



Development Permit Panel

Council Chambers

Wednesday, December 14, 2011

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, November 30, 2011.



2. Development Permit 11-584010

(File Ref. No.: DP 11-584010) (REDMS No. 3353542)

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APPLICANT: Fairborne Homes Ltd.

PROPERTY LOCATION: 6180, 6280 and 6300 No. 3 Road

INTENT OF PERMIT:

1. Permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space at 6180, 6280 and 6300 No. 3 Road on a site zoned Downtown Commercial (CDT1).
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) Permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space at 6180, 6280 and 6300 No. 3 Road on a site zoned Downtown Commercial (CDT1).*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.*



3. New Business

4. Date Of Next Meeting: Wednesday, January 11, 2012

5. Adjournment



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

Date: November 22, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: DP 11-584010

Re: Application by Fairborne Homes Ltd. for a Development Permit at 6180, 6280
and 6300 No. 3 Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space at 6180, 6280 and 6300 No. 3 Road on a site zoned Downtown Commercial (CDT1).
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Brian Jackson, MCIP
Director of Development

BJJ:bg
Att. 6

Staff Report

Origin

Fairborne Homes Ltd., has applied to the City of Richmond for permission to construct a mixed-use commercial and residential development on a combined site area of 10,106 m² (108,780 ft²) with a proposed 2.99 FAR including a net floor area of 30,208 m² (325,156 ft²). The net floor area breakdown of the proposed development includes 2,178 m² (23,444 ft²) of commercial floor space (new banking hall for Scotiabank) and 28,030 m² (301,712 ft²) of residential floor space consisting of approximately 347 residential units. The development site consists of 6180, 6280 and 6300 No. 3 Road and all lots are zoned Downtown Commercial (CDT1). The site is not being rezoned. The proposed development site currently accommodates the existing Canada Line, Richmond-Brighouse Station (straddling 6180 and 6280 No. 3 Road) and the Scotiabank (BNS) on 6300 No. 3 Road.

There is a Servicing Agreement associated with this development application that includes site servicing and frontage improvements along No. 3 Road, the lane and other requested transportation improvements. In addition, there is a separate but related Development Permit application submitted by TransLink for the bus mall along the south side of the site, including the requirement for a bus mall Servicing Agreement.

Canada Line Rapid Transit Inc. (CLCO) and the South Coast British Columbia Transportation Authority (TransLink) acquired 6180 and 6280 No. 3 Road in order to construct the Canada Line Richmond-Brighouse Station. Initially a small bus loop was proposed on the residual property of these two lots. However the original bus loop configuration included significant disadvantages specifically, redevelopment constraints on the residual lands over the bus loop, long-term bus impacts on surrounding streets and the resulting unpleasant pedestrian environment from an enclosed bus loop. After further investigation by TransLink and discussion with the City, it was concluded that a larger and more extensive redevelopment strategy was preferred. Thus TransLink proposed an alternate strategy that involved additional properties (6300 No. 3 Road and 6411 Buswell Street) with a bus mall concept that permits bus access and egress only from No. 3 Road. Accordingly, the City, CLCO and TransLink signed a Memorandum of Understanding (MOU) to develop a bus mall between No. 3 Road and Buswell Street with each party funding to make this alternate bus mall strategy work.

This Development Permit application is a major step to realize this broader vision for a comprehensive, high-density transit-oriented development (TOD) at the terminus of the Canada Line in Richmond together with the development of a bus mall between No. 3 Road and Buswell Street. The intent of this application is to develop the 3 properties (6180, 6280 and 6300 No.3 Road) at the maximum allowable 3.0 FAR but to locate all the density on the two north properties (6180 and 6280 No. 3 Road) allowing for the coordinated development of a new bus mall immediately to the south via a separate but related Development Permit by TransLink for 6300 No. 3 Road and 6411 Buswell Street.

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. See also Location Map (**Schedule A**).

Background

Development surrounding the subject site is as follows:

To the north, is the existing 2-storey HSBC Bank (8010 Saba Road) zoned Downtown Commercial (CDT1) with Saba Road beyond.

To the east, is an existing north-south lane and across the lane are two existing 3-storey parking structures associated with three existing 15-storey residential towers located at 8100 Saba Road, 6331 and 6351 Buswell street zoned Downtown Commercial (CDT1).

To the south, is Brighthouse Square, an existing 1-storey commercial strip mall development with four separate buildings including Staples as one major anchor tenant. This 3.58 acre property was developed in the 1970's as a Land Use Contract 062.

To the west, across No. 3 Road is the northern portion of Richmond Centre Mall, a large regional shopping centre zoned Downtown Commercial (CDT1).

Rezoning and Public Hearing Results

This site is not being rezoned therefore no Public Hearing is required.

Staff Comments

The proposed development has addressed the related urban design form and character, transit objectives, development sequencing and title transfer process, adjacency considerations, transportation requirements as well as the competing objectives of the various parties (the City, TransLink, Fairborne and Scotiabank). Staff are satisfied that this Development Permit application complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the zoning provisions of Downtown Commercial (CDT1) and the City Centre Area Plan (CCAP) design guidelines.

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

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

- a) Permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Staff support the proposed variance in consideration of the public benefit derived from the provision of the bus mall. The proximity of this site to the Canada Line rapid transit station is further reason to reduce the parking requirements. As per the Zoning Bylaw properties zoned as CDT1 are exempt from the reduced parking rates in City Centre. This means the parking requirement for the residential component is 521 spaces. However, the development is providing 347 parking spaces for the residents, which is a parking rate of 1.0 stall per unit, equal to the City Centre Zone 1 parking rate which is applied to most site in close proximity to Canada Line stations. As the subject site is adjacent to Brighthouse Station and will also be abutting the future TransLink bus mall to the south, Transportation can support this variance as:

- a) *The subject site is on top of the Canada Line station.*

- b) The subject development is facilitating the ability of TransLink to create a bus mall just south of the site, which will reduce the reliance on private automobiles for travel and encourage transit as a mode of travel.*
- c) The development is providing significant streetscape and infrastructure improvements at the station plaza, along the loading area for the future bus mall, improving the pedestrian facilities of the north-south lane along the east property line to Saba Road and installing traffic signals at the intersection of Saba Road and Buswell Street.*

Furthermore, the development has a comprehensive Transportation Demand Measures package as part of the Development Permit, which benefits alternate modes of travel and consists of:

- a) Pedestrian weather protection (with only short intermittent breaks) is provided from the Canada Line station escalators to the lobby of both buildings and the bus mall waiting area.*
- b) Ten percent (10%) of parking spaces in the commercial parking area to have electric vehicle plug-ins (240 volts) and 10% of the residential parking spaces to have electric vehicle plug-ins (120 volts).*
- c) Contribution of \$66,000 for three bus shelters in the vicinity of the site.*
- d) An additional 10 bike lockers and 20 bike racks for the Canada Line station.*

Advisory Design Panel Comments

The September 8, 2011 Advisory Design Panel (ADP) supported the proposed development moving forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel. A copy of the relevant excerpt from the ADP minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific ADP comments and is identified in '***bold italics***'.

Affordable Housing Comments

The Affordable Housing policy for larger development applications (more than 80 residential units) requests that at least 5% of the total residential building area (based on the residential FAR), with a minimum 4 units, as low end market rental units. These provisions are generally secured through a rezoning application. While this application did not involve a rezoning, staff encouraged the developer to provide affordable housing. The applicant declined to provide affordable housing.

Analysis

Ministry of Environment (MoE) Approval

The applicant has submitted a 'Certificate of Compliance' for 6180 and 6280 No. 3 Road and a 'Final Determination' for 6300 No. 3 Road and 6411 Buswell Street. The applicant is required and has agreed to install measures to control vapour intrusion, which have been design by a qualified engineer for the underground parking associated with the development site (6180, 6280 and a portion of 6300 No. 3 Road) (6180 and 6280 No. 3 Road). The 'Final Determination' for 6300 No. 3 Road and 6411 Buswell Street has declared these two properties are not contaminated.

Revised Bus Mall – Memorandum of Understanding (MOU)

On July 18, 2006, TransLink, Canada Line Rapid Transit Inc. (CLCO) and the City signed a MOU to ensure the delivery of a bus mall by TransLink to be located immediately south of the Richmond-Brighouse Canada Line station between No. 3 Road and Buswell Street with each party contributing funding. The City contributed its share of funding in 2008 and TransLink has since acquired 6411 Buswell Street. Recently, TransLink and City staff have renegotiated the draft terms of the bus mall MOU, which include the following key components:

- The allowable 3.0 FAR density from 6300 No. Road (existing BNS property) will be developed on the existing TransLink properties (6180 and 6280 No. 3 Road) adjacent to the Canada Line terminus station.
- TransLink remains responsible for the design and commencing the construction of a high quality bus mall within 6 months of the residential stratification/occupancy of the development lands (6180, 6280 and a portion of 6300 No. 3 Road) for the developer (Fairborne).
- The title for 6300 No. Road will be transferred to the City as a fee simple lot by TransLink for road purposes to accommodate the bus mall.
- TransLink will also provide a SRW to the City over the northern portion of 6411 Buswell Street for the operation of a bus mall (allowing no connection to Buswell Street).

It is a requirement that the revised Richmond-Brighouse Bus Mall MOU be approved by City Council prior to final issuance of this Development Permit for the development lands. The draft key business terms (see **Attachment 3**) are intended to guide the drafting of the revised MOU.

Related Bus Mall Development Permit (DP 11-593871)

TransLink has submitted a separate development permit application (DP 11-593871) for the bus mall regarding 6300 No. 3 Road and 6411 Buswell Street and proposes a phased development and construction of the bus mall consisting of the following main components.

- Bus access/egress only from No. 3 Road (no bus access/egress from Buswell Street except for emergencies), ultimately with a turn-around/cul-de-sac at the east end to prohibit bus access/egress to/from Buswell Street except for emergency access to the bus mall.
- Thirteen (13) bus bays (1 handi-dart bay, 4 active bus bays and 8 layover bus bays).
- Ultimately counter-clockwise bus circulation with passenger loading on the north side and passenger discharge on the south side, as a high-quality regional showcase transit facility.
- Noise attenuation and buffering of adjacent residential development at 6351 Buswell Street from the bus mall.
- Decorative pedestrian paving in combination with other high-quality site furnishings.
- Increased bike parking and transit passenger waiting in weather protected areas.
- New southbound left turn lane and modified traffic signals at the No. 3 Road intersection.
- Interim bus operators' washrooms within the proposed development lands (6180, 6280 and a portion of 6300 No. 3 Road) by Fairborne.
- Permanent public washrooms and bus operators' washrooms as part of the second phase redevelopment of the 6411 Buswell Street residual lands by TransLink.

See **Attachment 3** for the TransLink Bus Mall – Key Business Terms.

Zoning, Building & Fire Prevention Comments

Staff confirms that all Building Code and fire prevention requirements have been addressed. The architect and code consultant met with Richmond Building and Fire Prevention staff to resolve various zoning and building code issues including floodplain requirements, addressing for emergency fire access/egress and staging, location and requirements of principal fire response point including primary and secondary enunciator panels, hydrant locations (within 45m of the fire department connection point), adequate fire flow from water mains and limiting distance requirements along the south side of the proposed south tower.

Conditions of Adjacency

The applicant has proposed a livable interface with the adjacent properties surrounding the development site, as indicated below:

To the North: The applicant has demonstrated that it is possible to redevelop 8010 Saba Road (HSBC Bank) to achieve the allowable 3.0 FAR with the potential to add a new tower on this site.

To the East: The siting of the proposed towers respects the minimum 24m separation distance between the three existing residential towers (8100 Saba Road, 6331 and 6351 Buswell Street) on the opposite (east) side of the north-south lane connecting with Saba Road. The east-west alignment of the proposed towers allow for higher-up slot views to the west from existing residential units to the east. However, the proposed development includes a north-south aligned building component (along the lane), which is 8 storeys high (4 levels of parking and 4 levels of residential) and will block views to the west from lower level, existing residential levels and units to the east. The applicant has implemented building façade improvements of the parkade including a partial green wall (solid north portion only) and horizontal coloured glass/metal panel inserts to the remaining portions of the east parkade wall. The applicant will also upgrade the urban design character of the entire north-south lane connecting with Saba Road in order to create a mews, consisting of a 2m wide sidewalk, a 7m wide driving surface all with decorative paving and lighting. Nevertheless, the proposed built form mass will result in privacy, view and shade impacts for the existing residential towers to the east, particularly for lower level units from the open views that they currently have, although this condition is to be expected in high density areas in the City Centre. As the proposed bus mall extension to Buswell Street will be adjacent to existing south-facing, apartments and ground-oriented townhouses at 6351 Buswell Street, TransLink is proposing to incorporate noise attenuation and buffering measures for these residential units in the design of the proposed bus mall as part of a separate Development Permit application.

To the South: The proposed development site will be separated from the large retail/commercial development (Brighthouse Square – 6340 No. 3 Road) by the proposed bus mall. In the short term, the proposed bus mall will face the blank north facing walls of two existing retail/commercial buildings along the north property line of Brighthouse Square. In the long term, with the possible redevelopment of Brighthouse Square, there is ample opportunity to locate future towers (residential or office) away and well buffered from the proposed bus mall along the north property line since Brighthouse Square is a large lot (14,470m² or 3.58 acres). TransLink currently owns the existing office building located on 6411 Buswell Street. The proposed bus mall will be extended across the northern portion of this lot to Buswell Street and TransLink will secure interim parking for this

existing office building within the immediate vicinity. In the longer term, TransLink proposes to redevelop this property.

To the West: The proposed development is separated from existing retail/commercial development and residential development across No. 3 Road by the Canada Line, Richmond-Brighouse Station located on the east side of No. 3 Road. The proposed roof deck of the parking podium on the development lands provides a landscaped courtyard that will be visible from the upper level residential units to the west (above level 4).

Land Dedications & Statutory Rights-of-Way (SRW's)

See the development permit considerations for the required land transfers, dedications and SRW's.

Traffic & Transportation Comments

1. Transit-Oriented Development: The proposed development represents a dense, high-quality transit-oriented development (TOD) immediately adjacent to the terminus of the Canada Line and the Richmond-Brighouse Station. The convenient access to rapid transit will reduce the demand for parking hence shared parking between the residential and commercial components of the proposed development are supported. As a TOD, the applicant proposes other transportation demand management (TDM) measures including:
 - Provision of a weather protected walkway from the Canada Line station to the bus mall waiting/loading area and the residential lobby.
 - Contribution of \$66,000.00 for the supply and installation of 3 bus shelters along City streets in the immediate vicinity.
 - In addition to bike parking required for the development, the applicant will retain existing public bike parking at the Canada Line station and provide 10 additional bike lockers plus new public bike racks for 20 additional bikes adjacent to the Canada Line station.
 - Twenty percent (20%) of the residential parking spaces will be equipped with electrical vehicle plug-in (10% 240 volts and 10% 120 volts).
2. Lane/Mews: The entire existing lane from the development lands (6180, 6280 and a portion of 6300 No. 3 Road) north to Saba Road will be refurbished including a 2m wide sidewalk and 7m wide driving surface. The urban design quality of the lane will be upgrade to create a 'mews' character, including decorative lighting and paving, sufficient lane setback of the proposed building to permit adequate passenger vehicle turn-around near the south end of the lane, creation of a high-quality shared auto-court /pedestrian plaza at the south end of the mews, and the introduction of limited planting plus a green wall along the north (solid) portion of the parkade fronting the lane. Additional SRW width is required to accommodate the cul-de-sac turn around at the south end of the lane.
3. Vehicle Parking: The proposed development includes a total of 448 parking spaces consisting of 347 residential stalls, 66 commercial stalls and 35 residential visitor stalls. The type of stalls proposed include 222 regular size stalls, 216 small car stalls and 10 universally accessible stalls. There are 2 separate parkade entries from the lane/mews. The dedicated commercial parking stalls are accessed via the south entry and will be signed accordingly and the dedicated residential parking stalls are accessed via a separate parkade entry to the north.

The visitor parking allocation is shared between the two separate parking areas. The commercial parkade will be open during the day but gated at night while the residential parking will be gated with an intercom system for visitors.

Type of Parking	No. of Levels	Net Floor Area (m ²)	No. of Units	Proposed Vehicle Parking	Proposed Bike Parking
Commercial (retail bank)	1 parking level (P1 Level)	2,178 m ²	1	66	Class 1 - 6
Residential	4 parking levels (P1, mezzanine, Levels 2 & 3)	28,030 m ²	347	347	Class 1 - 564
Residential Visitors	2 parking levels (P1 & mezzanine)	-	-	35	Class 2 - 9 (commercial) Class 2 - 69 (residential)
Totals		30,208 m ²		448	648

4. **Loading:** The proposed development includes two (2) medium size loading stalls (for SU9 vehicles) within the building accessed from the lane/mews with adequate turning movement but screened from views along the lane/mews by overhead doors. Deliveries to the site by large loading vehicle will be infrequent, however there is accommodation for one large size loading area (for a WB-17 vehicle) along the west side of the lane straddling the east property line of the development lands with adequate clearance (minimum 5.5m) for 2-way vehicle traffic in the lane in the rare event of a WB-17 vehicle in the lane/mews. Any large delivery vehicles will be required to reverse out of the lane/mews (back onto Saba Road) and will therefore be required to operate with the driver plus a traffic flag person.
5. **Bike Parking:** The proposed development includes a total of 648 bike parking spaces including 633 residential bike parking spaces (564 class 1 and 69 class 2), which is 115 more than the combined requirement of 518 spaces. The applicant also proposes a total of 15 commercial bike parking spaces (6 class 1 plus 9 class 2 spaces), which meets the bylaw requirement.
6. **TransLink Coordination (Bus Mall):** TransLink will provide more detailed information regarding proposed bus movements through the bus mall and on the surrounding streets including any revisions to curb side bus stops within the immediate vicinity of the site as part of the separate bus mall Development Permit.
7. **Parkade Design:** All proposed parking stall sizes, ramp slopes and aisle widths conform with Richmond Zoning Bylaw 8500. Parking stalls are dimensioned to the face of columns.

Engineering & Servicing Comments

Staff have reviewed the water, storm drainage and sanitary site servicing requirements for the proposed development and concluded that servicing capacity analysis is not required (any analysis required will be carried out by the City). There are two options for sanitary sewer servicing and the final decision will be at the sole discretion of the City through the detailed review and assessment of the Servicing Agreement. The applicant has agreed to comply with the site servicing (water, storm and sanitary) requirements as well as other off-site (road and lane) requirements as identified in the Servicing Agreement scope of work. In addition, the applicant has agreed to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow at the

Building Permit stage. See the development permit conditions at the end of this report for a more detailed scope of work description for the engineering and site servicing requirements of the Servicing Agreement. An existing SRW through the site (Plan 52405) for an abandoned sanitary sewer must be discharged prior to issuance of the Development Permit for the development lands.

Urban Design and Site Planning

The site has challenging constraints including height, flood level, constructability of underground parking, the close proximity of the Canada Line station and the electrical power substation as well as the maintaining the uninterrupted operation of the Scotiabank during construction. The applicant has demonstrated a comprehensive urban design rationale in support of the proposed design, which includes the following:

1. The siting of the proposed buildings respects the minimum 24m separation distance between the proposed and existing nearby residential buildings.
2. The majority of existing high-density residential development nearby is located to the east of the subject site and the east-west orientation of the proposed towers create less privacy, view and shadowing issues for these existing residential towers.
3. The proposed parking structure consists of 1-storey fully underground with 4-storeys above grade and is generally 1-storey higher than the existing two existing parking structures on the opposite (east) side of the lane related to 6331 and 6351 Buswell Street but all internal parking areas are screened from view.
4. The façade of the parking structure will include a major art wall (west building elevation) viewable from the Canada Line platform and No. 3 Road in order to provide visual interest for transit passengers, while the remainder of the parkade is fenestrated in a geometric pattern utilizing painted concrete and metal/glass panels. A small green wall is proposed along the north (solid) portion of the parkade along the lane (east building elevation).
5. The existing north-south lane will be completely upgraded to create a 'mews' with high-quality decorative paving and site furnishings.
6. The proposed TransLink bus mall has been coordinated with the design of the proposed development and features an east-west transit exchange with extensive canopies and convenient pedestrian access to the rapid transit station including noise attenuation measures for existing adjacent residential development.
7. The revised station plaza design incorporates refurbished decorative paving and site furniture with seating and waiting spaces as well as increased public bike parking.
8. The Richmond-Brighouse Station restricts the development site frontage along No. 3 Road but there is sufficient space for the lobby of the north residential tower to front on No. 3 Road, north of the Canada Line station.
9. The proposed commercial space for the Scotiabank is proposed with the main entry and address on No. 3 Road, Richmond's main commercial street, immediately south of the Canada Line terminus station.
10. The south residential tower building will be addressed on the new bus mall between No. 3 Road with Buswell Street including a wide pedestrian connection to No. 3 Road and the residential lobby is appropriately set back or recessed from the lane/mews.

11. There are 4 separate, shared indoor amenity spaces totalling 485m² (209m² less than the design guidelines) including a gym, meeting room, games room and multi-purpose room.

Architectural Form and Character

The applicant has proposed a creative design response to the site constraints that results in an acceptable transition to the existing architectural form and character within the neighbourhood. The key features of the proposed architectural design that contribute to the acceptability of this project include the following:

1. The proposed treatment of the tower façades creates the appearance of several smaller building elements, which relate well to the surrounding context.
2. The two residential entries at the northwest and southeast corners of the development lands are architecturally expressed as vertical tower elements, similar to other nearby residential towers.
3. The mass of the north building is broken by the introduction of three horizontal building projections that extend 1m from the main face of the building.
4. The apparent visual impact of the south elevation of south east-west tower has been reduced by similarly introducing two horizontal building projections that will cantilever approximately 3m over the proposed bus mall to the south (i.e., the sliver to be consolidated with the development lands).
5. The architectural façade treatment of the commercial and residential components of the building are different, which further reduces the apparent mass of the proposed buildings.
6. The two residential lobbies are proposed to be recessed from the street and lane respectively while the bank entry has a prominent presence on No. 3 Road immediately south of the Canada Line station, which adds architectural variety to the streetscape at grade and also helps inform wayfinding to the various building entry points.
7. The proposed building design incorporates high-quality building material primarily consisting of fritted, vision and spandrel glass and metal clad panels with a modest amount of architectural cast-in-place concrete.
8. The design of the south tower has eliminated all south facing open balconies to better buffer and insulate these residential units from the bus noise below; air conditioning will be provided throughout the proposed development. Noise attenuation measures will be incorporated into the design of the building such that maximum noise levels (decibels) within the dwelling units must be as follows: 35 decibels for bedrooms, 40 decibels for living, dining, and recreation rooms, 45 decibels for kitchens, bathrooms, hallways, and utility rooms. A registered professional must certify that these noise reduction levels have been achieved.

