



Development Permit Panel

Council Chambers

Wednesday, February 27, 2013
3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, February 13, 2013.



2. Development Permit DP 11-584817

(File Ref. No.: DP 11-584817) (REDMS No. 3744443)

TO VIEW ePLANS CLICK HERE

APPLICANT: **Yamamoto Architecture Inc.**

PROPERTY LOCATION: **9980 Gilbert Road, 7011 and 7031 Williams Road**

INTENT OF PERMIT:

1. Permit the construction of nine (9) townhouse units at 9980 Gilbert Road, 7011 and 7031 Williams Road on a site zoned Low Density Townhouses (RTL4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m;
 - (b) reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m;
 - (c) allow a total of four (4) tandem parking spaces in two (2) townhouse units; and
 - (d) allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.

Manager's Recommendations

ITEM

That a Development Permit be issued which would:

1. *Permit the construction of nine (9) townhouse units at 9980 Gilbert Road, 7011 and 7031 Williams Road on a site zoned Low Density Townhouses (RTL4); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m;*
 - (b) *reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m;*
 - (c) *allow a total of four (4) tandem parking spaces in two (2) townhouse units; and*
 - (d) *allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.*



3. Development Permit DP 12-613923

(File Ref. No.: DP 12-613923) (REDMS No. 3792457)

TO VIEW ePLANS CLICK HERE

APPLICANT: **Jingon Development Group**

PROPERTY LOCATION: **9251 and 9291 Alexandra Road**

INTENT OF PERMIT:

1. Permit the construction of a four (4) storey – 132 unit apartment building with a small commercial unit on the ground floor at 9251 and 9291 Alexandra Road on a site zoned “Residential/Limited Commercial (ZMU20) – Alexandra neighbourhood (West Cambie)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the side yard setback (west side) from 6.0 metres to 5.42 metres.

Manager’s Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a four (4) storey – 132 unit apartment building with a small commercial unit on the ground floor at 9251 and 9291 Alexandra Road on a site zoned “Residential/Limited Commercial (ZMU20) – Alexandra neighbourhood (West Cambie)”; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the side yard setback (west side) from 6.0 metres to 5.42 metres.*

ITEM



4. Development Permit DP 12-616074

(File Ref. No.: DP 12-616074) (REDMS No. 3669367 v.3)

TO VIEW ePLANS CLICK HERE

APPLICANT: **Urban Design Group Architects Inc.**

PROPERTY LOCATION: **6020 Blundell Road and 8120 No. 2 Road**

INTENT OF PERMIT:

1. Permit the construction of a freestanding 1-storey commercial replacement building within the Blundell Shopping Centre located at 6020 Blundell Road on a site zoned Community Commercial – Blundell Road (ZC14); and
2. Permit construction of façade renovations to three existing 1-storey commercial buildings within the Blundell Centre located on two lots located at 6020 Blundell Road zoned Community Commercial – Blundell Road (ZC14) and 8120 No. 2 Road on a site zoned Auto-Oriented Commercial (CC).

Manager's Recommendations

That a Development Permit be issued which would:

1. *permit the construction of a freestanding 1-storey commercial replacement building within the Blundell Shopping Centre located at 6020 Blundell Road on a site zoned Community Commercial – Blundell Road (ZC14); and*
2. *permit construction of façade renovations to three existing 1-storey commercial buildings within the Blundell Centre located on two lots located at 6020 Blundell Road zoned Community Commercial – Blundell Road (ZC14) and 8120 No. 2 Road on a site zoned Auto-Oriented Commercial (CC).*



5. Development Permit DP 12-617639

(File Ref. No.: DP 12-617639) (REDMS No. 3799086)

TO VIEW ePLANS CLICK HERE

APPLICANT: **Hollybridge Limited Partnership**

PROPERTY LOCATION: **5440 Hollybridge Way**

INTENT OF PERMIT: To permit the construction of the first phase of a three-phase,

ITEM

high-rise, mixed use development at 5440 Hollybridge Way on a site zoned “Residential/Limited Commercial (RCL3)”, which phase incorporates 219 dwelling units and approximately 1,157.5 m² (12,459 ft²) of ground floor retail.

Manager’s Recommendations

That a Development Permit be issued which would permit the construction of the first phase of a three-phase, high-rise, mixed use development at 5440 Hollybridge Way on a site zoned “Residential/Limited Commercial (RCL3)”, which phase incorporates 219 dwelling units and approximately 1,157.5 m² (12,459 ft²) of ground floor retail.



6. Development Permit DP 12-626361
(File Ref. No.: DP 12-626361) (REDMS No. 3750713 v.2)

TO VIEW ePLANS CLICK HERE

APPLICANT: **Townline Ventures Granville Avenue Ltd.**

PROPERTY LOCATION: **8280 and 8300 Granville Avenue**

INTENT OF PERMIT: To permit the construction of 16-storey residential tower with a gross floor area of 10,163.2 m² (109,396 ft²) containing 126 residential units including seven (7) affordable housing units and 162 parking stalls at 8280 and 8300 Granville Avenue on a site zoned “High Rise Apartment (ZHR13) - St Albans (City Centre)”.

Manager’s Recommendations

That a Development Permit be issued which would permit the construction of 16-storey residential tower with a gross floor area of 10,163.2 m² (109,396 ft²) containing 126 residential units including seven (7) affordable housing units and 162 parking stalls at 8280 and 8300 Granville Avenue on a site zoned “High Rise Apartment (ZHR13) - St Albans (City Centre)”.



7. New Business

8. Date Of Next Meeting: Wednesday, March 13, 2013

ITEM

9. Adjournment



**Development Permit Panel
Wednesday, February 13, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
Dave Semple, General Manager, Community Services

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 30, 2013, be adopted.

CARRIED

2. Development Permit DP 12-611486

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

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

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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:
 - (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 m² 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 m² 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.

Applicant's Comments

Amela Brudar, GBL Architects, and Grant Brumpton, PWL Partnership Landscape Architects Inc., provided the following information regarding the salient features of the proposed development:

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- the proposed development is the first phase of a five-phase high density development;
- phase one on the northwest corner of the site incorporates: (i) the two towers facing Sexsmith Road and Patterson Road; (ii) upgrades to Sexsmith and Patterson Roads; and (iii) the construction of the Hazelbridge Road extension and the northern portion of an interior road;
- the elevation rises heading into the site which lends to fully concealing two levels of on-site parking;
- a temporary park will be located on Phase 5 and the permanent neighborhood park will be constructed as part of Phase 2;
- landscaping features include: (i) a large lagoon; (ii) an outdoor amenity deck and associated indoor amenity space; (iii) a play area; (iv) a pavilion on its own island, an iconic tea house-like feature in the centre of the lagoon, designed to be a fully accessible open space shade structure; (v) rooftop gardens located on levels 9 and 10 of the towers including some urban agricultural garden spaces with the required support functions; and (vi) generous plantings around the large private deck spaces;
- a gateway architectural water feature, incorporated into the building façade, is located at the corner of Sexsmith Road and Hazelbridge Way;
- the courtyard design is open to the south sunlight exposure; and
- the development has various housing options: (i) ARTS units; (ii) 1, 2 or 3-bedroom units; and (iii) townhouse units.

Panel Discussion

After inquiries from the Panel, the following information was provided by Ms. Brudar and Mr. Brumpton:

- the developer has designed the project to accommodate the future development of the corner lot building (3200 Sexsmith Road) to the property line to provide a continuous streetwall in the future facing Sexsmith Road, a break between the developments facing Patterson Road, and to provide cross access for parking and services;
- the interim park will be constructed during Phase 1;
- the triangular wall facing the proposed new road will be heavily landscaped until such time as phase 5 is constructed;
- the development will meet LEED (Silver) equivalency;
- the permanent private courtyard will be the water component with the lawn area being converted during Phase 5 construction;
- the water component will be less than a foot in depth and the edge will be treated to discourage public access; in particular, the lower water feature related to the children's play area has a seating wall along its edge;

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- the development has an integrated planting scheme related to the private patios and the centre area featuring both raised and lowered plantings to create visual interest;
- the streetscape along Sexsmith has a standard width of planted median, an off-street bike path, a narrow textured buffer strip, and a 2-metre wide sidewalk, as well the Patterson and Sexsmith ARTS units have a terraced, linear plaza along the frontage;
- 15% of the proposed units will be basic universal units in accordance with the Zoning Bylaw provisions; and
- the variances requested are a result of an increase in the extent of rights of way, on-site technical zoning requirements related to right of way setbacks instead of property line setbacks, and design development related to the urban nature of the project and the architectural features of the ARTS units.

Staff Comments

Wayne Craig, Director of Development, stated there is a comprehensive Transportation Demand Management Strategy related with the proposal involving offsite improvements such as: (i) sidewalk extension on Sexsmith; and (ii) 30% of the residential vehicle stalls being electric vehicle ready complete with vehicle charging stations within the bicycle storage area. He noted there are urban agricultural plots on the roof podiums on levels 9 and 10 which will allow residents the opportunity for outdoor gardening. He further noted the development will provided funding for the future Capstan Station in keeping with the zoning for this area; the per dwelling unit charge will be assessed at the building permit issuance and later transferred to the Transit Authority. He also stated there was a comprehensive Storm Water Management Plan to reduce storm water flow from the site.

Mr. Craig advised that the variances requested were a result of technical aspects of the zoning. The zoning, for example, requires setbacks to be measured from public rights of passage right-of-ways established on the site. When, at Development Permit stage, staff determined that additional rights-of-way should be required along Sexsmith and Patterson Roads to improve public access to the ARTS units, staff understood that this would necessitate various setback relaxations.

Panel Discussion

In response to an inquiry Mr. Craig advised that the applicant was unsuccessful in acquiring the property on the site's northwest corner (3200 Sexsmith Road) and as a result was required to provide development concepts for the property and register a right-of-way for shared driveway access.

Mr. Craig noted that timing for the construction of the Capstan Canada Line Station would be at approximately 50% build out of the Capstan Village area.

Correspondence

None.

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Gallery Comments

None.

Panel Discussion

The panel noted the project had attractive design elements creating an urban village and the temporary park will be a significant amenity to the area.

Panel Decision

It was moved and seconded

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:*
 - (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:*
 - (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.*

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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 m² 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 m² 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.*

CARRIED

3. Development Permit DP 12-609958

(File Ref. No.: DP 12-609958) (REDMS No. 3601261)

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).

