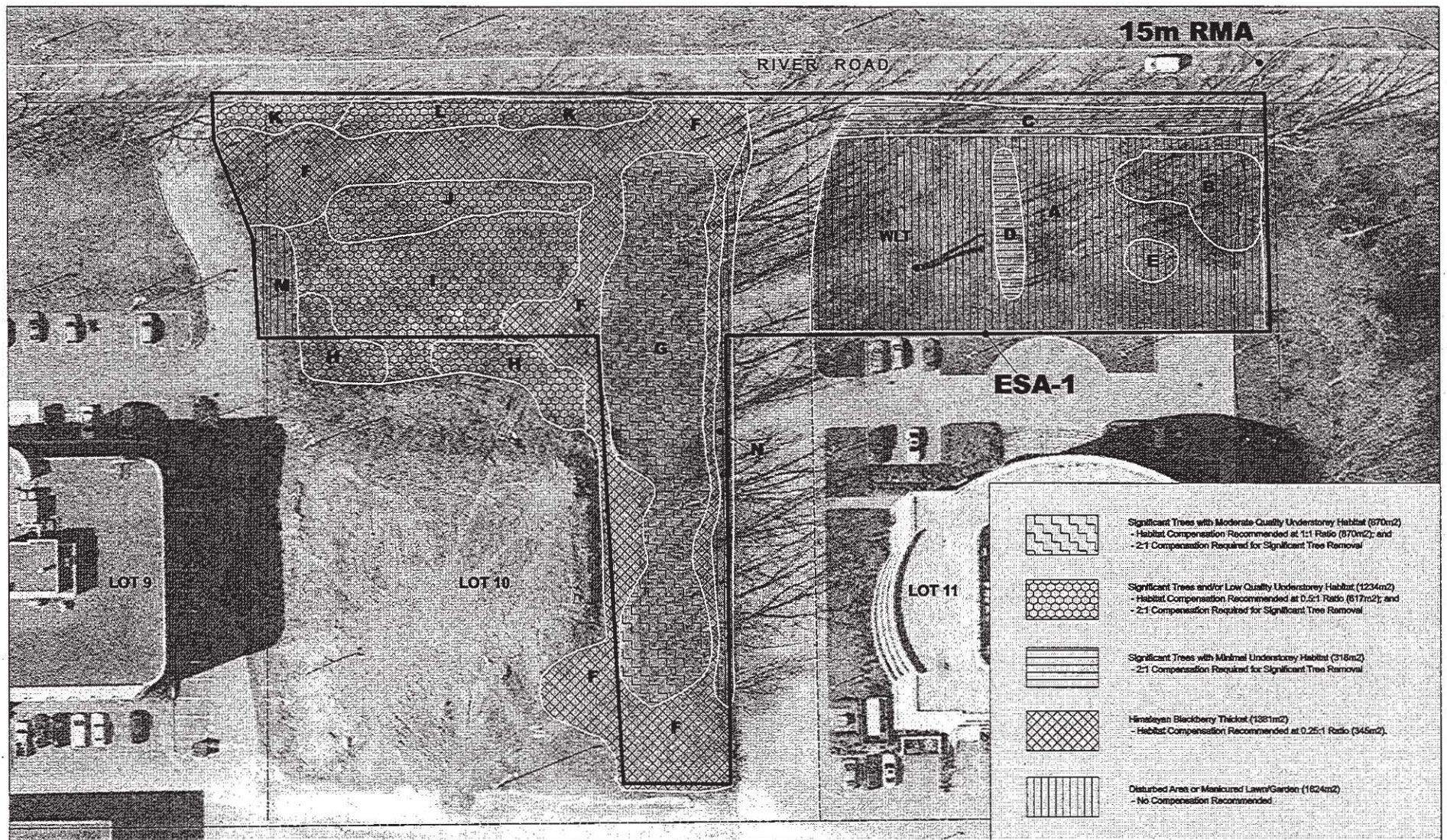
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Condition Rating scale: Hazardous, Very Poor, Poor, Fair, Good.

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Remove	407	25	English oak	Very poor	Damaged top at 6m, with suppressed crown.
Remove	408	68	English oak	Fair	Previously headed branch tips, high % of deadwood throughout the crown.
Remove	409	69	Horsechestnut	Very poor	There is a cavity and wound at the base on the north side of the tree. Approximately 60% of the tree is dead.
Remove	410	90	Horsechestnut	Very poor	There is a cavity and wound at the base on the north side of the tree. Approximately 60% of the tree is dead.
Remove	411	21	English oak	Fair	The top is slightly bent.
Remove	412	19+12	English oak	Poor	Suppressed and asymmetric crown.
Remove	413	73	English oak	Very poor	Large wound at 2m above grade, large dead scaffold limbs and Topps.
Remove	414	28	English oak	Poor	Top is kinked to the north, and the crown is suppressed.
Remove	415	34x2	White poplar	Very poor	Twin leaders at the basal union with inclusions within the union. The trunk flare is buried.
Remove	416	22	White poplar	Very poor	One sided and leaning to the east.
Remove	417	70	English oak	Fair	Growing in a tightly spaced tree row.
Remove	418	52	English oak	Poor	Growing in a tightly spaced tree row.
Remove	419	39	English oak	Very poor	Dead top and scaffold limbs.
Remove	420	85	English oak	Fair	
Remove	421	25	English oak	Hazardous	Dead



Note: See ESA-1 Development Permit Application Report for subzone descriptions (PGL November 2011).				Date of Geographic: 2008			
CLIENT ASPAC Developments Ltd. River Green Village				DESIGN DATE 04/28/2011 SCALE 1:500			
PROJECT R1 R2 R3 R4				DRAWN PROJECT NO. 1004-07-04			
PGL Pottinger Gaherty ENVIRONMENTAL CONSULTANTS				DRAWING No. ESA-1 DP 510L2 PLAN No. 3			