Landscape Design and Open Space Design

The applicant has submitted a comprehensive series of landscape drawings that address the refurbishment of the Canada Line station plaza area and seamlessly integrates the pedestrian areas of the bus mall and is appropriately coordinated with the entry and arrival sequence for the two residential addresses. The key features of the landscape design are as follows:

1. The principal feature of the landscape design is the decorative paving treatment in the public realm that consists of two coordinated treatments:
 - The highest quality decorative paving treatment consists of a granite field and basalt tile bands, which will be used in all the highest volume pedestrian areas of the public realm including the entire Canada Line station plaza and the bus mall transit passenger waiting, loading and discharge areas as well as the east-west pedestrian public walkway on the north side of the bus mall in addition to the south end of the mews.
 - The intermediate quality decorative paving consists of cast-in-place saw-cut concrete (light grey) field with cast-in-place saw-cut concrete with integral colour (charcoal) bands, which will be used in the mews.
2. The landscape design also features expanded pedestrian waiting and seating areas in the refurbished Canada Line station plaza and new bus mall including continuous seating on the south side of the raised planter along the south façade of the BNS.
3. The design of the public realm also incorporates pedestrian weather protection between the Canada Line station and the bus mall waiting areas (north side only) as well as decorative lighting and other site furnishings coordinated with the recent No. 3 Road restoration.
4. The revised station plaza design incorporates a broad, ramp connection that will improve wheelchair access between the street level and the finished floor elevation of the station.
5. A green wall will be incorporated into the design of the parkade along the mews (north portion of the east wall) including a vertical trellis system to add more visual interest to the mews through the introduction of some greenery as vine planting from the planters above.
6. The east facing, level 4 residential units are set back from the parking podium east wall, which allows for more generous private patios that provide visual relief on the east elevation above the mews. The addition tower setback at the northeast corner of the site affords the ability to plant three larger street trees in this location, which will contribute an added green quality to the character of the mews.
7. The outdoor amenity space is split between levels 4 and 8 with a total area of 1,073 m² and the indoor amenity space totals 485 m² consisting of three separate rooms including a gym on level 3 plus two rooms on level 4 (a meeting room with washroom and an event room with kitchen and washroom facilities). Both the rooms on level 4 have direct access to the adjacent landscaped roof deck courtyard and the communal open space.
8. The level 4 outdoor courtyard (on the parking podium roof) includes private patio spaces around the perimeter and common open space in the centre encompassing the following communal uses: children's play area, sitting and lounging area, barbeque and dining area plus a flexible open lawn area defined with shrub planting beds and a canopy of deciduous street trees. The level 4 outdoor courtyard and common amenity space includes an acoustic buffer and privacy screen from the Canada Line and the Richmond-Brighouse Station.
9. The level 8 outdoor courtyard (on the roof of the north-south linking building) also includes private patio spaces on the perimeter but reserves the central portion for raised planting beds that could be used for urban agriculture complete with an intimate seating area, plant potting table and small compost area.
10. The street trees along the north side of the bus mall will be planted in subsurface tree vaults to promote more vigorous tree root and canopy development and all landscape planting areas will have automatic irrigation.

Crime Prevention Through Environmental Design

1. Parking: The majority of residential and commercial parking is located on separate levels. Residential visitors and commercial parking, however do share a common level. This area will be gated at night. The interior of the parkade will have white painted ceilings and be illuminated to Building Code standards. Glazing will be provided where practical at stairwells elevators and vestibules. There is a clear and direct path from visitor parking spaces to the elevator cores. Hidden corners are avoided and there is increased visibility in the vicinity of building lobbies and elevators.
2. Residential Towers: Due to site configuration the entry to the north tower is set back from No. 3 Road. To minimize any potential safety concerns, the north entry will be gated at the sidewalk with intercom access into a covered outdoor space. Clear sight lines will also be provided from the fronting street and from within the lobby area itself. The south tower lobby is located directly off of the bus mall, which will have continual surveillance through out the day. In the evenings both lobbies will be well lit.
3. Mews: The Lane will be well lit with wall mounted light fixtures and new decorative lane lighting will extend north to Saba Road. The residential parking entrance will gated with residence remote control access. The commercial/visitor parking will be gated at night and will require intercom access. All loading and garbage areas will also be gated and secured when not in use.
4. Station Plaza and Bus Mall: The station plaza and bus mall will be well used during operating hours. There will be informal surveillance of the Canada Line station plaza and the bus mall from both the commercial and residential components of the proposed development. At night, street lighting from the transit mall and lighting from the west building facade will keep public spaces well lit. TransLink is committed to installing fare gates for the Canada Line.
5. Upper Podium Courtyard(s): Courtyard residential units surround the outdoor amenity space providing "eyes on street" surveillance and adequately lit for night time use.

Accessibility & Sustainability Comments

1. The applicant proposes 25 basic universally accessible units or 7% of the total number of residential units (i.e., ready occupancy by a disabled person in a wheelchair with minimum retrofitting) including 12-2 bedroom units (1 unit per floor on levels 4 through 15) and 13-1 bedroom units (1 unit per floor on levels 4 through 15).
2. For a list of the basic accessible features for all units see **Attachment 4**.
3. In addition to the above basic universal housing features the proposed development will comply with the other requirements of the Richmond Zoning Bylaw 8500, Section 4.16. If specifically requested by prospective purchasers the following features can be easily provided:
 - automatic door openers;
 - millwork modifications and widening of kitchen; and
 - installation of grab bars.
4. All indoor and outdoor amenity spaces have barrier free wheelchair access.
5. The applicant has agreed that the proposed development will meet minimum LEED Silver equivalent standard (see **Attachment 5**).

6. The proposed design also includes a green wall along the north (solid) portion of the parkade structure that faces the mews, complete with vine planting from the planter above.

Public Art Comments

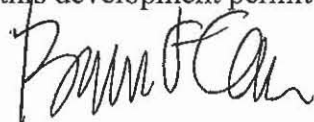
The applicant has submitted a preliminary Public Art Plan and agreed to provide the equivalent of a \$235,000.00 public art contribution ($301,712 \text{ ft}^2$ of residential floor area \times $\$0.75/\text{ft}^2$ + $23,444 \text{ ft}^2$ of commercial/retail floor area \times $\$0.40/\text{ft}^2$). See **Attachment 6** for proposed public art location information and relevant public art precedents. The majority of the public art contribution (\$280,000.00) will be used for an art wall installation on the west façade of the parkade structure, which will be visible from the street and both levels of the Richmond-Brighthouse Station. The remaining portion of the public art commitment could be used for an flexible and artful attachment system to the end of the Canada Line elevated guideway to carry the structural load of a future public art installation to be attached to the end of the elevated guideway. Alternatively the remaining portion of the public art commitment could be contributed to the City's Public Art Fund and used in conjunction with contributions from surrounding redevelopment projects to create a more elaborate public art termination for the Canada Line elevated guideway.

Refuse & Recycling Comments

The proposed development includes a shared refuse/recycling room with space for 45 recycle carts (30 residential and 15 commercial) from a shared refuse and recycling room with direct access to the lane via an overhead door. City collection and private compactor collection will be staged from the lane through the shared refuse and recycling room.

Conclusions

This project represents a high density, high-quality TOD at the terminus of the Canada Line with the associated bus mall facility (separate development permit application) by TransLink that will contribute positively to No. 3 Road, Richmond's main street and the City Centre. Staff support this development permit application.



Brian Guzzi, MCIP, MCSLA
Senior Planner, Urban Design
BG:cas

Development Permit Considerations for DP 11-584010 involve the following properties:

Address	PID	Legal Address	Zoning	Current Owner	Ultimate Owner
6180 No. 3 Road	008-874-859	Lot: 131 Section 9 Block 4 North Range 6 West New Westminster District Plan 26602	Downtown Commercial (CDT1)	TransLink (Fairborne Homes Ltd.)	Fairborne & Scotiabank with Air Parcel
6280 No. 3 Road	001-531-859	Lot: 130 Section 9 Block 4 North Range 6 West New Westminster District Plan 26160	Downtown Commercial (CDT1)	TransLink (Fairborne Homes Ltd.)	Fairborne & Scotiabank with Air Parcel
6300 No. 3 Road	004-199-235	North 86.1 Feet Lot 1 Section 9 Block 4 North Range 6 West New Westminster District Plan 7188	Downtown Commercial (CDT1)	Scotia Bank (Fairborne)	City

The following are to be met prior to forwarding this Development Permit application to Council for consideration:

1. Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues. This approval is required prior to dedication of land or road to the City, if applicable.
2. Confirmation that the owner/developer has complied with the MOE requirements to construct and/or install appropriate measures to control vapour intrusion for any underground basements or parking garages, which have been designed by a qualified engineer.
3. Consolidation of 6180 and 6280 No. 3 Road into one development parcel.
4. Registration of building encroachment easement over an approximately $\pm 4.5\text{m}$ wide 'sliver' (width may vary -- to be confirmed by survey) along a portion of the north property line of 6300 No. 3 Road.
5. Registration of the following Statutory Rights-of-Ways (SRW). The owner/developer to design and construct proposed improvements to the satisfaction of the City with the City to maintain.
 - .1 Registration of an approximate 7.15m wide SRW along the entire No. 3 Road frontage (6180 and 6280 No. 3 Road) for road purposes with City option to purchase at nominal cost. The exact SRW dimensions must be confirmed by survey and to the satisfaction of the Director of Transportation;
 - .2 Registration of an approximate 4.5m wide SRW along the entire lane frontage plus an additional 6m width extending for approximately 17m at the south end of the lane to accommodate the cul-de-sac all the above to be used for road purposes, (east side of development lands), with City option to purchase at nominal cost, the exact SRW dimensions must be confirmed by survey and to the satisfaction of the Director of Transportation;
 - .3 Registration of an irregularly shaped Public Rights of Passage - Statutory Right of Way (PROP-SRW) over 6280 No. 3 Road that includes the entire pedestrian plaza area immediately south and east of the Canada Line, Richmond-Brighouse Station from the west face of the proposed building on the development lands to No. 3 Road (west face of the Canada Line, Richmond-Brighouse Station) approximately 15.5m wide at the widest location. The exact SRW dimensions must be confirmed by survey and to the satisfaction of the Director of Transportation;
6. City's acceptance of the developer's (Fairborne) offer to voluntarily contribute \$66,000 towards 3 bus shelters to be located in the area.
7. City's acceptance of the developer's (Fairborne) offer to voluntarily contribute the equivalent of \$235,000.00 for public art (301,712 ft² of residential floor area x \$0.75/ft² + 23,444 ft² of commercial/retail floor area x \$0.40/ft²) including approximately \$190,000.00 for an art wall installation on the exposed west wall of parkade structure and the remaining \$45,000.00 as a contribution to the City's public art fund to be used for an art installation at the end of the Canada Line elevated guideway either for an interim public art installation or in combination with other public art contributions from redevelopment projects in the surrounding vicinity for a more elaborate future public art installation at the end of the Canada Line elevated guideway.
8. City's acceptance of the developer's (Fairborne) offer to voluntarily contribute \$81,289.00 (e.g., \$0.25 per buildable square foot) to assist with the community planning function in the City Centre.
9. Receipt of a Letter-of-Credit for landscape construction in the amount of \$533,232.00 (based on landscape architect cost estimate).
10. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed in a manner that mitigates potential noise from the adjacent Bus Mall and Canada Line within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:

- i. CMHC guidelines for interior noise levels as indicated in the chart below:

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

- ii. the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

11. Registration of an aircraft noise sensitive use covenant for mixed-use developments on title.
12. Registration of a flood indemnity covenant on title for Area A.
13. Registration of a legal agreement on title of all the lands (6180, 6280 and 6300 No. 3 Road) indicating that the lots are being developed as a single site. This legal agreement to include the following provisions at a minimum:
 - .1 The maximum density permitted on the site is 3.0 Floor Area Ratio as defined in the City of Richmond Zoning Bylaw.
 - .2 That no Building Permits will be issued for any building or structures to be constructed on the portion of 6300 No. 3 Rd that is intended to be transferred to the City for use as a bus mall.
 - .3 No further subdivision of the 6300 No. 3 Rd property is permitted with the exception of the consolidation of building encroachment easement over an approximately $\pm 4.5\text{m}$ wide 'sliver' (width may vary – to be confirmed by survey) along a portion of the north property line of 6300 No. 3 Road with the consolidated development lands.
 - .4 Concurrent with the consolidation of the 'sliver' referenced in bullet 13.3 above, registration of a Section 219 covenant and blanket SRW over the remainder of the 6300 No. 3 Rd site to ensure the demolition of the existing building located at 6300 No. 3 Rd. at the sole cost of owner prior to a final building permit inspection granting residential occupancy or registration of a residential strata plan for the proposed development. Provision of a Building Demolition security for the existing building on 6300 No. 3 Rd. The value of Building Demolition security will be \$250,000.00 and will be required prior to commercial stratification or commercial occupancy. If the owner does not demolish the above buildings according to the provisions of this agreement, this agreement will allow the City to enter the property and demolish the building.
 - .5 On or before the consolidation of the 'sliver' referenced in bullet 13.3 above, the owner of 6300 No. 3 Rd entering into a purchase and sales agreement to secure the transfer of the portion of 6300 No. 3 Rd, subject to the SRW described in bullet 13.4 above, to City as a fee simple lot for road purposes at nominal cost and free and clear of all encumbrances (except those deemed acceptable by the Director of Development and Director of Transportation).
 - .6 The property subject to the purchase and sales agreement described in bullet 13.5 must be transferred to the City prior to residential stratification or residential occupancy of the residential portion of the development.
 - .7 If the property transfer described in bullet 13.6 is not completed, the developer shall cease all construction activity and the City will take the steps necessary to cancel the Development Permit.
 - .8 In the event that the City rezones any of the development lots so that the development lots are able to support the Floor Area Ratio (as defined in the City of Richmond Zoning Bylaw) constructed on those lots, then, upon notice of the City this covenant shall become null and void and all parties agree to discharge.
 - .9 Such other provisions as deemed necessary by the Director of Development.
14. Registration of a legal agreement on title of the development lands indicating that no Final Building Permit inspection granting residential occupancy or registration of a residential strata plan for the proposed development is permitted until the existing Scotiabank building (BNS) located at 6300 No. 3 Road is to be demolished and the property at 6300 No. 3 Rd (minus approximately $\pm 4.5\text{m}$ wide 'sliver' described in bullet 4 above) is to be transferred to the City at nominal cost and free and clear of all encumbrances unless deemed acceptable by the Director of Development and Director of Transportation.
15. Registration of a legal agreement on title requiring that ten percent (10%) of the commercial parking stalls and ten percent (10%) residential parking stalls are equipped with 120 and 240 volt electrical outlets.
16. Registration of a legal agreement on title of the development lands prohibiting the conversion of any proposed residential bike parking lockers as shown on the approved Development Permit drawings into areas that may be used for general residential storage space.
17. Discharge of the abandoned sanitary sewer SRW on the subject properties (plan number 52405). Any existing abandoned pipe that remains in the ground must be dealt with to the satisfaction of the Director of Engineering.
18. The submission and processing of a Development Permit* by TransLink for the design of the Bus Mall to be constructed directly south of the proposed development. The Bus Mall Development Permit (DP 11- 593871) must be completed to a level deemed acceptable by the Director of Development prior to DP 11-584010 being forwarded to Council for consideration.

19. Title summary review and opinion of all the existing and new legal agreements to be registered on title. The existing legal agreements may need to be modified or discharged, as determined by the Director of Development. The applicant shall be responsible for all costs associated with the review, modification or discharge of these agreements.
20. Confirmation that appropriate SRW's are registered on title in the LTO over the development lands in favour of TransLink for the transit station and traction power substation including an easement in favour of TransLink over the appropriate portions of the development lands for the bus operators' washrooms.
21. Enter into a Servicing Agreement* for the design and construction of off-site road, lane and site service connections. Additional SRW's may be required depending on approved SA design. Works include, but may not be limited to the following:
 - .1 Along No.3 Road: for the design and construction of a public pedestrian plaza adjacent to the Richmond-Brighouse Canada Line station. The road/public plaza improvements are to have a high quality decorative treatment including decorative paving and superior street furnishings as generally indicated on the Development Permit architectural and landscape drawings. The ultimate road/public plaza design must be to the satisfaction of the Director of Transportation.
 - .2 Lane Improvements: for the design and construction of widening the adjacent lane and upgrading the entire lane to Saba Road. The public lane improvements are to extend from the south property line of 6280 No. 3 Road north to Saba Road and shall constitute a high quality decorative treatment including decorative paving (sidewalk and driving surface) and superior street furnishings as generally indicated on the Development Permit architectural and landscape drawings. The ultimate lane design must be to the satisfaction of the Director of Transportation. Lane works include but may not be limited to the following from the east curb:
 - .1 7m (min.) wide driving surface;
 - .2 rollover curb (along the entire west side length of the north-south lane to Saba Road); and
 - .3 2m wide sidewalk including lighting strip. This will require widening of the existing sidewalk to the north of the site and relocating the lamp standards.
 - .3 Bus Mall / Public Sidewalk Improvements: for the design and construction of a public sidewalk along the north property line of 6300 No. 3 Road, that is approximately 7.3m wide extending from the north property line of 6300 No. 3 Road south to include the north curb of the future TransLink bus mall and stretching from No. 3 Road to the east side of the north-south lane connection with Saba Road. From the east edge of the proposed building on the development lands (6180, 6280 and a portion of 6300 No. 3 Road) to the east curb of the north-south lane, the sidewalk transitions from 7.3m to 4.3m wide.
 - .1 The public sidewalk is to have a high quality decorative treatment including decorative paving (sidewalk and driving surface) and superior street furnishings as generally indicated on the Development Permit architectural and landscape drawings and to the satisfaction of the Director of Transportation.
 - .2 Confirm adequate width is provided on public sidewalk for benches, bike racks and other street furniture with a 2m (min.) clear distance for pedestrian movements clear of obstructions, such as benches, streets and other site furnishings.
 - .4 Other Off-Site Transportation Improvements
 - .1 The applicant is required to upgrade of the intersection at Saba Rd. and Buswell Rd. with traffic signals, complete with audible pedestrian signals (APS).
 - .2 The applicant is required to provide an additional 10 bicycle lockers and 20 bike racks to be located adjacent to the Richmond-Brighouse Canada Line Station to the satisfaction of the Director of Transportation.
 - .5 Utility Infrastructure Requirements
 - .1 Sanitary Requirements: The developer is required to construct new sanitary main to service the development site and upstream developments. The main will be constructed from the site to the Buswell Pump Station via the laneway east of site and the future bus mall (6300 No. 3 Road and 6411 Buswell Street). The sanitary main is to be located within a Statutory Right-of-Way (SRW). Minimum diameter for the sanitary main is 300mm. If the above option is found not feasible, the developer can proceed with the following option. The developer is required to construct new sanitary main to

service the development site and upstream developments. The main will be constructed from the site to the Buswell Pump Station via the laneway east of site, Saba Road and Buswell Street. Minimum diameter for the sanitary main on Saba Road and Buswell Street is 300mm. Minimum diameter for the sanitary main in the laneway east of site is 200mm. For both options, the new sanitary main has to be accessible for maintenance and not to undermine the foundation of nearby structures while being installed or accessed. The design and alignment of the new sanitary main must be to the satisfaction of the Director of Engineering. Any existing sanitary service line that runs adjacent to the new service line needs to be abandoned and flows to be redirected to the new line.

- .2 Storm Drainage Requirements: A site analysis will be required on the servicing agreement drawings (for site connection only). If frontage pipe diameter is less than 600mm, the frontage must be upgraded to min 600mm diameter pipe as per City requirements.
- .3 Water Main Requirements: Using the OCP 2021 Maximum Day Model, there is 637 L/s available at 20 psi residual. Based on the proposed rezoning, your site requires a minimum fire flow of 275 L/s. Water analysis is not required. However, once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available flow.

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

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. Submission of an acoustic report and incorporation of recommendations into the Building Permit* drawings.
3. Incorporation of accessibility measures in Building Permit* drawings as determined via the Rezoning and/or Development Permit processes.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
5. 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.

Prior to the future Air Space Parcel Subdivision to create the BNS commercial airspace parcel and the residential development airspace parcel, the developer is required to complete the following:

1. Prior to registration of the BNS Air Space Parcel (ASP), the building encroachment easement over an approximately $\pm 4.5\text{m}$ wide 'sliver' (width may vary – to be confirmed by survey) along a portion of the north property line of 6300 No. 3 Road (as described in Bullet 4 of the Development Permit considerations) is to be consolidated with the development lands. A PROP SRW is to be registered over this area to allow continuous pedestrian access. The Owner will construct, maintain and assume liability over this area. The PROP SRW will permit aerial building encroachments as shown in the approved Development Permit drawings.
2. Prior to registration of the BNS Air Space Parcel (ASP), registration of a reciprocal cross access agreement(s) on title over the appropriate internal drive-aisles and pedestrian access routes within the proposed parking structure in favour of both the owner/developer (Fairborne) and the Scotiabank allowing access to/from for shared parking, loading, garbage and/or recycling facilities within the proposed parking structure. The design of drive aisles, parking, loading, garbage and recycling facilities to conform with City bylaws and generally be as per the Development Permit drawings.
3. Registration of a legal cross access easement on title in the LTO, in order to provide joint (residential and commercial) access to and use of the garbage, refuse and recycling storage, handling and collection facilities to be confirmed by legal survey and to the satisfaction of the City.
4. All other legal agreements as deemed necessary by the City's Approving Officer.

5. Title summary review and opinion of all the existing and new legal agreements to be registered on title. The existing legal agreements may need to be modified or discharged, as determined by the Director of Development. The applicant shall be responsible for all costs associated with the review, modification or discharge of these agreements.

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.

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*

Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 11-584010

Attachment 1

Address: 6180, 6280 & 6300 No. 3 Road

Applicant: Fairborne Homes Ltd. Owner: TransLink and Scotiabank

Planning Area(s): City Centre Area Plan (CCAP) – Brighthouse Village

Floor Area: 30,208 m² (325,156 ft²), net of standard zoning exclusions (e.g., parking)

	Existing	Proposed
Site Area	10,106 m ² (108,780 ft ²)	10,106 m ² (108,780 ft ²)
Land Uses	Housing, retail, service services as listed under CDT1 zoning	Proposed Floor Area: <ul style="list-style-type: none"> Residential (2.77 FAR): 28,030 m² (301,712 ft²) Service, Financial (0.22 FAR): 2,178 m² (23,444 ft²) Total (2.99 FAR): 30,208 m² (325,156 ft²)
OCP Designation	Urban Core T6 (45 m)	No change
Zoning:	Downtown Commercial (CDT1)	No change
Number of Units	Nil	347

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (before dedications):	3.0 FAR	2.99 FAR, including: Residential: 2.77 FAR Service, Financial: 0.2 FAR	none
Floor Area Ratio (after dedications):	No dedications	No dedications	none
Lot Coverage:	90 Max. %	43 %	none
Setback – Front Yard:	Min. 6 m	15 m	none
Setback – Side Yard:	Min. 0 m	0 m	none
Setback – Side Yard:	Min. 0 m	0 m	none
Setback – Rear Yard:	Min. 0 m	4.5 m	none
Height (m):	Max. 47 m geodetic	47 m geodetic	none
Lot Size:	No minimum lot width, lot depth or lot area requirements for sites zoned CDT1	No Change	none
Off-street Parking Spaces – Resident/Commercial:	Parking Spaces: (655) <ul style="list-style-type: none"> Residents: 521 Visitors: 69 Service, Financial: 65 	Parking Spaces: (448) <ul style="list-style-type: none"> Residents: 347 Visitors: 35 Service, Financial: 66 	yes
Off-street Parking Spaces – Accessible:	10	10	none
Off-street Parking Spaces – Total:	482 (with variance)	448	as per TDM's
Tandem Parking Spaces:	not permitted	not permitted	none
Indoor Amenity Space:	Min 694 m ²	485 m ² (5,220 ft ²)	no
Outdoor Amenity Space:	Min 1,011 m ²	1,073 m ² (11,550 ft ²)	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, September 8, 2011

**Item 4. DP 11-584010 – MIXED USE COMMERCIAL/RESIDENTIAL DEVELOPMENT
CONSISTING OF TWO RESIDENTIAL TOWERS ADJACENT TO THE
CANADA LINE - BRIGHOUSE STATION**

Architect: IBI Group

Property Location: 6180, 6280 & 6300 No. 3 Road

Panel Discussion

Comments from the Panel were as follows:

- Site and project are challenging; a credible project given its tremendous constraints; *Response: Noted*
- Landscape elements have been handled well; handled in a very straightforward manner; like the ground plane treatment accentuating the corner using durable practical materials and differentiating between the sidewalk and the plaza in front of the bank and the bus mall; *Response: Noted*
- Concern regarding configuration of the roof deck podium, i.e., proximity of private spaces to common spaces and the guideway; architect to create a separation using architectural elements; establish an acoustic buffer between the children's play area and the guide-way; consider overlook issues in the corner unit; *Response: See Landscape drawings.*
- Appreciate the opportunity for urban agriculture in the community garden area; consider alternative amenities if the community garden is underutilized by residents; *Response: Alternative amenities will be considered if community garden is underutilized. See Landscape drawings.*
- East building facade resolved fairly well but give consideration to more building articulation (i.e., minor recess of north-south linking building); *Response: The north-south linking building has been shifted west slightly to articulate the eastern façade of the development.*
- Buildings have many elements which are quite exciting and expressive; more work on façade articulation required (i.e., accentuate the balcony projections via a combination of additional balcony projection and recessing the building façade surrounding the balcony projections); *Response: Building façade articulation is improved by shifting the north-south linking building west. Balconies facing the courtyard are angled slightly west which articulates the façades inside the courtyard while also focusing residents attention westward rather than directly across into other units.*
- A study of precedents on page 4 of the materials provided by the applicant are compelling; however, their application requires more development such as extending the signature curved slab extensions on the building's south façade and internal courtyard façade; *Response: Working in Consultation with City staff, Building articulation on all sides of the building of been revised.*
- Main concern is the big size of the buildings; shadow study shows the absence of sunlight penetration to units and outdoor space most of the time; livability and overlook between units is a concern; *Response: Density has shifted from the north-south linking building to the western side of the north tower. The number of floors on the north-south linking building was reduced from 5 to 4 storeys.*