Applicant's Comments

Robert Ciccozzi, Robert Ciccozzi Architecture Inc., and Bruce Hemstock, PWL Partnership Landscape Architects Inc., provided the following information regarding the prominent features of the proposed Kiwanis development:

- there are 148 units including one caretaker suite in each of the two identical towers;
- there is a strong vertical emphasis to the towers;
- the materials used are mainly glass with distinctive blue spangled panels linked with the Kiwanis blue and gold logo;

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- there is a one-storey podium linking the two towers with parking at the rear and amenity areas at the front;
- on the second level there is a large landscaped podium;
- there are large architectural canopies at each entryway to provide protection and to strongly emphasize the entries;
- 89% of the units will meet the Zoning Bylaw's Universal Housing design standards;
- the public edge along Minoru has integrated landscaping including seating, plantings, and significant public art elements;
- the podium level has a number of functions including a large amenity space with fire pit, large open landscaped area, and smaller seating areas;
- there is a north-south asphalt road leading to the plaza between Carrera and Kiwanis with trees, planters, and benches along the Kiwanis edge;
- there is a pedestrian circulation that accesses the townhomes adjacent to the park with a water feature along the wall, the origin of the water coming from the podium area dropping down into a water element, with a small seating area with trees and plantings creating a visual connection to Minoru Park;
- on the plaza/podium level there is the main amenity building, a large open green space, and a large water feature with an infinity edge; and
- a children's play area is incorporated into the open green space.

Paul Goodwin, GBL Architects, and Chris Ho, Vice President Development - Polygon, gave a brief overview of the Polygon Carrera development as follows:

- the project is comprised of three buildings: (i) an L-shaped building consisting of 11-storeys is Phase 1; and (ii) two tower components, each 15-storeys, making Phases 2 & 3;
- the parking structure is surrounded by townhouse units with two small portions exposed where plant screenings and a small water feature are planned;
- there are pedestrian routes through the project that connect the buildings, the podium, and the park;
- on the northwest corner of the plaza there is a sculptured staircase incorporated from the parking structure to the plaza;
- the upper floors are setback to create interest; and
- the materials used in the project are glass, lighter color metal panels, brick, and stone masonry.

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Panel Discussion

After inquiries from the Panel, Mr. Ciccozzi and Mr. Ho gave the following additional information:

- the new dedicated road running east and west replaces the old public walkway from Minoru Park to Minoru Boulevard;
- the proposed westerly walkway is to run the length of the property and through to the Minoru Community Precinct;
- the Carrera amenity building will be constructed during phase 1 but will not be occupied until phase 2 is completed;
- market studies indicated that there has not been a demand for community gardens and therefore Carrera has not provided for community gardens in their development;
- the east-west road is intended to provide pedestrian/bike access to the park and provision for emergency vehicles but is a dead-end road for regular vehicular traffic;
- the architectural design between the two projects were meant to be distinct without diminishing the quality of either development; and
- the two levels of amenity space for the Kiwanis project along Minoru include an arts and crafts room, a games room, and upper level exterior open space.

Staff Comments

Wayne Craig advised that through the rezoning process there were no requirements to improve Minoru Park but that significant Development Cost Charges were applicable. He noted that 40% of the total units are designed to be basic universal housing units in accordance with the Zoning Bylaw provisions and meet all of the requirements of the Zoning Bylaw. He further noted there is a Transportation Demand Management package primarily focused on the market side of the development including provisions for a future bus shelter and 20 stalls on the market development will be electric vehicle ready including charging equipment in the bicycle storage area. The new east/west road will provide permanent access to the park as well as temporary access during the construction phase. The applicant has worked with the Vancouver Coastal Health Authority, who owns the property to the north, with relocating access to this site from Minoru to the new east/west road requiring a signalized intersection at Minoru Boulevard.

Panel Discussion

The panel recommended that Parks Department staff work with the applicants to provide a more complete concept plan with respect to the proposed pedestrian walkway connections with the existing and any future walkways in Minoru Park before proceeding to Council.

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Correspondence

Yu Cui L & Zhao Yong, #803 – 6088 Minoru Blvd, (**Schedule 1**) were opposed to the development based on obstruction to the park.

Gallery Comments

Peter Mitchell, 6271 Nanika Crescent, who supports the project, raised concerns with the massing of the project obstructing views and closing off public access from the park to public transit.

Panel Discussion

The Panel were supportive of the project and the numerous sustainable features proposed. The Panel directed staff to work with the applicant and Parks Department staff to bring forward a more complete concept plan with respect to the proposed pedestrian walkways and to have further discussions with Polygon to incorporate community gardens in their design.

Panel Decision

It was moved and seconded

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).

CARRIED

4. New Business

None.

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

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:07 p.m.

CARRIED

Development Permit Panel
Wednesday, February 13, 2013

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, February 13, 2013.

Joe Erceg
Chair

Heather Howey
Acting Committee Clerk

Yu Cui L
Zhao Yong
6088 Minoru Blvd, #803
Richmond, BC, V6Y 4A8

To Development Permit Panel	
Date:	February 13, 2013
Item #	3
Re:	DP 12-609958
	6251 Minoru Blvd.

		INT
	DW	
✓	MJ	<i>ml</i>
	DB	

Schedule 1 to the Minutes of the
Development Permit Panel
Meeting of Wednesday, February
13, 2013.

Address to
David Weber
Director, City Clerk's Office
City of Richmond
6911 No.3 Road, Richmond, BC, V6Y 2C1

Subject: Submission on Notice of Application For a Development Permit DP 12-609958

Dear Sir,

We are **opposed** to permit the construction of 5 high-rise residential towers at 6251 Minoru Blvd., Richmond, because the noticed construction would badly destroy the park landscape, which is a unique treasure not only for the city centre area but also for the whole city.

Yours sincerely,

Yu Cui L
Zhao Yong

Feb. 12/ 2013





City of Richmond

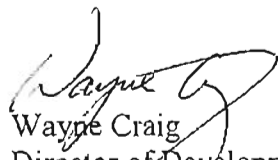
Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel
From: Wayne Craig
Director of Development
Date: February 6, 2013
File: DP 11-584817
Re: Application by Yamamoto Architecture Inc. for a Development Permit at
9980 Gilbert Road, 7011 and 7031 Williams Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of nine (9) townhouse units at 9980 Gilbert Road, 7011 and 7031 Williams Road on a site zoned Low Density Townhouses (RTL4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m.
 - b) Reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m.
 - c) Allow a total of four (4) tandem parking spaces in two (2) townhouse units.
 - d) Allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.



Wayne Craig
Director of Development

WC:kl
Att.

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to develop nine (9) townhouse units at 9980 Gilbert Road, 7011 and 7031 Williams Road on a site zoned Low Density Townhouses (RTL4). The site currently contains a duplex and a single-detached house.

The site is being rezoned from Two-Unit Dwellings (RD1) and Single Detached (RS1/E) to Low Density Townhouses (RTL4) for this project under Bylaw 8942 (RZ 10-540839).

A Servicing Agreement was secured as a condition of rezoning for the design and construction of a storm sewer upgrade and frontage improvements along the subject site's Gilbert Road and Williams Road frontages.

Development Information

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

Background

Development surrounding the subject site in the Central West (Broadmoor) neighbourhood is as follows:

- To the north, are existing single-detached homes fronting onto Gilbert Road and Gilhurst Crescent.
- To the east, are existing single-detached homes fronting onto Williams Road. These lots are in an area identified in the OCP as having arterial road townhouse development potential.
- To the south and southeast, across Williams Road, are a duplex, a single-detached home, and a 34-unit townhouse complex. These lots are in an area identified in the OCP as having arterial road townhouse development potential.
- To the west, across Gilbert Road, are existing single-detached homes fronting onto frontage road Gilbert Crescent.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on October 15, 2012. At the Public Hearing, no concerns about rezoning the property were expressed.

Informational signage has been installed on the property and no correspondence has been received regarding the subject rezoning application.

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 Richmond Zoning Bylaw 8500, including the Low Density Townhouses (RTL4) zone, except for the zoning variances noted below.

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

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

- 1) Reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m.

(Staff supports the proposed variance as the reduced setbacks to Gilbert Road and Williams Road are a direct result of the required road dedication and are consistent with arterial road redevelopment elsewhere in the City. The variance was identified during at rezoning and no concerns were expressed by the Public.)

- 2) Reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m.

(Staff supports the proposed variance as it is a result of the corner lot configuration. After the required road dedications, the site configuration provides 45.3 m along local arterial Williams Road and 37.6 m along major arterial Gilbert Road. Although the project has been designed to primarily front onto Williams Road, technically the lot width is measured along the narrower side of a corner lot, which is Gilbert Road for this site. The site meets the minimum 40 m width requirement for the local arterial Williams Road, but does not meet the minimum 50 m width requirement for the major arterial Gilbert Road. The variance was identified during at rezoning and no concerns were expressed by the Public.)

- 3) Allow a total of four (4) tandem parking spaces in two (2) townhouse units.

(Staff supports the proposed variance as it is limited to a very small number of units, and a restrictive covenant to prohibit the conversion of the tandem garage area into habitable space was secured through the rezoning. Transportation Division staff have reviewed the variance and have no concerns. The variance was identified during at rezoning and no concerns were expressed by the Public.)

- 4) Allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.

(Staff supports the proposed variance as it results in a more compact building footprint and lot coverage for this small development. Transportation Division staff have reviewed the variance and have no concerns. The variance was identified during at rezoning and no concerns were expressed by the Public.)

Advisory Design Panel Comments

The development proposal was not presented to the Advisory Design Panel due to the small size of the development proposal and an architectural design that responds well to its corner location.

Analysis

Conditions of Adjacency

- The development provides appropriate interfaces to Gilbert Road and Williams Road consisting of street fronting townhouses with direct pedestrian access through individual gated front yards, and a communal pedestrian entry to the development. The parking is located inside the site and is screened from street views with landscape planting and trellis screening.
- The development provides a sensitive interface to the adjacent single detached homes to the north and east. Building height is lowered to two-storey along the north edge of the site, and the location of the outdoor amenity space and vehicle access result in a greater building setback being provided along the west edge of the site. Privacy screening is provided along these interfaces with hedge retention, tree retention, tree planting, shrub planting, and 1.8 m solid wood privacy fencing.