Date of orthophoto: 2006

08/11/11	R4		
02/11/11	R2		
28/10/11	R1		
d/my		d/my	

CLIENT	ASPAC Developments Ltd.
PROJECT	River Green Village

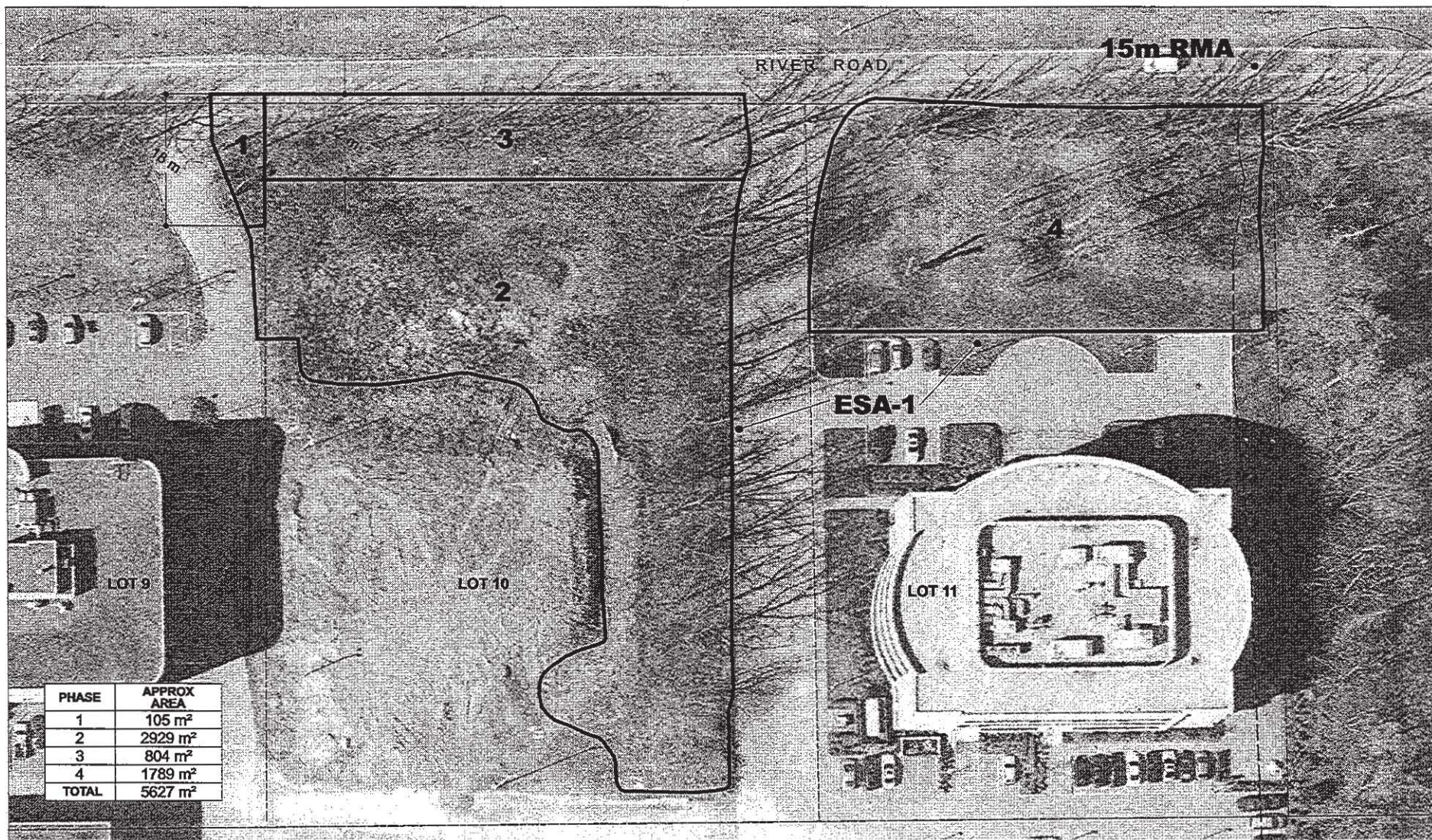
ESA - 1 Habitat Quality and Recommended compensation

PGL | Pottinger Gaherty
ENVIRONMENTAL CONSULTANTS


DATE	Nov 8, 2011	DESIGN	KG	DRAWING No.: ESA-1 DP S10.3
SCALE	1:500	DRAWN	HLJ	PLAN No.: 4
		PROJECT No.	1894-07.04	

ORIGINAL IN COLOUR

ATTACHMENT 8



Date of orthophoto: 2006

				CLIENT	ASPAC Developments Ltd.	ESA - 1 Proposed Clearing Phases	 PGL Pottinger Gaherty ENVIRONMENTAL CONSULTANTS	DATE	NOV 8, 2011	DESIGN	KG	DRAWING No.: ESA-1 DP S11.1
8/11/11	R1			PROJECT	River Green Village			SCALE	1:500	DRAWN	IRB	PLAN No.: 5
d/m/y			d/m/y							PROJECT No. 1094-07.DA		