- Consider terracing back the southernmost building to mitigate the tightness of the courtyard; will create a more usable courtyard as it is an essential component of the design; a 24-meter tower separation is effective for point towers but not for the configuration of slab buildings such as the subject development; address livability issue as the courtyard area should be an open garden; ***Response: Terracing in this manner will not allow the project to reach density objectives and the increase in sunlight penetration would be marginal.***
- Buildings have a very high density; interior courtyard is almost unlivable even with the 24-meter separation of the two slab buildings; look at similar projects, e.g., Quintet project as precedent; applicant needs to address both density and interior courtyard livability issues; ***Response: Courtyard facing balconies have been angled west to orient residents westward as opposed to directly across to units on the other side.***
- Focus on livability, not on massing *per se*; look at the courtyard and inside facade and consider breaking up the massing by using coloured elements, coloured spandrel glass, architecture, etc.; ***Response: Working in Consultation with City staff, the building articulation on all sides of the building has been revised.***
- Consider programming to integrate the indoor and outdoor amenity areas on level four; ***Response: Indoor and outdoor amenity areas on level four will be programmed to integrate the indoor and outdoor amenity areas.***
- Southeast corner of the building works well; agree with Planning staff that the residential entry needs to be differentiated; tower element is nice; consider bringing the tower expression to the ground level; ***Response: Residential tower expression is brought to the ground level.***
- Podium elevation adjacent to the Canada Line station is a CPTED and design issue; may not be easy to solve; increased lighting levels is necessary to address the CPTED issue; ***Response: The northern end will be gated and accessible to visitors via intercom. The mid section is not accessible by the public. The south end is required to be left opened for exiting reasons and will be used for bike storage in the interim. However, the Canada Line station itself is fully transparent at the ground level allowing for views into that area. Surveillance will be improved, when bike storage is relocated when the Transit Mall is completed. In Addition, lighting will be incorporated to increase lighting levels at night.***
- Buildings need design development to reduce the apparent scale of the built form and express a more pedestrian-friendly scale along the street and particularly at the southwest corner including the area between the podium and Canada Line station; ***Response: Glass canopies and vegetation line the south façade along the transit mall improving the pedestrian experience. Working in Consultation with City staff, Building articulation on all sides of the building has been revised.***
- Further refinements need to be done through a combination of removing and adding some elements; sheer wall at building ends on the west façade require design development; north façade requires further articulation as it is presently flat; interior elevations require design development (i.e., consider increasing the quality of façade materials); ***Response: Building materials are revised to predominantly glass, glass spandrel, metal panel and stone cladding around the residential lobbies. Only a few areas will have exposed painted concrete.***
- Rooftop elements are not associated with the building design scheme, i.e., the ovals are represented elsewhere in the buildings; reconsider suitability of the geometry; ***Response: They have been deleted.***
- An exciting and challenging project; ***Response: Noted.***
- Southwest corner of the building where the bank is located is all glazing; makes the building visually weak and without support; consider visual language, e.g., brackets and/or columns to provide visual support of the overhang mass; ***Response: Working in Consultation with City staff, building articulation on all sides of the building has been revised.***
- Agree with comments on the massing of the buildings; consider using elements to visually break up the massing; ***Response: Working in Consultation with City staff, building articulation on all sides of the building has been revised.***
- Location of public art is good; suggest that applicant follow the public art process; ***Response: Noted. The public art process will be followed.***

- Due to its proximity to the Canada Line station and other businesses on No. 3 Road, the site is well suited to providing accessible/convertible units; look at similar project near Richmond Oval as precedent in terms of the high proportion of convertible units in relation to the total number of residential units; consider substantially increasing the number convertible units in the subject development, i.e., increase from 18 units; ***Response: 25 adaptable housing units are provided for people with disabilities. Since the units are pre-purchased, they can be modified according to the specific needs of the resident.***
- Canada Line station plaza revisions make the station more accessible; small stairs along No. 3 Road are ameliorated by the increased width of the ramp to the south; ***Response: Noted.***
- Consider providing a gathering place for people in the City Centre to compensate for the loss of sidewalks and gathering places due to the construction of the project; ***Response: Gathering space provided at southwest corner of development site near the transit entrance and under transit guideway.***
- A critical site from an urban design and landscape perspective; ***Response: Noted.***
- Simple moves at the Canada Line station entrance way work well; ***Response: Noted.***
- It would be useful to have details associated with the bus mall and how it integrates with the development proposal; the bus mall zone and the Canada Line station plaza are to provide commuters with a cohesive transition from the bus to the Canada Line and vice-versa; a critical urban experience for many people; ***Response: Please see bus mall development application for further details.***
- Look at similar project in Bellevue, Washington where the development is adjacent to a bus mall and huge investments in public infrastructure have been made, e.g., a shade structure/canopy, unifying paving and a sense of pedestrian priority; proposed bus mall in the subject development needs to have the same level of sophistication; ***Response: Noted.***
- Appreciate the provision of covered long bench (as discussed by the architect during the presentation and proposal along the Scotiabank edge to provide a public space and enhance bank privacy); an appropriate gesture as it will be useful to people waiting for buses; similar details need to be reflected in the proposal; ***Response: Noted.***
- Make the lobby entrance into the northern tower an engaging place; consider using wood soffit material and extending it under the guideway, introducing a water feature and integrating lighting; will enhance pedestrian experience; entrance way needs to be defined given its context and CPTED concerns; ***Response: Recommendations are integrated into design with suspended wood soffit overhead and a water feature extended out from lobby entrance.***
- Consider opportunity for introducing water feature at the lobby located at the southeast corner to provide a residential character to the residential entrance and to serve as a unifying element to the two lobbies in the development; ***Response: There is allocation of space for planting and/or building articulation now indicated at the southeast corner. See Level 1 plan and perspective renderings for more details.***
- Not concerned on the upper podium level landscape; a step in the right direction; lawn needs to be a bit smaller; will work despite its proximity to the buildings; ***Response: Noted.***
- Attention needs to be focused on the ground plane and unifying qualities in an urban design context; and ***Response: Noted***
- Consider providing mechanical and electrical components for a food kiosk in the station plaza/bus mall with an area for street performances and/or an additional retail vendor in the plaza. ***Response: noted***

Panel Decision

It was moved and seconded

That DP 11-584010 move forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel, including the items highlighted below:

1. Articulation of building facades to address issues of massing and the bulk of the slab buildings both on the exterior elevations (i.e., south, west, north and east) and interior facades facing into the courtyard with the intent of addressing issues of livability and overlook of adjacent units; *Response: Working in Consultation with City staff, the building articulation on all sides of the building has been revised.*
 - *Density has shifted from the north-south linking building to the western side of the north tower. The number of floors on the north-south linking building was reduced from 5 to 4 storeys.*
 - *Courtyard facing balconies have been angled west to orient residents westward as opposed to directly across to units on the other side.*
 - *fenestration of the interior elevations have been revised to articulate building volumes*
2. Consider terracing back the southwest corner to increase sunlight penetration into the tight configuration of the courtyard; *Response: Terracing in this manner will not allow the project to reach density objectives and the increase in sunlight penetration would be marginal.*
3. Programming of amenity components inside the building and how they relate to the courtyard spaces, the amenity spaces in the courtyard, and looking at ways to connect those two elements together; *Response: Indoor and outdoor amenity areas on level four will be programmed to integrate the indoor and outdoor amenity areas. Please see revised landscape drawings and enlarged amenity plans.*
4. Enhance the design character of the residential entries for both slab buildings either through using higher quality materials, e.g., wood soffits and introducing a water feature as a unifying element for the two residential lobbies; *Response: Both residential lobbies will include stone cladding to differentiate it from the bank. The North tower will incorporate water and wood features as well.*
5. Design development to bring the tower expression down to the ground level; *Response: Residential tower expression is brought to the ground level on the South Tower, and tower expression is included to the north tower.*
6. Consider design development to provide visual support to the overhang mass at the southwest corner of the south building; *Response: Residential tower expression is brought to the ground level on the South Tower, and tower expression is included to the north tower.*
7. Increase the convertible units from 18 to a more substantial number; *Response: 25 adaptable housing units are provided for people with disabilities. Since the units are pre-purchased, they can be modified according to the specific needs of the resident.*
8. Design development to the ground plane of the plaza to unify the front entrance of the Canada Line station with the bus and transit loop and look at opportunities to integrate them into one expression; *Response: The transit mall sidewalk will utilize the paving treatment as the Canada Line Plaza.*
9. Consider the interface between the roof deck podium and the edge of the Canada Line station and the area between the station and the parking podium to address acoustics and CPTED concerns; *Response: The northern end will be gated and accessible to visitors via intercom. The mid section is not accessible by the public. The south end is required to be left opened for exiting reasons and will be used for bike storage in the interim. However, the Canada Line station itself is fully transparent at the ground level allowing for views into that area. Surveillance will be improved, when bike storage is relocated when the Transit Mall is completed. In Addition, lighting will be incorporated to increase lighting levels at night.*
10. Design development of the termination of the slab buildings and how they integrate with the rest of the design (sheer walls); *Response: The shear walls have been concealed into the fenestration of the south slab building.*
11. Consider programming of the corner plaza to include provision for kiosk level retail. *Response: The mechanical and electrical components of the Canada Line Station are there for pragmatic reasons and cannot be easily modified without disruption to Canada Line. The plaza area is already congested during peak hrs with pedestrian use.*

Proposed Bus Mall Key Business Terms

The Brighthouse Bus Mall - Key Business Terms will guide the drafting of revisions to the Bus Mall Memorandum of Understanding (MOU) and include the following main points:

Property Required: The development lands consist of 6180, 6280 and a portion of 6300 No. 3 Road (including the aerial encroachment on 6300 No. 3 Road) and the north portion (approximately 26m) of 6411 Buswell Street.

Ownership and Transfer of Bus Mall Lands: Ownership of the bus mall lands will be transferred to the City by TransLink as fee simple land in two phases: first, 6300 No. 3 Road; and second the 6411 Buswell Street portion. Initially, TransLink will grant the City a Statutory Right of Way (SRW) for road purposes over the north portion of 6411 Buswell Street for the interim bus mall. Ownership of the north portion of 6411 Buswell Street will be transferred to the City by TransLink as a condition of any future rezoning or redevelopment of the 6411 Buswell Street residual lands. The lands transferred to the City will be used for road purposes and the City will grant an SRW to TransLink for the operation of the bus mall.

Project Delivery: TransLink remains responsible for the design and delivery of the bus mall. The bus mall construction must start within 6 month of the development lands residential stratification and/or occupancy.

Design and Construction: TransLink has provided a preliminary design of the proposed bus mall to the satisfaction of the City (Director of Development and the Director of Transportation), which anticipates some future under and/or over building of the bus mall. The design of the bus mall includes noise attenuation measures particularly for the adjacent existing residential development to the north (including a 'paraglass' wall along the north property line) as well as canopies and bus shelters, directional lighting (to eliminate light spill over), decorative public walkway paving and furnishings complete with landscape enhancements, an interim bus operators' washroom (within the development lands and ultimately within the redevelopment of the 6411 Buswell Street residual lands together with public washrooms plus all required off site transportation requirements. TransLink will construct the proposed bus mall to a superior standard of design as a showcase regional transit facility.

Note:

- There shall be no bus access/egress from/to Buswell Street (emergency access only).
- Interim bus operators' washrooms are to be provided within the development lands (DP 11-584010) and permanent bus operators washrooms and public washroom are to be provided in any future redevelopment of the 6411 Buswell Street residual property.

Operation: TransLink will be responsible for the transit facility (bus mall portion) operation, maintenance and replacement costs while the City will be responsible for the maintenance and replacement costs associated with the public pedestrian sidewalks adjacent to the bus mall.

Funding: The City has contributed funding to TransLink for the transit facility and no additional bus facility costs (incremental or otherwise) will accrue to the City. The revised draft of the bus mall MOU is subject to Council approval prior to final issuance of the Development Permit for the development lands by Fairborne.

Brighthouse Station (DP 11-584010) – Basic Universal Housing Features

The list of accessible features includes the following:

Basic Universal Housing Features	
Doors & Doorways	Entry door min. 855 mm clear opening (3' swinging door spec.)
	Entry door clear exterior floor space min. 1220 mm depth by door width plus 600mm on latch side (not needed if rough in wiring provided for future automatic door opener)
	Interior doors to entry & main living areas, min. 800mm clear opening with flush thresholds max. 13 mm height
Common Corridors	Min. 1220mm width
Patios & Balconies	Access doors shall have a minimum clear opening of 860mm
	Min. dimension shall be 1500mm x 500mm
Bathrooms (Minimum 1/ unit)	Toilet positioned with centre line of toilet 420mm from a side wall on which a grab bar can be installed
	Toilet clear floor space min. 1020mm at side or in front
	Have a clear floor area at the sink of 760 mm by 1220 mm positioned for a parallel approach and centred on the sink
	Min. clear area of 914mm in depth along the full length of the bathtub
	Min. 1 door that is not less than 800mm
Kitchen	Must have usable counter space and cupboards that can be easily accessed by people with disabilities
	Plumbing and utility pipes located to provide for a potential 81 mm wide under counter workspace
Living Room	Min. 1 accessible window with a sill height that does not exceed 750mm and that is operable with one hand
Bedroom (Minimum 1/unit)	Min. 1 accessible window with a sill height that does not exceed 750mm and that is operable with one hand
	Min. 1 door that is not less than 800mm
	Turning diameter of 1500 mm on one side of a double bed
	Clothes closet shall have a clear opening of at least 900 mm and clear space of at 750 mm x 1200mm

Brighthouse Station (DP 11-584010) – LEED Silver Equivalent Standard

LEED Canada-NC 2009 Project Checklist

Project Name: Brighthouse Station - August 4, 2011

Yes ? No

58	8	44	Project Totals (pre-certification estimates)	110 Possible Points
Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above				

Yes ? No

22	0	4	Sustainable Sites	26 Points
✓			Prereq 1 Construction Activity Pollution Prevention	Required
1			Credit 1 Site Selection	1
5			Credit 2 Development Density and Community Connectivity	3, 5
		1	Credit 3 Brownfield Redevelopment	1
6			Credit 4.1 Alternative Transportation: Public Transportation Access	3, 6
1			Credit 4.2 Alternative Transportation: Bicycle Storage & Changing Rooms	1
3			Credit 4.3 Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles	3
2			Credit 4.4 Alternative Transportation: Parking Capacity	2
		1	Credit 5.1 Site Development: Protect and Restore habitat	1
		1	Credit 5.2 Site Development: Maximize Open Space	1
1			Credit 6.1 Stormwater Design: Quantity Control	1
		1	Credit 6.2 Stormwater Design: Quality Control	1
1			Credit 7.1 Heat Island Effect: Non-Roof	1
1			Credit 7.2 Heat Island Effect: Roof	1
1			Credit 8 Light Pollution Reduction	1

Yes ? No

4	4	2	Water Efficiency	10 Points
✓			Prereq 1 Water Use Reduction	Required
2	2		Credit 1 Water Efficient Landscaping	2, 4
		2	Credit 2 Innovative Wastewater Technologies	2
2	2		Credit 3 Water Use Reduction	2 - 4

Yes ? No

9	0	26	Energy & Atmosphere	35 Points
✓			Prereq 1 Fundamental Commissioning of Building Energy Systems	Required
✓			Prereq 2 Minimum Energy Performance	Required
✓			Prereq 3 Fundamental Refrigerant Management	Required
5		14	Credit 1 Optimize Energy Performance	1 - 19
		7	Credit 2 On-Site Renewable Energy	1 - 7
2			Credit 3 Enhanced Commissioning	2
2			Credit 4 Enhanced Refrigerant Management	2
		3	Credit 5 Measurement and Verification	3
		2	Credit 6 Green Power	2

Yes ? No

5 1 8 Materials & Resources			14 Points		
✓		Prereq 1	Storage and Collection of Recyclables	Required	
		3	Credit 1.1	Building Reuse: Maintain Existing Walls, Floors, and Roof	1 - 3
		1	Credit 1.2	Building Reuse: Maintain Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 - 2
		2	Credit 3	Materials Reuse	1 - 2
1	1		Credit 4	Recycled Content	1 - 2
2			Credit 5	Regional Materials	1 - 2
		1	Credit 6	Rapidly Renewable Materials	1
		1	Credit 7	Certified Wood	1

Yes ? No

11 0 4 Indoor Environmental Quality			15 Points		
✓	✓	Prereq 1	Minimum Indoor Air Quality Performance	Required	
✓	✓	Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required	
		1	Credit 1	Outdoor Air Delivery Monitoring	1
		1	Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan: During Construction	1
1			Credit 3.2	Construction IAQ Management Plan: Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials: Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials: Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials: Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials: Composite Wood and Agrifibre Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of System: Lighting	1
		1	Credit 6.2	Controllability of System: Thermal Comfort	1
1			Credit 7.1	Thermal Comfort: Design	1
		1	Credit 7.2	Thermal Comfort: Verification	1
1			Credit 8.1	Daylight and Views: Daylight	1
1			Credit 8.2	Daylight and Views: Views	1

Yes ? No

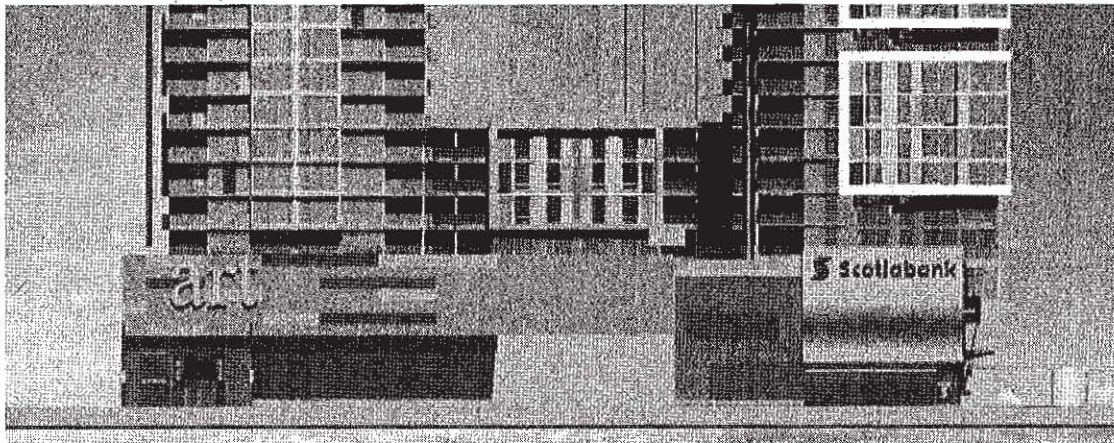
4	2	0	Innovation in Design			6 Points
1			Credit 1.1	Innovation in Design	1	
1			Credit 1.2	Innovation in Design	1	
1			Credit 1.3	Innovation in Design	1	
	1		Credit 1.4	Innovation in Design	1	
	1		Credit 1.5	Innovation in Design	1	
1			Credit 2	LEED® Accredited Professional	1	

Yes ? No

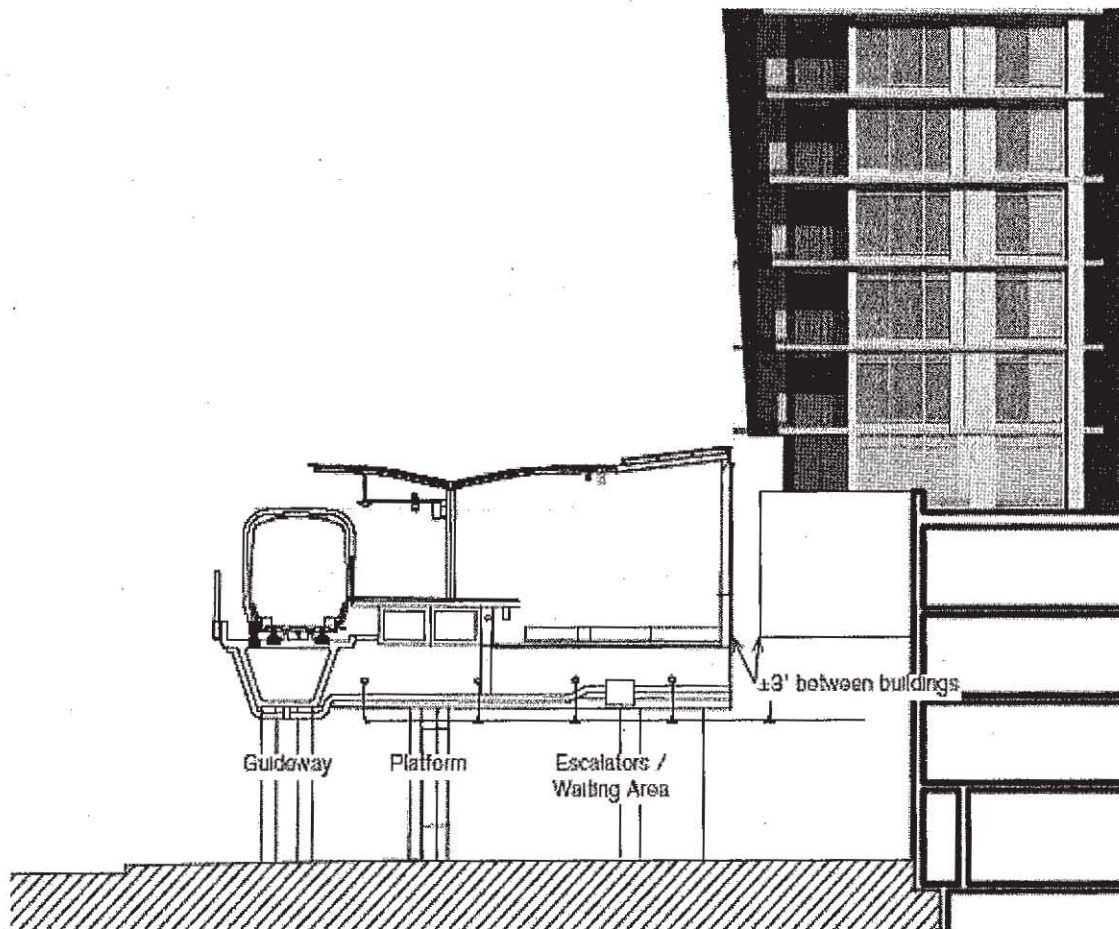
3 1 0			Regional Priority		4 Points
1			Credit 1	Durable Building	1
1			Credit 2.1	Regional Priority Credit	1
1			Credit 2.2	Regional Priority Credit	1
	1		Credit 2.3	Regional Priority Credit	1

Public Art Proposed Location Information

Location details for BRIGHOUSE STATION



WEST ELEVATION

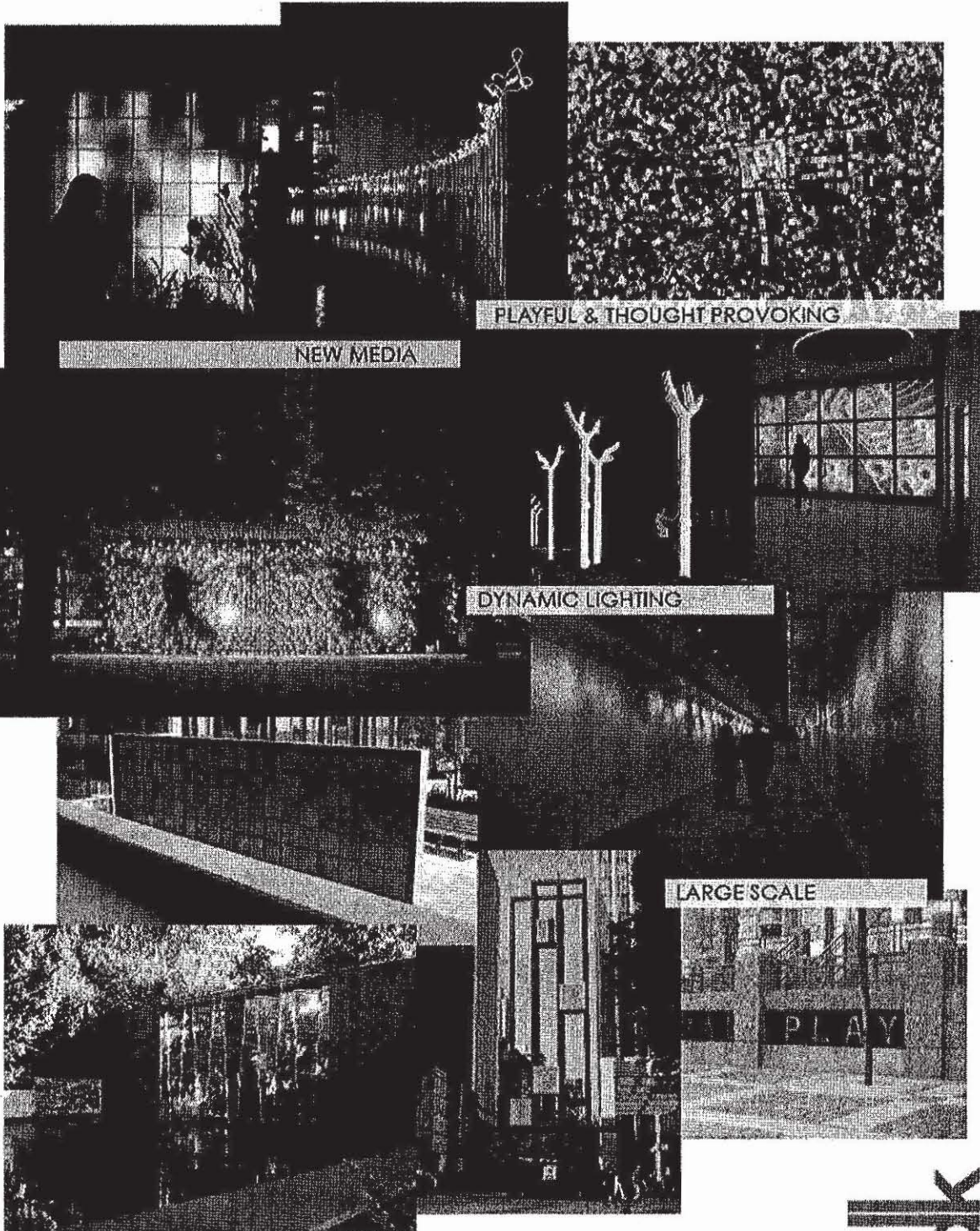


SECTION: Transit Station - Proposed development

JP
JAN 10 2010

Relevant Public Art Precedents

Public Art Precedents for BRIGHOUSE STATION





No. DP 11-584010

To the Holder: FAIRBORNE HOMES LTD
Property Address: 6180, 6280 AND 6300 NO. 3 ROAD
Address: 1450 - 1090 WEST GEORGIA ST.,
VANCOUVER, BC V6E 3V7

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) Permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.
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 #38 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 \$533,232.00 according to the landscape cost estimate 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.

