



## Development Permit Panel

### Council Chambers

Wednesday, February 13, 2013  
3:30 p.m.

#### 1. Minutes

*Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, January 30, 2013.*



#### 2. Development Permit DP 12-611486

(File Ref. No.: DP 12-611486) (REDMS No. 3791126)

TO VIEW ePLANS CLICK HERE

APPLICANT: Paul Goodwin, GBL Architects

PROPERTY LOCATION: 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960  
Patterson Road and 3240, 3260, 3280, 3320 and 3340  
Sexsmith Road

#### INTENT OF PERMIT:

1. Permit the construction of the first phase of a five-phase residential development at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road on a site zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”, which phase incorporates two (2) high-rise buildings containing 259 market dwellings and 20 Artist Residential Tenancy Studio (ARTS) Units, secured via a Housing Agreement, and publicly-accessible road and open space; and
2. Vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw No. 8840, to:
  - (2.1) Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line

ITEM

abutting a public road shall be:

- (2.1.1) For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
- (2.1.2) For Patterson Road, reduced from 4.9 m to 1.9 m.
- (2.2) Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
  - (2.2.1) For Sexsmith Road, reduced from 6.6 m to 3.0 m; and
  - (2.2.2) For Patterson Road, reduced from 3.9 m to 0.3 m.
- (2.3) Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
  - (2.3.1) For Sexsmith Road, reduced from 7.0 m to 2.8 m; and
  - (2.3.2) For Patterson Road, reduced from 4.3 m to 0.3 m.
- (2.4) For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m<sup>2</sup> and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:
  - (2.4.1) Permit the minimum area of 25.0 m<sup>2</sup> to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and
  - (2.4.2) Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling:
    - (2.4.2.a) For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and
    - (2.4.2.b) For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.

**Manager's Recommendations**

*That a Development Permit be issued, which would:*

1. *Permit the construction of the first phase of a five-phase residential development at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road on a site zoned "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)", which phase incorporates two (2) high-rise buildings containing 259 market dwellings and 20 Artist Residential Tenancy Studio (ARTS) Units, secured via a Housing Agreement, and publicly-accessible road and open space; and*

ITEM

2. *Vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw No. 8840, to:*
- (2.1) *Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:*
    - (2.1.1) *For Sexsmith Road, reduced from 7.6 m to 4.6 m; and*
    - (2.1.2) *For Patterson Road, reduced from 4.9 m to 1.9 m.*
  - (2.2) *Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:*
    - (2.2.1) *For Sexsmith Road, reduced from 6.6 m to 3.0 m; and*
    - (2.2.2) *For Patterson Road, reduced from 3.9 m to 0.3 m.*
  - (2.3) *Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:*
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  - (2.4) *For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m<sup>2</sup> and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:*
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    - (2.4.2) *Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling:*
      - (2.4.2.a) *For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and*
      - (2.4.2.b) *For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.*



ITEM

**3. Development Permit DP 12-609958**

(File Ref. No.: DP 12-609958) (REDMS No. 3601262)

TO VIEW ePLANS CLICK [HERE](#)

APPLICANT: Polygon Carrera Homes Ltd.

PROPERTY LOCATION: 6251 Minoru Boulevard

INTENT OF PERMIT: To permit the construction of 5 high-rise residential towers with a combined total of approximately 631 dwelling units including two towers with 296 seniors affordable housing units to be owned by the Richmond Kiwanis Senior Citizens Housing Society and 335 market housing units in three towers to be owned by Polygon Carrera Homes Ltd. at 6251 Minoru Boulevard on a site to be zoned High Rise Apartment (ZHR11) Brighthouse Village (City Centre).

**Manager's Recommendations**

*That a Development Permit be issued to permit the construction of 5 high-rise residential towers with a combined total of approximately 631 dwelling units including two towers with 296 seniors affordable housing units to be owned by the Richmond Kiwanis Senior Citizens Housing Society and 335 market housing units in three towers to be owned by Polygon Carrera Homes Ltd. at 6251 Minoru Boulevard on a site to be zoned High Rise Apartment (ZHR11) Brighthouse Village (City Centre).*



**4. New Business**

**5. Date Of Next Meeting: Wednesday, February 27, 2013**

**6. Adjournment**





## Development Permit Panel Wednesday, January 30, 2013

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Dave Semple, Chair  
Robert Gonzalez, General Manager, Engineering and Public Works  
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, January 16, 2013, be adopted.*

**CARRIED**

### 2. Development Permit DP 12-604012

(File Ref. No.: DP 12-604012) (REDMS No. 3720814)

APPLICANT: Pinnacle International (Richmond) Plaza Inc.  
PROPERTY LOCATION: 3391 and 3411 Sexsmith Road and a portion of unopened City lane  
INTENT OF PERMIT: To permit the construction of a high-rise, multi-family project consisting of 200 dwelling units at 3391 and 3411 Sexsmith Road and a portion of unopened City lane on a site zoned "Residential/Limited Commercial (RCL4)".

#### Applicant's Comments

John Bingham, Bingham Hill Architects, provided the following information regarding the proposed development:

- the development is part of a larger rezoning that will follow;

## Development Permit Panel

### Wednesday, January 30, 2013

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- the primary objective is to follow the City Centre Area Plan guidelines and to implement those on the site;
- major elements have been the stepping of the buildings, the varied setbacks to provide streetscape variation, greening of the roofs, the breaking of the length of the block to give greater visual interest, and public/private interface in terms of how the landscaping has been developed around Capstan, Sexsmith, and up the pedestrian pathway that will ultimately connect to Hazelbridge;
- the applicant has addressed Design Panel comments regarding elevation, depth of colour in the lower framework (selected a darker hue for more visual impact), plaza off Capstan (sloped green wall replacing waterfall), greater definition at the corner of Sexsmith and Capstan; and greater stepping back of the tower and the building as a whole to provide the elements described in the guidelines; and
- the vertical elements associated with individual townhouse entrances were designed to provide the framework for future artistic components including signage.

Peter Kreuk, Durante Kreuk Ltd. Landscape Architects, provided the following additional information:

- the proposed streetscapes are developed along Capstan with combination bikeway-pedestrian pathway to be part of a City-wide network. The walkway along the west of the site is, again, a combined bikeway/pedestrian pathway that will connect to the future park and transit station to the north. Sexsmith is developed primarily as a pedestrian route;
- programming of roof areas including common amenity area, garden amenity, private patios and green roofs;
- the proposed water feature on the Capstan frontage has been changed to a greenscape through a sloping green wall system that links the roof deck space with the ground plane;
- the main roof deck area includes the amenity space which consists of swimming pool, outdoor sunning spaces, kids play area, open lawn area (sized for a badminton court), and roof deck with private gardens;
- they have taken advantage of every roof and incorporated various functions including urban agricultural/gardening recreational facilities;
- along Sexsmith, which is a pedestrian zone, the residential patio spaces are above grade and separated by a guardrail screen with a hedge/planting at the lower edge providing an urban feel along the walkway and privacy for the outdoor uses; and
- the Capstan units are setback further from the street and separated from the pedestrian/bike way by granite sets. The edge condition along the base of the townhouse patios is essentially the same as along Sexsmith with a hedge at ground level adjacent to the patio space above.

## Development Permit Panel

### Wednesday, January 30, 2013

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#### Panel Discussion

Mr. Bingham, in response to queries from the Panel, advised:

- the townhouse units do not have handicap accessibility from the street. The buildings have been designed to meet handicapped accessibility requirements to all units and to the roof top areas;
- in terms of facilitating the change in grade, between Hazelbridge and Sexsmith, there would be no concern with raising the grade if required;
- the proposed pathway along the western edge of the site will not extend northward beyond the edge of the subject property at this time;
- the amenity building has a swimming pool, an exercise room, a community room leading out to the play area, associated support areas (dressing/change rooms), and an outdoor children's play area to the east of the building;
- to meet a mid-point LEED silver equivalency on the energy points, the project is using a hot water system with air-conditioning, glazing to solid wall is a 60/40 relationship, insulation levels will be adjusted after an envelope review, 50-52% greening of the total roof space, will be built to hook-up to a DEU, and parking is in accordance with requirements for development within proximity of Capstan Station; and
- there is sufficient space to add additional area to the current recycling/garbage area, if required to accommodate organic composting in the future.

Mr. Kreuk, in response to queries from the Panel, advised:

- that in regards to the open space on the fourth floor there are several access points to the roof deck. Off the ends of buildings there are covered access routes to the amenity building. The overall roof deck has a pathway system that rings it and connects various program spaces;
- the proposed urban agricultural roof top spaces are accessible from the building core and are supported with garden tool storage, composting facilities, and water connection; and
- there is street level lighting, as well as, a level of pedestrian lighting proposed for the project which will define the public realm, entrances to the townhouse units will have lighting integrated into the individual unit stairways, and each lobby or main entrance will be well lit with canopies above.

## **Development Permit Panel**

### **Wednesday, January 30, 2013**

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#### **Staff Comments**

Wayne Craig, Director of Development, stated that there will be 13 affordable housing units provided. In keeping with rezoning in the area, the project provides funding for the future Capstan Station as well as temporary offsite park provision within the neighbourhood. The project is part of a multi-phase approach to development within the area. The driveway currently shown to Sexsmith will be closed in the future upon redevelopment of the site to the north with the ultimate driveway access coming from the future Hazelbridge Way extension. Two public open spaces are being provided on the site, one along the western edge, which will form part of a pedestrian network within the neighbourhood, and the second being the public plaza in front of the green sloping green wall. Buildings are designed to mitigate aircraft noise in keeping with the City's Official Community Plan and the applicant has submitted an associated acoustics report.

#### **Panel Discussion**

In response to queries from the Panel, Mr. Craig advised:

- in terms of the grade change between individual townhouse unit patios and the adjacent ground level, the change in elevation is in keeping with the City Centre Area Plan guidelines and through the servicing agreement staff will continue to work with the applicant to minimize the change in grade along the walkway on the west side of the site; and
- with respect to the Capstan Station funding strategy, through the rezoning process, developers of the first +/- 3,250 dwelling units to be constructed in the area contribute to the funding initiative. The charge will be assessed at the building permit stage. The City maintains those funds and then those funds are turned over to Translink for the construction of the station. The construction of the station is anticipated to be triggered at approximately 50% build out of the area.

In reply to a query, Suzanne Carter-Huffman, Senior Planner – Urban Design, advised that the Zoning Bylaw defines live-work as units that have designated commercial portions that are registered with covenants on them. In this particular case, what the Developer and Architects were proposing were units that would support home based business uses, which in the City Centre Area allows for Artists studios.

#### **Correspondence**

None.

#### **Gallery Comments**

None.

## Development Permit Panel

### Wednesday, January 30, 2013

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#### Panel Discussion

The Panel commented that the development has been well thought out with impressive roof top design and progression from townhouse units to residential towers. The project will be an anchor for the area and has set the bar for future development within the City Centre area.

#### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would permit the construction of a high-rise, multi-family project consisting of 200 dwelling units at 3391 and 3411 Sexsmith Road and a portion of unopened City lane on a site zoned "Residential/Limited Commercial (RCL4)".*

CARRIED

#### 3. New Business

None.

#### 4. Date Of Next Meeting: Wednesday, February 13, 2013

#### 5. Adjournment

It was moved and seconded

*That the meeting be adjourned at 4:02 p.m.*

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, January 30, 2013.

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Dave Semple  
Chair

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Heather Howey  
Acting Committee Clerk



**To:** Development Permit Panel **Date:** January 28, 2012  
**From:** Wayne Craig **File:** DP 12-611486  
Director of Development  
**Re:** Application by Paul Goodwin, GBL Architects for a Development Permit at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road (Phase 1)

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### **Staff Recommendation**

That a Development Permit be issued, which would:

1. Permit the construction of the first phase of a five-phase residential development at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road on a site zoned "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)", which phase incorporates two (2) high-rise buildings containing 259 market dwellings and 20 Artist Residential Tenancy Studio (ARTS) Units, secured via a Housing Agreement, and publicly-accessible road and open space; and
2. Vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw No. 8840, to:
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    - 2.1.1. For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
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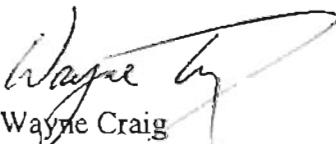
2.4. For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m<sup>2</sup> and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:

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a) For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and

b) For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.



Wayne Craig  
Director of Development  
WC:spc

Att.

## Staff Report

### Origin

Paul Goodwin – GBL Architects has applied to the City of Richmond for permission to construct Phase 1 of “Concord Gardens”, a five-phase, 97,704 m<sup>2</sup> (1 million ft<sup>2</sup>), multi-family residential development containing approximately 1,245 dwellings on a 3.05 ha (7.55 ac) site at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”. (**Attachment 4**, aerial view & phasing reference) The subject application for Phase 1 of “Concord Gardens” proposes a 23,394 m<sup>2</sup> (251,822 ft<sup>2</sup>) residential development in the northwest corner of the subject site, including two high-rise apartment buildings containing 259 market dwellings, 20 rental dwellings secured via a Housing Agreement as Artist Residential Tenancy Studio (ARTS) units, and publicly-accessible road and open space constructed over a two-level (349 car) parking structure concealed below finished grade.

Rezoning of the proposed five-phase, “Concord Gardens” development (RZ 06-349722) was approved after Public Hearing on February 20, 2012, and is notable for, among other things:

- Being one of the first developments to commit to contribute to the Capstan Station Reserve, as per City Centre Area Plan (CCAP) and Zoning Bylaw policies encouraging voluntary developer contributions towards station construction, in respect for which developers are eligible for a 0.5 floor area ratio (FAR) density bonus;
- As per zoning amendment Bylaw No. 8840, supporting the City Centre’s emerging “arts district” by providing affordable housing (over and above the City’s standard (5%) low-end market rental units secured via a Housing Agreement) in the form of 20 subsidized “Artist Residential Tenancy Studio (ARTS)” units for professional artists (which ARTS units are the subject of a Housing Agreement and provided for via the subject DP application);
- Undertaking extensive road improvements on and off site including, in Phase 1, the extension of Hazelbridge Way and upgrades to Sexsmith and Patterson Roads (via SA 12-616223) and a publicly-accessible/private-maintained street constructed over a parking structure;
- Providing for a minimum of 9,220 m<sup>2</sup> (2.28 ac) of on-site, publicly-accessible open space (as per the ZHR10 zone) including, in Phase 1, the construction of 2,674.4 m<sup>2</sup> (0.66 ac) of permanent and temporary, publicly-accessible open spaces and related features; and
- A new sanitary pump station (to be constructed off-site) to support the redevelopment of Capstan Village east of No. 3 Road.

### Development Information

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

### Background

The subject site, which is currently vacant, is situated in Capstan Village: a transitional area designated for high-density, mixed-use development in anticipation of the construction of a future Canada Line station at the northeast corner of Capstan Way and No. 3 Road. Existing development surrounding the subject site includes:



North: Patterson Road, across which is a row of Single Detached (RS1/F) zoned lots (the north side of which backs on to Sea Island Way) designated under the CCAP for a maximum of 3.5 FAR, of which a maximum of 2.5 FAR may be residential and the remainder may be office.

East: Garden City Road, across which is "The Oaks", a well-maintained, low density residential area and the site of Talmey Elementary, Capstan Village's designated elementary school.

South: Lands designated for future redevelopment with a mix of higher-density residential and community uses, including TransLink's 13,337 m<sup>2</sup> (3.3 ac), former park-and-ride site, the Richmond Capstan Alliance Church, and three 3 Single Detached (RS1/F) zoned lots.

West: Sexsmith Road, across which is a large, predominantly vacant area designated for future high-rise, high-density, mixed-use development owned in part by the subject developer and in part by Pinnacle International, the latter of which has concurrent development applications including one for 200 residential units at the northwest corner of Sexsmith Road and Capstan Way (RZ 10-544729/DP 12-604012) and another for rezoning the balance of its lands to permit the development of +/-960 units, together with various commercial and community uses (RZ 12-610011).

***Landlocked Lot:*** In addition to the above, at the northwest corner of the subject site is 3200 Sexsmith Road, a small, vacant lot measuring approximately 1,070 m<sup>2</sup> (0.26 ac) that the developer has been unable to acquire.

#### **Rezoning and Public Hearing Results (Staff comments in *bold italics*)**

The Public Hearing for the rezoning of the subject site was held on February 20, 2012. During the rezoning process, various issues were identified, as follows, to be resolved at the Development Permit stage.

Design Issues: Staff and the developer have worked together to address the following form and character issues. The developer's response to each issue is described in *bold italics*.

1. Variation in tower height, floorplate shape and orientation, and rooftop features are encouraged to provide for an interesting skyline.
  - *The two towers proposed for Phase 1 are the same height (47 m geodetic); however, the buildings have undergone significant changes since rezoning, including greater definition of the mid-rise streetwall, strengthening and slimming of vertical tower elements, and greater articulation of the tower tops, all of which serve to visually break-up the project's massing and provide for a much more interesting and attractive streetscape and skyline. Furthermore, preliminary design has been advanced in respect to Phase 5 (which will be constructed in the future on the site of Phase 1's proposed Temporary Park) with the aim of contrasting with Phase 1's towers and making Phase 5 an important focus of the overall development. (Attachment 6)*
2. Tall buildings must minimize shading of the Neighbourhood Park, especially during peak periods and in high-use or sun-sensitive locations (i.e. children's playgrounds, garden plots) in order to maximize public use and enjoyment of this important amenity.
  - *Phase 1 is situated west of the Neighbourhood Park (Attachment 4) and its buildings will have negligible impact on shading of the Neighbourhood Park. Public open*

*spaces proposed for Phase 1 (e.g., Hazelbridge Plaza, ARTS Terraces, and the temporary park) have been designed to take maximum advantage of the sun.*

3. Streetwall articulation is encouraged to visually break up long streetwalls and provide for an attractive, sensitive interface with the Neighbourhood Park, streets, and other pedestrian spaces.
  - *The composition of Phase 1's mid-rise streetwalls combines a highly articulated, pedestrian-friendly environment at grade along the ARTS Units frontages (e.g., seating steps, 2-storey glass walls with garage-style doors, projecting industrial-style balconies, temporary and permanent art displays) with more block-like massing above, boldly articulated with projecting architectural "frames" and colour, to create a vibrant, visually-engaging streetscape. (Attachment 8)*
4. The proposed change in grade from approximately 1.5 m geodetic along existing fronting streets to 7.0 m geodetic in the centre of the site must be handled sensitively to ensure easy access for pedestrian, cyclists, and the mobility impaired, together with attractive frontage treatments that fully conceal parking with non-parking uses.
  - *Parking is concealed from public view, all grades are wheelchair accessible (i.e. 5% or less), and street frontages are designed to take advantage of changes in grade via innovative landscape treatments (e.g., seating steps, water-walls, viewpoints/platforms).*
5. The public open space design must balance the desire to create an attractive, quiet setting for the development's residential uses with the demands of creating inviting, engaging park spaces for daily, active (e.g., noisy) public use and making the maintenance of that public space cost effective over the long term for property owners.
  - *At Phase 1, public open space is well coordinated with private residential uses and provides for a wide variety of activities, including an off-street bike path and arts-related uses along Sexsmith and Patterson Roads, a "pocket park" and tot-lot along Hazelbridge Way, and a 1,730 m<sup>2</sup> (0.43 ac) Temporary Park for the interim use of residents and the general public until additional permanent park space is completed via Phases 2 and 3.*
6. The ARTS Units and related uses/spaces (e.g., public art, on-site open space) must provide for an attractive, arts-related "home-based business" environment designed to:
  - a) Meet the anticipated needs of the ARTS Units' resident artists (e.g., durability, lighting, studio space, noise attenuation);
  - b) Complement the form, character, and livability of adjacent dwellings; and
  - c) Enhance the project's streetscape character and visual identity of the City Centre's proposed "arts district".
  - *The ARTS Units are designed as 2-storey, loft-style units with their more public, day-lit, studio spaces on the first floor (offering direct access to the street via regular entry doors and over-sized glass garage doors) and more private living and bedroom spaces behind and above. Terraces have been added along the units' frontages and balconies have been added to the units' second storeys to enhance the streetscape, provide for more usable private outdoor space, and accommodate publicly-accessible outdoor areas at grade for art display and socializing. The proposed balconies will be accessed via movable catwalks that span the units' double-height studio spaces and can be used as gantries for lighting or to support/access tall works.*

***NOTE: The catwalks were not anticipated at rezoning stage and represent a net increase in the combined total floor area of the ARTS Units.***

- ***The ARTS Units will be constructed at the sole cost of the developer in compliance with construction standards identified via RZ 06-349722 (and included in the Housing Agreement registered on title). In addition, the developer has agreed to comply with the attached Supplementary DP Requirements (Attachment 7), which address more detailed requirements in respect to materials, finishes, and fittings to help ensure that the special needs of artists will be satisfactorily addressed and streamline the Building Permit review process.***
7. The rooftops of mid-rise buildings must contribute to the attractiveness, amenity, and sustainability of the development.
    - ***Mid-rise rooftops are design to be fully accessible and provide for a series of sunny, intimately-scaled “rooms”, including paved seating and sunning areas focussed around barbeque and fire pit features and agricultural garden plots with water, compost, and tool storage facilities, framed by a combination of intensive and extensive green roofs, shade trees, and landscape structures.***
  8. Importantly, steps must be taken to ensure that the development reads as a neighbourhood, not a “project”.
    - ***Given the large size of the subject development, it is important that it provides enough continuity of scale, form, and character to help establish a clear neighbourhood identity, without becoming too homogeneous. Phase 1 has achieved this by maintaining a consistent approach to massing and design across its north and south wings/towers complemented by variations in colour and architectural features that together provide for dynamic, visually interesting streetscapes. Furthermore, preliminary design for Phase 5 respects the basic massing approach established at Phase 1 – thus, helping to further reinforce a consistent neighbourhood identity – while intentionally incorporating design features that will make it a unique. (Attachment 6)***
  9. The interfaces between each phase of the proposed development’s residential uses and between the subject development and its future neighbours, especially with regard to potential view blockage and related impacts.
    - ***Steps have been taken in the design of the subject development to minimize overlook between residential units and maximize spacing between towers. In addition, as recommended in the rezoning staff report, a covenant will be registered on the subject site notifying future residents of potential view and other impacts that may arise as a result of adjacent development on- and off-site.***
  10. Prior to rezoning, the developer was unable to acquire 3200 Sexsmith Road, a small lot at the northwest corner of Phase 1. While this lot is much smaller than the minimum size recommended under the CCAP Development Permit (DP) Guidelines for the area (i.e. 4,000 m<sup>2</sup> / 1 ac), prior to rezoning of the subject site being considered at Public Hearing the developer prepared a conceptual design demonstrating that the lot could be developed in a manner generally consistent with Area Plan objectives. (**Attachment 5**) In addition, via RZ 06-349722 the developer was required to register a statutory right-of-way on the subject site for a driveway to be shared with the future residents of 3200 Sexsmith Road.

- *As per RZ 06-349722, the subject DP provides for the required driveway on the Phase 1 portion of the subject site for shared use with the future residents of 3200 Sexsmith Road, the construction of which driveway shall be at the sole cost of the subject developer (secured via the landscape bond for DP 12-611486).*

Aircraft Noise: In addition to the above design issues, at Public Hearing the Vancouver International Airport Authority (VIAA) submitted a letter expressing concern with the proposed development on the basis that it would introduce residential uses in an area affected by aircraft noise.

- *The subject site is situated in the Official Community Plan (OCP) Aircraft Noise Sensitive Development (ANSO) "Area 3", which permits multi-family residential uses, as proposed, provided that a restrictive covenant is registered on title and acoustics reports are prepared at DP and Building Permit (BP) stages identifying necessary noise attenuation measures and confirming their implementation.*
- *The required aircraft noise covenant will be registered on title prior to rezoning adoption, a satisfactory DP-stage acoustic report has been received and is on file, and the developer has agreed that the BP drawings will incorporate all measures necessary to satisfy the covenant and DP acoustic report recommendations.*

#### **Staff Comments**

The subject development satisfactorily addresses the urban design and related considerations raised by staff via the DP application review process. In addition, the proposal complies with the general intent of the OCP, CCAP, and Zoning Bylaw provisions, including those specific to Capstan Village (e.g., Capstan Station Bonus) and the site-specific "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)" zone.

All Engineering requirements in respect to the subject development have been resolved via RZ 06-349722 and the related Servicing Agreements (SA). No additional SA is required in respect to Phase 1 or the subject DP application.

During the rezoning process, the need for strategies to facilitate the phased development of "Concord Gardens" and, more specifically its first phase, was identified. Staff and the developer have worked to address these items, which are outlined below and described in detail in

#### **Attachment 10.**

1. Capstan Station Funding – Phase 1: As per the Zoning Bylaw and legal agreements registered on title, the developer will contribute funds towards the Capstan Station Reserve, on a phase-by-phase basis, based on the rates in effect at the time of Building Permit issuance. (The Zoning Bylaw's September 2010 rate of \$7,800 per unit will be adjusted annually based on CPI.)
2. Public Art – Phase 1: The developer's Project-Wide Public Art Plan and Phase 1 Detailed Public Art Plan were reviewed and supported by Richmond's Public Art Committee on September 18, 2012. Prior to issuance of the subject DP, the developer will enter into a public art agreement for Phase 1, secured by a Letter of Credit for \$140,089.20. In addition, over and above the developer's formal public art contribution, "Concord Gardens" proposes three large murals at prominent locations on the Phase 1 site (each of which are proposed to be 6-7 storeys high and +/-18 m wide) to enhance the area's "arts district" appeal and temporarily screen three end-walls until adjacent on-site and off-site development is complete.

3. Public Park & Open Space – Phase 1: “Concord Gardens”, Phase 1, provides for 2,674.4 m<sup>2</sup> (0.66 ac) of publicly-accessible space for park purposes, secured via right-of-ways, including:
  - 3.1. Permanent Open Space: 944.4 m<sup>2</sup> (0.23 ac) in the form of a pocket park and children’s playground along Hazelbridge Way, an off-street bike path along Sexsmith Road, and space for socializing and art display adjacent to the ARTS Units; and
  - 3.2. Interim Open Space: 1,730 m<sup>2</sup> (0.43 ac) in the form of a Temporary Park in the proposed location of future Phase 5.
4. Tree Removal & Replacement Strategy – Phase 1: Off-site, the developer has agreed to voluntarily contribute \$36,400 to the City’s Tree Compensation Fund for tree replacement based on a 2:1 replacement ratio and \$650 per replacement tree. On-site, the developer’s landscape plan provides for trees to be replaced at more than 3:1.
5. Vehicle & “Class 1” Bike Parking Strategy – Phase 1: The developer’s proposed a parking strategy for Phases 1, 2, and 5, prepared to the satisfaction of the City’s Transportation staff:
  - 5.1. Complies with Zoning Bylaw requirements for a transition from higher “Zone 2” rates to lower “Zone 1” rates as the build-out of Phases 1, 2, and 5 proceeds and the Capstan Canada Line Station nears construction/completion;
  - 5.2. Requires the developer’s implementation of Transportation Demand Management (TDM) measures at Phase 1 and future phases, including streetscape improvements and Electric Vehicle (EV) Charging Stations for cars (105) and bikes (14); and
  - 5.3. Provides for shared driveway access to help facilitate the future development of the small, vacant, corner lot at 3200 Sexsmith Road (at Patterson Road).
6. Loading & Waste Collection Strategy – Phase 1: The developer has prepared a coordinated strategy addressing the anticipated loading, garbage, and recycling needs of Phases 1, 2, and 5 to the satisfaction of the City’s Transportation and Sanitation/Recycling staff.

**Zoning Compliance/Variations** (Staff comments in *bold italics*)

The subject site is zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”, a site-specific zone only applicable to the “Concord Gardens” five-phase development site. The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw 8840 (i.e. ZHR10 zone) to:

1. Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:
  - 1.1. For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
  - 1.2. For Patterson Road, reduced from 4.9 m to 1.9 m.

*Via the DP process, it was determined that right-of-ways secured along Phase 1’s Sexsmith and Patterson Road frontages (via RZ 06-349722) should be expanded to enhance public open space opportunities in association with the ARTS Units. The ZHR10 zone did not*

*anticipate these expanded public areas and the developer was unable provide them without setback relaxations. In light of this, and given that the proposed setbacks do not compromise the appearance or amenity of the streetscape or fronting units, staff support the requested variances.*

2. Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:

- 2.1. For Sexsmith Road, reduced from 6.6 m to 3.0 m; and

- 2.2. For Patterson Road, reduced from 3.9 m to 0.3 m.

*Staff support the requested variances on the basis that the development's proposed projecting balconies are an attractive streetscape feature and, as above, the relaxations will help to facilitate the expansion of public open space in association with the ARTS Units.*

3. Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:

- 3.1. For Sexsmith Road, reduced from 7.0 m to 2.8 m; and

- 3.2. For Patterson Road, reduced from 4.3 m to 0.3 m.

*Staff support the requested variances on the basis that the proposed projecting frame-like elements and related features are an attractive and integral part of the development concept and, as above, the relaxations will help to facilitate the expansion of public open space in association with the ARTS Units.*

4. For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m<sup>2</sup> and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:

- 4.1. Permit the minimum area of 25.0 m<sup>2</sup> to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and

- 4.2. Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling :

- a) For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and

- b) For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.

*The ZHR10 zone requires roughly 1/3 of the floor area of each ARTS Unit to have a clear ceiling height of at least 4.5 m (14.8 ft) to accommodate studio uses. While the ceiling height of some studio spaces meets or exceeds this requirement, others do not.*

*Furthermore, the provision of expanded public open space along the frontages of the ARTS Units (as described above) resulted in the need to cross the units' studio areas at the second-storey to access private balconies. Staff have concluded that the lower ceiling heights proposed for some units will not unreasonably impact their attractiveness or utility for professional artists; and, the developer's agreement to install second-storey walkways*

*that are movable, rather than fixed in place, will mean that the walkways can be moved out of the way of studio uses or, as required, utilized as gantries for lighting or accessing tall artworks. On this basis, staff support the requested variances.*

#### **Advisory Design Panel Comments (ADP)**

The subject Phase 1 development was presented for consideration by the ADP on September 6, 2012. The Panel voted in favour of the application advancing to Development Permit Panel, subject to the applicant giving consideration to the Panel's comments. Those comments, together with the applicant's design response (in *bold italics*), is provided in **Attachment 2**. In brief, the Panel encouraged the development to:

1. More strongly express an "arts district" theme, especially at street level and in association with the project's proposed Artist Residential Tenancy Studio (ARTS) Units;
2. Refine the decorative "frame" elements and colour palette to better highlight and visually break up the massing;
3. Enhance the terminus of Hazelbridge Way;
4. Refine the landscape design to, among other things, take more advantage of grade changes; and
5. Provide for aging in place and convertibility features.

In staff's view, the developer has satisfactorily addressed all of the Panel's comments. The subject development takes full advantage of changes in grade to conceal parking from public view, provide for extensive grade-level, landscaped areas for the benefit of both the public and project residents, and create unique frontage treatments that make the development engaging and pedestrian-friendly. Aging in place and convertibility features have been incorporated throughout the development. And, the design of the loft-style ARTS units, which includes a combination of "industrial-like" features (e.g., glass garage doors onto studio spaces, projecting metal balconies), armatures for the temporary display of art and signage, and seating steps finished in wood and stone, will make for a distinctive, dynamic streetscape that will complement the ARTS Units' uses/users and contribute towards the area's emergence as part of the City Centre's designated "arts district".

#### **Analysis**

The proposed development is the first phase of a five-phase, comprehensively planned, high density, multi-family development in the Capstan Village area of Richmond's City Centre. The site is zoned "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)" and is subject to OCP and CCAP policies and DP Guidelines aimed at encouraging the development of a high-amenity, pedestrian-oriented, urban community supportive of City objectives for the future construction of a Canada Line station in Capstan Village and the area's establishment as part of a vibrant "arts district". In support of this, current City policies and zoning:

- Require the subject site to be developed with a combination of high-density, high- and mid-rise residential uses and public open spaces;

- Provide for density bonusing to encourage voluntary developer contributions towards the Capstan Station Reserve fund, the provision of publicly-accessible open space, and the construction of affordable housing and subsidized rental housing for professional artists; and
- Encourage the development of an attractive, high-amenity environment that will set a benchmark for subsequent development in and around Capstan Village and the City Centre's emerging "arts district".

The subject Phase 1 development proposes a 23,394 m<sup>2</sup> (251,822 ft<sup>2</sup>) residential development in the northwest corner of the subject site, including two high-rise apartment buildings containing 259 market dwellings, 20 rental dwellings secured via a Housing Agreement as Artist Residential Tenancy Studio (ARTS) units, and publicly-accessible road and open space constructed over a two-storey parking structure concealed below finished grade. Staff's review indicates that the subject development proposal is a well-considered and attractive design that is consistent with the intent of the OCP, CCAP, and Zoning Bylaw and warrants favourable consideration as follows:

1. Conditions of Adjacency:

As a comprehensively planned, five-phase development, building siting and related features were considered at both rezoning stage and via the subject DP in order to identify and mitigate potential adjacency issues by (i) maximizing opportunities for units to be oriented towards landscaped open spaces, (ii) sensitively addressing adjacent proposed and future development, and (iii) ensuring that phase boundaries would be attractive. More specifically, for Phase 1:

- 1.1. To maximize sun exposure and provide for a park-like, landscaped frontage along the extension of Hazelbridge Way – the key entry to the "Concord Gardens" site and its future neighbourhood park (Phases 2-3) – the subject development is designed as the first two legs of a U-shaped complex that wraps around a large central open space and publicly-accessible "pocket park" with a children's playground, opening to the south.
- 1.2. To complement the scale and form of development proposed for the west side of Sexsmith Road (Pinnacle, DP 12-604012) and anticipated development elsewhere in Capstan Village, mid-rise buildings, 7 - 8 storeys in height, are proposed with two-storeys ARTS Units at their bases to provide for a strong and animated, urban edge along the site's fronting streets.
- 1.3. To minimize overlook, shading, and related high-density development issues, Phase 1's towers are situated near street corners and spaced 52 m (172 ft) apart, which far exceeds the minimum spacing of 24 m (79 ft) encouraged under the CCAP.
- 1.4. To ensure that the future site of Phase 5 will be attractive and complement the appearance and amenity of the "Concord Gardens" development while it is in its pre-development state:
  - i. The Phase 5 site will be raised to the level of the fronting extension of Hazelbridge Way and the proposed Private (publicly-accessible) Road (over 2 levels of parking) and landscaped as a Temporary Park;
  - ii. The Temporary Park, which will include lawn, trees, planting, picnic tables, furnishings, and walkways secured via a right-of-way for public use, will be constructed and maintained at the sole cost of the developer;



- iii. The Temporary Park space and Phase 1's adjacent outdoor amenity (lagoon/courtyard) space will have shared views (i.e. to/from each other), and Phase 1 residents will enjoy convenient, gated access between the two spaces; and
  - iv. A mural, measuring up to 6 storeys tall and 18 m (60 ft) wide, will be installed on the end wall of Phase 1 at the future connection to Phase 5. This mural, the scale and location of which will make it a "signature feature" of "Concord Gardens" and Capstan Village's emerging "arts district", may include areas of spandrel glass and other treatments that provide visual continuity with adjacent facades and will be complemented by mature trees and landscaping within the Temporary Park. (This mural will be undertaken and maintained at the developer's sole cost, over and above Phase 1's formal voluntary public art contribution.)
- 1.5. To help facilitate the future development of the small, vacant, corner lot at 3200 Sexsmith Road (at Patterson Road) – and recognize that it could be some time before such development occurs – Phase 1 is designed to:
  - i. Set its towers back and orient its units away from the corner lot to minimize overlook and shading;
  - ii. Provide for a shared driveway along Phase 1's north frontage to enable the corner lot to maximize the use of its street frontages for residential units;
  - iii. Leave a generous opening, approximately 16.5 m (54 ft) in width, between Phase 1's two mid-rise wings, to allow future development of the corner lot to enjoy solar access and views across Phase 1's large, central lagoon/courtyard;
  - iv. Build Phase 1's parking levels and its Sexsmith Road mid-rise wing to the corner lot's south and east property lines, so that future development of the corner lot does not need to set back in these locations (which will provide it with more efficient development options); and
  - v. Install one temporary and one permanent mural on the end walls of Phase 1 adjacent to the south and east property lines of the corner lot to make the area around the corner lot more attractive and visually interesting while the lot is in its pre-development (vacant) state. (These murals will be undertaken and maintained at the developer's sole cost, over and above Phase 1's formal voluntary public art contribution.)
- 1.6. To screen views to the undeveloped portions of "Concord Gardens" (i.e. Phases 2-4) and ensure public safety during construction, hoarding will be installed along the fronting streets and phase boundaries of Phases 2 - 4.

## 2. Urban Design and Site Planning:

The "Concord Gardens" development proposes to raise the grade across its five phases from roughly 1.5 m (4.9 ft) geodetic along the site's existing fronting streets to roughly 7.0 m (23.0 ft) at its centre. This approach provides opportunities and benefits not commonly found in Richmond's high-density downtown, where the city's high water table typically results in bulky, above-grade, parking structures that leave little or no space at grade-level and force usable outdoor areas to be located on podium rooftops. In contrast, "Concord Gardens" effectively pulls the finished grade up and over its parking, much as is being done along the riverfront near the Richmond Olympic Oval. More specifically, for Phase 1:

- 2.1. To maximize opportunities for grade-level public and private outdoor spaces, parking is fully concealed below finished grade and residential building footprints occupy only 24% of Phase 1's gross site area (i.e. 39% of site area net of the Temporary Park and publicly-accessible road secured via right-of-ways) as opposed to lot coverage of up to 90% common in many high-density developments.
- 2.2. To ensure that Phase 1's "small footprint" buildings contribute to attractive, animated streetscapes and help to provide casual surveillance of outdoor spaces:
  - i. All buildings are double-fronting, streetwall-type buildings, with units oriented towards both the site's fronting streets and landscaped, central courtyard;
  - ii. Unlike typical tower-and-podium developments that locate most of their units in towers, Phase 1 locates most of its units (67%) units in its mid-rise streetwall; and
  - iii. As per CCAP DP Guidelines, the floorplates of Phase 1's two towers are a maximum of 650 m<sup>2</sup> (6,997 ft<sup>2</sup>) in size and are sculpted at their top two storeys, such that the towers' upper floorplates measure only 468 m<sup>2</sup> (5,037 ft<sup>2</sup>) for one tower and 555 m<sup>2</sup> (5,978 ft<sup>2</sup>) for the other.
- 2.3. To make it feasible to extend Phase 1's development concept, including its small building footprint, to future phases, a parking strategy has been prepared to minimize the number of parking spaces and, by doing so, the size of the parking structure required for Phases 1, 2, and 5, to the satisfaction of the City's Transportation staff, which strategy:
  - i. Complies with Zoning Bylaw requirements for a transition from higher "Zone 2" rates to lower "Zone 1" rates as the build-out of Phases 1, 2, and 5 proceeds and the Capstan Canada Line Station nears construction/completion;
  - ii. Requires Transportation Demand Management (TDM) measures at Phase 1, including:
    - The extension of sidewalks along Sexsmith Road north and south of the subject site and across the frontages of 3200 Sexsmith Road;
    - Electric Vehicle (EV) Charging Stations for resident parking at a rate of 30% of total vehicle parking spaces (i.e. 105 spaces equipped with duplex outlets); and
    - EV Charging Stations for bike parking at a rate of 1 for each 40 bikes or 1 per bike compound, whichever is greater (i.e. 14 stations total); and.
  - iii. As indicated on the DP drawings and secured by legal agreement, provides for Phase 1's parking structure to be connected seamlessly (e.g., via knock-out panels along its eastern wall) with the parking structure constructed in future Phase 2.
- 2.4. To satisfy CCAP objectives for forms of development that respond to issues of sea level rise without compromising streetscape amenity, appearance, or accessibility:
  - i. All habitable indoor spaces comply with the City Centre's Flood Construction Level (FCL) of 2.9 m (9.5 ft) geodetic, including all residential units, lobbies, and indoor amenity spaces;
  - ii. All outdoor residential amenity space and most outdoor publicly-accessible areas have an elevation of 2.9 m (9.5 ft) geodetic or greater;
  - iii. All public sidewalks and walkways have a maximum slope of 5% or less to accommodate convenient wheelchair use;

- iv. The ARTS Units fronting Sexsmith and Patterson Roads are designed to take advantage of the grade difference between the fronting streets and the FCL with publicly-accessible terraces and seating steps along their frontages that provide places to sit, socialize, and display art; and
- v. Tower entries and outdoor spaces incorporate dramatic bridges, viewpoints, and waterfalls that take advantage of the elevated grade as a way to impart a unique identity to the development.

### 3. Artist Residential Tenancy Studio (ARTS) Units:

The subject development is situated in the CCAP's designated "arts district", the intent of which is to help foster the growth of the arts in Richmond and its City Centre by encouraging the establishment of a focus for arts facilities, events, support services, studio spaces, and complementary uses and endeavours in a location offering strong regional linkages and proximity to the city's rapidly growing downtown and public amenities. As per RZ 06-349722, the subject developer proposes to provide affordable housing for professional artists in the form of 20 subsidized Artist Residential Tenancy Studio (ARTS) Units. This proposal is consistent with CCAP objectives for the City Centre's emerging "arts district" and offers the opportunity for the City and the arts community to benefit from an innovative housing option that marries the City's successful affordable housing policy with a developer-funded model for the creation of arts-supportive residential studio dwellings.

#### 3.1. **Key Features:** As per RZ 06-349722, Phase 1's proposed 20 ARTS Units will be:

- i. Designed and constructed to a turnkey level of finish in the first phase of the subject development's five phases, at the sole cost of the developer, to the City's satisfaction;
- ii. Loft-style units incorporating high ceilings, durable materials, and flexible designs that will enable them to accommodate a broad range of arts uses (excluding uses that may pose an unreasonable nuisance or hazard to neighbours);
- iii. Developer owned and managed; and
- iv. Affordable rental housing, secured via the City's standard Housing Agreement, as generally defined by the City's Affordable Housing Strategy, EXCEPT that in addition to the City's typical affordable housing requirements, the ARTS Units will require that:
  - At least one resident of each unit is a "professional artist" as defined by the Canada Council for the Arts; and
  - Regardless of actual unit size, all the ARTS Units shall all be treated as "bachelors" for the purpose of determining applicable maximum rents and household incomes. (NOTE: The last point effectively makes the ARTS Units "subsidized housing", as the minimum floor area of each unit is required to be 74 m<sup>2</sup> (797 ft<sup>2</sup>), which is roughly twice that of a "bachelor" unit under the Affordable Housing Strategy.)

#### 3.2. **Additional ARTS Units' Floor Area:** Via the DP review process, it was agreed that balconies would be added to the units' second storeys to enhance the streetscape, provide for more usable private outdoor space, and accommodate more space for publicly-accessible activities at grade. Access to the proposed balconies will be via

movable catwalks that span the units' double-height studio spaces and can be used as gantries for lighting and to support or access tall artworks. The proposed catwalks, which were not anticipated at rezoning stage, have a combined floor area of 76 m<sup>2</sup> (818 ft<sup>2</sup>) and represent a 5% increase in the total floor area of the ARTS Units that will be provided by the developer (i.e. an increase from 1,628 m<sup>2</sup> /17,524 ft<sup>2</sup>, as per RZ 06-349722, to 1,704 m<sup>2</sup>/18,340 ft<sup>2</sup>).

3.3. ***Design Development:*** In addition to the increase in floor area described above, the design of the ARTS Units has been greatly advanced since the rezoning stage and now includes, among other things, the following key features:

- i. The proposed unit mix will include 2 two-bedroom units and 18 one-bedroom units, which will make them appropriate for a variety of household types (e.g., singles and couples, including households with children);
- ii. The units' street frontages will be developed as the "ARTS Terraces", linear publicly-accessible open spaces for art display, socializing, art openings, and events, incorporating seating steps, armatures for temporary art displays and signage, grade-level access or mechanical lifts to facilitate moving large, heavy objects, and complementary landscape features, furnishings, and lighting; and
- iii. Supplementary DP Requirements (**Attachment 7**) describing the City's preferred range of materials, finishes, and fittings in order to streamline the project's detailed design stage and ensure that the units adequately provide for the special needs of artists.

3.4. ***ARTS Variances:*** Via the DP process, the need to vary some Zoning Bylaw provisions in respect to the design of the units' studio spaces was identified. More specifically, the Bylaw requires roughly 1/3 of the floor area of each unit to have a clear ceiling height of at least 4.5 m (14.8 ft) to accommodate studio uses. While the ceiling height of some studio spaces meets or exceeds this requirement, others do not. Staff have concluded that the studio spaces, with their two-storey windows and overhead catwalks, are very attractive and usable, and the lower ceiling heights proposed in some portions of some studio spaces will not unreasonably impact the utility of the affected units for professional artists. On this basis, staff recommend that the Bylaw is varied via the subject DP approval process.

#### 4. Architectural Form and Character:

The CCAP encourages the City Centre to be developed as a mosaic of distinctive urban villages and vibrant public spaces. Capstan Village's "arts district", in addition to being a key part of that "mosaic", is intended to be an "incubator" for emerging artists and a place where zoning and development guidelines provide incentives for arts-supportive uses and forms of development. Via rezoning of the subject development, site-specific zoning was created for "Concord Gardens" that provides a density bonus for the developer's provision, at Phase 1, of 20 ARTS Units (i.e. affordable, loft-style residential units for professional artists, secured via a Housing Agreement). The use and design of the ARTS Units, in combination with other features of Phase 1, result in an appealing and dynamic form of development that is supportive of CCAP objectives for high-density, pedestrian-oriented development and the emergence of a unique and vibrant "arts district". More specifically:

4.1. To contribute towards the development of a distinctive character for Capstan Village's "arts district", especially along its streetscape, the developer proposes to:

- i. Concentrate the ARTS Units at grade along Phase 1's Sexsmith and Patterson Road frontages, where their unique 2-storey, loft spaces and "industrial-like" features (e.g., glass garage doors, projecting metal balconies, studios with movable overhead catwalks) will be highly visible to the public and can be a catalyst for complementary future development by others nearby;
- ii. Emphasize the mid-rise streetwalls that front Phase 1's outer perimeter streets (Sexsmith and Patterson Roads) as the development's dominant, "signature" architectural form through the use of bold colours, projecting horizontal "frames", and reduced/varied building setbacks that combine to provide for a new style of residential frontage that is strong and urban, while still providing for intimate spaces and uses at grade;
- iii. Set the bold colours and massing of the streetwall's frames against a light, glassy backdrop that wraps the entire building and, by doing so, makes the frames "pop" along the frontages, while providing for a quieter, more visually subdued character within the development's central courtyard where the landscape takes over as the dominant feature;
- iv. Define the tower lobbies with expansive windows, light, natural colours, simple, modern forms, and the use of water both inside and outside the building as a means to make them both bold and elegant – a bridge between the development's public streetscape and more tranquil private courtyard; and
- v. Anchor the corners of Phase 1 with slim, vertical "frames" that float above the tower lobbies and extend a bold sweep of colour up to the tower tops where this, in combination with the sculpting, light colours, and glassiness of the towers' upper storeys, provide for bold and modern skyline features. (NOTE: Staff do not encourage variations in tower height because it could affect the bulk and/or footprint of Phase 1's mid-rise elements and the "Concord Gardens" site-specific zone requires lower building heights for adjacent future phases.)

4.2. To contribute to visual interest and a high-quality urban realm, the developer proposes a layering of materials and colours including:

- i. Painted architectural concrete and window mullions in shades of white and pale gray outside the frames and dark gray on the frames and the features within them;
- ii. Metal panel cladding on the inner faces of the frames, in shades of green tea on the horizontal frames and burnt umber on the vertical, tower frames;
- iii. Metal balcony guards painted burnt umber on the ARTS Units and glass balcony guards with fritted details on the market residential units; and
- iv. The use of natural materials (e.g., wood doors, stonework) at grade to enhance the pedestrian experience of the development and help to knit the building design into the landscape.

4.3. To help make the development a catalyst for revitalization of Capstan Village as part of Richmond's "arts district", the developer proposes to integrate public art into the built form and related features, including:

- i. As part of the developer's formal voluntary contribution, as per Richmond's Public Art Strategy, provide public art along the frontages of the ARTS Units (to be secured via a public art agreement and Letter of Credit for \$140,089.20 prior to issuance of the subject DP); and in addition
- ii. Install three large murals on the end walls of Phase 1, including one adjacent to the Temporary Park and a pair adjacent to the small, corner lot at 3200 Sexsmith Road.

5. Landscape and Open Space Design:

The CCAP encourages the development of Capstan Village with a network of small- and medium-size neighbourhood parks linked by greenways, bikeways, mid-block walkways, and other landscape features that are designed to place each of the Village's residents no more than a short walk from park amenities. In addition, Zoning Bylaw requirements in respect to the Capstan Station Bonus require that benefitting developments (including the subject development) provide on-site publicly-accessible open space over and above basic CCAP park standards. The concept for "Concord Gardens" focuses most of its permanent public open space in its second and third phases in the form of a large neighbourhood park. Nevertheless, the amount of public open space and outdoor residential amenity space proposed as part of Phase 1 is substantial and the role it plays in establishing a character for the subject development is significant. More specifically, as suggested by the development's name, "Concord Gardens", its landscape and open space design seeks to create a lush, garden-like environment at the heart of the proposed high-density development, which is appealing both at grade and when viewed from above. Features include:

5.1. To make Phase 1 a unique reflection of the local community, the developer proposes to:

- i. Draw inspiration for the design of the development from Richmond's natural delta landscape of islands and tributaries;
- ii. Reflect the community's eastern influences through features such as the "sky lantern" proposed as a focus of the central courtyard and complementary strategies incorporated the design of the towers lobbies; and
- iii. Weave the philosophy of Feng Shui throughout the design.

5.2. To provide for an attractive range of public open spaces opportunities that will meet the short- and long-term needs of Phase 1 residents and the general public, four key publicly-accessible open spaces are secured via right-of-ways for park and related purposes (constructed and maintained at the developer's sole cost), including:

- i. The ARTS Terraces along Sexsmith and Patterson Roads, which spaces are designed as seamless extensions of the abutting sidewalks and Sexsmith Bikeway (i.e. a landscaped off-street bike path) and provide for art displays, seating, and socializing in association with the ARTS Units with the intent of enhancing public access to the arts as an anchor for the day-to-day life of the local community;
- ii. Hazelbridge Plaza along the extension of Hazelbridge Way, which space is an intimate, south-facing "pocket park" and children's playground incorporating a "water wall" and pond designed to take advantage of grade changes across the site to demarcate the public space and adjacent residential amenity areas without the need for fences or other barriers;
- iii. The Temporary Park on the future site of Phase 5, which space is a passive public open space offering lawn, planting, trees, and picnic tables for the use of the general

- public and Phase 1 residents, the design of which takes advantage of the large, landscaped “lagoon-like” feature within the adjacent residential amenity area to provide an attractive backdrop for public park activities, while providing an unobtrusive barrier to public access into the private spaces; and
- iv. The Private Road running along the east side of the Temporary Park between Hazelbridge Way and Patterson Road, which route is intended to be a slow-moving area that may accommodate mixed pedestrian/vehicle activities related to the Temporary Park and future Neighbourhood Park, the design of which incorporates a variety of special features such as an inverted crown, decorative paving and planting, pedestrian-scale lighting, roll-over curbs, and bollards.

5.3. To provide for a range of private outdoor amenity space opportunities for Phase 1 residents, in coordination with indoor amenity spaces, the following are proposed:

- i. At grade, Phase 1 is focussed around a courtyard, approximately 2,013 m<sup>2</sup> (0.5 ac) in size, including a large, lagoon-like water feature that creates a pattern of promontories, islands, and bridges defining areas for sunning, socializing, and outdoor dining, together with a children’s playground, roughly 290 m<sup>2</sup> (2,000 ft<sup>2</sup>) in size, incorporating lawn, sand play areas, trees, boulders, seating/balance walls, and an interactive (push-button activated) water play feature;
- ii. At the lower levels of the development’s two towers, 625 m<sup>2</sup> (6,731 ft<sup>2</sup>) of indoor amenity space is provided, including facilities for fitness, dance/yoga, music, study, meeting, and table tennis, many of which uses enjoy views and direct access to the large outdoor courtyard; and
- iii. At the roof-level space of the development’s mid-rise wings, landscaped spaces including trees and a mix of intensive and extensive green roofs that provide an attractive setting for seating, sunning, outdoor dining and barbequing, and gardening (i.e. raised garden plots, tools storage, compost facilities, and hose bibs).

## 6. Accessible Housing:

Richmond’s OCP seeks to meet the needs of the city’s aging population and people facing mobility and related challenges by encouraging the development of accessible housing that can be approached, entered, used, and occupied by persons with physical or sensory disabilities. To address the City’s policy, the developer proposes barrier-free access to both tower lobbies from the street, together with barrier-free access to all indoor and outdoor amenity spaces (both at grade and on rooftops). In addition, the developer proposes, and staff support, the following:

- 6.1. **Basic Universal Housing Units:** 15% of units (41) shall be designed and constructed to satisfy Richmond Zoning Bylaw provisions for Basic Universal Housing (which units are indicated on the DP drawings). On this basis, as per section 4.6 of the Zoning Bylaw, a total of 1.86 m<sup>2</sup> (20 ft<sup>2</sup>) per Basic Universal Housing unit shall be eligible to be exempted from the development’s maximum floor area ratio calculation (i.e. combined total of 76.26 m<sup>2</sup>/821 ft<sup>2</sup>).
- 6.2. **Aging in Place:** 100% of units will be designed and built so that some accessibility features are provided now and others can be added easily and inexpensively after construction. These aging in place features include stairwell handrails, lever-type handles

for all plumbing fixtures and door handles, and solid blocking in washroom walls for future grab bars beside toilets, bathtubs, and showers.

6.3. ***Future Phases 2-5:*** All future phases of “Concord Gardens” will be designed and constructed to the OCP standards in effect at the time of DP approval.

7. Crime Prevention Through Environmental Design (CPTED):

A variety of measures are incorporated to minimize safety and security issues including, but not limited to, the following:

- 7.1. The parking structure and lobbies are designed to minimize alcoves and hidden corners;
- 7.2. The parking structure will be well illuminated and its interior will be painted white;
- 7.3. Elevator lobbies and vestibules will include glazing in accordance with the Building Code;
- 7.4. Outdoor amenity spaces will be visually open, well illuminated, offer multiple access options, and be separated from public areas by changes in grade and/or water features;
- 7.5. The development’s site planning and design incorporates opportunities for passive surveillance of street frontages, the ground-level courtyard, Hazelbridge Plaza, and the Temporary Park; and
- 7.6. Residential lobbies are placed in prominent locations, have clear sightlines to fronting streets, and provide for individual mailboxes within the lobby areas.

8. Sustainability Measures:

The project’s sustainability goals are to provide a cost-effective, high-value development that meets or exceeds City standards (i.e. LEED Silver equivalency). The strategies being pursued have been collaboratively developed via an integrated design process, designing towards LEED Silver equivalency, and building simulations for energy analysis. As a result, a level of LEED Silver has been targeted with a minimum of 52 points. (**Attachment 3**) Measures proposed include, but are not limited to, the following:

- 8.1. District Energy Utility (DEU) “ready”, such that the development will be capable of connecting to a City DEU system when one comes available;
- 8.2. Rainwater management aimed at reducing the volume of stormwater entering the City storm system via the retention and re-use of rainwater for landscape irrigation, a supplementary water source for water features, and the nourishment of rain gardens within the street boulevards;
- 8.3. Intensive and extensive green roofs, vegetated outdoor areas, and urban agriculture plots;
- 8.4. Funding towards the construction of the Capstan Canada Line station, implementation of Transportation Demand Management (TDM) measures, construction of an off-street bike path and frontage improvements, and the establishment of a multi-phase “transitional parking strategy” aimed at minimizing parking demand and supporting transit and alternative travel modes;
- 8.5. Electric Vehicle (EV) Charging Stations for 105 vehicles and 14 bike compounds; and



- 8.6. Water efficient irrigation system (i.e. moisture sensor system) and plumbing fixtures (e.g., low-flow shower, kitchen, and lavatory faucets and dual flush toilets).

### Conclusions

The subject development is consistent with Richmond's objectives for the subject property and Capstan Village, as set out in the City Centre Area Plan (CCAP). The proposed project's distinctive, mid-rise streetwall buildings, articulated towers, small building footprint, and extensive on-site public and private open space amenities, together with the developer's proposed ARTS Units, related frontage improvements, and public art, will complement the area's establishment as a high-amenity, high-quality urban community and its emergence as part of a new "arts district" for Richmond. On this basis, staff support the proposed development and recommend approval of a Development Permit.



Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:cas

#### Attachments:

1. Development Application Data Sheet
2. Advisory Design Panel Minutes & Applicant's Response
3. LEED (Silver) Equivalent Checklist
4. "Concord Gardens": 5-Phase Development Concept as per RZ 06-349722 (aerial view)
5. Illustrative Concept for Neighbouring Site @ 3200 Sexsmith Road
6. Preliminary Concept for Future Phase 5 (Planned to replace Phase 1's Temporary Park)
7. Supplementary Development Permit Requirements for ARTS Units (Signed copy on file)
8. ARTS Units – Streetscape Images
9. Conditional Development Permit Requirements (Signed copy on file)
10. Phased Development Strategies



# City of Richmond

## Development Application Data Sheet

Development Applications Division

**DP 12-611486**

Address: Phase 1 of development @ 8800, 8820, 8840, 8880, 8900, 8920, 8940 & 8960 Patterson Road & 3240, 3260, 3280, 3320 & 3340 Sexsmith Road

Applicant: Paul Goodwin, GBL Architects Owner: 0754999 BC Ltd.