ORIGINAL IN COLOUR

ATTACHMENT 9

ENVIRONMENTAL IMPACT AND COMPENSATION SEQUENCE AND VALUATION

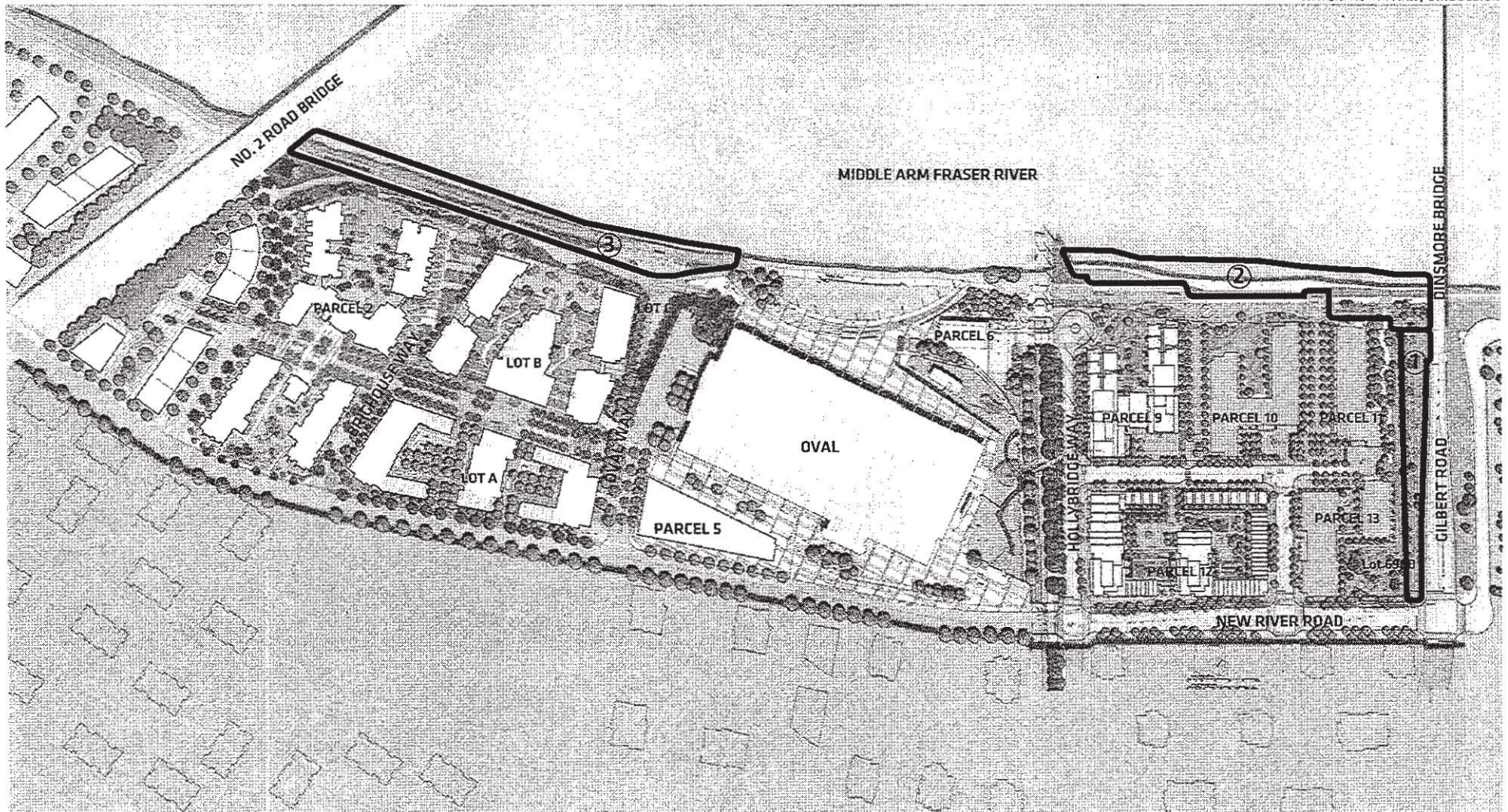
PHASE	ENVIRONMENTAL IMPACT	ESA-DP SECURITY	TREE REMOVAL PERMIT SECURITY ^a
Phase 1 (construction late 2011/early 2012)	Tree Removals: 2 Landscape compensation ^c : 30 m ²	\$5,000 \$360	
Phase 2 (construction 2012)	Tree Removals: 19 Landscape compensation ^c : 1,580 m ² 5 years Landscape Maintenance ^b	\$47,500 \$18,960 \$7,500	
Phase 3 (construction 2013)	Tree Removals: 13 Landscape compensation ^c : 222 m ²	NIL \$2,664	\$32,500
Phase 4 (construction 2016)	Tree Removals: 22 Landscape compensation: 0 m ²	NIL NIL	\$55,000
TOTALS		\$81,984	\$87,500

Notes:

- a Valuations for Tree Removal Permit Securities will be reassessed at time of application to reflect current cost estimates of tree replacements. Securities are based upon 3 for 1 replacements with one of the three replacements rated as a specimen tree (current value of \$1,500/tree) and the remaining two replacements rated as standard trees (current value of \$500/tree).
- b Five year maintenance based upon one day per year post-implementation estimated at \$1,500/day.
- c Landscape compensation security values are based upon the RP Biologist's cost estimate of \$8.00/m² for materials and installation, times 150%.

**RIVER GREEN - WATERFRONT PARK
BRIDGE TO BRIDGE SITE PLAN**

ASPAC/STAFF
START-UP MEETING NOV. 7, 2011
WATERFRONT PARK / DIKE DESIGN



CANDIDATE COMPENSATION PLANTING AREAS, ESA DP 11-593370

Locations		Proposed Area of Required Compensation Planting
1	Gilbert Road Servicing Agreement Area	30 m2
2	Waterfront park between Hollybridge Way & Gilbert Road (dike bench & bioswale)	1802 m2
3	Waterfront park adjacent to Parcel 2 and/ or Lot C (dike bench)	



Development Permit Considerations

**PID 028-696-174 (LOT 9), PID 028-696-182 (LOT 10) and PID 028-696-191 (LOT 11)
(formerly 5200 Hollybridge Way and 6500 River Road)
DP 11-593370**