No. DP 11-584010

To the Holder: FAIRBORNE HOMES LTD
Property Address: 6180, 6280 AND 6300 NO. 3 ROAD
Address: 1450 - 1090 WEST GEORGIA ST.,
VANCOUVER, BC V6E 3V7

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

This Permit is not a Building Permit.

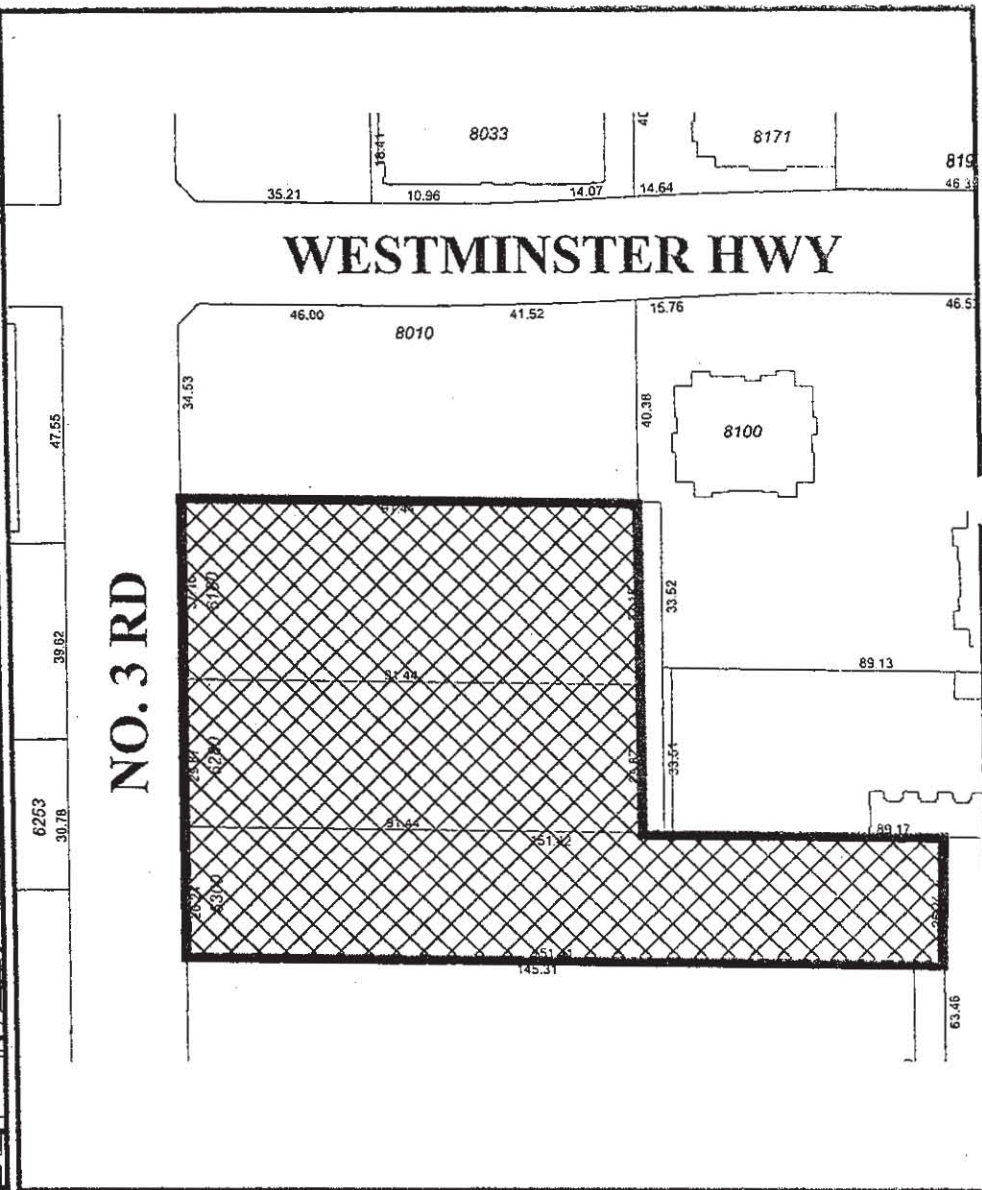
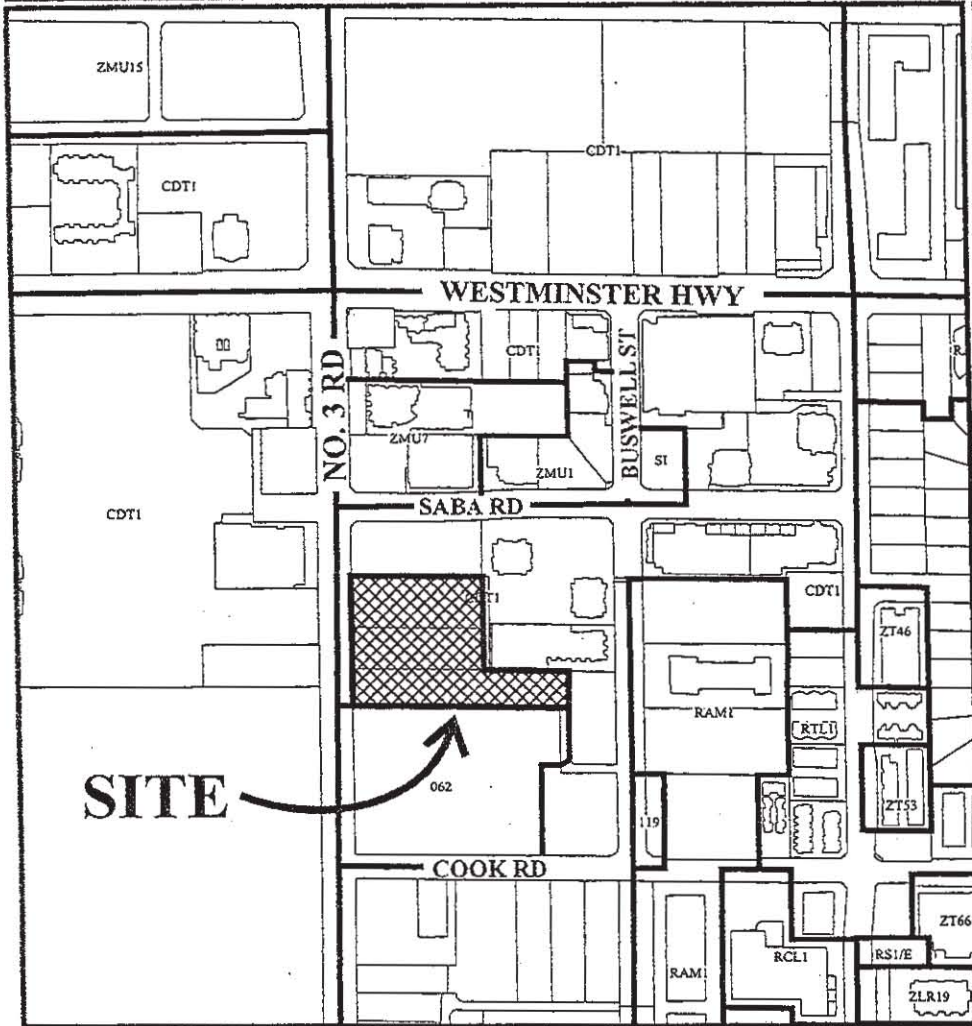
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 11-584010
SCHEDULE "A"

Original Date: 07/26/11

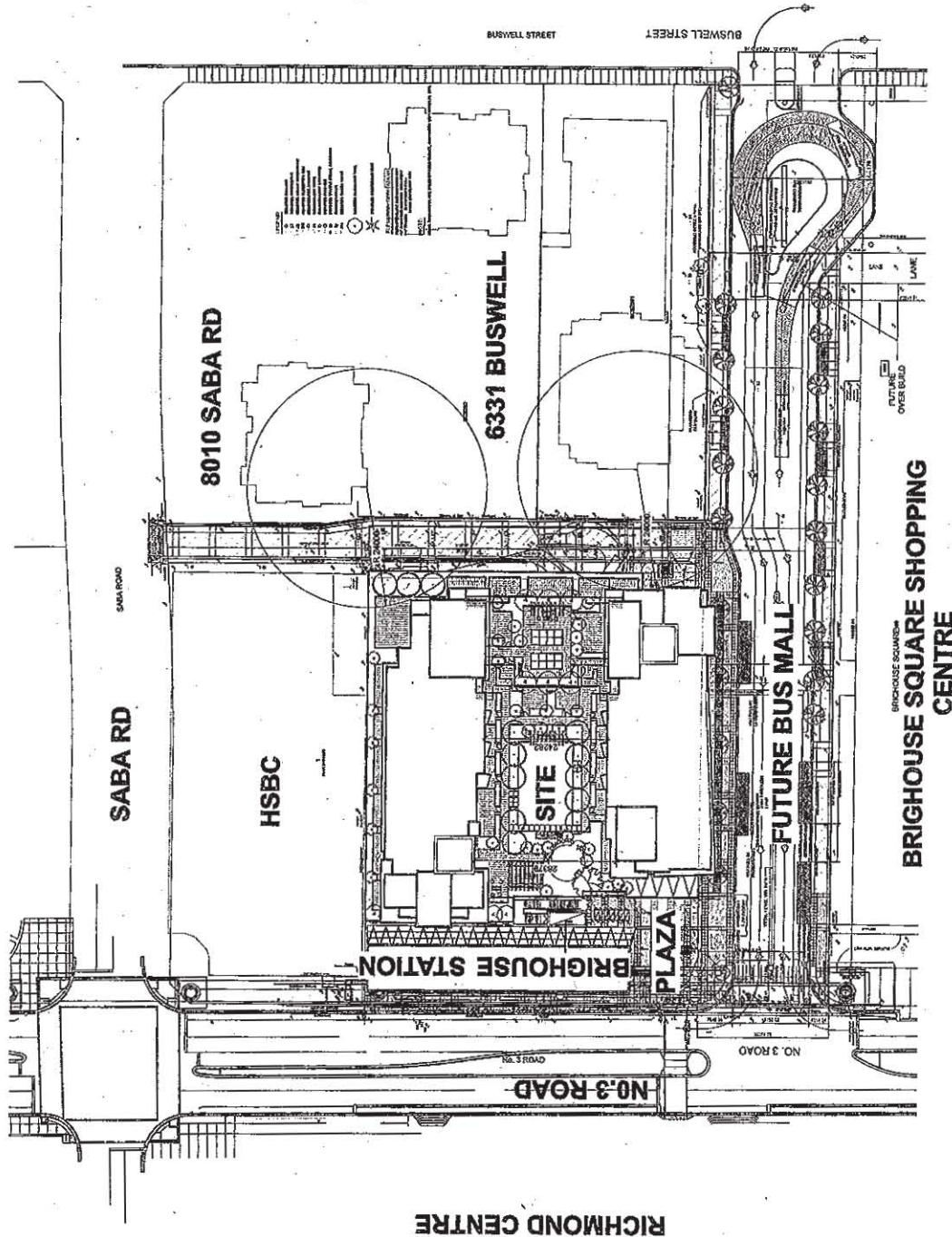
Revision Date:

Note: Dimensions are in METRES

DP11584010

NOV 22 2011

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PRINTED @ 24" x 36" - 1/4" = 1'-0"

FAIRBORNE



BRIGHOUSE STATION, RICHMOND
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NOV 19 2011 DP 11-584010

SITE PLAN

04

DP-11584010

NOV 22 2011

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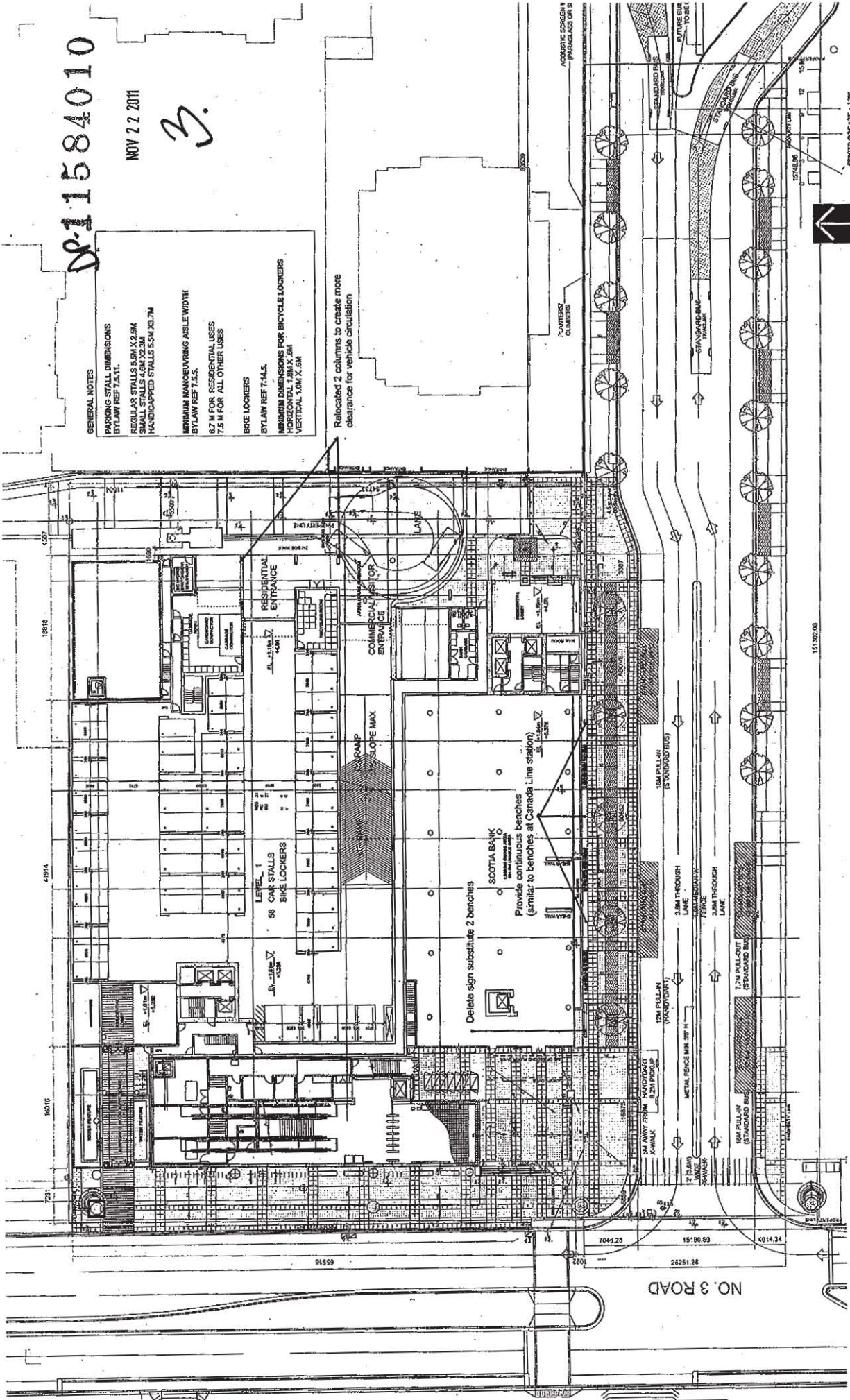
GENERAL NOTES

PARKING STALL DIMENSIONS
 SYLAW REF 7.5.1.1.
 REGULAR STALLS 5.5M X 2.5M
 SMALL STALLS 4.5M X 2.5M
 HANDICAPPED STALLS 5.5M X 3.7M

MINIMUM MANOEUVRING AISLE WIDTH
 SYLAW REF 7.5.5.
 6.7 M FOR RESIDENTIAL USES
 7.5 M FOR ALL OTHER USES

BIKE LOCKERS
 SYLAW REF 7.14.5.
 MINIMUM DIMENSIONS FOR BICYCLE LOCKERS
 HORIZONTAL 1.8M X 0.8M
 VERTICAL 1.8M X 0.8M

Relocated 2 columns to create more clearance for vehicle circulation



4

GENERAL NOTES

**PARKING STALL DIMENSIONS
BYLAW REF 7.5.11.**

REGULAR STALLS 5.5M X 2.5M

SMALL STALLS 4.6M X2.3M

HANDICAPPED STALLS 0.5M X 1.8M

10

MINIMUM MANOEUVRING AISLE WIDTH
ONE MILLIMETER

BY LAW REF 733.

6.7 M FOR RESIDENTIAL USES
7.5 M FOR ALL OTHER USES

1

BIKE LOCKERS

BYLAW REF 7.14.5.

MINIMUM DIMENSIONS FOR BICYCLE LOCKERS

HORIZONTAL 1 BM X 5M
VERTICAL 1 CM Y 6M

VERBODEN TOEGANG

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LEVEL_ MEZZ
71 CAR STALLS
108 BIKE LOCKERS

NO. 3 ROAD

FAIRBORNE

LEVEL MEZZANINE

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION

DP 11-584010

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5.

GENERAL NOTES

PARKING STALL DIMENSIONS
BY LAW REF 7.1.1.

REGULAR STALLS 5.5M X 2.5M

SMALL STALLS 4.6M X 2.3M

HANDICAPPED STALLS 5.5M X 3.7M

MINIMUM MANOEUVRING AISLE WIDTH
BY LAW REF 7.1.2.

6.1M FOR RESIDENTIAL USES

7.5M FOR ALL OTHER USES

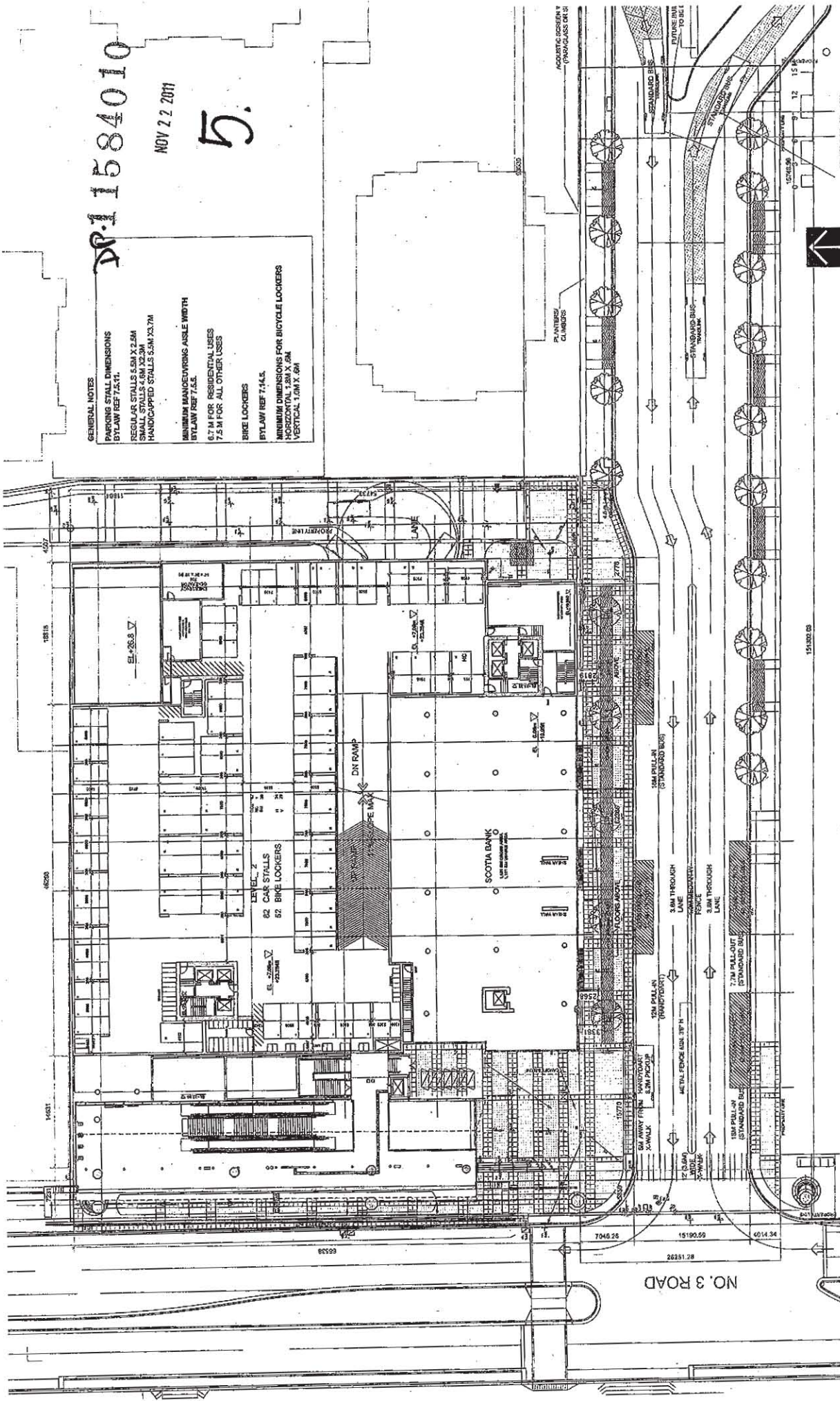
BIKE LOCKERS

BY LAW REF 7.1.4.5.