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

Floor Area Gross: 23,476 m<sup>2</sup> (252,705 ft<sup>2</sup>), excl. parking Floor Area Net: 23,394 m<sup>2</sup> (251,822 ft<sup>2</sup>)

	Existing	Proposed
<b>Site Area:</b>	For Phases 1-5: <ul style="list-style-type: none"> <li>30,536 m<sup>2</sup> (7.55 ac), including statutory right-of-way (SRW) for public open space &amp; road</li> </ul>	For Phase 1 only: <ul style="list-style-type: none"> <li><b>Gross Site:</b> 9,338 m<sup>2</sup> (2.31 ac)</li> <li><b>Private Road SRW:</b> 1,720 m<sup>2</sup> (0.43 ac)</li> <li><b>Public Open Space SRW:</b> 944 m<sup>2</sup> (0.23 ac)</li> <li><b>Temporary Park SRW:</b> 1,730 m<sup>2</sup> (0.43 ac) @ future location of Phase 5</li> <li><b>Net Site:</b> 4,944 m<sup>2</sup> (1.22 ac)</li> </ul>
<b>Land Uses:</b>	<ul style="list-style-type: none"> <li>Large single-family residential lots (vacant)</li> </ul>	<ul style="list-style-type: none"> <li>High-rise apartment</li> <li>Artist Residential Tenancy Studio (ARTS) Units</li> <li>Public open space &amp; road</li> </ul>
<b>OCP Designation:</b>	<ul style="list-style-type: none"> <li>Mixed Use</li> <li>Park</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>City Centre Area Plan Designation:</b>	<ul style="list-style-type: none"> <li>Urban Centre T5 (35 m) &amp; (25 m)</li> <li>Park</li> <li>Institution</li> <li>Capstan Station Bonus</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Zoning:</b>	<ul style="list-style-type: none"> <li>High Rise Apartment &amp; Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Net Floor Area @ Phase 1:</b>	<ul style="list-style-type: none"> <li>Nil (vacant)</li> </ul>	<ul style="list-style-type: none"> <li><b>Market Residential:</b> 21,690 m<sup>2</sup> (233,482 ft<sup>2</sup>)</li> <li><b>ARTS Units:</b> 1,704 m<sup>2</sup> (18,340 ft<sup>2</sup>)</li> <li><b>Total:</b> 23,394 m<sup>2</sup> (251,822 ft<sup>2</sup>)</li> </ul>
<b>Number of Units @ Phase 1:</b>	<ul style="list-style-type: none"> <li>Nil (vacant)</li> </ul>	<ul style="list-style-type: none"> <li><b>Market Residential:</b> 259</li> <li><b>ARTS Units:</b> 20</li> <li><b>Total:</b> 279</li> </ul>

	Bylaw Requirement	Proposed	Variance
<b>Net Floor Area @ Phase 1</b>	<ul style="list-style-type: none"> <li>23,400 m<sup>2</sup> (251,884 ft<sup>2</sup>) maximum</li> </ul>	<ul style="list-style-type: none"> <li>23,394 m<sup>2</sup> (251,822 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>None permitted</li> </ul>
<b>Lot Coverage</b>	<ul style="list-style-type: none"> <li>90% max, excluding areas secured for public open space &amp; road SRW i.e. 4,450 m<sup>2</sup> (47,897 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>51% i.e. 2,275 m<sup>2</sup> (24,496 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>Setback (Min.) @ Road &amp; Park</b>	<ul style="list-style-type: none"> <li>For structures <u>below</u> finished grade (e.g., parking): Nil</li> </ul>	<ul style="list-style-type: none"> <li>Below-grade parking: Nil</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>

	Bylaw Requirement	Proposed	Variance
Setback (Min.) @ Road & Park	<ul style="list-style-type: none"> <li>For structures <u>above</u> finished grade, measured to a lot line or SRW secured for road or park, whichever is greater: 6.0 m (19.7 ft), but may be reduced to 3.0 m (9.8 ft) based on an approved DP</li> </ul>	<ul style="list-style-type: none"> <li>Sexsmith Road: 4.6 m (15.1 ft) min, to the lot line</li> <li>Patterson Road: 1.9 m (6.2 ft) min, to the lot line</li> <li>Hazelbridge Way SRW: 3.0 m (9.8 ft), to the SRW</li> <li>Private Road SRW: 3.0 m (9.8 ft), to the SRW</li> </ul>	<ul style="list-style-type: none"> <li>3.0 m (9.8 ft) reduction</li> <li>3.0 m (9.8 ft) reduction</li> <li>None</li> <li>None</li> </ul>
Setback (Min.) @ Side & Rear	<ul style="list-style-type: none"> <li>For structures <u>below</u> finished grade (e.g., parking): Nil</li> <li>For structures <u>above</u> finished grade: 3.0 m (9.8 ft), but may be nil based on an approved DP</li> </ul>	<ul style="list-style-type: none"> <li>Parking @ Phase 2: Nil</li> <li>Parking @ 3200 Sexsmith Road: Nil</li> <li>Building @ Phase 5: Nil</li> <li>Building @ 3200 Sexsmith Road: 3.0 m @ east lot line &amp; nil @ south lot line</li> </ul>	<ul style="list-style-type: none"> <li>None</li> <li>None</li> <li>None</li> <li>None</li> </ul>
ARTS Units – Over-Height Studio Spaces	<ul style="list-style-type: none"> <li>Size: 25 m<sup>2</sup> (269 ft<sup>2</sup>) min</li> <li>Height: 4.5 m (14.8 ft) min</li> </ul>	<ul style="list-style-type: none"> <li>Size: Stairs &amp; movable walkways encroach</li> <li>Height: Varies - 3.25 m (10.7 ft) min</li> </ul>	<ul style="list-style-type: none"> <li>Size reduced by area of stairs &amp; movable walkways</li> <li>Max. 1.25 m (4.1 ft) height reduction</li> </ul>
Flood Construction Level (FCL)	<ul style="list-style-type: none"> <li>2.9 m (9.5 ft) geodetic, but may be reduced to 0.3 m (1.0 ft) above the fronting street</li> </ul>	<ul style="list-style-type: none"> <li>2.9 m (9.5 ft) geodetic</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Height (Max.)	<ul style="list-style-type: none"> <li>35 m (114.8 ft), but may be 47 m (154.2 ft) geodetic based on an approved DP</li> </ul>	<ul style="list-style-type: none"> <li>47 m (154.2 ft) geodetic</li> </ul> <p><i>NOTE: In compliance with NAV Canada requirements, as per surveyor's letter on file.</i></p>	<ul style="list-style-type: none"> <li>None</li> </ul>
Off-Street Parking – Capstan Village Transitional Strategy	<p><b>For "Zone 2" (Pre-Capstan Station):</b></p> <ul style="list-style-type: none"> <li>(M) 259 @ 1.2 spaces/unit = 310.8</li> <li>(A) 20 @ 0.9 spaces/unit = 18.0</li> <li>(V) 279 @ 0.2 spaces/unit = 55.8</li> <li>Sub-Total = 384.6</li> <li>LESS TDM = 38.5</li> <li>TOTAL = 347 spaces min.</li> </ul> <p><b>For "Zone 1" (Build-Out):</b></p> <ul style="list-style-type: none"> <li>(M) 259 @ 1.0 spaces/unit = 259</li> <li>(A) 20 @ 0.9 spaces/unit = 18.0</li> <li>(V) 279 @ 0.2 spaces/unit = 55.8</li> <li>Sub-Total = 332.8</li> <li>LESS TDM = 33.3</li> <li>TOTAL = 300 spaces min.</li> </ul> <p><b>Phase 1 DP Requirement (min):</b></p> <ul style="list-style-type: none"> <li>Permanent: 300</li> <li>Interim: 47 (for future Phase 5)</li> <li>Total: 347</li> </ul>	<p>Phase 1 Parking:</p> <ul style="list-style-type: none"> <li><b>Permanent:</b> 300 for the permanent of Phase 1</li> <li><b>Interim:</b> 47 (+ 2 extra) for the interim use of Phase 1, which are secured via legal agreement for the future use of Phase 5</li> <li><b>Total:</b> 347 (+ 2 extra)</li> </ul> <p><i>NOTE: Parking constructed @ Phase 2 will satisfy "Zone 1" requirements for Phase 2, plus additional parking to satisfy the outstanding "Zone 1" parking needs for future Phase 5 (the latter of which will be secured by legal agreement for the interim use of Phase 2).</i></p>	<ul style="list-style-type: none"> <li>None</li> </ul>

	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces	<ul style="list-style-type: none"> <li>Permitted</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Loading Spaces	For Phases 1 & 5: <ul style="list-style-type: none"> <li>1 large truck (WB-17)</li> <li>3 medium trucks (SU-9)</li> </ul>	For Phases 1 & 5: <ul style="list-style-type: none"> <li>1 large truck (WB-17)</li> <li>3 medium trucks (SU-9)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Bike Parking – Class 1/Residents – Phasing Strategy	<ul style="list-style-type: none"> <li>279 @ 1.25 bikes/unit = 349</li> </ul>	<ul style="list-style-type: none"> <li><b>Permanent:</b> 355 (6 extra)</li> <li><b>Interim:</b> 160 (for Phase 5)</li> <li><b>Total:</b> 515</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Bike Parking – Class 2/Visitors	<ul style="list-style-type: none"> <li>279 @ 0.2 bikes/unit = 56</li> </ul>	<ul style="list-style-type: none"> <li>57 (1 extra)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Electric Vehicle (EV) Charging Facilities	Rates as per RZ 06-349722: <ul style="list-style-type: none"> <li><b>Cars:</b> 105, based on 30% of total</li> <li><b>Bikes:</b> 13 min, based on 1/40 bikes or 1/bike compound, whichever is greater</li> </ul>	<ul style="list-style-type: none"> <li><b>Cars:</b> 105</li> <li><b>Bikes:</b> 14, based on 1/bike compound</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Accessible Housing	<ul style="list-style-type: none"> <li>Measures are encouraged to address the needs of Richmond's aging population &amp; people with impaired mobility</li> </ul>	<ul style="list-style-type: none"> <li>Basic Universal Housing Units, as per Zoning Bylaw: 15% of units (41)</li> <li>Aging in Place Features: 100% of units</li> </ul> <p><i>NOTE: Future phases will comply with City standards in effect at DP approval.</i></p>	<ul style="list-style-type: none"> <li>None</li> </ul>
Amenity Space – Indoor	<ul style="list-style-type: none"> <li>279 @ 2 m<sup>2</sup> (21.5 ft<sup>2</sup>) per unit = 558 m<sup>2</sup> (6,007 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>625 m<sup>2</sup> (6,731 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Amenity Space – Outdoor	<ul style="list-style-type: none"> <li><b>OCP:</b> 279 @ 6.0 m<sup>2</sup> (64.6 ft<sup>2</sup>) per unit = 1,674 m<sup>2</sup> (18,019 ft<sup>2</sup>)</li> <li><b>CCAP @ 10% of net site</b> = 667 m<sup>2</sup> (7,180 ft<sup>2</sup>)</li> <li><b>Total</b> = 2,341 m<sup>2</sup> (25,199 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li><b>Finished grade:</b> 1,992 m<sup>2</sup> (21,442 ft<sup>2</sup>)</li> <li><b>Mid-rise roof:</b> 921 m<sup>2</sup> (9,915 ft<sup>2</sup>)</li> <li><b>Total:</b> 2,913 m<sup>2</sup> (31,357 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Capstan Station Density Bonus <ul style="list-style-type: none"> <li>Public Open Space Secured Via a SRW</li> </ul>	Rate as per RZ 06-349722 & ZHR10: <ul style="list-style-type: none"> <li>279 @ 7.4 m<sup>2</sup> (79.7 ft<sup>2</sup>) per unit = 2,065 m<sup>2</sup> (0.51 ac)</li> </ul>	<ul style="list-style-type: none"> <li><b>Permanent:</b> 944 m<sup>2</sup> (0.23 ac)</li> <li><b>Interim:</b> 1,730 m<sup>2</sup> (0.43 ac), to be replaced by future Phase 5 after additional permanent open space is complete on Phases 2 &amp; 3</li> <li><b>Total:</b> 2,674 m<sup>2</sup> (0.66 ac)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
LEED (CCAP)	<ul style="list-style-type: none"> <li>LEED Silver Equivalency</li> </ul>	<ul style="list-style-type: none"> <li>LEED Silver Equivalency</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
District Energy Utility (DEU)	<ul style="list-style-type: none"> <li>Provision for DEU hook-up required</li> </ul>	<ul style="list-style-type: none"> <li>DEU hook-up secured via legal agreement</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Green Roofs	<ul style="list-style-type: none"> <li>Encouraged</li> </ul>	<ul style="list-style-type: none"> <li>Over 50% of roof area will be a combination of intensive &amp; extensive green roofs</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>

**2. DP 12-611486 – PHASE 1 OF A 5-PHASE DEVELOPMENT INCLUDING 261 UNITS (231,250 SQ FT) AND 20 (17,761 SQ FT) ARTS (AFFORDABLE HOUSING) UNITS, AS PER RZ 06-349722**

APPLICANT: GBL Architects (Concord Pacific)

PROPERTY LOCATION: Phase 1: 3240 - 3280 Sexsmith Road and 8800 - 8840 Patterson Road

## Panel Discussion

*Comments from the Panel were as follows:*

- It is unfortunate that the developer was not able to secure the property at the northwest corner of the subject development's Phase 1, as it is an important corner.  
*The developer has prepared a conceptual design demonstrating that the corner lot can be developed in a manner generally consistent with Area Plan objectives and will provide for a driveway on the subject site for shared use with the future residents of the corner lot to improve the ease with which it can be developed.*
- Project is well resolved; appreciate the fact that the project is not a typical Richmond-type podium parkade covered with a residential façade.
- Water is a tricky thing to do on the top of a parkade, but it has been used very successfully to integrate the three towers.
- General massing and response to the context around it is appropriate; look forward to seeing future phases being as well developed and articulated as the first.
- Like the diagonal treatment proposed for the park and the adjacent intersection of Hazelbridge Way and the North-South Road; as the highest point on site, this crossroads has the opportunity to become the central node for the development; applicant needs to focus more attention to this area; could be a potential location for public art; need to consider pedestrian safety from vehicles.

*The Hazelbridge Way terminus will be enhanced in stages, including at:*

- *Phase 1, the development of a 0.173 ha (0.43 ac) temporary public park (including lawn, trees, planting, and furnishings) offering public views across Phase 1's on-site lagoon and direct access from an on-site, publicly-accessible street incorporating special paving, traffic calming, and landscape features; and*
- *Phase 2, the establishment of a large neighbourhood park and public art.*
- Project has a lagoon feel; look at The Lagoons near Granville Island for precedent.
- Island is a wonderful tool for uniting the three towers; gazebo should do more than just complement the design of the three buildings; it needs to be a folly; something different and playful that provides for visual interest and a focal point when viewed from above.

*The island gazebo has been redesigned as a dramatic lantern-like focus for the lagoon/courtyard that enhances views from above and visual interest at grade – both within the development and from the proposed Temporary (public) Park.*

- Architecture is very clean, but the eyebrow form at the roofline appears fussy; suggest that the form is simplified and the overhang is increased as at Taliesin.

*The “frames”, which were originally just decoration, have been strategically integrated into the development to visually reinforce its mid-rise streetwalls, break-up its tower massing, and provide for a more interesting skyline.*

- A lot of frames happening in the building; however, frames seem to disappear because the building is monotone; look at the Spectrum project, which uses colour to highlight certain elements and visually break up the massing; soft colours may be more appropriate than the Spectrum’s bold palette.

*Stronger colours have been introduced to enhance the appearance of the “frames” and how they help to articulate the development’s mid-rise and tower forms.*

- Well resolved scheme; larger parcel allows for better resolution to parking; key is to successfully handle the parking edges.
- Public Right-of-Passage (PROP) to central garden is an admirable gesture to the public realm; hope that it is maintained public over time; nice move in the right direction.
- Would like to see more sections drawn through the edges of Phase 1 including the interior courtyard facing the temporary park (future Phase 5); would help understand public-private relationship to the park and material qualities.

*Additional sections and design details have been provided.*

- Edge of the [ARTS] units seems empty; does not feel like an artist’ community; should appeal to an arts community; looking for edginess; explore industrial detailing in building architecture and the use of simple materials on the ground plane.

*The frontages of the ARTS units have been redefined and the proposed combination of “industrial-like” features (e.g., glass garage doors onto studio spaces, projecting metal balconies), armatures for the temporary display of art and signage, and seating terraces finished in a combination of concrete and stone provide for a unique, dynamic, and pedestrian-friendly streetscape design that will complement the ARTS units’ uses/users and contribute towards the area’s emergence as part of the City Centre’s designated “arts district”.*

- Removing the Phase 5 tower from the massing model suggests a great public realm opportunity; in lieu of the proposed move by the applicant, consider a high quality plaza space of an “urban foyer” at the east side of the Phase 5 tower; should be highly detailed and refined; could be a potential venue for public art and retail would animate the space.

*Special paving, traffic calming, and landscape features proposed for Phase 1’s on-site, publicly-accessible street is intended to make this area knit seamlessly into the neighbourhood park planned for Phase 2. Further design enhancements may be considered in this area, as applicable, at Phase 5.*

- Aging in place and convertibility features should be detailed in the applicant’s presentation to the Development Permit Panel.

*Unit designs incorporate aging in place and convertibility features, as recommended.*

- Ensure usability and safety (especially at night) of pedestrian routes/linkages to Canada Line.

*Via RZ 06-349722 and the subject DP, the developer will be responsible for the design and construction, at the developer’s sole cost, of sidewalks, off-street bike paths, and related streetscape improvements along the frontages of Phase 1, together with the construction of a temporary asphalt sidewalk along the east side of Sexsmith Road,*

*north and south of the subject site, to enhance pedestrian access to the Aberdeen and Bridgeport Canada Line stations. All public sidewalks and walkways will have a maximum slope of 5% or less.*

- Drawings show good accessibility of common spaces; look at the walkability of the site and its linkages to neighbouring sites in consideration of people with disabilities and families with strollers.

*See the item above.*

- No concern with regard to CPTED issues.
- Applicant has the opportunity to develop a large scale project; hope that there will be a high level of coordination among the different phases of the project as they develop; building should complement each other and there should be a strong unifying theme among the different phases.
- A signage strategy is required to identify the project's ARTS units and distinguish them from the other uses; strong design elements are needed to drive the "arts district" theme and give an "artsy" look or feel to the development; want to see the "arts district" expressed more strongly at street level.

*As described above, the revised frontage designs for the ARTS units include, among other things, armatures for the temporary display of art and signage that will contribute towards a visually interesting streetscape and an "arts district" identity.*

- Review and address potential conflicts between the ARTS uses and residents elsewhere in the development; identify what activities will be permitted/restricted in the ARTS units.

*Arts uses carried out in the ARTS Units will be limited, by the Housing Agreement registered on title, to "Category A" practices, which are commonly understood to be limited to activities, materials, and processes that do not pose an unreasonable hazard or nuisance to residential neighbours. For example, no electronically amplified sound or toxic materials will be permitted.*

- The project's scale and grade changes make it unique in Capstan Village; the applicant should take greater advantage of grade changes as a feature of the development.

*The design for Phase 1 has been revised to include seating terraces along the frontages of the ARTS Units and a "water-wall" linking the residents' lagoon water feature to the public Hazelbridge Plaza play space below.*

- Project looks great; however, the proposed form and character do not adequately speak to it being located in an "arts district"; consider designing one building to deliver a strong statement that the project is within an arts district.

*As described above, the design of the ARTS Units' frontages has been refined to better support CCAP objectives for the area's emerging "arts district". In addition, preliminary design for Phase 5 aims to make that part of the development a dynamic, architectural focus for the project. (ATTACHMENT 6)*

## Panel Decision

It was moved and seconded

*That DP 12-611486 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.*

## LEED Canada-NC 2009 Project Checklist

### CONCORD GARDENS

Yes ? No

55	11	36	<b>Project Totals (pre-certification estimates)</b>	<b>110 Possible Points</b>
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Certified 40-49 points Silver 50-59 points Gold 60-79 points Platinum 80 points and above

Yes ? No

22	0	3	<b>Sustainable Sites</b>	<b>26 Points</b>
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✓			Prereq 1	Construction Activity Pollution Prevention	Required
			Credit 1	Site Selection	1
5	0		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, 8
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	<b>Water Efficiency</b>	<b>10 Points</b>
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✓			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

8	1	23	<b>Energy &amp; Atmosphere</b>	<b>35 Points</b>
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✓			Prereq 1	Fundamental Commissioning of Building Energy Systems	Required
✓			Prereq 2	Minimum Energy Performance	Required
✓			Prereq 3	Fundamental Refrigerant Management	Required
4	1	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
			Credit 5	Measurement and Verification	3
2			Credit 6	Green Power	2



Yes ☐ No ☐

4	3	7	<b>Materials &amp; Resources</b>	<b>14 Points</b>
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✓			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
1	1		Credit 5	Regional Materials	1-2
	1		Credit 6	Rapidly Renewable Materials	1
		1	Credit 7	Certified Wood	1

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11	3	1	Indoor Environmental Quality	15 Points
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✓	✓				Prereq 1	Minimum Indoor Air Quality Performance	Required
✓	✓				Prereq 2	Environmental Tobacco Smoke (ETS) Control	Required
1					Credit 1	Outdoor Air Delivery Monitoring	1
0	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

2 11 21

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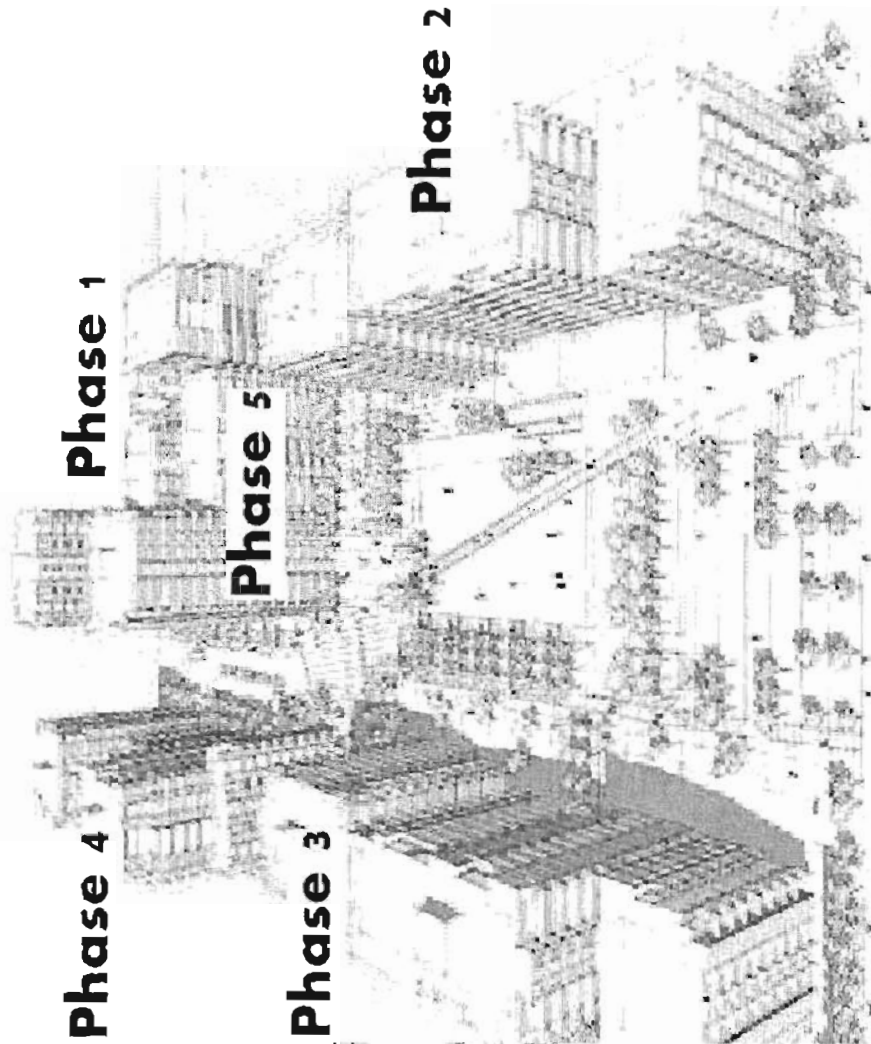
1			Credit 1.1	Innovation in Design	1
1			Credit 1.2	Innovation in Design	1
1			Credit 1.3	Innovation in Design	1
1			Credit 1.4	Innovation in Design	1
			Credit 1.5	Innovation in Design	1
			Credit 2	LEED® Accredited Professional	1

Yes      ?      No

2	0	0	Regional Priority	4 Points
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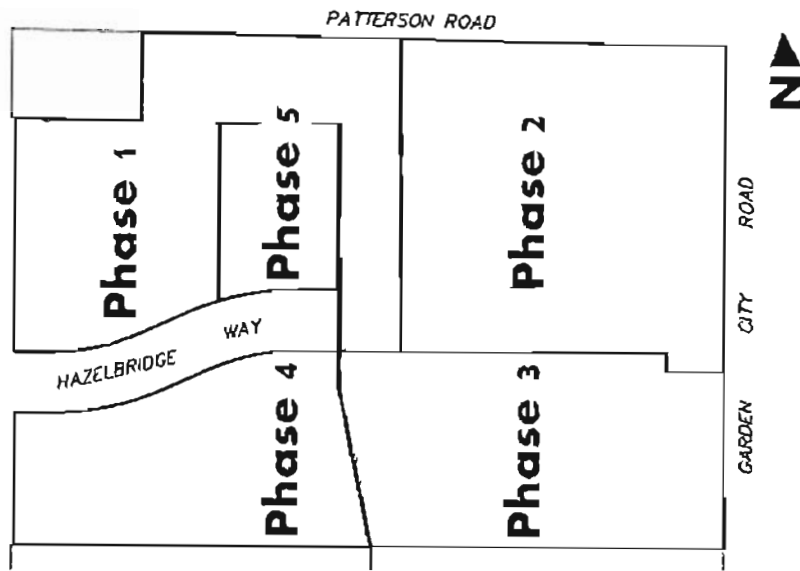
			Credit 1	Durable Building	1
1			Credit 2.1	Regional Priority Credit	1
1			Credit 2.2	Regional Priority Credit	1
			Credit 2.3	Regional Priority Credit	1

Aerial view looking west across the future Neighbourhood Park



Garden City Road is in the foreground, Phase 1 is in the background, and the proposed extension of Hazelbridge Way is between Phase 4 (south) and Phases 1 & 5 (north). A publicly-accessible "private" road will be constructed over a parking structure as part of Phase 1 (running north-south between Phase 5 & the Neighbourhood Park).

Phasing plan



NOTE: At Phase 1, "Temporary Park" will be constructed (over a 2-storey parking structure concealed below finished grade) in the area marked as Phase 5. The "Temporary Park" will be replaced with a residential tower when the construction of publicly-accessible park & open space elsewhere within & around the development is generally complete.

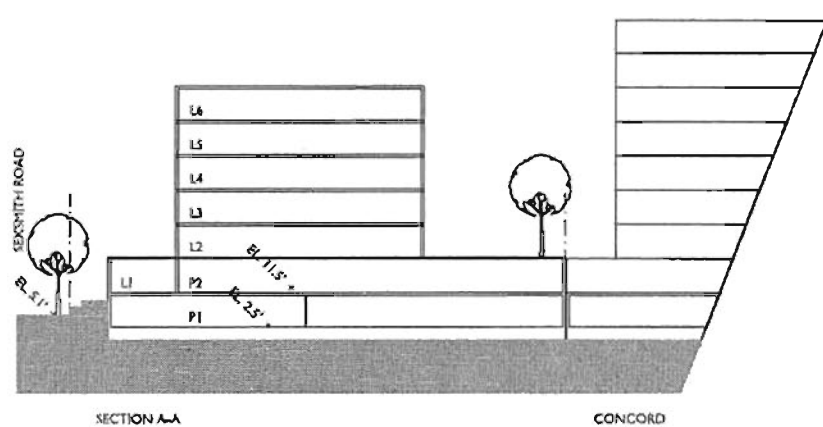
**Attachment 5**  
**Illustrative Concept for Neighbouring Site @ 3200 Sexsmith Road**



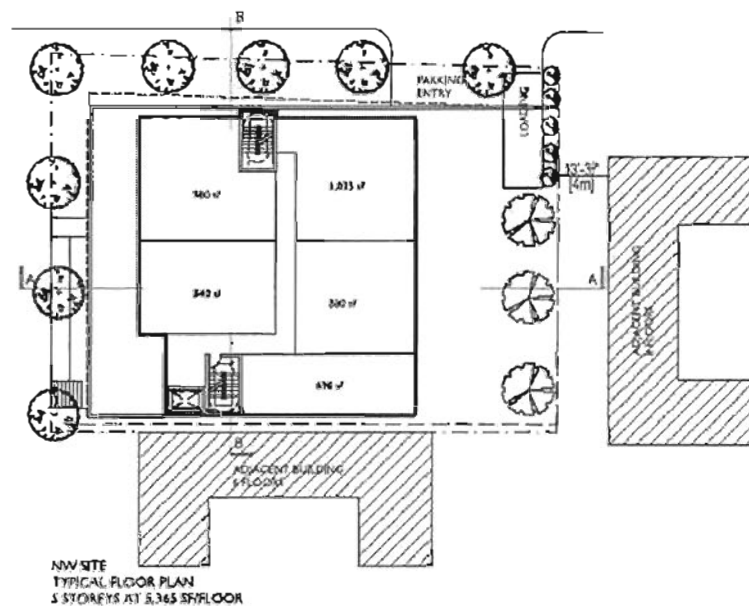
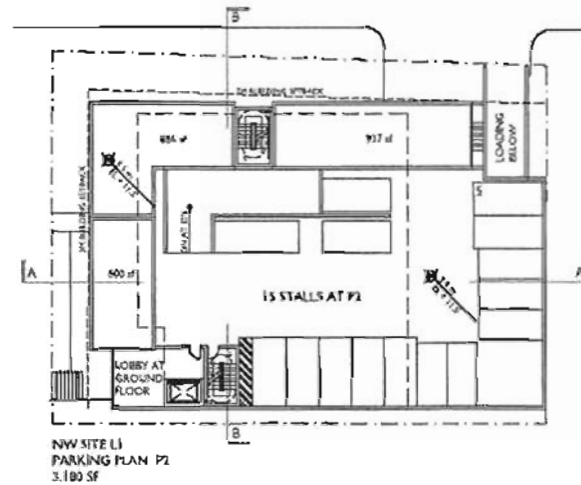
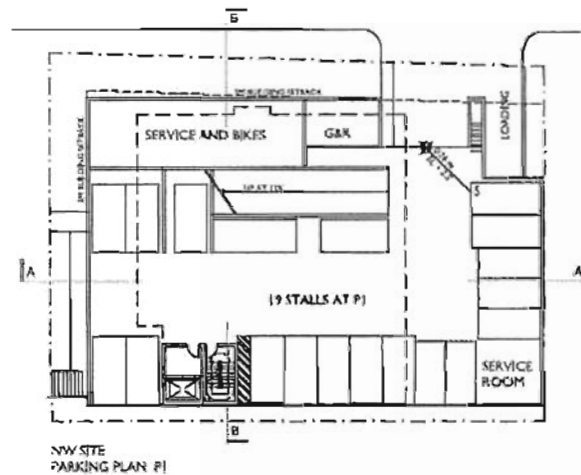
		FSR	FSR AREA
Site Area	12,000 SF	2.5	30,000 SF

DENSITY CALCULATION					
	NO OF FL.	AREA	TTL AREA	UNITS	TTL UNITS
GROUND FLOOR	1	3,180.00	3,180.00	3	3
TYPICAL FLOOR	5	5,350.00	26,750.00	5	25
TOTAL			29,930.00		28

PARKING COUNT	ZONE 1	
	REQ'D	PROVIDED
1 SPACE PER UNIT	28	28
0.2 SPACES VISITOR	5.6	6
TOTAL PARKING	33.6	34



**NOTE:** Access to 3200 Sexsmith Road will be via a shared driveway secured via a statutory right-of-way registered on the subject site prior to rezoning adoption. This shared driveway, which will enhance the ability of 3200 Sexsmith Road to develop in a manner consistent with City Centre Area Plan (CCAP) objectives, is not shown in the conceptual design below.





## Attachment 6

Preliminary Concept for Future Phase 5 (Planned to replace Phase 1's Temporary Park)

***NOTE: Phase 5 will be the subject of a future DP application (i.e. not DP 12-611486).***



Private Road Elevation with Future Phase 5 Tower/Mid-Rise (left) & Phase 1 North Tower (right)



North Side of Hazelbridge Way with Future Phase 5 Tower (right) & Phase 1 South Tower (left)



**City of  
Richmond**

**Supplementary Development  
Permit Requirements**

Community Services Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

First Development Permit at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960  
Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road

DP 12-611486  
Concord Gardens ARTS Units  
Outline Specifications and Design Guidelines

Prepared by City of Richmond January 16, 2013 (Reviewed by Concord January 20, 2013)

Division 6     Woods and Plastics

Architectural Woodwork

- Cabinets – robust durable materials, heavy duty hardware
- Countertop – stain resistant, highly durable, resilient (consider Low VOC Materials LEED Credit 4.4)
- Door Frames – durable materials, resilient to impact of large, heavy materials and equipment
- Screens, Blinds and Shutter - solar control - provide light coloured sunlight rollers/shading with percentage of transparency dependent on orientation.

Division 7     Thermal and Moisture Protection

Building envelope

- The building envelope to meet the requirements of ASHRAE 90.1 2007 prescriptive requirements and in addition all glazing values must meet the minimum requirements, below, or approved equivalent.

Division 8     Doors and Windows

Entrances and Storefronts

- Commercial grade
- Direct access from interior double height spaces to outdoor space via over-height and double-width doors.

Windows

- Consistent with LEED Credits 8.1 and 8.2

Hardware

- Commercial grade locks and door sets

Glazing

- Tempered or laminated glass in Work Areas, as required by code
- Overall glazing u-value including frame to be less than: 0.4 Btu/hr-sq.ft-F
- Solar heat gain factor SHGF of 0.40

- Visible Light Transmittance of not less than 75.0

## Division 9 Finishes

### General

- General Material criteria: high impact resistance, traffic resistance, stain resistance and exceptional longevity.
- Maintenance Criteria: requires only simple cleaning processes (e.g. soap & water), surface finish easily made good (e.g. Hi-Traffic Acrylic Floor Finish mopped on); hi volume use with minimal impact.
- Repair Criteria: requires only basic interventions (e.g. one person with mortar patching/grinding equipment) to repair cracking, gouging, or other forms of more severe/accidental wear. Repairs contribute to the character of the material/finish; do not necessitate wholesale replacement or refinishing; and are cost effective to do.
- Replacement Criteria: easily stripped, prepped and re-installed with minimum of structural, substrate intervention and expeditious timeline to facilitate re-lease and minimal loss of income. Any replacement must be low-tech and cost effective.

### Ceilings

- Smooth white paint finish on drywall or concrete

### Flooring

- Sealed polished concrete in Work Studio Space and Living/Dining/Kitchen. (Concrete flooring with smooth trowel finishing, Class A finish per CSA A23.1 with spray concrete penetrating sealer).
- Low pile carpet in Bedroom (e.g. Berber)
- Resilient Flooring in Bathroom
- Low VOC Flooring (LEED Credit 4.3)

### Wall Finishes

- Walls within work studio space to have plywood or sheet metal backing to a height of 10'-0" for attachment of equipment and shelving. Living/Dining/Kitchen walls to have plywood or sheet metal backing as required for fixtures and fittings.
- Provide column free space for the Work & Exhibition space. Columns in the Work & Exhibition space may be located along the perimeter of the rooms with consultation and agreement of the City of Richmond.
- Low VOC adhesives and sealants (LEED Credit 4.1)

### Paints and Coatings

- Low VOC paints and coatings (LEED Credit 4.2)
- Museum white paint colour on walls throughout

## Division 10 Specialties

### Identification Devices

Directories – special directory for identification of artists in ARTS Units

Exterior signage – information about program and sponsorship of ARTS Units

Exterior display

- Provisions for the permanent or temporary display outdoors of a limited amount of artwork produced on the premises.

Division 12    Furnishings

Art – Public art to be integrated with unit exterior under Public Art Program agreements

Division 15    Mechanical

Plumbing Fixtures and Equipment

- Kitchen sink and the powder room sink to be commercial grade and equipped with grease interceptors (all sinks to be 16 gauge or lower)
- Provide one (1) tamper proof, non-freezing type of hose bibb on the exterior of each pair of ARTS unit (10 in total).
- Plumbing should include rough-in only for easy installation of slop sinks in Work Area if needed.

Air Distribution

- Natural and mechanical ventilation (including, but not limited to, compliance with the City's Official Community Plan Aircraft Noise Sensitive Development policies for Area 3: Moderate Aircraft Noise Area).
- The base building is to provide fresh air and exhaust air systems, likely with multiple louvers around the perimeter walls (or provide other similar acceptable type of system).
- Provide operable windows (motorized if not accessible) for exterior facing spaces to provide additional ventilation.
- All spaces need to provide venting via the outside wall while providing a self-contained ventilation system in the ART unit.

Heating, Ventilating and Air Conditioning Equipment

- Provide central heating and cooling units that utilize good design practice to ensure appropriate acoustic performance. The areas are to have individually controlled HVAC systems for each room or group of similar rooms with the capability of being controlled, consistent with LEED Credits 6.2, and 7.1.
- Each Arts Unit shall be metered separately for electricity.
- There will be one gas meter for the 20 ARTS Units.

Division 16    Electrical

- Electrical flexibility (including flexible lighting options in the double height space) consistent with LEED Credit 6.1.
- Units wired for communication/high speed data/cable.
- Provide adequate electrical service for the intended uses. CDP distribution panel to be located within the Electrical Room. The location of the panel to be coordinated with the layout of the City space, specifically within the City's electrical room. This distribution panel is intended to accommodate all of the requirements of the ARTS Unit.
- The Base Building shall provide emergency power service as required by code.

*Signed copy on file*

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Sexsmith Road – View of Streetscape & Interior of 2-Storey, Loft-Style ARTS Unit



Sexsmith Road – View of Glass Garage Doors @ ARTS Units' Studios with Balconies Above



## City of Richmond

### Conditional Development Permit Requirements

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

First Development Permit at 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road

DP 12-611486

Prior to forwarding this application to Council for Development Permit (DP) approval, the developer is required to complete the following requirements:

1. Rezoning: Adoption of the rezoning (RZ 06-349722), including the satisfaction of SA 12-616223 and all sanitary pump station requirements;
2. "No Development": Compliance with the terms of the restrictive covenant(s) registered on title prior to rezoning adoption securing that "no development" will be permitted and restricting Development Permit\* issuance in respect to any portion of the subject development until conditions are satisfied for the following, as determined to the satisfaction of the City:
  - 2.1. District Energy Utility (DEU), requiring that the developer enter into a restrictive covenant(s) registered on title securing that "no building" will be permitted and restricting Building Permit\* issuance in respect to any portion of the subject development until the developer enters into DEU agreement(s) on a phase-by-phase basis, as determined to the satisfaction of the City;
  - 2.2. Phasing, requiring that Area A (i.e. the subject Phase 1 development) proceeds first;
  - 2.3. Affordable Housing, requiring that the design of the ARTS Units in Phase 1 is addressed to the satisfaction of the City via the subject DP;
  - 2.4. Parks, requiring that the designs of the Hazelbridge Plaza, Arts Terraces, a portion of the Neighbourhood Park, and the Temporary Park are addressed to the satisfaction of the City via the subject DP and the construction of the required works, at the sole cost of the developer, is secured via a Letter of Credit;
  - 2.5. Roads & Related Improvements, requiring that the design of the portion of the Private (north-south) Road situated within the boundaries of Phase 1 is addressed to the satisfaction of the City via the subject DP and the construction of the required works, at the sole cost of the developer, is secured via a Letter of Credit; and
  - 2.6. Public Art, requiring that the developer:
    - Submit a City-approved Public Art Plan for Phase 1;
    - Enter into a public art agreement for the implementation of the Public Art Plan for Phase 1; and
    - Submit a Letter of Credit to secure the developer's implementation of the Public Art Plan for Phase 1, the amount of which shall be \$140,089.20 (based on a rate of \$0.60/sq ft of buildable area approved under DP 12-611486, as determined in respect to floor area ratio calculations, excluding the ARTS Units.
3. Landscape Bond: Receipt of a Letter of Credit for landscaping, the value of which is based on 100% of the sealed cost estimate provided by the Landscape Architect (including labour and 10% contingency) for:
  - 3.1. Temporary park development within the area secured via a Statutory Right-of-Way on the subject site for this purpose;

January 25, 2013

- 3.2. Other areas secured via Statutory Right-of-Ways for Public Rights of Passage purposes, the construction of which is not otherwise secured via a Servicing Agreement\* (i.e. Private Road, Hazelbridge Plaza, ARTS Terraces, and Neighbourhood Park); and
- 3.3. Landscaping elsewhere on the subject site, including residential amenity space, green roofs, and the Shared Driveway along the subject site's Patterson Road frontage (secured via a Statutory Right-of-Way in favour of 3200 Sexsmith Road as per RZ 06-349722).
4. Tree Replacement: City acceptance of the developer's voluntary contribution of \$36,400 to the City's Tree Compensation Fund for the planting of replacement trees within the city. (Tree compensation requirements filed under REDMS #3752702.)
5. Arborist Services: Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained on and around the site. The Contract should include the scope of the work to be undertaken, including the proposed number of site monitoring inspections and provisions for the Arborist to submit a post-construction assessment report to the City for review. (Confirmation received & filed under REDMS #3745391 & REDMS #3752702.)
6. Tree Protection: Installation of appropriate tree protection fencing around all the trees that area to be retained as part of the development prior to the commencement of any construction activities. (Confirmation received & filed under REDMS #3752698.)
7. "No Build": Registration of a restrictive covenant(s) on title securing that "no building" will be permitted and restricting Building Permit\* issuance in respect to any portion of the subject development until the following is complete, as determined to the satisfaction of the City:
  - 7.1. Site Conditions: Registration of restrictive covenant(s) and/or alternative legal agreements as determined via the subject development's Servicing Agreement(s)\*, Development Permit\*, and/or Building Permit(s)\* to the satisfaction of the Director of Engineering, Director of Development, and Director of Transportation including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification and/or other activities that may result in settlement, displacement, subsidence, damage and/or nuisance to City and/or private utility infrastructure.
  - 7.2. View Blockage & Other Potential Development Impacts: As identified in the staff report considered by Council in respect to RZ 06-349722, registration of a restrictive covenant(s) and/or alternative legal agreement(s) on title, to the satisfaction of the City, to:
    - Notify potential purchasers of residential units that the subject site is in a transitional area and, as a result of future development on surrounding properties, impacts on residential units and/or any common residential spaces may occur including, but not limited to, the obstruction of near and distant views to landmarks and features, in whole or in part (e.g., North Shore Mountains, Mt. Baker, Fraser River, Georgia Strait), increased shading, increased overlook, reduced privacy, increased ambient noise, and/or increased ambient night-time light;
    - Require that the developer take steps via the design and construction of the subject development to mitigate possible impacts; and
    - Indemnify the City.
  - 7.3. Electric Vehicle (EV) Car & Bike Charging Stations: Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that electric vehicle (EV) car and bike charging stations shall be provided by the developer for the use of the residents of Phase 1 and, as applicable, future Phases 2 and 5, to the satisfaction of the City, including, but not limited to, equipping a minimum of the total parking constructed at Phase 1 as follows:

January 25, 2013

- Cars: 30% of total parking spaces shall be equipped with 120V plug-ins; and
- Bikes: Each bike compound (each of which shall provide storage for a maximum of 40 bikes as per the Zoning Bylaw) shall be equipped with one (1) 120V electric plug-in for the shared use of residents.

NOTE #1: The developer's provision of EV charging stations shall be taken into account as part of a suite of Transportation Demand Management (TDM) measures for which the applicant shall be eligible for resident/visitor parking relaxations for Phase 1 to a maximum of 10%, as provided for via the Zoning Bylaw.

NOTE #2: Preliminary plans indicating the intended location of EV charging stations shall be included in the Development Permit\* drawings in respect to DP 12-611486. Final plans, to the satisfaction of the City, shall be registered on title prior to Final Building Permit\* Issuance Granting Occupancy.

- 7.4. Transitional Parking Provisions: Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that parking constructed in Phase 1 in excess of Zoning Bylaw requirements for "Zone 1" resident and visitor parking uses and "Class 1" bike parking shall be secured, together with related access and uses, to the satisfaction of the City, as follows:

- For the interim use of Phase 1 residents and/or visitors, as applicable, until Final Building Permit\* Issuance Granting Occupancy has been issued by the City in respect to Phase 5 (Area E); and
- For the ultimate use of Phase 5 (Area E) residents and/or visitors, as applicable, upon Final Building Permit\* Issuance Granting Occupancy has been issued by the City in respect to Phase 5 (Area E).

NOTE #1: Registration of restrictive covenant(s) and/or alternative legal agreement(s), as described above, shall satisfy the Zoning Bylaw in respect to Capstan Village transitional parking requirements.

NOTE #2: Preliminary plans indicating the intended location of "excess" parking for the interim use of Phase 1 residents and/or visitors shall be included in Development Permit\* drawings in respect to DP 12-611486. Final plans, to the satisfaction of the City, shall be registered on title prior to Final Building Permit\* Issuance Granting Occupancy.

- 7.5. Patterson Road Shared Driveway: Posting of a Letter of Credit (LOC) for future improvements, to be undertaken in coordination with the future development of 3200 Sexsmith Road, including the removal and reinstatement of a portion(s) of the building to accommodate the installation of a vehicle access/egress route between 3200 Sexsmith Road and the Shared Driveway along the subject site's Patterson Road frontage (secured via a Statutory Right-of-Way for this purpose as per RZ 06-349722) including, but not limited to, the removal of "temporary partitions" (e.g., fences, knock-out panels, and/or other features) and any related repairs and/or reinstatement of finishes and/or features within the subject site.

NOTE #1: The cost of installing equipment and associated improvements within the subject site (as permitted under the right-of-way agreement) for the remote control of security gate(s) at the entrance to 3200 Sexsmith Road (outside the subject site), including the removal and/or reinstatement of building and/or landscape features within the subject site, shall be the sole responsibility of the developer of 3200 Sexsmith Road.

- 7.6. Tandem Parking: Registration of a legal agreement on title ensuring that where two parking spaces are provided in a tandem arrangement, both parking spaces must be assigned to the same dwelling unit.



**7.7. Shared Residential Amenity Space:** Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing that residential indoor and outdoor amenity space constructed in Phase 1 (Area A), as specified in the Development Permit\* for Phase 1 (Area A), shall be secured, together with related access and uses, for the unrestricted future use of the residents of Phase 5 (Area E).

**Prior to Building Permit\* issuance permitting construction, the developer must complete the following requirements:**

1. **"No Build":** Compliance with the terms of the restrictive covenant(s) registered on title prior to DP issuance securing that "no building" will be permitted and restricting Building Permit\* issuance in respect to any portion of the subject development until conditions are satisfied for the following, as determined to the satisfaction of the City:
  - 1.1. District Energy Utility (DEU) Agreement;
  - 1.2. Site Conditions;
  - 1.3. View Blockage & Other Potential Development Impacts;
  - 1.4. Electric Vehicle (EV) Car & Bike Charging Stations;
  - 1.5. Transitional Parking Provisions;
  - 1.6. Patterson Road Shared Driveway;
  - 1.7. Tandem Parking; and
  - 1.8. Shared Residential Amenity Space.
2. **Capstan Station:** As per the restrictive covenant and/or other legal agreements registered on the subject site prior to rezoning adoption (RZ 06-349722), the developer's voluntary contribution to the Capstan Station Reserve or as otherwise provided for via the Zoning Bylaw, as per the Richmond Zoning Bylaw in effect at the date of Building Permit\* approval.
3. **Traffic Management:** 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.
4. **Accessibility Measures:** Incorporation of accessibility measures in Building Permit\* plans as determined via the Development Permit\* processes for DP 12-611486.
5. **Hoarding:** Obtain a Building Permit\* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit\*. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

- \* Items marked with an asterisk require 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

January 25, 2013

Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s)\* and/or Development Permit(s)\*, and/or Building Permit(s)\* to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

## Concord Gardens: Phased Development Strategies

During the rezoning process, the need for strategies to facilitate the phased development of “Concord Gardens” and, more specifically its first phase, was identified. Staff and the developer have worked to address these items, which are listed below and described in detail as follows:

1. Capstan Station Funding – Phase 1;
2. Public Art – Phase 1;
3. Public Park & Open Space – Phase 1;
4. Tree Removal & Replacement Strategy – Phase 1;
5. Vehicle & “Class 1” Bike Parking Strategy – Phase 1; and
6. Loading & Waste Collection Strategy – Phase 1.

### 1. Capstan Station Funding

Following the adoption of the CCAP in 2009, the City worked with TransLink and three Capstan Village developer/owners, Polygon, Pinnacle International, and the subject developer, Concord Pacific, to prepare a funding strategy for the construction of the Capstan Canada Line station. That strategy, which was adopted in 2012, provides for density bonusing (0.5 FAR) for developments that voluntarily contribute towards station construction (i.e. to the Capstan Station Reserve) and provide on-site public open space (over and above the CCAP base-level park standard) at a rate of 5 m<sup>2</sup> (54 ft<sup>2</sup>) per dwelling. The subject development will be one of the first to contribute to the Capstan Station Reserve, which contribution will be payable prior to Building Permit issuance. Developer contributions in respect to “Concord Gardens” five phases, as estimated at rezoning stages, is shown in the table below. Actual contributions will be calculated on a phase-by-phase basis, based on the actual number of dwellings and current City rates at the time of Building Permit issuance.

**Estimated Capstan Station Voluntary Developer Contribution as Per RZ 06-349722**

Phase	Area	No. of Dwelling Units Estimate @ RZ 06-349722	Capstan Station Reserve Contribution Estimate based on \$7,800/unit**
1	A	290*	\$2,262,000**
2	B	264*	\$2,059,200**
3	C	245*	\$1,911,000**
4	D	304*	\$2,371,200**
5	E	142*	\$1,107,600**
<b>TOTAL</b>		<b>1,245*</b>	<b>\$9,711,000**</b>

\* The unit numbers shown are estimates prepared at rezoning stage. Actual unit numbers will be determined on a phase-by-phase basis. (Phases may include higher or lower numbers of units than was originally estimated. For example, the subject DP for Phase 1 proposes 279 units.)

\*\* The contributions shown are estimates prepared on the Zoning Bylaw rate identified for September 2010 & estimated numbers of units identified at rezoning stage. Actual contributions will be determined, phase-by-phase, prior to Building Permit issuance, based on actual unit numbers & the Zoning Bylaw contribution rate in effect at the time (which rate is expected to be higher than the September 2010 rate due to Bylaw provisions for annual CPI increases).

## 2. Public Art – Phase 1:

Richmond policy encourages developers to voluntarily contribute towards public art, especially in the case of large projects and those, such as the subject development, which are situated in the CCAP's designated "arts district". In light of this, the developer has completed a City-approved Project-Wide Public Art Plan for the development's five phases, the total value of which voluntary developer contribution is estimated at \$591,003 or greater (depending on City rates in effect at the time of each stage of Plan implementation). As per covenants registered on title, the developer's public art contributions shall be submitted in three parts, prior to DP issuance for Phases 1, 2, and 4, as generally indicated in the table below. The developer's Project-Wide Public Art Plan and Phase 1 Detailed Public Art Plan were reviewed and supported by Richmond's Public Art Committee on September 18, 2012.

2.1. Detailed Public Art Plan for Phase 1: The Phase 1 Plan proposes that an artist is engaged to undertake artwork along the frontages of the ARTS Units, within the publicly-accessible ARTS Terraces and/or integrated with the building façade. Prior to DP issuance, the developer is required to provide a Letter of Credit and enter into a legal agreement to secure the implementation of the Phase 1 Plan to the satisfaction of the City.

### Updated Voluntary Developer Contribution Estimates for Public Art, Phases 1-5

Phase	Area	Applicable Developer Contribution Rate	Estimated Minimum Voluntary Developer Contribution		
			By Phase	3-Stage Implementation Plan Values & Preferred Locations	
1	A	\$0.60/ft <sup>2</sup>	\$140,089.20	\$140,089.20 Payable @ Phase 1	ARTS Terraces and/or ARTS Units building frontages
2	B	\$0.60/ft <sup>2</sup> or the current City rate at the time of DP approval, whichever is greater	\$125,171+	\$241,036+ Payable @ Phase 2	Neighbourhood Park and/or Patterson Street-End Park
3	C		\$115,865+		
4	D		\$144,105+	\$ 209,878+ Payable @ Phase 4	Neighbourhood Park and/or South Walkway
5	E		\$65,773+		
TOTAL		Varies	\$591,003+		

+ Actual contributions may be greater based on the approved City rate at the time of DP approval.

2.2. Additional Public Art (Murals) for Phase 1: Phasing of the "Concord Gardens" development and its situation as one of the first high-density projects in Capstan Village will result in three of Phase 1's mid-rise end-walls requiring special treatment to ensure they will be attractive on an interim basis until adjacent development is complete. In light of City objectives for the establishment of Capstan Village as an "arts district", the developer proposes to install murals on these walls, the locations and large scale of which will make them "signature features" of the development and Capstan Village. The proposed murals will not be managed via the development's formal public art contribution processes, but nevertheless, the developer is committed to ensuring they are of high quality. More specifically, the developer proposes that:



- The murals include one providing a dramatic backdrop at the north end of the Temporary Park and a pair providing a “gateway” feature at 3200 Sexsmith Road (as seen when entering Capstan Village from Sea Island Way via Sexsmith Road);
- The size of the murals may be up to 7 storeys high and 18 m (60 ft) wide, inclusive of areas of spandrel glass and other features intended to provide visual continuity between the end-walls and the adjacent building facades;
- Implementation will occur in roughly two years when Phase 1 nears completion; and
- Final decisions regarding artist selection, artwork design, and budgets will be deferred until the construction of the walls is adequately advanced to fully understand the opportunities and challenges they present. (Preliminary budgets for the murals are estimated at \$10,000 each.)

### 3. Public Park & Open Space – Phase 1:

The CCAP identifies the need for 8,094 m<sup>2</sup> (2 ac) of neighbourhood park within the block bounded by Sexsmith Road, Sea Island Way, Garden City Road, and Capstan Way. As the subject site occupies roughly 50% of this block, the developer is required to provide at least 50% of the park. In addition, in order to satisfy the proposed Capstan Station Bonus park policy (as per the CCAP and Zoning Bylaw), the developer must provide additional public open space at a rate of 5 m<sup>2</sup> (54 ft<sup>2</sup>) per dwelling, based on the total number of dwellings in the project. Via RZ 06-349722, it was determined that the developer must provide, at the developer's sole cost, a minimum of 10,596 m<sup>2</sup> (2.62 ac) of park and public open space, including:

- **Off-site:** 1,376 m<sup>2</sup> (0.34 ac) of City-owned park, which will be designed and constructed in Phase 2 as a street-end park on a portion of Patterson Road; and
- **On-site:** 9,220 m<sup>2</sup> (2.28 ac) of publicly-access open space, secured via statutory right-of-ways, based on an estimated build-out of 1,245 dwellings.

3.1. Updated Open Space Distribution: The distribution of required on-site and off-site public open space has been refined through the rezoning adoption and DP design processes and is summarized in the table below. The amount of on-site public open space currently secured exceeds the minimum required under the ZHR10 zone. As such, via the detailed design of future phases, the City may allow the developer to reduce the amount of on-site public open space or increase the maximum number of units (i.e. from 1,245 to 1,271, based on 7.4 m<sup>2</sup> (79.7 ft<sup>2</sup>) per unit). Refinements and updates of the developer's public open space plan will be considered, on a phase-by-phase basis, via the City's standard DP review processes.

**Updated Park & Public Open Space Plan for Phases 1-5**

Phase	Area	On-Site Public Open Space Secured Via Statutory Right-of-Ways		Off-Site City-Owned Park	Total
		Location	Size		
1	A	▪ ARTS Terraces	253.3 m2	Nil	944.4 m2 (0.23 ac)
		▪ Sexsmith Bikeway	184.8 m2		
		▪ Neighbourhood Park	140.0 m2		
		▪ Hazelbridge Sidewalk	107.2 m2		
		▪ Hazelbridge Plaza	220.2 m2		
	E	▪ Hazelbridge Plaza	38.9 m2		
2	B	▪ Neighbourhood Park	5,000.0 m2	-	6,562.2 m2

Phase	Area	On-Site Public Open Space Secured Via Statutory Right-of-Ways		Off-Site City-Owned Park	Total
		Location	Size		
	Off-Site	• Garden City Greenway	186.2 m <sup>2</sup>	1,376.0 m <sup>2</sup>	(1.62 ac)
		• Patterson Road Street-End	-		
		• Neighbourhood Park	1,330.0 m <sup>2</sup>		
3	C	• Garden City Greenway	98.2 m <sup>2</sup>	Nil	2,100.7 m <sup>2</sup> (0.52 ac)
		• South Walkway	672.5 m <sup>2</sup>		
		• South Walkway	953.7 m <sup>2</sup>		
4	D	• Sexsmith Bikeway	105.0 m <sup>2</sup>	Nil	1,180.9 m <sup>2</sup> (0.29 ac)
		• Hazelbridge Sidewalk	122.2 m <sup>2</sup>		
5	E	• Hazelbridge Plaza	Complete @ Phase 1	Nil	Complete @ Phase 1
TOTAL			9,412.2 m <sup>2</sup> (2.33 ac)	1,376.0 m <sup>2</sup> (0.34 ac)	10,788.2 m <sup>2</sup> (2.67 ac)

3.2. **Phase 1 Proposal:** The developer's first phase provides for a total of 2,674.4 m<sup>2</sup> (0.66 ac) of publicly-accessible space for park purposes, secured via right-of-ways, including:

- **Permanent:** 944.4 m<sup>2</sup> (0.23 ac) around the perimeter of the site, including a pocket park and children's playground along Hazelbridge Way, an off-street bike path along Sexsmith Road, and the ARTS Terraces; and
- **Interim:** 1,730 m<sup>2</sup> (0.43 ac) of "temporary park" in the future location of Phase 5.

The Temporary Park will be constructed over two storeys of parking, the roof of which will be generally level with the crest of Hazelbridge Way (thus, providing for barrier-free public access), and will remain in place for public use until the developer has completed the construction of all permanent park and public open spaces required in respect to Phase 1-3, as per RZ 06-349722 and indicated in the table above. The intent of the Temporary Park is threefold:

- To provide for interim public open space in order that the developer may advance the construction of Phase 1 ahead of the establishment of permanent neighbourhood park space;
- To ensure that prior to the construction of Phase 5, the developer's designated Phase 5 site will be attractive and complement the appearance and amenity of Phases 1-4; and
- To ensure that the cost of construction and maintenance for interim public open space made necessary by the developer's proposed phasing of the subject development is the sole responsibility of the developer.

#### 4. Tree Removal & Replacement Strategy – Phase 1:

Richmond's Tree Protections Bylaw aims to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm DBH (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. Via RZ 06-349722, a site-wide tree removal and replacement plan was identified for the "Concord Gardens" five-phase development, the implementation of which strategy is to be reviewed and updated, as required, on a phase-by-phase basis.

4.1. **Phase 1 Off-Site Tree Strategy (City Road Right-of-Ways):** The tree management plan prepared for Phase 1 identifies 28 City trees for removal along Phase 1's Patterson Road and Sexsmith Road frontages as a result of required City road and related improvements.

Of these trees, at rezoning stage 19 were identified for possible retention (including a 10-tree hedgerow) and 9 for removal. The City's arborist has estimated the value of compensation for tree removal to be \$36,400, based on a tree replacement rate of 2:1 and a value of \$650/replacement tree. In light of this, the developer has agreed to voluntarily contribute \$36,400 to the City's Tree Compensation Fund for the planting of replacement trees elsewhere in Richmond.

- 4.2. Phase 1 On-Site Tree Strategy: The tree management plan prepared for Phase 1 identifies 29 trees on-site for removal. At rezoning stage, all 29 trees were identified for removal and replacement on-site with 58 new trees based on a tree replacement rate of 2:1 and minimum calliper of 6 cm (2.5 in) DBH. Tree planting proposed on-site as part of Phase 1 exceeds this minimum tree replacement requirement with a total of 90 trees including:
- 76 deciduous trees, 6 cm (2.5 in) DBH or greater; and
  - 14 conifers, ranging in height from 2.4 - 3.0 m (7.8 – 9.8 ft).
- 4.3. Phase 1 Tree Protection Strategy: The tree management plan prepared for Phase 1 identifies 8 trees for retention in the immediate vicinity of Phase 1, all of which are located on 3200 Sexsmith Road (at the northwest corner of the subject site). Protective fencing has been installed around the required root protection zones for these trees to the satisfaction of staff. Furthermore, the developer has engaged an arborist to supervise any work carried out within the tree protection zones, monitor the on-going health of the trees, and submit a post-construction assessment report to the City for review.
- 4.4. Updated Phase 2-5 Tree Removal & Replacement Plan: In light of the tree removals and replacement proposed for Phase 1, the Plan for Phases 2-5 has been updated as shown in the table below. Updating of the Plan will continue prior to DP adoption, as required on a phase-by-phase basis.

**Updated Tree Removal & Replacement Plan for Future Phases 2-5**

Tree Location	Existing Trees (3)	Trees Retained (6)	Trees Relocated	Trees Removed/Replaced		
				Trees Removed	Replacement Trees (1)(6)	Min. Calliper of Replacement Trees
On-Site	61	0	0	1 (#1351 Cedar)	2	14 cm (8 m tall evergreen)
				60	120	6 cm
Off-Site	24	6 (2)	0	3 (4)	6	Value @ \$5,8550
				5 (5)	3	6 cm
<b>Total</b>	<b>85</b>	<b>6</b>	<b>0</b>	<b>69</b>	<b>131</b>	<b>Varies</b>

- (1) Street trees required to be planted by the developer along Sexsmith, Patterson, and Garden City Roads via the subject development's Servicing Agreements shall be in addition to the replacement trees indicated in the table.
- (2) Off-site trees to be considered for retention include, #1480 (cedar), #1472 (holly), #1471 (holly), #1473 (holly), #1445 (maple), and #1467 (maple).
- (3) The developer's tree inventory identified 8 trees on property adjacent to the subject site. Those trees are NOT included in the table and MUST be protected, as per the City's Tree protection Information Bulletin Tree-03.
- (4) Off-site trees that may be removed @ 2:1 include (Patterson Road): #1489 (horse chestnut), #1282 (prunus) & #1477 (holly)
- (5) Off-site trees that may be removed @ a 3:5 include (Garden City Road): #1325, #1353, #1358, #1318 & #1320 (cypress hedgerow)

- (6) *Cash-in-Lieu: If trees cannot be retained or required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution payable to the City's Tree Compensation Fund is required for replacement tree planting elsewhere, as follows:*
- i. *For On-Site: \$500/replacement tree; and*
  - ii. *For Off-Site: \$650/replacement tree.*

## 5. Vehicle & "Class 1" Bike Parking Strategy – Phase 1:

In anticipation of the Capstan Canada Line station, the Zoning Bylaw encourages developers of multi-phase developments to implement "transitional parking strategies", whereby parking at earlier phases prior to station construction is provided at a greater rate ("Zone 2", generally 1.2 spaces/unit) than that at later phases ("Zone 1", generally 1.0 space/unit). In addition, developers are encouraged to take advantage of Zoning Bylaw parking relaxations permitted in respect to the provision of Transportation Demand Management (TDM) measures. More specifically, the parking strategy for Phase 1 is planned comprehensively in coordination with Phases 2 and 5 as follows:

- 5.1. Transportation Demand Management (TDM) Measures: A suite of TDM measures is proposed for Phase 1, allowing for a 10% reduction in the minimum number of parking spaces required at Phase 1, as determined via per RZ 06-349722, including:
- The extension of sidewalks along Sexsmith Road north and south of the subject site and across the frontages of 3200 Sexsmith Road (secured via RZ 06-349722);
  - Electric Vehicle (EV) Charging Stations for resident parking at a rate of 30% of resident vehicle parking spaces; and
  - EV Charging Stations for bike parking at a rate of 1 for each 40 bikes or 1 per bike compound, whichever is greater.

Additional TDM measures will be required to be implemented by the developer via DP applications for Phases 2 and 5, including, but not limited to the following:

- Additional EV Charging Stations for cars and bikes, as per City policies in effect at the time of DP approval;
- Road widening along the west side of Garden City Road, north of Patterson Road to Sea Island Way, providing for the extension of the developer's required frontage improvements at the subject site including, but not limited to, maintenance of the existing traffic lanes and the addition of a 1.8 m wide on-street bike lane, sidewalk, and boulevard landscaping (as per RZ 06-349722);
- The installation of an accessible bus shelter at Capstan Way / Garden City Road or cash-in-lieu (estimated value of \$25,000, based on 2012 rates), as determined to the satisfaction of the City; and
- Other measures, as determined to the satisfaction of the City via future DP application processes.