Urban Design and Site Planning

- The subject corner site is located at the southwest edge of the Central West Sub-Area Plan (Broadmoor Planning Area). The proposal is generally in compliance with the development guidelines for multiple family residential developments under the Arterial Road Redevelopment Policy. The proposed height, location and orientation of the buildings respect the massing of neighbouring existing single detached homes. All units immediately adjacent to the neighbouring single detached homes to the north have been reduced in height to two (2) storeys. The building along Williams Road has been stepped down from three (3) storeys to 2½ storeys at the corner and the entry driveway. The neighbouring properties along Williams Road may redevelop in the future to townhouses with similar density.
- The site plan includes three (3) buildings on the corner site, which fronts onto Gilbert Road and Williams Road. The rear buildings house two (2) townhouse units and the Williams Road building houses five (5) townhouse units. The buildings surround a central and drive aisle spine with an outdoor amenity space and vehicle access along the east edge of the site. The outdoor amenity space is a dominant feature of the site, providing the entry view to vehicles entering the site from Williams Road.
- The buildings incorporate traditional design elements such as gable end pitch roof, gable end dormers, and a mix of horizontal siding and board and batten treatment.
- The proposed outdoor amenity space size significantly exceeds the Official Community Plan (OCP) guidelines. The proposed location supports tree retention and provides a buffer to the existing neighbouring single detached home to the east. The design includes planting beds, a retained existing tree, new trees, a bicycle rack, seating, and children's play equipment.
- The applicant is providing a contribution in-lieu of on-site indoor amenity space for the nine (9) townhouse units in the amount of \$9,000 as per the Official Community Plan (OCP) and Council Policy. The contribution was secured through the rezoning.
- Two (2) convertible units are provided. The two-storey units are centrally located and designed with conversion for universal accessibility in mind. Conversion would require installation of an elevator, which has been facilitated with the provision of an alternate floor plan and floor framing to accommodate the elevator area on both floors.

- Aging in place features are provided in all units (e.g. solid blocking in washroom walls to accommodate future grab bar installation, and lever-type handles for plumbing and doors).
- Garbage and recycling needs have been accommodated onsite in a roofed enclosure attached to the side of the building at the vehicle entry to the site.

Architectural Form and Character

- The architectural design has a traditional character to fit into the neighbourhood and provides attractive townhouse front facades along the Gilbert Road and Williams Road streetscapes. Although the corner unit fronts onto Williams Road, architectural detail provides a visually interesting side facade to Gilbert Road as well.
- The building forms are well articulated. Visual interest is provided with pedestrian-oriented front entries, a variety of gable, hip and shed sloped roofs, projections, recesses, a variety of materials and a complementary colour palette.
- Parking is provided in enclosed garages, in a mix of single wide and double wide garages with garage door transom windows. Permeable paving treatment is provided in surface parking spaces. Parking is located internally on the site and views from the street are screened with landscaping combined with trellis screening.
- The proposed materials (Cementitious board horizontal siding and board and batten cladding, painted trim, low-e vinyl windows, and asphalt roof shingles) are generally consistent with the OCP guidelines and are considered a good fit in the immediate built context.
- The project features a taupe, grey and medium brown colour palette with red, dark brown and black accents, brick, and white framed vinyl windows.

Landscape Design and Open Space Design

- The landscape design provides an attractive outdoor amenity space for residents and a focal point for the development, attractive and pedestrian oriented streetscapes, and an appropriate transition to the neighbouring single detached homes.
- The landscape design palette includes: ground covers, ornamental grass, shrubs, trees, wood chip play surface, and special paving. In addition to asphalt, special paving is provided, including: patio concrete pavers, permeable pavers, and broom finish concrete.
- The outdoor amenity space features: a gateway structure, special pavement, seating, children's play area, planting, tree retention, and fencing. The planting includes a mix of shrubs, hedging, two (2) new trees, and the retention of a mature Big Leaf Maple tree.
- The children's play area is enclosed with fencing and includes a small imaginative play climbing structure, small lawn area for flexible play, and seating for supervision.
- The Gilbert Road and Williams Road streetscapes are treated with pedestrian-oriented front entries and a communal pedestrian entry gateway structure. The fenced townhouse front yards feature gated entries, paved paths to front doors, open lawn, shrubs, hedging between the yards, two (2) retained mature trees, and at least one (1) tree in each yard.
- The landscape design for the remaining edges of the site is a soft transition to the neighbouring single detached homes. The setbacks to the property lines vary from 3.75 m to 7.5 m for the driveway at the east property line. The grades of the site slope down from the proposed buildings to meet the existing grades and to protect the identified retention trees. Landscaping in the interface area to adjacent properties includes concrete paver patios, open lawn, shrubs, 1.8 m height solid wood privacy fencing, new trees, a retained hedge along the east property line, retained and protected trees along the north edge of the site.

- A mix of metal and wood fencing is provided throughout the site. A 0.9 m high open metal fence with stone clad fence posts is provided along the Gilbert Road and Williams Road streetscapes. A 0.9 m high wood picket fence is provided at the outdoor amenity area. A 1.8 m high solid wood privacy fence is provided between townhouse back yards and along the north and east edges of the site.
- The Gilbert Road and Williams Road frontages will be improved through the required Servicing Agreement with new sidewalk, grass boulevard, street trees, and a new bus stop pad at the existing Gilbert Road bus stop.

Tree Management

	Existing	To be Retained	Compensation
On-site	42 trees	3 trees	22 new trees and \$25,000 compensation for the removal of 39 existing trees, retention of 3 trees and significant hedge
Off-site on neighbouring properties	6 trees 1 hedge	6 trees 1 hedge	To be protected with tree protection barriers through construction

- Tree retention and replacement was addressed in the rezoning staff report and is summarized in the table above and bullets below. The plan is acceptable to Tree Preservation staff and the table above includes the findings of the Arborist Report and compensation sought by staff.
- Unfortunately, tree retention opportunities on the subject site are limited due to the health of the existing trees. As noted in the rezoning Staff Report, 39 on-site trees were identified for removal, including:
 - 34 trees that have all been previously topped.
 - 12 trees that have all been previously significantly pruned for BC Hydro clearance, including some that have also been previously topped.
 - One (1) fruit tree in poor condition with decay.
 - Two (2) trees that lean over.
 - Two (2) trees in conflict with the proposed site layout.
- Six (6) neighbouring trees on the adjacent properties to the north and south and a significant hedge at the southeast corner of the site were identified to be retained and protected.
- Three (3) on-site trees were identified to be retained and protected: a Big Leaf Maple (#6705) in the amenity area at northeast corner of the site; a Golden Western Red Cedar (#6721) at the southwest corner of the site; and a western Red Cedar (#6700) in the northwest corner of the site. All three (3) trees are significant and will enhance the Gilbert Road and Williams Road streetscapes.
- 22 replacement trees were identified to be planted on site to supplement the three (3) retention trees and are shown in the landscape design.
- A cash contribution in the amount of \$25,000 to the City's Tree Compensation Fund for off-site planting was secured through the rezoning. This contribution was identified as the site is not large enough to support a 2:1 replacement ratio, but is making efforts to retain significant trees and hedge planting.

- The applicant has agreed to plant new street trees along their Gilbert Road and Williams Road frontages through the required Servicing Agreement.
- The requirement for tree retention, protection, and a contract with a Certified Arborist was secured through the rezoning. The applicant is required to protect the trees on the neighbouring properties with tree protection barriers before construction activities commence, the rezoning is approved, or a Demolition Permit is issued.

Crime Prevention Through Environmental Design (CPTED)

- The proposed design incorporates CPTED design principles.
- Secure resident parking is provided in individual townhouse garages.
- Individual townhouse unit front yards and pedestrian-oriented front entries along Williams Road and Gilbert Road frontages provide passive surveillance opportunities.
- There is passive surveillance overlook from adjacent townhouse into outdoor amenity space and mailboxes.
- Incorporation of low-level lighting along the internal drive-aisle to maximize safety while minimizing the effect of light pollution.
- Boundaries between public, semi-public and private spaces have been clearly defined.

Transportation

- One (1) driveway off Williams Road at the eastern edge of the development site is proposed for this small development.
- Road dedication and frontage improvements were secured through the rezoning. 2.0 m wide road dedication will be provided along both frontages, along with a 4.0 m by 4.0 m corner cut. The required Servicing Agreement includes Williams Road and Gilbert Road frontage improvements, including: new 1.5 m wide concrete sidewalk, grass boulevards with street trees behind existing curbs, and a new pad at the existing Gilbert Road bus stop.
- A contribution of \$12,000 was secured through the rezoning towards upgrading the traffic signal at Williams Road and Gilbert Road to an enhanced accessible signal.

Servicing Capacity

- Servicing requirements were addressed through the rezoning.
- An upgrade to the existing storm sewer along Williams Road was secured through the rezoning. Approximately 50 m of existing pipe will be upgraded from 600 mm to 900 mm diameter from Gilbert Road (STMH 2258) to the east property line of the subject site (STMH 2301), including a new 1500 mm diameter manhole at the east property line.

Sustainability

The development proposal will include the following sustainability features:

- Energy efficient Energy Star appliances and low E windows.
- Water efficient low flow fixtures and drought tolerant plants.
- Indoor air quality low emitting sealants, paints, adhesives, carpet and composite wood.
- Site permeability enhanced with permeable pavers.
- Urban agriculture enhanced with edible plants.
- Construction waste will be reduced where possible.
- Local and/or recycled materials will be used where possible.

Affordable Housing/Density Bonus

- The proposal complies with the City's Affordable Housing Strategy and the density bonus provision of the Low Density Townhouses (RTL4) zone. A cash contribution to the affordable housing reserve fund was secured through the rezoning at a rate of \$2.00 per buildable square foot (e.g. \$21,946).

Flood Plain Management

- The proposal complies with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a flood plain covenant specifying the minimum flood construction level (Area A - 0.3 m above the highest crown of road) was secured through the rezoning.

Public Art

- The City's Public Art Policy does not apply to residential development consisting of less than ten (10) dwelling units. The proposed nine (9) unit development will not participate in the City's Public Art Program.

Conclusions

The proposed development responds to the urban design objectives for arterial road redevelopment, proposes tree retention to enhance the neighbourhood, provides a sensitive interface with existing single-family homes to the north and east, and has successfully addressed a corner arterial road site. Staff recommends approval for the subject development.