MINIMUM DIMENSIONS FOR BICYCLE LOCKERS

HORIZONTAL 1.8M X 0.9M

VERTICAL 1.0M X 0.6M



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NOV 18 2011

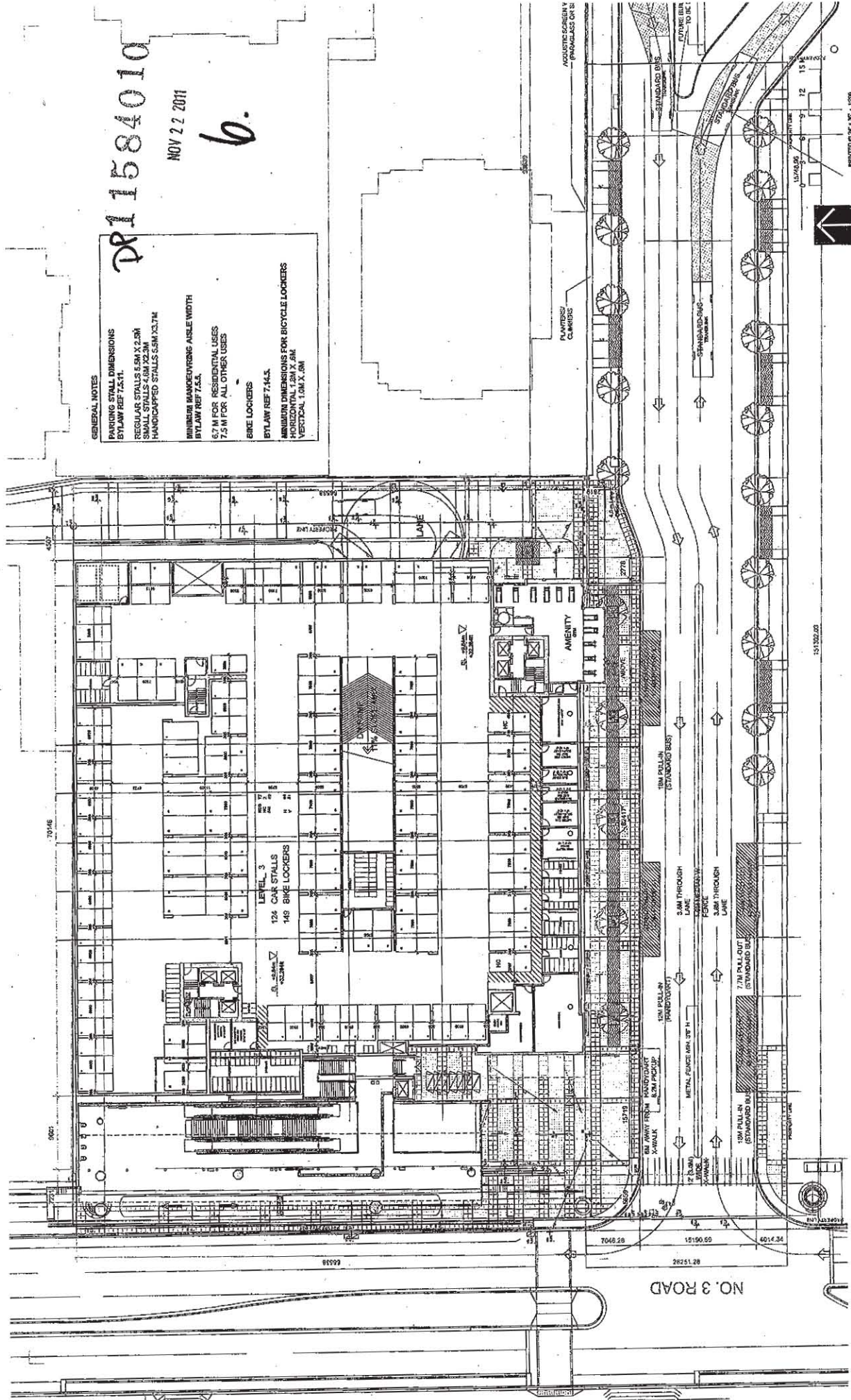
LEVEL 2

GENERAL NOTES
 PARKING STALL DIMENSIONS
 BYLAW REF 7.5.11
 REGULAR STALLS 5.8M X 2.5M
 SPECIAL STALLS 5.8M X 3.2M
 HANDICAPPED STALLS 5.5M X 3.7M
 MINIMUM MANOEUVRING AISLE WIDTH
 BYLAW REF 7.5.5
 5.7M FOR RESIDENTIAL USES
 7.3M FOR ALL OTHER USES
 BIKE LOCKERS
 BYLAW REF 7.4.5.5
 MINIMUM DIMENSIONS FOR BIKE LOCKERS
 HORIZONTAL 1.2M X .8M
 VERTICAL 1.8M X .8M

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NOV 22 2011

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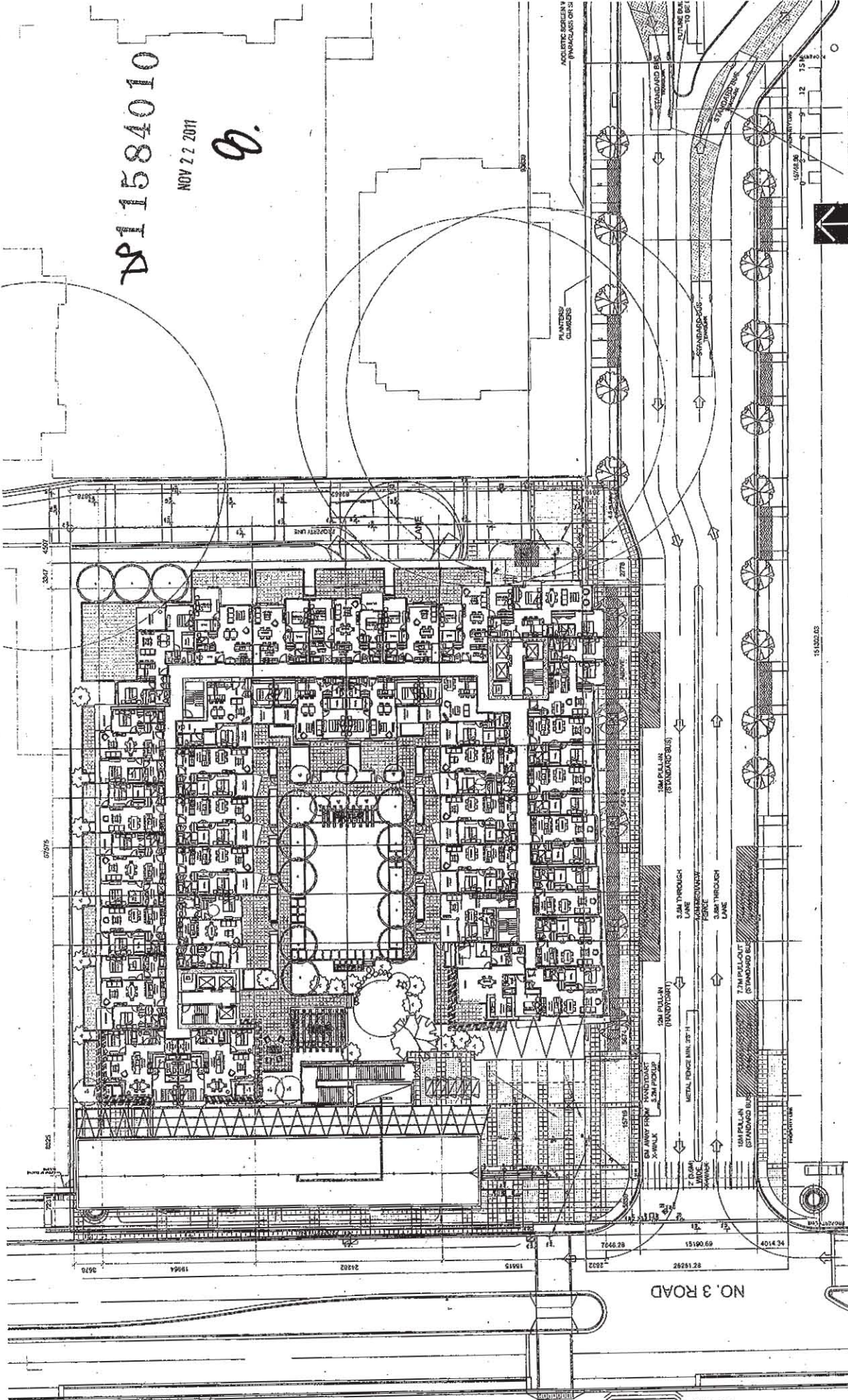
LEVEL 4

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DP 11-384010

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DEVELOPMENT PERMIT SUBMISSION

NOV 18 2011

DP 11-384010

LEVEL 5

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NOV 18 2011 DP 11-584010

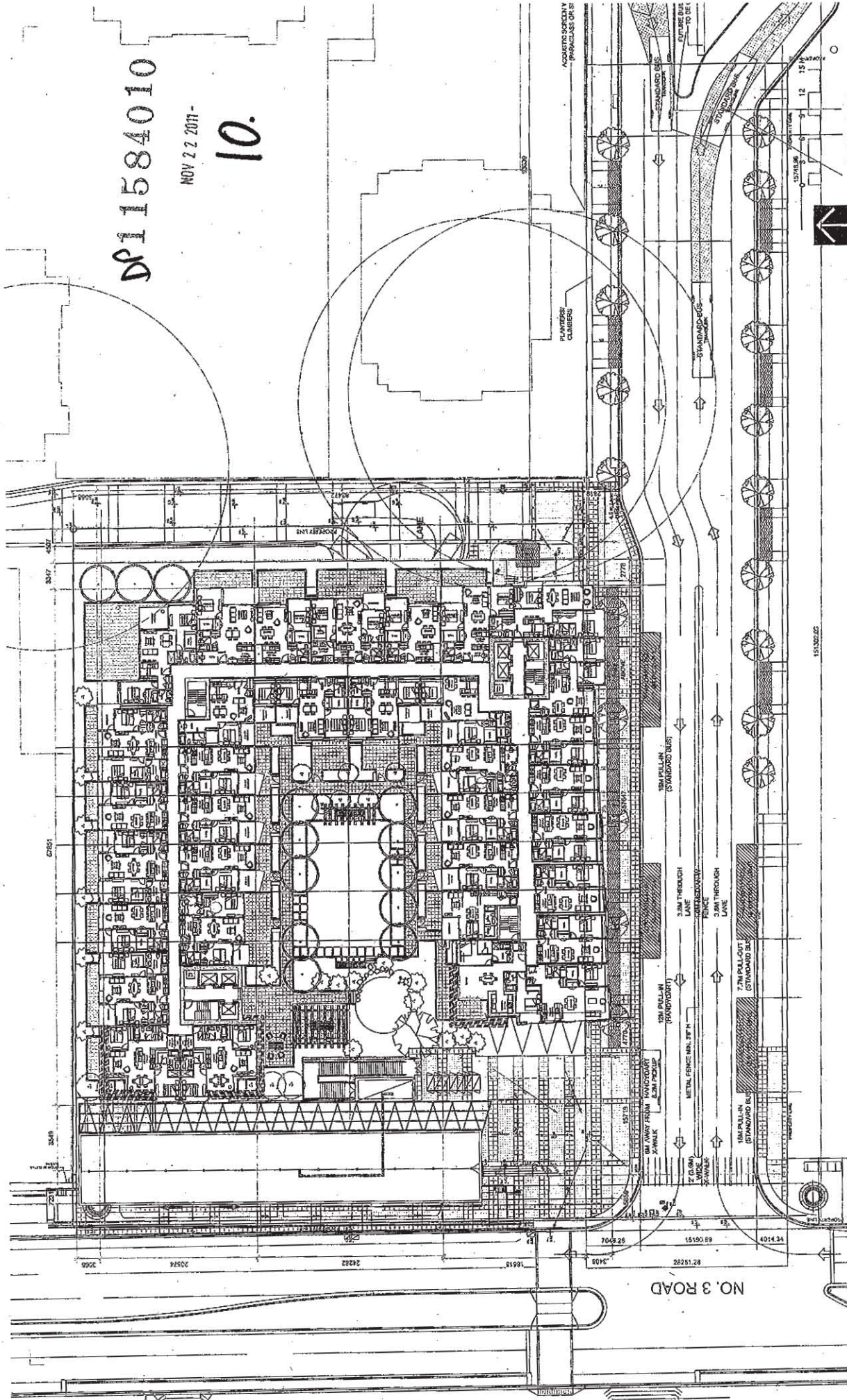
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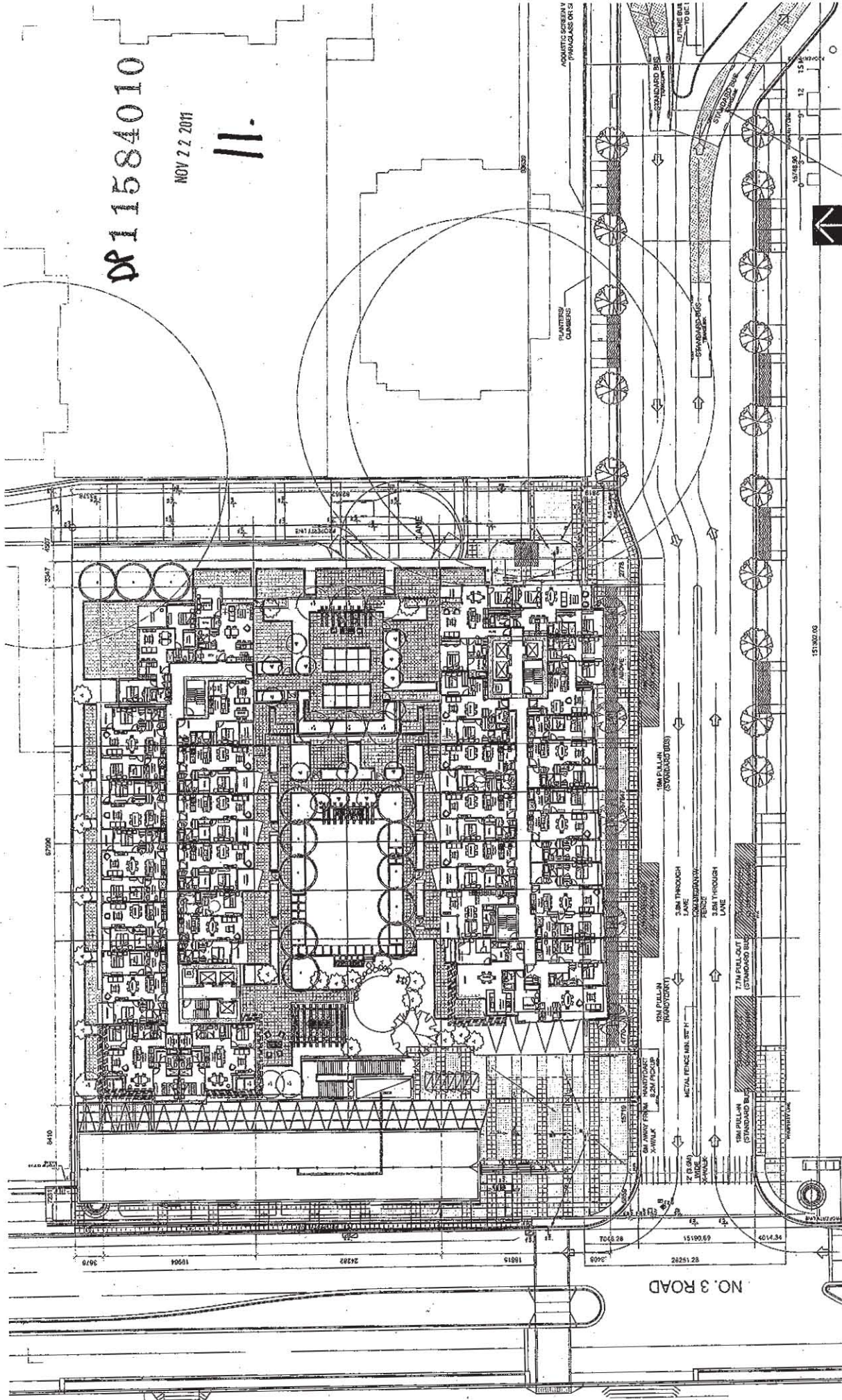
LEVEL 7

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DP 11584010

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LEVEL 8

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NOV 13 2011
DP 11-584010

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NOV 18 2011 DP 11-584010

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DEVELOPMENT PERMIT SUBMISSION
NOV 18 2011 DP 11-584010

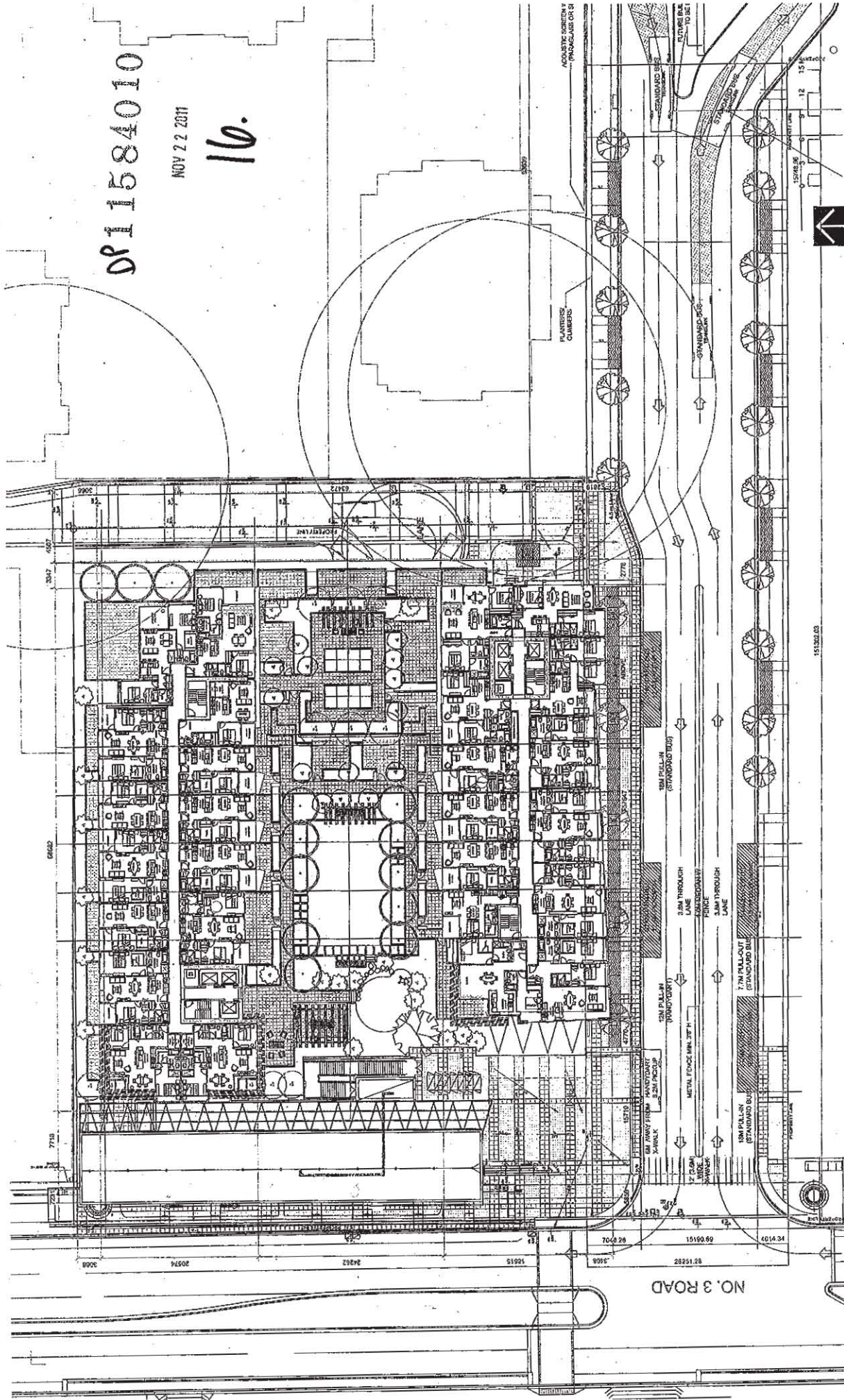
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LEVEL 12

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NOV 22 2011

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BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 18 2011 DP 11-584010

LEVEL 14

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RICHMOND
 SUBMISSION
 DP 11-584010

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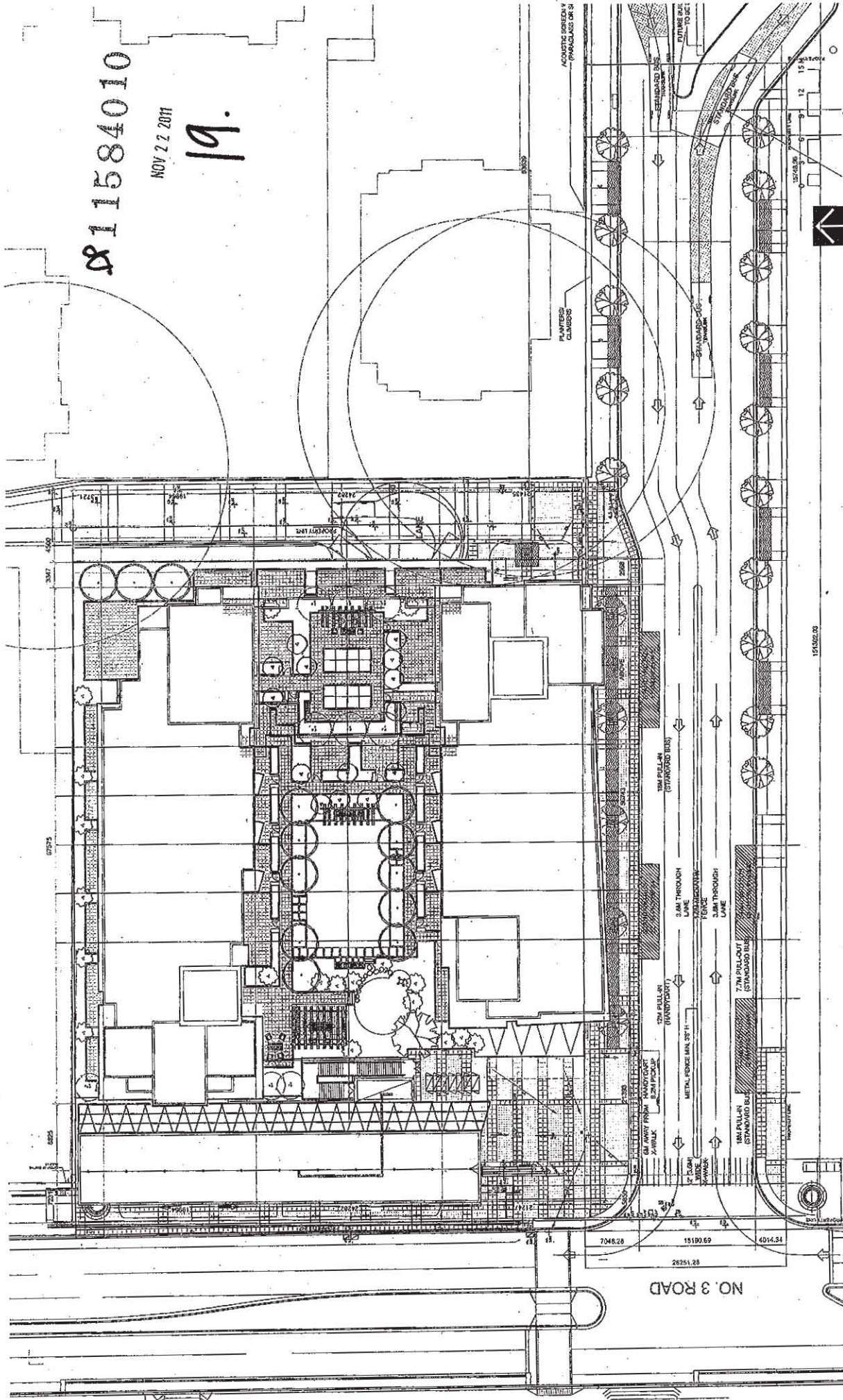
LEVEL 14