- 5.2. Phasing of Vehicle Parking Requirements: Parking for Phases 1, 2, and 5 shall proceed as follows:

- Phase 1 will provide parking based on "Zone 2" (less 10% TDM relaxations) of which, those spaces provided in excess of "Zone 1" rates will be secured via legal agreement on title for the interim use of Phase 1 until Phase 5 is occupied;
- Phase 2 will complete the construction of all the parking required for Phases 1, 2, and 5 based on "Zone 1" rates (less 10% TDM relaxations) of which, those spaces

provided in excess of "Zone 1" for Phases 1 and 2 will be secured by legal agreement for the interim use of Phases 1 and 2 until Phase 5 is occupied; and

- Phase 5 will utilize the parking constructed at Phases 1 and 2 in excess of "Zone 1" requirements, which parking will be secured at those earlier phases via legal agreement for this purpose.

**NOTE:** It is the understanding of staff that the developer intends that the future development of Phase 5 will fully comply with the Zoning Bylaw in effect at the time of DP approval for Phase 5 in respect to the number of units proposed for Phase 5 and the number of parking spaces available for its use (i.e. secured via legal agreements at Phases 1 and 2 for the future use of Phase 5). In the event of non-compliance with the Zoning Bylaw, the developer may be required to reduce the number of units proposed at Phase 5, provide parking off-site for the use of Phase 5 (i.e. secured via legal agreement at Phases 3 and 4), and/or provide additional TDM measures, as determined at the sole discretion of the City.

### 5.3. Vehicle Access & Shared Driveway Requirements:

- Prior to rezoning adoption, legal agreements shall be registered on title specifying the number and location of permitted driveways for Phases 1-5, including one along the Patterson Road frontage of Phase 1 that is intended for shared use with the future residents of the small, corner lot at 3200 Sexsmith Road.
- Via the DP review process, staff have confirmed that the developer's design of the shared driveway is satisfactory. As part of this review it was determined that, among other things, all visitor parking for Phases 1 and 5 will be located on Level 2 with driveway access via Hazelbridge Way in order to minimize turning conflicts that might otherwise occur at the Patterson Road driveway between cars, loading vehicles, security gates, and related features. (Note: No security/entry phone pylons or other obstructions are permitted within the shared driveway.)
- Prior to Building Permit issuance for Phase 1, the developer is required to submit an irrevocable Letter of Credit to the City for the future removal of any temporary partitions (e.g., fences) installed as part of Phase 1 across the future vehicle access to 3200 Sexsmith Road and the repair/reinstatement of related driveway/building finishes and features.

### 5.4. Vehicle Parking Summary:

**Vehicle Parking Summary for Phases 1 & 5 Proposed for Development via DP 12-611486**

Units	Phase 1 Parking		EV Charging Stations (30%)	Excess Phase 1 Parking for Phase 5	
	Zone 2 Rate/Unit <u>LESS</u> (10%) TDM	Required #		Zone 1 Rate/Unit <u>LESS</u> (10%) TDM	Excess #
259 Market Units	1.2 - 10% = 1.08	280	105*	1.0 - 10% = 0.9	47
20 ARTS Units	0.9 - 10% = 0.81	16		0.9 - 10% = 0.81	Nil
Visitors**	0.2 - 10% = 0.18	51**		0.2 - 10% = 0.18	Nil
<b>TOTAL</b>	<b>Varies</b>	<b>347</b>	<b>105*</b>	<b>Varies</b>	<b>47</b>

\* For the "EV Charging Stations" (i.e. parking spaces equipped with duplex outlets):

- All EV stations shall be assigned to resident parking (i.e. none to Visitor parking);
- A proportional share of EV stations shall be assigned to Market Units and ARTS Units, unless otherwise determined to the satisfaction of the City; and
- Prior to Building Permit issuance, legal agreement(s) must be registered on title to the City's satisfaction.

**\*\* In respect to Visitor parking developed via DP 12-611486:**

- (a) ALL Visitor parking shall be provided on Level 2 (i.e. access shall NOT be via Patterson Road); and
- (b) ARTS Units shall share Phase 1's Visitor parking with the Market Units, as per the Housing Agreement on title.

**5.5. Phasing of "Class 1" (Resident) Bike Parking Requirements:** "Class 1" bike parking for Phases 1, 2, and 5 shall proceed as follows:

- Phase 1 will provide bike parking based on current Zoning Bylaw rates of which, those bike spaces provided in excess of the Bylaw will be secured via legal agreement on title for the interim use of Phase 1 until Phase 5 is occupied;
- Phase 2 will complete the construction of all the bike parking required for Phases 1, 2, and 5 based on Bylaw rates of which, those spaces provided in excess of the Bylaw for Phases 1 and 2 will be secured by legal agreement for the interim use of Phases 1 and 2 until Phase 5 is occupied; and
- Phase 5 will utilize the bike parking constructed at Phases 1 and 2 in excess of Bylaw requirements, which bike parking will be secured at those earlier phases via legal agreement for this purpose.

**NOTE:** It is the understanding of staff that the developer intends that the future development of Phase 5 will fully comply with the Zoning Bylaw in effect at the time of DP approval for Phase 5 in respect to the number of units proposed for Phase 5 and the number of "Class 1" bike parking spaces available for its use (i.e. secured via legal agreements at Phases 1 and 2 for the future use of Phase 5). In the event of non-compliance with the Zoning Bylaw, the developer may be required to reduce the number of units proposed at Phase 5 and/or provide additional "Class 1" bike parking spaces for the use of Phase 5, as determined at the sole discretion of the City.

**5.6. "Class 1" (Resident) Bike Parking Summary:**

**"Class 1" Bike Parking Summary for Phases 1 & 5 Proposed for Development via DP 12-611486\***

Units	Phase 1 "Class 1" Bike Parking			EV Charging Stations (1/40 bikes or 1/compound, whichever is greater)	Excess Phase 1 "Class 1" Bike Parking for Phase 5
	Rate/Unit	Required #	Proposed #		
279 Units	1.25	349	515	14 proposed, based on 1/compound	160+

- \* "Class 2" bike parking for visitors is required in addition to "Class 1" parking. "Class 2" parking will be provided on a phase-by-phase basis in compliance with the Zoning Bylaw at the time of DP approval (i.e. currently 0.2 bikes per unit).
- \* For the "EV Charging Stations" (i.e. bike compounds equipped with duplex outlets):
  - (a) All EV stations shall be assigned for "Class 1" use (i.e. none for "Class 2");
  - (b) A proportional share of EV stations shall be assigned to Market Units and ARTS Units, unless otherwise determined to the satisfaction of the City; and
  - (c) Prior to Building Permit issuance, legal agreement(s) must be registered on title to the City's satisfaction.

## **6. Loading & Waste Collection Strategy – Phase 1:**

As with parking, a coordinated strategy is proposed to address the loading, garbage, and recycling needs of Phases 1, 2, and 5. More specifically, the agreed strategy includes the following:

- 6.1. Garbage: All garbage collection will take place inside the parking structure with vehicle access from Patterson Road. The needs of Phase 1 and future Phase 5 will be met via two residential garbage compactors situated on Level 1, which will be serviced by private contractors with low profile vehicles. Garbage facilities for Phase 2 will likewise be fully contained within the parking structure with access from Patterson Road. Further details in respect to Phase 2 will be determined via Phase 2's future DP application.
- 6.2. Recycling: Recycling for Phases 1 and 5 will be accommodated via three recycling rooms on Level 1 of the parking structure, including one adjacent to Phase 1's south tower core, one near the future tower core for Phase 5, and a holding area near the Patterson Road parkade entry. Recycling pick-up for Phases 1 and 5 will make use of an outdoor loading space along Phase 1's Patterson Road frontage. Recycling facilities for Phase 2 will fully contained inside Phase 2's parkade structure (including recycling pick-up) with access from Patterson Road. Further details in respect to Phase 2 will be determined via Phase 2's future DP application.
- 6.3. Loading: For Phases 1 and 5, loading shall include accommodation for large truck loading (WB-17) on the publicly-accessible (north-south) road along the east side of Phase 1 and three spaces for medium trucks (SU-9), including one at a designated location on the north-south road, one on Level 1 of the parkade, and one along the Patterson Road frontage (the latter of which has extra overhead clearance to accommodate recycling vehicle activities). Loading requirements for medium trucks (SU-9) for Phase 2 will be fully contained within Phase 2's parking structure, with access via Patterson Road. Large truck (WB-17) loading for Phase 2 will be shared with Phases 1 and 5 on the north-south road. Further details in respect to Phase 2 loading will be determined via Phase 2's future DP application.



# City of Richmond

## Development Permit

No. DP 12-611486

To the Holder: Paul Goodwin - GBL Architects

Property Address: 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road (Phase 1)

Address: 2034 West 11<sup>th</sup> Avenue, Vancouver, BC V6J 2C9

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", as amended by zoning amendment Bylaw No. 8840, is hereby varied to:
  - a) Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:
    - i. For Sexsmith Road, reduced from 7.6 m to 4.6 m; and
    - ii. For Patterson Road, reduced from 4.9 m to 1.9 m.
  - b) Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
    - i. For Sexsmith Road, reduced from 6.6 m to 3.0 m; and
    - ii. For Patterson Road, reduced from 3.9 m to 0.3 m.
  - c) Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
    - i. For Sexsmith Road, reduced from 7.0 m to 2.8 m; and
    - ii. For Patterson Road, reduced from 4.3 m to 0.3 m.
  - d) For Artist Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m<sup>2</sup> and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:



# Development Permit

No. DP 12-611486

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Address: 2034 West 11<sup>th</sup> Avenue, Vancouver, BC V6J 2C9

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- i. Permit the minimum area of 25.0 m<sup>2</sup> to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and
  - ii. Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling :
    - For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and
    - For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.
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 #16h 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 \$1,771,016.03 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.
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.

# Development Permit

No. DP 12-611486

To the Holder: Paul Goodwin - GBL Architects

Property Address: 8800, 8820, 8840, 8880, 8900, 8920, 8940 and 8960 Patterson Road and 3240, 3260, 3280, 3320 and 3340 Sexsmith Road (Phase 1)

Address: 2034 West 11<sup>th</sup> Avenue, Vancouver, BC V6J 2C9

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AUTHORIZING RESOLUTION NO.  
DAY OF , .

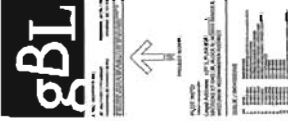
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

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MAYOR



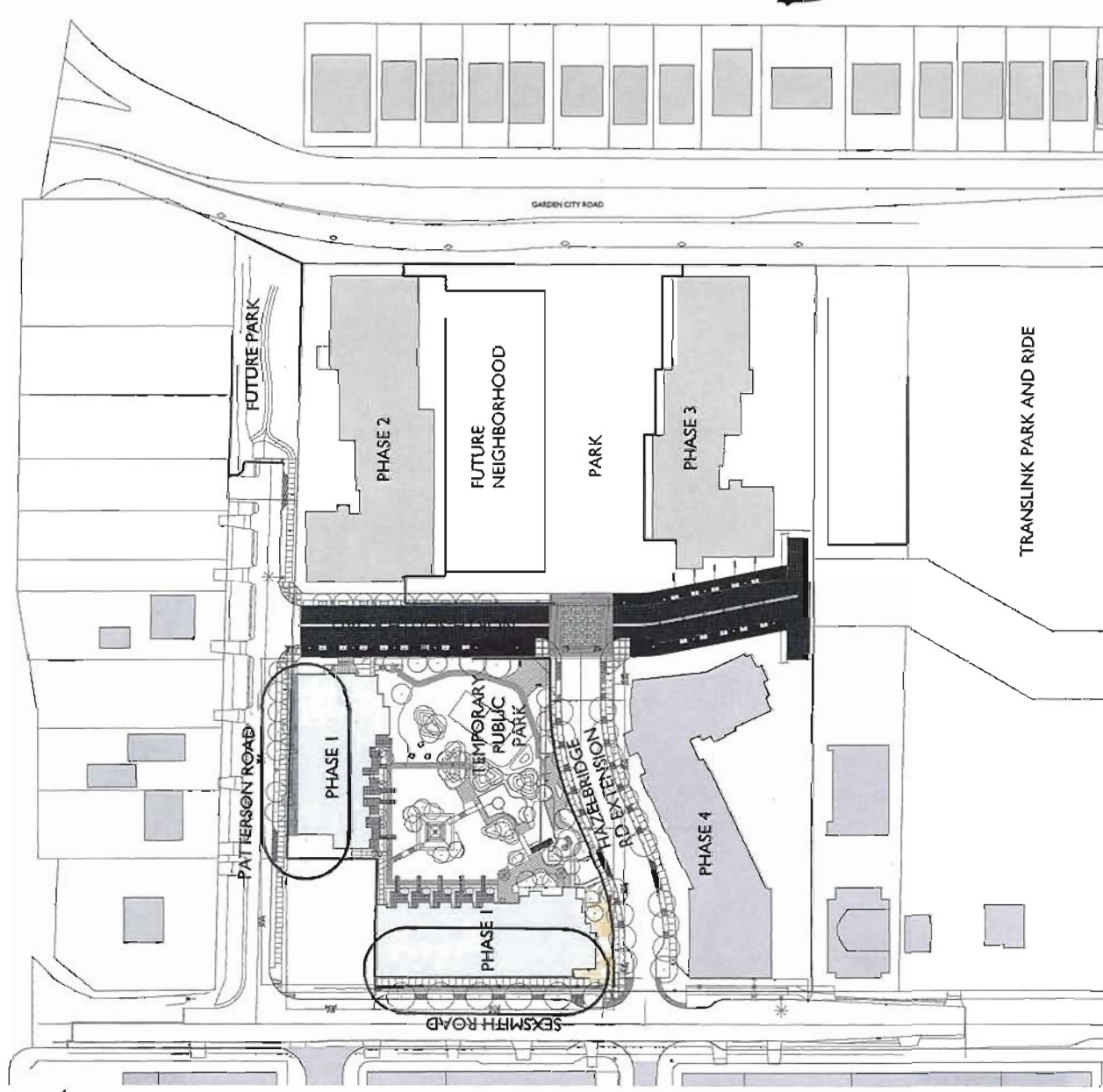


- Note:**
- Variations are indicated on the "Site Plan"
  - Statutory right-of-ways are indicated on the "Composite Plan - Outdoor Space"
  - 20 Artist Residential Tenancy Studio (ARTS) Units, secured by a Housing Agreement (i.e. affordable housing for professional artists) are shown on the Level 1, 2 & 3 plans fronting Sexsmith Road & Patterson Road
  - 41 Basic Universal Housing Units are indicated by an asterisk (\*) on the unit plans
  - All units shall incorporate "aging in place" features including, but not limited to, blocking in bathroom walls for future grab bars & lever handles on doors & plumbing fixtures
  - All visitor parking must be located on Level 2
  - As per legal agreements registered on title for Electric Vehicle (EV) Charging Stations as provided:
    - o Cars: 105 (1 duplex outlet per resident parking space)
    - o Bikes: 14 (1 per compound)

UNIT MIX		UNIT TYPE										TOTAL	
UNIT TYPE	AREA (SQ. FT.)	AREA (SQ. M.)	AREA (SQ. FT.)	AREA (SQ. M.)	AREA (SQ. FT.)	AREA (SQ. M.)	AREA (SQ. FT.)	AREA (SQ. M.)	AREA (SQ. FT.)	AREA (SQ. M.)	AREA (SQ. FT.)	AREA (SQ. M.)	
1-BED	1,100	102	1,100	102	1,100	102	1,100	102	1,100	102	1,100	102	
2-BED	1,800	168	1,800	168	1,800	168	1,800	168	1,800	168	1,800	168	
3-BED	2,500	232	2,500	232	2,500	232	2,500	232	2,500	232	2,500	232	
4-BED	3,200	298	3,200	298	3,200	298	3,200	298	3,200	298	3,200	298	
5-BED	4,000	373	4,000	373	4,000	373	4,000	373	4,000	373	4,000	373	
6-BED	4,800	448	4,800	448	4,800	448	4,800	448	4,800	448	4,800	448	
7-BED	5,600	519	5,600	519	5,600	519	5,600	519	5,600	519	5,600	519	
8-BED	6,400	595	6,400	595	6,400	595	6,400	595	6,400	595	6,400	595	
9-BED	7,200	670	7,200	670	7,200	670	7,200	670	7,200	670	7,200	670	
10-BED	8,000	746	8,000	746	8,000	746	8,000	746	8,000	746	8,000	746	
11-BED	8,800	821	8,800	821	8,800	821	8,800	821	8,800	821	8,800	821	
12-BED	9,600	897	9,600	897	9,600	897	9,600	897	9,600	897	9,600	897	
13-BED	10,400	972	10,400	972	10,400	972	10,400	972	10,400	972	10,400	972	
14-BED	11,200	1,048	11,200	1,048	11,200	1,048	11,200	1,048	11,200	1,048	11,200	1,048	
15-BED	12,000	1,123	12,000	1,123	12,000	1,123	12,000	1,123	12,000	1,123	12,000	1,123	
16-BED	12,800	1,200	12,800	1,200	12,800	1,200	12,800	1,200	12,800	1,200	12,800	1,200	
17-BED	13,600	1,275	13,600	1,275	13,600	1,275	13,600	1,275	13,600	1,275	13,600	1,275	
18-BED	14,400	1,351	14,400	1,351	14,400	1,351	14,400	1,351	14,400	1,351	14,400	1,351	
19-BED	15,200	1,426	15,200	1,426	15,200	1,426	15,200	1,426	15,200	1,426	15,200	1,426	
20-BED	16,000	1,502	16,000	1,502	16,000	1,502	16,000	1,502	16,000	1,502	16,000	1,502	
21-BED	16,800	1,577	16,800	1,577	16,800	1,577	16,800	1,577	16,800	1,577	16,800	1,577	
22-BED	17,600	1,653	17,600	1,653	17,600	1,653	17,600	1,653	17,600	1,653	17,600	1,653	
23-BED	18,400	1,728	18,400	1,728	18,400	1,728	18,400	1,728	18,400	1,728	18,400	1,728	
24-BED	19,200	1,804	19,200	1,804	19,200	1,804	19,200	1,804	19,200	1,804	19,200	1,804	
25-BED	20,000	1,879	20,000	1,879	20,000	1,879	20,000	1,879	20,000	1,879	20,000	1,879	
26-BED	20,800	1,955	20,800	1,955	20,800	1,955	20,800	1,955	20,800	1,955	20,800	1,955	
27-BED	21,600	2,030	21,600	2,030	21,600	2,030	21,600	2,030	21,600	2,030	21,600	2,030	
28-BED	22,400	2,106	22,400	2,106	22,400	2,106	22,400	2,106	22,400	2,106	22,400	2,106	
29-BED	23,200	2,181	23,200	2,181	23,200	2,181	23,200	2,181	23,200	2,181	23,200	2,181	
30-BED	24,000	2,257	24,000	2,257	24,000	2,257	24,000	2,257	24,000	2,257	24,000	2,257	
31-BED	24,800	2,332	24,800	2,332	24,800	2,332	24,800	2,332	24,800	2,332	24,800	2,332	
32-BED	25,600	2,408	25,600	2,408	25,600	2,408	25,600	2,408	25,600	2,408	25,600	2,408	
33-BED	26,400	2,483	26,400	2,483	26,400	2,483	26,400	2,483	26,400	2,483	26,400	2,483	
34-BED	27,200	2,559	27,200	2,559	27,200	2,559	27,200	2,559	27,200	2,559	27,200	2,559	
35-BED	28,000	2,634	28,000	2,634	28,000	2,634	28,000	2,634	28,000	2,634	28,000	2,634	
36-BED	28,800	2,710	28,800	2,710	28,800	2,710	28,800	2,710	28,800	2,710	28,800	2,710	
37-BED	29,600	2,785	29,600	2,785	29,600	2,785	29,600	2,785	29,600	2,785	29,600	2,785	
38-BED	30,400	2,861	30,400	2,861	30,400	2,861	30,400	2,861	30,400	2,861	30,400	2,861	
39-BED	31,200	2,936	31,200	2,936	31,200	2,936	31,200	2,936	31,200	2,936	31,200	2,936	
40-BED	32,000	3,012	32,000	3,012	32,000	3,012	32,000	3,012	32,000	3,012	32,000	3,012	
41-BED	32,800	3,087	32,800	3,087	32,800	3,087	32,800	3,087	32,800	3,087	32,800	3,087	
42-BED	33,600	3,163	33,600	3,163	33,600	3,163	33,600	3,163	33,600	3,163	33,600	3,163	
43-BED	34,400	3,238	34,400	3,238	34,400	3,238	34,400	3,238	34,400	3,238	34,400	3,238	
44-BED	35,200	3,314	35,200	3,314	35,200	3,314	35,200	3,314	35,200	3,314	35,200	3,314	
45-BED	36,000	3,389	36,000	3,389	36,000	3,389	36,000	3,389	36,000	3,389	36,000	3,389	
46-BED	36,800	3,465	36,800	3,465	36,800	3,465	36,800	3,465	36,800	3,465	36,800	3,465	
47-BED	37,600	3,540	37,600	3,540	37,600	3,540	37,600	3,540	37,600	3,540	37,600	3,540	
48-BED	38,400	3,616	38,400	3,616	38,400	3,616	38,400	3,616	38,400	3,616	38,400	3,616	
49-BED	39,200	3,691	39,200	3,691	39,200	3,691	39,200	3,691	39,200	3,691	39,200	3,691	
50-BED	40,000	3,767	40,000	3,767	40,000	3,767	40,000	3,767	40,000	3,767	40,000	3,767	
51-BED	40,800	3,842	40,800	3,842	40,800	3,842	40,800	3,842	40,800	3,842	40,800	3,842	
52-BED	41,600	3,918	41,600	3,918	41,600	3,918	41,600	3,918	41,600	3,918	41,600	3,918	
53-BED	42,400	3,993	42,400	3,993	42,400	3,993	42,400	3,993	42,400	3,993	42,400	3,993	
54-BED	43,200	4,069	43,200	4,069	43,200	4,069	43,200	4,069	43,200	4,069	43,200	4,069	
55-BED	44,000	4,144	44,000	4,144	44,000	4,144	44,000	4,144	44,000	4,144	44,000	4,144	
56-BED	44,800	4,220	44,800	4,220	44,800	4,220	44,800	4,220	44,800	4,220	44,800	4,220	
57-BED	45,600	4,295	45,600	4,295	45,600	4,295	45,600	4,295	45,600	4,295	45,600	4,295	
58-BED	46,400	4,371	46,400	4,371	46,400	4,371	46,400	4,371	46,400	4,371	46,400	4,371	
59-BED	47,200	4,446	47,200	4,446	47,200	4,446	47,200	4,446	47,200	4,446	47,200	4,446	
60-BED	48,000	4,522	48,000	4,522	48,000	4,522	48,000	4,522	48,000	4,522	48,000	4,522	
61-BED	48,800	4,597	48,800	4,597	48,800	4,597	48,800	4,597	48,800	4,597	48,800	4,597	
62-BED	49,600	4,673	49,600	4,673	49,600	4,673	49,600	4,673	49,600	4,673	49,600	4,673	
63-BED	50,400	4,748	50,400	4,748	50,400	4,748	50,400	4,748	50,400	4,748	50,400	4,748	
64-BED	51,200	4,824	51,200	4,824	51,200	4,824	51,200	4,824	51,200	4,824	51,200	4,824	
65-BED	52,000	4,900	52,000	4,900	52,000	4,900	52,000	4,900	52,000	4,900	52,000	4,900	
66-BED	52,800	4,975	52,800	4,975	52,800	4,975	52,800	4,975	52,800	4,975	52,800	4,975	
67-BED	53,600	5,051	53,600	5,051	53,600	5,051	53,600	5,051	53,600	5,051	53,600	5,051	
68-BED	54,400	5,126	54,400	5,126	54,400	5,126	54,400	5,126	54,400	5,126	54,400	5,126	
69-BED	55,200	5,202	55,200	5,202	55,200	5,202	55,200	5,202	55,200	5,202	55,200	5,202	
70-BED	56,000	5,277	56,000	5,277	56,000	5,277	56,000	5,277	56,000	5,277	56,000	5,277	
71-BED	56,800	5,353	56,800	5,353	56,800	5,353	56,800	5,353	56,800	5,353	56,800	5,353	
72-BED	57,600	5,428	57,600	5,428	57,600	5,428	57,600	5,428	57,600	5,428	57,600	5,428	
73-BED	58,400	5,504	58,400	5,504	58,400	5,504	58,400	5,504	58,400	5,504	58,400	5,504	
74-BED	59,200	5,579	59,200	5,579	59,200	5,579	59,200	5,579	59,200	5,579	59,200	5,579	
75-BED	60,000	5,655	60,000	5,655	60,000	5,655	60,000	5,655	60,000	5,655	60,000	5,655	
76-BED	60,800	5,730	60,800	5,730	60,800	5,730	60,800	5,730	60,800	5,730	60,800	5,730	
77-BED	61,600	5,806	61,600	5,806	61,600	5,806	61,600	5,806	61,600	5,806	61,600	5,806	
78-BED	62,400	5,881	62,400	5,881	62,400	5,881	62,400	5,881	62,400	5,881	62,400	5,881	

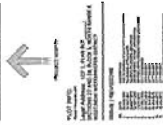
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 #2

SEA ISLAND WAY

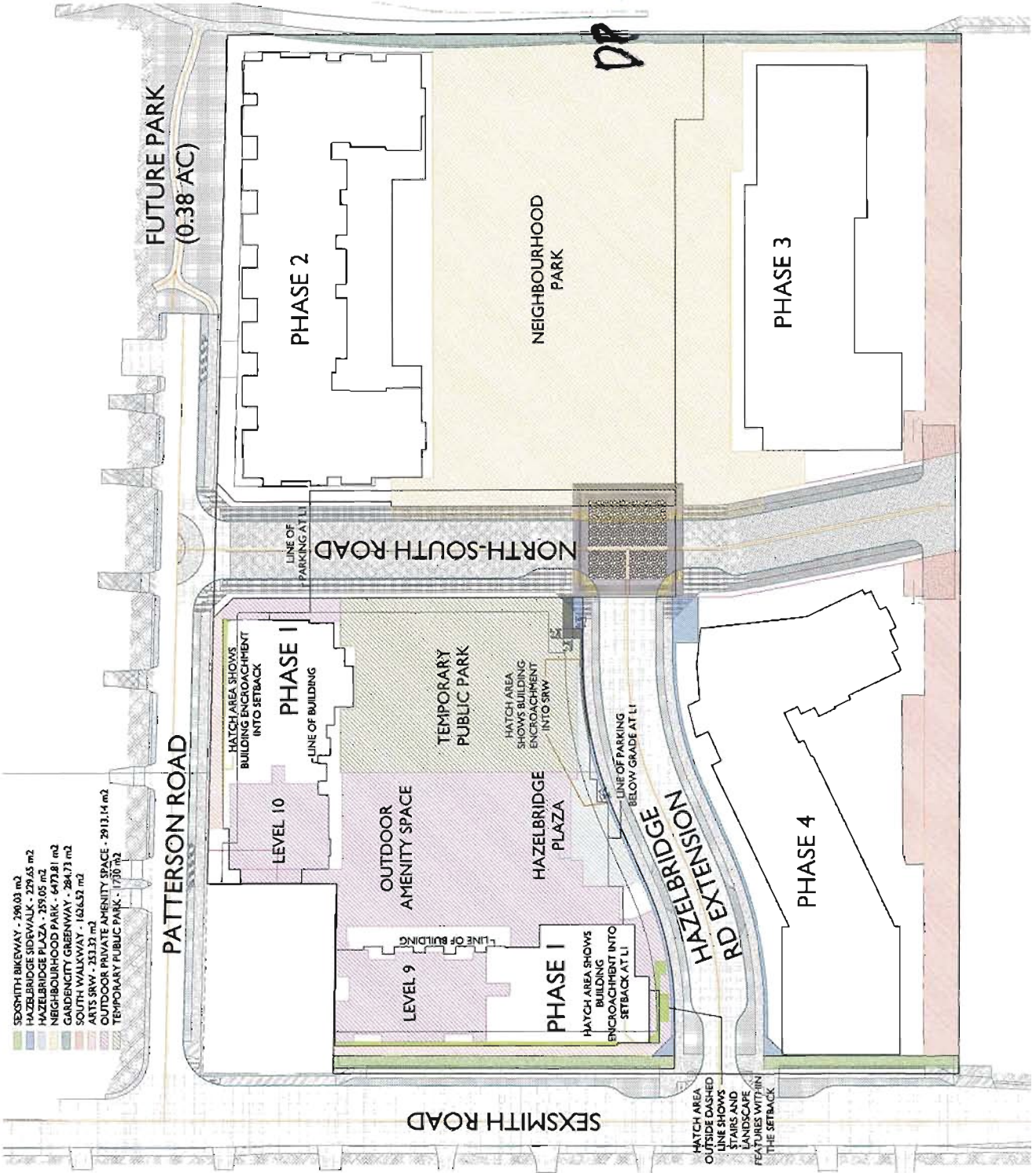


- Proposed variances to the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw No. 8840, are applicable to the areas indicated in heavy black outline in the Site Plan and include:
- 1.1. Reduce the minimum allowable road and park setback for portions of the building situated at or above finished grade from 3.0 m measured to the boundary of an area granted to the City via a statutory right-of-way for road or park purposes such that the minimum allowable setback from a lot line abutting a public road shall be:
    - 1.1.1. For Sexsmith Road, reduced from 7.6 m to 4.5 m; and
    - 1.1.2. For Patterson Road, reduced from 4.9 m to 1.9 m.
  - 1.2. Increase the maximum allowable projection for porches and balconies projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
    - 1.2.1. For Sexsmith Road, reduced from 6.6 m to 3.0 m; and
    - 1.2.2. For Patterson Road, reduced from 3.0 m to 0.3 m.
  - 1.3. Increase the maximum allowable projection for architectural features projecting into a road or park setback such that the minimum allowable setback from a lot line abutting a public road shall be:
    - 1.3.1. For Sexsmith Road, reduced from 7.0 m to 2.8 m; and
    - 1.3.2. For Patterson Road, reduced from 4.3 m to 0.3 m.
  - 1.4. For Artlet Residential Tenancy Studio (ARTS) Units, vary the Zoning Bylaw requirements for the portion of the unit required to have a minimum area of 25.0 m<sup>2</sup> and a minimum clear height of 4.5 m measured from the surface of the finished floor to the surface of the finished ceiling to:
    - 1.4.1. Permit the minimum area of 25.0 m<sup>2</sup> to be occupied in part by stairs and movable second-storey walkways and exclude those portions of the area occupied by such features from minimum clear height requirements; and
    - 1.4.2. Reduce the minimum clear height measured from the surface of the finished floor to the surface of the finished ceiling:
      - a) For all the ARTS Units fronting Sexsmith Road, from 4.5 m to 3.65 m; and
      - b) For two of the eight ARTS units fronting Patterson Road, from 4.5 m to 3.25 m.





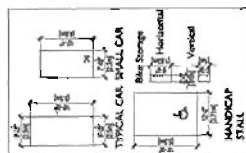
- SEXSMITH BIKEWAY - 290.03 m<sup>2</sup>
- HAZELBRIDGE SIDEWALK - 229.65 m<sup>2</sup>
- HAZELBRIDGE PLAZA - 359.05 m<sup>2</sup>
- NEIGHBOURHOOD PARK - 6473.81 m<sup>2</sup>
- GARDEN CITY GREENWAY - 284.71 m<sup>2</sup>
- SOUTH WALKWAY - 1626.52 m<sup>2</sup>
- ARTS SRW - 253.37 m<sup>2</sup>
- OUTDOOR PRIVATE AMENITY SPACE - 2913.14 m<sup>2</sup>
- TEMPORARY PUBLIC PARK - 1730 m<sup>2</sup>



12611486  
#3



A-1.02



12611486 #4

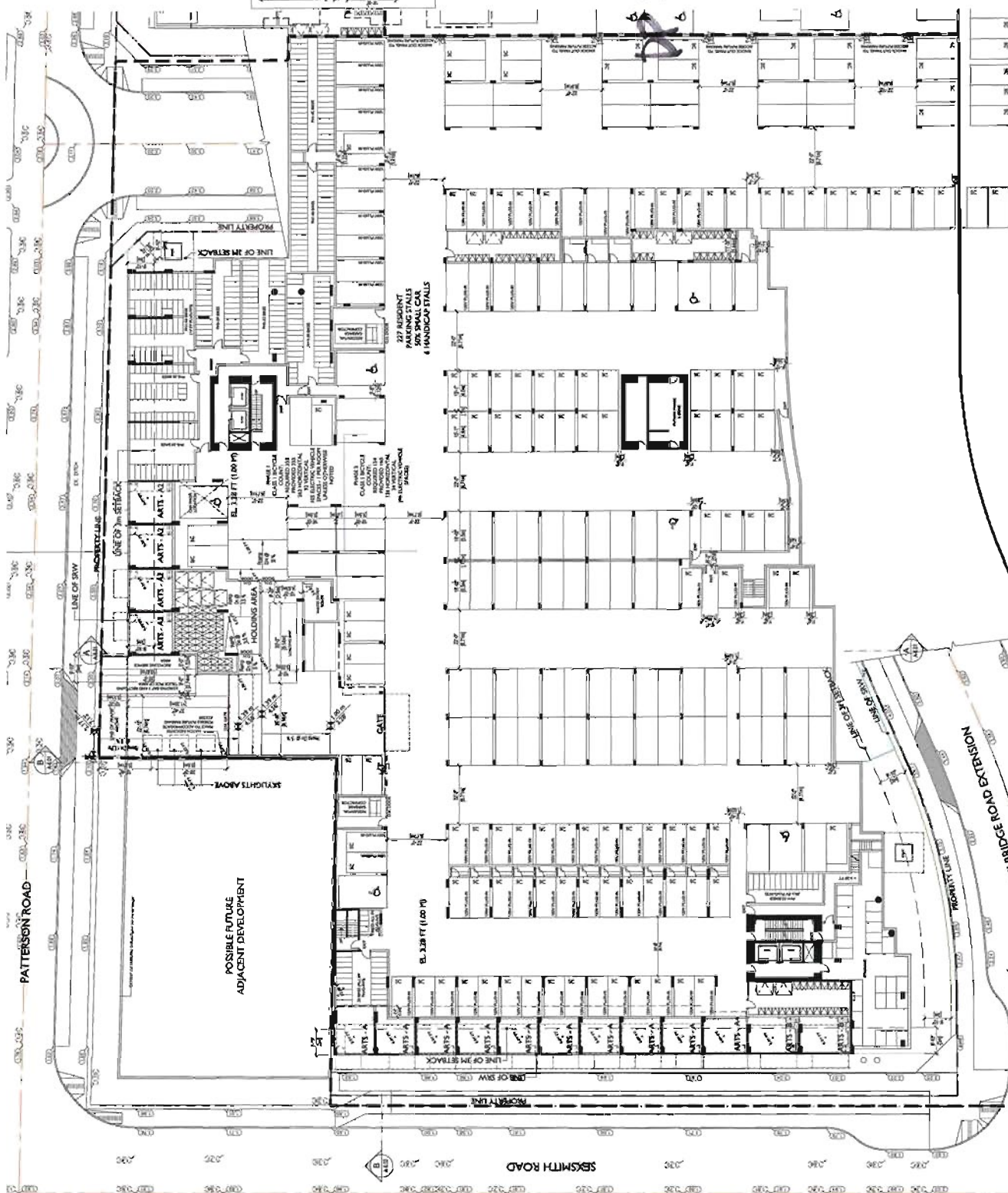


CONCORD GARDENS  
PHASE I  
LICHENWOOD, NC

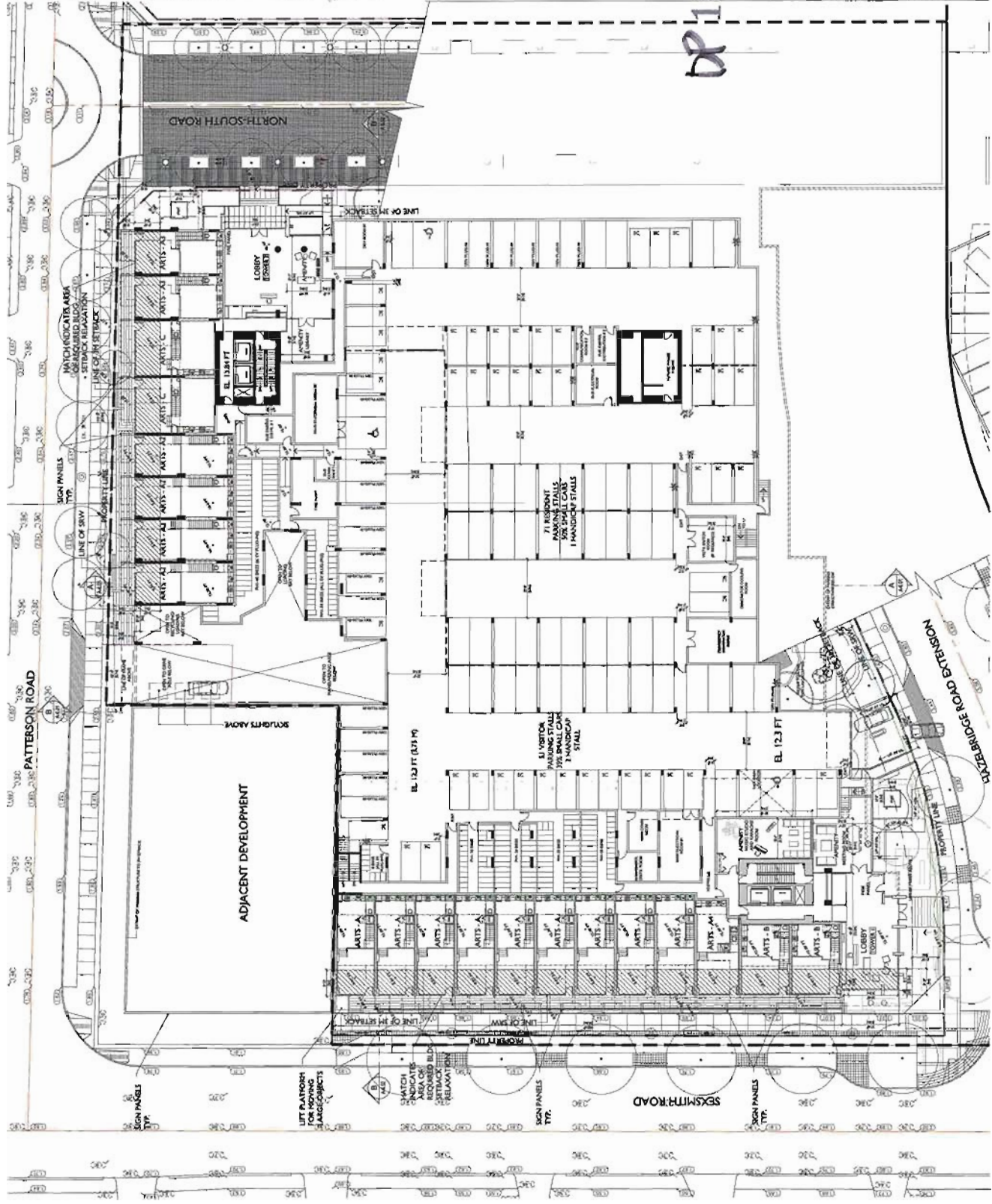
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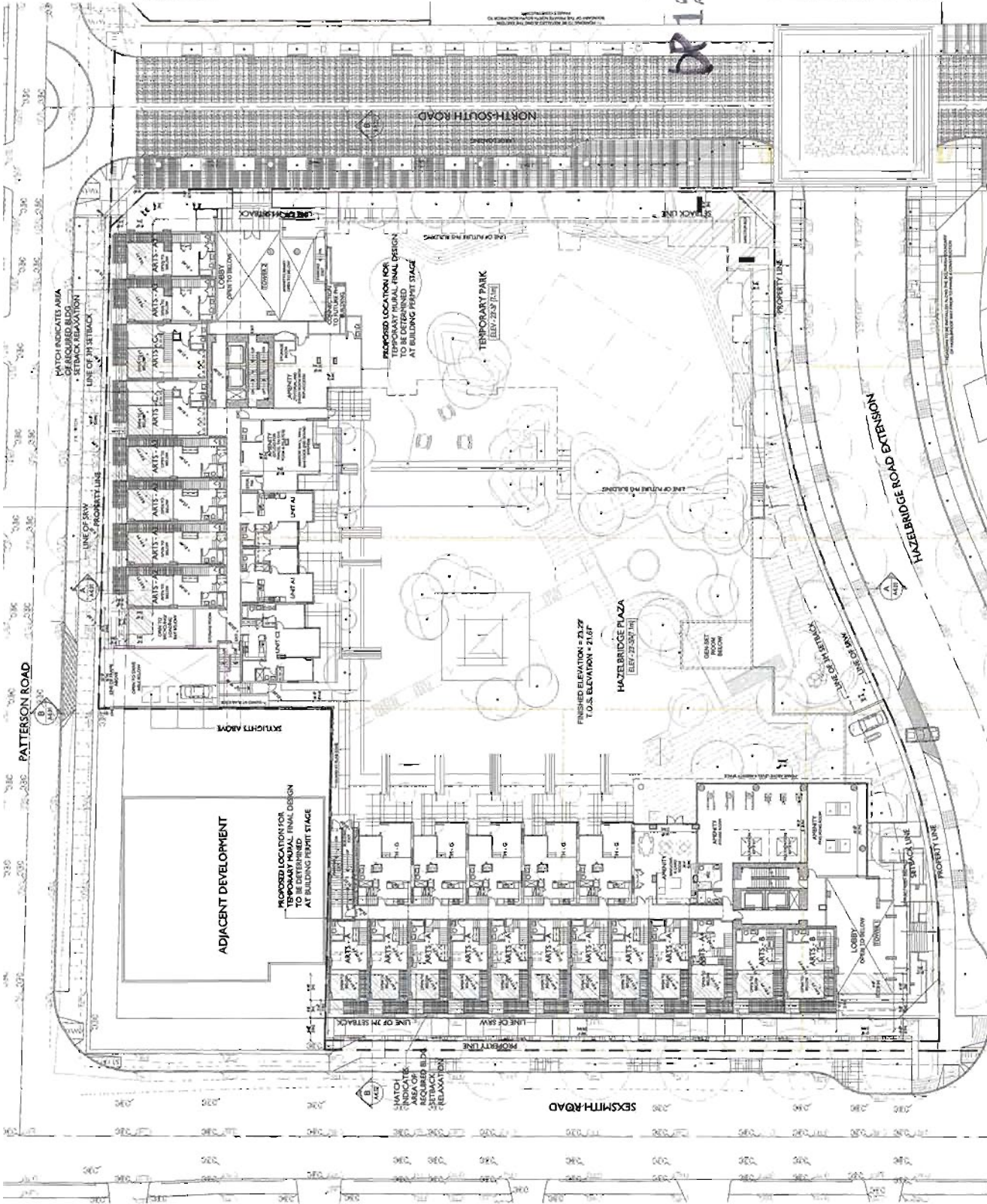
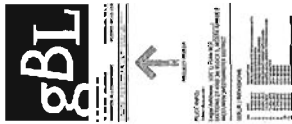
A-2.01











12611486 #6

CONCORD  
PACIFIC

CONCORD GARDENS  
PHASE 1  
RECONSTRUCT  
NOT CONSTRUCTION

LEVEL 3

115

A-3.01

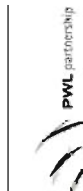


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169	20150708	20150708	20150708
170	20150709	20150709	20150709
171	20150710	20	

DP 12611486  
Concord Gardens  
Materials Et Grading  
Phase 1 with  
Interim Park

NAME		DATE	
		$1^\circ = 20' - 0''$	
POLYMER	1174		
WET	August 22, 2012		
FILED	1176 OF POLYMER		
RECEIVED	172473 at 11:20 PM		
JANUARY	2013	WET-1013	08





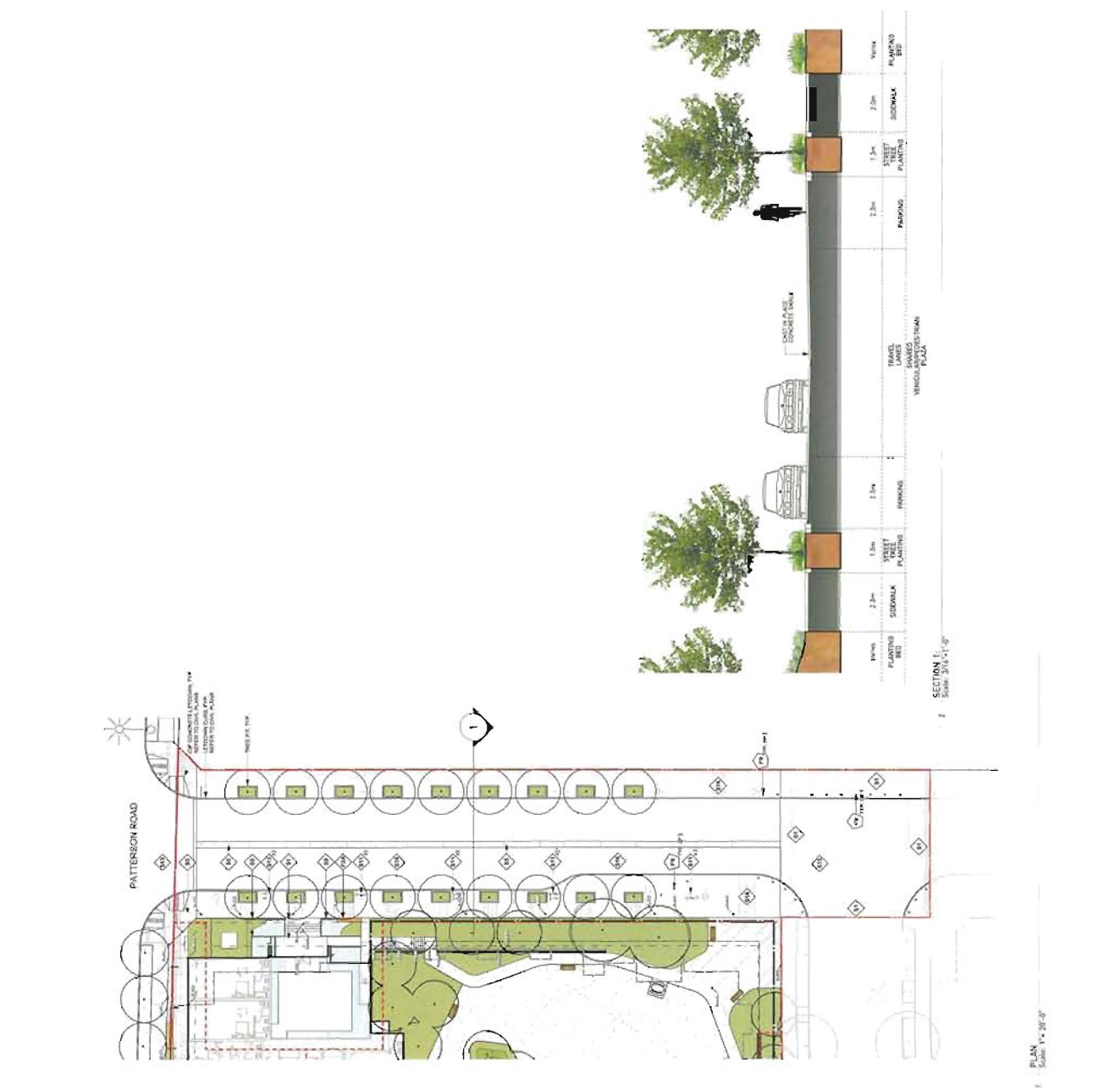
100% Recycled and Recyclable  
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REINFORCEMENT	
1. REINFORCEMENT	CONCRETE
2. REINFORCEMENT	CONCRETE
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8. REINFORCEMENT	CONCRETE
9. REINFORCEMENT	CONCRETE
10. REINFORCEMENT	CONCRETE

BFT MATERIAL	
1. CONCRETE PAVING	CONCRETE PAVING
2. 4" F. PAVEMENT	4" F. PAVEMENT
3. 4" F. PAVEMENT	4" F. PAVEMENT
4. 4" F. PAVEMENT	4" F. PAVEMENT
5. 4" F. PAVEMENT	4" F. PAVEMENT
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BFT FINISHES	
1. TABLE AND CHAIRS	TABLE AND CHAIRS
2. BENCH	BENCH
3. BENCH	BENCH
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19. BENCH	BENCH
20. BENCH	BENCH



PLAN  
Scale 1/8" = 1'-0"

SECTION  
Scale 1/4" = 1'-0"

Concord Gardens  
12611486  
Materials & Grading  
Private Road

AS SHOWN	
1. 1/8"	1/8"
2. 1/8"	1/8"
3. 1/8"	1/8"
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[illegible]

Figure 2 illustrates a cross-section of a street layout. The layout is divided into four main zones with the following widths: Public Terrace (2.0m), Street Planting (1.0m), Sidewalk (2.0m), and Antisegregation Road (4.0m). The total width of the street layout is 9.0m. The diagram shows a building facade on the left, a sidewalk with pedestrians, a street with a car, and a large tree. The zones are labeled as follows: PUBLIC TERRACE (2.0m), STREET PLANTING (1.0m), SIDEWALK (2.0m), and ANTISEGREGATION ROAD (4.0m).

PERSPECTIVE



PERSPECTIVE



**PWL partnership**

*the "win-win-win" solution for  
your business*



**CONTRACTOR'S LIST**

**ALL 2004**      **CONTRACTS**

01   **REPAIRS**      **OVER 100**

02   **REPAIRS**      **OVER 100**

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100   **REPAIRS**      **OVER 100**

ITEM	QUANTITY	TABLE AND CHAIRS	
01	24	BENCH	
02	24	GRASSY AND ELEMENTARY PLANTING MATERIALS OF CONCRETE	
03	24	ARTIFICIAL STONE ROCKER	
04	24	PLANT CONTAINER - CONCRETE MODUL - FLORAL	
05	24	ARTIFICIAL STONE CHAIRS WITH PLANTING MATERIALS	
06	24	BRICK AREA WITH PLANTING MATERIALS	
07	24	DATE PAPER	
08	24	CHAIR (STONE)	
09	24	BELLARD	
10	24	WATERING WITH BOTTLES (WITH PLANTING MATERIALS)	
11	24	PLANTING FILLER (TERRACE, BELLARD, JARVIS)	
12	24	PLANTING FILLER (TERRACE, BELLARD, JARVIS)	
13	24	TEMPERATURE TABLE	
14	24	TEMPERATURE TABLE	
15	24	TEMPERATURE TABLE	
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100	24	TEMPERATURE TABLE	

2611486  
Materials & Grading  
Patterson Art Units

DATE	TIME	AS SHOWN
		
MEASUREMENT	1178	
DATE	August 22, 2014	
NOTES	1130 DP Plan Lock	
NAME	VENNYS at 1:21:00 PM	
PROJECT	AS	REVISION
DESIGN		

71.05





PHOTOGRAPHY: JEFFREY M. HARRIS  
DESIGN: JEFFREY M. HARRIS  
ARCHITECT: JEFFREY M. HARRIS  
CONSTRUCTION: JEFFREY M. HARRIS



- 1. SITE PLAN
- 2. SITE PLAN
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- 100. SITE PLAN



LANTERN PAVILION DESIGN INSPIRATION



PERSPECTIVES



SECTION 1  
Scale: 1/4" = 1'-0"

12611486  
#79  
Concord Gardens

Malenals Et Grading  
Lagoon Courtyard

AS SHOWN	
Scale	1/4" = 1'-0"
Date	April 22, 2013
By	5111 SP Pavilion
For	5111 SP Pavilion
Sheet	5111 SP Pavilion
Drawn	AS
Checked	AS
Reviewed	AS

L1.07







1 PERSPECTIVE



PWL Partnership  
Parks & Recreation  
11150 11th Avenue  
San Diego, CA 92161  
619.594.1111



NO.	DESCRIPTION	DATE
01	REVISION	10/15/11
02	REVISION	10/15/11
03	REVISION	10/15/11
04	REVISION	10/15/11
05	REVISION	10/15/11
06	REVISION	10/15/11
07	REVISION	10/15/11

Concord Gardens

12611486  
Materials & Grading  
Interim Park

11150 11th Avenue  
San Diego, CA 92161  
619.594.1111

NO.	DESCRIPTION	DATE
01	REVISION	10/15/11
02	REVISION	10/15/11
03	REVISION	10/15/11
04	REVISION	10/15/11
05	REVISION	10/15/11
06	REVISION	10/15/11
07	REVISION	10/15/11

L1.09



[illegible]

TEST VARIATION	TABLE AND DATES
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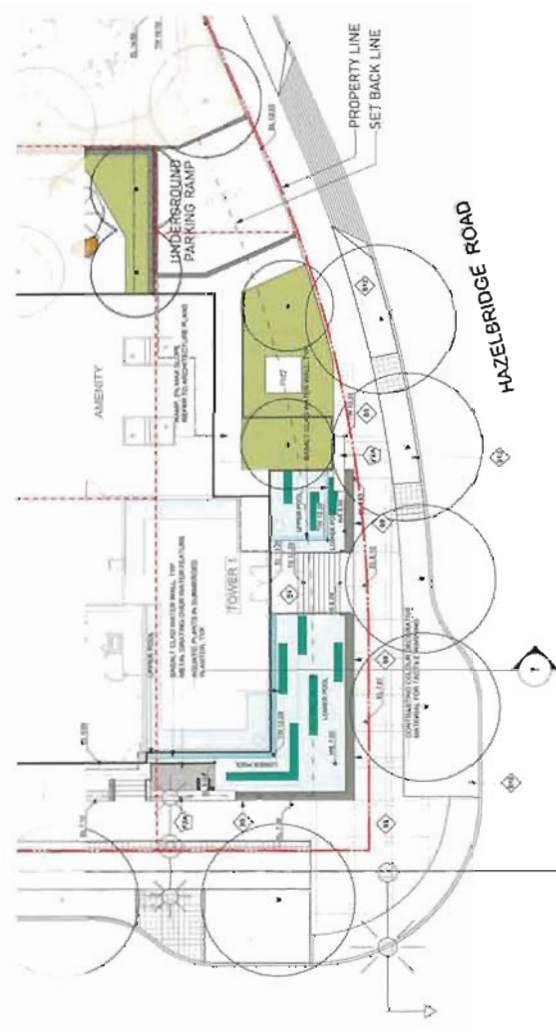
Concord Gardens

611486  
Materials & Grading

<p><b>NAME</b></p> <p><b>DATE</b></p>	<p><b>GRADE</b></p> <p><b>TEACHER</b></p>
---------------------------------------	-------------------------------------------

PROJECT NO.	1176
DATE	August 22, 2014
FOR WORD	IN THE P.P. FORM
REFERENCE	155571 of 1-23-2014
ISSUED	2014
REVISIONS	001

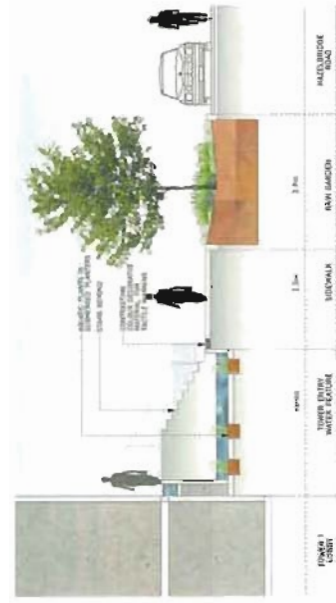
## L1.10



- PLAN  
Scale 1-100%



PERSPECTIVE

SECTION 1  
Scale: 3/16" = 1'-0"




[illegible]

# 1.1.1



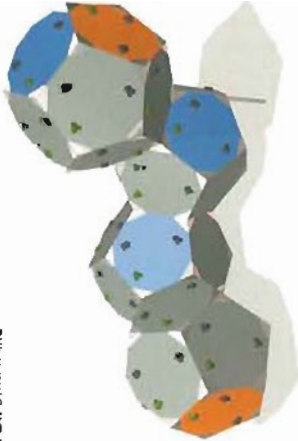
1261148671  
Materials & Grading  
Roof



AS SHOWN													
													
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PROJECT	1114												
DATE	August 22, 2013												
REQ NO	11740 GP Pave work												
PROPERTY	550215 Rd 1-22131 PM												
AMOUNT	\$0												
REMARKS	03												

## L1.12

# PLAY STRUCTURE



PROJEKT - BLOKKA

# SITE FURNITURE



LANDSCAPE FORMS - BING

# LIGHTING



SCHWEDER - FURNO 3



SCHWEDER - ALUBA LED



PROJEKT	PROJEKTLEITER
01. PROJEKT	PROJEKTLEITER
02. PROJEKT	PROJEKTLEITER
03. PROJEKT	PROJEKTLEITER
04. PROJEKT	PROJEKTLEITER
05. PROJEKT	PROJEKTLEITER
06. PROJEKT	PROJEKTLEITER
07. PROJEKT	PROJEKTLEITER

Concord Gardens

DP 12611486

IMAGE BOARD #7m

PROJEKT	PROJEKTLEITER
01. PROJEKT	PROJEKTLEITER
02. PROJEKT	PROJEKTLEITER
03. PROJEKT	PROJEKTLEITER
04. PROJEKT	PROJEKTLEITER
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07. PROJEKT	PROJEKTLEITER

L 1.13

[illegible][illegible]

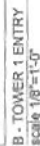
12611486

[illegible]

## L2.01





[illegible]

DP 12611486 #7P

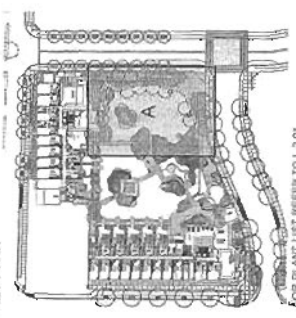
Concord Gardens

### Planting Plan-Phase I Detail Plans

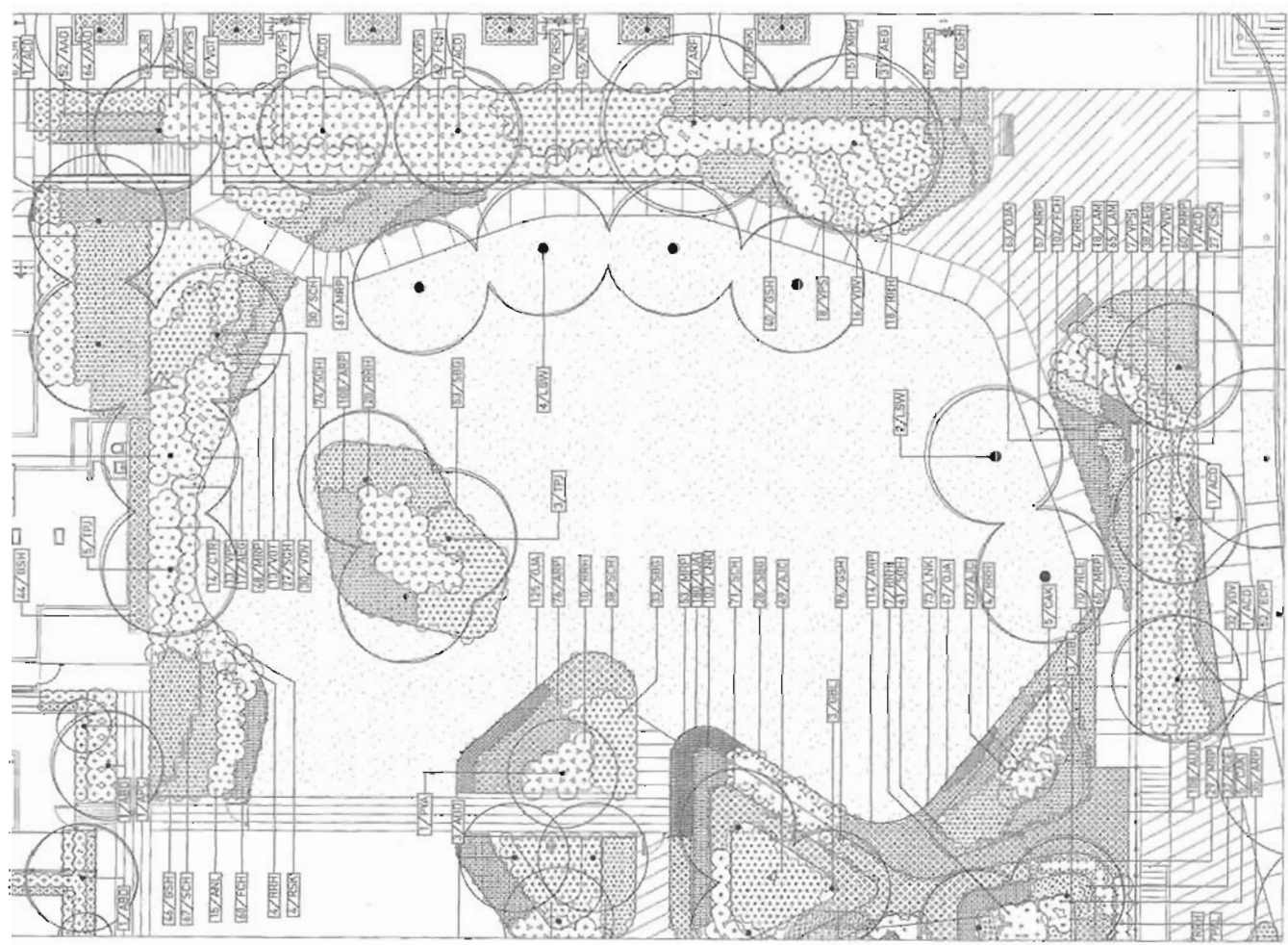
		as indicated	
DATE:		DRAWN BY:	
PROJECT NO.		SHEET NO.	
TITLE		DATE	
BY		CHECKED	
APP'D		DATE	