Sara Badyal
Planner 2

SB:kt

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$31,181.

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

- Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and Development Permit processes, including:
 - Tree Protection measures for three (3) existing on-site trees, six (6) existing off-site neighboring trees, and one (1) existing off-site neighboring hedge;
 - Accessibility features in two (2) Convertible units;
 - Aging in place features in all units; and
 - Sustainability features.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*



DP 11-584817

Attachment 1

Address: 9980 Gilbert Road, 7011 and 7031 Williams Road

Applicant: Yamamoto Architecture Inc. Owner: Max World Enterprises Ltd. & Yuen Ching Wu

Planning Area(s): Central West Sub-Area (Broadmoor)

	Existing	Proposed
Site Area:	Development site 1,699 m ² Road dedication 172 m ² Total 1,871 m ²	Complies
Land Uses:	Single detached and Two-family dwelling residential	Townhouses
OCP Designation:	Low Density Residential	Complies
Zoning:	Formerly Two-Unit Dwellings (RD1) and Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3 dwelling units	9 dwelling units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	None permitted
Lot Coverage:	Max. 40%	35%	None
Lot Size:	Min. 40 m width (Williams) Min. 50 m width (Gilbert) Min. 35 m depth	45.3 m 37.6 m 45.3 m	None 12.4 m reduction None
Setback:	Gilbert Rd Williams Rd Side Yard (north) Rear Yard (east)	Min. 6 m Min. 6 m Min. 3 m Min. 3 m	Min. 4.5 m Min. 4.5 m None None
Height:	Max. 12 m (3 storeys)	11 m (3 storeys)	None
Off-street Parking Spaces:			
Resident	18	18	None
Visitor	2	2	
Total	20	20	
Tandem Parking Spaces:	Not permitted	4 spaces in 2 units	tandem spaces in 22% of units
Small Car Parking Spaces:	Not permitted	7 spaces in 7 units	35% small car spaces
Amenity Space – Indoor:	Min. 70 m ²	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 54 m ²	87 m ²	None



City of Richmond

Development Permit

No. DP 11-584817

To the Holder: YAMAMOTO ARCHITECTURE INC.
Property Address: 9980 GILBERT ROAD, 7011 and 7031 WILLIAMS ROAD
Address: c/o TAIZO YAMAMOTO
YAMAMOTO ARCHITECTURE INC.
2386 OAK STREET
VANCOUVER, BC V6H 4J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m.
 - b) Reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m.
 - c) Allow a total of four (4) tandem parking spaces in two (2) townhouse units.
 - d) Allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #8 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$31,181. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 11-584817

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 9980 GILBERT ROAD, 7011 and 7031 WILLIAMS ROAD

Address: c/o TAIZO YAMAMOTO
YAMAMOTO ARCHITECTURE INC.
2386 OAK STREET
VANCOUVER, BC V6H 4J1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
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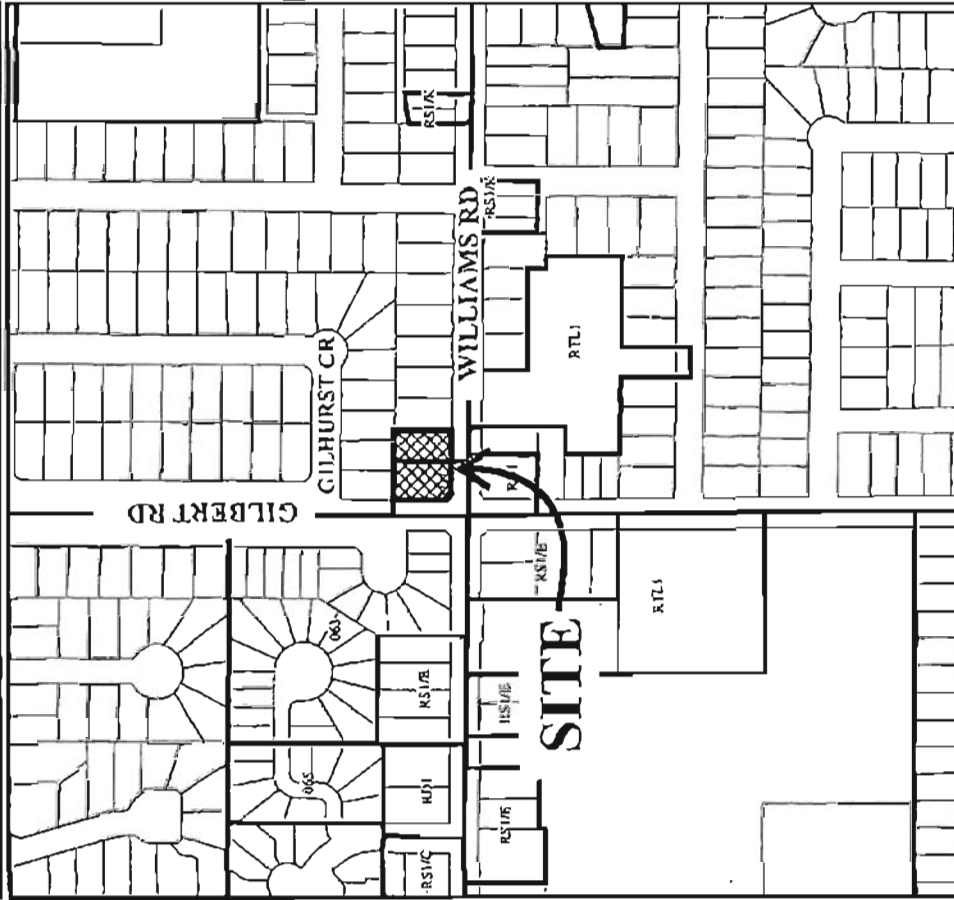
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DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