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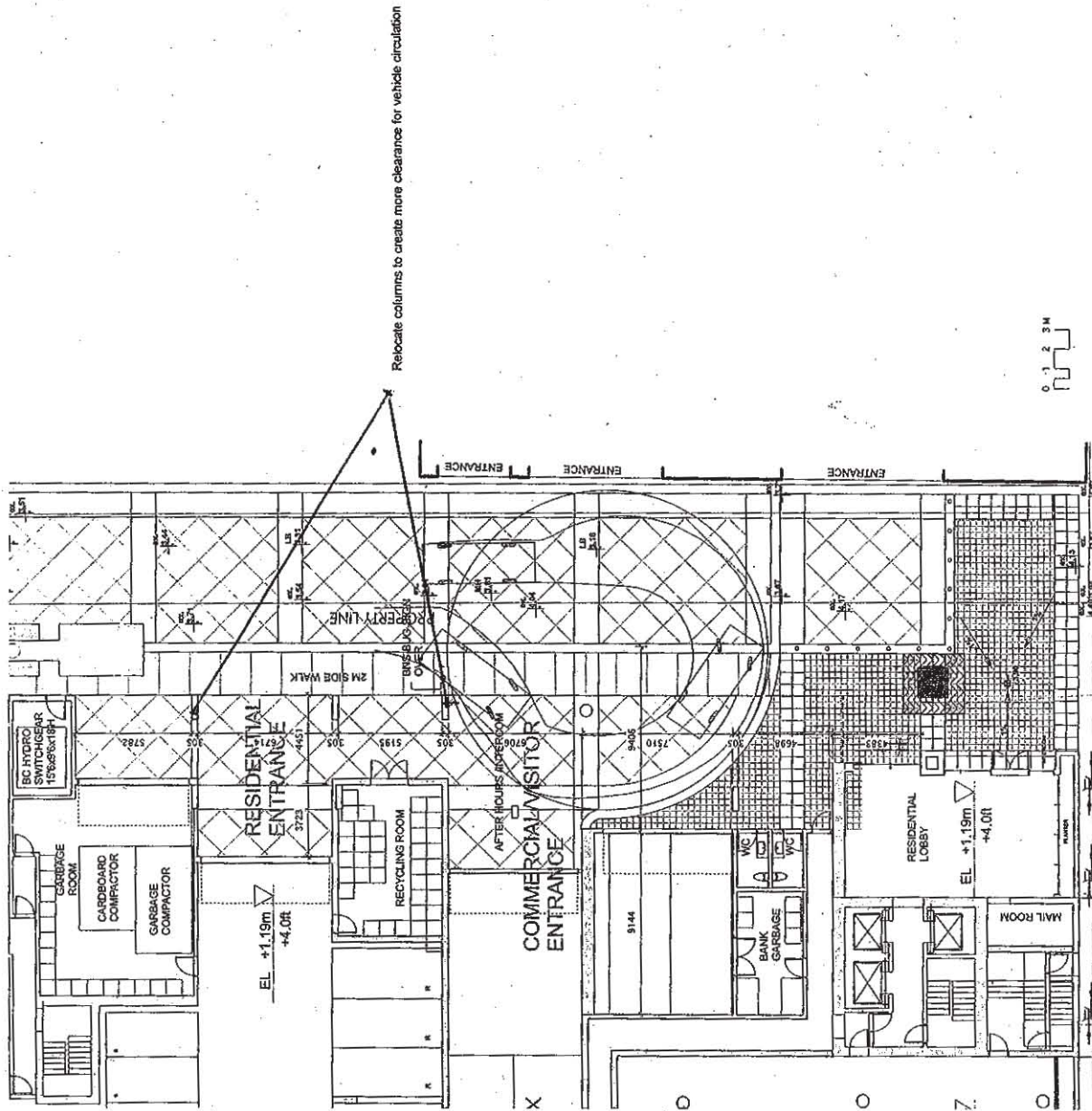
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BRIDGEHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 18 2011

DP11584010

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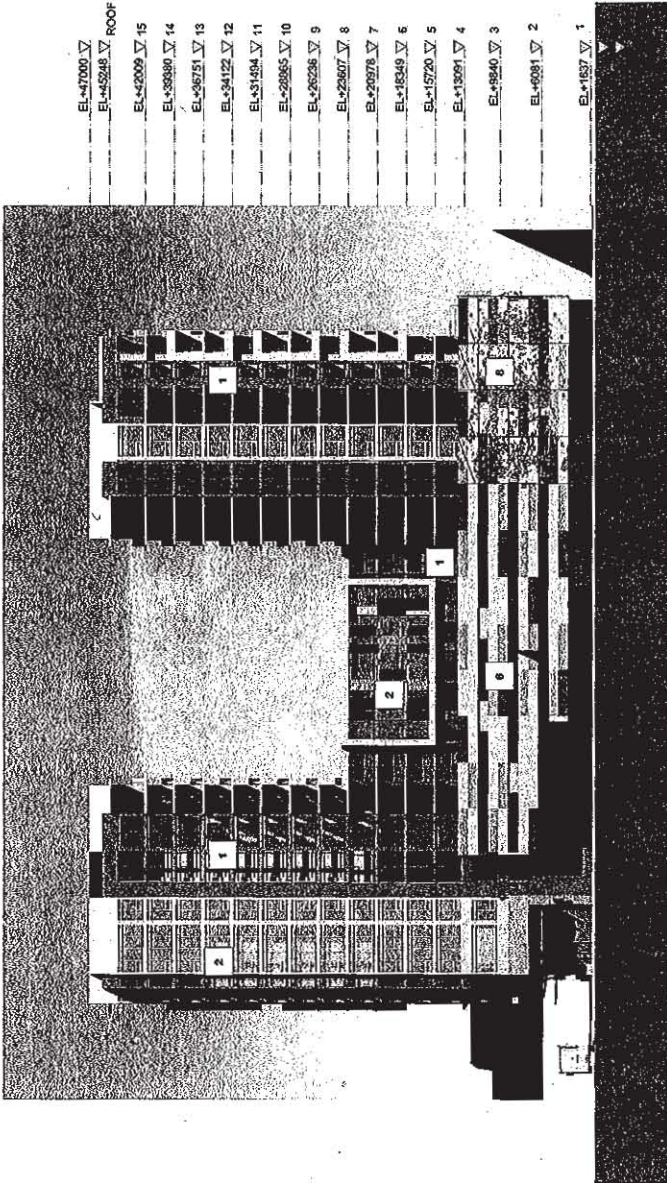


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FAIRBORNE



LOADING AREA



EL+17000 ▽	ROOF
EL+60246 ▽	
EL+42009 ▽	15
EL+30080 ▽	14
EL+36751 ▽	13
EL+34122 ▽	12
EL+31504 ▽	11
EL+26585 ▽	10
EL+26296 ▽	9
EL+26007 ▽	8
EL+20578 ▽	7
EL+18349 ▽	6
EL+15720 ▽	5
EL+13091 ▽	4
EL+9540 ▽	3
EL+6081 ▽	2
EL+1507 ▽	1

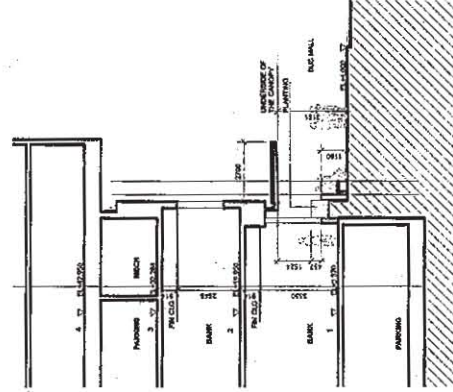
LIST OF MATERIALS	
BASE BUILDING	
1	ALUMINUM WINDOW WALL GLAZING SYSTEM LOW E VISION GLASS GREY GLASS SPANDREL / MTL SPANDREL
2	ALUMINUM WINDOW WALL GLAZING SYSTEM LOW E BLUE TINT GLASS WHITE MTL SPANDREL / COLORED GLASS ACCENT SPANDRELS
3	GLAZING SYSTEM LOW E VISION GLASS CLEAR ANODIZED FRAMES
4	ART WALL
5	GLASS / MTL CANOPY
6	MULTI-COLORED PAINTED CONCRETE WALL WITH GLASS OR MTL GLASS OR MTL ACCENT PANELS
7	WHITE STONE CLADDING
8	CLIMBING RY ON SS AIRPLANE CABLES WISS FASTENERS
SCOTIA BANK MATERIALS	
ALL MATERIALS LISTED BELOW TO BE SUBMITTED TO SCOTIABANK FOR APPROVAL	
S1	FRITTED GLAZED SPANDREL
S2	FRITTED CLEAR LOW E GLAZING
S3	TINTED LOW E GLAZING
S4	ALUM COMPOSITE PANEL (SILVER GREY)
S5	ALUM COMPOSITE PANEL (WHITE)
S6	CLEAR LOW E GLAZING
S7	CAST IN PLACE CONCRETE
S8	ILLUMINATED SCOTIA BANK SIGNAGE
S9	SCOTIABANK BRANDED COLUMN COVER

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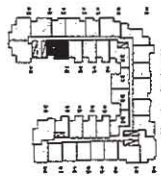
21.

PRINTED @ 24" x 36" 1/8" = 1'-0"

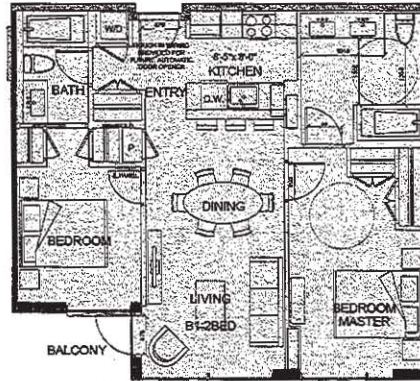


NOV 22 2011

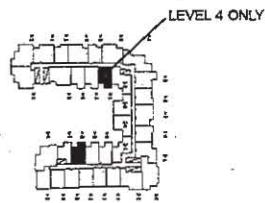
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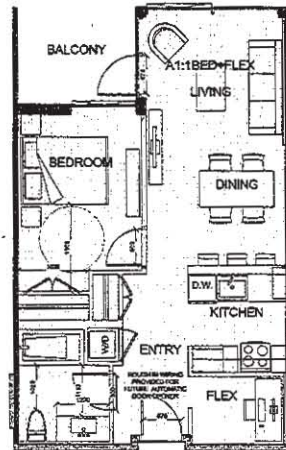
LEVEL 4 - 15
12 2-BEDROOM UNITS



2-BEDROOM UNIT
77 SM



LEVEL 4 - 15
13 1-BEDROOM UNITS



1-BEDROOM UNIT
58 SM

Basic Universal Housing Features	
Doors & Doorways	Entry door min. 855 mm clear opening (3' swinging door spec.)
	Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side (not needed if rough in wiring provided for future automatic door opener)
	Interior doors to entry & main living areas, min. 800 mm clear opening with flush thresholds max. 13 mm height
Common Corridors	Min. 1220 mm width
Patios & Balconies	Access doors shall have a minimum clear opening of 860 mm
	Min. dimension shall be 1500 mm x 500 mm
Bathrooms (Minimum 1/ unit)	Toilet positioned with centre line of toilet 420 mm from a side wall on which a grab bar can be installed
	Toilet clear floor space min. 1020 mm at side or in front
	Have a clear floor area at the sink of 760 mm by 1220 mm positioned for a parallel approach and centred on the sink
	Min. clear area of 914 mm in depth along the full length of the bathtub
Kitchen	Min. 1 door that is not less than 800 mm
	Must have usable counter space and cupboards that can be easily accessed by people with disabilities
Living Room	Plumbing and utility pipes located to provide for a potential 810 mm wide under counter workspace
	Min. 1 accessible window with a sill height that does not exceed 750 mm and that is operable with one hand
Bedroom (Minimum 1/unit)	Min. 1 accessible window with a sill height that does not exceed 750 mm and that is operable with one hand
	Min. 1 door that is not less than 800 mm
	Turning diameter of 1500 mm on one side of a double bed
	Clothes closet shall have a clear opening of at least 900 mm and clear space of at 750 mm x 1200 mm

MAIN BASIC UNIVERSAL HOUSING FEATURES ARE LISTED ABOVE. FOR A COMPLETE LIST OF FEATURES, PLEASE SEE ZONING BYLAW SECTION 4.16.

FOR UNITS TO BE FULLY ACCESSIBLE, THE FOLLOWING FEATURES WILL BE PROVIDED:

- AUTOMATIC DOOR OPENERS
- MILLWORK MODIFICATIONS AND WIDENING OF KITCHEN
- INSTALLATION OF GRAB BARS

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23 A



PRINTED @ 21" x 36" - 1/32



FAIRBORNE

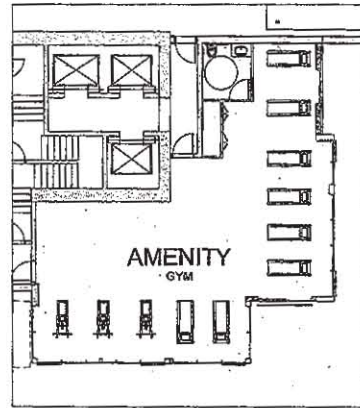
BASIC UNIVERSAL HOUSING UNITS

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 4 2011 DP 11-584010

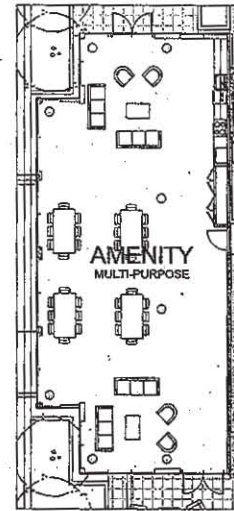
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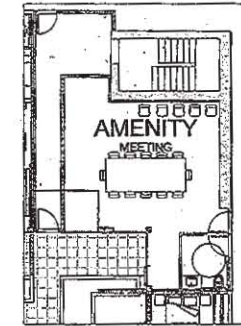
LEVEL 3



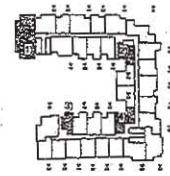
LEVEL 3 AMENITY: GYM 140 SQM



1) LEVEL 4 AMENITY:
MULTI-PURPOSE ROOM
165 SQM



2) LEVEL 4 AMENITY:
LARGE MEETING ROOM
61 SQM

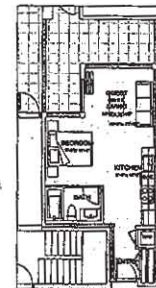


LEVEL 4

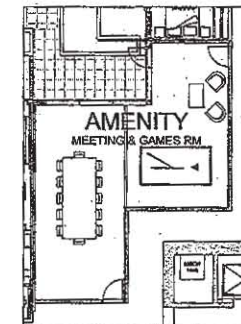
DP11584010

NOV 22 2011

23.B



3) LEVEL 4 AMENITY:
GUEST SUITE
40 SQM



4) LEVEL 4 AMENITY:
SMALL MEETING ROOM & GAMES ROOM
73 SQM



SITE AREA		10106 AREA	PROPOSED #	# PARKING STALLS	# BIKE LOCKERS	PROPOSED INDOOR AMENITY	
FAIR BUILDING		30317	30708	347	448	554	
PROPOSED MINUS REQUIRED =		30317	-104		-54	-215	
LEVEL	FLOOR AREA	COMMERCIAL	RESIDENTIAL	#UNITS/AMENITY	INDOOR R	HC	S
15	2168		2168	27			
14	2168		2168	27			
13	2215		2215	27			
12	2214		2214	27			
11	2198		2198	27			
10	2178		2178	27			
9	2211		2211	27			
8	2193		2193	27			
7	2801		2801	34			
6	2800		2800	34			
5	2840		2840	34			
4	2215		2215	28			
3	0						
2	1138	1138				43	2
MEZZ	0					43	1
1	1566	1038	527			38	1
P1	0					31	0
						45	6
						61	1
TOTAL	30288	2178	28030	347	478	238	10
						51%	74%

PARKING REQUIREMENTS @ CITY RATES

TYPE	UNITS	STALL/UNIT	STALLS
MARKET	347	1.0	347
MARKT VISITOR	347	0.2	69
2nd B/C Comm	11383 PER 1000SM		34
Ground B/C Comm	10593 PER 1000SM		31
TOTAL			482

HC STALLS @ 2%

5.6

BIKE BY LAW REQUIREMENTS

AMENITY AREA REQUIREMENTS

23M/UNIT

694

CLASS 1 CLASS 2

RESIDENTIAL 1.25 per 1000SM

COMMERCIAL 4.5M/1000SM

1.75 per 1000SM

2.75 per 1000SM

TOTAL BIKE REQ

44878

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NOV 21 2011

24.

GROSS FLOOR AREA STATS

SITE AREA	10106 NET AREA	PROPOSED #	UNITS
FAIR BUILDING	30317	30788	347
PROPOSED MINUS REQUIRED =	30317	-104	

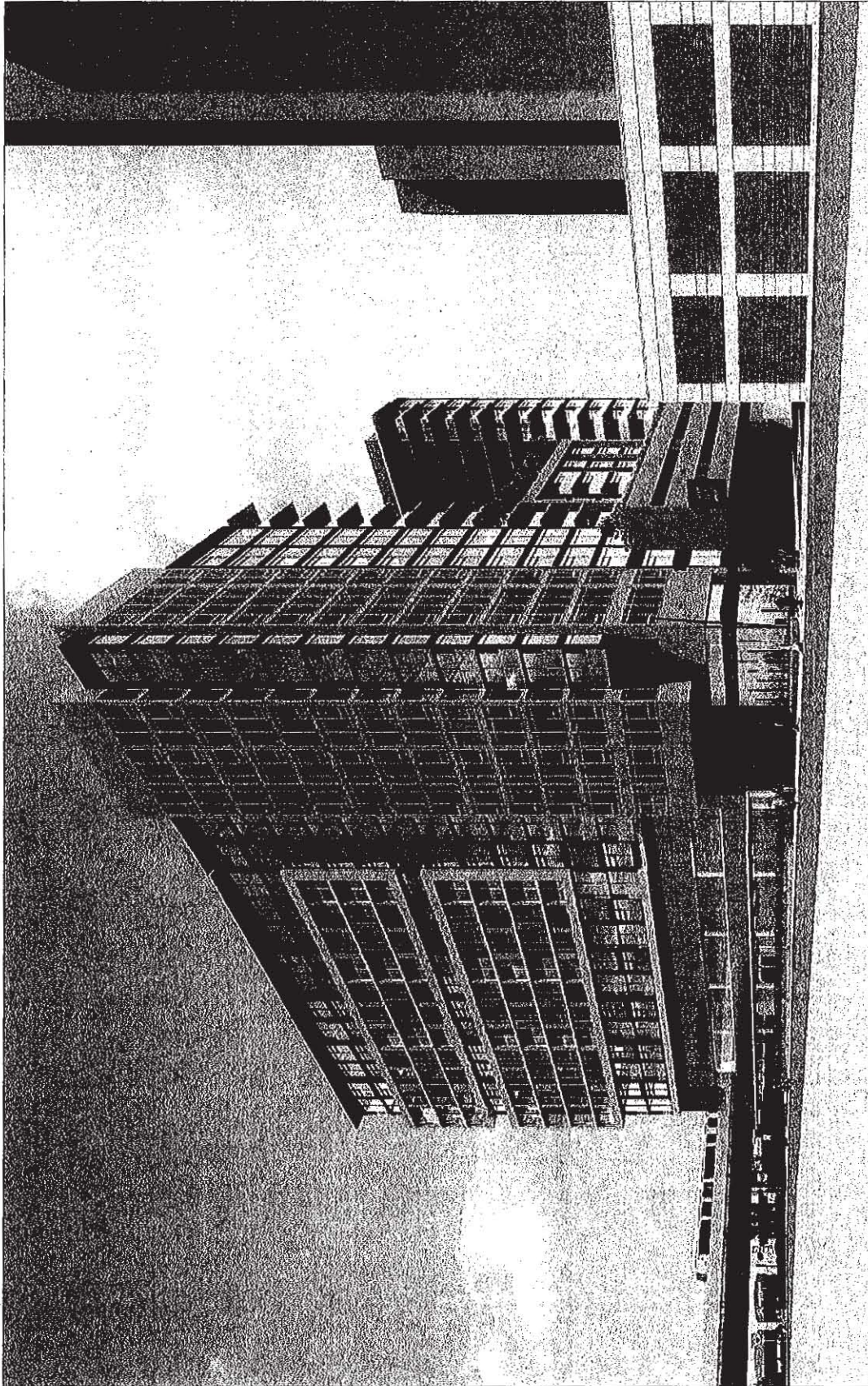
LEVEL	GROSS FLOOR AREA	NET FLOOR AREA	PARKING (EXEMPT)	RESIDENTIAL	COMMERCIAL	ELEV SHAFT STAR SHAFT (EXEMPT)	UNITS	INDOOR AMENITY (EXEMPT)
15	2202	2168	0	0	0	2168	27	0
14	2251	2168	0	0	0	2168	27	0
13	2301	2215	0	0	0	2215	27	0
12	2302	2215	0	0	0	2215	27	0
11	2264	2198	0	0	0	2198	27	0
10	2264	2178	0	0	0	2178	27	0
9	2297	2211	0	0	0	2211	27	0
8	2779	2193	0	0	0	2193	27	0
7	2897	2801	0	0	0	2801	34	0
6	2886	2800	0	0	0	2800	34	0
5	2886	2800	0	0	0	2800	34	0
4	2886	2800	0	0	0	2800	34	0
3	4651	4651	4511	0	0	0	0	0
2	4057	1138	0	1138	0	0	0	0
MEZZ	2838	0	0	0	0	0	0	0
1	3728	1566	2162	0	1038	527	0	0
P1	3978	0	0	0	0	0	0	0
TOTAL	47722	30288	18713	2178	1038	1027	347	478



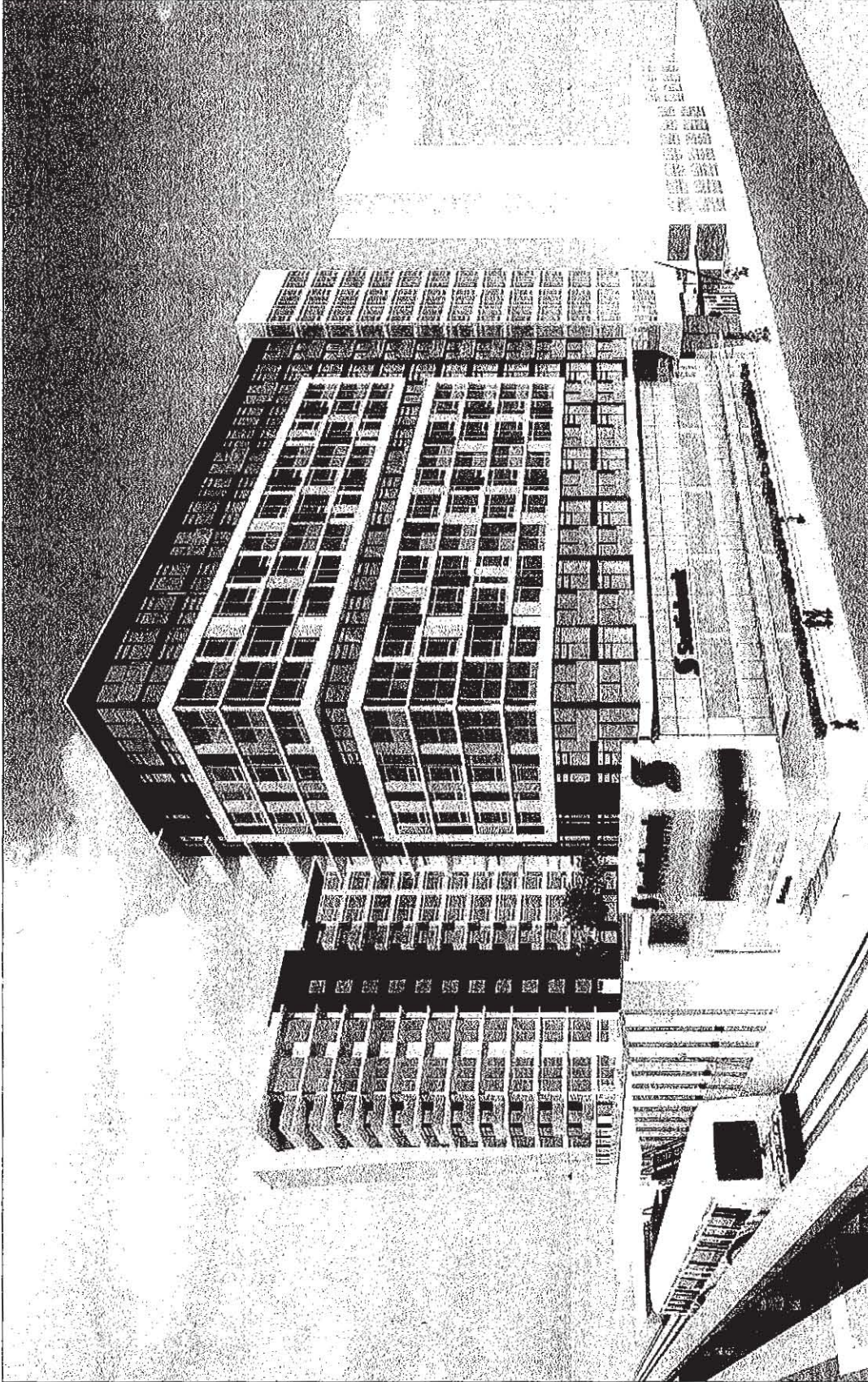
FAIRBORNE

PROJECT STATISTICS

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 18 2011
DP 11-884010



DP 11584010 25.