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

1. Submission of Landscape securities in the amount of \$81,984 based upon the landscape compensation and tree replacement ESA-DP Security outlined in the Table of Impacts and Compensation.
2. Concurrence that all existing trees and understorey within proposed Clearing Phase 3 as shown in the ESA-1 Proposed Clearing Phases Map will be not be cleared and will be retained in-situ until such time as a tree removal permit has been issued. Tree protection fencing is to be erected between Phase 2 and Phase 3 prior to Phase 2 trees and understorey are cleared. Security valuations will be reassessed at the time of application for the Tree Removal Permit with regard to the City's standard tree removal/replacement fees, but will not be less than the values provided in the Table of Impacts and Compensation.
3. Concurrence that all existing trees within proposed Clearing Phase 4 as shown in ESA-1 Proposed Clearing Phases Map will be not be cleared and will be retained in-situ until such time as a tree removal permit has been issued. Security valuations will be reassessed at the time of application for the Tree Removal Permit with regard to the City's standard tree removal/replacement fees, but will not be less than the values provided in the Table of Impacts and Compensation.
4. Concurrence that dike bench features to accommodate off-site landscaping commitments as outlined in the Table of Impacts and Compensation are to be incorporated into the foreshore dike designs and constructed at the proponent's sole cost.
5. Concurrence that appropriate sediment control measures will be installed along the eastern property boundary between lot 11 and 6900 River Road prior to excavation, preloading or construction and will be incorporated as part of any request for tree removal permit for Lot 11.
6. Submission of a letter of commitment that a Qualified Environmental Profession is to supervise the placement of all excavation and pre-load facilities and structures to ensure that no portion of these are permitted to encroach into or impact trees within 6900 River Road or unless the appropriate authorizations have been obtained from both the City of Richmond and the Department of Fisheries and Oceans.
7. Concurrence that Construction and Environmental Management Plan (CEMP) and parcel-specific soil erosion and sedimentation control plans (ESCP) to be completed to the satisfaction of both the City and the Department of Fisheries and Oceans prior to excavation, preloading or construction commencing.
8. Submission of a letter of commitment to implement all mitigation and management strategies recommended in the Archaeological Impact Assessment (AIA) as prepared by Arrowstone Archaeological Research and Consulting Ltd. in their report of July 2009.
9. Concurrence that all landscape compensation plans are to be submitted and approved by the City of Richmond and the Department of Fisheries and Oceans (as required).
10. Concurrence that ESA compensation-related works required to accommodate the required compensation planting (e.g., construction of the dike benches) and representing a cost premium over and above what would otherwise have been the cost of the park, dike, and related features shall be the sole responsibility of the developer. Costs to be determined via the waterfront park and related design processes. Any Letter of Credit required in this regard shall be secured prior to Servicing Agreement approval or permit issuance in respect to the affected areas.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. 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.

[Signed Copy on File]

Signed _____

Date _____



City of Richmond

Minutes

RICHMOND HERITAGE COMMISSION

Held Wednesday, November 17th 2010
 Room M 2.004
 Richmond City Hall

Present: Laurie Wozny, Chair
 Andrea Hajdo Forbes
 Ray Froh
 Michael Gurney, Vice-Chair
 Carl Hibbert
 Michele Haapamaki
 Teresa Murphy

Also Present: Terence Brunette, Planner
 Jodi Allesia, Committee Clerk

Absent: Councillor Greg Halsey-Brandt, Council Liaison
 Teri Barr
 Jo-Anne Rocque

ASPAC Team Guests:
 (Presenting) Gary Andrishak, Architect, IBI Group
 Chris Phillipps, Landscape Architect, Phillipps Farevaag Smallerberg

(Attending) Lin Lin, Landscape Architect, Phillipps Farevaag Smallerberg
 Jamie Lum, ASPAC

The Chair called the meeting to order at 6:00 pm.

1. MINUTES

It was moved and seconded

That the minutes of the meeting of the Richmond Heritage Commission held on Wednesday, October 20th 2010, be adopted.

CARRIED

RICHMOND HERITAGE COMMISSION
Wednesday, November 17th 2010

2. DESIGN REVIEW – Oval Village Holdings/ASPAC Rezoning

Since last meeting a Subcommittee of the Commission has been formed and has met with staff to assess heritage impacts, proposed mitigation/compensation strategies and formulate draft recommendations to Council. Members of ASPAC met today to discuss a variety of site issues, in addition to heritage. It was noted that staff is seeking heritage-specific comments on the development to address the impacts, compensation, and consistency with OCP and City Centre Area Plan (CAP) objectives.

It was noted that the purpose of this meeting would be to form a resolution incorporating key recommendations on heritage conservation measures to be included in the staff report to Council. Staff thanked the Subcommittee for their dedicated work and perceptive comments.

ASPAC addressed both the “Draft Recommendation for Consideration by The Commission” and questions from the Commission, noting the following points:

- The option of having clusters of trees instead of rows (Sub-Committee Item #2a) is an achievable option and they will be looking into ways of doing this.
- The replacement of lost trees will exceed a 1:1 ratio, but is not expected to meet the 3:1 ratio recommended by the Sub-Committee.
- In regards to the requirement for ongoing maintenance, ASPAC will fully comply with monitoring and maintenance requirements set by Department of Fisheries & Oceans (DFO) and Richmond Parks.
- Interpretive planning and other means of presenting the heritage of the site may be both literal and/or analogical.
- For The Draft Recommendations – Item B, the ASPAC Team discussed their strategies for conserving and interpreting the various heritage resources or features onsite. It was noted that they will support interpretation of the history of the CPR Right of Way (as outlined in Item B). Discussion also ensued on an interpretive centre – function, location, form and presentation. A suggestion was made to have a series of interpretive panels interpreting the heritage of the site at the termination of Hollybridge Way, on the dike.

Following ASPAC’s presentation, an open discussion occurred regarding the project, with clarifications and amendments to the draft recommendations.