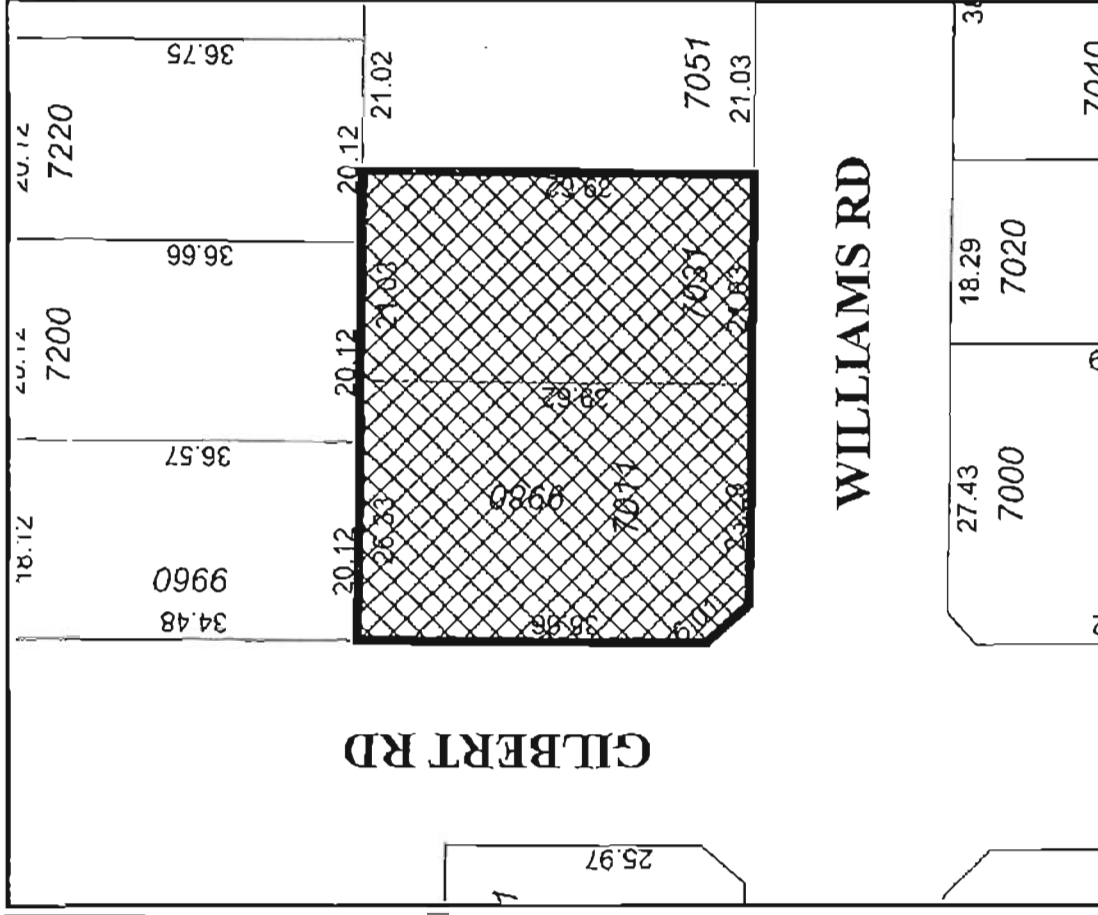


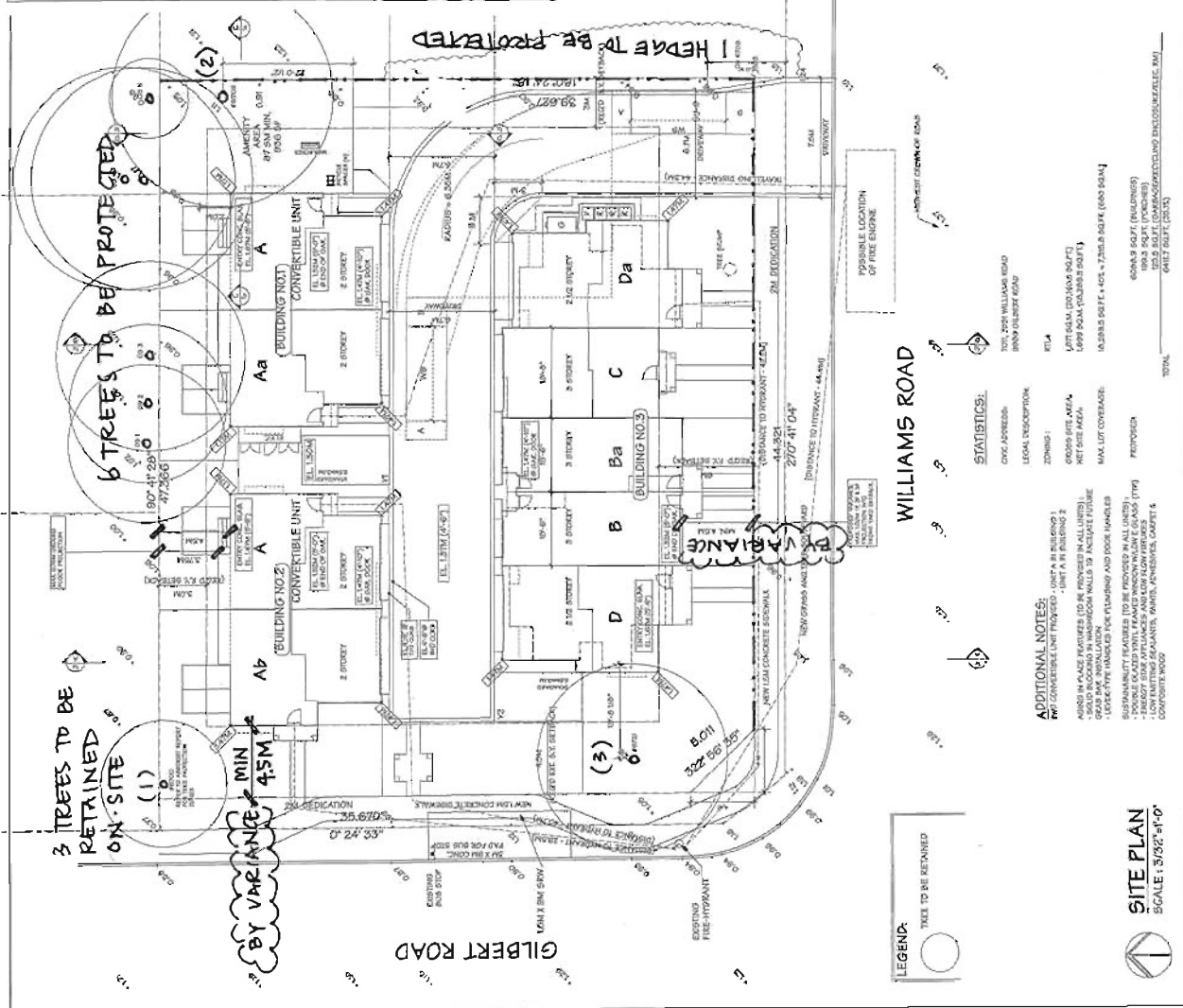
DP 11-584817 SCHEDULE "A"

Original Date: 07/25/11

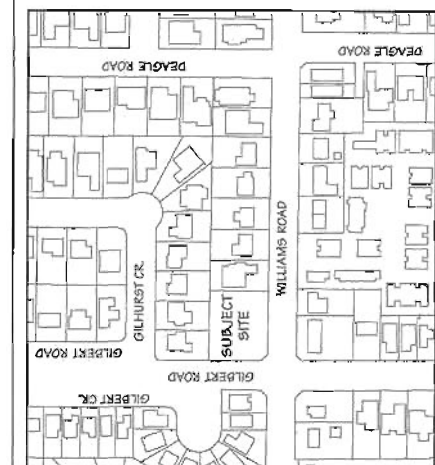
Revision Date:

Note: Dimensions are in METRES





- Notes:**
- Off-site works via separate regulated Servicing Agreement
 - Tree protection and contract with arborist required to ensure:
 - 1 neighbouring trees protected
 - 2 convertible dwelling units to be provided
 - 3 on-site trees retained
 - 4 existing in place features are to be provided in all units (solid blocking in washroom walls for future grab bar installation in w.c., bathtubs and shower, and heavy type handles for plumbing and doors)
 - 5 Variance are included for:
 - 6 Reduce the Williams Road and Gilbert Road minimum setbacks from 6.0 m to 4.5 m
 - 7 Allow a total of 1 vehicle parking space in front lot with from 50.0 m to 37.6 m
 - 8 Allow a total of 7 small car parking spaces (in 7 side-by-side garages)
 - 9 Sustainability features to be provided:
 - 10 Double pane Low-E windows
 - 11 Energy efficient - energy star appliances
 - 12 Water efficient - low flow fixtures
 - 13 Air quality - low-emitting sealants, paints, adhesives, carpet & composite wood
 - 14 Recycling - enclosure for garbage, organics and recycling
 - 15 Bicycle storage



PROPOSED FLOOR AREA:

FAR: 16.000 x 50.00 ft = 800.00 x 10.000 ft (20.000 x 50.000)

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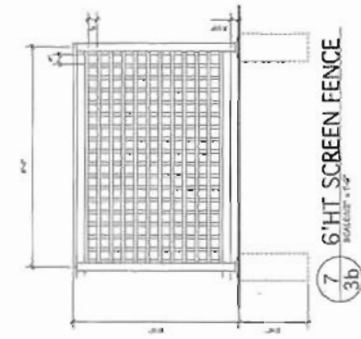
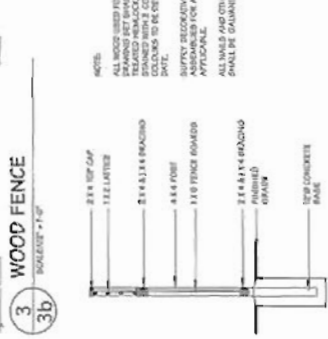
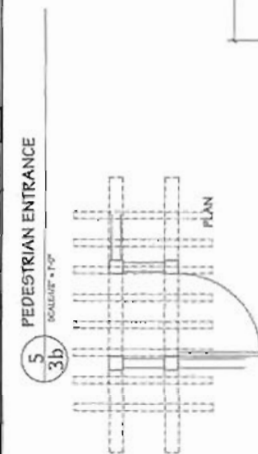
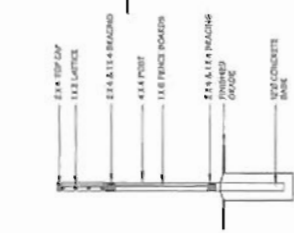
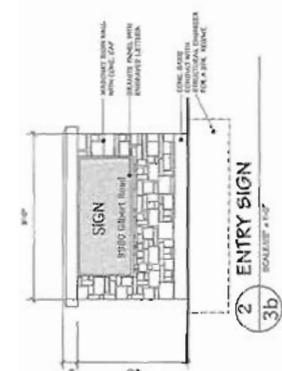
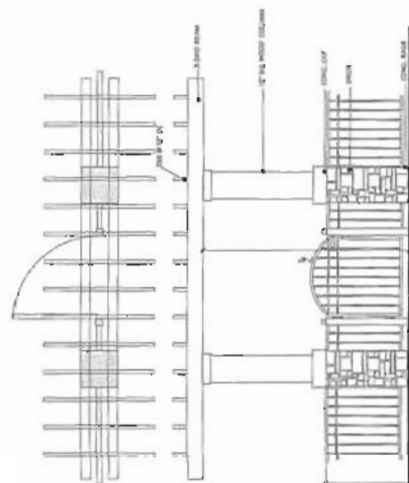
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GILBERT ROAD

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Plan 3b Feb 4, 2013
DP 11-584817

[illegible]

FRANCIS & TAYLOR

June 13, 2012
July 13, 2012
was rejected
based on IP

May 1, 2012
Facts along with IP submitted.
IP was aligned
based on IP

Received 23 July 2012
 Accepted 1 September 2012
 Published online 10 October 2012

Only 3,000
limited time

[illegible]

5. ASSOCIATES
Landscape Architects

Tel: 001 617 353 2100
 Fax: 001 617 353 2101
 Email: info@hugoboss.com

1

7011/7031
WILLIAMS RD/
9980 GILBERT RD

RICHMOND B.C.

10

PLANT LIST

ic Jan 25

11-584

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See 12.2012i
 101. & Harford's method 101.

May 2012
Dalla degli alligatori (alligator)

MAR 20, 2012
 11:11 AM EST

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DOE 1,2010

TABLE 1

132 Elin Aagaard

Tel.: (603) 253-5977
 Email: nguyen@mac.com

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RICHMOND B.C.

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Jan 25,

11-5848

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GILBERT ROAD

Plan 3d Jan 25, 2013

DP 11-584817

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Appendix 1

Arborist Site Plan

(Revision 1 for DP Application)

Arborist NOTES & ANNOTATION BY vanArbor,
June 25, 2012

○ Tree in good condition (PRESERVE)

○ Tree REMOVAL symbol (40 trees)

- 43 on-site trees in inventory
- 40 trees proposed for removal
- 3 on-site trees proposed for preservation
- # 6700, 6705, 6721
- 6 off-site trees to be preserved
- # OS1 - OS5, OS6708

Barrier fence

Hydro-vac

- Cover TPZ areas with 10 cm standard bark mulch
- See Civil Engineering detail for driveway entry retaining wall & perimeter drainage

plan

HEDGE TO BE PROTECTED

TPZ #4

Barrier fence at 2.0 meters from P/L to protect roots

Retaining wall at edge of driveway; refer to Engineer drawing detail

Barrier fence 2 meters from building

TPZ #3

Hydro-vac excavation S from building

TPZ #2

Barrier fence

TPZ #1

Barrier fence

Hydro-vac excavation S from building & around perimeter of barrier fence



SITE PLAN

SCALE : 3/32" = 1'-0"