DP11584010 26.

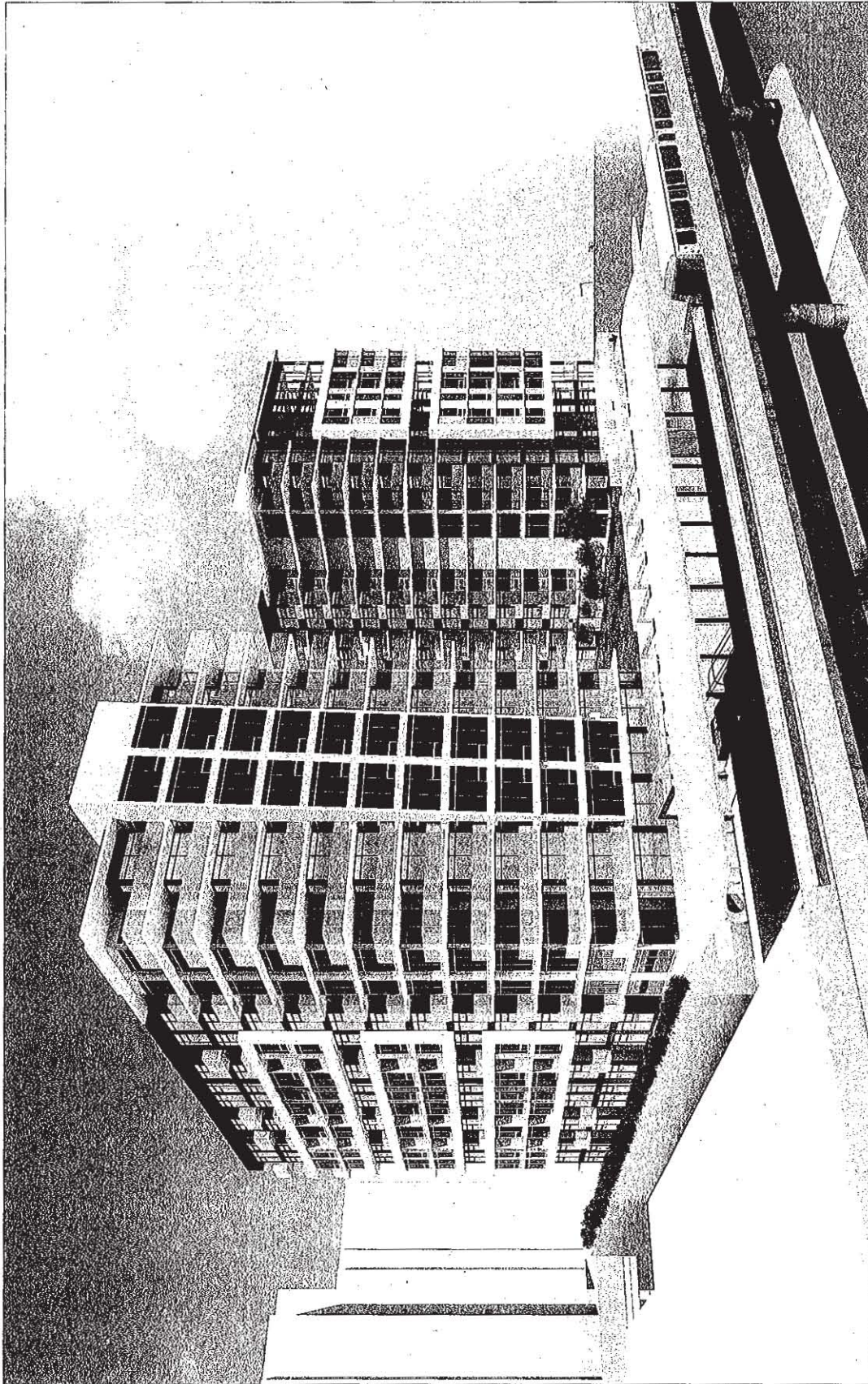
NOV 22 2011

RENDERING

FAIRBORNE



BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 4 2011
DP 11-584010



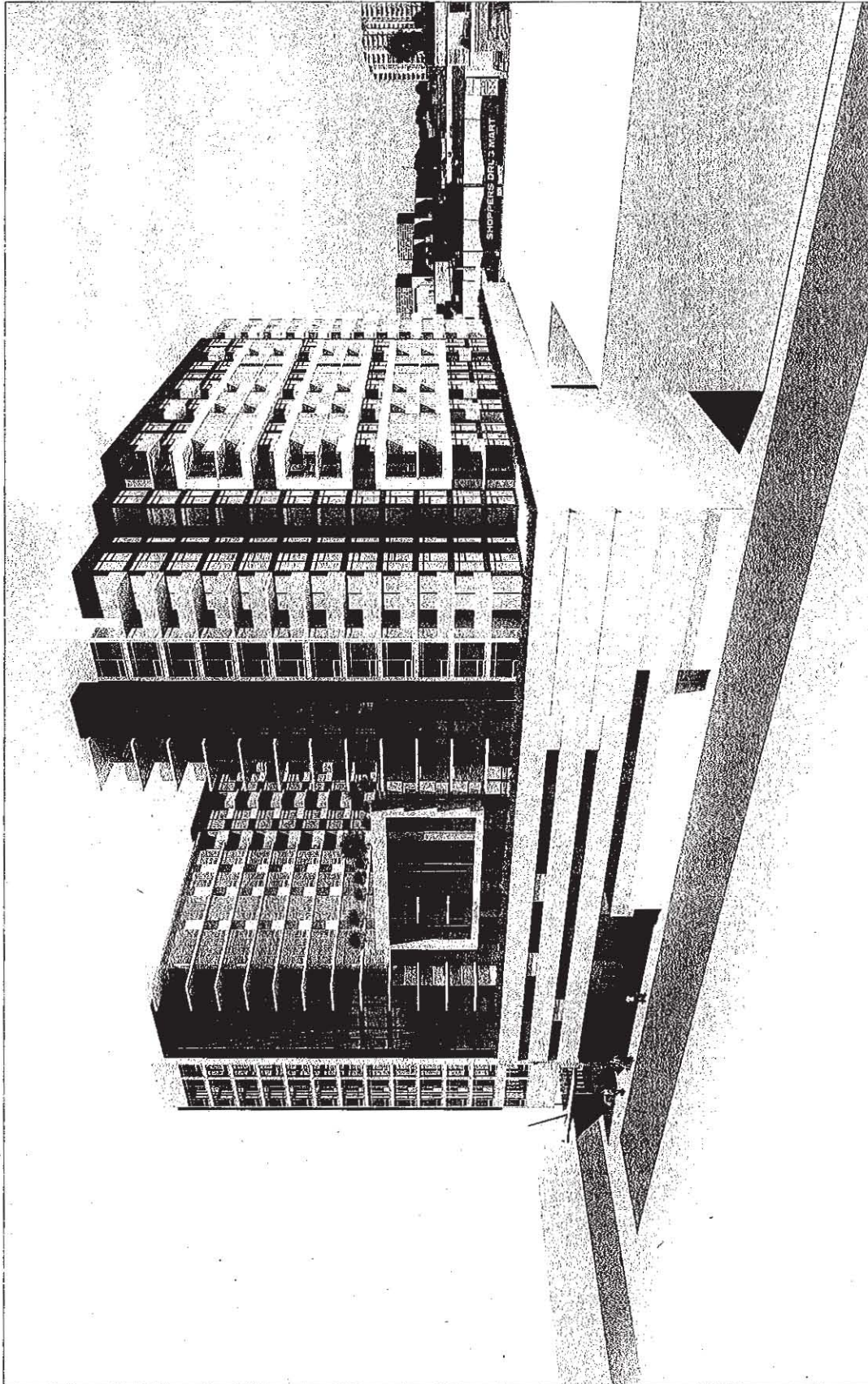
DP 11584010 27.

NOV 22 2011

FAIRBORNE
IBI GROUP
ARCHITECTS

RENDERING

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 4 2011
DP 11-584010



DR11584010 29.

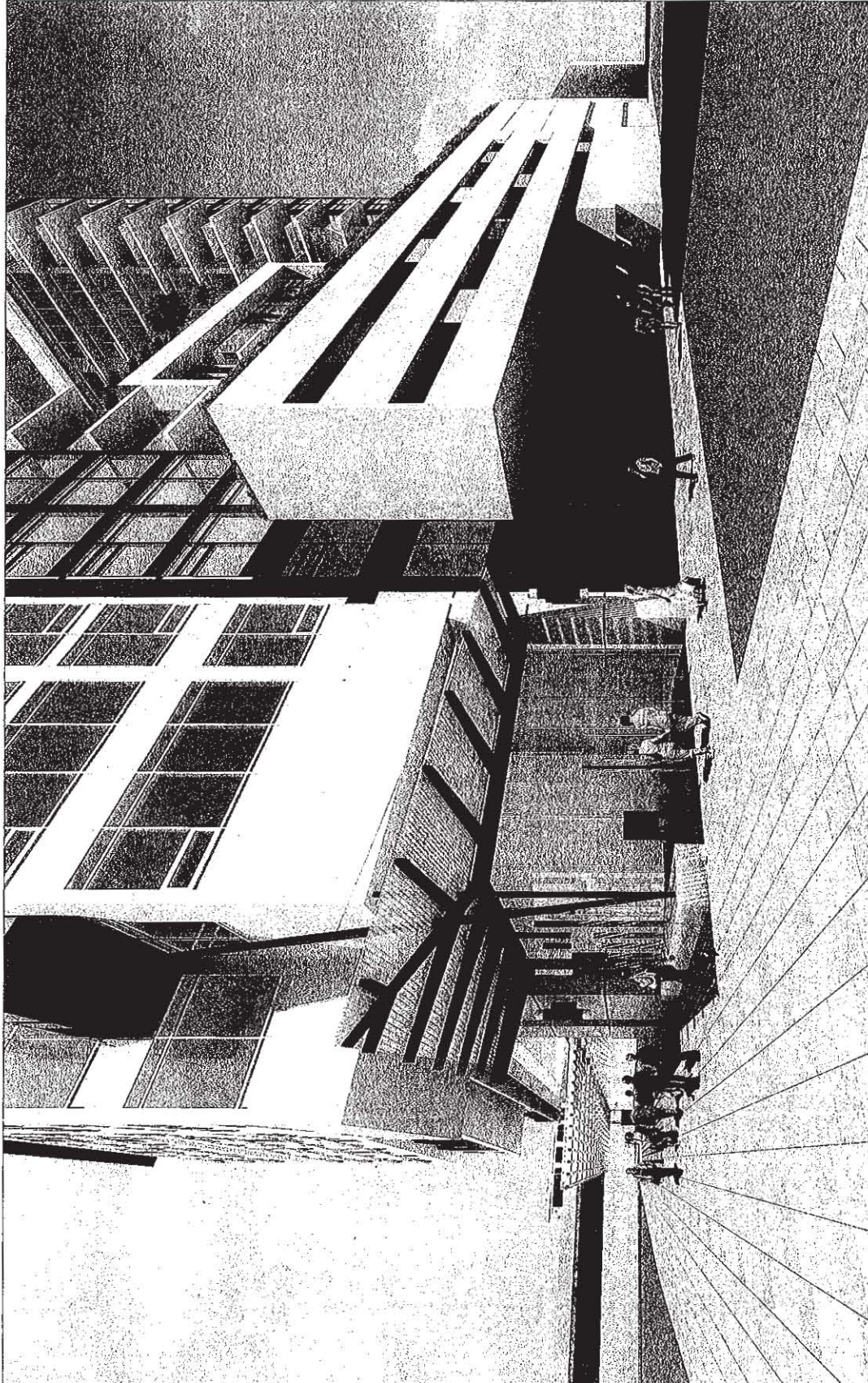
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FAIRBORNE



RENDERING

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
DP 11-584010
NOV 4 2011



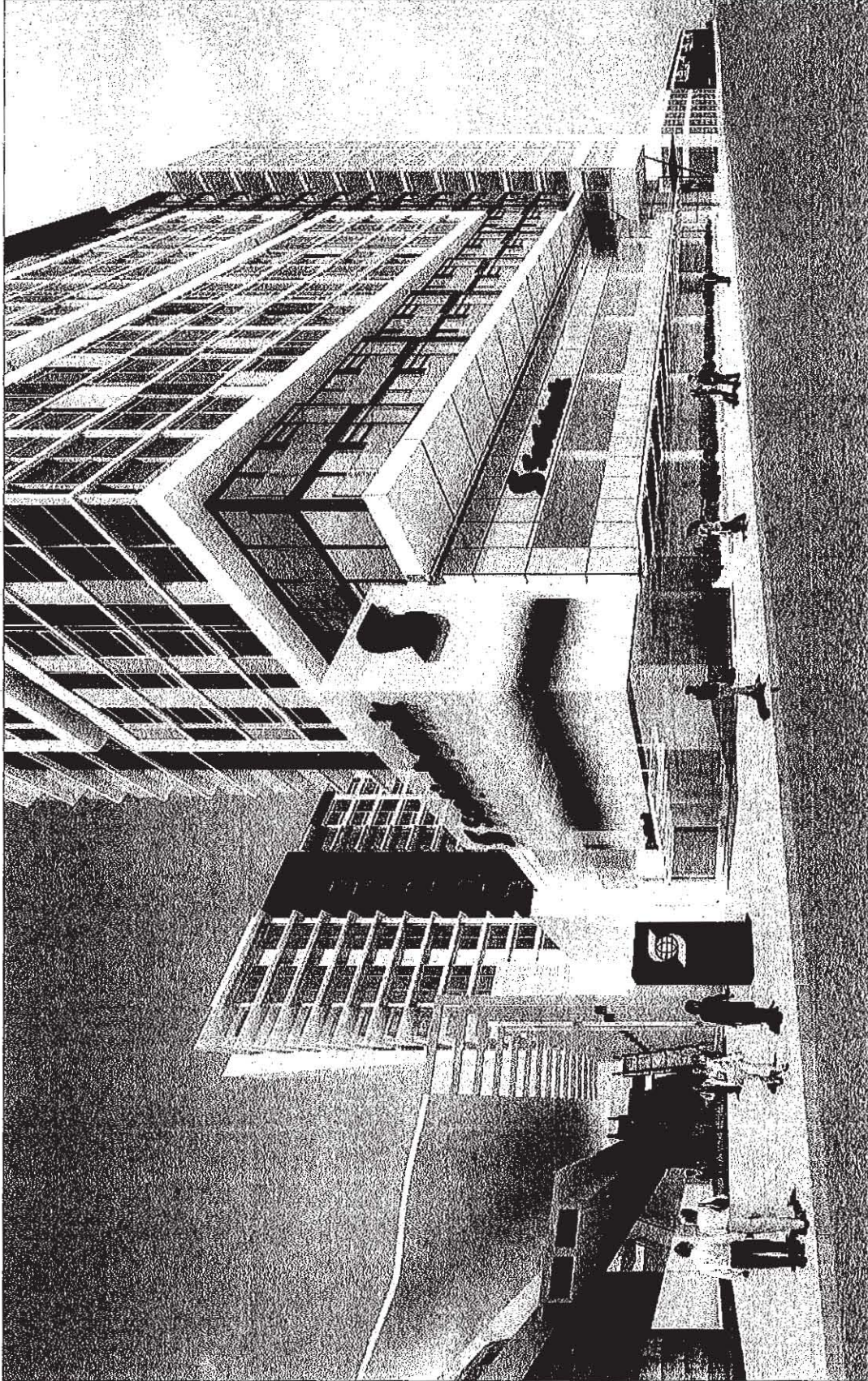
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NOV 22 2011

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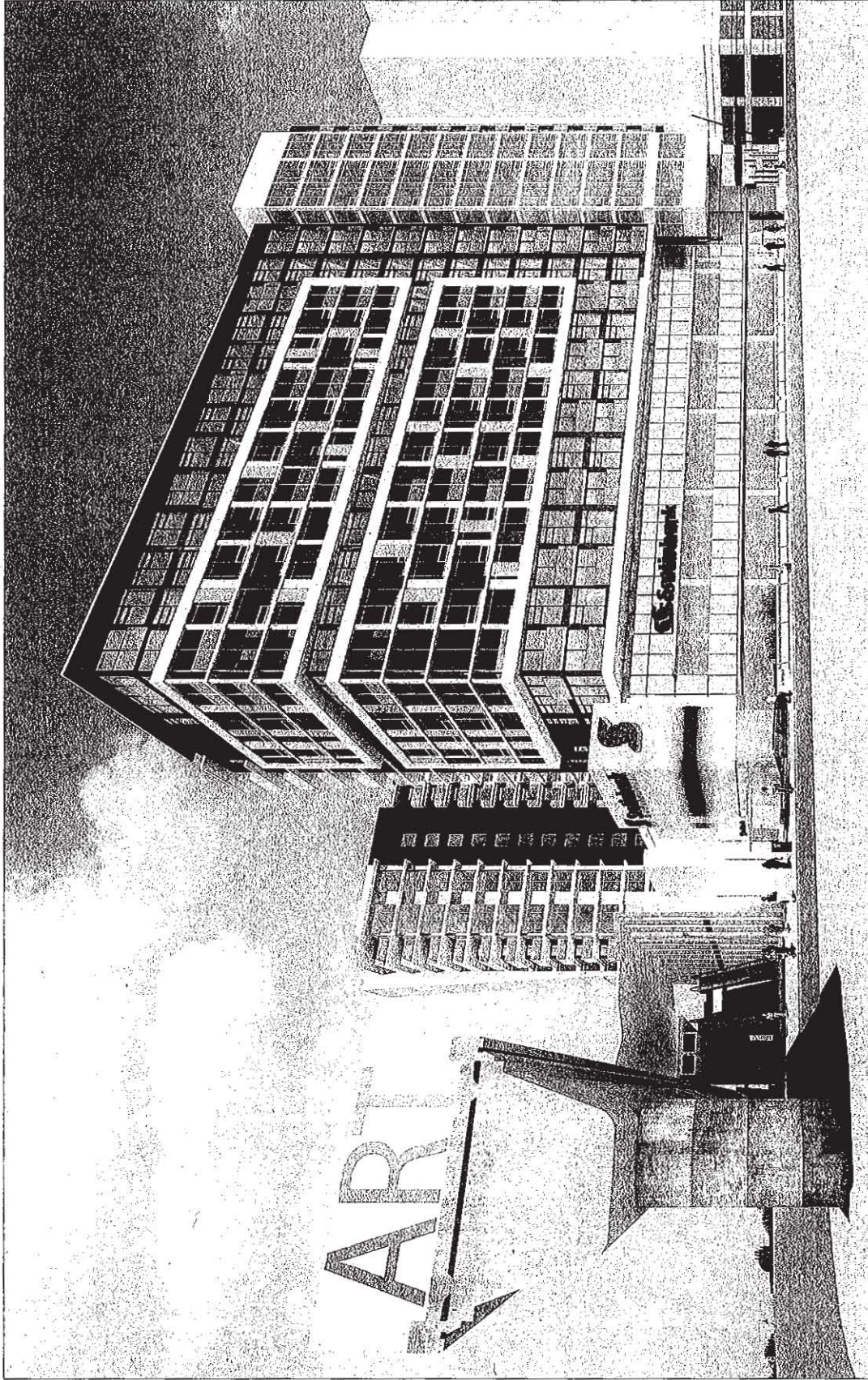
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NOV 4 2011
DP 11-584010



0811584010 30.

NOV 22 2011



DP11584010 31.