L 2.03

KEY PLAN



FOR PLANT LIST REFER TO L 201



PROJECT NAME	INTERIM PARK
PROJECT LOCATION	1100 10TH AVE SW, SEASIDE, CA 94132
PROJECT TYPE	LANDSCAPE ARCHITECTURE
PROJECT PHASE	PHASE 1: PRELIMINARY DESIGN
PROJECT STATUS	IN PROGRESS
PROJECT CONTACT	JOHN DOE, PROJECT MANAGER
PROJECT PHONE	(415) 555-1234
PROJECT EMAIL	JOHN.DOE@PWL.COM

DP 12611486  
#79

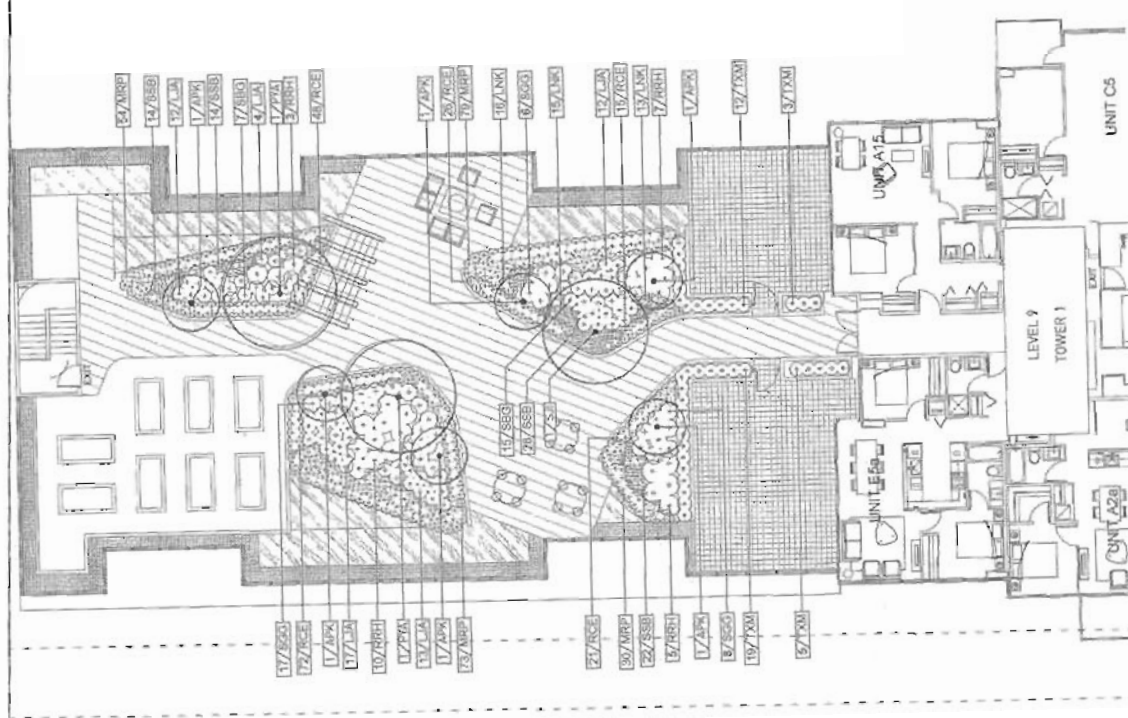
Concord Gardens

Planting Plan- Phase 1  
Detail Plans

PROJECT NAME	INTERIM PARK
PROJECT LOCATION	1100 10TH AVE SW, SEASIDE, CA 94132
PROJECT TYPE	LANDSCAPE ARCHITECTURE
PROJECT PHASE	PHASE 1: PRELIMINARY DESIGN
PROJECT STATUS	IN PROGRESS
PROJECT CONTACT	JOHN DOE, PROJECT MANAGER
PROJECT PHONE	(415) 555-1234
PROJECT EMAIL	JOHN.DOE@PWL.COM

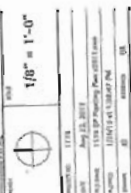
L 2.04

A - INTERIM PARK  
Scale 1/8"=1'-0"

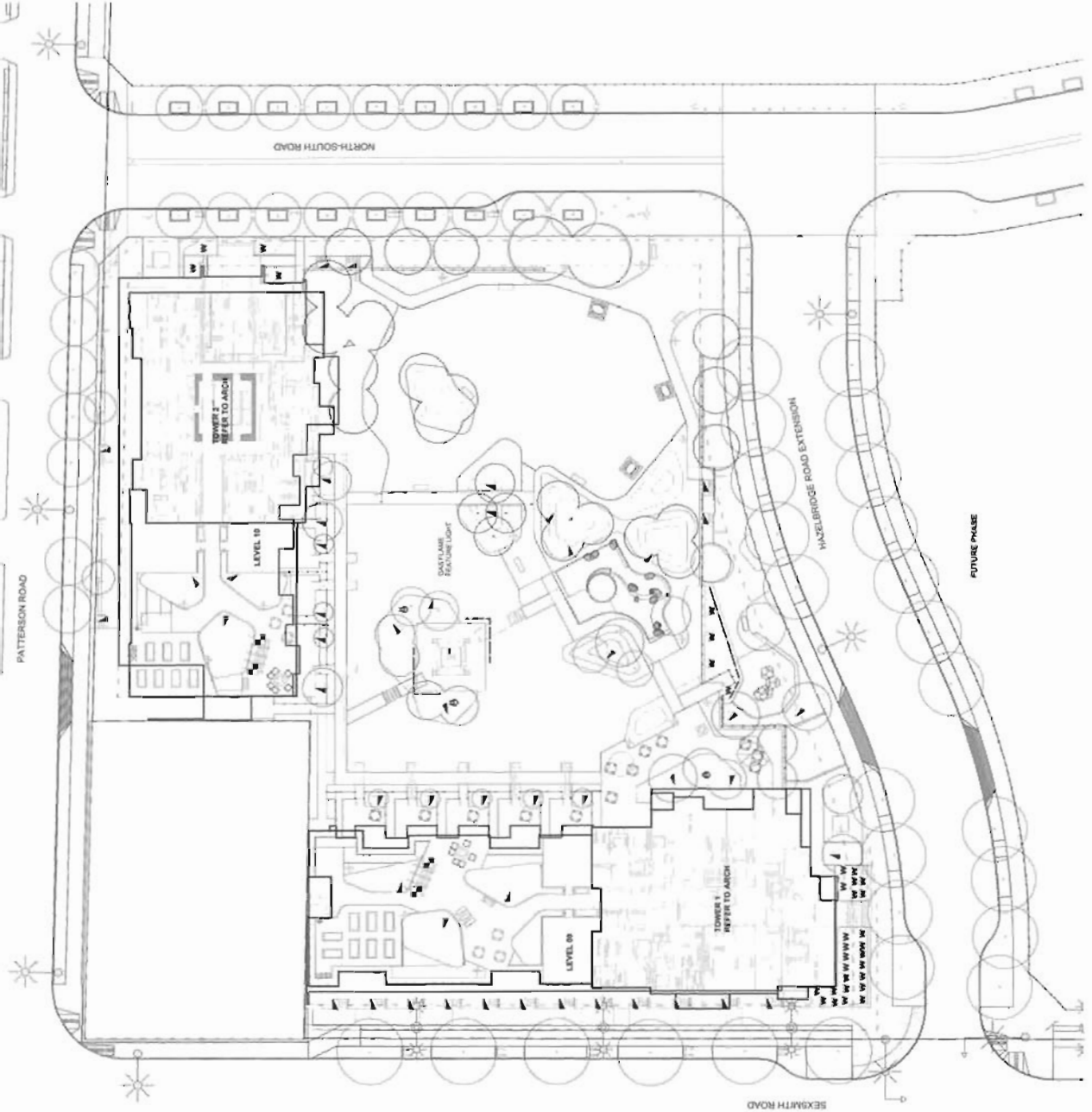


Concord Gardens

12611486  
Planting Plan  
Roof Terraces  
Level 9 & 10



2.05



University of Toronto

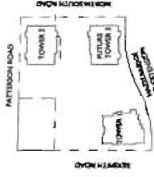
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Concord Gardens  
DP 12611486  
#75  
LIGHTING PLAN

DATE	11/17/11	TIME	11:17A
LOCATION	August 11, 2011		
BY	1111 3P Pict ***		
REMARKS	1/2 M3 at 1.3345 PM		
PROJECT	101	DESCRIPTION	101

### L3.01



WEST ELEVATION  
REYNOLDS ROAD

12611486 #8

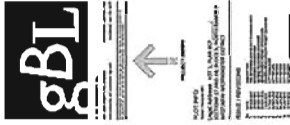


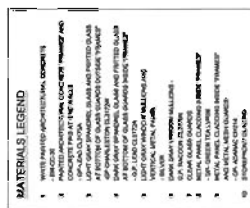
**CONCORD GARDENS  
PHASE I  
RICHMOND, BC  
PORT CONCORD FACINGS**

SEASIDE ROAD  
BRYAN, TEXAS

**1.1**

**A-5.04**



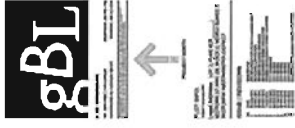


## SOUTH ELEVATION

DP 12611486 #10a







**SOUTH ELEVATION**  
HAZELBRIDGE ROAD LOOKING THROUGH THE TEMPORARY PARK

P12611486  
#106

**CONCORD  
PACIFIC**

CONCORD OAKDEN  
10000 104TH AVE  
RICHMOND, BC  
V6V 1K2  
TEL: 604.273.8888  
WWW.CONCORDPACIFIC.COM

HAZELBRIDGE RD  
ELEVATION - NO TREES


0 10 20 30

A-5.08

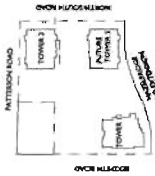





**gbl**  
 GROUP, INC.  
 10000 15th Avenue, Suite 100  
 Richmond, BC V6V 2G9  
 Tel: 604.273.8888  
 Fax: 604.273.8889  
 Email: info@gbllife.com  
 Website: www.gbllife.com



NORTH  
 10000 15th Avenue, Suite 100  
 Richmond, BC V6V 2G9  
 Tel: 604.273.8888  
 Fax: 604.273.8889  
 Email: info@gbllife.com  
 Website: www.gbllife.com



EAST ELEVATION  
NORTH-SOUTH ROAD LOOKING THROUGH THE TEMPORARY PARK



**CONCORD**  
 PACIFIC

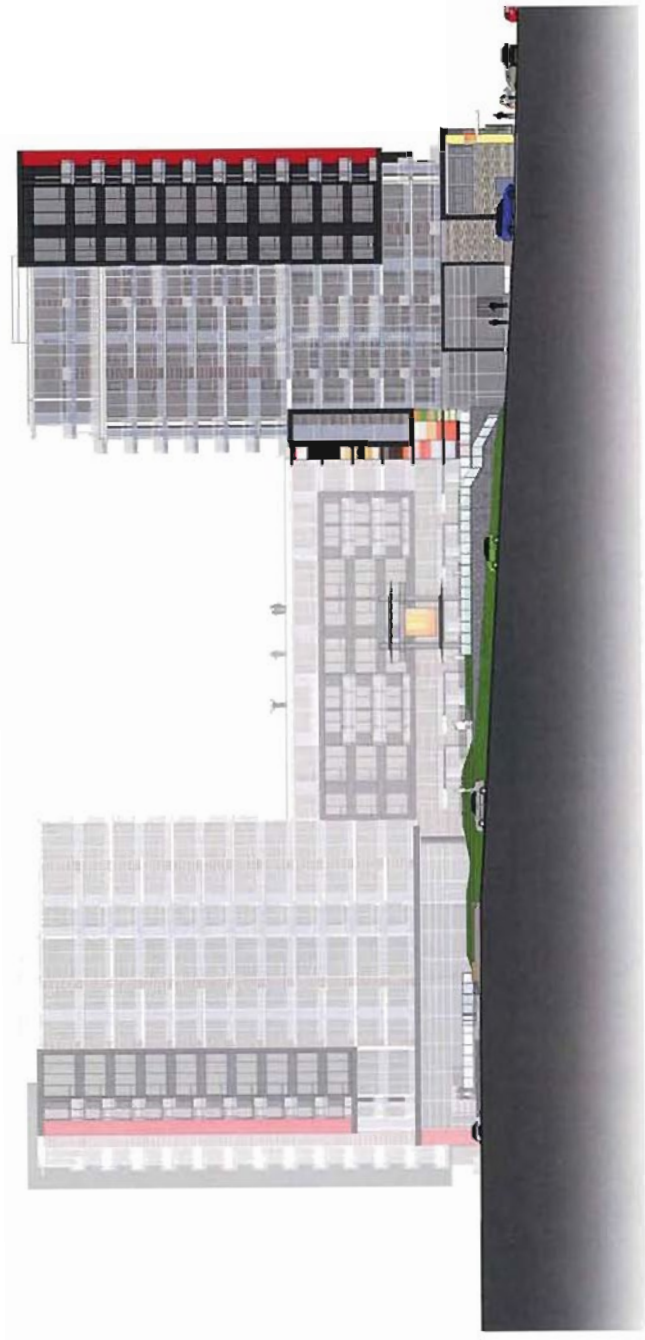
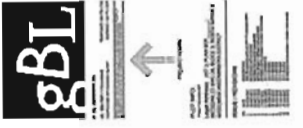
CONCORD GARDENS  
 PHASE 1  
 RICHMOND, BC  
 FOR CONCORD PACIFIC

NORTH-SOUTH ROAD  
 ELEVATION

1:100  
 1:500  
 1:1000

A-5.01

DP 12611486  
#11a



**EAST ELEVATION**  
 NORTH SOUTH ROAD LOOKING THROUGH THE TEMPORARY PARK

**CONCORD**  
 PACIFIC

CONCORD GARDENS  
 PHASE 1  
 12611486  
 NORTH SOUTH ROAD  
 ELEVATION - NO TREES

100%  
 100%  
 100%



EAST SECTIONAL ELEVATION



BB SOUTH SECTIONAL ELEVATION

**gBL**

ARCHITECTURAL RENDERING

DATE: 08/11/2015

PROJECT: CONCORD GARDENS PHASE 1

LOCATION: RICHMOND, VA

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

FILE: 081115-01.dwg

PLotted by: gbl

PLotted on: 08/11/2015

PLotted at: 11:58 AM

PLotted as: gbl

PLotted by: gbl

PLotted on: 08/11/2015

PLotted at: 11:58 AM

PLotted as: gbl

12611486  
#12

**CONCORD**  
PACIFIC

CONCORD GARDENS  
PHASE 1  
RICHMOND, VA  
ARCHITECTURAL RENDERING

PERSPECTIVE VIEWS

DATE: 08/11/2015

FILE: 081115-01.dwg

PLotted by: gbl

PLotted on: 08/11/2015

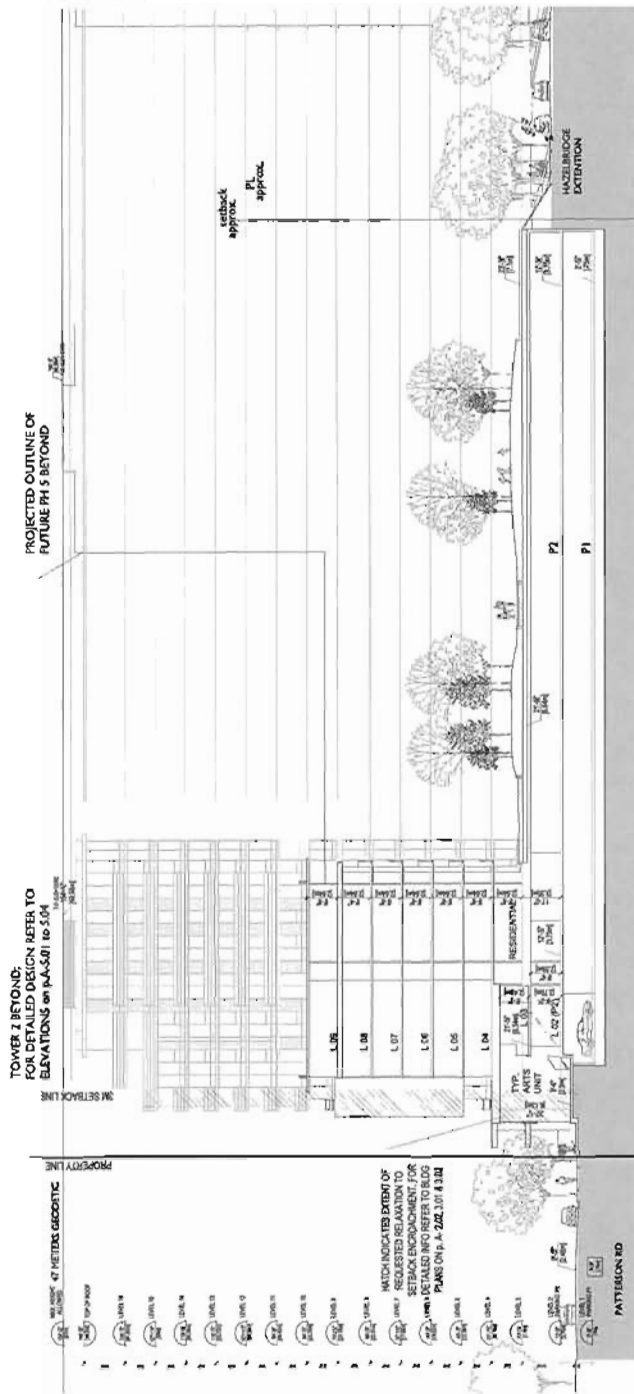
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PLotted as: gbl

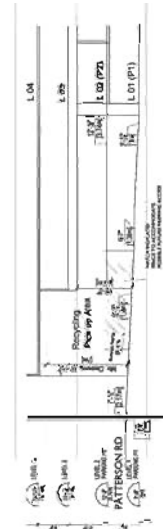
A-0.06



Project Name	CONCORD PACIFIC
Project Number	12611486
Project Location	CONCORD GARDENS
Project Phase	PHASE 1
Project Status	FOR CONCEPT REVIEW
Project Date	11/13



SECTION A/A



SECTION

Partial section thru ramp/ access  
to possible future development.

12611486  
#13

CONCORD PACIFIC
CONCORD GARDENS
PHASE 1
FOR CONCEPT REVIEW
SECTION A/A

A-6.01







# GENERAL BUILDING HANDICAPPED REQUIREMENTS

- EXTERIOR
- WALKWAYS, HANDRAILS TO BE CONSTRUCTED TO MEET B.C.C. CURRENT EDITION
- GENERAL
- ALL THRESHOLDS TO BE A MAXIMUM OF 1/2" OR DIFFERENT COLOR FROM WALL SURFACES
- EXTERIOR FRONT ENTRY
- PROVIDE POWER ASSISTED ENTRY DOORS
- PROVIDE POWER ASSISTED ENTRY DOORS
- PROVIDE VOICE EMERGENCY INTERCOM - CONTROLLED BY FIRE FIGHTERS AT ANNUNCIATION PANELS PROVIDED WITH VOICE MESSAGE CAPABILITY
- INTERIOR LOBBY
- FLOOR FINISH TO BE NON SLIP
- PROVIDE 5'00" TURNING RADIUS IN FRONT OF MAILBOXES
- STAIRS
- ALL TO MEET B.C.C. CURRENT EDITION, INCLUDING TACTILE WARNING STRIPS AND HANDRAILS
- CORRIDORS
- OBSTRUCTIONS IN CORRIDORS TO MEET MAXIMUM PROJECTION REQUIREMENTS OF B.C. BUILDING ACCESS HANDBOOK, CURRENT EDITION
- HANDS, CURRANT EDITION
- PROVIDE VISUAL ALARMS WHERE FIRE CONSIGNS ARE INSTALLED TO MEET B.C.C. CURRENT EDITION
- DOORS
- ACCESS TO EXIT DOORS THAT OPEN INTO OR LOCATED IN PUBLIC CORRIDOR MUST MEET B.C. BUILDING ACCESS HANDBOOK, CURRENT EDITION - 3'-0" WIDE DOORS MINIMUM
- DOOR ACCESS FOR IN-SWINGING DOORS - PROVIDE 24" TO WALL ON LATCH SIDE
- DOOR ACCESS FOR OUT-SWINGING DOORS - PROVIDE 12" TO WALL ON LATCH SIDE
- ALL DOOR HANDLES TO BE EITHER LEVER TYPE OR PUSH TYPE
- ALL THRESHOLDS IN HIC SUITES TO BE A MAXIMUM OF 1/2" MAXIMUM OF 1/2"
- INSTALL "D" PULLS ON ALL POCKET DOORS (MINIMUM DOOR SIZE OF 3'-4")
- INSTALL "D" PULLS ON ALL PATIO TYPE DOORS
- ADJUST DOOR OPENING IS AT LEAST 2'-10" CLEAR WITH DOOR IN OPEN POSITION
- DOOR TURNING RADIUS INSIDE AND OUTSIDE SUITE ENTRY DOORS AFTER VANCOUVER BUILDING BY-LAW, CURRENT EDITION
- ADJUST DOOR CLOSER TENSION FORCES TO MEET HIC REQUIREMENTS.

# BASIC UNIVERSAL HOUSING FEATURES - NOTES

- \* DENOTES UNITS THAT INCORPORATE "BASIC UNIVERSAL HOUSING FEATURES"
- WILL COMPLY WITH RICHMOND ZONING BY-LAW
- 1) AN AUTOMATIC DOOR OPENER SHALL BE PROVIDED FOR THE MAIN ENTRY. (MAIN LOBBY)
- 2) SOUNDING WIRING FOR AN AUTOMATIC DOOR OPENER SHALL BE PROVIDED AT EACH UNIT ENTRY DOOR.
- 3) THE MINIMUM CLEAR OPENINGS FOR ALL ENTRY DOORS TO EVERY DWELLING UNIT AND DOORS IN COMMON AREAS SHALL BE NO LESS THAN 850.0 mm WHICH WILL BE PROVIDED BY A SWING DOOR. AT LEAST ONE BEDROOM AND ONE ACCESSIBLE BATHROOM IN EVERY DWELLING UNIT SHALL BE NO LESS THAN 600.0 mm.
- 5) DOORS IN EVERY DWELLING UNIT AND COMMON AREAS SHALL BE OPERABLE BY DEVICES THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING OF WAIST.
- 6) FLUSH THRESHOLDS THROUGHOUT THE BUILDING SHALL BE A MAXIMUM OF 1/2".
- 7) THE ABOVE NOTED REQUIREMENTS FOR DOORS DO NOT APPLY TO MECHANICAL ROOMS, SERVICE AREAS, CLOSETS, ETC. WHERE THROUGH ACCESS IS NOT REQUIRED AND ACCESS TO A PERSON WITH A DISABILITY IS NOT ANTICIPATED.
- 8) ENTRY DOORS TO EVERY DWELLING UNIT AND DOOR ASSEMBLIES IN COMMON AREAS SHALL HAVE A CLEAR AND LEVEL AREA WHICH IS NOT LESS THAN THE FOLLOWING:
  - a) DOOR SWINGS TOWARD THE AREA (PULL DOOR) 1200.0 mm LONG BY WIDTH OF THE DOOR PLUS AT LEAST 600.0 mm CLEAR SPACE ON THE LATCH SIDE.
  - b) WHERE THE DOOR SWINGS AWAY FROM THE AREA (PUSH DOOR) 1200.0 mm LONG BY WIDTH OF THE DOOR PLUS AT LEAST 600.0 mm CLEAR SPACE ON THE LATCH SIDE.
  - c) WHERE THERE ARE DOORS IN A SERIES IN COMMON AREAS, THE CLEARANCE SHALL BE THE WIDTH OF THE DOOR PLUS THE WIDTH OF THE DOOR.
  - d) ENTRY DOORS TO EVERY DWELLING UNIT ARE EXEMPTED FROM THE REQUIREMENT TO PROVIDE THE 1200.0 mm LONG CLEAR AREA AND 600.0 mm CLEAR SPACE IF KNOCK IN WIRING IS PROVIDED FOR FUTURE CONVERSION FOR AN AUTOMATIC DOOR OPENER.
- CORRIDOR WIDTHS
- 9) COMMON CORRIDORS SHALL BE NO LESS THAN 1200.0 mm WIDE.
- FLOOR SURFACES
- 10) FLOOR SURFACES THROUGHOUT THE BUILDING SHALL HAVE NO OBSTACLES IN LEVEL WITH A MAXIMUM BREAK OF THE FLUSH THRESHOLD OF 13.0 mm.
- 11) FLOOR SURFACES SHALL BE SLIP RESISTANT.
- 12) WHERE CARPETS ARE USED, THEY MUST BE FIRMLY FIXED, HAVE A FIRM UNDERLAY AND PILE UNDER 13.0 mm HEIGHT.
- 13) WINDOWS WHICH ARE ACCESSIBLE SHALL HAVE A WINDOW SILL HEIGHT THAT DOES NOT EXCEED 750.0 mm ABOVE THE FLOOR TO AFFORD UNHINDERED VIEWING. AT LEAST ONE WINDOW IN THE BEDROOM AND ONE WINDOW IN THE LIVING ROOM SHALL AFFORD SUCH SEATED VIEWING.
- 14) WINDOWS WHICH ARE ACCESSIBLE SHALL HAVE OPENING MECHANISMS OPERABLE WITH ONE HAND AND OF A TYPE THAT DOES NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF THE UNIT.
- OUTLETS AND SWITCHES
- 15) LIGHT SWITCHES, ELECTRICAL PANELS AND INTERCOM BUTTONS SHALL BE A MAXIMUM 1200.0 mm FROM THE FLOOR.
- 16) ELECTRICAL OUTLETS, CABLE OUTLETS AND TELEPHONE JACKS SHALL BE LOCATED NOT LESS THAN 450.0 mm FROM THE FLOOR.
- 17) THERMOSTATS SHALL BE LOCATED BETWEEN 900.0 mm TO 1350.0 mm FROM THE FLOOR.
- 18) THE COMMAND PART OF CONTROLS SHALL BE LOCATED WITHIN REACH OF THE CLEAR FLOOR AREA THAT HAS A WIDTH OF NOT LESS THAN 750.0 mm.
- 19) LIGHT SWITCHES WILL BE ROCKER OR PADDED-TYPE SWITCHES.

# BATHROOMS

- 20) AT LEAST ONE BATHROOM SHALL:
  - a) HAVE A TOILET POSITIONED WITH THE CENTRE LINE OF THE TOILET 400.0 mm TO 480.0 mm FROM A SIDE WALL ON WHICH A GRAB BAR BARN IS INSTALLED AND AT LEAST 1000.0 mm FROM ANY OBSTRUCTION ON THE NON-GRAB BAR SIDE ON FRONT OF THE TOILET; AND
  - b) HAVE A CLEAR SPACE OF 1000.0 mm BY 1200.0 mm FOR A PARALLEL APPROACH AND TURNAROUND FOR THE TOILET, CENTERED ON THE SINK.
  - c) HAVE A MINIMUM CLEAR AREA OF 914.0 mm IN DEPTH ALONG THE FULL LENGTH OF THE BATHTUB.
  - d) HAVE STRUCTURAL REINFORCEMENT IN WALLS BEHIND AND BESIDE THE TOILET AND THE WALLS AROUND THE BATHTUB.
  - e) HAVE A CLEAR SPACE OF 1000.0 mm TO FACILITATE THE INSTALLATION OF GRAB BARS, AND
  - f) INCLUDE EASY TO GRASP HANDLES ON FAUCETS, E.G. LEVER-TYPE FAUCETS.
- 21) WHERE BATHROOMS ARE PROVIDED TO SERVE A COMMON WHEREBY SPACE, AT LEAST ONE SHALL BE WHEELCHAIR ACCESSIBLE AS DECIDED IN THE BUILDING CONTRACT. THE TOP OF THE SET OF THE TOILET IN THAT ONE BATHROOM SHALL BE 600.0 mm ABOVE THE FLOOR.

# KITCHENS

- 22) THE KITCHEN MUST HAVE:
  - a) SOME USABLE COUNTER SPACE AND CUPBOARDS THAT ARE ACCESSIBLE TO PERSONS WITH PHYSICAL DISABILITIES, INCLUDING PEOPLE WITH WHEELCHAIRS, E.G. CONTINUOUS COUNTER BETWEEN THE STOVE AND SINK; ADJUSTABLE SHELVES IN ALL CABINETS; PULL-OUT WORK BOARDS AT 800.0 mm HEIGHT; AND PULL-OUT CABINET SHELVES;
  - b) EASY TO GRASP HANDLES ON FAUCETS, E.G. LEVER-TYPE FAUCETS;
  - c) EASY TO GRASP HANDLES ON CUPBOARDS (E.G. D ON J) TYPE CABINET HANDLES AND GRAB EDGES UNDER COUNTERS;
  - d) TASK LIGHTING AT SINK, STOVE AND KEY WORK AREAS;
  - e) PLUMBING AND UTILITY PIPES LOCATED TO PROVIDE FOR A POTENTIAL 800.0 mm WIDE UNDER COUNTER ACCESSIBLE SPACE FOR PERSONS WITH PHYSICAL DISABILITIES; CONSIDERATION OF COUNTER SPACE AND SINKS TO BEING UNIVERSALLY ACCESSIBLE FOR KNEE SPACE UNDER THE SINK WHERE THERE IS A COUNTER TOP STOVE BUILT IN.

# BEDROOM AND CLOSET

- 23) THE SPACE AROUND A BED IN A DWELLING UNIT THAT CONSISTS OF A BACHELOR SUITE AND AT LEAST ONE BEDROOM IN EVERY DWELLING UNIT SHALL HAVE SUFFICIENT SPACE TO PROVIDE A TURNING DIAMETER OF 1500.0 mm ON ONE SIDE OF A DOUBLE BED.
- 24) THE CLOSET IN A DWELLING UNIT THAT CONSISTS OF A BACHELOR SUITE AND AT LEAST ONE BEDROOM IN EVERY OTHER DWELLING UNIT SHALL HAVE A CLEAR OPENING OF AT LEAST 900.0 mm. CLEAR FLOOR SPACE OF AT LEAST 750.0 mm BY 1300.0 mm AND A CLOTHES HANGER ROD THAT CAN BE LOWERED TO 1200.0 mm.

# PATIOS AND BALCONIES

- 25) ACCESS DOORS SHALL HAVE A MINIMUM CLEAR OPENING OF 800.0 mm.
- 26) MINIMUM DIMENSIONS OF ANY BALCONY OR PATIO SHALL BE 1500.0 mm BY 1500.0 mm.

ALL REMAINING SUITS WILL INCORPORATE AGING IN PLACE FEATURES

- STAIRWELL HANDRAILS
- LEVER TYPE HANDLES FOR PLUMBING FIXTURES, DOOR HANDLES;
- ELECTRICAL PANELS AND INTERCOM BUTTONS FOR FUTURE GRAB
- BARS BESIDE TOILET, BATHTUB AND SHOWER.

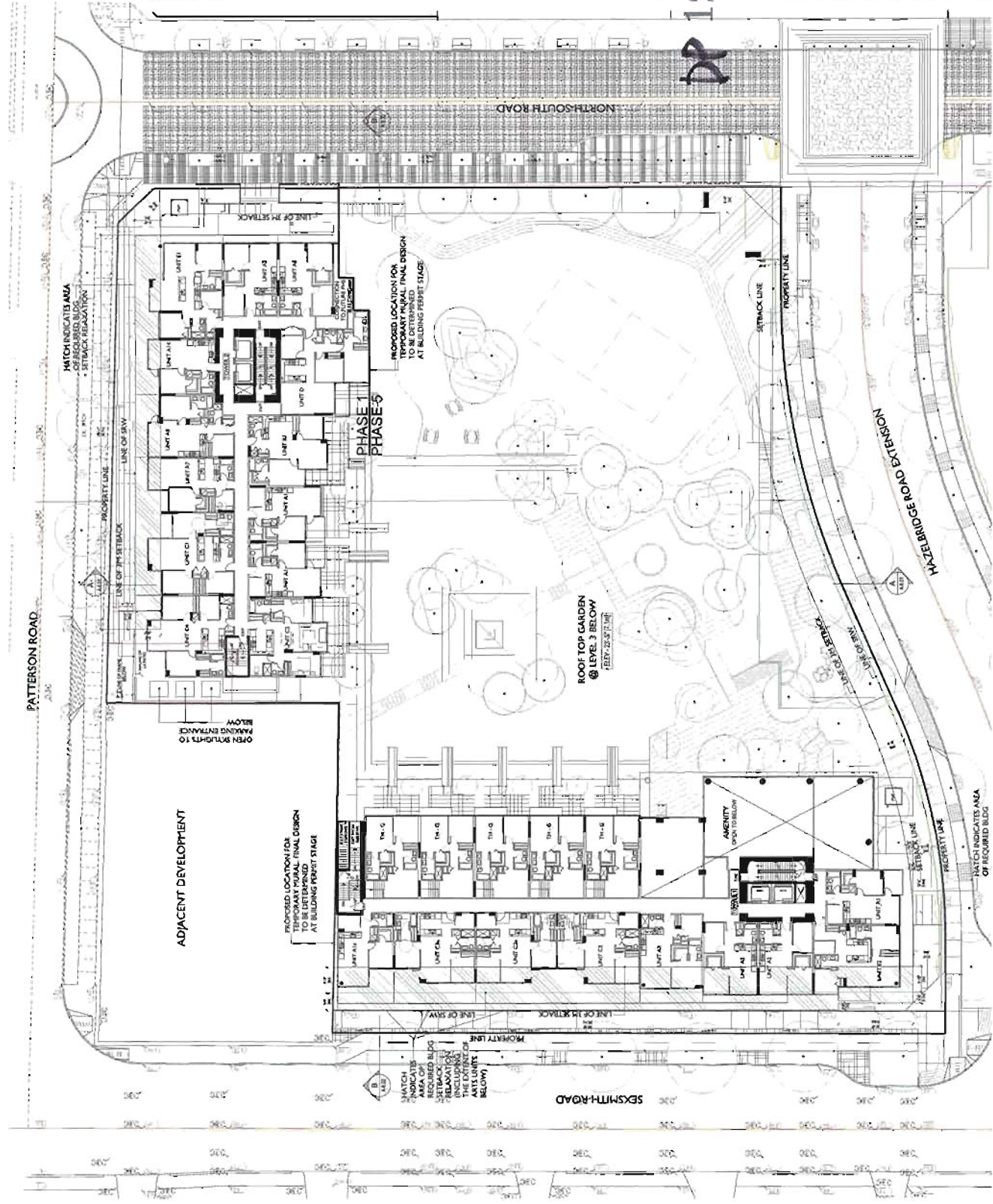
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CONCORD

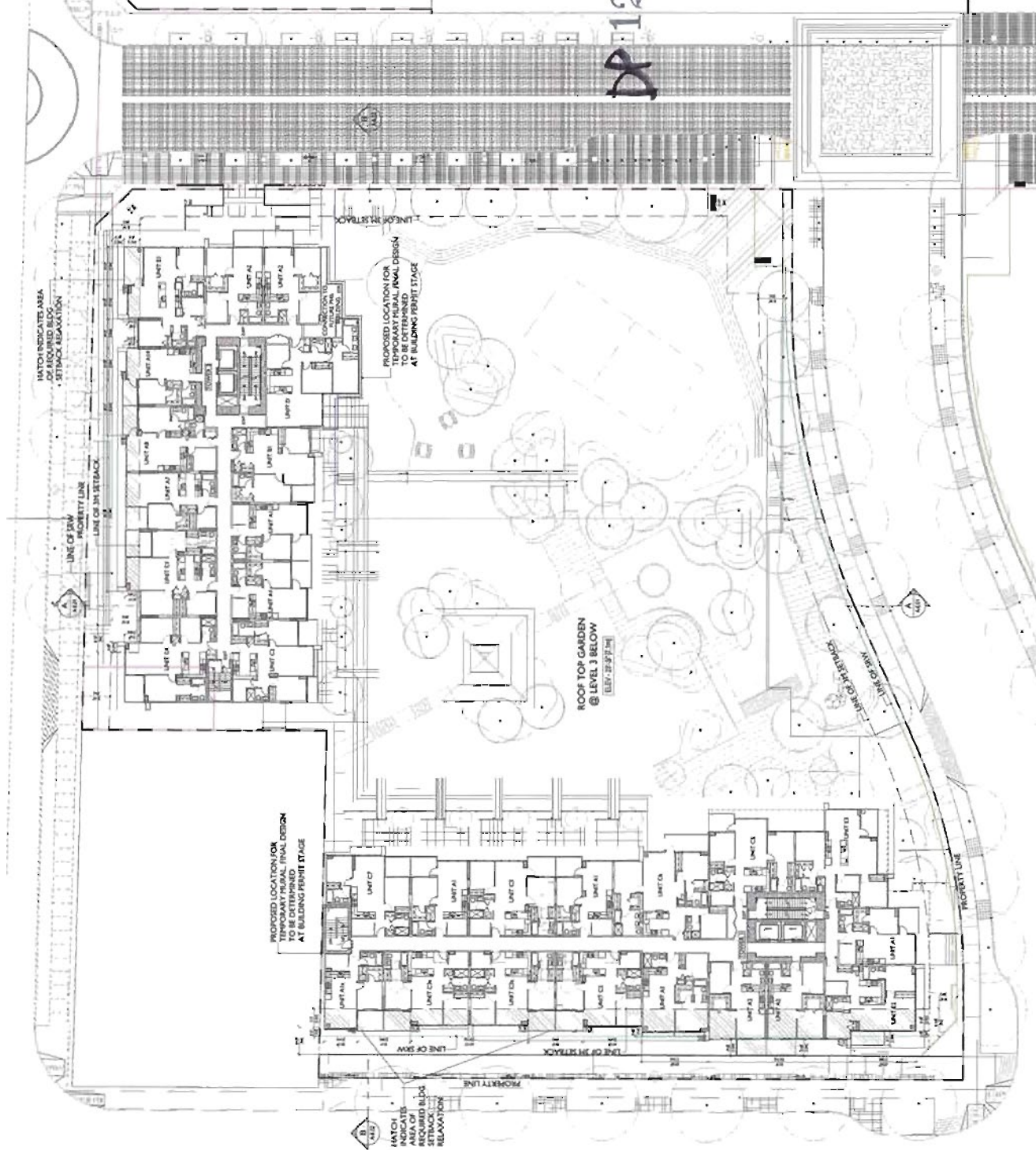
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PHASE 1  
RICHMOND, BC  
V6X 3E8

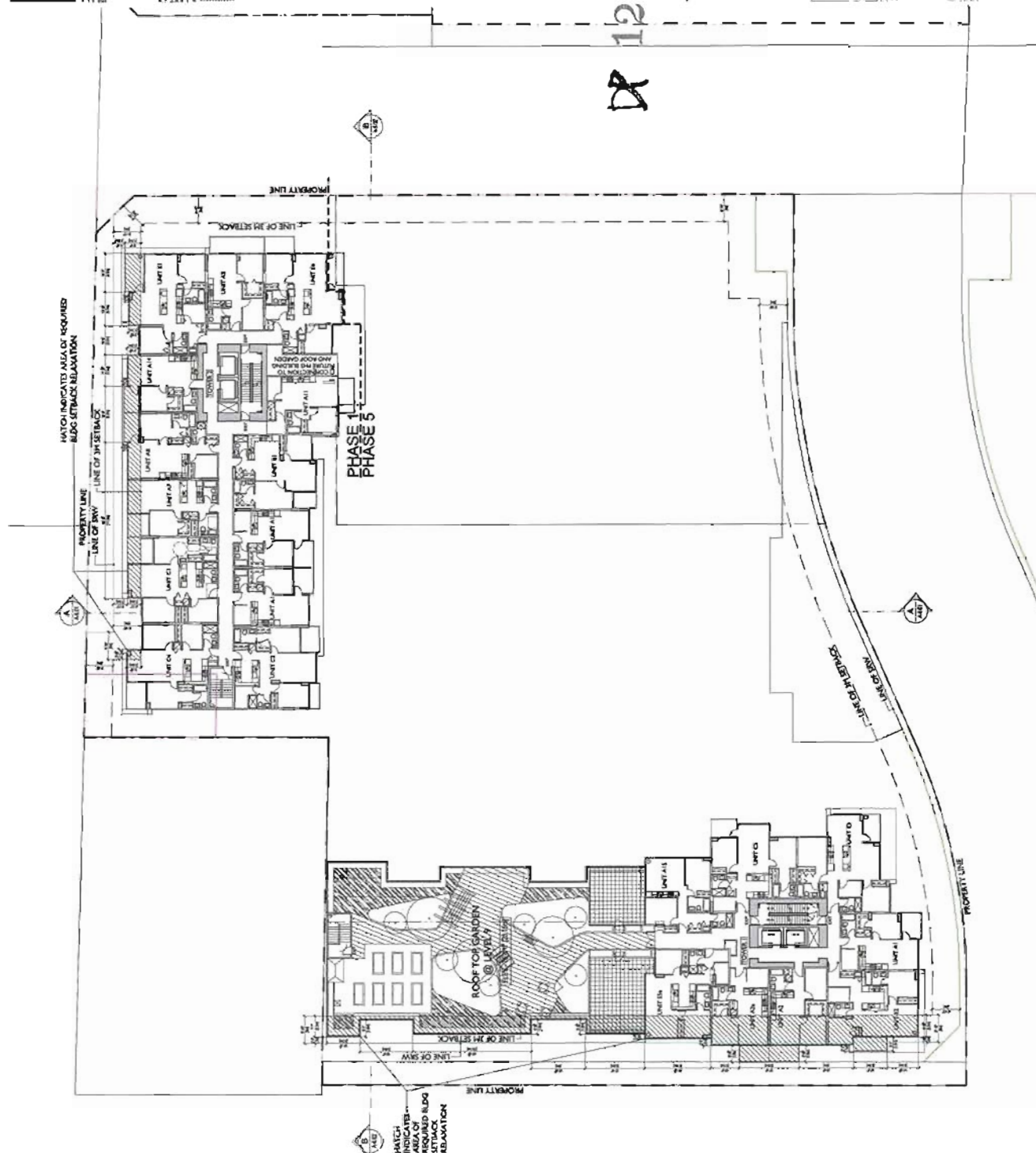
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A-4.01











WATCH  
INDICATES  
AREA OF  
REQUIRED BUILD-  
ING SETBACK  
RELAXATION

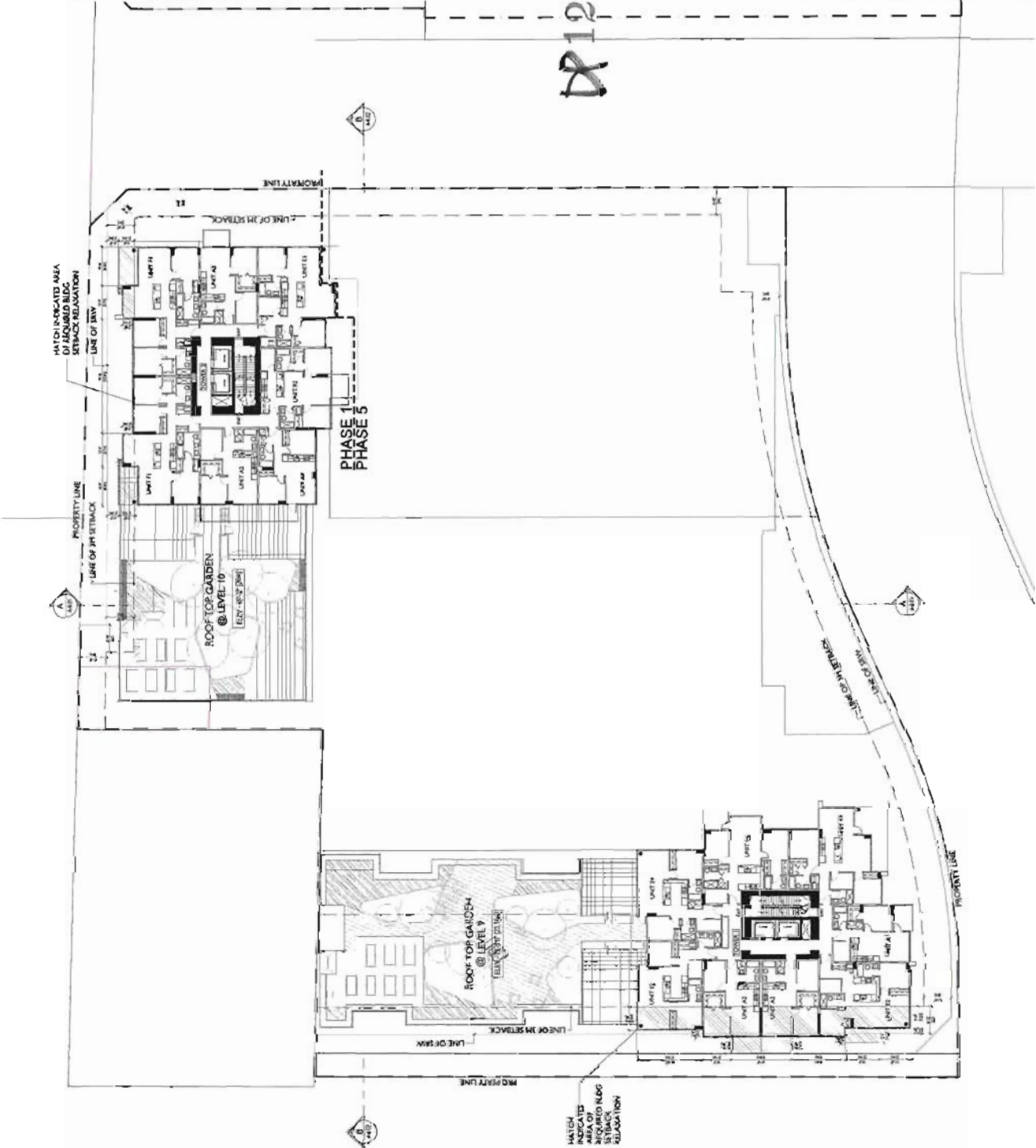
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CONCORD PACIFIC  
PHASE 1  
RICHMOND, BC  
APRIL 2010

12611486  
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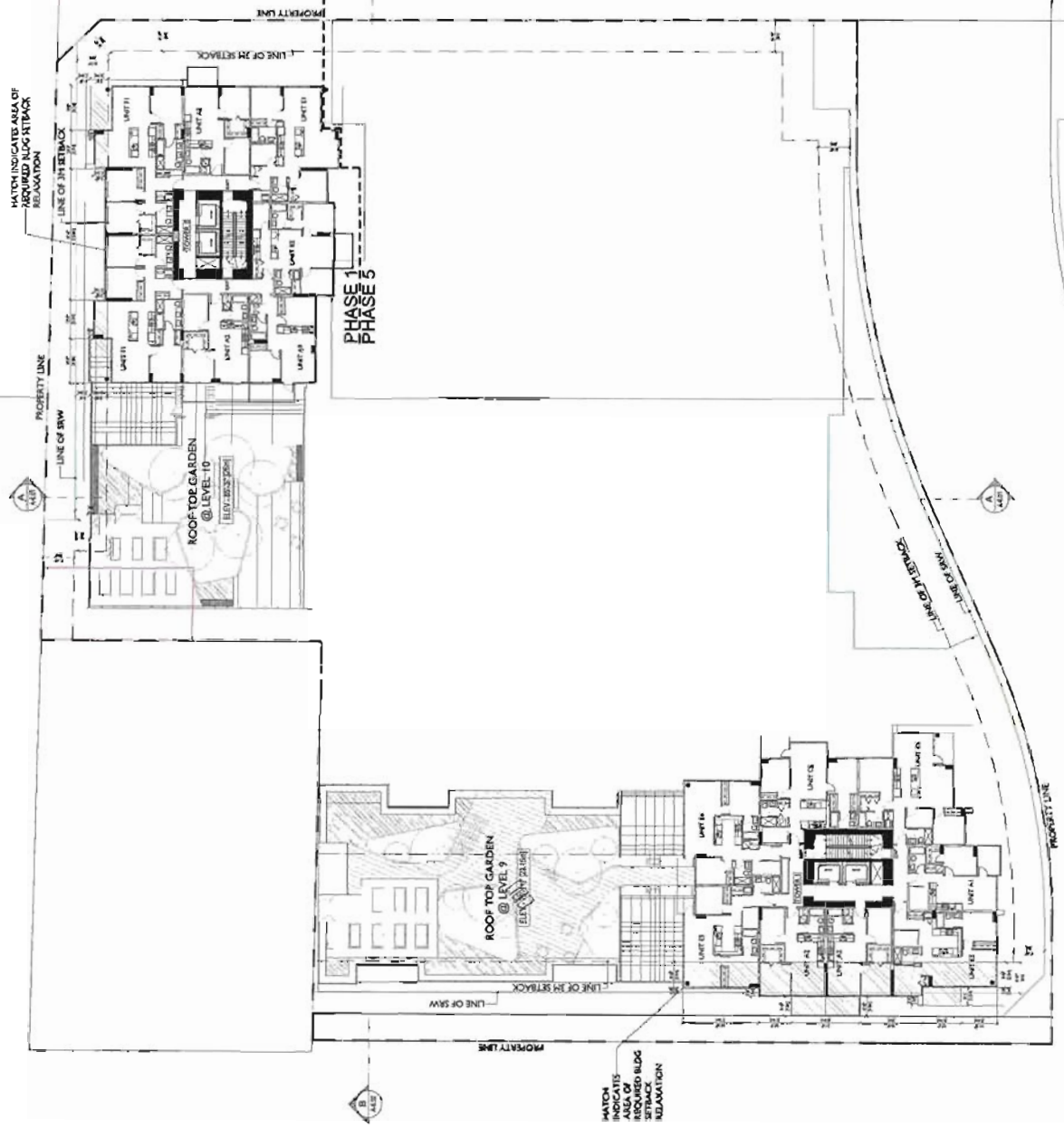
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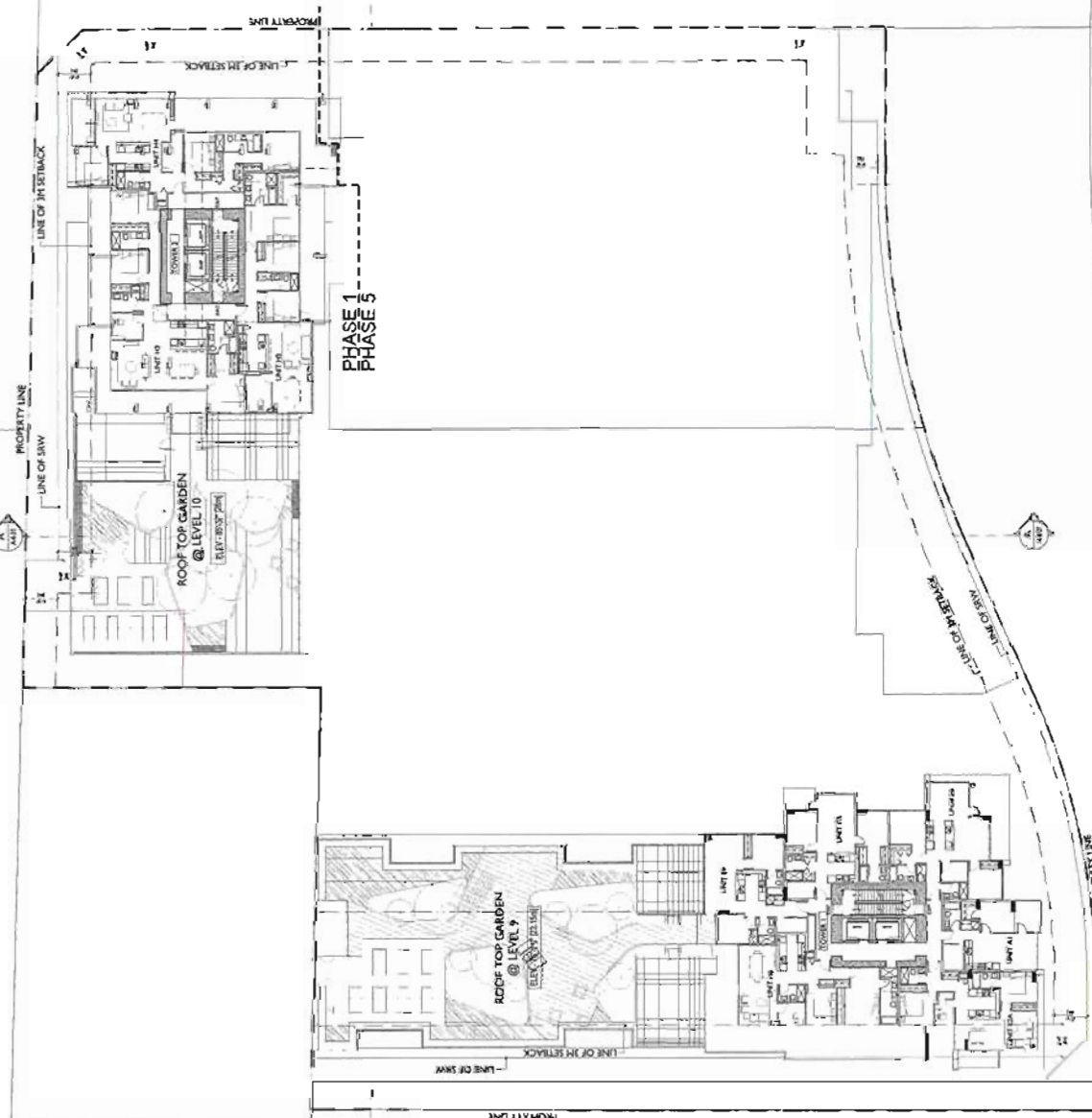


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HATCH INDICATES AREA OF REQUIRED BLDG RELAXATION

HATCH INDICATES AREA OF REQUIRED BLDG RELAXATION

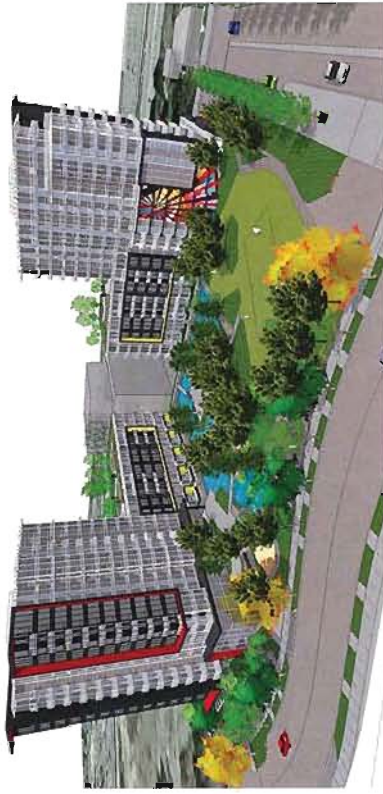








PROJECT NAME	CONCORD GARDENS PHASE 1
PROJECT ADDRESS	12611 48th Avenue, Richmond, BC
PROJECT NUMBER	12611486
DATE	2023-09-01
SCALE	1:100
DESIGNED BY	gBL
APPROVED BY	[Signature]



VIEW FROM SOUTH EAST CORNER



VIEW FROM NORTH WEST CORNER



VIEW FROM SOUTH WEST CORNER



VIEW ALONG PATTERSON

DP 12611486  
REFERENCE



CONCORD GARDENS  
PHASE 1  
RICHMOND, BC

12611 48th Avenue

PERFORMANCE VIEWS

Scale	1:100
Scale	1:100

A-0.05



DP 12611486  
Reference



ARTS SECTIONAL PERSPECTIVE ALONG SEXSMITH









City of  
Richmond

## Report to Development Permit Panel

Planning and Development Department

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**To:** Development Permit Panel  
**From:** Wayne Craig  
Director of Development

**Date:** January 23, 2013  
**File:** DP 12-609958

**Re:** Application by Polygon Carrera Homes Ltd. for a Development Permit at  
6251 Minoru Boulevard

---

### Staff Recommendation

That a Development Permit be issued to permit the construction of 5 high-rise residential towers with a combined total of approximately 631 dwelling units including two towers with 296 seniors affordable housing units to be owned by the Richmond Kiwanis Senior Citizens Housing Society and 335 market housing units in three towers to be owned by Polygon Carrera Homes Ltd. at 6251 Minoru Boulevard on a site to be zoned High Rise Apartment (ZHR11) Brighthouse Village (City Centre).

Wayne Craig  
Director of Development

WC:dcb  
Att. 3

## Staff Report

### Origin

POLYGON CARRERA HOMES LTD. ("Polygon"), has applied to the City of Richmond for permission to develop 5 high-rise residential towers with a combined total of approximately 631 dwelling units, including two towers with 296 seniors affordable housing units to be owned by the Richmond Kiwanis Senior Citizens Housing Society ("Kiwanis") and 335 market housing units in three towers to be owned by Polygon at 6251 Minoru Boulevard. The site has recently been cleared and site preparation work is currently under way. Previously the site contained 122 seniors rental units in 14 one and two storey low rise wood frame buildings owned by Kiwanis.

The site is being rezoned from School and Institutional Use (SI) to a site-specific zone "High Rise Apartment" (ZHR11) for this project under Bylaw 8914 (RZ 11-591685) however the site's "Institution" designation in the Official Community Plan (OCP: City Centre Area Plan) will be retained over the entire site signifying the link between these two projects.

Both the Kiwanis Affordable Housing project and Polygon's Carrera market housing project are addressed through this single Development Permit application.

### Development Information

The proposed development will result in a new east-west half road along the existing property's northern property line of the site that will connect with Minoru Boulevard. A new north-south private road with public access will run between the Kiwanis development and Polygon's market development and connect to a proposed internal roadway through the adjacent site to the south (6391 Minoru Boulevard). A future subdivision will separate the two developments into two individual properties with the portion adjacent to Minoru Park being owned by Polygon and the portion adjacent to Minoru Boulevard being owned by Kiwanis. The north-south subdivision line separating the two properties will run down the middle of the new internal north-south road.

On their 0.71 Ha. portion of the site, Kiwanis will contract with Polygon to build two 16 storey high rise towers with 148 - one bedroom suites in each tower. Units will typically range in size from 54m<sup>2</sup> to 63m<sup>2</sup> (583 ft<sup>2</sup> to 676 ft<sup>2</sup>). The Kiwanis project will also include two 78.7 m<sup>2</sup> (847 ft<sup>2</sup>) caretaker suites; one in each tower. The Kiwanis units will be income and rent controlled under an affordable housing agreement with the City. The Kiwanis development will be a private, not for profit development, oriented to providing ambulatory seniors with affordable housing.

Polygon will use its 1.13 Ha. portion of the site to develop 335 market units in two 15 storey towers, one 11 storey tower and 19 townhouse units along the north-east and west perimeter of the site. Polygon refers to its project as "Carrera".

The "High Rise Apartment" (ZHR11) site-specific zoning for this site includes provisions to address aspects such as density, site coverage, building and road setbacks, building height and parking & bike stall requirements.



The project's utility capacity review indicates that upgrades will be required to the major storm sewer along the Minoru Boulevard frontage including the upgrading of the existing 300mm diameter storm sewer main to a 600 mm system along a portion of the frontage. Engineering staff have identified a need for a minimum 200mm watermain along the proposed new east-west City road and connections to the existing systems on Minoru Boulevard and at Minoru Park. The watermain requirement will be addressed via the project's Servicing Agreements. Adequate available water flow to the subject site is to be confirmed upon completion of the building design at Building Permit stage.

A portion of the existing sanitary force main on the property immediately to the south (i.e. 6391 Minoru Boulevard) was found to partially encroach into the subject property along its southern western property boundary. This line is scheduled to be replaced with a new sanitary sewer system in a different location as part of the redevelopment of the properties to the south (i.e. 6351/91 and 6491 Minoru Boulevard) however the portion of the line encroaching onto the subject site is not currently scheduled for replacement until the second phase of the neighbouring development – at least a couple of years into the future. The City's Engineering staff are examining alternative interim solutions for this portion of the line to avoid having to relocate it twice. A requirement has been included in the Development Permit Considerations for a solution to be negotiated prior to final approval of the Development Permit.

Please refer to attached Development Application Data Sheet (**Attachments 1a & 1b**) for a comparison of the proposed development data with the relevant Bylaw requirements. The Attachment includes a separate Data Sheet for each project.

## Background

Development surrounding the subject site is as follows:

- |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| To the North: | A 16,839m <sup>2</sup> (4 acre) site zoned Health Care (HC) containing the Minoru Residence Extended Care Facility at 6111 Minoru Boulevard. This facility is owned and operated by Vancouver Coastal Health (VCH).                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| To the East:  | Across Minoru Boulevard, the northern portion of Richmond Centre Mall and the Horizon Towers residential development (two 16 storey residential towers zoned Downtown Commercial (CDT1).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| To the South: | A 15,529m <sup>2</sup> (3.8 acre) residential lot currently zoned High Rise Apartment (ZHR4) – Brighthouse Village (City Centre) (6351, 6391 and 6491 Minoru Boulevard.). This site is undergoing redevelopment (RZ 04-286496 approved Sept., 08 2008; DP 07-362006 pending). The approved Rezoning allows up to four high rise residential towers with approximately 448 dwelling units. The first phase of the development abutting the site of the Kiwanis seniors towers will consist of two sixteen storey high-rise buildings with approximately 224 dwelling units including 113 rental units and 24 affordable seniors housing units over a common parking structure. |
| To the West:  | The northern portion of Minoru Park, the Bowling Green lawn bowling facility and associated park vehicle parking lot.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## Rezoning and Public Hearing Results

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

- That further refinement was needed on the treatment of the parkade wall of the proposed development on the lot immediately to the south (the adjacent wall will be about 2 storeys above the Kiwanis podium).