WILLIAMS ROAD

GILBERT ROAD

PROJECT
project
project

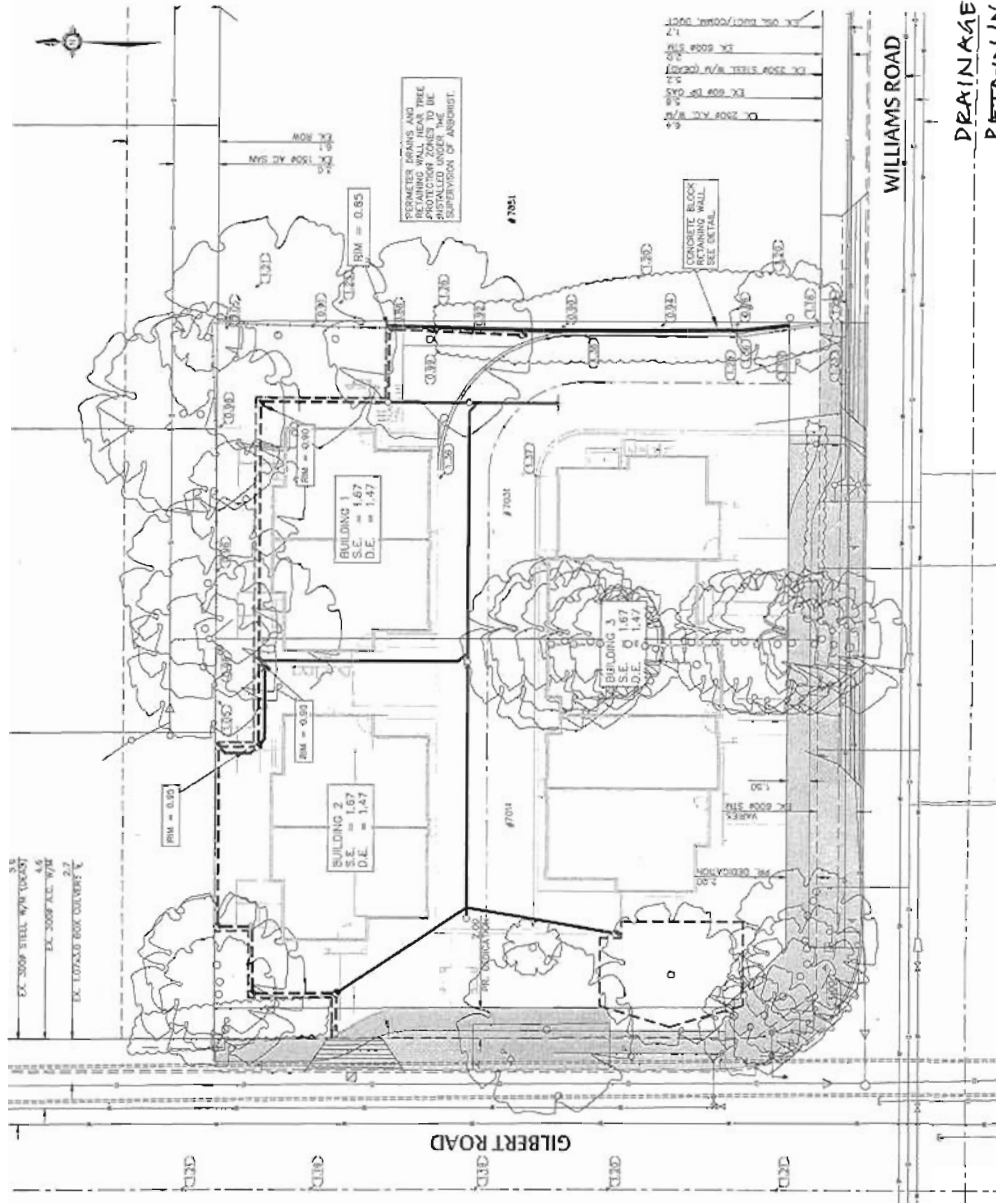
ADDRESS-1
ADDRESS-2

Yamamoto
Architecture Inc.
TREE
MANAGEMENT
PLAN

Plan 3e Jan 25, 2013

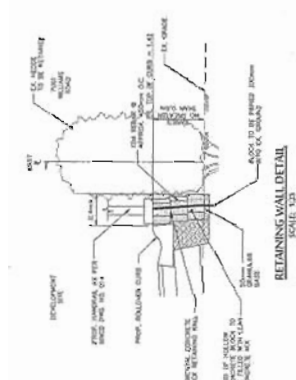
DP 11-584817

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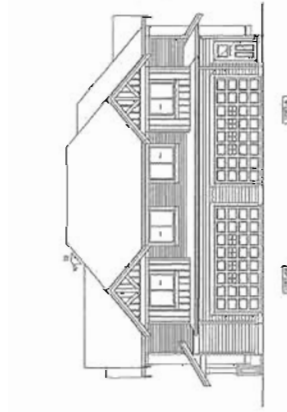
DRAINAGE AND
RETAINING WALL
PLAN

Plan 3f Jan 25, 2013
DP 11-584817

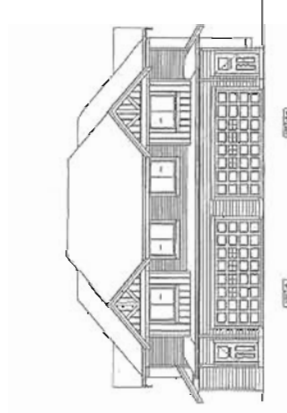


* SEE PLAN # 3e FOR
TREE + HEDGE RETENTION
INFORMATION

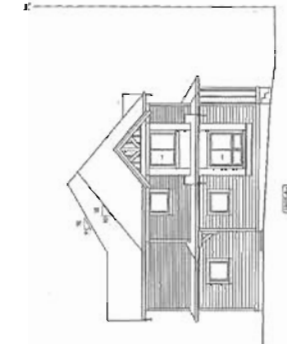
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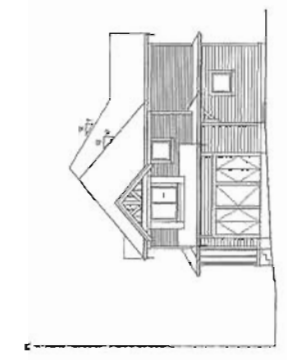
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SOUTH ELEVATION



BUILDING NO. 3
SOUTH ELEVATION

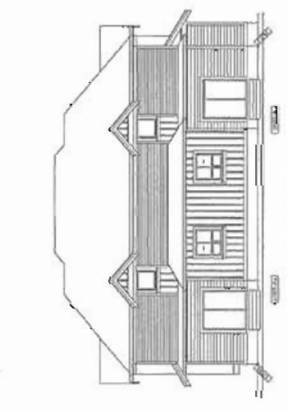


BUILDING NO. 2
EAST ELEVATION

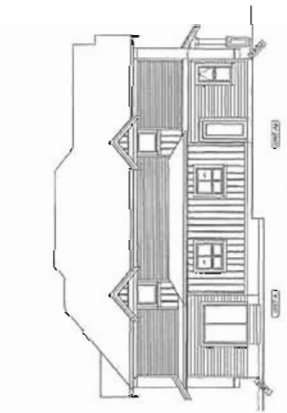


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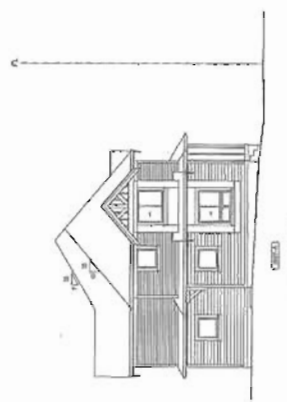
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- 100. Main House



BUILDING NO. 1
NORTH ELEVATION



BUILDING NO. 2
NORTH ELEVATION



BUILDING NO. 3
EAST ELEVATION

DATE	1/25/2013	PROJECT	YAMAMOTO ARCHITECTURE INC.
DESIGNER	YAMAMOTO ARCHITECTURE INC.	CLIENT	YAMAMOTO ARCHITECTURE INC.
ARCHITECT	YAMAMOTO ARCHITECTURE INC.	CONTRACTOR	YAMAMOTO ARCHITECTURE INC.
ENGINEER	YAMAMOTO ARCHITECTURE INC.	PERMITTING	YAMAMOTO ARCHITECTURE INC.
LANDSCAPE	YAMAMOTO ARCHITECTURE INC.	MARKETING	YAMAMOTO ARCHITECTURE INC.
INTERIOR	YAMAMOTO ARCHITECTURE INC.	FINISHES	YAMAMOTO ARCHITECTURE INC.
MECHANICAL	YAMAMOTO ARCHITECTURE INC.	PLUMBING	YAMAMOTO ARCHITECTURE INC.
ELECTRICAL	YAMAMOTO ARCHITECTURE INC.	PAINTING	YAMAMOTO ARCHITECTURE INC.
CONCRETE	YAMAMOTO ARCHITECTURE INC.	ROOFING	YAMAMOTO ARCHITECTURE INC.
FOUNDATION	YAMAMOTO ARCHITECTURE INC.	EXTERIOR	YAMAMOTO ARCHITECTURE INC.
STRUCTURE	YAMAMOTO ARCHITECTURE INC.	INTERIOR	YAMAMOTO ARCHITECTURE INC.
MECHANICAL	YAMAMOTO ARCHITECTURE INC.	PLUMBING	YAMAMOTO ARCHITECTURE INC.
ELECTRICAL	YAMAMOTO ARCHITECTURE INC.	PAINTING	YAMAMOTO ARCHITECTURE INC.
CONCRETE	YAMAMOTO ARCHITECTURE INC.	ROOFING	YAMAMOTO ARCHITECTURE INC.
FOUNDATION	YAMAMOTO ARCHITECTURE INC.	EXTERIOR	YAMAMOTO ARCHITECTURE INC.
STRUCTURE	YAMAMOTO ARCHITECTURE INC.	INTERIOR	YAMAMOTO ARCHITECTURE INC.