- The Commission briefly reviewed their role as an advisory body with regard to the subject application. Staff noted that heritage resources on the onsite would also be the subject of a recommendation from the Department of Fisheries and Oceans (DFO) and Richmond’s Parks and Sustainability staff. Staff assured the Commission that its recommendations would be attached to the rezoning report, but that it was Council that would make the final decision regarding the scope of the developer’s responsibilities.

RICHMOND HERITAGE COMMISSION
Wednesday, November 17th 2010

- Discussion ensued on having two interpretive installations to present the onsite heritage resources. It was recommended that one would be placed along the dike for the walking traffic and one in association with the “heritage” trees near the intersection of Gilbert and new River Road.
- It was noted that adequate compensation for impacts to or loss of heritage resources should be substantive, and that an interpretive installation could serve to enhance the presentation and accessibility of Richmond’s heritage significantly.
- It was noted that new trees and a plaque may not adequately cover the history of Samuel Brighthouse. Discussion ensued regarding the breadth and substance of interpretive materials that should be included along the walkway to enhance the effectiveness of the proposed boardwalk as a method of conservation and interpretation. An idea was raised to have a design competition in the Public Art plan that could speak to the history of Samuel Brighthouse.
- A small amendment was made to Item B of the Draft Recommendations to change “cluster” to “clusters”.
- It was recommended to change Item C of the Draft Recommendations from “gardens” to “community gardens” (as recognition of the area’s former farming community), and it was noted that such “community gardens” may be provided at grade and/or on rooftops.
- Commission members further recommended that the interpretive centre needs to be put back into the staff resolution document as a “marketing centre that the public would be invited in, and would make the public more aware of the amenities they have inside.” Discussion ensued on the details of the interpretive centre.
- Discussion ensued on the ratio of trees replaced, the feasibility of the maximum replacement amount, space constraints and Richmond’s Tree Protection Bylaw and related OCP policies.
- Discussion ensued on having a replica of Samuel Brighthouse’s house as an adjunct to a “community garden”. It was noted that the house could be used as interpretive space and for various functions. It was noted that this would be a strong, recognizable emblem with respect to heritage.
- Commission members also recommended acknowledging the history before and after Samuel Brighthouse (including aboriginal heritage).
- Discussion ensued on the maintenance of, and responsibility for the public areas and whether or not it would fall to the developer or the City.
- It was noted that an item had been omitted from the Draft Recommendations in error (Item B) and should read: “An interpretive facility should be provided by the developer, preferably located on the dike at the north end of Hollybridge Way, that provides for shelter, is easily accessible by the public and is evocative of the significance at the site and the heritage of the Brighthouse homestead and trees.”

RICHMOND HERITAGE COMMISSION
Wednesday, November 17th 2010

It was moved and seconded

That the Richmond Heritage Commission supports RZ 09-460962 moving forward to Planning Committee of Council taking into account the following considerations:

A. The following general considerations should be satisfied:

- Any loss of heritage resources must be minimized;
- There should be "no net loss" to heritage as a result of the subject development;
- The subject development should demonstrate a "net gain" to heritage;
- The developer should be responsible for all required heritage compensation and enhancement; and
- The applicable Heritage Revitalization Agreement, legal agreements, statements of significance, and related information necessary to facilitate and effectively manage the subject development's heritage resources, compensation, and enhancement and associated City resources should be provided to the Commission for information.

B. The following specific considerations should be satisfied:

- Within the proposed riverfront park, the mature oak trees removed from River Road should be replaced with clusters of large-growing trees;
- Interpretive walks through and around the subject site should be established concurrently with development and include, among other things, at least two interpretive signs commemorating Samuel Brighthouse, including one on the dike and the other near the corner of Gilbert Road and "new" River Road;
- Special street tree planting along the Hollybridge Way "greenway" and "new" River Road, the latter of which should be oak trees;
- Existing trees removed as a result of the subject development, both on-site and off-site, should be replaced at a ratio of at least 3:1;
- The developer should be responsible for monitoring and maintenance of heritage features as determined to the satisfaction of the City; and
- Interpretive features (e.g., signage, public art) related to CP Rail and the Interurban line should be incorporated into the design and construction of "new" River Road.
- An interpretive facility should be provided by the developer, preferably located on the dike at the north end of Hollybridge Way, that provides for shelter, is easily accessible by the public and is evocative of the significance at the site and the heritage of the Brighthouse homestead and trees.

C. The applicant should take into consideration the following comments via the project's on-going design review and approval processes:

- Interpretive features (e.g., public art, community gardens, hedgerows) should be incorporated into the design of the subject site that are reminiscent of the Brighthouse farm.

CARRIED



City of Richmond
Planning and Development Department

Development Permit

No. DP 11-593370

To the Holder: OVAL 8 HOLDINGS LTD.

Property Address: PID 028-696-174 (LOT 9), PID 028-696-182 (LOT 10) and
PID 028-696-191 (LOT 11)

Address: 101 - 6500 RIVER ROAD
RICHMOND, BC, V6X 4G5

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.: site clearing and compensation landscaping shall be constructed generally in accordance with Plans #1 to #2 and Table 1 attached hereto.
4. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$81,984.00 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.
5. 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.

No. DP 11-593370

To the Holder: OVAL 8 HOLDINGS LTD.