*In response, Polygon worked with the developer of the site to the south who has agreed to modify the treatment of the side of the parkade facing the Kiwanis development by adding pattern designs to the exposed portions of the walls that complement and incorporate design elements on the Kiwanis property and provide additional landscaping along the top edge of their parkade structure. Polygon will continue similar patterns from the adjacent wall onto the Kiwanis parking area. They will also install both conifer and deciduous trees adjacent to the neighbouring parkade wall to visually soften this interface.*

*That safety concerns of seniors in internal layouts needed to be reviewed (e.g., consider using washroom doors that open outward or sliding doors, etc.). In response, Polygon redesigned the washroom doors in the Kiwanis development so that they all open outward. Polygon also revisited access to the outdoor podium amenity spaces ensuring that they are easily accessible by the residents.*

- That more design work was needed regarding the open square between the two projects.  
*In response, Polygon has added seating areas and planters with trees and shrubs to make the area more welcoming.*
- That the podium design for the Kiwanis development needed further resolution on the Minoru Road side, as does the interface with the Carrera development and the northwest corner of the Kiwanis building.

*In response, Polygon enhanced the Kiwanis podium, adding more vegetation, raised gardening areas, more seating areas, a more defined walking path and two fire pits. Natural stone cladding has been added to the Kiwanis at grade façade on three sides of the building. Along the façade facing Carrera vegetation climbing screens and trellises have been added to soften the interface. Adjacent to Minoru Boulevard, a significant public art component (still being refined) is being proposed as part of the Kiwanis project.*

- That design issues associated with the servicing bay areas in terms of functionality and exposure to views need to be refined.

*In response, Polygon has revisited the dimensions of the servicing bays and provided additional clearances to improve functionality. Vegetation screening has been added to the podium around the servicing bay openings to partially block views into these areas.*

- That the ties between the two projects should be strengthened.

*In response, Polygon revised the color schemes of the two projects and the tree planting layouts along the north-south roadway. This, in combination with the other improvements mentioned above have helped make the two projects appear more cohesive.*

The Public Hearing for the rezoning of the subject site was held on July 16, 2012. Members of the public spoke both in favour and against the project. Concerns were identified by nearby residents regarding loss of views, increased population density, increased traffic, impacts upon Minoru Park and nearby recreational resources, etc. Information was conveyed by staff regarding the positioning of the five towers to minimize sun shadowing as indicated by the shadow analysis, the results of the traffic analysis showing that the area's road network could accommodate the volume of traffic given the addition of the new intersection and turning bay, and the intent of the Kiwanis development to provide needed affordable rental housing for independent seniors controlled under a registered housing agreement. Having considered all the information presented, the Mayor and Council expressed their support for this unique proposal.

### **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application.

In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the "High Rise Apartment" (ZHR11) Zoning Schedule.

### **Advisory Design Panel Comments**

The Advisory Design Panel provided support for the application subject to the applicant giving consideration to the comments of the Panel and also giving particular consideration to:

- The Minoru Boulevard elevation regarding scale, permeability, activity, and indoor-outdoor relationship facing into the courtyard spaces;
- Use of colour in the project; and
- Connectivity of the Kiwanis indoor amenity spaces at ground floor level up to the outdoor amenity space on the podium roof.

These points and others are included in excerpt from the Advisory Design Panel Minutes from September 19, 2012, which is attached for reference (**Attachment 3**). The applicant's design responses to these comments have been included immediately following the specific Design Panel comments and are identified in '***bold italics***'. Some of the changes made by the developer in response to the Design Panel's comments include adding a new outdoor room to the Kiwanis podium, redesigning the podium frontage along Minoru Boulevard, revising the building's external colour schemes for both Kiwanis and Carrera, refining and integrating the landscaping elements and adding new outdoor furniture elements.

## Analysis

### *Conditions of Adjacency*

- Through Rezoning RZ 11-591685 (Bylaw 8910 pending) the City Centre Area Plan (CCAP) is being amended to designate the subject site and six adjacent sites to “Mixed Use – High-Rise Residential, Commercial & Mixed Use”. While the Rezoning report from the Director of Development (dated May 30, 2012), provides a more detailed discussion on the conformity of this development with the CCAP, for the purposes of this report, it is sufficient to state that the combined Kiwanis / Carrera development is generally consistent with the CCAP’s “Institution” designation for the property. The overall form, siting and massing of the five high rise towers proposed for this site is also generally consistent with the CCAP urban design objectives for the area and with developments either existing or proposed in the immediate vicinity.
- Polygon has worked closely with Vancouver Coastal Health (VCH), the owners of the property to the north, to address their concerns and seek acceptable access solutions to their site at 6111 Minoru Boulevard. To address concerns with the closeness of the Minoru Residence vehicle access to the proposed new signalized intersection, Polygon and VCH have agreed to relocate the access to the new east-west road. It will be aligned with the north end of the new north-south road that will run between the Carrera and Kiwanis lots.
- The east-west road running between the VCH site and the Kiwanis/Carrera projects, will provide for an adequate degree of separation between the subject development and any future development to the north. Shadow analysis was undertaken to ensure shading impacts to surrounding sites will be to an acceptable level. The east-west road will be dedicated to, and maintained by, the City. Initially, this road right of way will be 10m wide. It’s expansion to a full 20m width will be sought with any significant future redevelopment of the VCH property (6111 Minoru Boulevard).
- To address safety concerns with the VCH daycare adjacent to the new east-west road, bollards will be installed along the new east-west road along the frontage of the daycare facility.
- The Carrera development is adjacent to Minoru Park which lies to the west of the development site. A number of the townhouses in the Carrera project will front onto Minoru Park. Polygon has worked with Park’s staff on walkway and vegetation enhancements to the Park in the vicinity of the development site.
- Polygon has worked with the developer of the property to the south (6391 Minoru Boulevard) to include building design elements (e.g. various wall patterns) to their north building face to create a more appealing elevation facing the Kiwanis podium level and the open courtyard between Kiwanis and Carrera. Polygon also proposes to install both coniferous and deciduous trees adjacent to the neighbouring site’s parkade wall to visually soften the interface.
- Parkade areas in the Carrera development will mainly be located behind residential townhouses fronting the street or the high-rise towers themselves. The Kiwanis parkade will be located behind several activity rooms fronting Minoru Boulevard. Along the internal north-south road landscaping in the form of climbers on wall structures and trellises are used to screen portions of the Kiwanis parkade that would otherwise be exposed to the street.

- The internal north-south road will be a private road with public right of passage. Maintenance will be shared jointly between Carrera and Kiwanis.

### ***Urban Design and Site Planning***

- Vehicle access to the property will be provided from the new north-south private road and the new east-west road. The new east-west road will require a new signalized intersection at Minoru Boulevard. The private north-south road will connect to the public roadway that runs between lots immediately to the south (6391 Minoru Boulevard) and then out to Minoru Boulevard. There will be no direct vehicle access from the Kiwanis facility to Minoru Boulevard.
- The new east-west road extending from the new signalized intersection at Minoru will dead-end at Minoru Park, for the time being, with only pedestrian/bike/emergency access beyond that point. As per the City Centre Area Plan, this roadway will eventually connect to Bowling Green Road then out to Westminster Highway. Achieving this ultimate road pattern will likely be timed with future redevelopment of properties along Westminster Highway.
- The overall development provides 557 parking spaces for residents and visitors. The Kiwanis project includes 91 vehicle stalls for the Kiwanis project (including 7 stalls that will be located within the Carrera parkade and 3 stalls on the east side of the private north-south street). The Carrera development will provide 466 vehicle stalls for its residents and visitors (including 4 stalls on the west side of the private north-south street). This arrangement complies with the High Rise Apartment (ZHR4) zoning for the site. A minor reduction in parking stalls in Carrera is addressed through several Traffic Demand Measures (see text later in this section). Each development provides the required number of accessible parking stalls.
- Loading bays, recycling and garbage areas have been provided for each of the five towers. Access to these service areas for the Kiwanis project is from the west side of the building in two separate loading bay locations. For Carrera, the garbage and recycling areas are housed within the parkade. Each of the three towers for Carrera have garbage compactor units and special loading areas for garbage pickup are provided at the two driveway entrances to Carrera. Provisions have been made to accommodate food scrap carts, cardboard recycling, general recycling and trash waste at each garbage location.
- Approximately 89% (264 units) of the 296 units within the Kiwanis project will be built to meet the Zoning Bylaw's (Bylaw 8500) Basic Universal Housing design standards for interior space.
- Each of the townhouse units in Carrera will have individual pedestrian access from the street or adjacent walkways. Entrance doors and private patio areas are grade separated from the adjacent sidewalks differentiating private and public space.
- The high rise towers have been placed in a staggered array to allow greater sun penetration to the residents and neighbouring buildings.
- Access to Minoru Park from Carrera has been provided through a glass walled staircase leading from the top of the Carrera podium down to the ground level. A secured entrance has been provided at the staircase entry.
- Townhouses adjacent to Minoru Park have entrances that face the park creating a more friendly interface.
- A raised plaza area with special paving stones, tree planters and seating areas is proposed between the Carrera and Kiwanis project straddling the internal North-South private



roadway. This area will likely be used as a meeting area with casual pedestrian activity between the projects.

### ***Aging in Place***

- The Kiwanis Affordable Seniors Housing development will be a private non-profit project. The proponent's have incorporated design features that will support aging in place to a significant degree. Some of the key features to be included in the Kiwanis buildings include:
  - Provision of a Kiwanis residents health services support and conference room;
  - Automatic doors at both lobby entrances;
  - Security FOB access systems with an enter-phone system for visitors;
  - Elevator controls designed for accessibility and legibility for the visually impaired;
  - Common corridors will meet Basic Universal Housing widths of 1,220 mm;
  - All common area doorways will provide 855 mm clearance or better;
  - Wheelchair accessible washrooms provided in common areas;
  - Storage space and charging outlets for scooters;
  - Accessible, outdoor garden and patio space for residents;
  - Individual controls in each unit for heating and ventilation;
  - Slip resistant flooring in unit bathrooms;
  - Lever type window hardware;
  - Lever style faucets at sinks and showers;
  - Lowered microwave shelves above the kitchen counter;
  - Grab bars adjacent to the toilet in all but one unit type (the exception is the "D" unit which was not designed as a universal unit and has a toilet that is not adjacent to a wall to accommodate it);
  - Blocking in walls to facilitate installation of grab bars on the tub/shower;
  - Useable kitchen counter space per the City's Basic Universal Housing guidelines.

### ***Architectural Form and Character***

- Carrera consists of three residential towers with a podium over 3 levels of parking. The 19 townhouse units line the perimeter of the structure on three sides (west, north and east sides) helping to conceal the parkade from the street and Minoru Park.
- The two taller towers of the Carrera development will have a darker central "Stampede" coloration flanked by lighter "Brandon Beige" coloration, near black "Willow" framing and "Aztec Brick" vertical accent architectural elements running nearly the full height of the towers. The lower eleven storey building is similarly colored but uses more of the "Willow" and "Aztec Brick" coloration to emphasize the presence of the townhouse units which are closer to grade level. This color scheme is also carried through to the podium amenity building.
- The Kiwanis project consists of two 16 storey residential towers with a podium over one level of parking.
- A craft/hobby room, games room, amenity multipurpose room and fitness area each fronts onto Minoru Boulevard helping to conceal the Kiwanis parkade from the street and also provides a visual transition between this development and the future residential frontage of the building proposed for the property to the south (6391 Minoru Boulevard).
- The Kiwanis development will have a natural stone facing at the grade level on all exposed sides of the building. The overall coloration of the Kiwanis towers will be

white, grey and charcoal with “Blue Danube” and white accent spandrel glass banding at the four building corners and the vertical centre face of the two wider sides of each tower.

- All five towers are well articulated with one of the towers in Carrera brought down to eleven storeys in height to provide skyline variation. Balconies and decks with glass guards projecting out from the building help to provide additional façade articulation.
- All roof top mechanical systems are fully enclosed or screened.
- A sun shadow analysis (included in the plans submission) was undertaken for all five towers to assess and minimize the impact of the towers on the neighbouring properties.

### ***Landscape Design and Open Space Design***

- Both Carrera and Kiwanis have landscaped podiums with walking paths and seating areas for use by their residents. Landscaping is composed of a mix of trees, shrubs, ground covers and grasses organized to provide both privacy and open space. Raised garden plots will also be incorporated into the landscaping for the Kiwanis residents.
- Carrera has included an amenity building and a water feature on its podium for resident’s enjoyment. A child play area is also included at the south end of the central portion of their podium.
- Landscaping that includes trees at the ground level is used to soften interfaces to the parkade and the upcoming development to the south. Additional landscaping has also been added to the Kiwanis podium areas adjacent to the loading bay to partially screen these service areas from views from above.
- A trellis feature has been added at parapet height along the west side of the Kiwanis parkade. Vegetation climbing structures along the wall will allow vegetation to grow up the wall and out along the trellis creating a softer edge to the parkade.
- Additional planting and an architectural trellis feature with seating has been added to the public plaza between Kiwanis and Carrera. Special raised paving on the plaza area is intended to reduce vehicle speeds and visually reinforce this area as a pedestrian zone.
- As noted earlier, the developers of the property immediately to the south (6391 Minoru Boulevard) have agreed to bring design elements on the face of their buildings around the corner of their parkade that, combined with the tree canopy screening, will provide a more appealing view from the Kiwanis development and the north-south private road and courtyard.
- A prominent art sculpture is being proposed on the Kiwanis site along Minoru Boulevard in a public open space between the hair salon and the craft and hobby room. The artist commissioned for this public art was selected through an invitational competition. Polygon and Kiwanis have been working with the artist to come up with an appropriate design that will be a dominant art feature visible from the interior hallway between the two Kiwanis towers and from along Minoru Boulevard. Provisions will be made for a portion of the art budget to be set aside for future maintenance of the art work by Kiwanis.
- Landscape bonds in the amount of \$644,004 for Kiwanis and \$793,050 for Carrera are required as conditions for approval of this Development Permit ensuring that podium spaces and open spaces between the two projects will be suitably landscaped.
- A pedestrian access that formerly ran along the southern property line between Minoru Boulevard and Minoru Park has been closed while construction occurs on the subject site. Once the new east west road is established, a new pedestrian walkway will provide an additional permanent access to the Park from Minoru Boulevard. Staff will be working with the proponent to secure interim access when safe to do so. Until then, public

wishing to access Minoru Park from Minoru Boulevard are being redirected to either Bowling Green Road or an access point adjacent to the Brighthouse Library facility. Informational signage about alternative accesses to Minoru Park during construction has been installed on site.

- Approximately 53 bylaw sized trees have been bonded for and removed from the overall site under a tree removal permit. The landscape plans for the development indicate that 85 trees will be installed on the Kiwanis site and 160 trees will be installed on the Carrera site. This will appropriately address the Official Community Plan's tree replacement requirements for the on-site impacts.

In terms of off-site tree impacts, removal of four trees from Minoru Park have been identified due to their poor condition. A contribution of \$5,200 to the City's tree planting fund for replacement trees was a required condition under the Rezoning approval (RZ 11-591685).

An additional two cherry trees (Fuji Cherries) are to be removed from the centre median on Minoru Boulevard in order to accommodate the intersection and left turn bay for the new East-West roadway. These two healthy specimen trees are approximately 50 years old. Both have trunk diameters in excess of 54 cm with one tree being 6 meters high and the second being 7.5 meters high.

Staff have taken a second look at the intersection design and concluded that there are no technically feasible means to accommodate both the trees and the intersection improvements concurrently. The intersection improvements, including the northbound-to-westbound left turn bay, as identified in the rezoning report and rezoning considerations, are critical infrastructure improvements necessary to adequately accommodate the amount of traffic anticipated of the proposed developments. Staff note that the intersection will also provide primary access for the Vancouver Coastal Health's Minoru Residence Extended Care and that this was a consideration in negotiating the relocation of the Minoru Residence vehicle access away from Minoru Boulevard.

A tree assessment report on these trees (dated January 14, 2013) was prepared by Parks' Arborist. The report concludes that both trees are in general good health with few signs of pests or problems however their relocation would not be feasible. Based on the Arborist's assessment, a contribution of \$11,050 to the City's tree planting fund as compensation for the loss of the two cherry trees is required. This compensation is included in the Development Permit Considerations.

### ***Crime Prevention Through Environmental Design***

- Parkade structures, building entrances and access to podium areas for both developments will be secured. A second set of vehicle control gates will be installed in Carrera to separate visitor and 7 Kiwanis parking stalls from resident's stalls.
- A lighting analysis has been undertaken in both Carrera and Kiwanis developments to ensure appropriate levels of lighting within the parkades and the surrounding spaces.
- Grade separations will exist differentiating public walkway areas and townhouse private space associated with Carrera.

- Multiple access/egress points from both the ground level and the residential towers have been provided to the podium levels of both projects to ensure safe and convenient use of these areas.
- Entry doors to lobbies and townhouses have been designed to be visible from the street or adjacent walkways.
- Security enter-phone panels will control pedestrian entry to all the buildings on the Carrera and Kiwanis developments.
- Vision glass is to be installed pedestrian access doors within the parkades.
- Parkade walls will be painted a light color to facilitate security.
- Windows will be installed along the corridor adjacent to the public art amenity providing both a viewing opportunity for the residents and enhanced surveillance to the public art plaza adjacent to Minoru Boulevard.

#### ***Leadership in Energy and Environmental Design (LEED) Silver Equivalency Measures***

- Carrera and Kiwanis buildings are being designed to LEED Silver equivalent standards. The objective of LEED is to implement measurable green building design, construction, operations and maintenance. Both projects have been assessed against seven LEED categories in determining their level of performance. The LEED checklist covering both Carrera and Kiwanis is provided in **Attachment 2**. A condition has been added to the Development Permit considerations requiring the submission of an updated checklist at Building Permit stage confirming that both the Kiwanis and Carrera developments will achieve LEED Silver equivalency.

#### ***BC Hydro Power Smart New Construction Energy Study Initiatives***

- Both towers of the Kiwanis affordable seniors development were assessed under BC Hydro's Power Smart New Construction Program. The objective of the New Construction Program is to create high-performance, energy-efficient buildings. The analysis has resulted in:
  - modifications to the building envelope;
  - upgrades to the make-up air unit; and
  - adjustments to both the interior and exterior lighting packages.
- BC Hydro's assessment report indicates that implementation of the changes in these four areas will result in "annual electrical energy savings of 142,927 kWh/yr and annual gas savings of 213 GJ/yr. This translates into a total cost savings of \$13,930 per year. The \$73,000 capital cost to implement these measures will be paid back within just over 5 years. Incentives provided by BC Hydro will shorten this payback even more. Polygon has committed to incorporating into the Kiwanis construction all the features described in the BC Hydro Power Smart New Construction Energy Study Report dated October 09, 2012. A condition has been added to the Development Permit Considerations requiring confirmation of adherence to the BC Hydro report recommendations at Building Permit stage.
- Carrera is being designed to eventually connect to Richmond's District Energy Utility when it becomes available in the area. A requirement for pre-ducting in the Carrera buildings is identified in the list of conditions prior to Building Permit approval. By prior agreement, the Kiwanis project will not be required to connect to the District Energy Utility.

***Thermal Comfort Analysis***

- The thermal comfort analysis for the Kiwanis affordable seniors development indicates that it will meet the International Standards Organization (ISO) ISO 7730 Standard for Occupancy Thermal Comfort. This standard requires that:
  - a) “No occupied space shall exceed 25 C ...for more than 5% of occupied hours in any one year”; and,
  - b) “No occupied space shall exceed 28 C ... for any more than 1% of occupied hours in any one year.”

The analysis indicates that these two requirements can be achieved through the proposed heating, ventilation and air conditioning measures which include:

- a) Glazing to wall ratios of 47%;
- b) Electrical baseboards as the main space heating source;
- c) A glass shading coefficient of 0.34;
- d) Operable windows in each suite;
- e) Provision of outdoor air to common corridor areas, and;
- f) Air transfer to suites from the common corridor areas using door undercuts.

A condition has been added to the Development Permit considerations requiring confirmation that the BC Hydro Power Smart New Construction Energy Study Report recommendations have been incorporated into the plans at Building Permit stage.

***Noise Mitigation Measures***

- In response to the Official Community Plan (OCP) Section 9.3.14 “Acoustics” requirements the proponent’s have submitted an Acoustical Evaluation report prepared by Brown Strachan Associates. The report, dated March 20, 2012, assesses noise impacts on the proposed development and makes recommendations for sound mitigation measures that meet the City’s design requirements as specified in the OCP. The assessment considered noise from traffic on Minoru Boulevard, Westminster Highway and YVR related aircraft.
- The report makes specific recommendations regarding:
  - the thickness and construction of glazing in exterior doors and windows;
  - standard and finish of exterior construction;
  - consideration of alternative ventilation (e.g. make up air, continuously rated kitchen and/or bathroom exhaust fans);
  - Coordination of acoustical recommendations, field reviews and letters of assurance by the registered professional of record for the project.
- The report concludes that, provided the recommendations in the report are implemented, the development will meet the City of Richmond’s OCP interior design noise level criteria.
- The proponent has committed to implementing all of the recommendations in the Acoustical Evaluation report.
- A condition has been added to the Development Permit considerations requiring confirmation that the Brown Strachan Associates Acoustical Evaluation report



recommendations dated March 20, 2012, have been incorporated into the plans at Building Permit stage.

### ***Vehicle Parking and Traffic Demand Management (TDM) Measures***

#### ***Vehicle Parking***

Polygon has submitted a Traffic and Parking Impact Study (TPIS) that compares the proposed parking requirements of the Kiwanis seniors affordable housing project to other projects of a similar nature. The development proposal includes 91 vehicle stalls for the Kiwanis project (including 7 visitor/staff stalls that will be located within the Carrera parkade) and 466 vehicle stalls for Carrera residents and visitors.

Polygon has also prepared a Transportation Demand Management (TDM) package in support of a minor relaxation for the Carrera parking requirements. The proposed parking relaxation reduces the number of resident stalls from 1.2 stalls per unit to 1.19 (less than 1%) stalls per unit. A variance is not required for this modification as the Parking and Loading section (Section 7.4) of Zoning Bylaw 8500 allows for reductions by up to a maximum of 10% where appropriate TDM measures have been incorporated and the minimum on-site parking requirements are substantiated by a parking study.

Compensation provided under the site's Rezoning Considerations (RZ11-591685) for this reduction includes a \$25,000 contribution to one bus shelter, electrical outlets for 20 spaces in the Carrera parkade and one electrical outlet for electric bike charging in each bicycle room in the Carrera towers.

The TPIS and TDM package have both been reviewed and supported by Transportation staff. The Rezoning considerations include a requirement for an easement on the Carrera side for the provision of seven parking stalls for use by Kiwanis in perpetuity and a legal agreement to require the electrical outlets and specified voltages for electric vehicle charging plus a cash contribution for construction of the bus shelter.

A design requirement for two visitor stalls to be dedicated for health care worker use have been incorporated into the Kiwanis development's plans. A condition has been added to the Development Permit considerations to ensure these stalls are provided for in the Building Permit submission.

#### ***Bike parking***

Transportation staff support the substitution of 32 electric scooter stalls for the Class 1 bicycle stalls in the Kiwanis development. This substitution has been incorporated into the Zoning Bylaw for the site (Bylaw No. 8914, RZ 11-591685). All other bike stall requirements for the two developments conform to the Zoning Bylaw standards.

## Conclusions

The designs for both the Polygon Carrera market project and the Kiwanis seniors affordable housing project have undergone extensive review in consultation with staff. From an early stage both projects have been designed with sustainability features incorporated into their planning. The application of BC Hydro's Power Smart New Construction program resulted in the incorporation of additional energy saving features which will benefit the Kiwanis residents for decades.

The architect teams from both projects have worked hard to address the functional needs of the future residents as well as the needs of the City to ensure the projects have responded to the City Centre's design criteria and to the comments and recommendations identified by staff and the Advisory Design Panel.

The projects are well resolved and staff recommend support for the construction of the two Kiwanis towers containing 296 seniors affordable housing units and the three Polygon Carrera towers containing 335 market housing units at 6251 Minoru Boulevard as described in the Development Permit submission.



David Brownlee  
Planner 2

DCB:cas

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

1. Receipt of a Letter of Credit for landscaping, (including installation and contingency) of the Carrera development in the amount of \$793,050.00 (based on either a sealed estimate from a Landscape Architect dated December 11, 2012).
2. Receipt of a contribution of \$11,050 to the City's tree planting fund as compensation for the loss of the two cherry trees within the Minoru Boulevard median.
3. Receipt of a Letter of Credit for landscaping (including installation and contingency) of the Kiwanis development in the amount of \$644,004.00 (based on either a sealed estimate from a Landscape Architect dated December 11, 2012).
4. Receipt of a Letter of Credit for Public Art in the amount of \$238,821 as a security for advancing and completing the public art component of the development.
5. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement(s) will include, at minimum, the following terms and conditions:
  - a) No building permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
  - b) If a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until the building is connected to the DEU and the owner enters into a Service Provider Agreement on terms and conditions satisfactory to the City and grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building;
  - c) If a DEU is not available for connection, no final building inspection permitting occupancy of a building will be granted until:

- i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
- ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation ;
- iii. the owner grants or acquires the Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
- iv. the owner provides to the City a letter of credit, in an amount satisfactory to the City, for costs associated with acquiring any further Statutory Right of Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Confirmation that the recommendations of BC Hydro Power Smart New Construction Energy Study Report dated October 09, 2012 in terms of implementing the recommended energy efficient initiatives and the Thermal Comfort initiatives for heating, ventilation and air conditioning, have been incorporated into the construction plans.
3. Confirmation that the recommendations identified in the Brown Strachan Associates Acoustical Evaluation report dated March 20, 2012, have been met in the construction plans.
4. Submission of an updated LEED checklist indicating that LEED Silver equivalency is being achieved for both the Carrera and Kiwanis developments.
5. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
6. Confirm provision in the Building Permit plans for a Kiwanis residents health services support and conference room.
7. Confirm provision in the Building Permit plans for a minimum of two vehicle stalls dedicated for health care worker use.
8. Completion of the public art component design and the design for the immediate surrounding open space to the satisfaction of the City. Based upon the ultimate design, additional legal agreements to secure a public right of passage right of way may be required for public access to the space.
9. A resolution to the status of the existing sanitary force main along the southern property boundary of the site is required to the satisfaction of all parties.
10. 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.



**DP 12-609958**

**Attachment 1a**

Address: 6251 Minoru Boulevard (Kiwanis Development Only)

Applicant: Polygon Carrera Homes Ltd.

Planning Area(s): City Centre (Brighthouse Village Urban Centre T5)

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	Richmond Kiwanis Senior Citizens Housing Society ("Kiwanis")	Richmond Kiwanis Senior Citizens Housing Society
<b>Site Size (m<sup>2</sup>):</b>	20,237.7 m <sup>2</sup> (Total site)	Kiwanis AH net: 7,064.0 m <sup>2</sup> Total Dedications: 1909.3 m <sup>2</sup>
<b>Land Uses:</b>	Affordable Seniors Housing	Affordable Seniors Housing and Market Residential
<b>OCP Designation:</b>	Mixed Use	Unchanged
<b>Area Plan Designation:</b>	Institution, Urban Centre T5 (25 m)	Unchanged
<b>Zoning:</b>	School and Institutional Use (SI)	High Rise Apartment (ZHR10) – Brighthouse Village (City Centre)
<b>Number of Units:</b>	122 affordable seniors units in 14 separate low rise one and two storey buildings	Kiwanis: 296 affordable seniors 1 bedroom units in two high-rise towers on a portion of the site.
<b>Other Designations:</b>	NEF: Noise Management – City Bylaw 7794	Unchanged

<b>On Future Subdivided Lots</b>	<b>Bylaw Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Density (units/acre):	N/A	169.7 u.p.a. Kiwanis only – based on net site	none permitted
Floor Area Ratio:	Kiwanis Affordable Housing: 2.8 Net Max.	Kiwanis: 2.77 net of dedications	none permitted
Lot Coverage – Building:	Max. 90% excluding landscaped roof decks	Kiwanis: 56.09%	none
Lot Size:	N/A	Kiwanis: 74.95 m x 111.88 m (avg.)	none
Northern Property Line Setback(m):	Kiwanis Min. 6.0 m	Kiwanis: 9.05 m to podium except for covered entry canopy which is 5.2 m	none
Interior Setback (m):	Kiwanis: Min. 6.0 m	Kiwanis: 9.39 m to podium except for covered entry canopy which is 5.34 m	none
Minoru Park Setback (m):	Kiwanis: N/A	Kiwanis: N/A	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Minoru Boulevard Setback (m)	Kiwanis: 1.5 m	Kiwanis: 1.5 m to podium	none
Southern Property Line Setback (m)	Kiwanis: 0 m	Kiwanis: 0.26 m to podium	none
Height (m):	47 m max.	47 m max. (16 stories)	none
Off-street Parking Spaces – Regular ® / Visitor (V):	Kiwanis: 0.2 (R) and 0.1 (V) per unit	Kiwanis: 0.2 (R) and 0.11 (V) per unit	none
Off-street Parking Spaces – Total:	Kiwanis: 60 (R) 30 (V)	Kiwanis: 60 (R) 24 (V) An additional 7 stalls will be provided on the market side for use by Kiwanis. Two visitor stalls (included in above totals) will be dedicated to Health Care providers.	none
Tandem Parking Spaces:	permitted	none	none
Bicycle Parking:	Kiwanis: 370 x Class 1 stalls 60 x Class 2 stalls	Kiwanis: 32 scooter stalls in lieu of Class 1 bike stalls. 60 Class 2 stalls	Substitution of Class 1 stalls with scooter stalls is built into zoning schedule.
Accessible Parking:	2	2	none
Loading Stalls:	Kiwanis: 2 large	Kiwanis: 2 large	none
Amenity Space – Indoor:	Kiwanis: 100 m <sup>2</sup>	Kiwanis: 707.7 m <sup>2</sup>	none
Amenity Space – Outdoor:	Kiwanis: 1776 m <sup>2</sup>	Kiwanis: 1,955.61 m <sup>2</sup>	none

Other: Compensation required for 53 on-site trees and 4 off-site trees to be removed  
(Combined Carrera & Kiwanis).

Kiwanis Architects: Robert Ciccozzi Architecture Inc.





# Development Application Data Sheet

Development Applications Division

**DP 12-609958**

**Attachment 1b**

Address: 6251 Minoru Boulevard (Carrera Development Only)

Applicant: Polygon Carrera Homes Ltd.

Planning Area(s): City Centre (Brighthouse Village Urban Centre T5)

	Existing	Proposed
Owner:	Richmond Kiwanis Senior Citizens Housing Society ("Kiwanis")	Polygon Carrera Homes Ltd.
Site Size (m <sup>2</sup> ):	20,237.7 m <sup>2</sup> (Total site)	Carrera net: 11,264.4 m <sup>2</sup> Total Dedications: 1909.3.0 m <sup>2</sup>
Land Uses:	Affordable Seniors Housing	Market Residential
OCP Designation:	Mixed Use	Unchanged
Area Plan Designation:	Institution, Urban Centre T5 (25 m)	Unchanged
Zoning:	School and Institutional Use (SI)	High Rise Apartment (ZHR10) – Brighthouse Village (City Centre)
Number of Units:	122 affordable seniors units in 14 separate low rise one and two storey buildings	Carrera: approx. 335 market housing units on a portion of the site in a mix of townhouse and three high-rise towers.
Other Designations:	NEF: Noise Management – City Bylaw 7794	Unchanged

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	120.40 u.p.a. Carrera only based on net site	none permitted
Floor Area Ratio:	Carrera Market Side: 3.0 Max.	Carrera: 2.98	none permitted
Lot Coverage – Building:	Max. 90% excluding landscaped roof decks	Carrera: 36.20%	none
Lot Size:	N/A	Carrera: 89.07 m x 111.88 m (avg.)	none
Northern Property Line Setback(m):	Carrera: Min. 6.0 m	Carrera: 6.1 m	none
Interior Setback (m):	Carrera: Min. 6.0 m	Carrera: 7.8 m	none
Minoru Park Setback (m):	Carrera: Min. 6.0 m	Carrera: 5.07 m for fin projections. 6.1 m min. to main buildings.	none (projections are permitted under the general regulations)
Minoru Boulevard Setback (m)	Carrera: N/A	Carrera: N/A	none
Southern Property Line Setback (m)	Carrera: 0 m	Carrera: 0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	47 m max.	47 m max.	none
Off-street Parking Spaces – Regular ® / Visitor (V):	Carrera: 1.2 (R) and 0.2 (V) per unit	Carrera 1.19 (R) and 0.19 (V) per unit:	see below
Off-street Parking Spaces – Total:	Carrera: 402 (R) 67 (V)	Carrera: 399 (R) (includes 183 small stalls) 67 (V) (includes 27 small stalls) 4 on private street stalls 20 electric car stalls are included in the overall totals above.	TDM measures to be implemented on the market side to allow for a reduction of resident stalls from 1.2 to 1.19 stalls / unit.
Tandem Parking Spaces:	permitted	none	none
Bicycle Parking:	Carrera: 419 Class 1 stalls 67 Class 2 stalls	Carrera: 419 Class 1 stalls 67 Class 2 stalls provided.	none
Loading Stalls:	Carrera: 2 large	Carrera: 2 large	none
Amenity Space – Indoor:	Carrera: 100 m <sup>2</sup>	Carrera: 750.7m <sup>2</sup>	none
Amenity Space – Outdoor:	Carrera: 2010 m <sup>2</sup>	Carrera: 4,034.3 m <sup>2</sup>	none

Other: Compensation required for 53 on-site trees and 4 off-site trees to be removed (Combined Carrera & Kiwanis).

Carrera Architects: Gomeroff Bell Lyon Architects Group Inc.

## Preliminary LEED Canada for New Construction and Major Renovations 2009 Credit Summary

Rating Level Achieved: Silver		Possible Points: 110	
Total Project Score: 51		Possible Points: 110	
Certified: 40-49 points Silver: 50-59 points Gold: 60-79 points Platinum 80+ points		Possible Points: 110	
17 Sustainable Sites		Possible Points: 26	
Y	Preq 1	Construction Activity Pollution Prevention	
1	Credit 1	Site Selection	
6	Credit 2	Development Density and Community Connectivity	
	Credit 3	Brownfield Redevelopment	
6	Credit 4.1	Alternative Transportation - Public Transportation Access	
1	Credit 4.2	Alternative Transportation - Bicycle Storage & Changing Room	
	Credit 4.3	Alternative Transportation - Low-Emitting & Fuel-Efficient Vehicles	
2	Credit 4.4	Alternative Transportation - Parking Capacity	
	Credit 5.1	Site Development - Protect or Restore Habitat	
1	Credit 5.2	Site Development - Maximize Open Space	
	Credit 6.1	Stormwater Design - Quantity Control	
	Credit 6.2	Stormwater Design - Quality Control	
1	Credit 7.1	Heat Island Effect - Non-Roof	
	Credit 7.2	Heat Island Effect - Roof	
	Credit 8	Light Pollution Reduction	
	Credit 9	Tenant Design & Construction Guidelines	
5 Water Efficiency		Possible Points: 10	
Y	Preq 1	Water Use Reduction	
2	Credit 1	Water Efficient Landscaping	
	Credit 2	Innovative Wastewater Technologies	
3	Credit 3	Water Use Reduction	
6 Materials & Resources		Possible Points: 14	
Y	Preq 1	Storage & Collection of Recyclables	
	Credit 1.1	Building Reuse - Maintain Existing Walls, Floors, and Roof	
	Credit 1.2	Building Reuse - Maintain Interior Non-Structural Elements	
2	Credit 2	Construction Waste Management	
	Credit 3	Materials Reuse	
2	Credit 4	Recycled Content	
2	Credit 5	Regional Materials	
	Credit 6	Rapidly Renewable Materials	
	Credit 7	Certified Wood	
12 Indoor Environmental Quality		Possible Points: 15	
Y	Preq 1	Minimum Indoor Air Quality Performance	
Y	Preq 2	Environmental Tobacco Smoke (ETS) Control	
	Credit 1	Outdoor Air Delivery Monitoring	
	Credit 2	Increased Ventilation	
1	Credit 3.1	Construction IAQ Management Plan - During Construction	
1	Credit 3.2	Construction IAQ Management Plan - Before Occupancy	
1	Credit 4.1	Low-Emitting Materials - Adhesives & Sealants	
1	Credit 4.2	Low-Emitting Materials - Paints & Coatings	
1	Credit 4.3	Low-Emitting Materials - Flooring Systems	
1	Credit 4.4	Low-Emitting Materials - Composite Wood & Agrifibre Products	
1	Credit 5	Indoor Chemical and Pollutant Source Control	
1	Credit 6.1	Controllability of System - Lighting	

Kwantis Market and Affordable Towers, Richmond, BC

## Preliminary LEED Canada for New Construction and Major Renovations 2009 Credit Summary

Rating Level Achieved: Silver		Possible Points: 110	
Total Project Score: 51		Possible Points: 110	
Certified: 40-49 points Silver: 50-59 points Gold: 60-79 points Platinum 80+ points		Possible Points: 35	
<b>2</b>	<b>Energy &amp; Atmosphere</b>		
Y	Prereq 1	1	Credit 6.2
Y	Prereq 2	1	Thermal Comfort - Design
Y	Prereq 3		Thermal Comfort - Verification
	Credit 1	1	Daylight & Views - Daylight
	Credit 2	1	Daylight & Views - Views
	Credit 3		
2	Credit 4	8	Innovation in Design Process
	Credit 5		
	Credit 5.2		
			Possible Points: 6
		1	Credit 1.1
		1	Credit 1.2
		1	Credit 1.3
		1	Credit 1.4
		1	Credit 1.5
		1	Credit 2
			Possible Points: 4
		3	Regional Priority
			Possible Points: 4
			Durable Building
		3	Regional Priority (Regional Transit, Affordable Housing and High Density Proje

**Excerpt from the Minutes from  
The Design Panel Meeting**

**Wednesday, September 19, 2012 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall**

Time: 4:00 p.m.

Place: Rm. M.1.003  
City of Richmond

Present: Simon Ho, Acting Chair  
Joe Fry  
Tom Parker  
Thomas Leung  
Cst. Greg Reimer  
Sherri Han  
Steve Jedreicich

Also Present: Sara Badyal, Planner  
Suzanne Carter-Huffman, Senior Planner, Urban Design  
David Brownlee, Planner  
Francisco Molina, Senior Planner, Urban Design  
Rustico Agawin, Committee Clerk

Absent: Kush Panatch, Chair  
Hal Owens  
Matthew Thomson

**3. DP 12-609958 – 5 HIGH-RISE RESIDENTIAL TOWERS WITH  
APPROXIMATELY 631 DWELLING UNITS (INCLUDING 296 AFFORDABLE  
SENIORS HOUSING UNITS AND 335 MARKET HOUSING UNITS)**

APPLICANT: Polygon Carrera Homes Ltd.

PROPERTY LOCATION: 6251 Minoru Boulevard

**A. Applicant's Presentation (Kiwanis Towers)**

Chris Ho, Vice-President Development, Polygon, Architect Karen Smith, Robert Ciccozzi Architecture, Inc., and Landscape Architect Derek Lee, PWL Partnership, presented the Kiwanis project on behalf of the applicant.

**Panel Discussion**

*Comments from the Panel were as follows:*



- concerned about the lack of accessible walking path to the landscaped podium in the Kiwanis project; provision of stairs partly addresses this issue partly but elevator access may not accommodate large groups going up together to the podium; consider also using ramps to supplement the stairways going up to the courtyard in the Carrera project via the pinch point;

*Applicant's Response: Access to landscaped podium through two sets of elevators from both Kiwanis towers with the addition of additional doors from both lounges and the laundry rooms and the addition of the internal stair will provide sufficient access.*

- appreciate the provision of outward opening doors that enhance safety in the washrooms; consider removing the molded-in seat in the bathroom showers to accommodate movable bath benches tailored to the individual needs of the residents;

*Applicant's Response: We understand the concern regarding the molded-in seat. In recent informal surveys, there is no apparent preference in the industry. Kiwanis, west van has decided to not have the molded-in seat as per the above comment where as Tapestry projects prefer the molded-in seat. At this time we are keeping the molded-in seat because of affordability.*

- consider using a wall oven in the kitchen to enhance the convertibility of the unit and ease of use for seniors;

*Applicant's Response: Prohibitive cost factor in light of maintaining affordable rent levels.*

- consider providing a space (i.e, a small den-like space) for arts and crafts in some units to accommodate sewing machines or art easels;

*Applicant's Response: The larger one bedroom unit provides for this additional space.*

- notice some positive changes in the Minoru Boulevard elevation; looks more organized; don't agree that the elevation needs to be park-like because it is an urban edge; elevation needs height and mass to qualify as an urban edge; however, the middle portion of the elevation seems out of place; needs to relate to its neighbours on both sides;

*Applicant's Response: Minoru elevation updated along with updated Public Art concept to be presented*

- colour of the whole complex looks dull and dated; development needs to be brightened up to look current and high quality;

*Applicant's Response: Revised as provided on both Kiwanis and Carrera*

- podium seems tiny in relation to the mass of the two big towers sitting on it;
- agree with the suggestion to use a wall oven in the kitchen; consider side-swing wall oven which is more convenient to use for residents on wheelchairs;

- understand that the medium for public art may not necessarily be on a solid or opaque wall contrary to what appears in the model and drawings; solid wall may look good coming down Minoru Boulevard but not from within the project, it would be preferable to use a translucent glass or a partial screen of stack of metal objects to create a louvered effect; will create more accessibility, activity, light and air between the indoor amenity rooms and the street; applicant should convey this concept to the artist as it is a prominent public art contribution to the City;

*Applicant's Response: see revised*

- issues in the preliminary presentation regarding the central courtyard on the internal lane are better resolved; like the trellis/canopy features and green space; consider weather protection;
- outdoor amenity space is accessible from the elevators through the lobbies; consider adding significant trellises/canopies on two big terrace areas with fire pits to provide weather protection and maximize their use;

*Applicant's Response: will be providing weather protection through much more flexible furniture option – ie umbrellas*

- applicant has addressed the Panel's concerns regarding the flat character of the buildings; appreciate the horizontal breaks in certain areas of the buildings; however, the horizontal breaks should be made stronger and break into more dimensions;
- some improvements have been made in the podium level in terms of their relationship with the amenity spaces; programming is appropriate, but consider more opportunities to further invigorate the podium level, e.g. trellises/canopies, fire pits, enclosures, weather protection, and programming;

*Applicant's Response: Outdoor room now added on landscape podium level*

- 5 to 6 curb cuts on the west elevation along the interior lane is excessive; consider integrating/combining parking entrance with the curb cut at the lobby entrance of Building 2, with parking stalls 1,2 and 3 becoming the new parking entrance; strongly encourage reducing the conflicts between pedestrians and vehicles in the interior lane;

*Applicant's Response: The southern curb cuts have been enhanced through refinements in the landscape design – refinements in the plaza and parking orchard.*

- treatment of art wall wedge in Minoru facade requires strong coordination between the architect and the artist; the wedge form is a distraction; the art wall has a great potential to provide a sense of enclosure and eliminate the bubble effect while allowing some light into the indoor amenity spaces;

*Applicant's Response: see revised*

- recessing of the glazing is not just restricted to the east facade but specifically for pocket conditions facing to the north and south of the amenity rooms; strong indoor-outdoor relationship at the edges along Minoru has not been achieved; previous suggestions for openings at the games room and hair salon have not been considered; conflicts with stairs and berm;

*Applicant's Response: see revised – public art and base landscaping now provides the indoor-outdoor relationship and also provides a much needed purpose of the proposed northern plaza along Minoru Boulevard.*

- prefer that the landscaped courtyard should be a private zone for residents; suggest that the stair location adjacent to the crafts and hobby room should not be tacked on but integrated into the spaces; will make a strong connection to the podium level; consider also access from the amenity multi-purpose room to the podium level;

*Applicant's Response: see revised – landscape courtyard on podium is a private zone for residents only*

- agree with the comment regarding the need for further detailing of the art wall; middle of the Minoru facade needs further resolution to provide more articulation to the facade; consider the roof form;

*Applicant's Response: see revised*

- emergency generator room facing Carrera needs more height to mark the corner; make it a folly to bridge the connection between the Carrera and Kiwanis projects;

*Applicant's Response: see revised – height raised and architectural detailing refined*

- no problem with regard to the programming of the landscaped courtyard; will meet the needs of seniors; size is appropriate for walking;
- colour of the project is dark and drab; may look depressing on rainy days; need to brighten up the colour and feel of the project;

*Applicant's Response: colours refined*

- support the project but some design resolution is needed; and
- it is important to consider the needs of the end users of the project (i.e, seniors) in the programming of the courtyard space.

## **B. Applicant's Presentation (Carrera Market Housing)**

Chris Ho, Vice-President Development, Polygon, Architect Stu Lyon, GBL Architects, and Landscape Architect Derek Lee, PWL Partnership, presented the Carrera project on behalf of the applicant.

### **Panel Discussion**

*Comments from the Panel were as follows:*

- nice scheme; colour scheme is sedate;

*Applicant's Response: colours updated*



- park interface is nicely resolved; water feature unifies the development with the park; connection between flat water and vertical water works nicely;
- do not overdesign the park; should not read as a private zone; civic nature of the park should be respected; connection to the water is strong enough;
- look at successful precedents in Richmond regarding public access to the upper terrace; consider adding an element to provide the visitor a sense of arrival at the terrace, e.g. a mid-level patio or a water feature;
- consider a landscape counterpoint on both sides of the plaza to unify the plaza;

*Applicant's Response: updated – greater integration/coordination of landscape elements and additional elements added*

- like the project; present colour feels differently and is a move backwards; dark colours of the big buildings will not show the setback effect; buildings look flatter; colours need to be brighter to show the setback of the towers;
- dark chocolate-coloured amenity building adjacent to the park needs to be brightened up;
- beautiful project; would like to see brighter colours in the development;
- pinch point between the two towers is an uncomfortable situation;
- echo comments regarding the nicely resolved park interface; amenity space above looks beautiful; like the addition of the colonnade between the amenity space and the courtyard; provides visual interest;
- the flat and wide roof of the amenity space is visible from all directions; suggest to add pavers on the roof deck to provide warmth; will provide visual interest;
- development appears like a monolith when viewed from the park; introducing colour in the middle building will give a sense of depth; consider introducing pale yellow colour used in Eastern Europe which seems durable and weathers well; will also add brightness to the development on gloomy days;
- generally, a handsome and elegant project; it is well resolved; like the articulation and enjoy how the massing interact with each other;
- changes done in the amenity area on the roof deck are fantastic; gives the project a pulse;
- not averse to the dark chocolate colour of the buildings but the frames appear lost; need to revisit the building colours; and
- disagree with the comment regarding the pinch point between the two towers; proximity of living quarters to each other reflects the notion of a downtown core; proportion of the mid-rise to the tower is fine; spacing between the two buildings is more than appropriate; look at successful precedents in Barcelona.

**Panel Decision**

It was moved and seconded

*That DP 12-609958 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel and also giving special consideration to (1) the Minoru elevation scale, permeability, activity and indoor-outdoor relationship facing into the courtyard space; (2) the use of colour in the project; and (3) the connectivity between the Kiwanis indoor amenity spaces at grade and the outdoor amenity space on podium level.*

**CARRIED**



# City of Richmond

## Development Permit

No. DP 12-609958

To the Holder: POLYGON CARRERA HOMES LTD.  
Property Address: 6251 MINORU BOULEVARD  
Address: 900 - 1333 WEST BROADWAY  
VANCOUVER, BC V6H 4C2

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #57 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$793,050.00 for the Carrera development and \$644,004.00 for the Kiwanis development. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.



# Development Permit

No. DP 12-609958

To the Holder: POLYGON CARRERA HOMES LTD.

Property Address: 6251 MINORU BOULEVARD

Address: 900 - 1333 WEST BROADWAY  
VANCOUVER, BC V6H 4C2

---

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

ISSUED BY THE COUNCIL THE

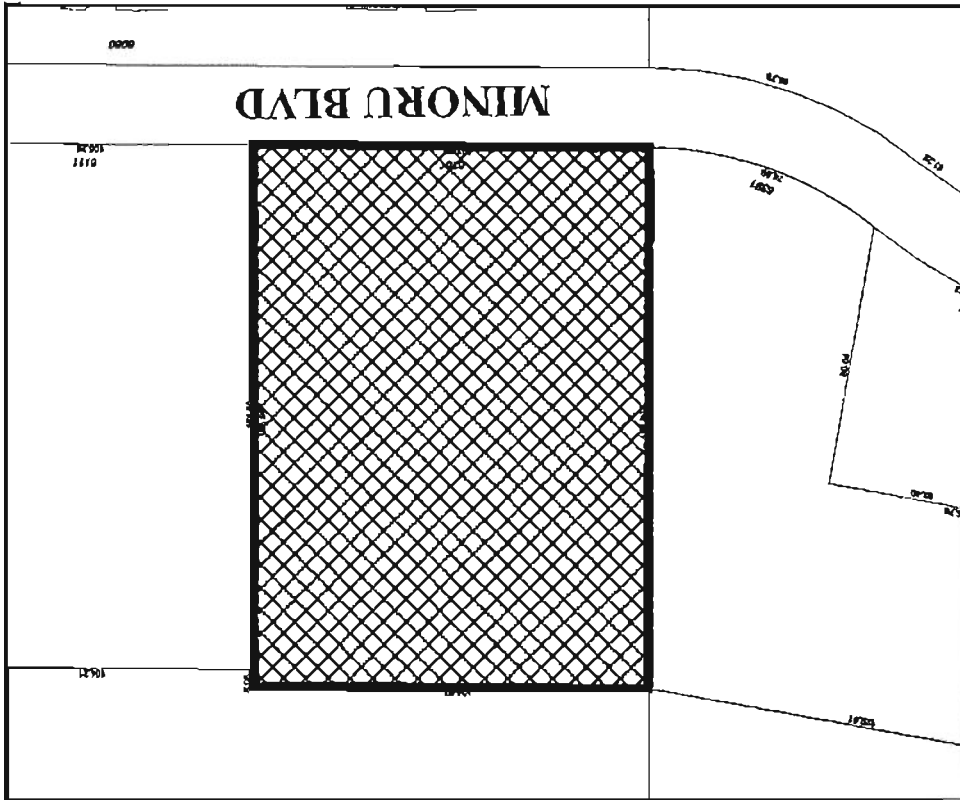
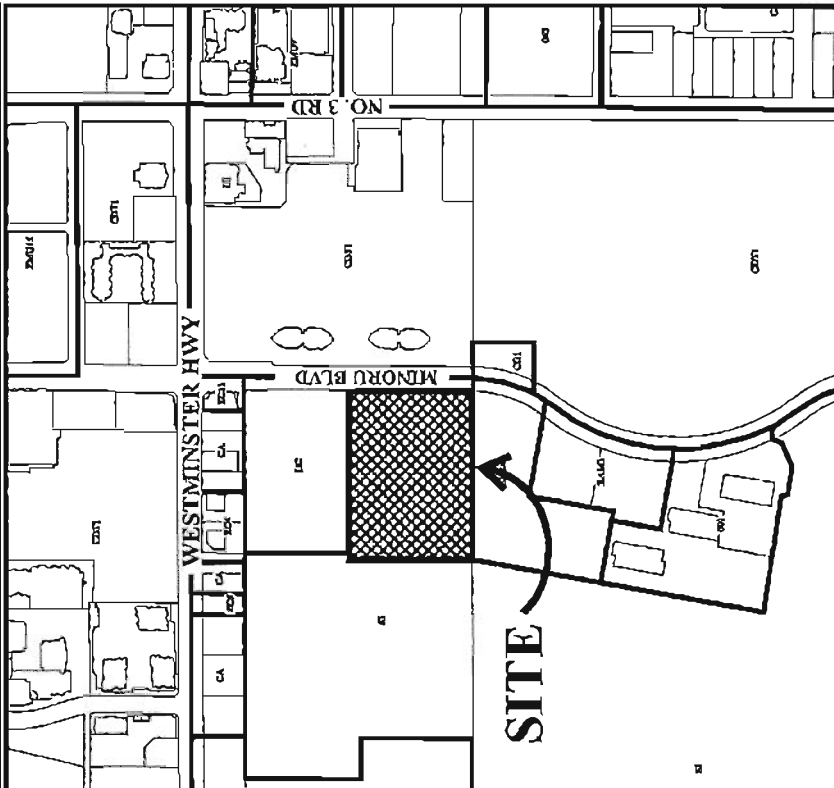
DELIVERED THIS DAY OF , .