YAMAMOTO ARCHITECTURE INC.
1000 W. 10TH AVE. SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.YAMAMOTOARCHITECTURE.COM

YAMAMOTO ARCHITECTURE INC.
1000 W. 10TH AVE. SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
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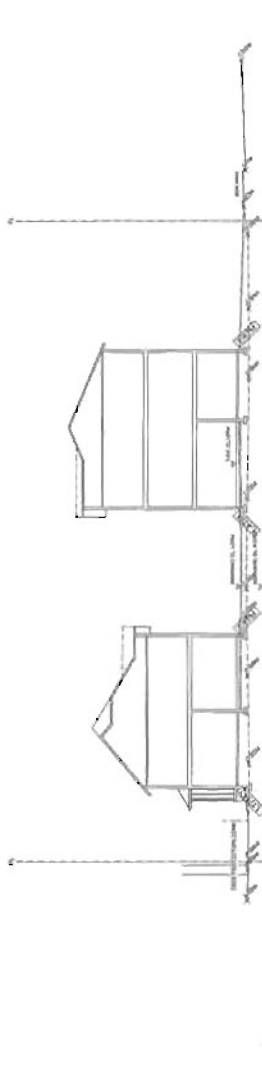
YAMAMOTO ARCHITECTURE INC.
1000 W. 10TH AVE. SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.YAMAMOTOARCHITECTURE.COM

Plan 5 Jan 25, 2013
DP 11-584817

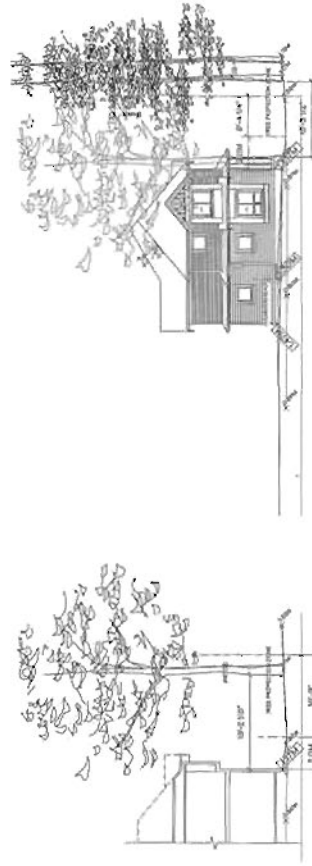
PLAN #5



SITE SECTION - A



SITE SECTION - B



SITE SECTION - C

SITE SECTION - D

DATE	10/10/13
PROJECT	1 UNIT TOWNHOUSE DEVELOPMENT
CLIENT	YAMAMOTO ARCHITECTURE INC.
DESIGNER	YAMAMOTO ARCHITECTURE INC.
ARCHITECT	YAMAMOTO ARCHITECTURE INC.
ENGINEER	YAMAMOTO ARCHITECTURE INC.
LANDSCAPE ARCHITECT	YAMAMOTO ARCHITECTURE INC.
INTERIOR DESIGNER	YAMAMOTO ARCHITECTURE INC.
CONTRACTOR	YAMAMOTO ARCHITECTURE INC.
DATE	10/10/13
PROJECT	1 UNIT TOWNHOUSE DEVELOPMENT
CLIENT	YAMAMOTO ARCHITECTURE INC.
DESIGNER	YAMAMOTO ARCHITECTURE INC.
ARCHITECT	YAMAMOTO ARCHITECTURE INC.
ENGINEER	YAMAMOTO ARCHITECTURE INC.
LANDSCAPE ARCHITECT	YAMAMOTO ARCHITECTURE INC.
INTERIOR DESIGNER	YAMAMOTO ARCHITECTURE INC.
CONTRACTOR	YAMAMOTO ARCHITECTURE INC.

YAMAMOTO ARCHITECTURE INC.
1 UNIT TOWNHOUSE DEVELOPMENT
YAMAMOTO ARCHITECTURE INC.

YAMAMOTO ARCHITECTURE INC.
1 UNIT TOWNHOUSE DEVELOPMENT
YAMAMOTO ARCHITECTURE INC.

YAMAMOTO ARCHITECTURE INC.
1 UNIT TOWNHOUSE DEVELOPMENT
YAMAMOTO ARCHITECTURE INC.



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: February 4, 2013

From: Wayne Craig
Director of Development

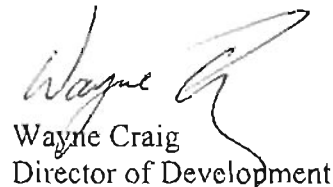
File: DP 12-613923

Re: Application by Jingon Development Group for a Development Permit at 9251 and 9291 Alexandra Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a four (4) storey – 132 unit apartment building with a small commercial unit on the ground floor at 9251 and 9291 Alexandra Road on a site zoned “Residential/Limited Commercial (ZMU20) – Alexandra neighbourhood (West Cambie)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the side yard setback (west side) from 6.0 metres to 5.42 metres.


Wayne Craig
Director of Development

WC:dj
Att.

Staff Report

Origin

Jingon Development Group has applied to the City of Richmond for permission to develop a four (4) storey apartment building with a small commercial area on the ground floor fronting onto Alexandra Road, over one level of underground parking at 9251 and 9291 Alexandra Road. The site currently contains a single detached dwelling on 9291 Alexandra Road, while 9251 Alexandra Road sits vacant.

The site is being rezoned from “Single Detached (RS1F)” to “Residential/Limited Commercial (ZMU20) – Alexandra neighbourhood (West Cambie)” for this project under Bylaw 8748 (RZ 10-534751) and has received third reading.

As a condition of rezoning, a Servicing Agreement (SA 12-602639) for utility upgrades as determined by the approved capacity analysis, road construction and frontage improvements to Alexandra Road and Tomicki Avenue, and an interim public use path for Alexandra Way multi-use corridor. The ultimate construction of this public use corridor to the final design will take place when the adjacent properties to the east develop. This ultimate development will also include improvements and completion of Alexandra Way from its intersection with Alexandra Road and Tomicki Avenue to the closest crosswalk.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the North: Across Tomicki Avenue, a 259 unit four storey apartment complex over one level of parking by Polygon Meridian Gate Homes Ltd. zoned “Low Rise Apartment – Alexandra Neighbourhood (West Cambie) (ZLR20)”;
- To the East: Single Detached Dwellings at 9311 and 9331 Alexandra Road zoned “Single Detached (RS1/F)”. These properties are a part of a larger land assembly intended for the construction of a 5 and 6 storey apartment complex (RZ 12-598503) that is currently under review;
- To the South: Across Alexandra Road, several Single Detached Dwellings zoned “Single Detached (RS1/F)”. These lots are a part of a larger assembly of lots with an application for a commercial shopping centre development by Smart Centres Ltd. (RZ 10-528877); and
- To the West: Single Detached Dwelling at 9231 and 9191 Alexandra Road zoned “Single Detached (RS1/F)”, with the same OCP land use designation as the subject site.

Rezoning and Public Hearing Results

During the rezoning process, staff identified design issues that were to be resolved at the Development Permit stage. Staff worked with the applicant to address these issues, which has resulted in the current proposal. The written response from staff to the way the subject proposal has addressed these design issues are indicated below in ***bold italics***:

1. The interim and final design of the Alexandra Way thoroughfare. These designs are to include:
 - a) Connection with the units fronting the thoroughway;
 - ***With the projection of the underground parkade above the existing grade, there are limited opportunities to provide direct access to each unit fronting the greenway. The applicant has orientated the units so they have good sight lines and visual access to the perimeter of the complex, and has proposed a few common access points to the Greenway adjacent to Building 1 and at the midpoint of the greenway that links to the common outdoor amenity area of the complex.***
 - b) Connection with the access to the central courtyard;
 - ***The connection has been improved with the grading of the Greenway matching the grade of the courtyard at its midpoint for the purpose of better wheelchair access. The grade of the greenway gradually slopes down to both street levels.***
 - c) Design development at ending Greenway at the intersection at both Alexandra Road and Tomicki Avenue;
 - ***The intersection at each street will reflect the accepted design already established with other developments that have begun implementing the final design of the greenway.***
2. The overall appropriateness of the landscaping plan – in particular the central amenity area and courtyard;
 - ***The applicant has provided an acceptable design of the outdoor central amenity of which is also the courtyard of Building 2. The revised layout has incorporated nice design features that help easily identify different uses such as the child's play area and seating areas to encourage social interaction.***
3. An illustration to show the manoeuvrability of single unit truck (SU9) vehicles to and from the loading bays;
 - ***The applicant has provided a turning radius illustration at the entry off of Alexandra Road that is satisfactory to Transportation Engineering.***
4. The design of a child's play area within the outdoor amenity area;
 - ***A children play area is proposed with a structure suitable for children from the ages of 2 to 6. Details are provided in the submitted landscape plan.***
5. The overall appropriateness to the form and character of the buildings and the interaction to the street;
 - ***The overall character and function meets the intent of the Urban Design Guidelines within the West Cambie Area Plan. The ground floor units are orientated to the street with shared access points directly connecting to Tomicki Avenue and the Greenway.***
6. The submission of a noise mitigation report for the proposed buildings;
 - ***The reports have been submitted and conform to the design requirements.***

7. The finish of the exposed parkade wall along the western edge of the site; and
 - *To avoid having a blank and elongated appearance along the west elevation of the parkade, the wall will include a surface pattern that mixes standard smooth finish and a rough surface finish.*
8. The inclusion of direct pedestrian access to the ground floor units fronting Tomicki Avenue.
 - *As there are only two units fronting Tomicki Avenue, having direct access to the street would break up the landscaping terracing too much on this narrow frontage. The applicant has proposed one access point to the street, sharing the same stairwell to the ground floor level where users can then separate to their individual units.*

The Public Hearing for the rezoning of this site was held on June 20, 2011. At the Public Hearing, the following concerns about rezoning the property were expressed:

Zhe Wang of 9299 Tomicki Avenue (Meridian Gate) expressed concern about the proposed development and wondered if the City takes into account the community benefits of the neighbourhood before approving higher density developments (**Attachment 3**).

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

Staff responded to this resident with a letter outlining that the City took into account the demands of public spaces, open spaces and community centres during the creation of the West Cambie Area Plan. The City is purchasing property in the neighbourhood for the purpose of open park space, and a Community Centre, as identified within the City Centre Area Plan, that will improve recreational opportunities in the area.

No further reply was received.

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 Zoning Bylaw except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

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

Reduce the side yard setback (west side) from 6.0 metres to 5.42 metres.

(Staff supports the proposed variance as the projection into the side yard is minor and affects only three bays of the building along the west side. These projections add value to the vertical articulation of the west side of the building in giving strong support to the structure.)