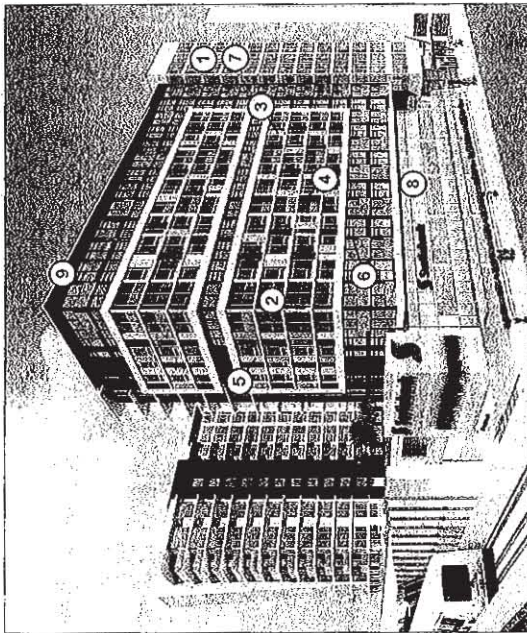
NOV 22 2011



FAIRBORNE

RENDERING

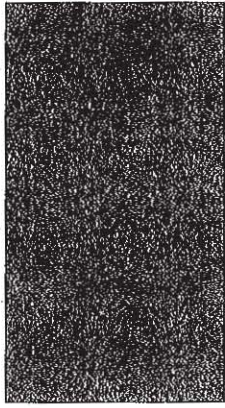
BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
DP 11-384010
NOV 4 2011



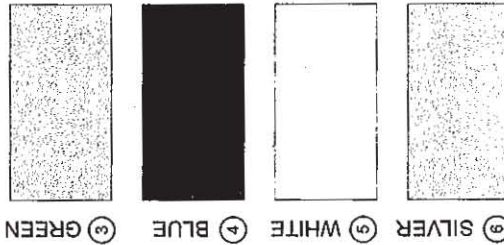
① CLEAR GLASS



② BLUE GLASS

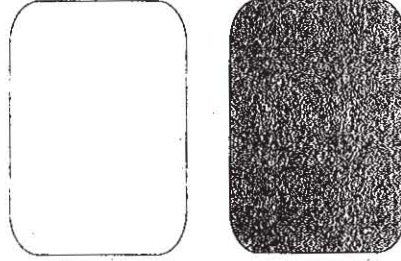


SPANDREL GLASS



③ GREEN ④ BLUE ⑤ WHITE ⑥ SILVER

METAL PANEL



⑦ WHITE ⑧ SILVER

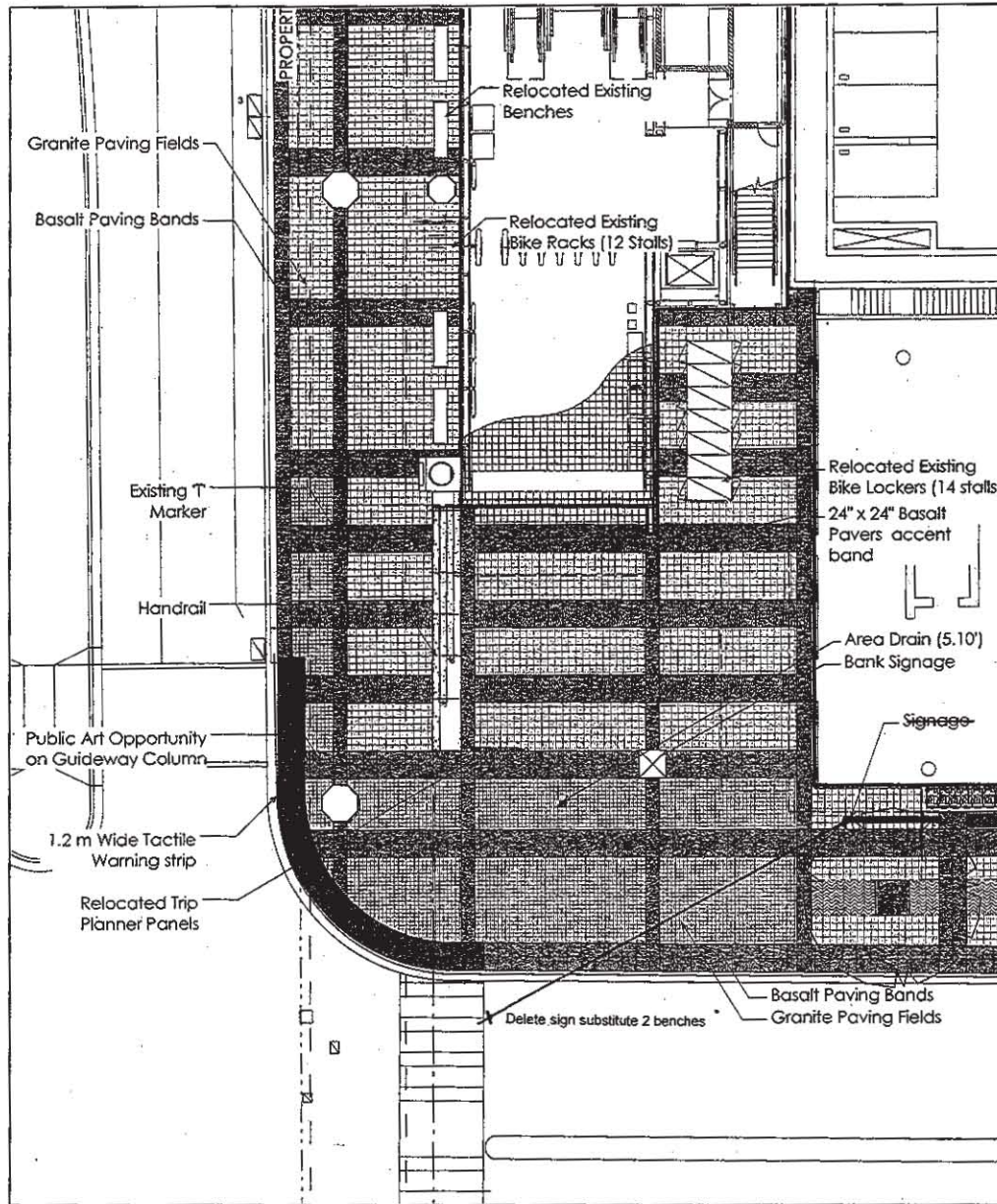
⑨ TRESPA COMPOSITE PANEL



011584010

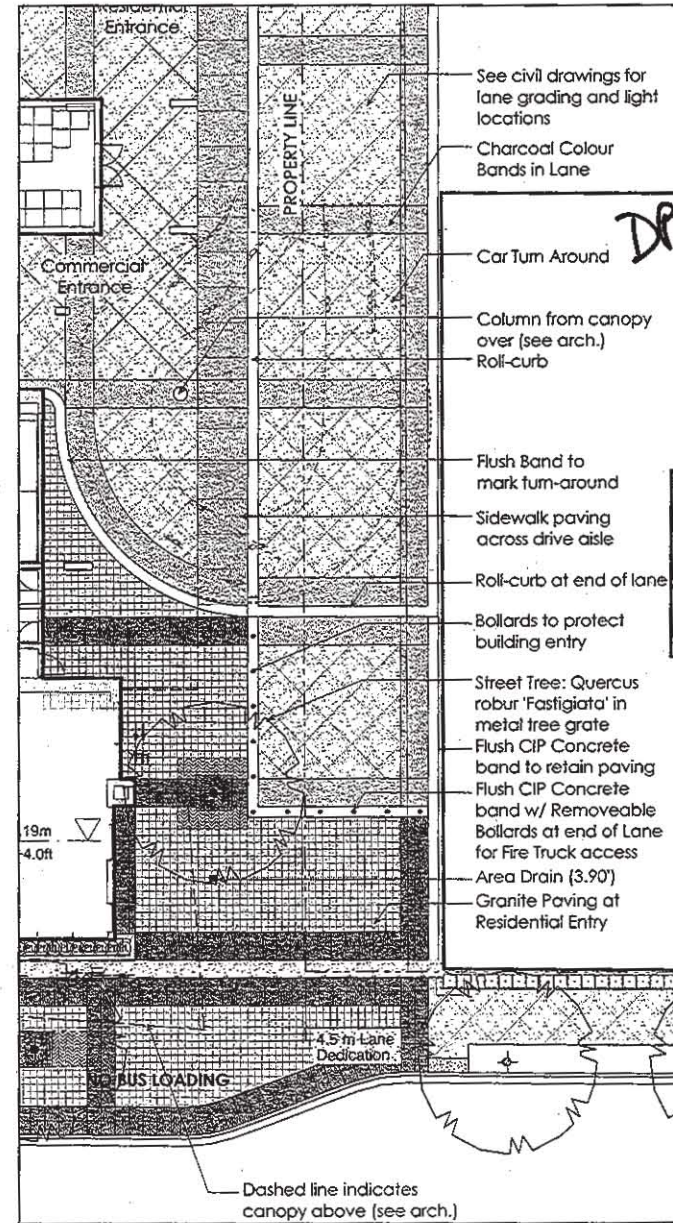
NOV 22 2011

32.



ENLARGEMENT A: Main Entry to Station

Scale 1/8" = 1'-0"



ENLARGEMENT B: Lane Entry to Station

Scale 1/8" = 1'-0"

34.

NOV 22 2011

DP 1584010



6	Nov 18-11	Revised for DP
5	Nov 04-11	Revised for DP
4	Sept 08-11	Revised for ADP
3	Aug 07-11	Revised for DP
2	Aug 04-11	Revised for Developer
1	Jun 04-11	Revised for DP
Rev.	Drawn	Check



Project: BRIGHOUSE STATION

Drawn by:	BC
Checked by:	PK
Date:	Jun 14, 2011
Scale:	1/16"=1'-0"

Drawing Title: Ground Level Landscape Plan

Project No.:	11032
Sheet No.:	

NO. 3 Road

10 AM



MARCH 21

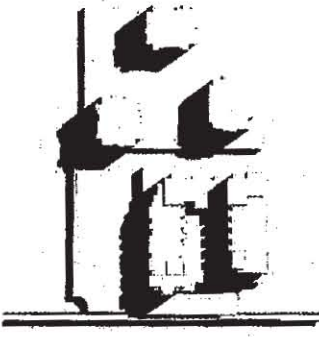
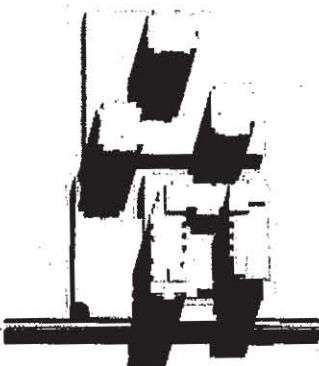
12 PM



2 PM



JUNE 21



SEPTEMBER 21



DP 11584010

NOV 22 2011

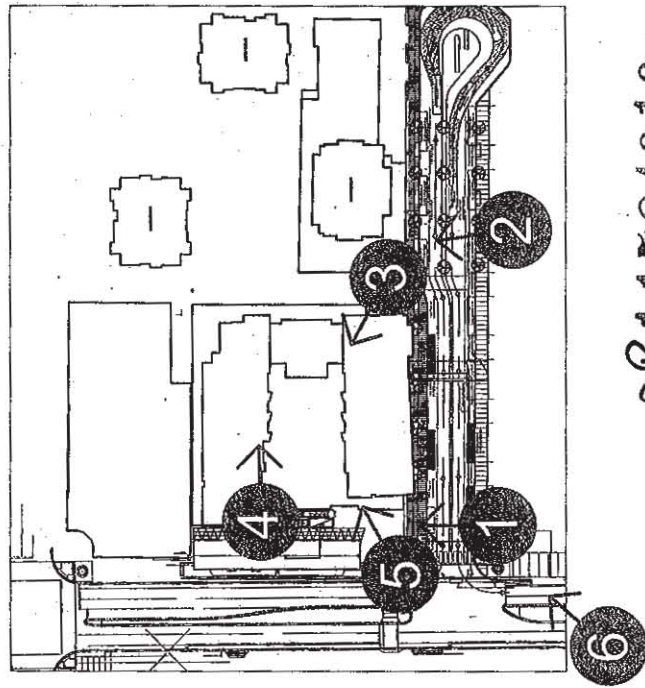
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FAIRBORNE

BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOV 4 2011 DP 11-584010

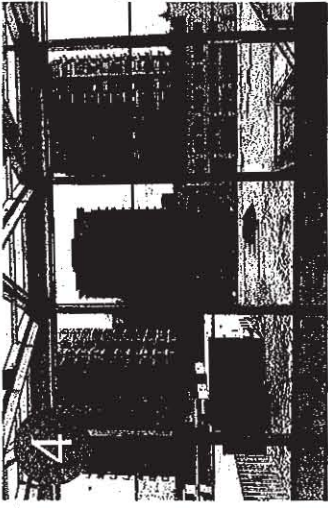
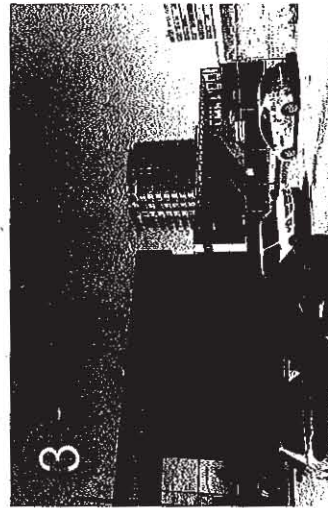
SHADOW STUDY

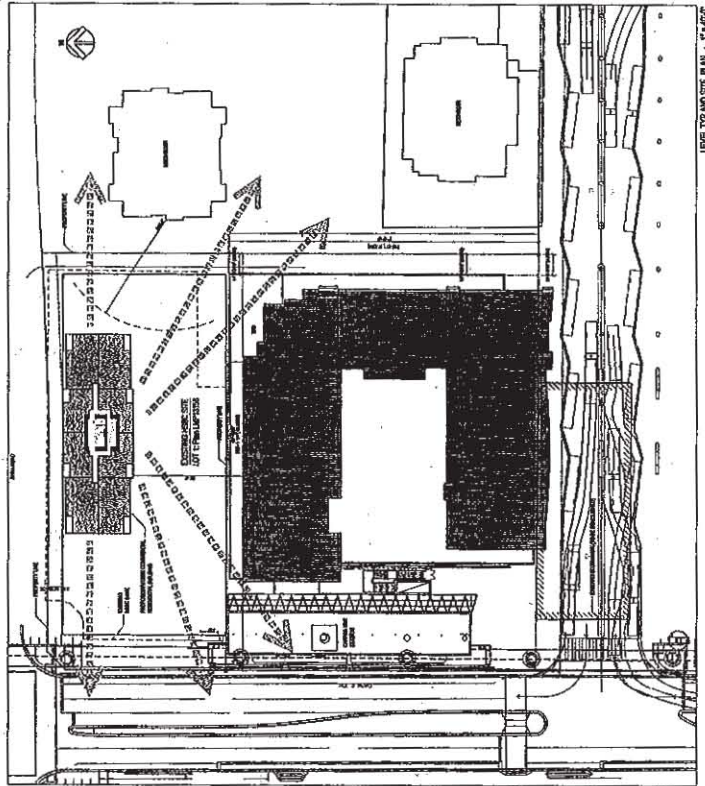


DP 11584010

NOV 22 2011

REFERENCE
PLAN 1





LEVEL TOP AND SITE PLAN - T-427

PARKING CALCULATIONS

PROVIDED	REQUIRED
RESIDENTIAL: 124	124
COMMERCIAL: 273	150
TOTAL PARKING	273

DP11584010

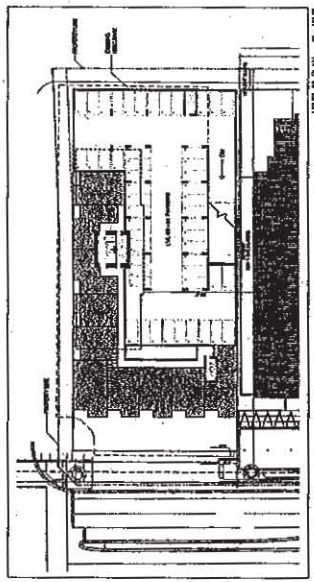
NOV 22 2011
REFERENCE
PLAN 2

PROPOSED FUTURE COMMERCIAL/RESIDENTIAL BUILDING FAR AREAS

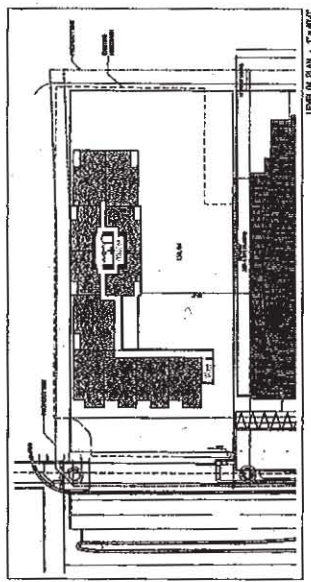
SITE AREA 38,303 ± 3 FAR TOTAL 114,000 SFT

FLOOR	RESIDENTIAL AREA	RESIDENTIAL UNITS	COMMERCIAL AREA	COMMERCIAL TOTAL
L.V. PT	2,484			
L.V. 01	9,570	11		
L.V. 02	9,750	11		
L.V. 03	6,500	8		
L.V. 04	6,500	8		
L.V. 05	6,500	8		
L.V. 06	6,500	8		
L.V. 07	6,500	8		
L.V. 08	6,500	8		
L.V. 09	6,500	8		
L.V. 10	6,500	8		
L.V. 11	6,500	8		
L.V. 12	6,500	8		
L.V. 13	6,500	8		
L.V. 14	6,500	8		
L.V. 15	6,500	8		
TOTAL	94,120	100	1,702	115,532

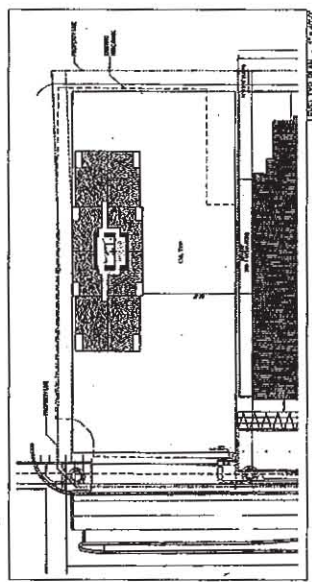
TOTAL FAR AREA: 115,532 SFT
 ALLOWED FAR AREA: 114,000 SFT
 DEFERENCE: 1,532 SFT



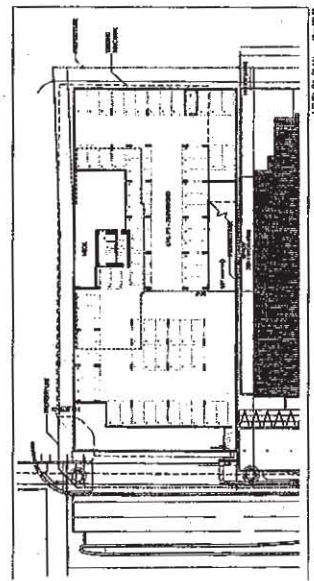
LEVEL 01 PLAN - T-427



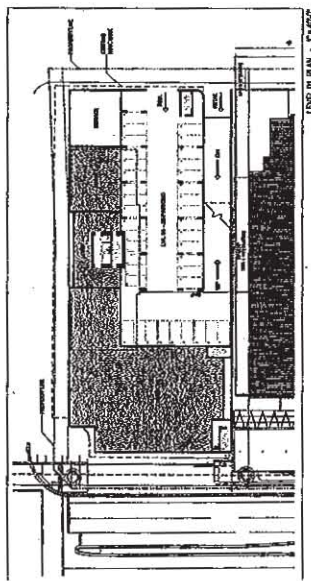
LEVEL 02 PLAN - T-427



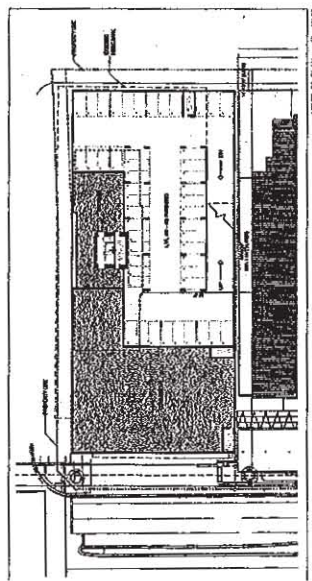
LEVEL 03 PLAN - T-427



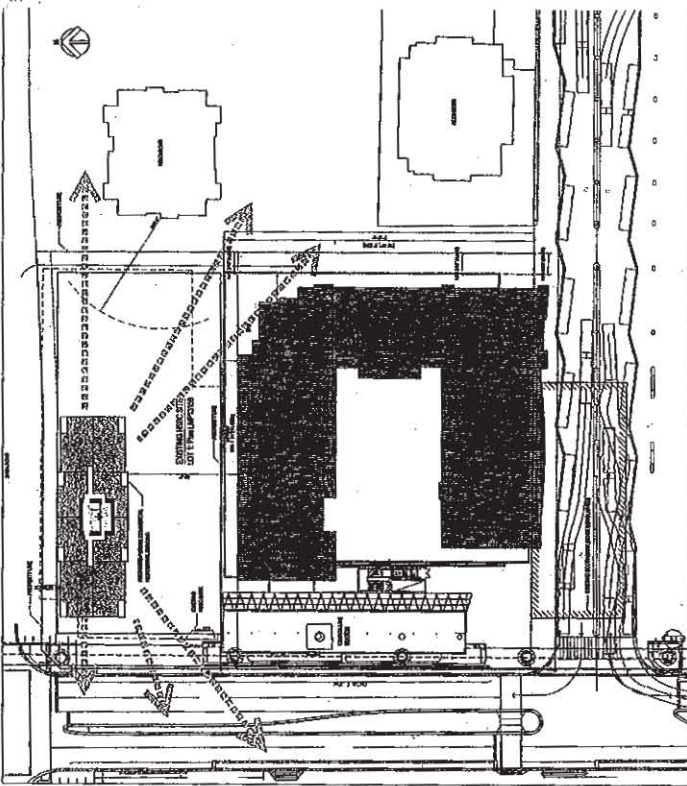
LEVEL 04 PLAN - T-427



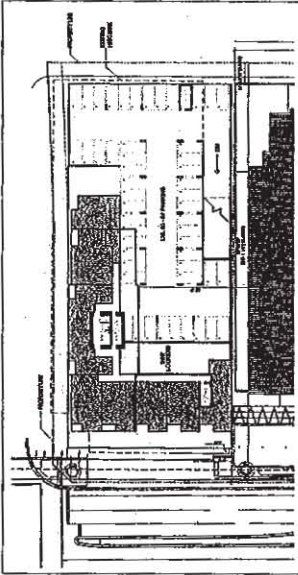
LEVEL 05 PLAN - T-427



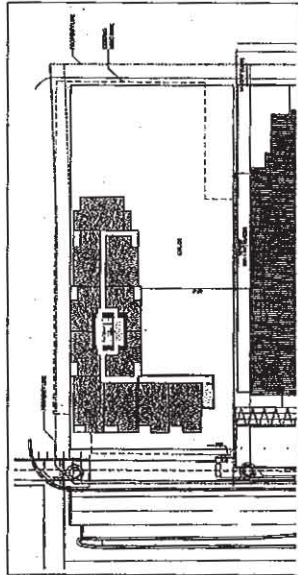
LEVEL 06 PLAN - T-427



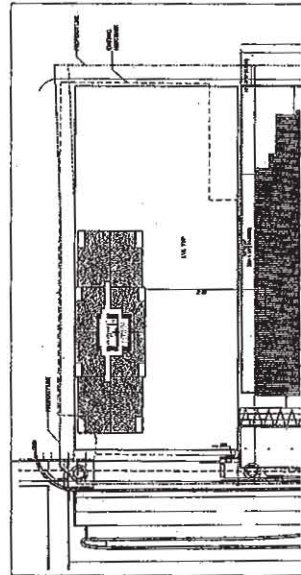
LEVEL 1 PLAN - T-462



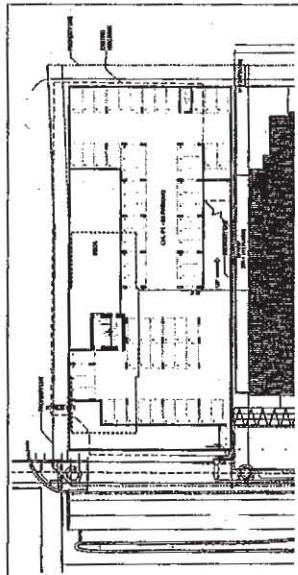
LEVEL 2 PLAN - T-463



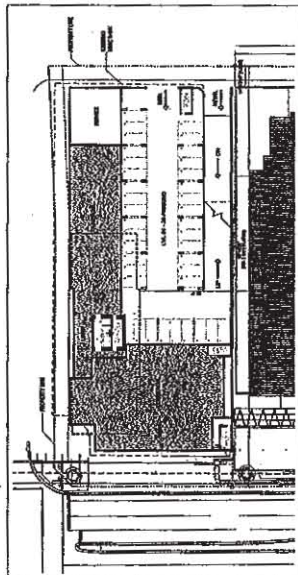
LEVEL 3 PLAN - T-464



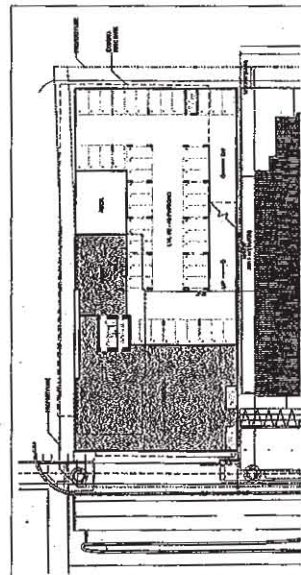
LEVEL 4 PLAN - T-465



LEVEL 5 PLAN - T-466



LEVEL 6 PLAN - T-467



LEVEL 7 PLAN - T-468

PROPOSED FUTURE COMMERCIAL/RESIDENTIAL BUILDING FAR AREAS

SITE AREA		38,300 X 3 FAR		TOTAL: 114,899 SFT	
FLOOR	AREA	RESIDENTIAL	COMMERCIAL	AMENITY	TOTAL
LVL 01	1,500				
LVL 02	2,771	9			
LVL 03	8,540				
LVL 04	8,540				
LVL 05	8,540				
LVL 06	8,540				
LVL 07	8,540				
LVL 08	8,540				
LVL 09	8,540				
LVL 10	8,540				
LVL 11	8,540				
LVL 12	8,540				
LVL 13	8,540				
LVL 14	8,540				
LVL 15	8,540				
TOTAL	95,144	100	2,124	19,236	116,704

TOTAL FAR AREA: 114,899 SFT
ALLOWED FAR AREA: 114,899 SFT
OVERSHOOT: 0 SFT

PARKING CALCULATIONS

PROVIDED	REQUIRED
RESIDENTIAL	120
COMMERCIAL	40
TOTAL PARKING	160

DR 11584010

NOV 22 2011

REFERENCE
PLAN 3