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MAYOR



City of Richmond



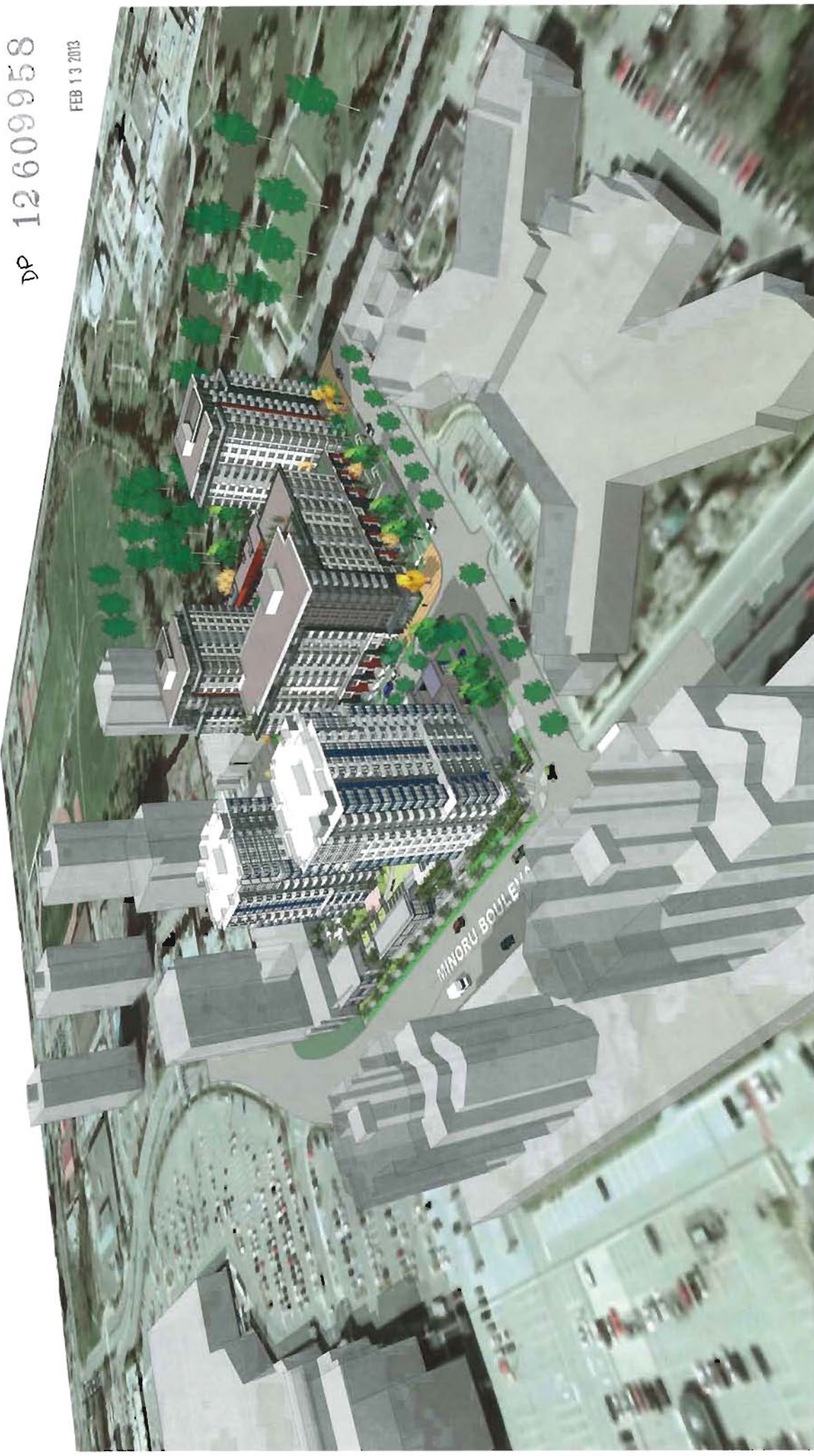
# DP 12-609958 SCHEDULE "A"

Original Date: 06/01/12

Revision Date:

Note: Dimensions are in METRES

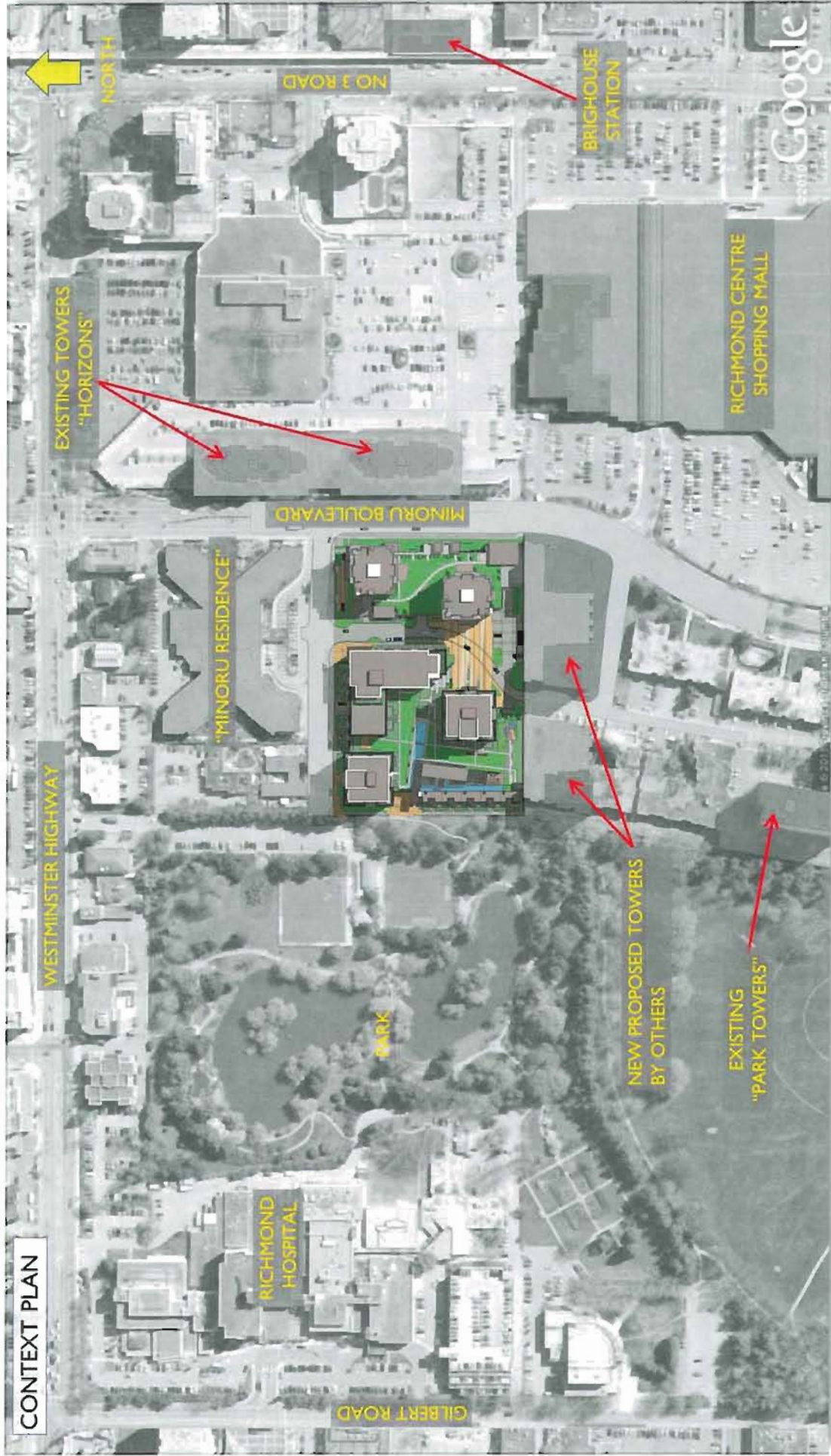
MARKET AND AFFORDABLE TOWERS AT KIWANIS SENIORS - RICHMOND, B.C.  
DP RE-SUBMISSION PACKAGE - JANUARY 17, 2013



DP 12609958

FEB 13 2013



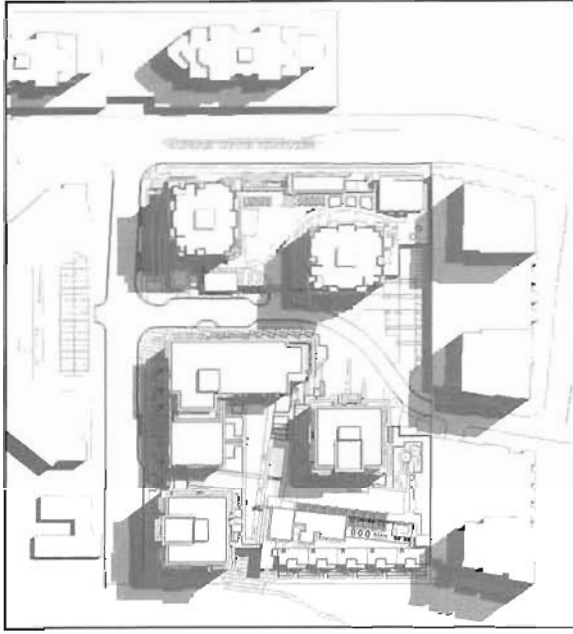


DR 12609958

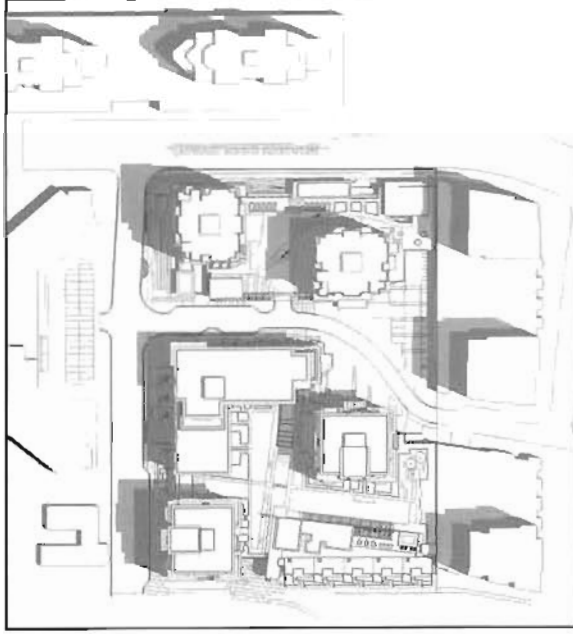
Reference

FEB 13 2013

SHADOW STUDY



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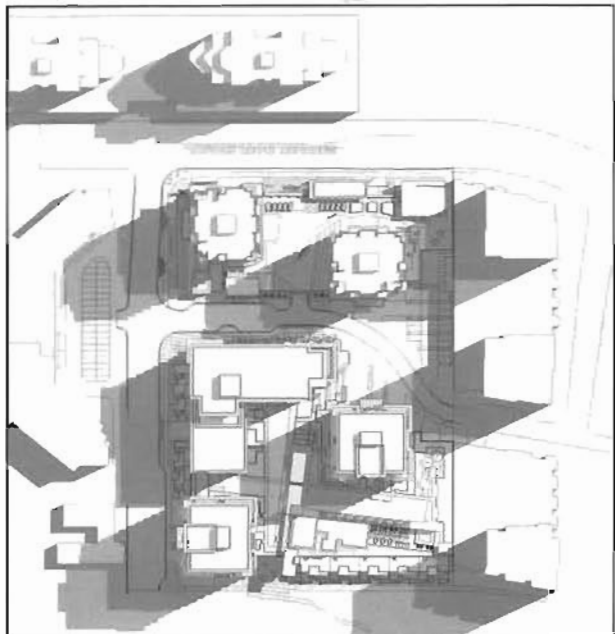


SUMMER SOLSTICE - NOON

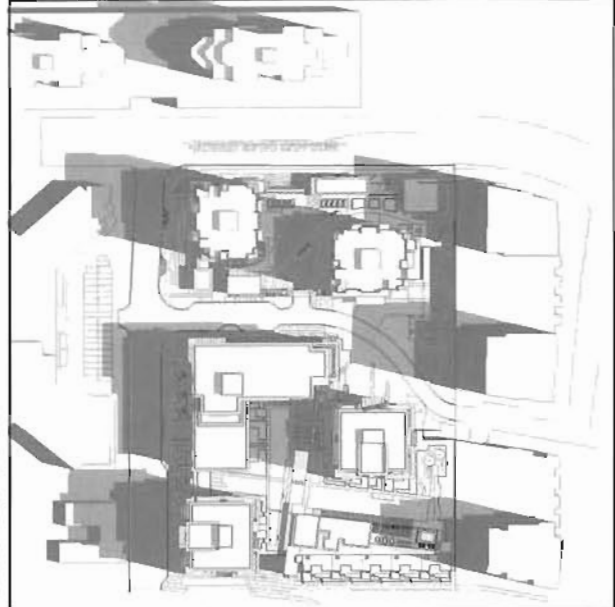


SUMMER SOLSTICE - 2 PM

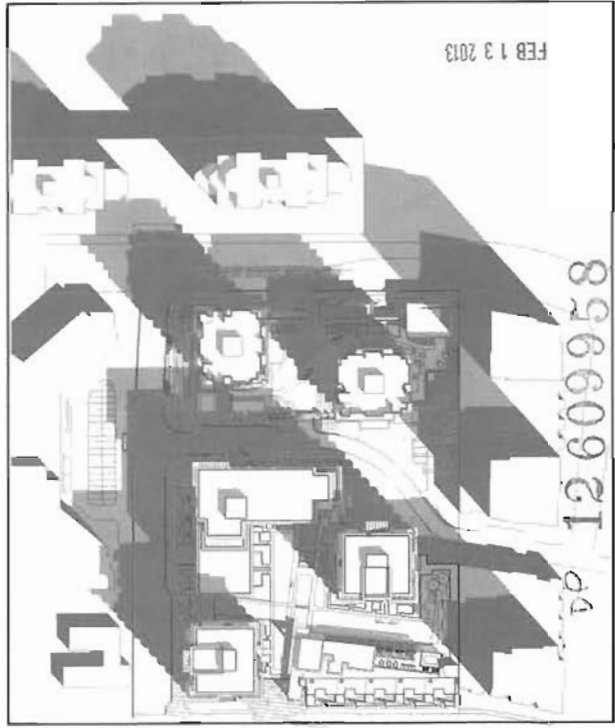
SHADOWS FROM 12M HIGH STRUCTURES  
SHADOWS FROM 4M HIGH STRUCTURES



EQUINOX - 10 AM



EQUINOX - NOON



EQUINOX - 2 PM

FEB 13 2013

DP 12609958

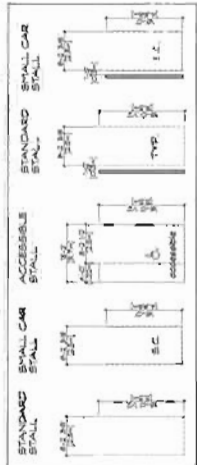
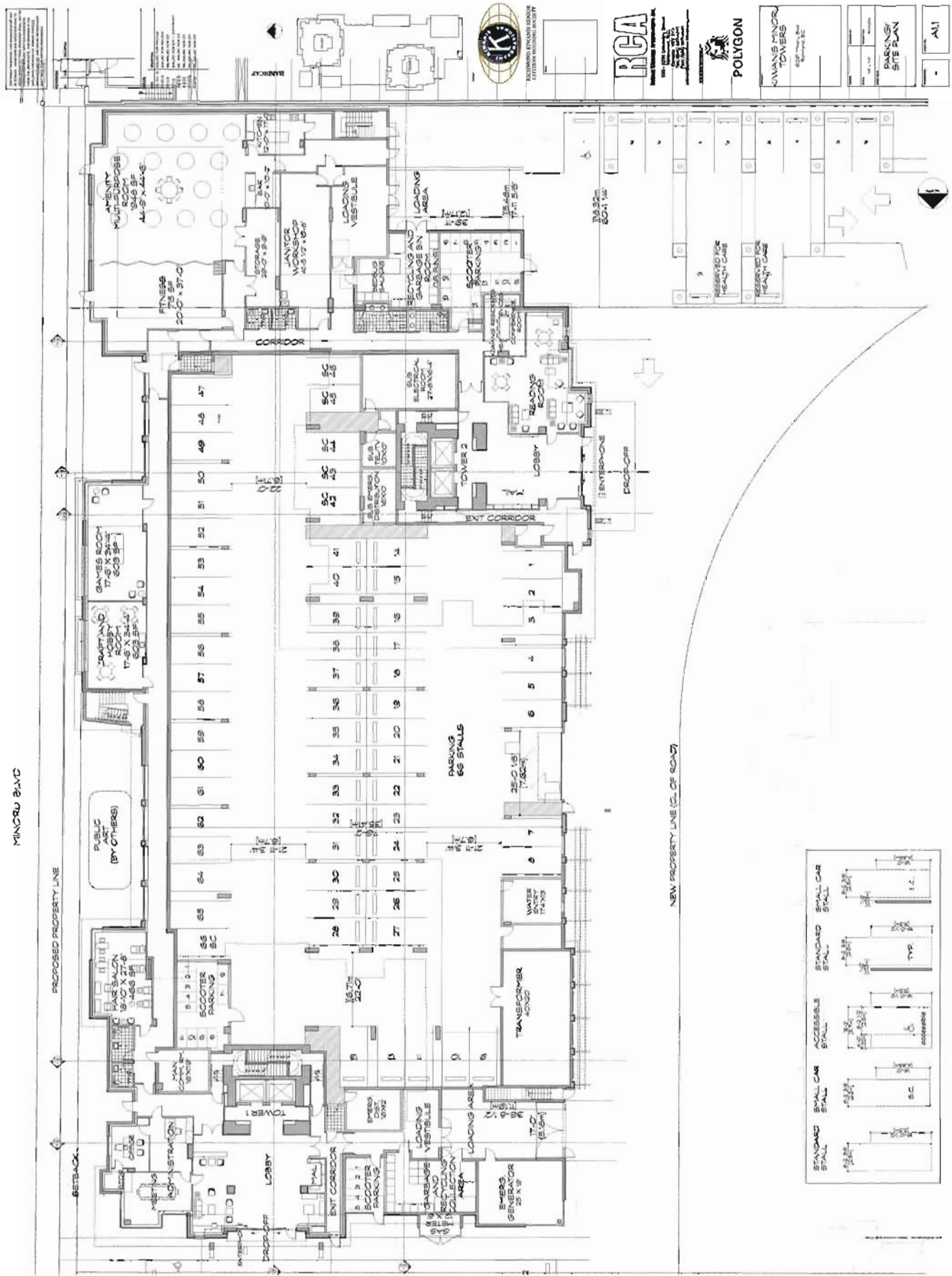
Reference





Plan #2

12609958  
FEB 13 2013



MINOR 2-10

PROPOSED PROPERTY LINE

NEW PROPERTY LINE (2.0 OF ROAD)

Plan #3

FEB 13 2013

12609958

DP  
A12

COURTARD  
PLAN

KWAME NINSIN  
TOWERS  
800 1000 1000

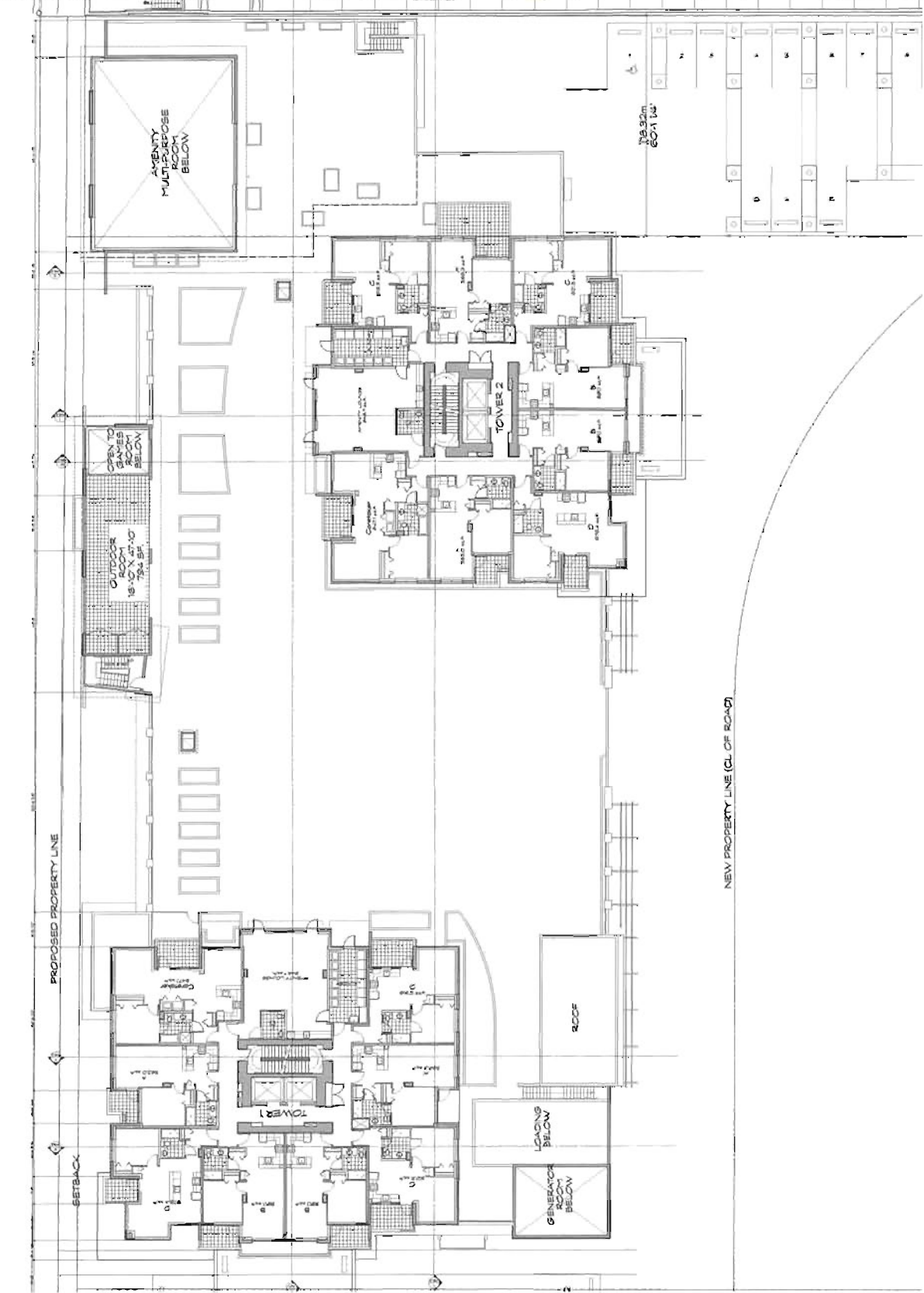
POLYGON

RCA



KWAME NINSIN  
TOWERS  
800 1000 1000

NOTES:  
1. ALL DIMENSIONS ARE IN FEET AND INCHES.  
2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.  
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.  
4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.  
5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.



Plan #4

12609958

FEB 13 2013

DP

PLAN  
ROOF  
PLAN

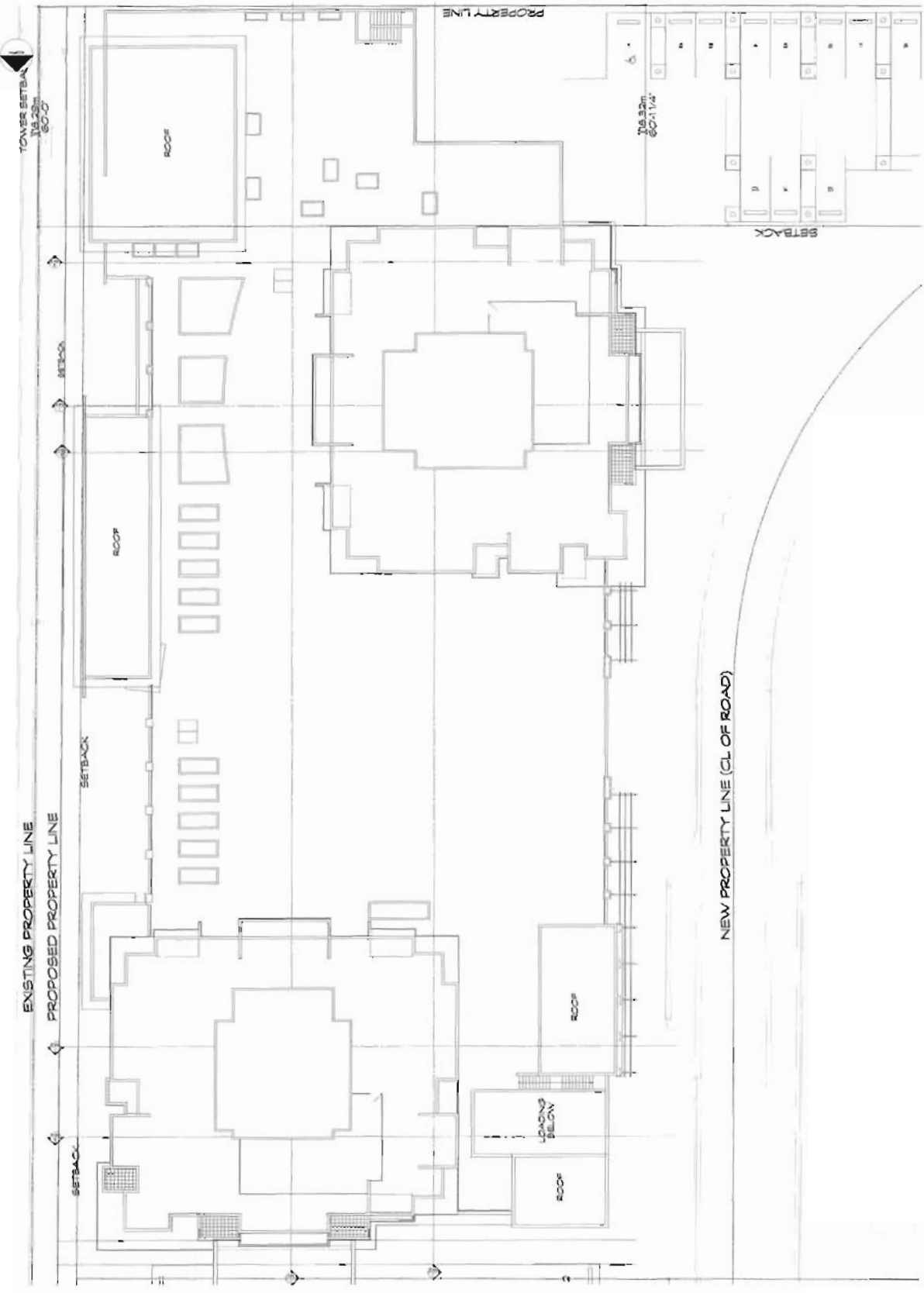
KWANS MINOR  
TOWERS  
10000 S. 10th Ave.  
Phoenix, AZ

POLYGON

PCA  
10000 S. 10th Ave.  
Phoenix, AZ



10000 S. 10th Ave.  
Phoenix, AZ  
10000 S. 10th Ave.  
Phoenix, AZ





Plan # 5

FEB 13 2013

12609958

DP

PROJECT: KANSAS MINOR TOWERS  
ARCHITECT: POLYGON  
1001 Third Ave.  
Kansas, KS 66101  
Tel: 785.833.1000  
Fax: 785.833.1001

OWNER: KANSAS MINOR TOWERS  
1001 Third Ave.  
Kansas, KS 66101  
Tel: 785.833.1000  
Fax: 785.833.1001

DATE: 02/13/2013  
BY: [Signature]  
CHECKED: [Signature]  
APPROVED: [Signature]

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

LEGEND:  
- WALL  
- DOOR  
- WINDOW  
- FURNITURE  
- EQUIPMENT

**KANSAS MINOR TOWERS**  
LOBBY DETAILS

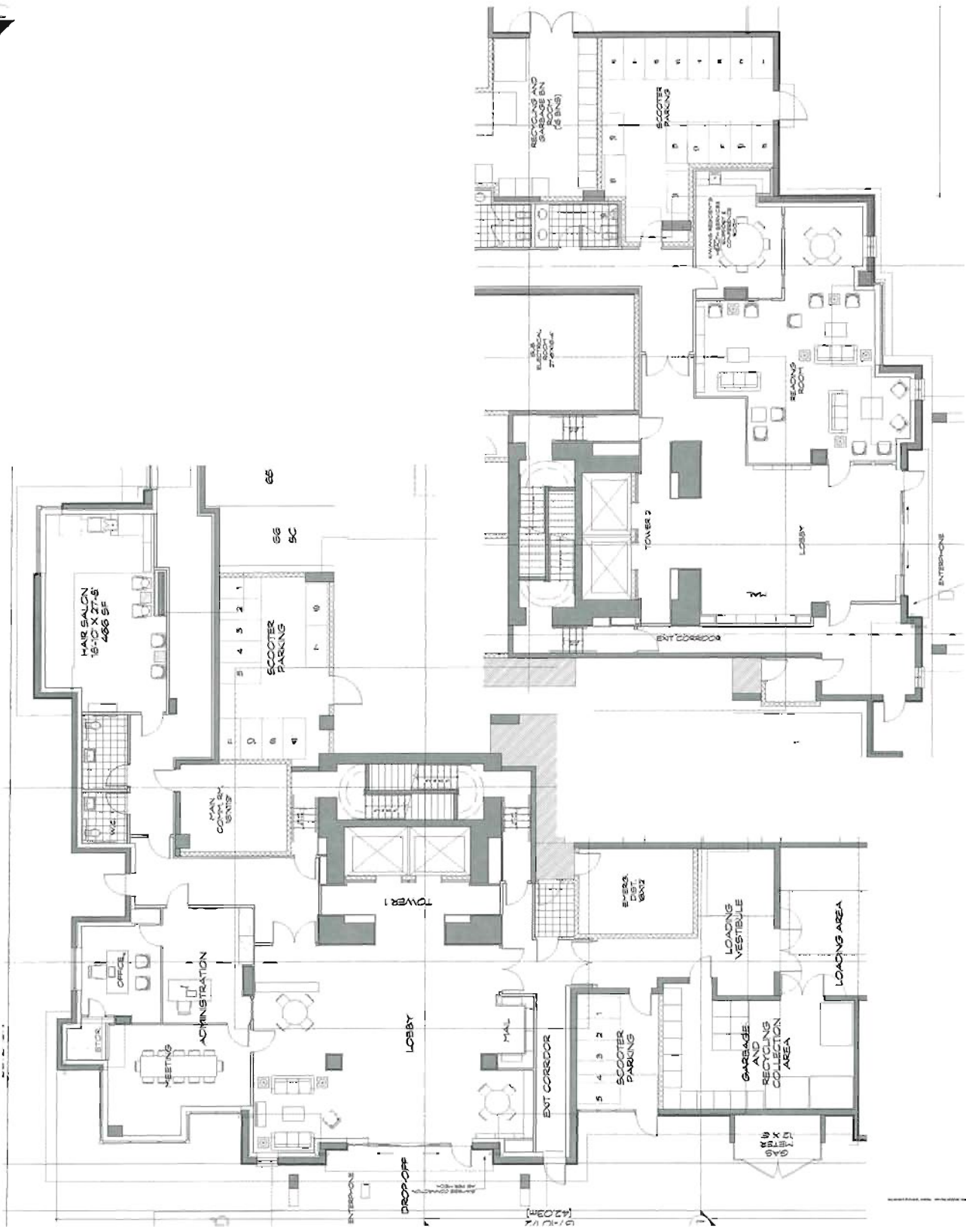
**POLYGON**  
ARCHITECTS

**RCA**  
REGISTERED CIVIL ENGINEER  
KANSAS  
No. 0000000000  
Exp. 12/31/2013

**KANSAS MINOR TOWERS**  
LOBBY DETAILS

**POLYGON**  
ARCHITECTS

**RCA**  
REGISTERED CIVIL ENGINEER  
KANSAS  
No. 0000000000  
Exp. 12/31/2013





Plan # 6

12609958

FEB 13 2013

DR

15

AGENT DETAILS

KWANS MINOR TOWERS  
1000 7th St NW  
Washington, DC

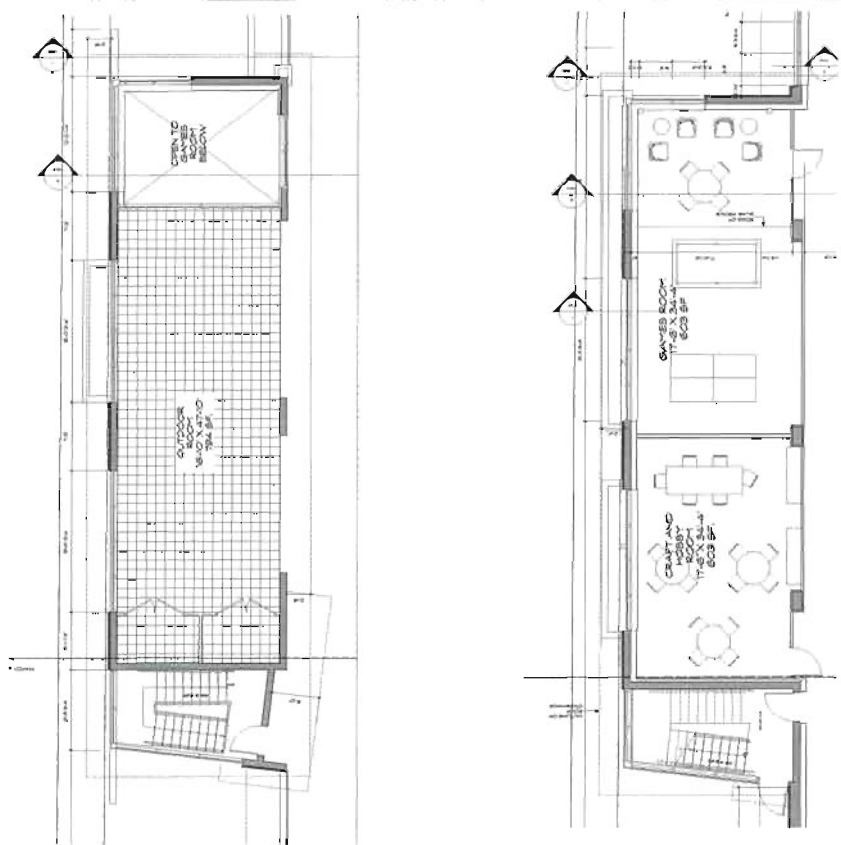
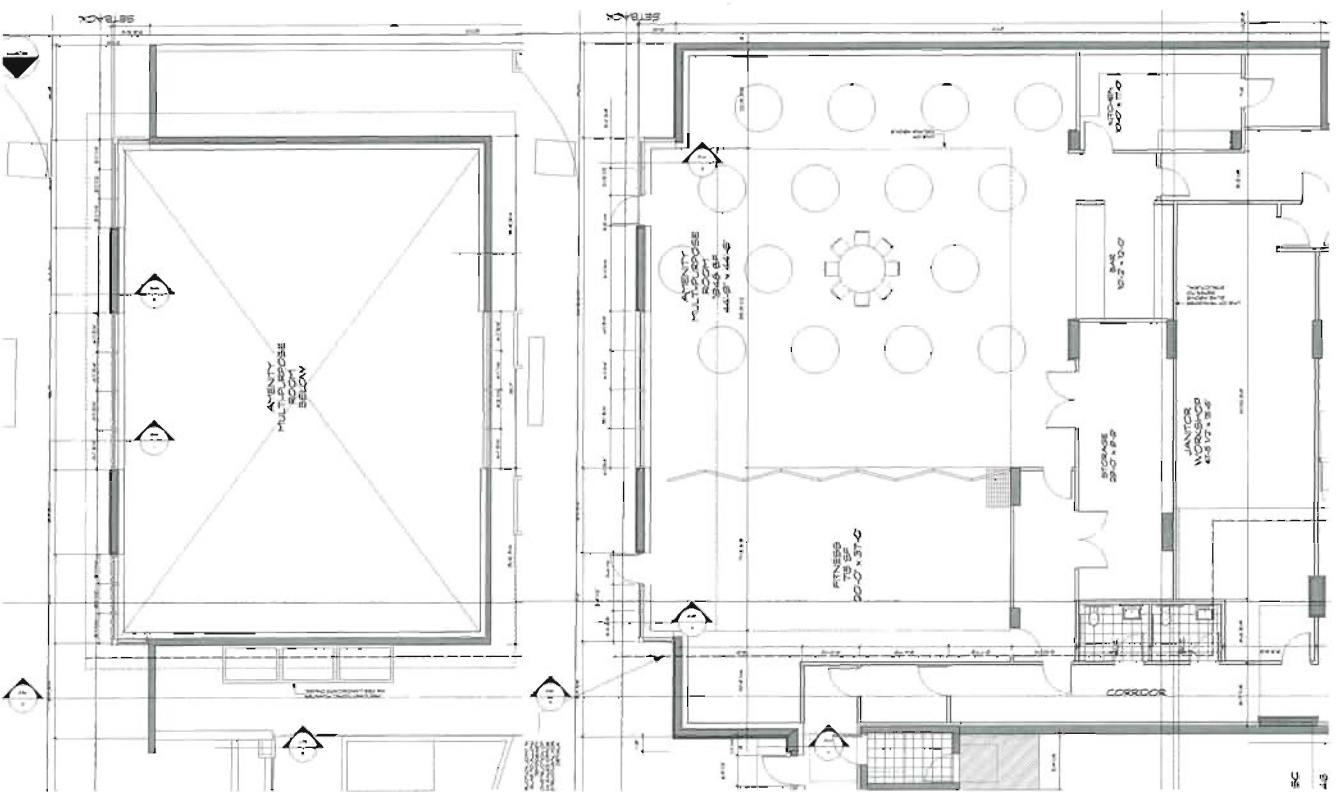
POLYGON

RCA  
1000 7th St NW  
Washington, DC

K  
KANSAS REAL ESTATE  
KANSAS REAL ESTATE SOCIETY



1000 7th St NW  
Washington, DC  
1000 7th St NW  
Washington, DC  
1000 7th St NW  
Washington, DC



Rev 7

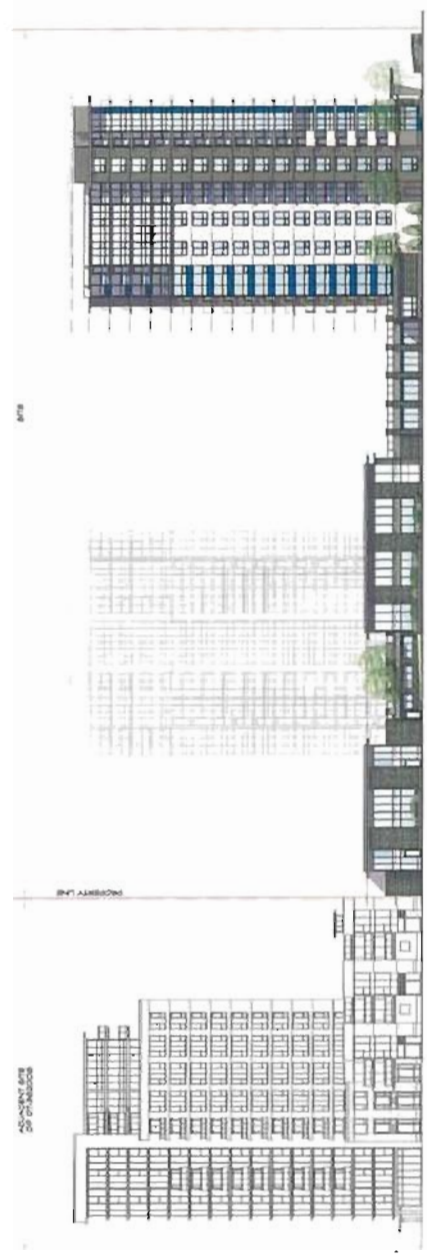
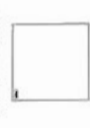
12609958

FEB 13 2013

PROJECT	NO. 12609958
DATE	12/13/2012
BY	ALB

STREETSCAPE	
DATE	12/13/2012
BY	ALB

KIANIS MINOR TOWERS	
12609958	



STREETSCAPE ALONG MINORU (EAST ELEVATION)

NOTES	
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.	
2. ALL MATERIALS AND FINISHES ARE TO BE AS SHOWN ON THE DRAWINGS.	
3. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE SANS STANDARDS.	
4. ALL WORK IS TO BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE SANS STANDARDS.	

12609958



Plan #9  
12609958

FEB 13 2013

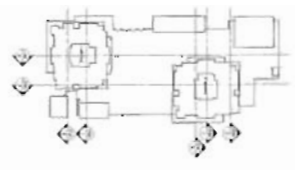
A2.1

Level 9 to 10 Plan

POLYGON  
KIVANIS  
TOWERS

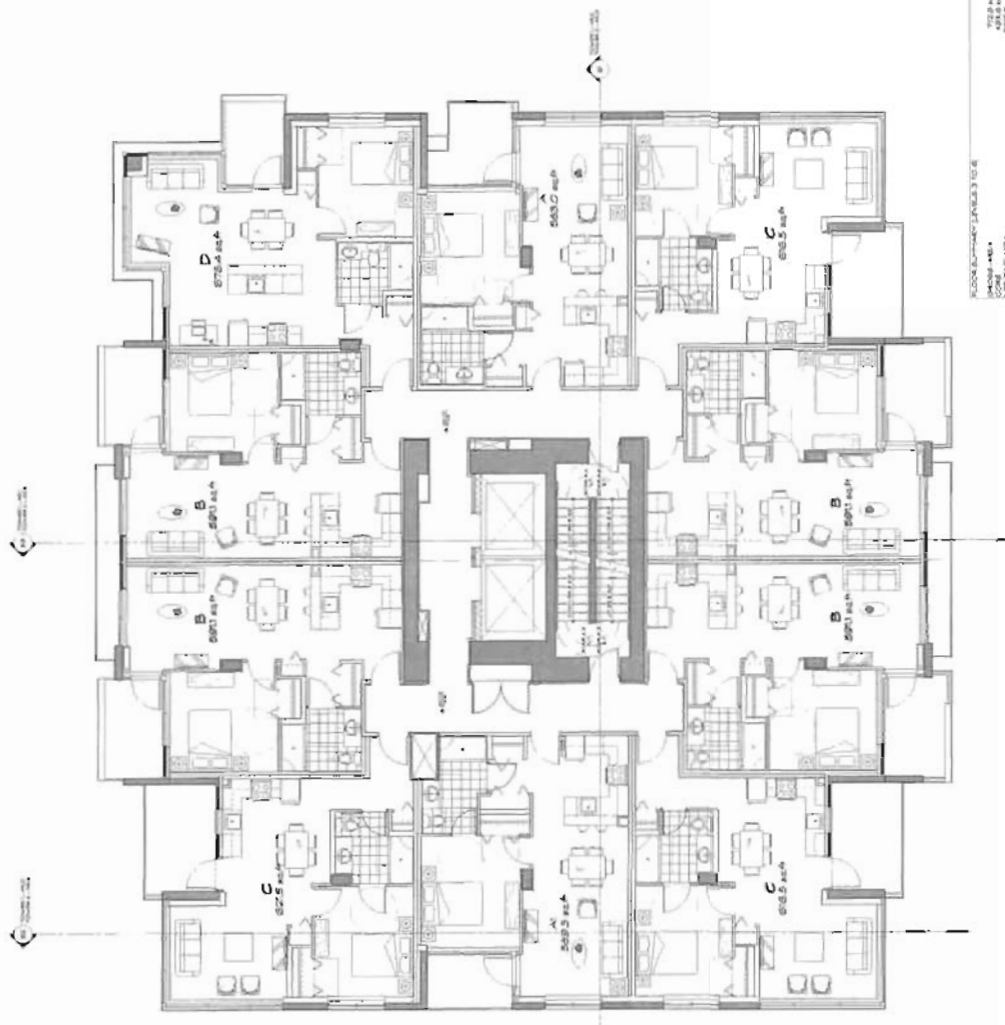


BGA  
Bentley Group Inc.  
Architects & Engineers  
1000 Highway 101  
Suite 100  
Burlington, ON L7R 4K1  
Tel: 905.335.8800  
Fax: 905.335.8801  
www.bga.ca



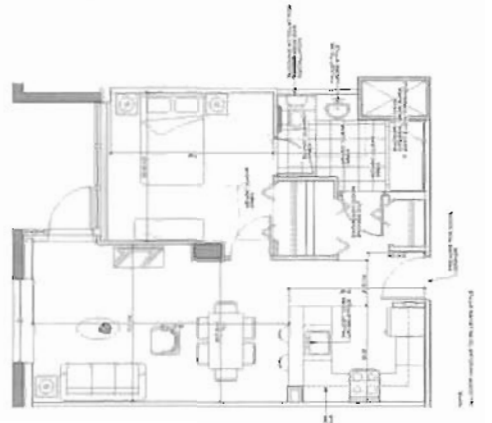
ROOM SCHEDULE (LEVELS 9 TO 10)

Room No.	Room Name	Area (sq. ft.)	Area (sq. m.)
901	Office	1,200	111.5
902	Office	1,200	111.5
903	Office	1,200	111.5
904	Office	1,200	111.5
905	Office	1,200	111.5
906	Office	1,200	111.5
907	Office	1,200	111.5
908	Office	1,200	111.5
909	Office	1,200	111.5
910	Office	1,200	111.5
911	Office	1,200	111.5
912	Office	1,200	111.5
913	Office	1,200	111.5
914	Office	1,200	111.5
915	Office	1,200	111.5
916	Office	1,200	111.5
917	Office	1,200	111.5
918	Office	1,200	111.5
919	Office	1,200	111.5
920	Office	1,200	111.5
921	Office	1,200	111.5
922	Office	1,200	111.5
923	Office	1,200	111.5
924	Office	1,200	111.5
925	Office	1,200	111.5
926	Office	1,200	111.5
927	Office	1,200	111.5
928	Office	1,200	111.5
929	Office	1,200	111.5
930	Office	1,200	111.5
931	Office	1,200	111.5
932	Office	1,200	111.5
933	Office	1,200	111.5
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935	Office	1,200	111.5
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998	Office	1,200	111.5
999	Office	1,200	111.5
1000	Office	1,200	111.5



GENERAL NOTES - KIVANIS TOWERS DESIGN (LEVEL 9-10)

1. THE ARCHITECT HAS PROVIDED A GENERAL DESCRIPTION OF THE WORK TO BE DONE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
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16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
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19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.



NOTES AT THE END OF THE DRAWING





Plan #11

FEB 13 2013

12609958

DP

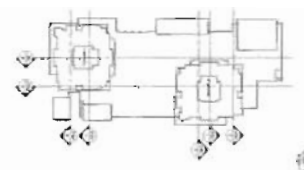
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Level 8 to 12 Plan

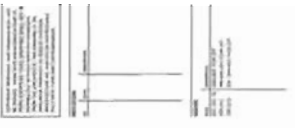
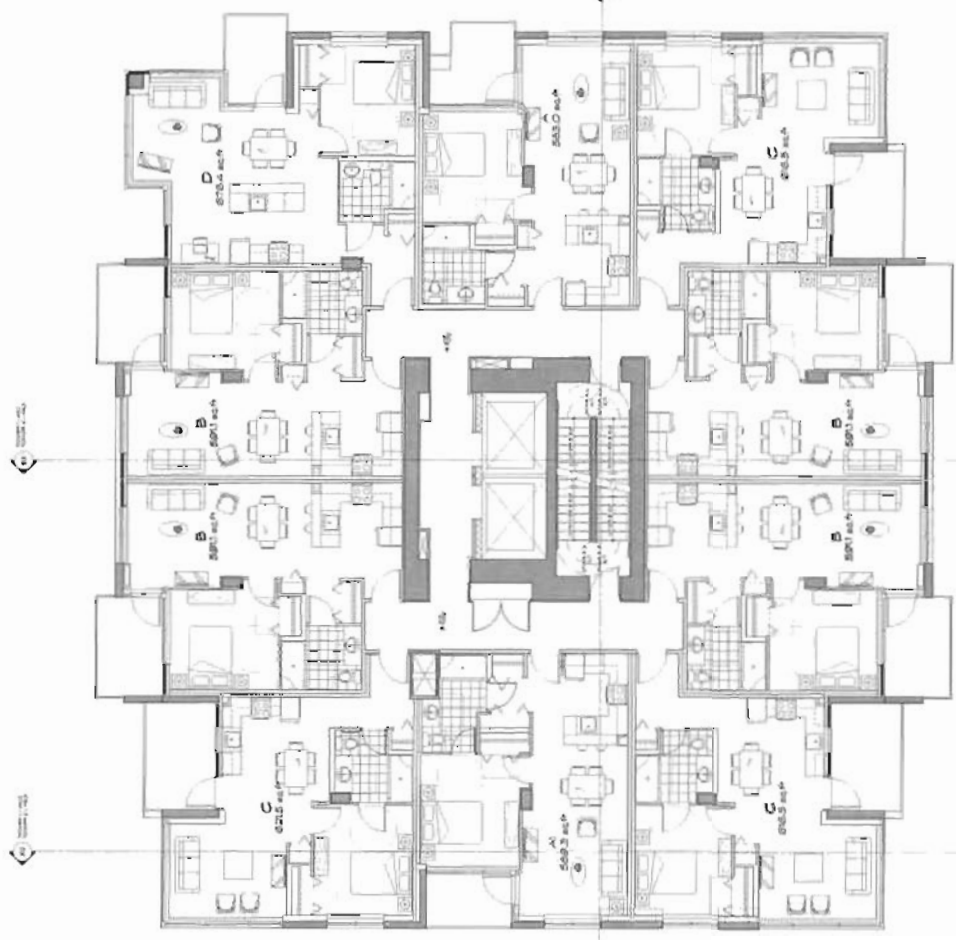
**KIVANIS TOWERS**  
4000 Valley Drive  
Markham, ON



**RCA**  
Architectural  
4000 Valley Drive  
Markham, ON



FLOOR SUMMARY (LEVEL 8 TO 12)	
FLOOR	AREA (sq ft)
8	10,000
9	10,000
10	10,000
11	10,000
12	10,000
<b>TOTAL</b>	<b>50,000</b>



**GENERAL NOTES - KIVANIS TOWERS, DESIGN LISTS (CONT.)**

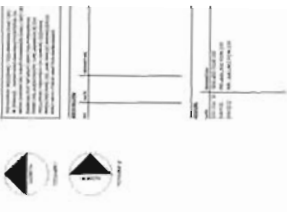
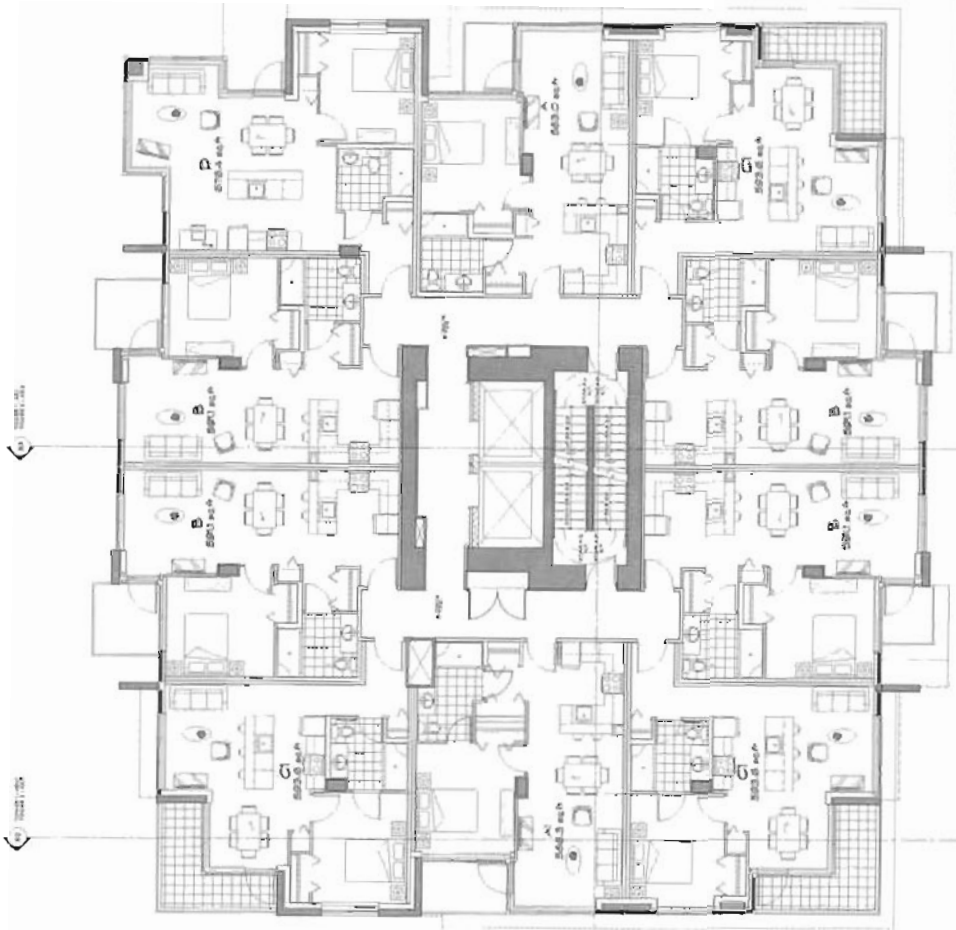
1. ALL UNIT FURNITURE AND EQUIPMENT SHALL BE PROVIDED BY THE OWNER. THE OWNER SHALL BE RESPONSIBLE FOR THE SELECTION AND PURCHASE OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL FURNITURE AND EQUIPMENT.
2. THE OWNER SHALL BE RESPONSIBLE FOR THE SELECTION AND PURCHASE OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL FURNITURE AND EQUIPMENT.
3. THE OWNER SHALL BE RESPONSIBLE FOR THE SELECTION AND PURCHASE OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL FURNITURE AND EQUIPMENT.
4. THE OWNER SHALL BE RESPONSIBLE FOR THE SELECTION AND PURCHASE OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL FURNITURE AND EQUIPMENT.
5. THE OWNER SHALL BE RESPONSIBLE FOR THE SELECTION AND PURCHASE OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE INSTALLATION AND REMOVAL OF ALL FURNITURE AND EQUIPMENT. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL FURNITURE AND EQUIPMENT.
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**UNIT 8000 LAYOUT**



Room No.	Room Name	Area (sq. ft.)
1301	Office	100.00
1302	Office	100.00
1303	Office	100.00
1304	Office	100.00
1305	Office	100.00
1306	Office	100.00
1307	Office	100.00
1308	Office	100.00
1309	Office	100.00
1310	Office	100.00
1311	Office	100.00
1312	Office	100.00
1313	Office	100.00
1314	Office	100.00
1315	Office	100.00
1316	Office	100.00
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1393	Office	100.00
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1396	Office	100.00
1397	Office	100.00
1398	Office	100.00
1399	Office	100.00
1400	Office	100.00



GENERAL NOTES - UNIVERSAL DESIGN (UD) LAYOUT

1. The building is designed to be accessible to all people, including those with physical, sensory, and cognitive disabilities.
2. The building is designed to be accessible to all people, including those with physical, sensory, and cognitive disabilities.
3. The building is designed to be accessible to all people, including those with physical, sensory, and cognitive disabilities.
4. The building is designed to be accessible to all people, including those with physical, sensory, and cognitive disabilities.
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19. The building is designed to be accessible to all people, including those with physical, sensory, and cognitive disabilities.
20. The building is designed to be accessible to all people, including those with physical, sensory, and cognitive disabilities.



OFFICE UNIT

FEB 13 2013

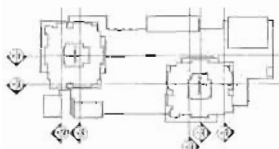
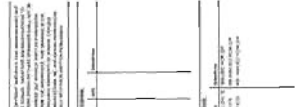
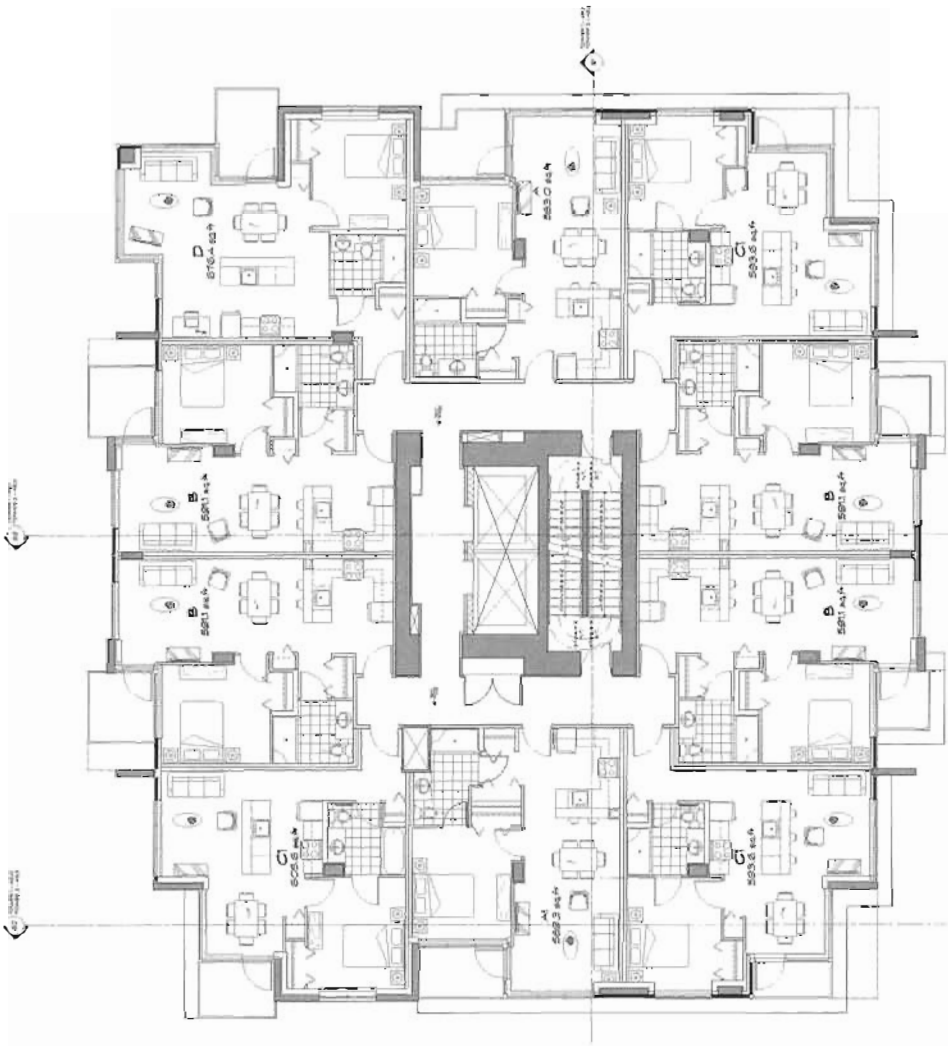
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Page No.	1
Date	10/10/2020
Page No.	1

**DANIS  
TONERS**  
33251 Highway 604  
Aurora, IL



**REA**

[illegible]

Plan #14

12609958

FEB 13 2013

DR

PLAN

LOWER ROOF PLOT

DATE: 02/13/2013

BY: [Signature]

CHECKED: [Signature]

APPROVED: [Signature]

POLYGON

SWANS TOWERS

10000 SW 10th Ave

Miami, FL 33155

RCA

10000 SW 10th Ave

Miami, FL 33155

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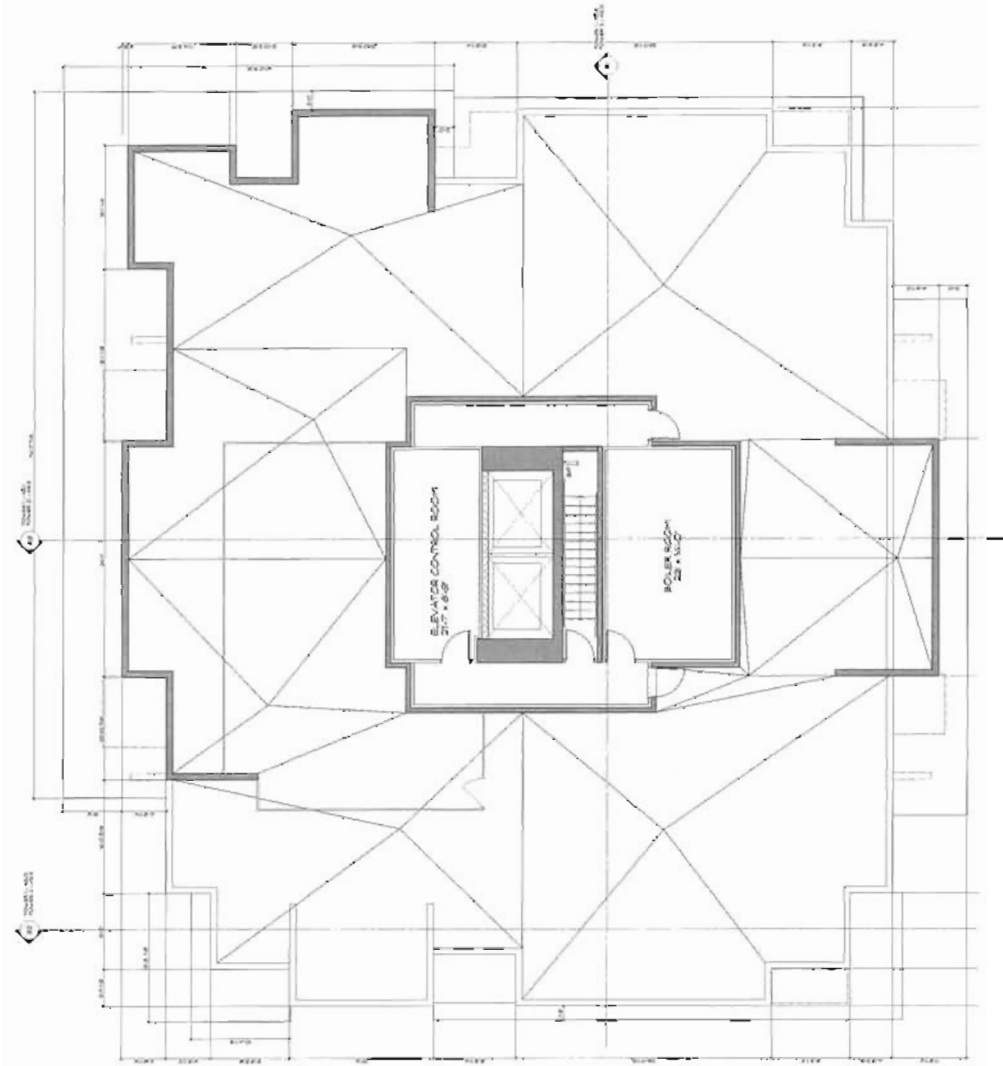
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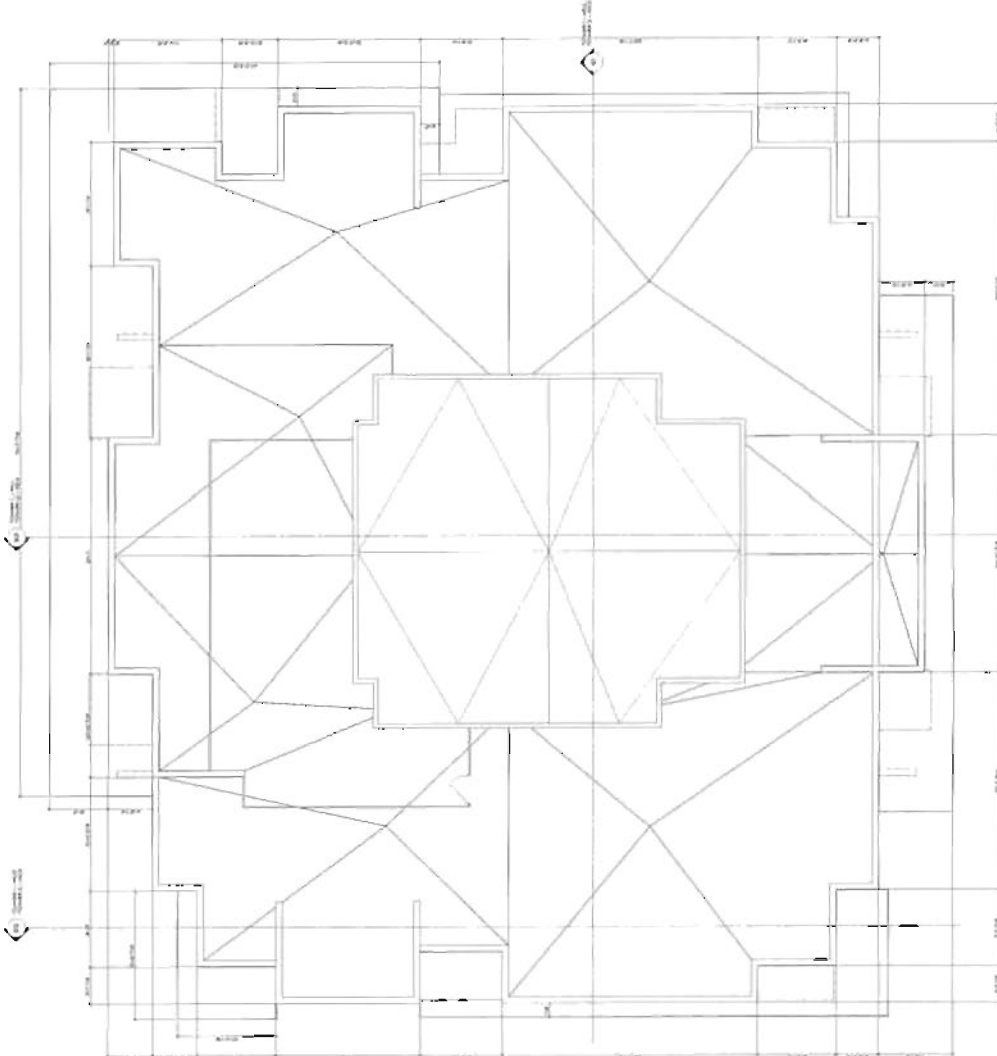
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Plan #16

FEB 13 2013

12609958

DP

AWO

NORTH  
ELEVATION

KWANS MINOR  
TOWERS

POLYGON

BCA



NO.	DESCRIPTION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	

- NOTES:
1. ELEVATION: NORTH ELEVATION
  2. ELEVATION: SOUTH ELEVATION
  3. ELEVATION: WEST ELEVATION
  4. ELEVATION: EAST ELEVATION
  5. ELEVATION: NORTH ELEVATION
  6. ELEVATION: SOUTH ELEVATION
  7. ELEVATION: WEST ELEVATION
  8. ELEVATION: EAST ELEVATION
  9. ELEVATION: NORTH ELEVATION
  10. ELEVATION: SOUTH ELEVATION

12609958  
 2/2/17

FEB 13 2013

2/2/17

EAST ELEVATION	
Scale	1" = 10'-0"
North Arrow	

KAWANIS MINOR TOWERS	
8000 Irving Ave. Baltimore, MD	

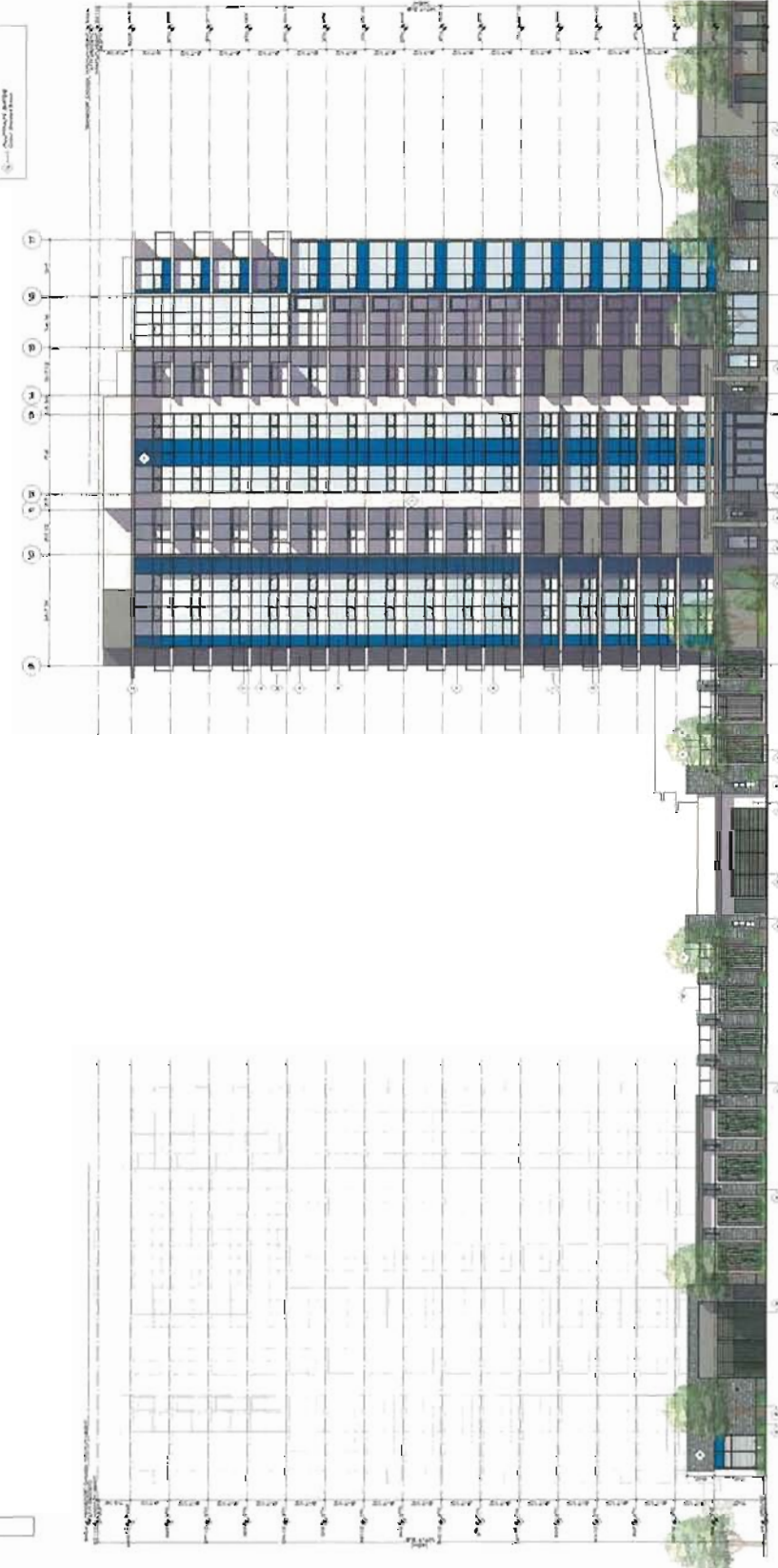
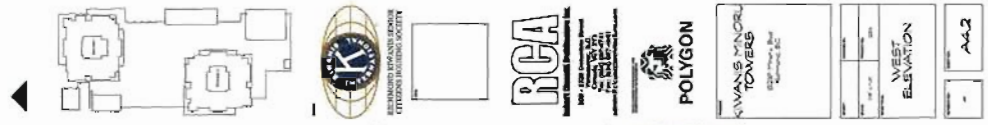


TOWER 1

TOWER 2 BEYOND

PROPERTY LINE

REVISIONS	
No.	Description
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2	CONCEPT 2: AWAYED - COLOURS
3	CONCEPT 3: AWAYED - COLOURS
4	CONCEPT 4: AWAYED - COLOURS
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32	CONCEPT 32: AWAYED - COLOURS
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98	CONCEPT 98: AWAYED - COLOURS
99	CONCEPT 99: AWAYED - COLOURS
100	CONCEPT 100: AWAYED - COLOURS

[illegible]





Plan #20

FEB 13 2013

12609958

28

REVISIONS	
NO.	DESCRIPTION
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2	ISSUED FOR PERMIT
3	ISSUED FOR PERMIT
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KIA BUILDING SOCIETY



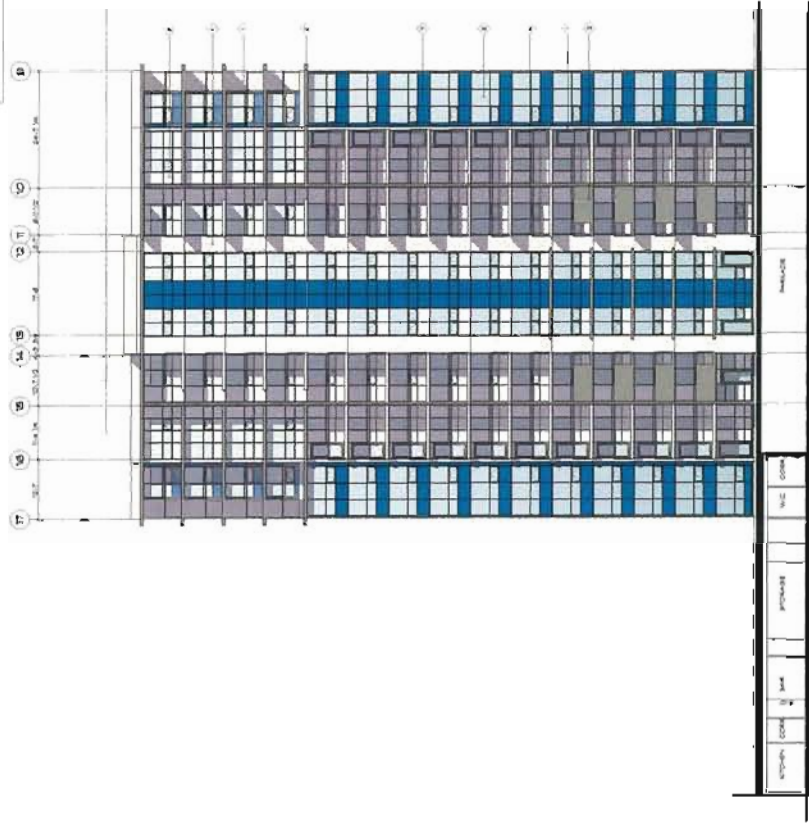
RCA



POLYGON



- NOTES:
- 1. SEE PLAN 12609958 FOR GENERAL NOTES.
  - 2. SEE PLAN 12609958 FOR GENERAL NOTES.
  - 3. SEE PLAN 12609958 FOR GENERAL NOTES.
  - 4. SEE PLAN 12609958 FOR GENERAL NOTES.
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  - 29. SEE PLAN 12609958 FOR GENERAL NOTES.
  - 30. SEE PLAN 12609958 FOR GENERAL NOTES.