Property Address: PID 028-696-174 (LOT 9), PID 028-696-182 (LOT 10) and
PID 028-696-191 (LOT 11)

Address: 101 - 6500 RIVER ROAD
RICHMOND, BC, V6X 4G5

6. 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

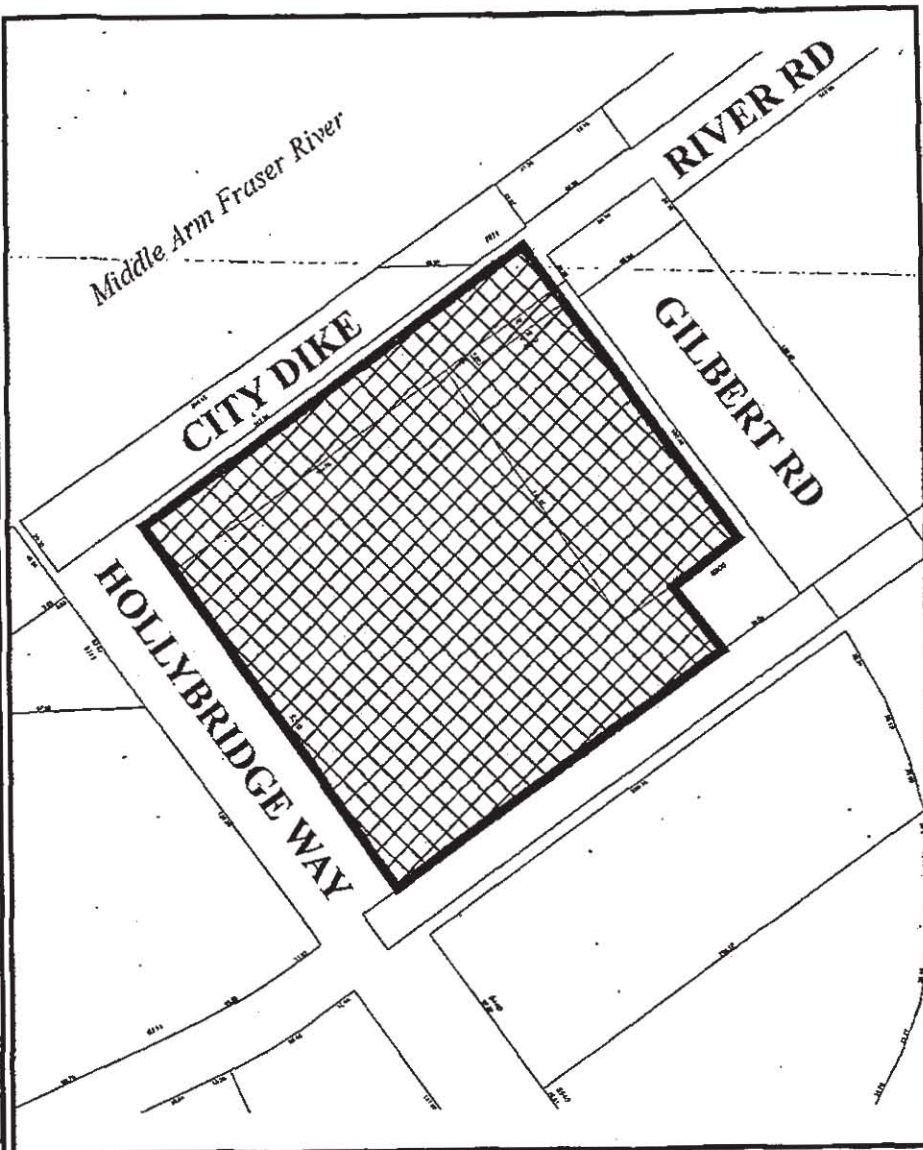
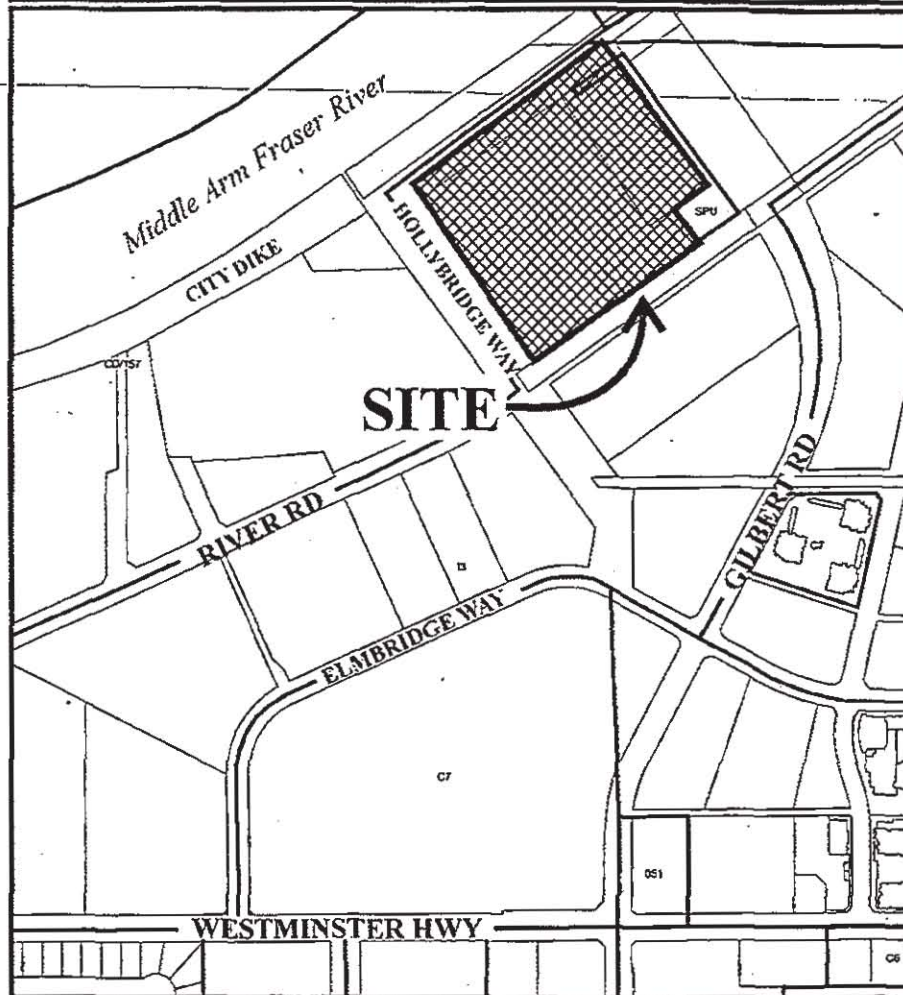
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond

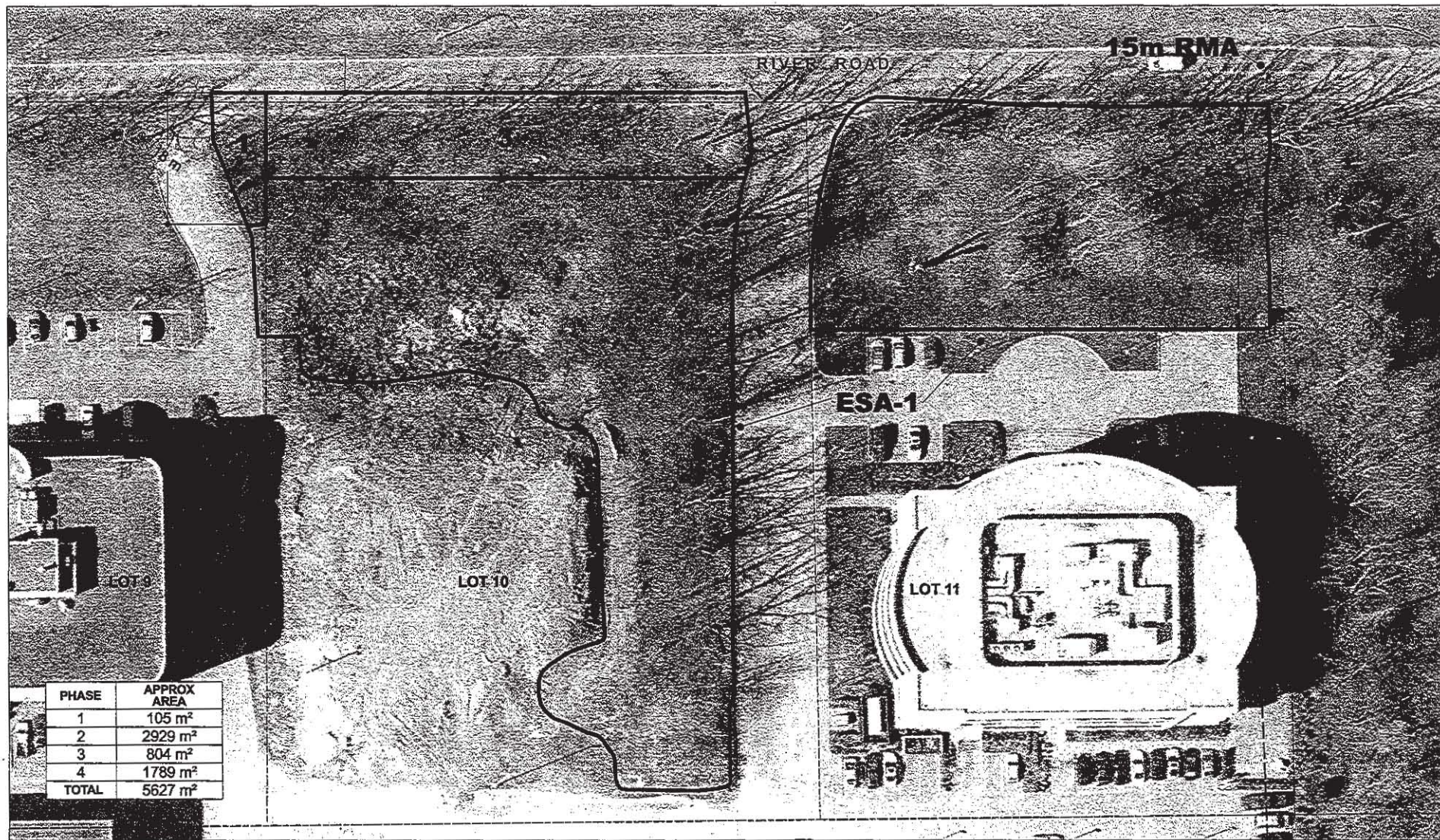


DP 11-593370
SCHEDULE "A"

Original Date: 11/04/11

Revision Date:

Note: Dimensions are in METRES



Date of orthophoto: 2006

				CLIENT	ASPAC Developments Ltd.
2/11/11	RI			PROJECT	River Green Village
dmly		dmly			

ESA - 1 Proposed Clearing Phases

 **PGL** | Pottinger Gaherty
ENVIRONMENTAL CONSULTANTS

DATE	NOV 8, 2011	DESIGN	KG	DRAWING No.: ESA-1 DP S11.1
SCALE	1:500	DRAWN	IRB	PLAN No.: 5
		PROJECT No.	1994-07.04	ORIGINAL IN COLOUR

PLAN #1

DP 11593370

NOV 30 2011

TABLE 1: TABLE OF IMPACTS AND COMPENSATION

PHASE	AUTHORIZED IMPACTS	COMPENSATION REQUIRED	ESA-DP SECURITY	TREE REMOVAL PERMIT SECURITY
Area/Phase 1	Tree Removals: 2 Landscape Removals: 105 m ²	Tree Replacement ^a : 6 Landscape compensation ^c : 30 m ²	\$5,000 \$360	
Area/Phase 2	Tree Removals: 19 Landscape Removals: 2,929 m ²	Tree Replacements ^a : 57 Landscape compensation ^c : 1,580 m ² 5 years Landscape Maintenance ^b	\$47,500 \$18,960 \$7,500	
Area/Phase 3	Tree Removals: 13 Landscape Removals: 804 m ²	Tree Replacements ^a : 39 Landscape compensation ^c : 222 m ²	NIL \$2,664	\$32,500
Area/Phase 4	Tree Removals: 22 Landscape Removals: 1,789m ²	Tree Replacements ^a : 66 Landscape compensation ^c : 0 m ²	NIL NIL	\$55,000
TOTALS	Total Tree Removals: 56 Landscape Removals: 5,627 m ²	Total Tree Replacements: 168 Total Landscape Compensation: 1,832m ² 5 years Landscape Maintenance	\$81,984	\$87,500