1	AMENITY TERRACE
2	ENTRY TERRACES
3	PLAY AREA
4	SEATING NOSE
5	HARD SURFACE PATH
6	LAWN
7	PRIVATE PATIOS
8	ARCHITECTURAL ANCHORS
9	COMMUNITY GARDEN
10	PLANTING
11	WATER FEATURE
12	GREEN SCREEN
13	PUBLIC ART WALL
14	PROJECT FEATURE SIGNAGE
15	PARKADE ENTRY
16	PASSENGER CAR TURNAROUND
17	ON-STREET PARKING
18	GRASSCOTURE AT MEDIAN



KUWANS TOWERS/DAIRIEVA

OVERALL SITE PLAN

NTS	
Scale	1:1000
Drawn by	1/14/13
Check by	1/14/13
Project	1/14/13
Client	1/14/13
Location	1/14/13
Revision	1/14/13

LDP1.00  
 Plan # 21

FEB 13 2013

12 609958



1	1000 WEST 10TH AVENUE
2	1000 WEST 10TH AVENUE
3	1000 WEST 10TH AVENUE
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7	1000 WEST 10TH AVENUE
8	1000 WEST 10TH AVENUE
9	1000 WEST 10TH AVENUE
10	1000 WEST 10TH AVENUE

**RCA**  
 1000 West 10th Avenue  
 Suite 100  
 Denver, CO 80202  
 Tel: 303.733.1111  
 Fax: 303.733.1112



**KIWANIS TOWERS/CARRERA**

**KIWANIS SITE PLAN  
 GROUND FLOOR**

1	1000 WEST 10TH AVENUE
2	1000 WEST 10TH AVENUE
3	1000 WEST 10TH AVENUE
4	1000 WEST 10TH AVENUE
5	1000 WEST 10TH AVENUE
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8	1000 WEST 10TH AVENUE
9	1000 WEST 10TH AVENUE
10	1000 WEST 10TH AVENUE

**LDP2.00**



DP 12609958

FEB 13 2013 Plan # 22



1	REAR PATIO	REAR PATIO
2	REAR PATIO	REAR PATIO
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20	REAR PATIO	REAR PATIO

**PCA**

1000 Peachtree Street, Suite 1000  
Atlanta, Georgia 30309  
Phone: 404.524.1234  
Fax: 404.524.1235  
www.pca.com



**KIWANIS TOWERS/COURTNEY**

**KIWANIS SITE PLAN  
COURTYARD**

1	REAR PATIO	REAR PATIO
2	REAR PATIO	REAR PATIO
3	REAR PATIO	REAR PATIO
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20	REAR PATIO	REAR PATIO

**LDP3.00**



- LEGEND**
- 1 BALCONY
  - 2 TERRACE
  - 3 REAR PATIO
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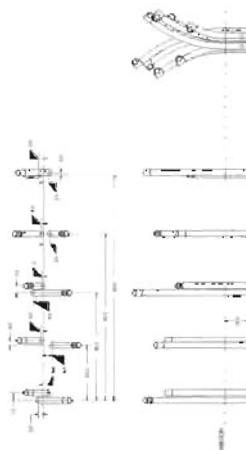
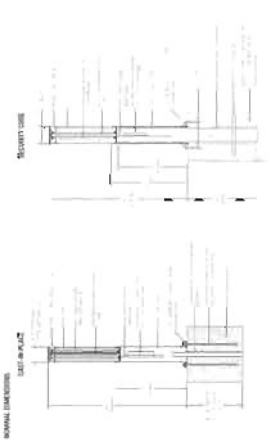
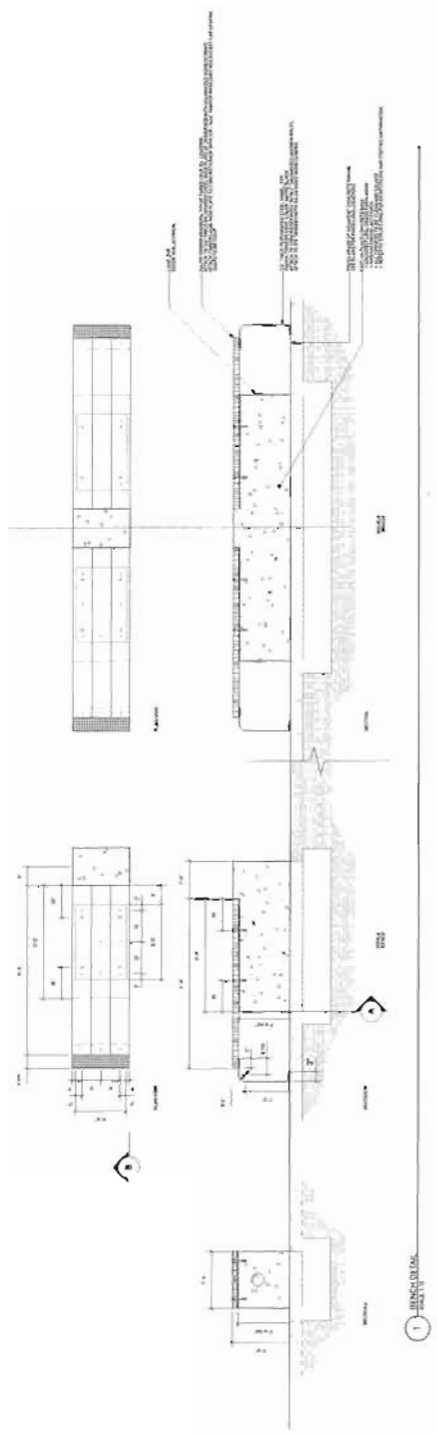
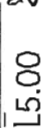
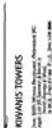
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Plan # 26

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TRELLIS DETAILS

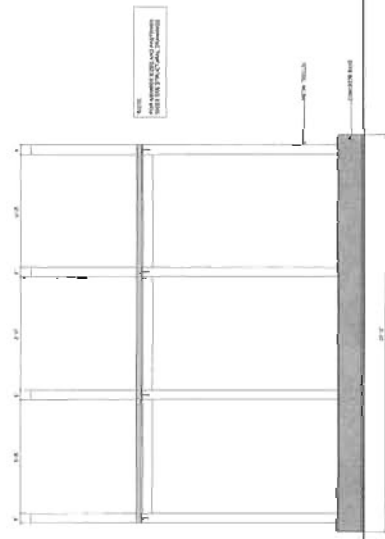
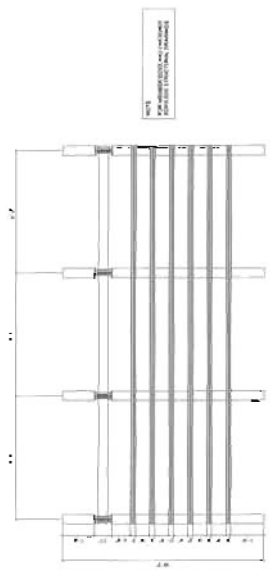
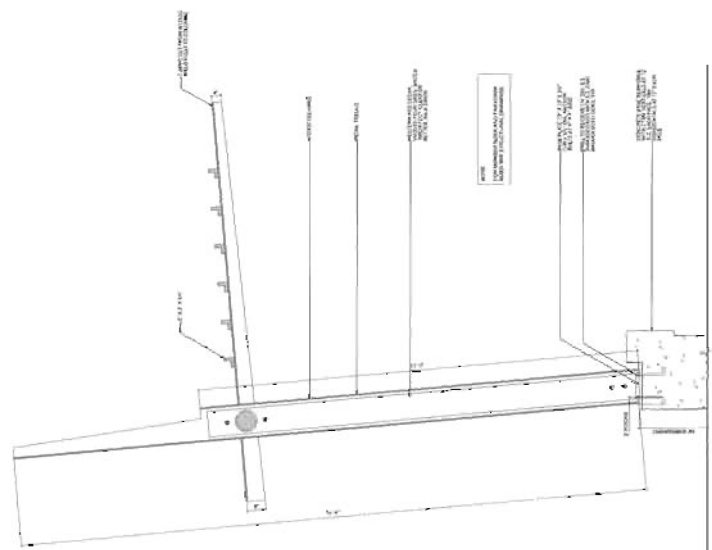
POLYGON  
SPRINKLER TUBING



RCA  
Robert Clarke Associates Inc.

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1. TRELLIS STRUCTURE

12609958

15.02

Platz 27



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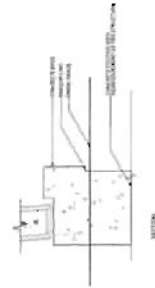
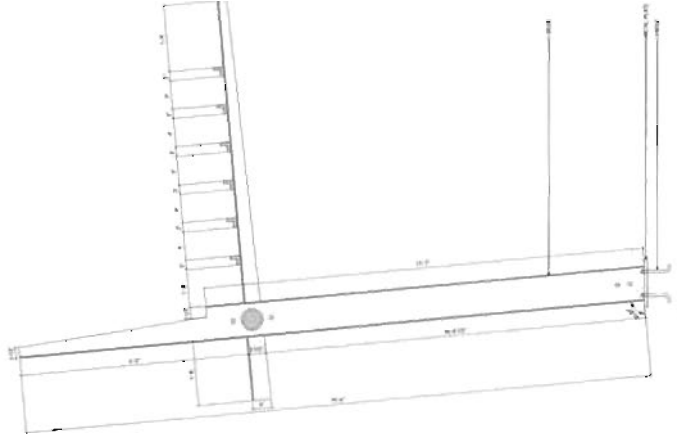


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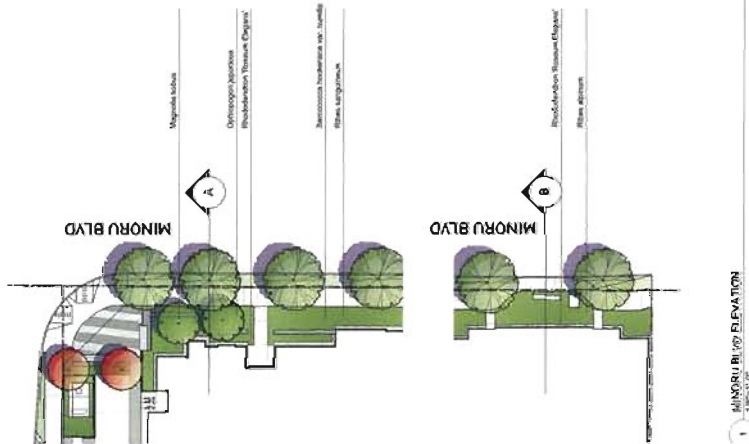
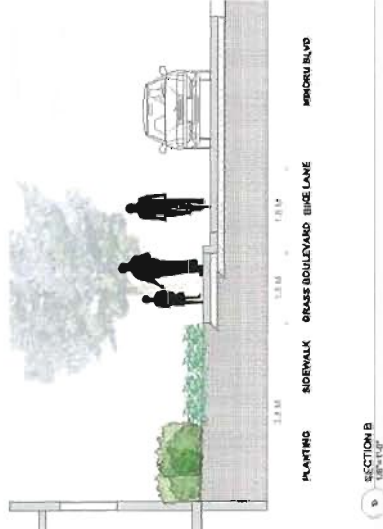
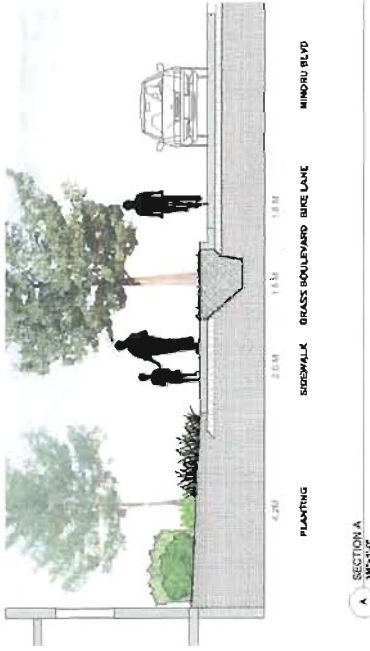
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2 PLANT IMAGES  
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**PWL**  
Professional Working Limited  
1000 West 10th Avenue  
Vancouver, BC V6H 1A6  
Tel: 604-681-1111  
Fax: 604-681-1112  
www.pwl.ca

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE
1	GRASS BOULEVARD	1.65	LINEAL FEET	
2	BIKE LANE	1.8	LINEAL FEET	
3	SIDEWALK	4.25	LINEAL FEET	
4	MINORU BLVD	1.8	LINEAL FEET	
5	PLANTING	1.65	LINEAL FEET	
6	GRASS BOULEVARD	1.65	LINEAL FEET	
7	BIKE LANE	1.8	LINEAL FEET	
8	SIDEWALK	4.25	LINEAL FEET	
9	MINORU BLVD	1.8	LINEAL FEET	
10	PLANTING	1.65	LINEAL FEET	

**RCA**  
RCA Engineering Ltd.  
1000 West 10th Avenue  
Vancouver, BC V6H 1A6  
Tel: 604-681-1111  
Fax: 604-681-1112  
www.rca.ca

**K**  
Kiwaniis Towers/Carrera  
1000 West 10th Avenue  
Vancouver, BC V6H 1A6  
Tel: 604-681-1111  
Fax: 604-681-1112  
www.kiwaniis.com

**KIWANIS TOWERS/CARRERA**  
**KIWANIS BLOWUPS/ELEVATIONS**

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE
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2	BIKE LANE	1.8	LINEAL FEET	
3	SIDEWALK	4.25	LINEAL FEET	
4	MINORU BLVD	1.8	LINEAL FEET	
5	PLANTING	1.65	LINEAL FEET	
6	GRASS BOULEVARD	1.65	LINEAL FEET	
7	BIKE LANE	1.8	LINEAL FEET	
8	SIDEWALK	4.25	LINEAL FEET	
9	MINORU BLVD	1.8	LINEAL FEET	
10	PLANTING	1.65	LINEAL FEET	

**LDP6.00**

DP 12609958

FEB 13 2013

Plan # 28

NO.	DATE	DESCRIPTION
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8	10/10/2014	1000 TECH CENTER



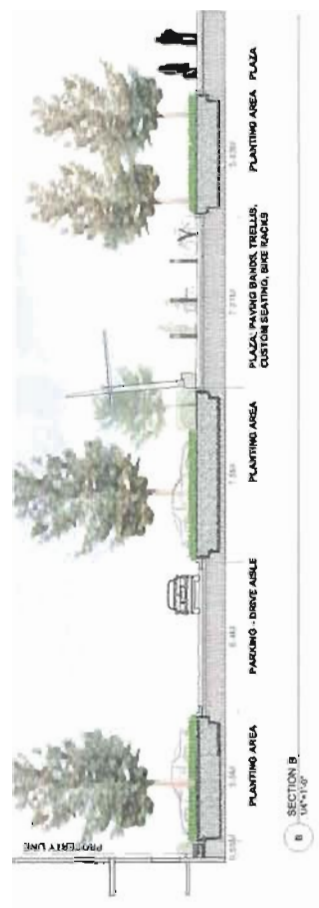
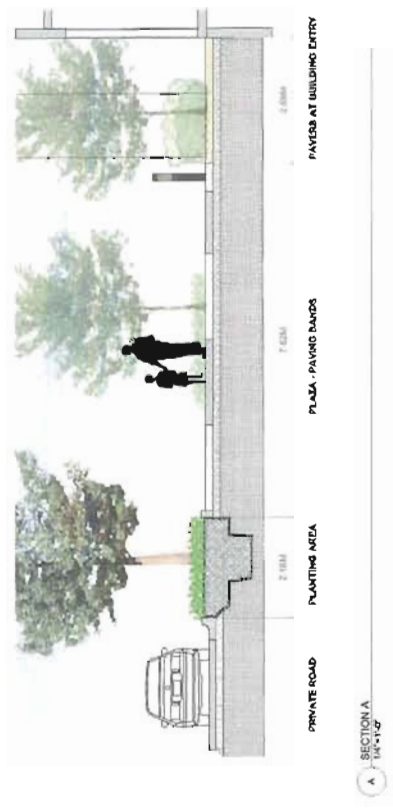
KIWANIS TOWERS/CARRERA

KIWANIS  
 BLOWUPS/ELEVATIONS

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BY	10/10/2014
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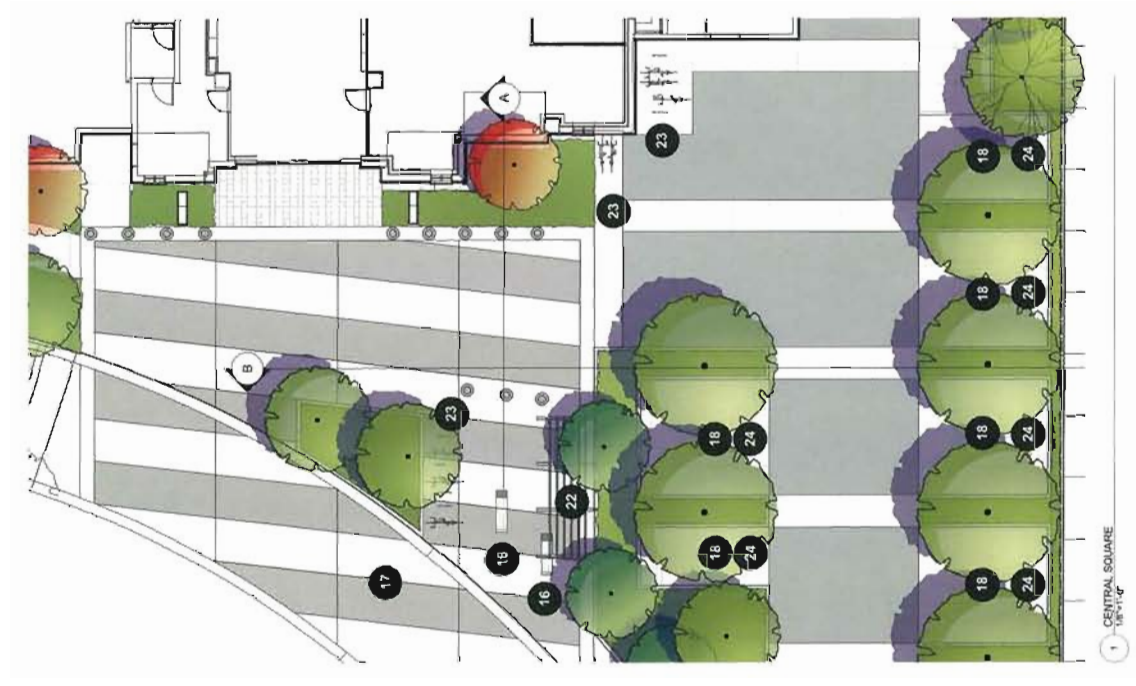
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DP 12609958  
 Plan # 29



**LEGEND**

1	CUSTOM BIKING STATION
2	PLAZA
3	PARKING BOSSQUE
4	PROJECT SIGNAGE
5	WHEELIE
6	GREEN GREEN
7	CUSTOM TRELLIS
8	BIKE RACK
9	STRUCTURAL LOTS







Referred

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FEB 13 2013

DP	12 609958
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Project Name	12 609958
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Project Name	12 609958
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VIEW FROM MINORU LOOKING NORTHWEST

Project Name	12 609958
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Reference

12 609958

FEB 13 2013

ADP	ADP
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Master View	

KIMMINS MINOR TOWERS	
Kimmings, Inc.	
Kimmings, Inc.	

POLYGON	
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Kimmings, Inc.	

RCA	
Kimmings, Inc.	
Kimmings, Inc.	

KIMMINGS MINOR TOWERS	
Kimmings, Inc.	
Kimmings, Inc.	



VIEW OF INTERNAL STREET AND TOWER 2 ENTRY

KIMMINGS MINOR TOWERS	
Kimmings, Inc.	
Kimmings, Inc.	

POLYGON	
Kimmings, Inc.	
Kimmings, Inc.	

RCA	
Kimmings, Inc.	
Kimmings, Inc.	

KIMMINGS MINOR TOWERS	
Kimmings, Inc.	
Kimmings, Inc.	



12 609 958  
 Reference

FEB 13 2013

PROJECT: KIVANS TOWERS  
 4225 Highway 404  
 Brampton, ON  
 L6Y 4R9

BUILDING SECTION - 3

AS1



KIVANS TOWERS  
 EXTERIOR HOUSING FACILITY



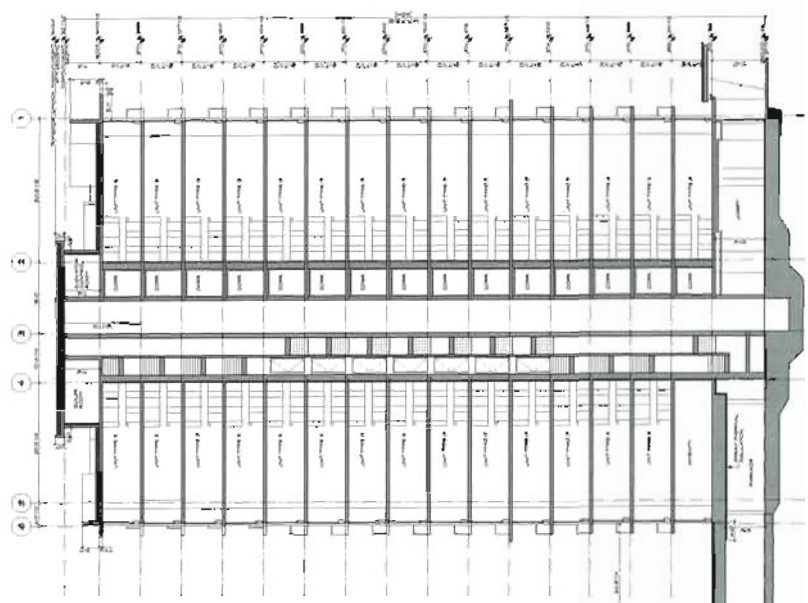
RCA  
 1200 Highway 404  
 Brampton, ON  
 L6Y 4R9



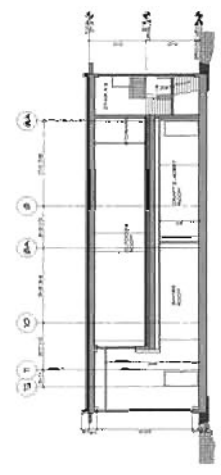
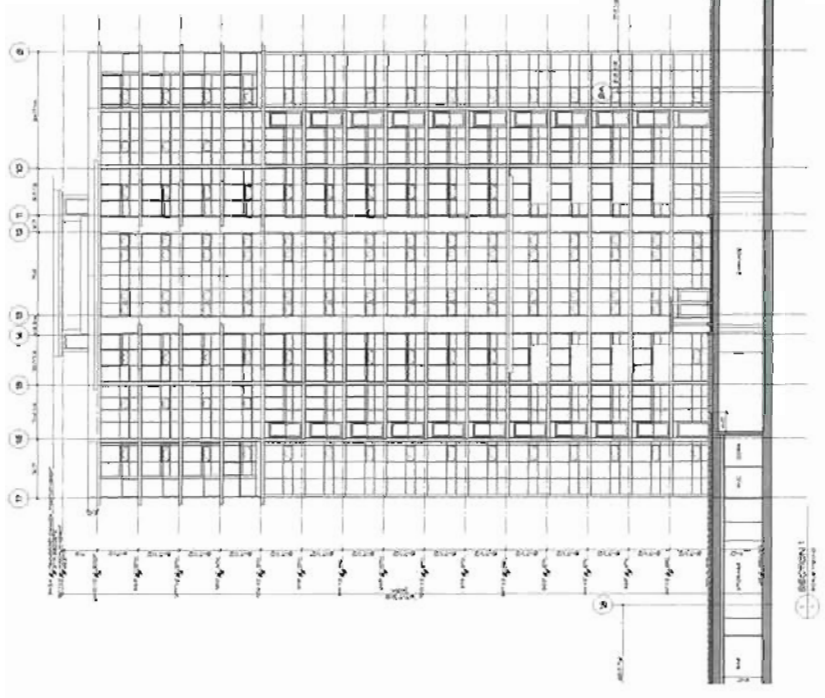
POLYGON



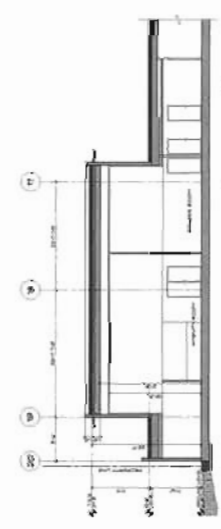
TOWER 1



TOWER 2



North Amenity Area



South Amenity Area

FEB 13 2013

24

453

Building  
Section A

5000

RCA



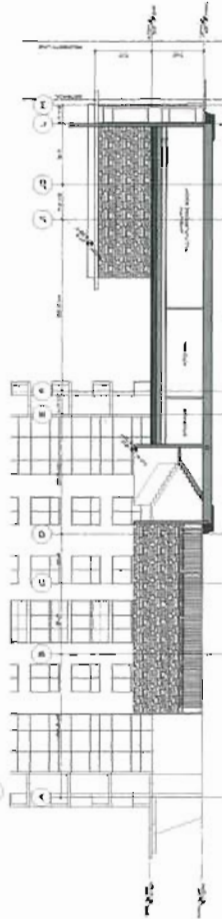
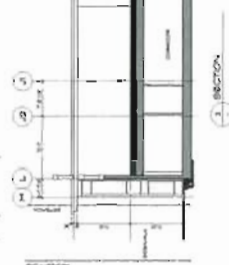
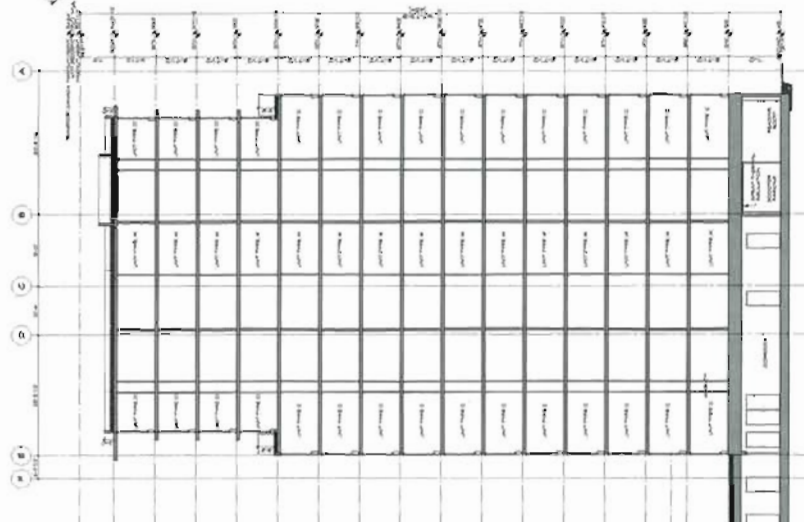
CHICAGO, ILL./APRIL 23, 1999



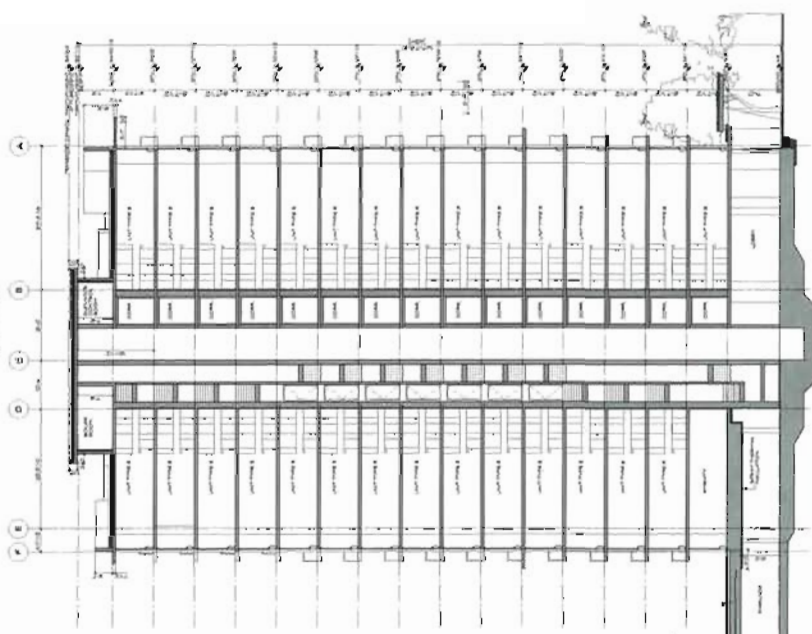
	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034	2034-2035	2035-2036	2036-2037	2037-2038	2038-2039	2039-2040	2040-2041	2041-2042	2042-2043	2043-2044	2044-2045	2045-2046	2046-2047	2047-2048	2048-2049	2049-2050	2050-2051	2051-2052	2052-2053	2053-2054	2054-2055	2055-2056	2056-2057	2057-2058	2058-2059	2059-2060	2060-2061	2061-2062	2062-2063	2063-2064	2064-2065	2065-2066	2066-2067	2067-2068	2068-2069	2069-2070	2070-2071	2071-2072	2072-2073	2073-2074	2074-2075	2075-2076	2076-2077	2077-2078	2078-2079	2079-2080	2080-2081	2081-2082	2082-2083	2083-2084	2084-2085	2085-2086	2086-2087	2087-2088	2088-2089	2089-2090	2090-2091	2091-2092	2092-2093	2093-2094	2094-2095	2095-2096	2096-2097	2097-2098	2098-2099	2099-2100	2100-2101	2101-2102	2102-2103	2103-2104	2104-2105	2105-2106	2106-2107	2107-2108	2108-2109	2109-2110	2110-2111	2111-2112	2112-2113	2113-2114	2114-2115	2115-2116	2116-2117	2117-2118	2118-2119	2119-2120	2120-2121	2121-2122	2122-2123	2123-2124	2124-2125	2125-2126	2126-2127	2127-2128	2128-2129	2129-2130	2130-2131	2131-2132	2132-2133	2133-2134	2134-2135	2135-2136	2136-2137	2137-2138	2138-2139	2139-2140	2140-2141	2141-2142	2142-2143	2143-2144	2144-2145	2145-2146	2146-2147	2147-2148	2148-2149	2149-2150	2150-2151	2151-2152	2152-2153	2153-2154	2154-2155	2155-2156	2156-2157	2157-2158	2158-2159	2159-2160	2160-2161	2161-2162	2162-2163	2163-2164	2164-2165	2165-2166	2166-2167	2167-2168	2168-2169	2169-2170	2170-2171	2171-2172	2172-2173	2173-2174	2174-2175	2175-2176	2176-2177	2177-2178	2178-2179	2179-2180	2180-2181	2181-2182	2182-2183	2183-2184	2184-2185	2185-2186	2186-2187	2187-2188	2188-2189	2189-2190	2190-2191	2191-2192	2192-2193	2193-2194	2194-2195	2195-2196	2196-2197	2197-2198	2198-2199	2199-2200	2200-2201	2201-2202	2202-2203	2203-2204	2204-2205	2205-2206	2206-2207	2207-2208	2208-2209	2209-2210	2210-2211	2211-2212	2212-2213	2213-2214	2214-2215	2215-2216	2216-2217	2217-2218	2218-2219	2219-2220	2220-2221	2221-2222	2222-2223	2223-2224	2224-2225	2225-2226	2226-2227	2227-2228	2228-2229	2229-2230	2230-2231	2231-2232	2232-2233	2233-2234	2234-2235	2235-2236	2236-2237	2237-2238	2238-2239	2239-2240	2240-2241	2241-2242	2242-2243	2243-2244	2244-2245	2245-2246	2246-2247	2247-2248	2248-2249	2249-2250	2250-2251	2251-2252	2252-2253	2253-2254	2254-2255	2255-2256	2256-2257	2257-2258	2258-2259	2259-2260	2260-2261	2261-2262	2262-2263	2263-2264	2264-2265	2265-2266	2266-2267	2267-2268	2268-2269	2269-2270	2270-2271
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[illegible]

TOWER 2



TOWER 2





CARRERA



dp 12 609958

Reference

FEB 13 2013





2.004 kg	217,836.78	20,237.70	mg
	76,038.24	7,064.00	mg
	20,551.53	4,888.30	mg
	121,248.96	11,264.40	mg

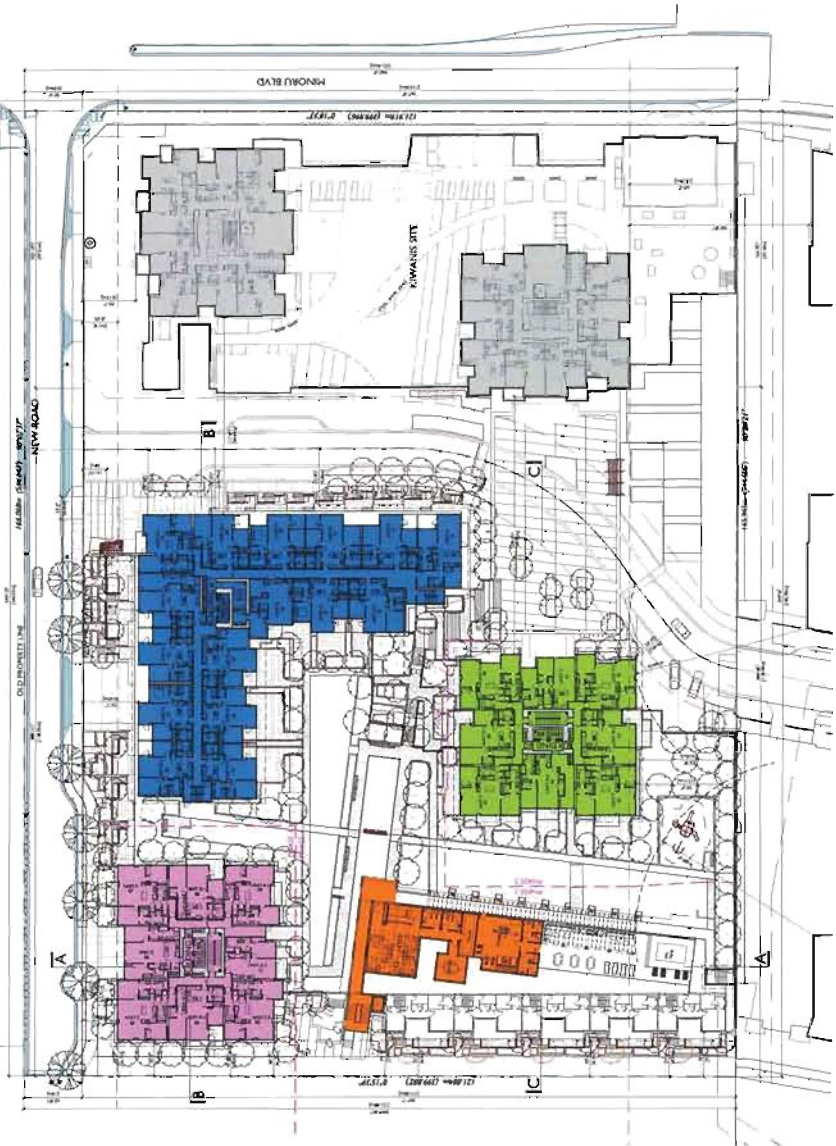
TOTAL FAR AREA		2.48	
TOTAL FAR AREA		2.48	
W/AREAS #	TOTAL GROSS	FAR FLOOR	NO. OF FLOORS
1	3,700.00	2,400.00	1
2	14,327.00	14,327.00	1
3	12,004.00	12,004.00	1
4	68,370.00	15,396.00	6
5	11,485.00	11,094.00	1
6	10,925.00	10,534.00	1
7	150,340.00	145,521.00	1

REACHING #2 (MILEAGE #2)	TOTAL REACH	PAV AREA	GRASSY/FLD	HAY/FLOOR	INT. OF FLOODS
13	2,908.00	2,908.00	2,908.00	2,172.00	1
14	3,172.00	3,172.00	3,172.00	2,436.00	1
15	4,931.00	4,931.00	4,931.00	4,322.00	1
16 to 12	76,675.00	76,670.00	8,350.00	6,340.00	9
17 to 18	14,790.00	14,212.00	7,395.00	7,106.00	2
CL	6,406.00	6,317.00	6,406.00	6,417.00	1
TOTAL	108,966.00	104,209.00			

RAILWAY NO. - TOTAL NO. OF UNITS - 2	TOTAL GROSS TAX AREA	GROSS FLOOR	NO. OF FLOORS
<b>BUILDING # 1</b>			
<b>PHASE # 1</b>			
1.1	4,796.00	3,387.00	2,387.00
1.2	2,387.00	4,796.00	1
1.3	7,537.00	7,537.00	1
4.1 to 1.4	77,962.00	8,543.00	9
1.5 to 1.8	74,790.00	7,995.00	7,746.00
1.9	6,406.00	6,406.00	1
1.10	111,627.00	6,925.00	6,317.00
<b>TOTAL</b>	<b>238,797.00</b>		

[illegible]

<p> <b>TOTAL UNITS = 335</b>  <b>LOT COVERAGE = 36.20%</b>  <b>BICYCLE PARKING PROVIDED = 415 BIKES (CLASS 3)</b>  <b>VISITOR BIKE PARKING PROVIDED = 335 X 0.2 = 67 (CLASS 2)</b> </p>	<p> <b>Intensity areas excluded from FAR calculation</b> </p>
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[illegible]

## NOTES

ADVERTISEMENTS

**CARRERA**  
RICHMOND, BC  
335 UNIT MARKET RESIDENTIAL  
FOR POLYGON HOMES

LOCATION &amp; PROJECT DATA

DATE	14 FEBRUARY 2011
DRIVER'S PT	FL
CHECKING PT	1100 S F
SCALE	1052
POST MILEAGES	

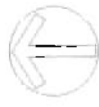
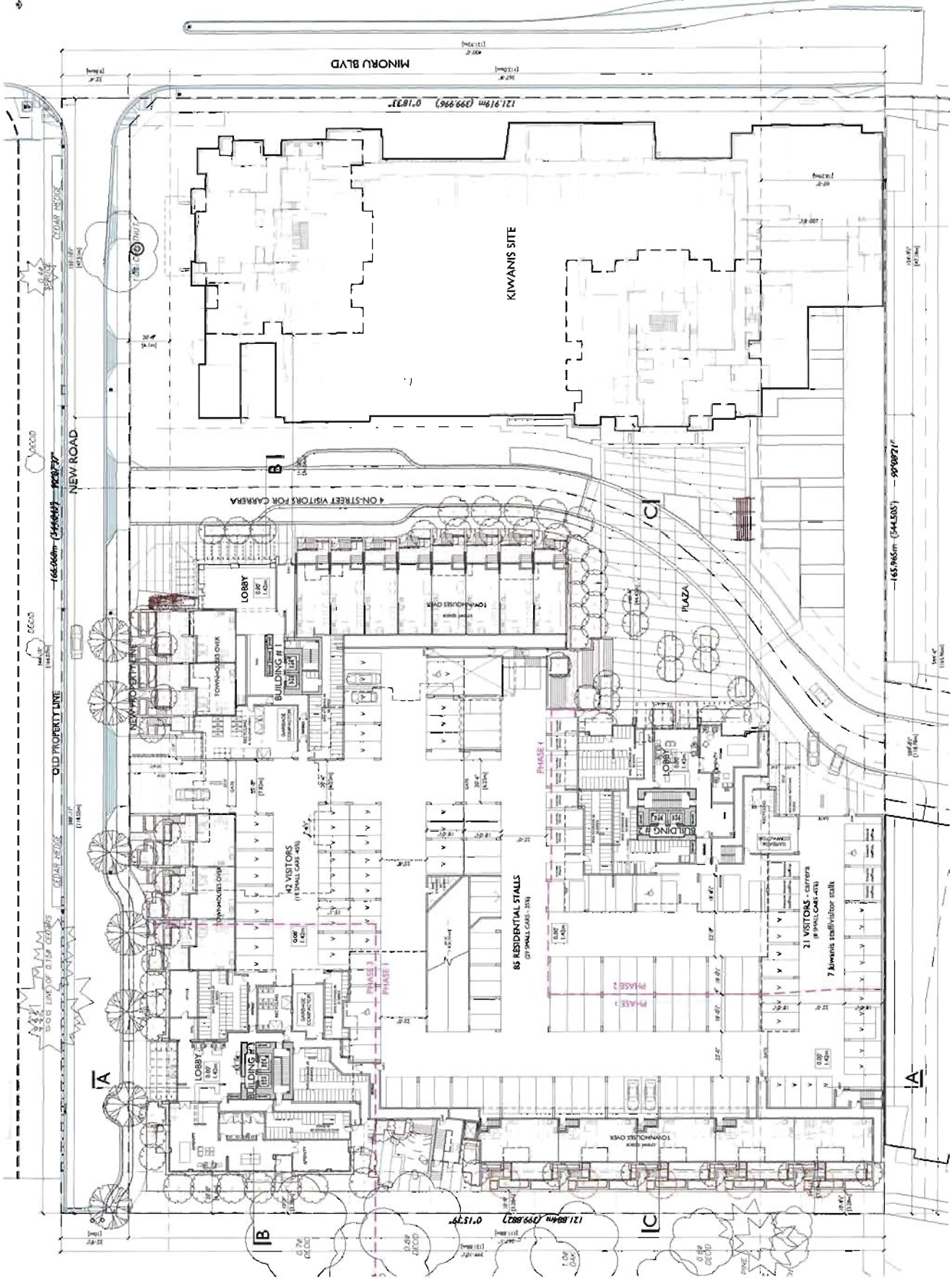
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2014年11月

FEB 13 2013

856609 21 *AB*



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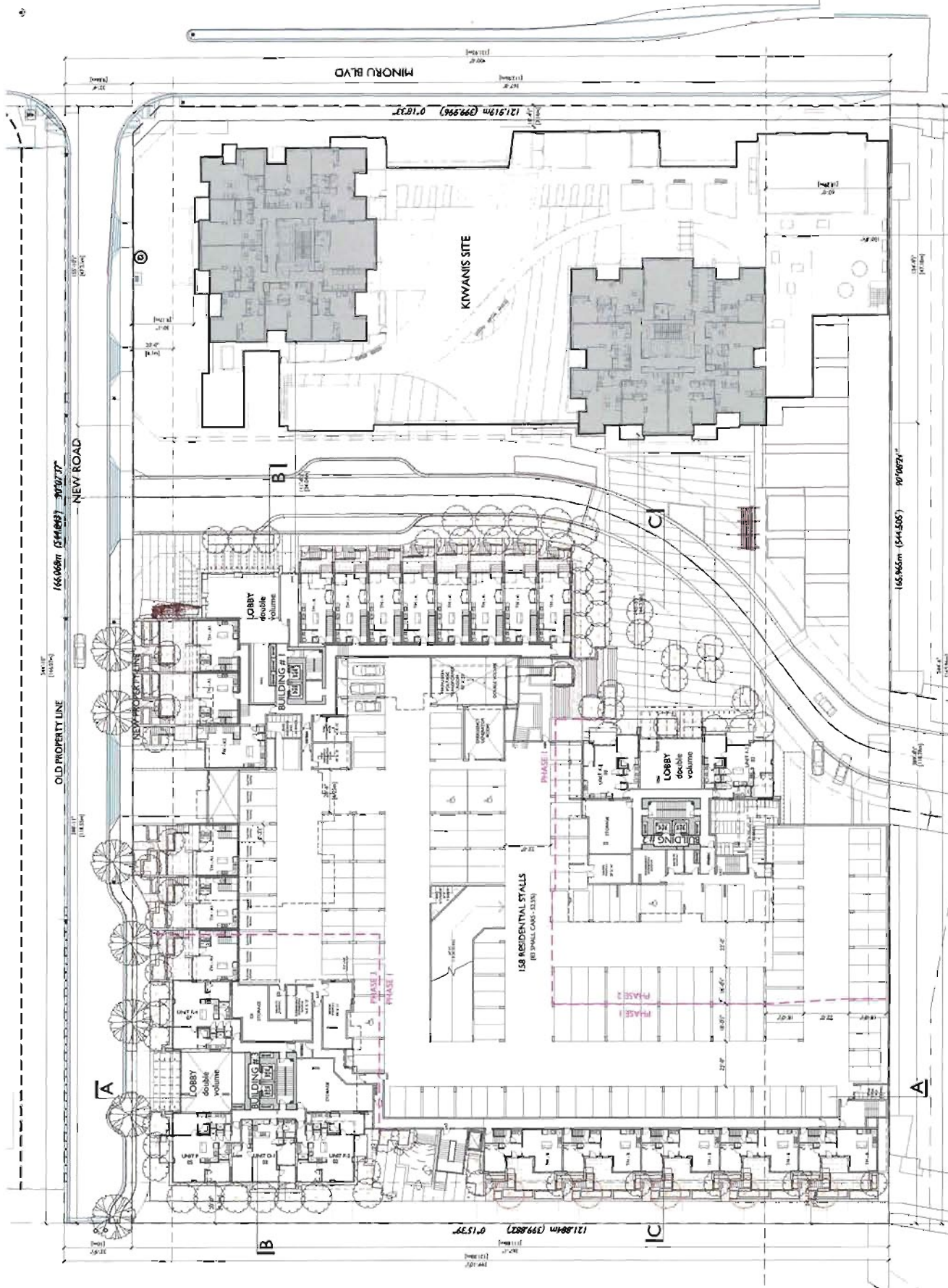
DP 12609958

**CARRERA**  
RICHMOND, BC

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**NOTES**

1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. FINISHED FLOOR LEVEL: 100.000
3. FINISHED GRADE LEVEL: 100.000
4. STANDARD GRADE LEVEL: 100.000
5. FINISHED GRADE LEVEL: 100.000
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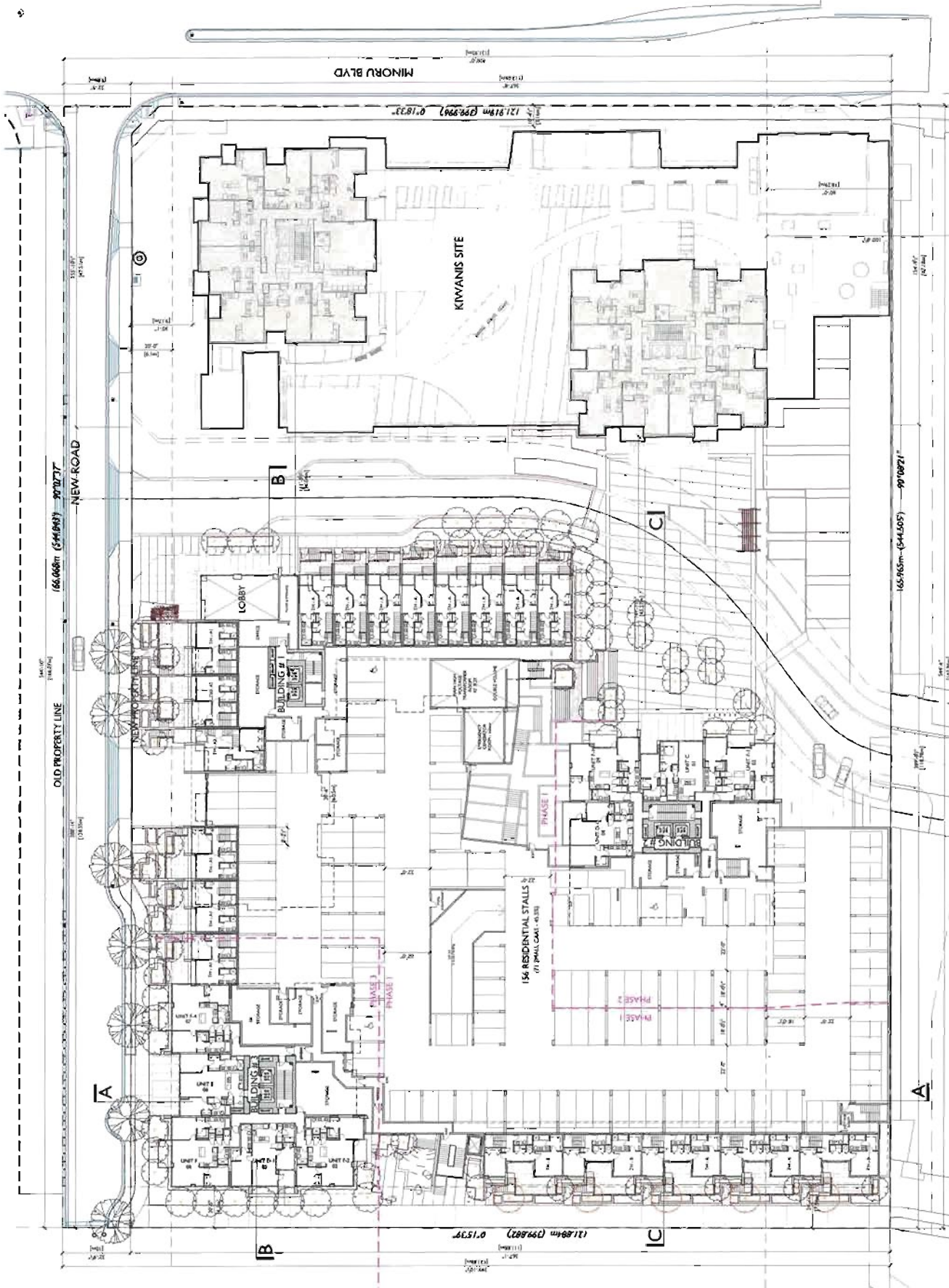
12 609958

DR 12 609958

**CARRERA**  
 RICHMOND, BC  
 115 UNIT MARKET RESIDENTIAL  
 FOR POLYGEN HOMES

**LEVEL 3**

**A-3.03**



Plan 34

FEB 13 2013



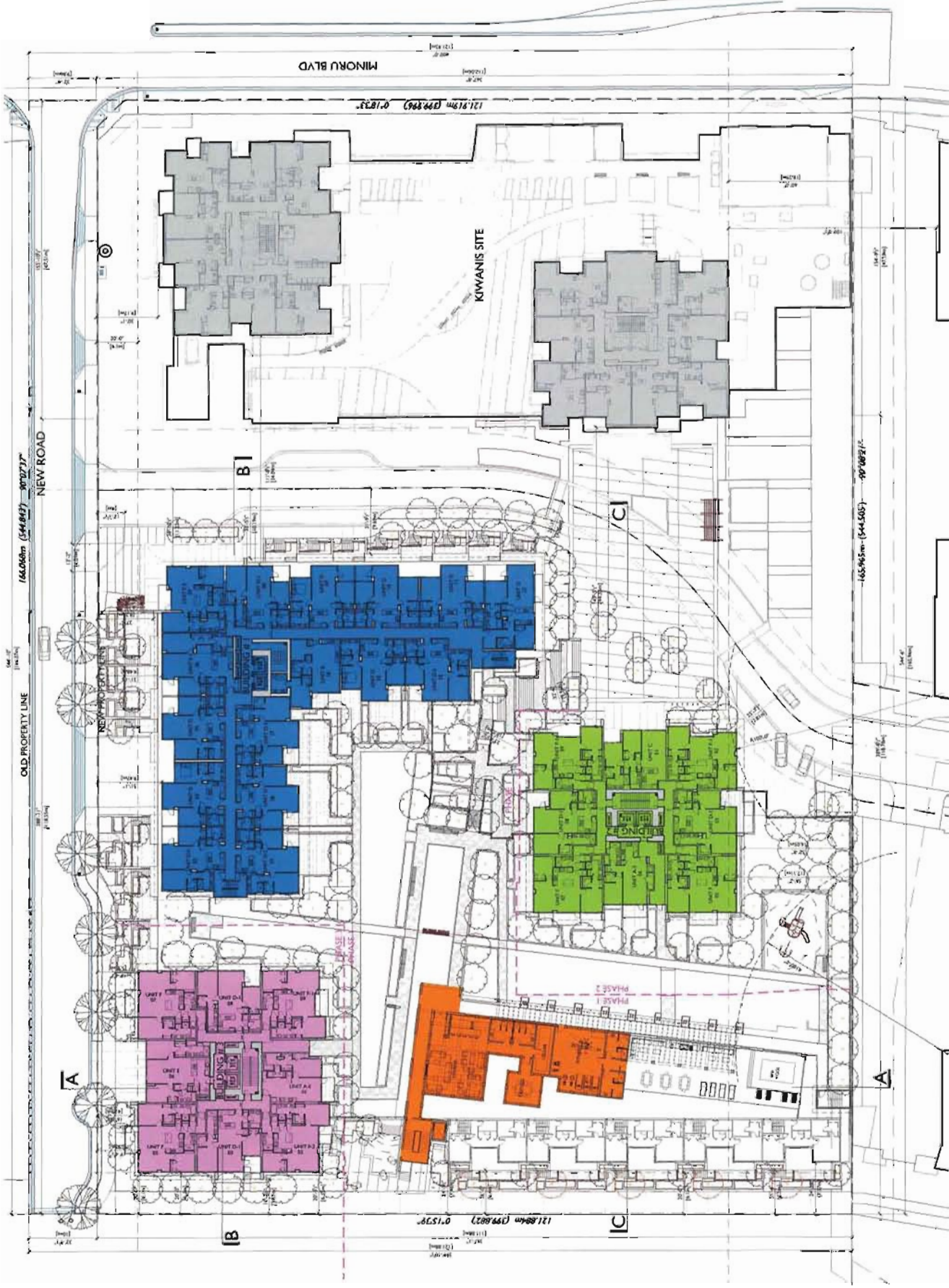
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 1. SEE EXHIBIT A FOR SITE PLAN

REVISIONS  
 1. SEE EXHIBIT A FOR SITE PLAN  
 2. SEE EXHIBIT B FOR FLOOR PLAN  
 3. SEE EXHIBIT C FOR SECTION  
 4. SEE EXHIBIT D FOR ELEVATION  
 5. SEE EXHIBIT E FOR DETAIL

**CARRERA**  
 RICHMOND, BC  
 235 UNIT MARKET RESIDENTIAL  
 FOR POLYGON HOMES  
 TYPICAL LEVELS & SITE PLAN  
 PODIUM LEVEL (LEVEL 4)

DATE: 10/10/13  
 DRAWN BY: J. CARRERA  
 CHECKED BY: J. CARRERA  
 PROJECT NO: 1052  
 SHEET NO: 1052

**A-3.04**



12609958 FEB 13 2013 17:21:35



NOTES

Rev # 36

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 1. REVISED TO REFLECT  
 2. REVISED TO REFLECT  
 3. REVISED TO REFLECT

FEB 13 2013

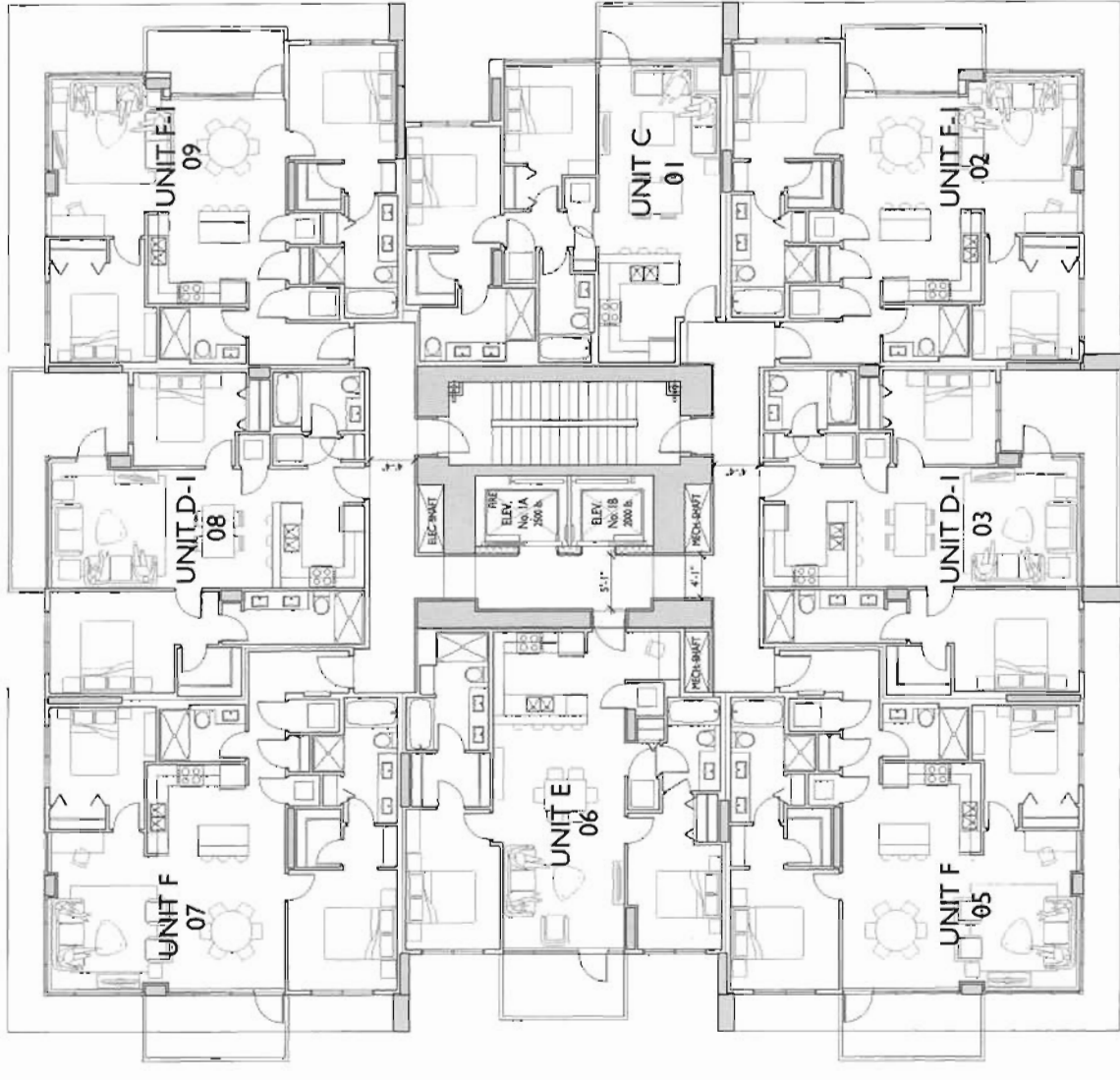
12609958

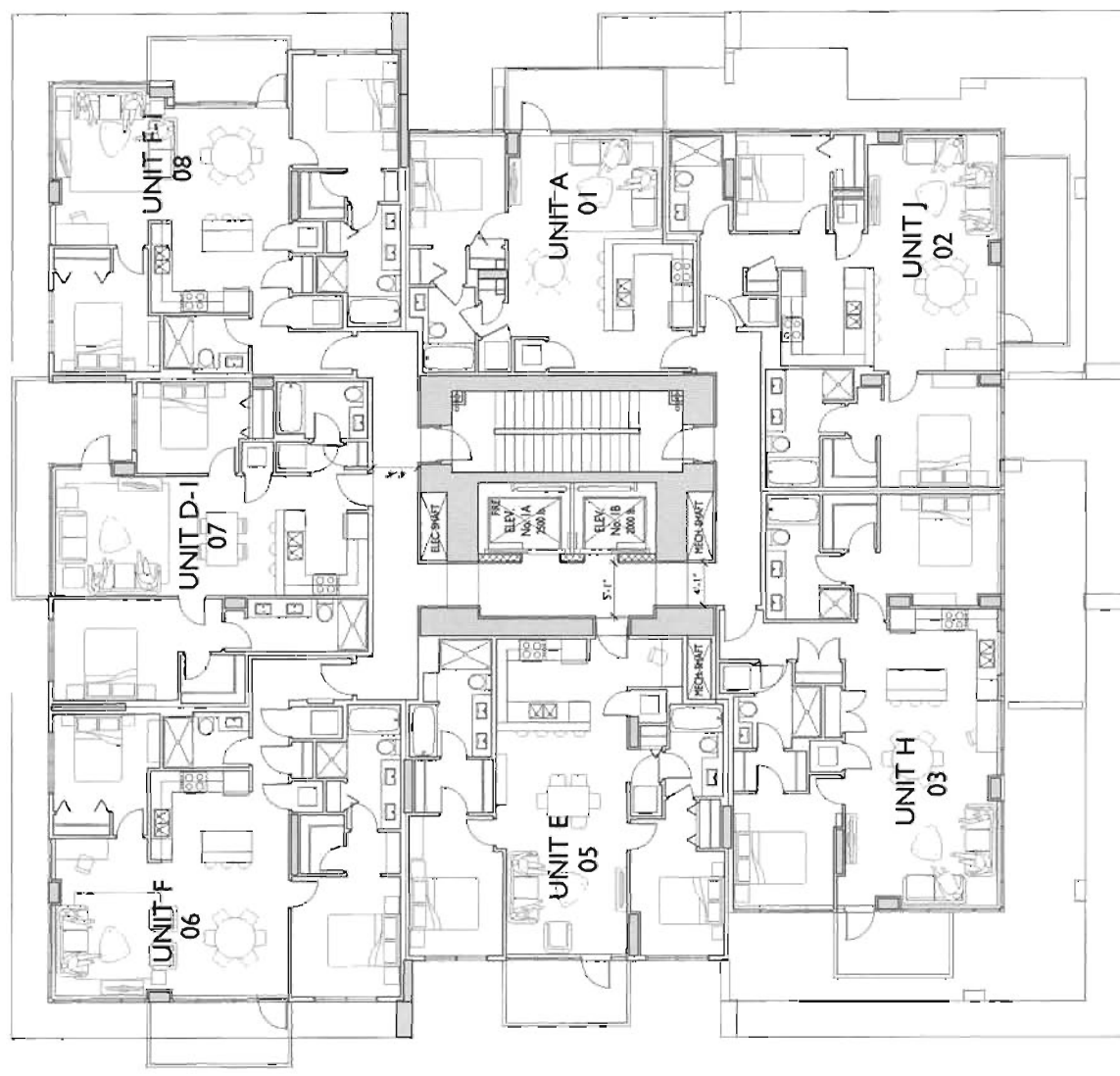
CARRERA  
 RICHMOND, BC  
 335 UNIT MARKET RESIDENTIAL  
 FOR POLYGON HOMES

LEVELS 4 TO 12  
 BUILDINGS 1 & 3

DATE: 14 MARCH 2012  
 DRAWN BY: JSC  
 CHECKED BY: JSC  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1052

A-3.05





NOTES

REVISIONS

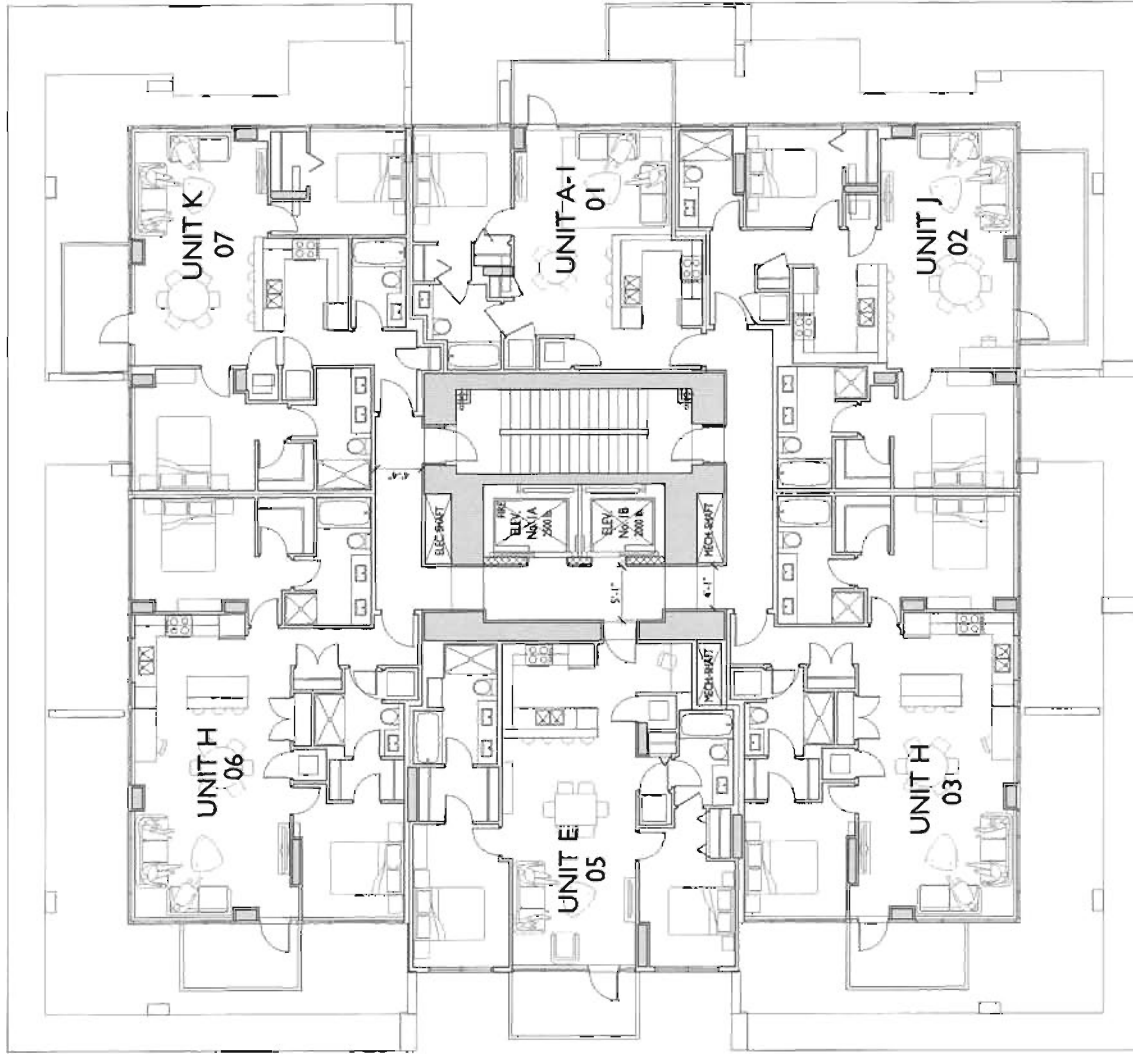
Plan # 37

FEB 13 2013

12609958

**CARRERA**  
 RICHMOND, BC  
 135 UNIT MARKET RESIDENTIAL  
 FOR POLYGON HOMES  
 LEVELS 13 & 14  
 BUILDINGS 1 & 3

**A-3.06**



## Appendix

8E # 209C

FEB 13 2013

12609958

**CARRERA**  
RICHMOND, BC

LEVEL 15  
BUILDINGS 1 & 3

DATE	11/10/2010
DRAWN BY	770
CHECKED BY	770
NOTE	1052

**A-3.07**

NOTES

- REVISIONS
- 1. REVISED BY: [Signature]
  - 2. REVISED BY: [Signature]
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  - 5. REVISED BY: [Signature]

FEB 13 2013

Plan # 39

DR 12 609958

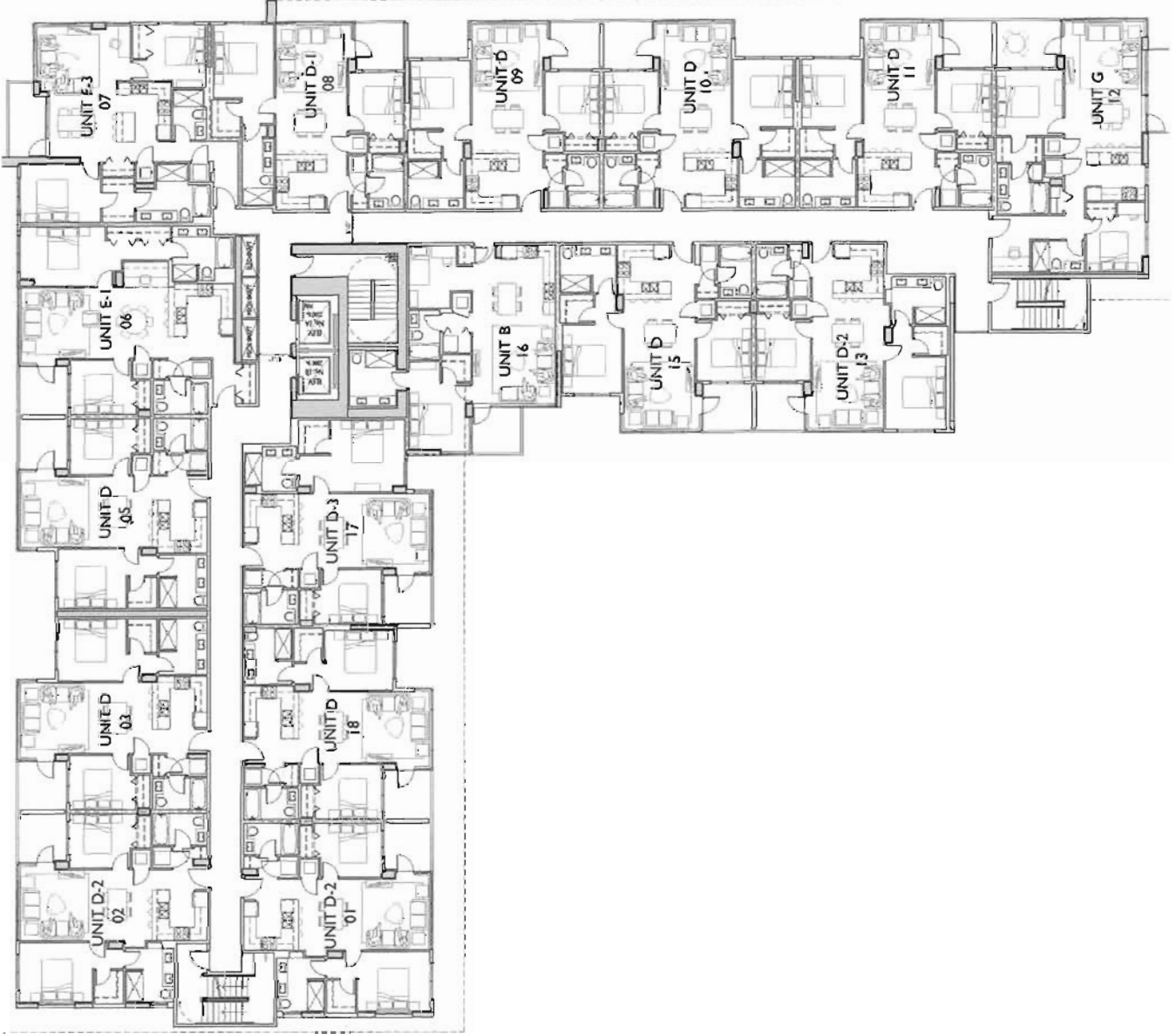
**CARRERA**  
 RICHMOND, BC

335 UNIT MARKET RESIDENTIAL  
 FOR POLYGON HOMES

LEVELS 1 TO 9  
 BUILDING 2

DATE: 01/10/2013  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 SCALE: 1/8" = 1'-0"  
 JOB NUMBER: 1052

**A-3.08**



**CARRERA**  
RICHMOND, BC  
335 UNIT MARKET RESIDENTIAL  
FOR POLYGON HOMES

LEVEL 10  
BUILDING 2

DATE: 22 August 2011  
 NAME: CHANNIN, JN  
 CHECKED BY: WJS  
 SCALE: 100' x 10'  
 1052  
 CIB 14-00000

A-3.09

12609958

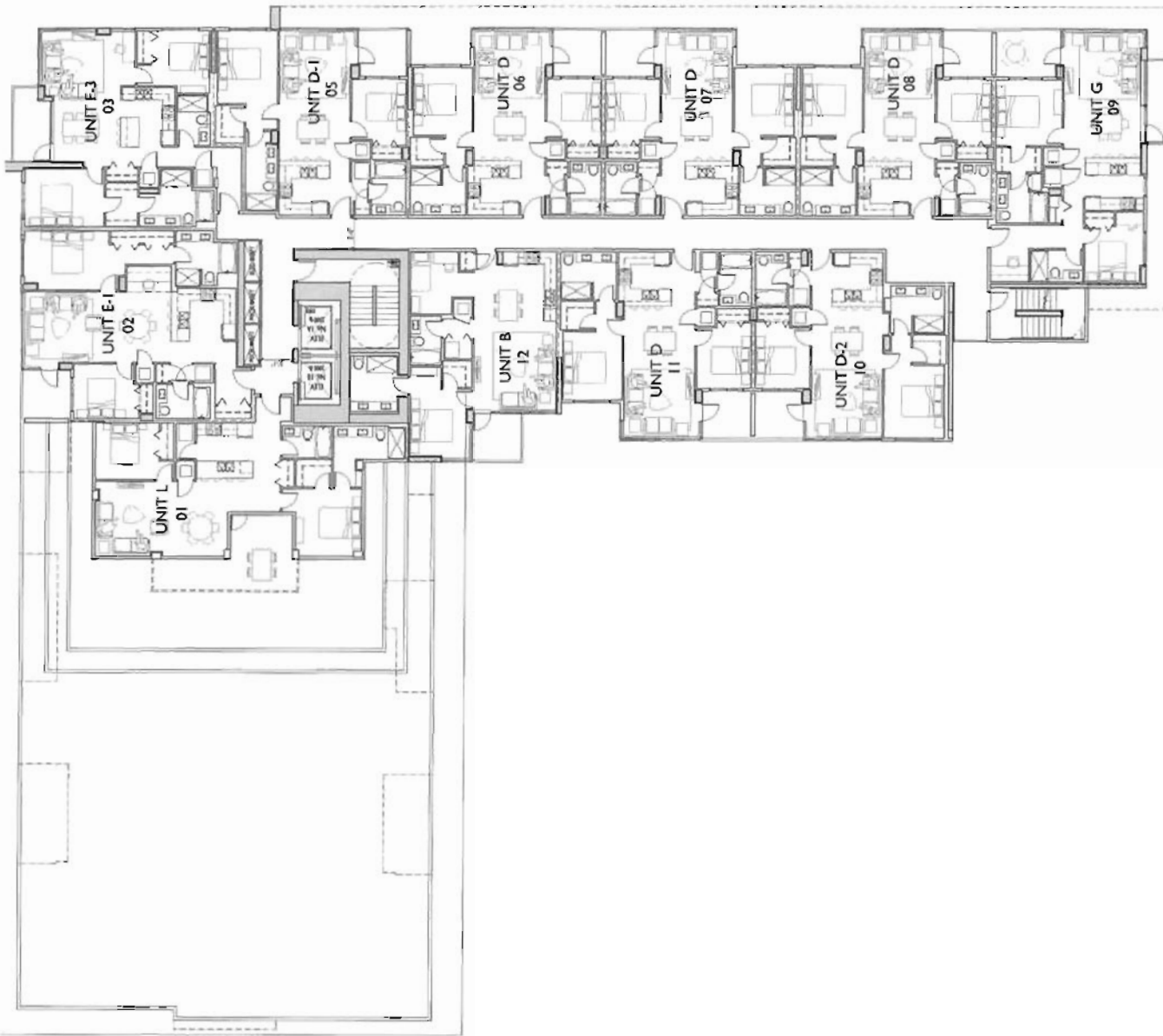
FEB 13 2013

Plan 2010

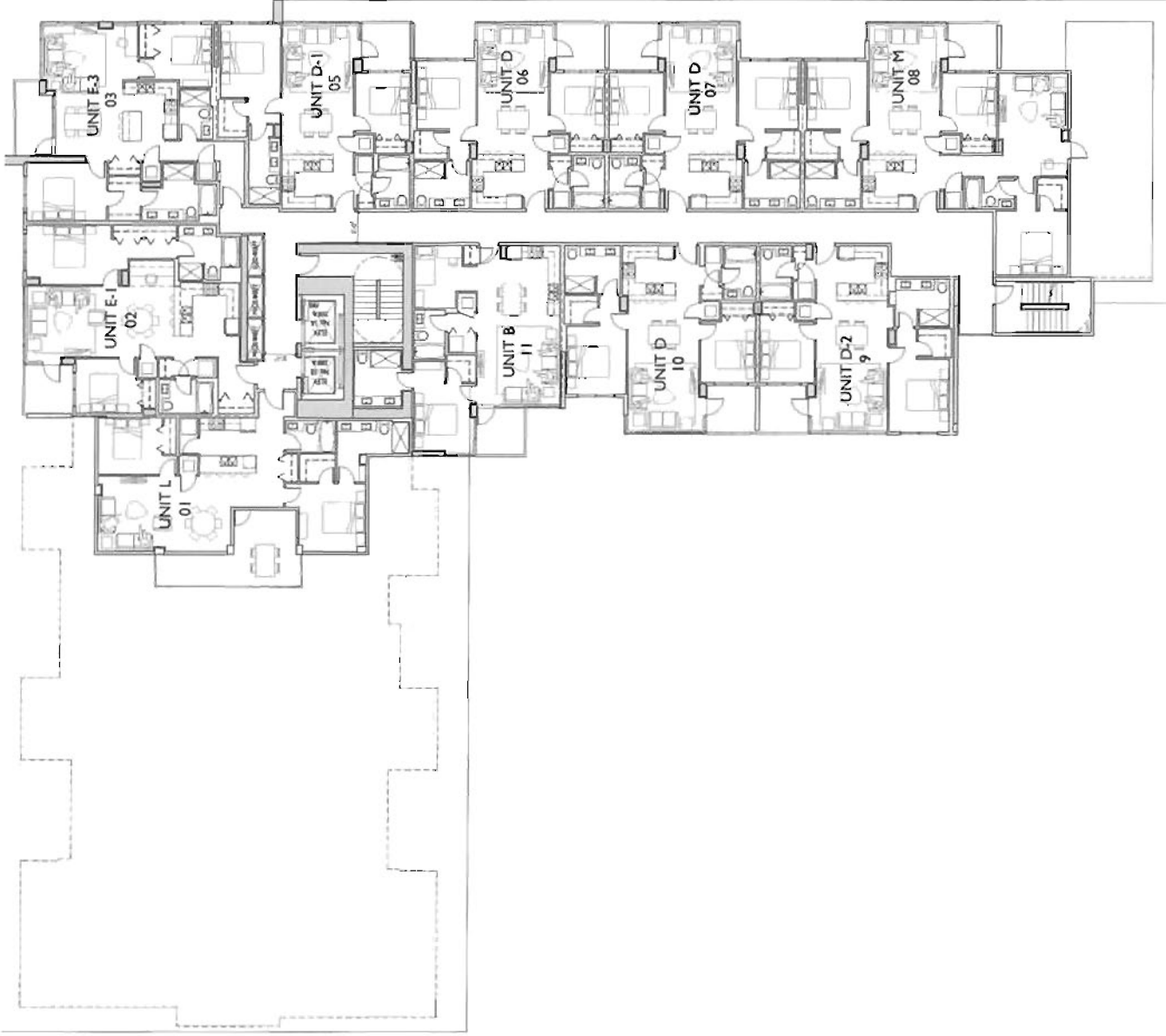
**gBL**

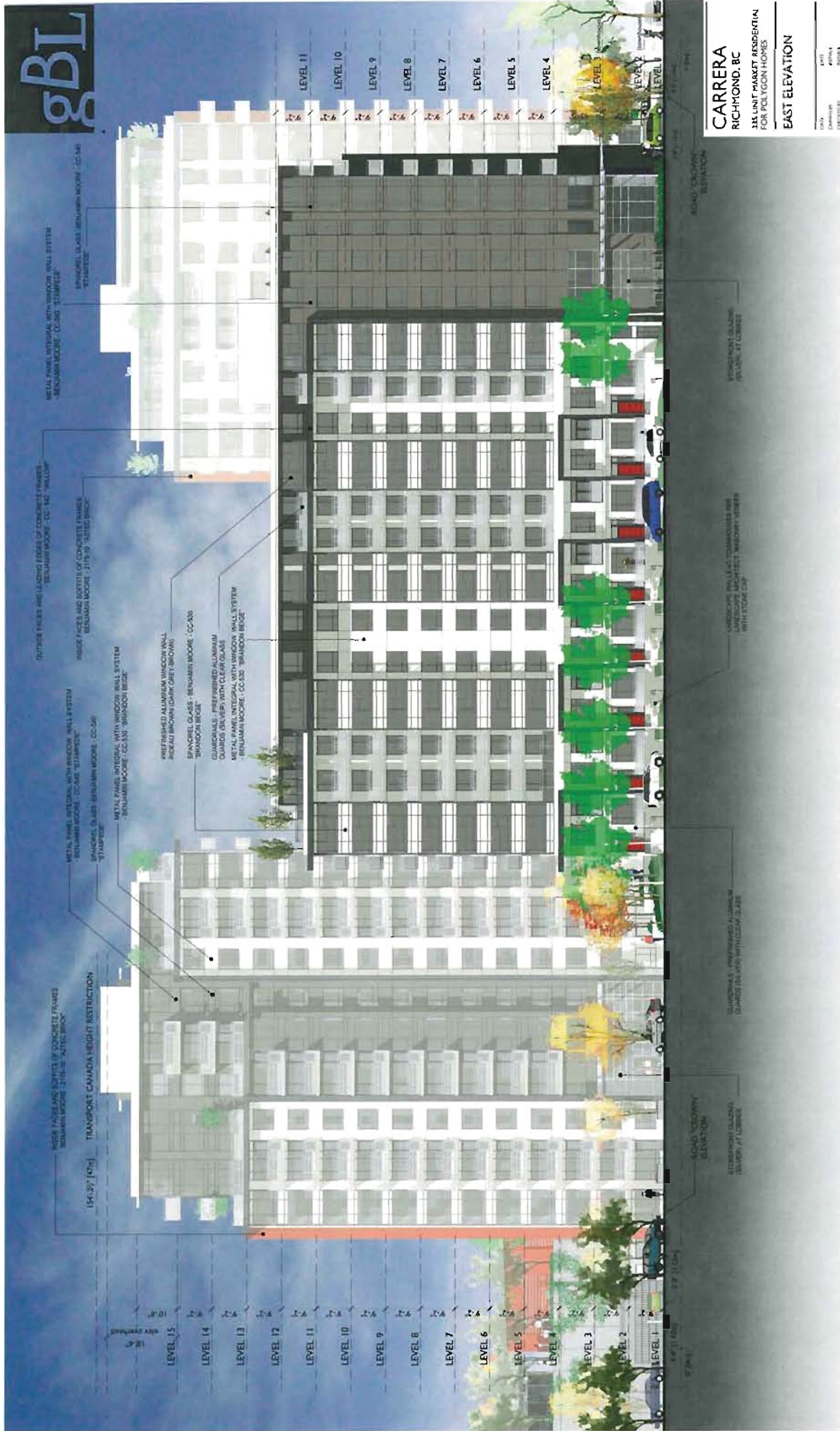
gBL is the most powerful, most comprehensive and most powerful tool for the analysis of DNA sequences. It is the only tool that can handle the full range of DNA sequences, from the smallest to the largest, and from the simplest to the most complex. It is the only tool that can handle the full range of DNA sequences, from the smallest to the largest, and from the simplest to the most complex.

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NOTES[illegible]







**CARRERA**  
 RICHMOND, BC  
 335 UNIT MARKET RESIDENTIAL  
 FOR POLYGON HOMES

**EAST ELEVATION**

DATE	2/13/2013
DESIGNER	ARCHITECT
PROJECT NO.	1052
SCALE	1/8" = 1'-0"
BY	ARCHITECT

FEB 13 2013

**A-5.01**

Plan # 42

DL 12609958

















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Journal of Internal Medicine 247: 105–112



KIWANIS TOWERS/CARPERA

## OVERALL SITE PLAN



weight loss	114.1
date	APRIL 04 2013
reg name	1343 60 PLAIN
rate	1/16/13 at 4:30:33 PM
station	0125.0N 74.000W
	BL

- |   |                                                    |   |                      |    |                          |
|---|----------------------------------------------------|---|----------------------|----|--------------------------|
| 1 | AGILITY TERRACE                                    | 2 | PRIVATE PATIOS       | 7  | PROJECT FEATURE SIGNAGE  |
| 2 | ENTRY TERRACES<br>Building entrance at Posham Lane | 3 | ARCHITECTURAL ANBORS | 8  | PARKADE ENTRY            |
| 3 | PLAY AREA                                          | 4 | COMMUNITY GARDEN     | 9  | PASSENGER CAR TURNAROUND |
| 4 | SEATING NOOE                                       | 5 | PUMPING              | 10 | ON-STREET PARKING        |
| 5 | HAND SURFACE PATH                                  | 6 | WATER FEATURE        | 11 | GRASSCLOTH AT MEDIAN     |
| 6 | CANAL                                              | 7 | GREEN SCREEN         |    |                          |
|   |                                                    | 8 | PUBLIC ART WALL      |    |                          |



# LEGEND

- 1 MARKET PLAZA
- 2 LOBBY ENTRANCE
- 3 GRAND STAIRCASE
- 4 SIDEWALK
- 5 PRIVATE PATIO
- 6 LAWN
- 7 WATER FEATURE
- 8 ASSESSMENT BUILDINGS
- 9 SUN DECK
- 10 HOT TUB
- 11 INFANTY EDGE REFLECTING POOL
- 12 GREEN SCREEN
- 13 METAL TRELLIS
- 14 CHILDREN'S PLAY AREA
- 15 MINOR PARK PROMENADE
- 16 DUALSIDE PAVERS
- 17 PROJECT FEATURE SIGNAGE
- 18 PARKADE ENTRY
- 19 PASSENGER CAR TURNAROUND
- 20 ON-STREET PARKING
- 21 BICYCLE PARKING - CLASS II

PROPERTY LINE



KIWANIS TOWERS

PRO-CITY LINE



PWL Engineering  
Professional Engineer  
1000010101



POLYGON  
1000010101

CARRERA

CARRERA SITE PLAN  
GROUND FLOOR

1" = 20'-0"

1118  
April 6, 2013  
1st of 10 Pages  
J. R. R.  
LDP7.00 Plan #47

LDP7.00  
Plan #47

DP 12 609958 FEB 13 2013



- LEGEND**
- 1 MARKET PLAZA
  - 2 LOBBY ENTRANCE
  - 3 GRAND STAIRCASE
  - 4 SIDEWALK
  - 5 PRIVATE PATIO
  - 6 LAWN
  - 7 WATER FEATURE
  - 8 AGENCY BUILDING
  - 9 SUN DECK
  - 10 HOT TUB
  - 11 INFINITY EDGE REFLECTING POOL
  - 12 GREEN SCREEN
  - 13 METAL TRELLIS
  - 14 CHILDREN'S PLAY AREA
  - 15 PLAY STRUCTURE
  - 16 KOMPAN, MODEL ELEM0142 "COLUMB"

PROPERTY LINE



KIWANIS  
TOWERS



1	MARKET PLAZA	100' x 100'
2	LOBBY ENTRANCE	100' x 100'
3	GRAND STAIRCASE	100' x 100'
4	SIDEWALK	100' x 100'
5	PRIVATE PATIO	100' x 100'
6	LAWN	100' x 100'
7	WATER FEATURE	100' x 100'
8	AGENCY BUILDING	100' x 100'
9	SUN DECK	100' x 100'
10	HOT TUB	100' x 100'
11	INFINITY EDGE REFLECTING POOL	100' x 100'
12	GREEN SCREEN	100' x 100'
13	METAL TRELLIS	100' x 100'
14	CHILDREN'S PLAY AREA	100' x 100'
15	PLAY STRUCTURE	100' x 100'
16	KOMPAN, MODEL ELEM0142 "COLUMB"	100' x 100'

CARRERA

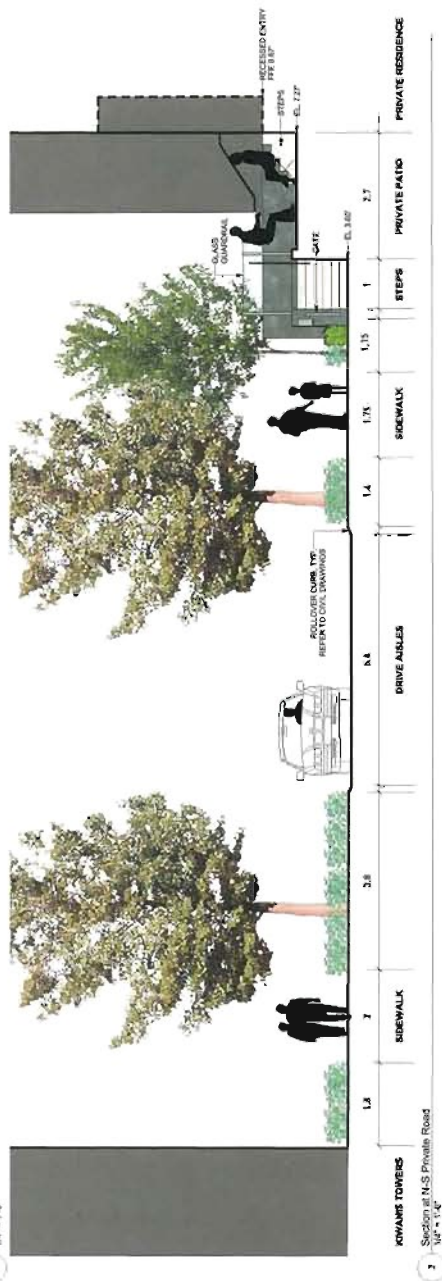
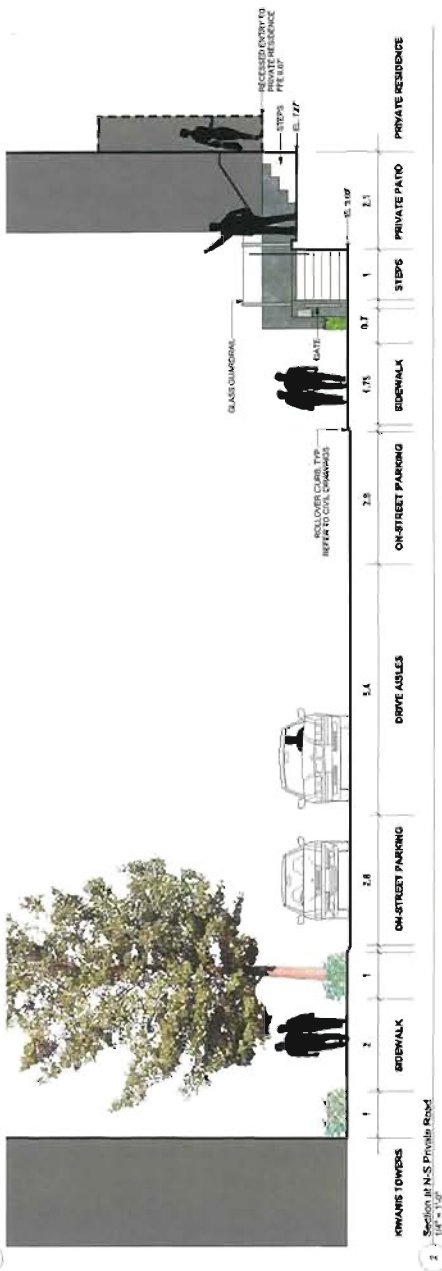
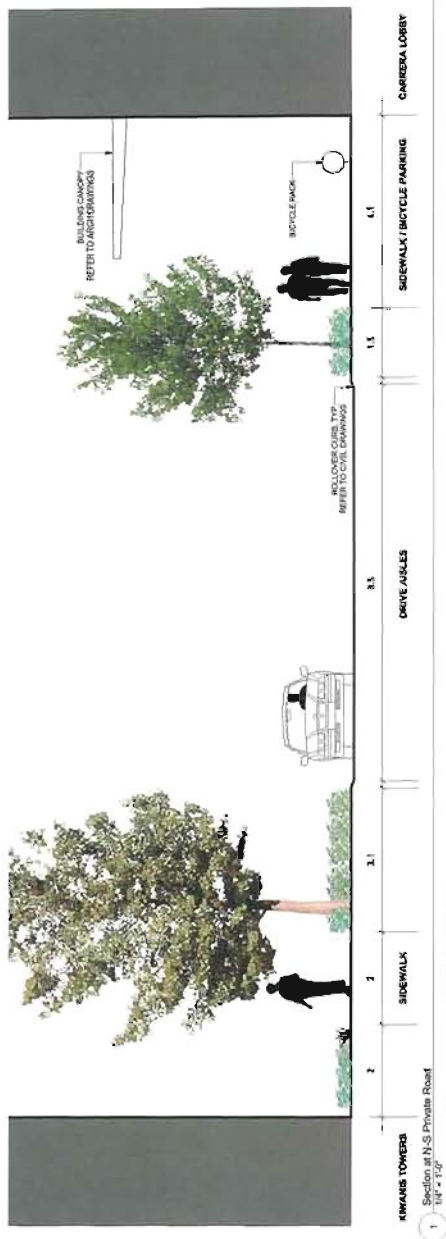
CARRERA SITE PLAN  
COURTYARD



DATE	11/18/11
BY	11/18/11
DATE	11/18/11
BY	11/18/11
DATE	11/18/11
BY	11/18/11

**LDP8.00**  
Plan #48

DP 12 609958  
FEB 13 2013



CAPITERA

### Sections/Elevations

As Indicated

LDP9.00  
Plan #49

12 609 958

FEB 13 2013

**PWL** partnership

For the purpose of this study, the following data were collected:

DATE	05/27/2014
TIME	08:45:00 AM
LOCATION	00-0000000000000000
STATUS	00-0000000000000000
REMARKS	00-0000000000000000

Project Name	1000 University Avenue, Suite 100
Project No.	1000 University Avenue, Suite 100
Project Date	1000 University Avenue, Suite 100
Project Status	1000 University Avenue, Suite 100

FEB 13 2018

12609058

CARRERA

Sections/Elevations

As Indicated

Project No.	1000
Date	April 4, 2017
Project Name	1000 University Avenue
Project Location	1000 University Avenue
Project Status	1000

LDP9.01  
 Plan #50



Section West-East through Protrusion  
 1/16" = 1'-0"

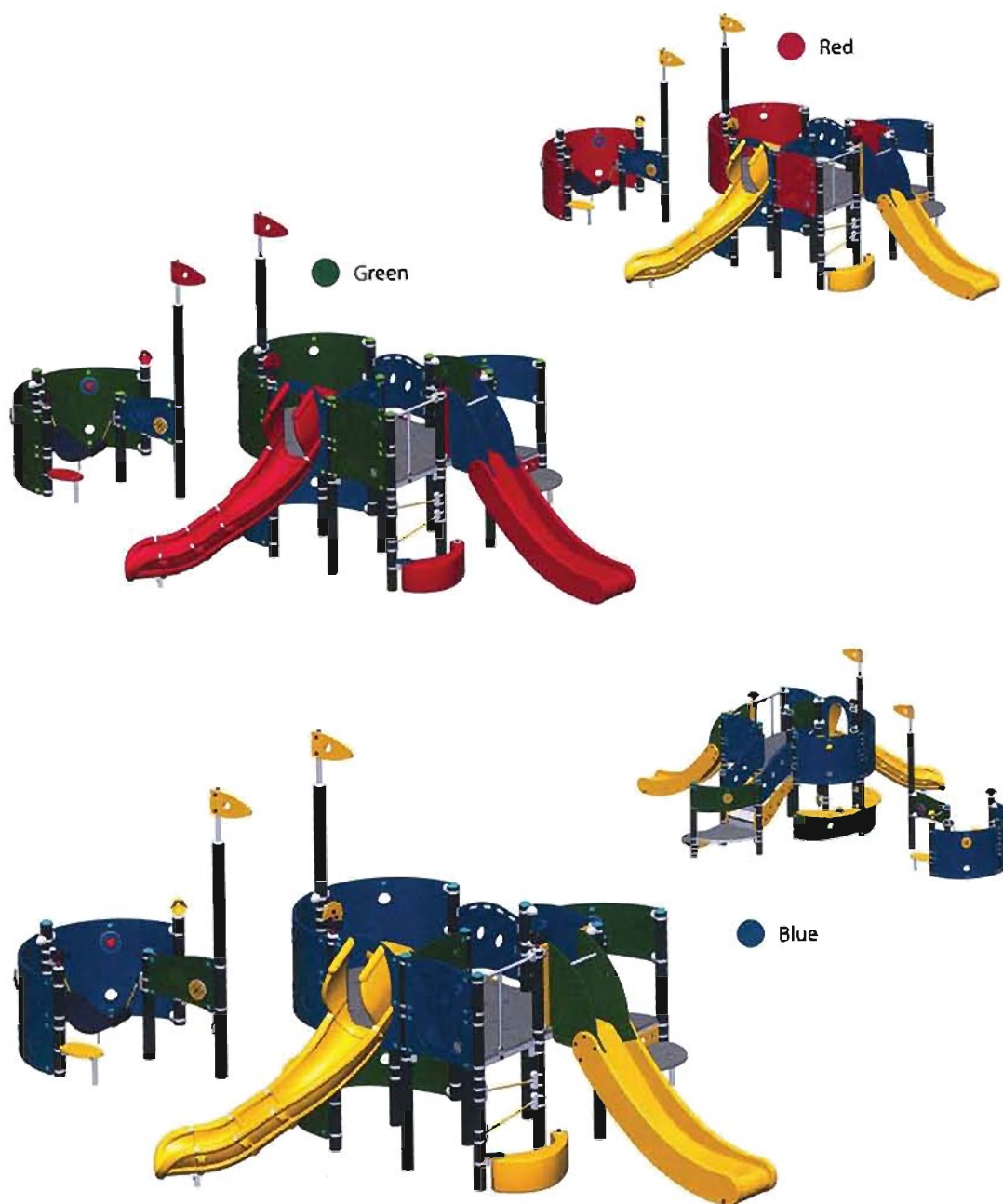




**KOMPAN** Product Info

[kompaninfo.com](http://kompaninfo.com)

Cruiser • ELE400142



DP 12609958

Plan # 52

FEB 13 2013

# KOMPAN Product Info

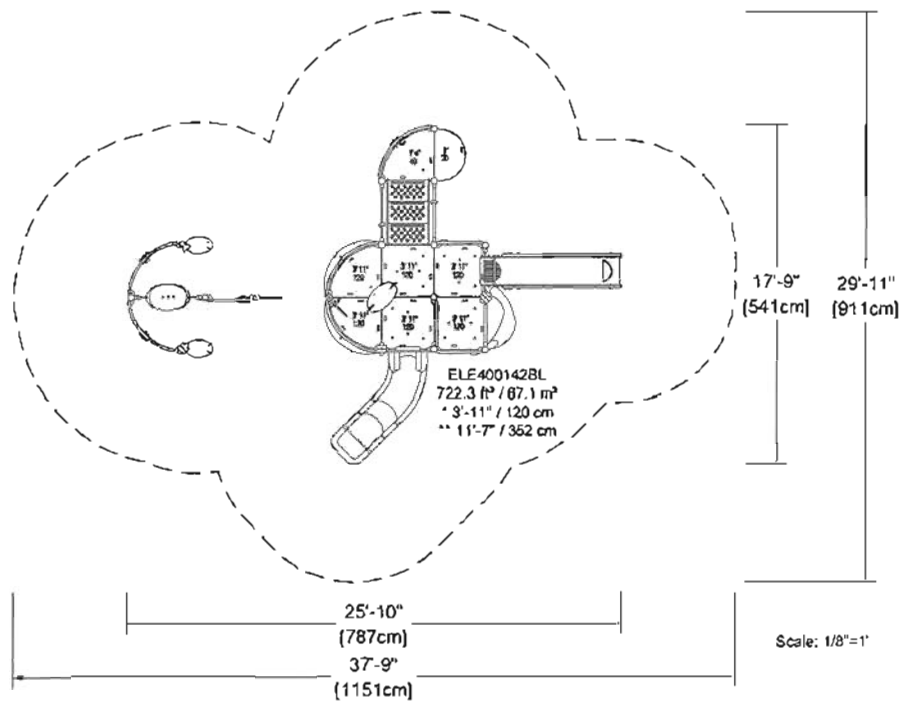
kompaninfo.com

## Cruiser • ELE400142

**BEST USER AGE:** 2–5 years

**FOOTING INFORMATION:**  
In-ground posts. Surface  
installation also available.

ELEMENTS



DP 12609958



To verify product certification,  
visit [ipema.org](http://ipema.org)



ADA ANALYSIS

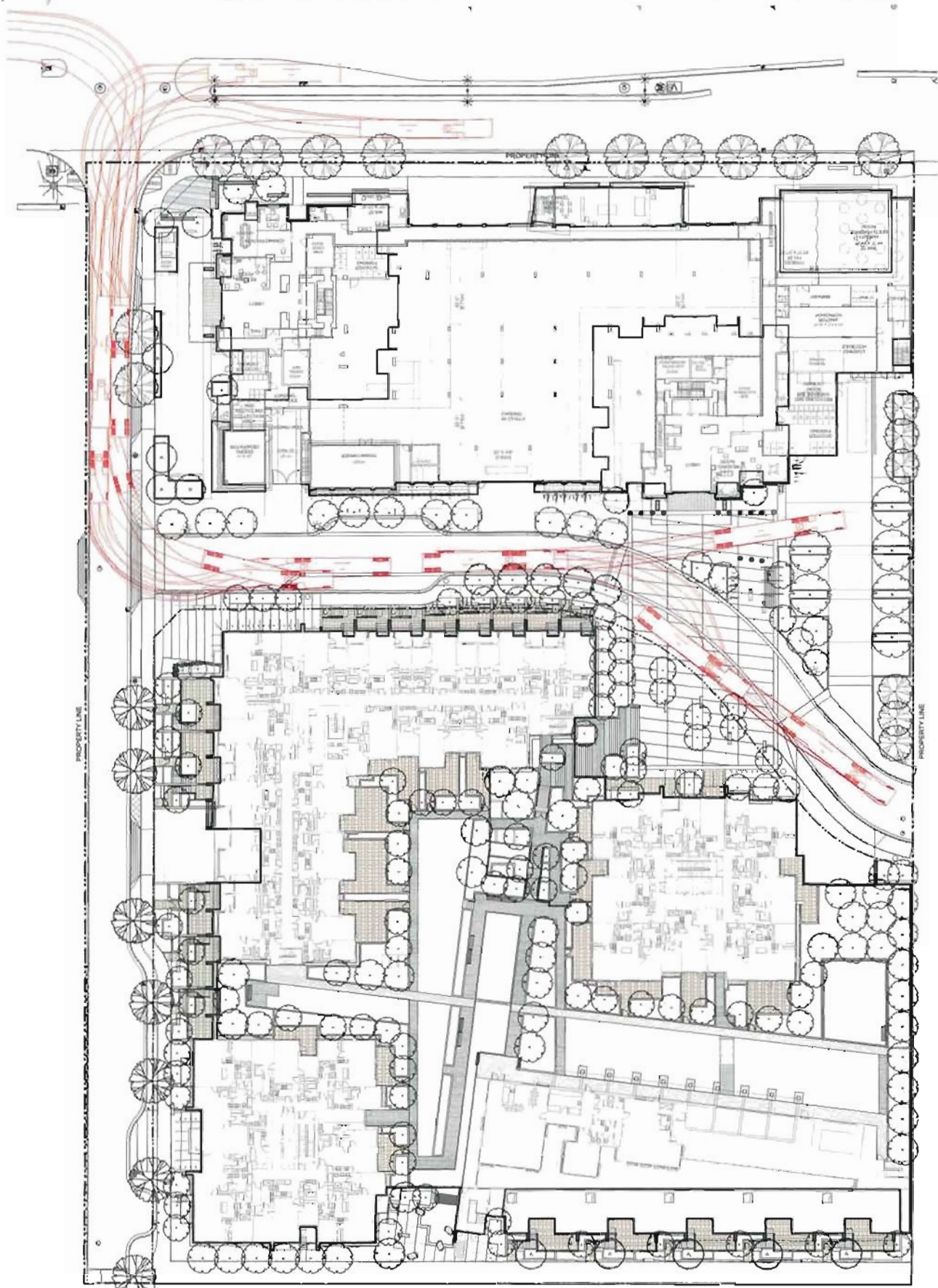
Elevated Activities	Accessible Elevated Activities	Ground Level Activities	Ground Level Play Types
8	8	11	3
Required	4	3	3

\* = Highest designated play surface.  
\*\* = Total height of product.  
Information on the highest designated play surface as well as space required is according to ASTM 1487.  
Equipment must be installed over resilient surfacing appropriate to the safety guidelines in your area.

Product development is an ongoing process. For this reason we reserve the right to make modifications in the form of product improvements on all our products. This product may not be mirrored, scaled or altered in any way. Safety Zones must be retained for proper placement of equipment. ASTM 1487 has specific guidelines as to the overlapping of play equipment safety zones. If any changes are required please contact your KOMPAN representative at 1.800.426.9788.

Plan # 53

FEB 13 2013



**PWL** ARCHITECTS

11100 1st Avenue, Suite 100  
 San Diego, CA 92108  
 (619) 594-1100  
 www.pwlarchitects.com



NO.	DESCRIPTION	DATE	BY	CHKD.
1	PRELIMINARY	08/14/12	W. CARRERA	
2	REVISION	08/14/12	W. CARRERA	
3	REVISION	08/14/12	W. CARRERA	
4	REVISION	08/14/12	W. CARRERA	
5	REVISION	08/14/12	W. CARRERA	
6	REVISION	08/14/12	W. CARRERA	
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10	REVISION	08/14/12	W. CARRERA	
11	REVISION	08/14/12	W. CARRERA	
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FEB 13 2013

2609958

CARRERA

**OVERALL SITE PLAN  
WB17 TURNING  
DIAGRAM**

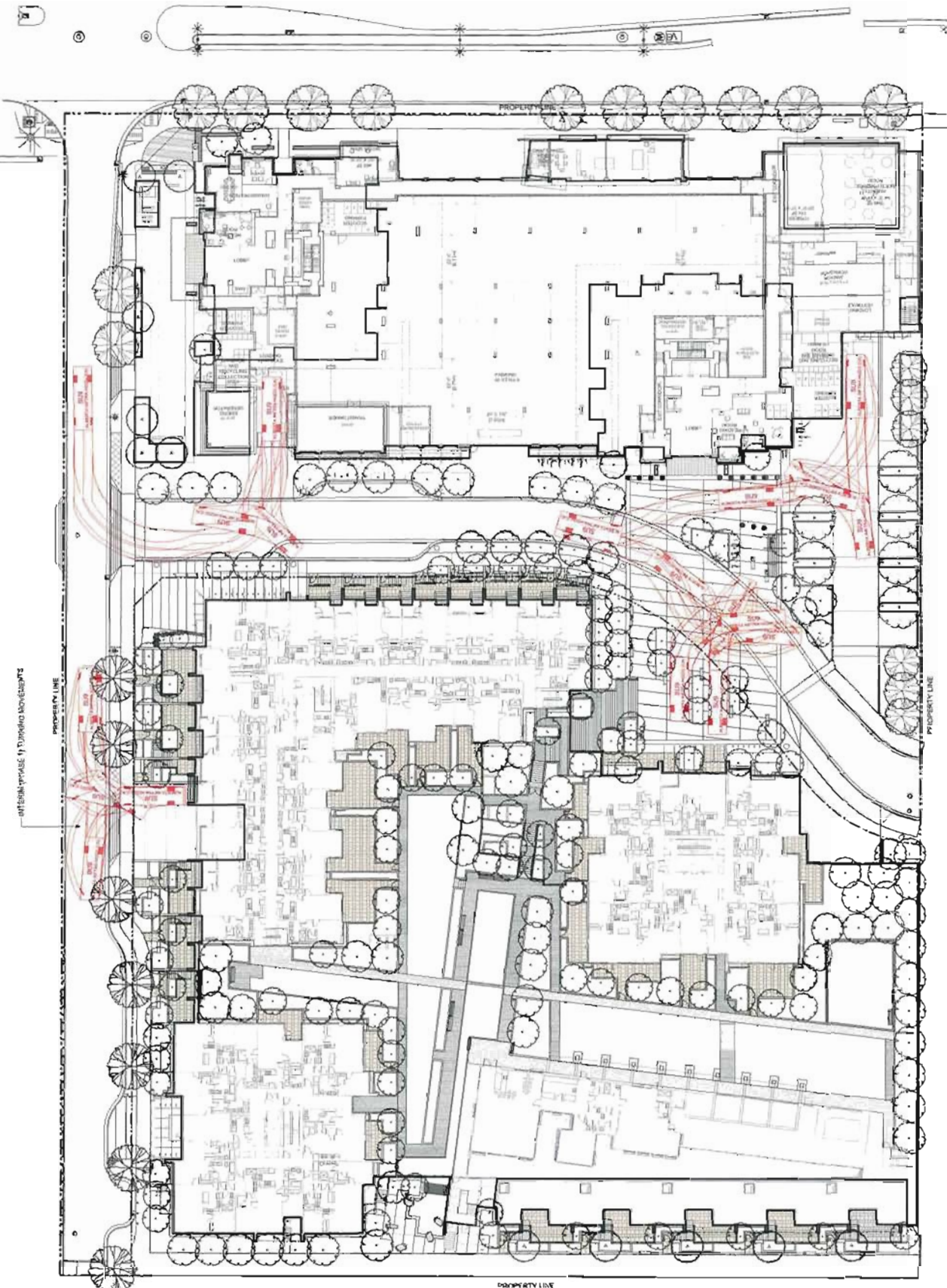
1" = 20'-0"

North Arrow

DATE	11/13
PROJECT	11100 1st Avenue
CLIENT	11100 1st Avenue
SCALE	1" = 20'-0"

**LDP11.00**  
Plan # 54





off-street parking in tandem configuration

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15

ONITE  
BRONCHO  
PLAN

ATKINS / CARPENA  
FORCES



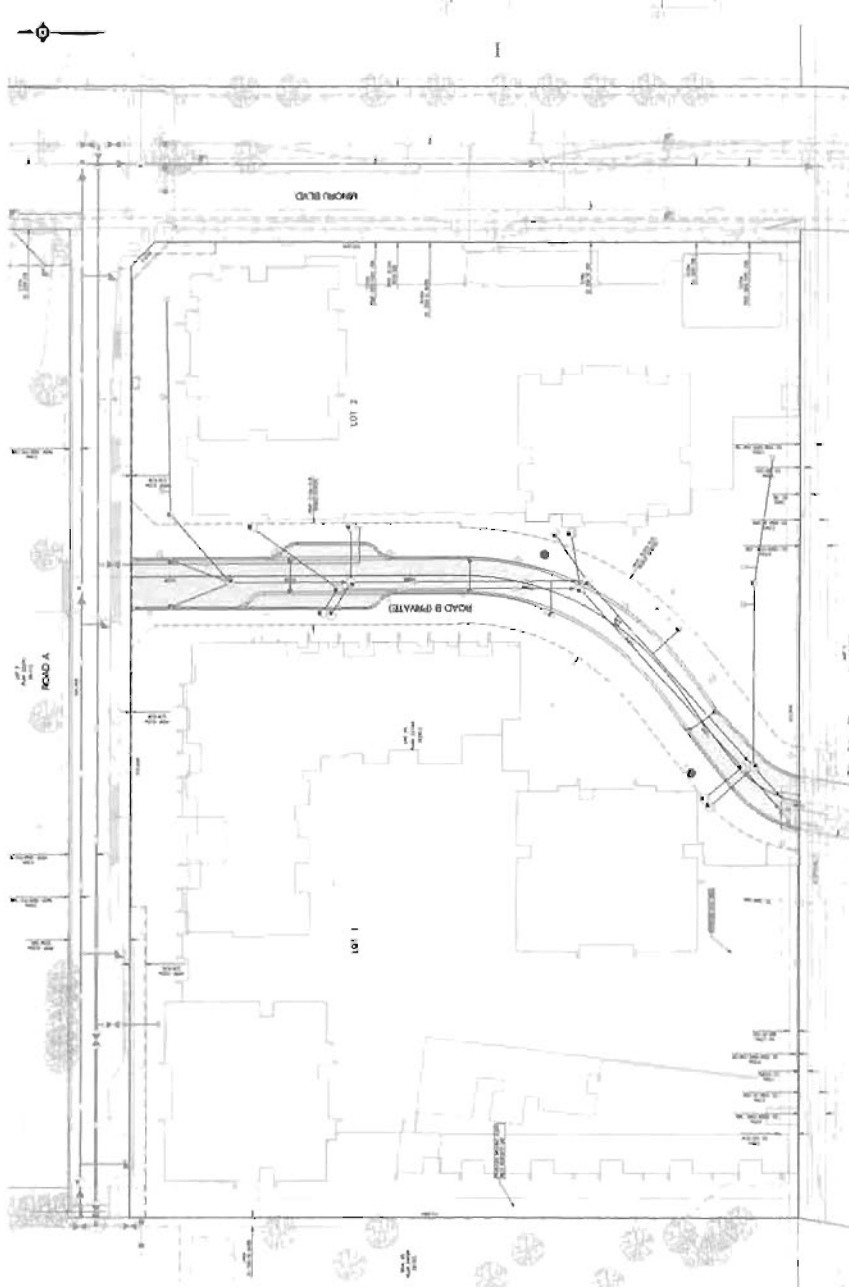
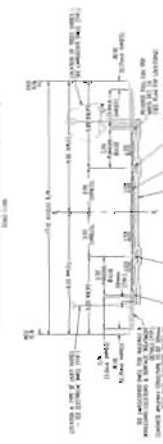
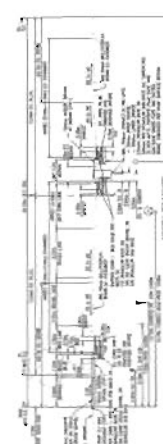
POLYGON

CoreGroup



DATE: 02/13/2013  
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SHEET: 15 OF 15  
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CHECKED BY: [Name]  
APPROVED BY: [Name]

NO.	DESCRIPTION	DATE
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2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	



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2. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD.  
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10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD.





AERIAL VIEW FROM SOUTH-WEST

DP 12609958 *Reference*

NOTES

REVISIONS

CARRERA  
RICHMOND, BC  
335 UNIT MARKET RESIDENTIAL  
FOR POLYGON HOMES  
3D VIEWS

DATE: 10/10/2012  
DRAWN BY: [illegible]  
CHECKED BY: [illegible]  
SCALE: 1/8"=1'-0"  
SHEET NO: 1052

A-7.01





AERIAL VIEW FROM SOUTH-EAST

DP 12609958

Reference

A-7.02

NOTES

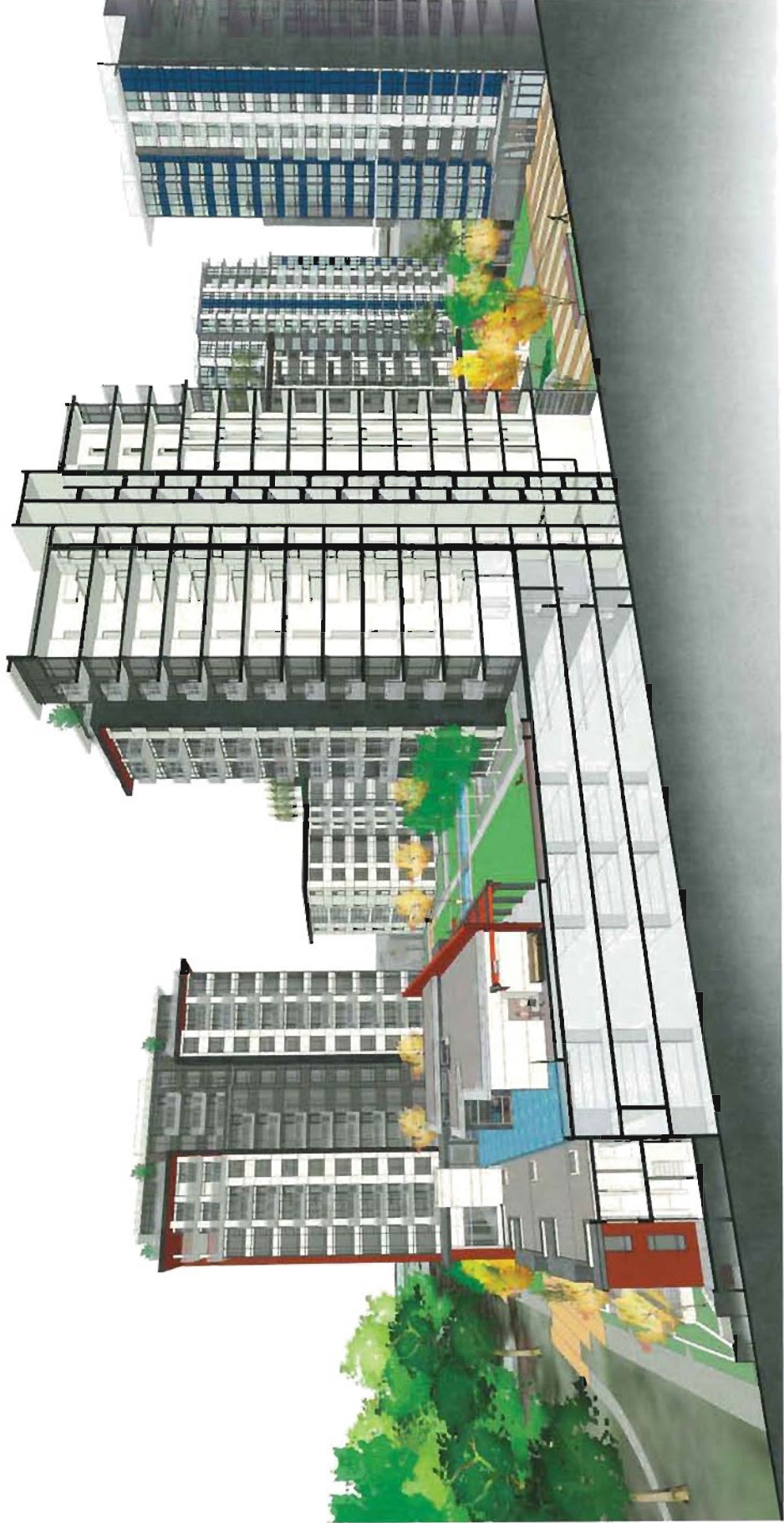
ATTENTION:

**CARRERA**  
 RICHMOND, BC  
 335 UNIT MARKET RESIDENTIAL  
 FOR POLYCON HOMES  
 3D VIEWS

DATE: 10/10/2013  
 DRAWN BY: [illegible]  
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 SCALE: 1/8"=1'-0"  
 SHEET NO: 1052  
 JOB NUMBER:

FEB 13 2013





**NOTES**

1. See Section 1000 for details.

**REVISIONS**

1. See Section 1000 for details.

**CARRERA**  
RICHMOND, BC  
335 UNIT MARKET RESIDENTIAL  
FOR POLYGON HOMES  
**SECTION CC**

**DATE**  
10/10/2013  
**BY**  
1052  
**REVISION**

FEB 13 2013

**A-6.03**

VR 12609958 *Reference*



AERIAL VIEW FROM NORTH-EAST

DP 12 609 958

Reference

A-7.03

NOTES

REVISIONS

**CARRERA**  
 RICHMOND, BC  
 333 UNIT MARKET RESIDENTIAL  
 FOR POLYGON HOMES  
 3D VIEWS

DATE: 10/10/2013  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1/12  
 SHEET NO: 1052  
 OF 1052

FEB 13 2013