Notes:

- a Valuations for Tree Removal Permit Securities will be reassessed at time of application to reflect current cost estimates of tree replacements. Securities are based upon 3 for 1 replacements with one of the three replacements rated as a larger calliper specimen tree (Oak or alternate to the City's satisfaction as determined in coordination with City-approved design for the subject site; current value of \$1,500/tree) and the remaining two replacements rated as standard trees (current value of \$500/tree).
- b Five year maintenance based upon one day per year post-implementation estimated at \$1,500/day/year.
- c Landscape compensation security values are based upon the RP Biologist's cost estimate of \$8.00/m² for materials and installation, times 150%.

Additional Requirements:

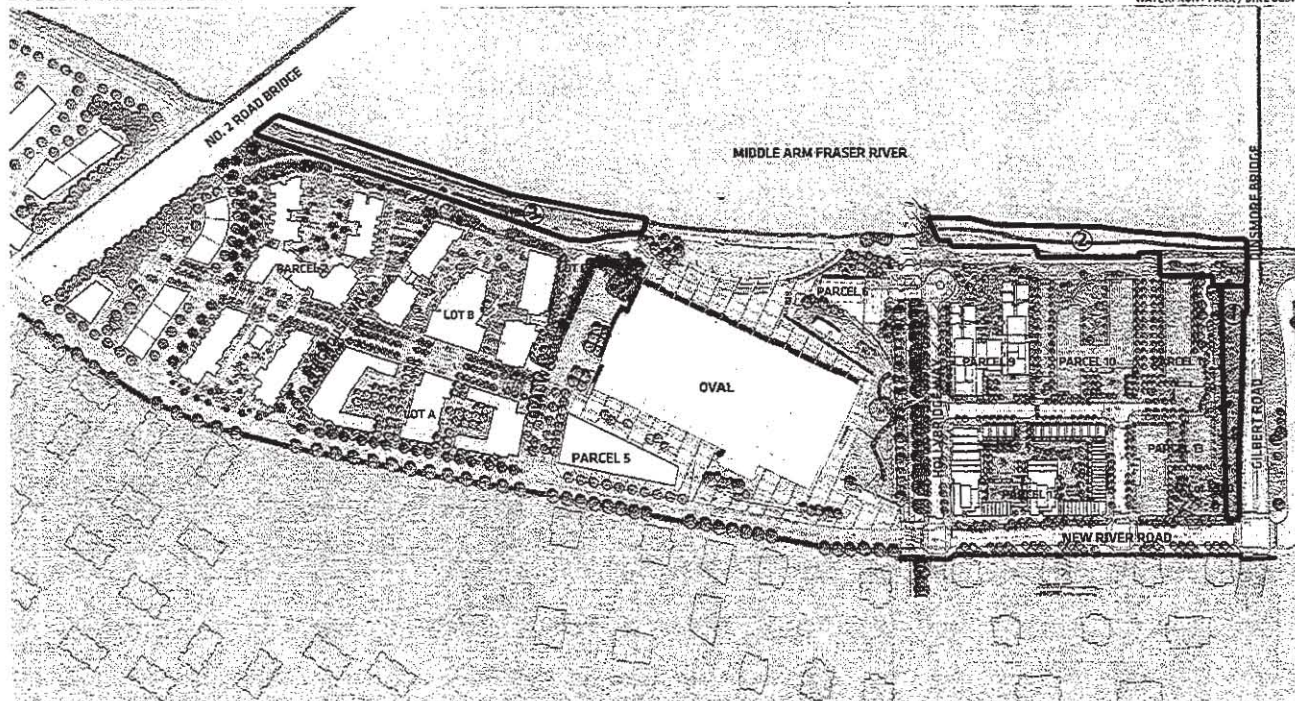
- Protective fencing is required between Area/Phase 2 and 3 prior to the clearing of Phase 2.
- RMA compensation as required to the satisfaction of DFO and the City for encroachments adjacent to 6900 River Road.
- ESA compensation planting (i.e. 1,832m²) to be installed within:
 - Area 1: Gilbert Road Servicing Agreement Area (30 m²) and waterfront park between Hollybridge & Gilbert (dike bench & bioswale, area to be determined)
 - Area 2: Waterfront park adjacent to Parcel 2 and/or Lot C (dike bench, balance of 1832 m² as required)
 - Area 3: To be determined to the satisfaction of the City if Area 1 and Area 2 cannot accommodate the full 1832 m² requirement
- ESA compensation-related works required to accommodate the required compensation planting (e.g., construction of the dike benches) and representing a cost premium over and above what would otherwise have been the cost of the park, dike, and related features shall be the sole responsibility of the developer. Costs to be determined via the waterfront park and related design processes. Any LOC required in this regard shall be secured prior to SA approval or permit issuance in respect to the affected areas.

DP 11593370
TABLE #1

NOV 30 2011

**RIVER GREEN - WATERFRONT PARK
BRIDGE TO BRIDGE SITE PLAN**

ASPAC/STAFF
START-UP MEETING NOV. 7, 2011
WATERFRONT PARK / DIKE DESIGN



CANDIDATE COMPENSATION PLANTING AREAS, ESA DP 11-593370

Locations		Proposed Area of Required Compensation Planting
1	Gilbert Road Servicing Agreement Area	30 m2
2	Waterfront park between Hollybridge Way & Gilbert Road (dike bench & bioswale)	1802 m2
3	Waterfront park adjacent to Parcel 2 and/ or Lot C (dike bench)	



PLAN #2 DP 11593370

NOV 30 2011