Advisory Design Panel Comments

The Advisory Design Panel reviewed the proposal at their meeting on November 21, 2012. A copy of the relevant excerpt from the Advisory Design Panel Minutes from that meeting is attached for reference (**Attachment 2**). The design response from the applicant has been

included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

- The West Cambie Area Plan – Alexandra Neighbourhood Development Permit Guidelines identifies the subject site as Character Area 3 – The High Street, which includes Low-Rise Apartments (4 storeys typical) over small plate commercial. The form and massing of the proposed development expresses this arrangement and is also characterized by the inclusion of Alexandra Way Greenway, the multi-use corridor that runs through the neighbourhood.
- Recent redevelopment projects (and those currently under construction) are also four (4) storey residential apartments and are of similar massing to what is being proposed on the subject site.
- The City has received a rezoning application for a five to six storey apartment complex directly to the east of the subject site that is currently under review (RZ 12-598903). These two proposals will be separated by the Alexandra Way Greenway, which will provide a wider separation between the apartment structures than most other buildings in the area. This proposal will complete the Greenway to its ultimate form.
- The intent of the High Street is to be a focal point of the Alexandra Neighbourhood by providing a variety of commercial uses for people to shop, work and socialize. The proposed development has responded to this expected urban context with the provision of small retail commercial uses fronting Alexandra Road that establishes a continuous presence of commercial uses along that street.
- In keeping with the animated street frontage of the High Street, the zoning allows for the orientation of the commercial space to be located at the zero lot line along the Alexandra Road frontage.
- In accordance with the West Cambie Area Plan – Alexandra Neighbourhood, the ground level units along Tomicki Avenue establish a continuous, uninterrupted, outward orientated interface with the street frontages. However, it becomes difficult to provide direct pedestrian access from each of the ground floor residential units to the street due to:
 - The existing grade elevation being so close to the water table results in an underground parkade structure that protrudes above the existing grade.
 - The floor elevation of the ground floor units on top of the parkade allows opportunities to orientate the ground floor units to face the perimeter of the site, providing opportunities to visually connect with the street and the greenway.
 - The number of stairwells required for each unit to have their own direct access to the street would create several breaks in the landscaped street frontage. The applicant recognized this early on and proposes units fronting Tomicki Avenue and Alexandra Way Greenway have access by shared stairways that connects to Tomicki Avenue sidewalk to the north, and to Alexandra Way via the central node between Alexandra Road and Tomicki Avenue.
- To mitigate the visual impact of the protrusion of the underground parkade, the applicant is proposing:
 - A sloped landscape area from the edge of the parkade to the Alexandra Way pathway. The Greenway pathway matches the grade of the sidewalk at both street ends and

gradually slopes up to the central node rest area where it is flush with the access point to the outdoor amenity area of the complex.

- A terraced landscape interface with the sidewalk along Tomicki Avenue frontage.
- A patterned combination of a rough surface and a smooth surface finish along the exposed western face of the parkade.
- The commercial area fronting Alexandra Road has direct pedestrian access to the street level as it does not sit on top of the underground parkade.
- As reviewed during the rezoning stage, the applicant was not able to acquire the adjacent properties to the west, but has provided a conceptual design of the two sites to the west to demonstrate that they could develop at the same density and meet the required land uses as what is being proposed on the subject site.

Urban Design and Site Planning

- The proposal is a four level residential/commercial complex consisting of 132 units of residential apartments and a 185.8m² (2,000ft²) of commercial space on the ground floor, fronting on to Alexandra Road.
- The complex is divided into two separate buildings over a single-level parkade, which works well given the narrow constraints of the site. Building 1, to the south, fronts Alexandra Road and contains the commercial component of the project fronting the street with residential units above and in behind. Building 2, to the north, contains the remaining residential units that fronts on Tomicki Avenue and also the central organizing courtyard. Many of these units will also overlook the outdoor amenity area adjacent to the Alexandra Way Greenway.
- Vehicular access is provided from the south, off Alexandra Road to the visitor/commercial parking and from Tomicki Avenue to the north, for the residents parking level. As a condition of rezoning, the applicant is to dedicate 10 meters off the northern part of the subject property to facilitate the ultimate width of Tomicki Avenue.
- Parking for the commercial space is in behind the commercial frontage, in the area between the commercial units and the indoor amenity space of Building 1. Parking for the commercial area is to be shared with the visitor parking to the residential units.
- The Alexandra Road access is along the western edge of the subject site, allowing access to the commercial parking to the rear of the unit as well as a leading to the circular drop off loop for Building 1.
- Vehicular access off Tomicki Avenue is located towards the eastern part of the site, and is well separated from the intersection of the Alexandra Way Greenway. The Tomicki Avenue access is to the underground parkade that serves the parking requirements for both residents and visitors to the residential building.
- To meet the parking requirements, the applicant will be providing 13 tandem parking stalls (26 parking stalls). A tandem parking covenant will need to be registered prior to the issuance of the Development Permit to ensure the tandem stalls are assigned to the same unit.
- Recycling and garbage storage room for the residential units is located within the parkade, where the bins will need to be transferred to a holding area off of the Tomicki Avenue parkade ramp for easy pick-up. The commercial storage for recycling and garbage is located at the rear of the commercial area where a holding area on the western edge of the site will provide access for trucks to access them off Alexandra Road.
- A loading area off Alexandra Road is provided adjacent to the garbage holding area.

- The Indoor Amenity Area is located on the ground level of Building 1, just off the main lobby fronting the courtyard containing the drop-off area for this building. It allows for multiple uses and has access to its own outdoor patio fronting the drop off loop.
- The outdoor amenity space is located in the central courtyard surrounded by Building 2, and faces the Alexandra Way Greenway. The area is to house a water feature, lawn and seating area, as well as a children play area which includes a play structure intended for children from the ages of 2-6. The location is slightly north of the midpoint of the greenway, which allows for easy access from both buildings.
- Pedestrian access to the lobby of Building 1 off Alexandra Road is located along the west side of the commercial building. Pedestrians are led to the main lobby of the building, past the short term bike parking and up a sloping incline, around the drive/drop-off loop.
- Pedestrian access to the lobby of Building 2 is provided directly off Tomicki Avenue with easy and direct access off of the street level to the lobby. Short Term bike parking is available adjacent to the lobby entrance.
- Long term bike parking is supplied in the underground parkade in secure areas. The number of parking spaces provided meets the Bylaw requirements.

Architectural Form and Character

- Overall, the proposal reflects the massing and architectural forms outlined in the Design Guidelines of the Neighbourhood Plan and will be a welcome addition to the area.
- The design of the two buildings provides good articulation in both its form, and in the application of the façade materials and colour choices. The choice and application of the brick finishing and glazing combination along the commercial frontage complement the whole frontage of the building, yet identify itself as separate from the residential uses above.
- Brick is well used along the bottom of all sides of the building and provides a good visual base for the structure. It is also used to accent the vertical articulation of the building facade by providing structure and anchoring the corners of building, and at midpoints along the long side elevations.
- Along with the use of brick, hardi-board siding is primarily used as the main facade material. The application is proportionally applied to balance the vertical expression of the brick components on the buildings' facades.
- The roof design is reflective of the commercial/residential mixed-uses in Building 1, consisting of a flat and sloping hip design, whereas the design of Building 2 displaying a low hip roof design that is reflective of the dominant residential use of this building.
- Colour choices respond well to the area design guidelines and consist of warm and natural tones, providing a positive and cheerful image on dark, grey days. The combination of colours includes the use of darker and heavier tones closer to the base of the building with the lighter tones toward the top.

Landscape Design and Open Space Design

- The applicant has addressed the landscaping comments made by the Advisory Design Panel (ADP) contained in **Attachment 2**. Improvements have been made to expand the central node of the Alexandra Way Greenway to generate a better connection to the complex and as a rest area for pathway users.
- As the underground parkade protrudes above the finished street grade, the interface area between this structure and the street and Alexandra Way will be fully landscaped and

terraced to cover the edges of the parkade on the two (2) main frontages of the site. This treatment will soften the grade transition toward the street and the greenway.

Alexandra Way

- The applicant will be providing an interim asphalt pathway along the western edge of the subject site in order to introduce and make immediately useable this section of Alexandra Way to the neighbourhood. To achieve the final condition and completion of this section of the Greenway, the applicant has provided the final design for this corridor for the future developer of the site to the east constructing and completing this important pedestrian neighbourhood spine.
- The interim hard surfacing of the path will be asphalt and will run along the western edge of the site, and will be bordered by a transparent fence along the property line. As indicated in the rezoning report, a five meter wide Public Right of Passage is to be registered on title to ensure public use of the corridor as well as additional corner cuts at the north and south intersections. A bulb out feature will assist with way-finding, enhancing the intersection with the streets, open sight angles and invite its use as a public pathway. In addition, signage at each end of the block will announce the public use of this corridor to the neighbourhood.
- To provide a place of rest for users, an additional PROP ROW has been defined at the mid-point of Alexandra Way. This paved area/node contains benches that will provide a place for people to gather, relax and contemplate. This mid-point also provides residents of the complex with direct access from the Greenway to their private central courtyard/outdoor amenity area.
- Benches are also integrated into the low retaining walls at a few points along the terraced landscaping along the west side of the corridor.
- The elevation of the greenway will gradually slope upward from the street level to match the grade of the courtyard at the central node. The difference of elevation between these spaces and abutting units is softened through the use of a gradual slope change from the path of the greenway, up to the ground floor units through the use of intensive plantings within the Alexandra Way ROW to the paved path. Benches are to be integrated along the path to provide subtle visual breaks.
- The submitted landscaping plan provides information on the types and arrangement of planting as well as identifying the desirable /intended pedestrian movement within the site. Overall, the landscaping proposal meets the intent of the neighbourhood plan and will fit in well with recent developments in the area.

Tree management

- The applicant submitted an Arborist Report and tree plan as part of the rezoning process and has been reviewed by the City's Tree Preservation Coordinator and the Parks Department. The following chart outlines the synopsis of the report:

Tree Location	# of trees	Retention/Removal	Compensation
On-site	3	Removal as two of the trees at the south end of the site is located within the development footprint. The third is located at the north end of the site, within the 10 metre land dedication requirement for Tomicki Avenue.	Replacement planting at a ratio of 2:1 for the removal of on-site trees in accordance with the OCP. The tree located within the 10 meter dedication for the Tomicki Avenue road right-of-way is exempt for replacement due to the road configuration is part of the Neighbourhood Plan.
Neighbouring property	1	Retention of an existing tree to the east to be in accordance with City policy.	none
City property	2	The City's Parks Department recommends removal of these trees due to their poor condition. Street Trees will be planted as part of the frontage improvements of Alexandra Road contained within the Servicing Agreement.	A voluntary contribution towards the replacement of these two street trees in the amount of \$1,300.00 has been secured at the rezoning stage.

- The submitted landscape plans identified the number of new tree plantings to be done on-site. The following chart identifies the numbers provided compared to the required in accordance with policy.

Number of on-site trees to be removed	Trees located within a planned road right-of-way	Required number of trees to be replaced	Proposed number of trees to be planted	Surplus/Deficit
3	1	4	60	56

Public Art

- The applicant has decided to make a voluntary contribution to the City's Public Art Fund in the amount of \$75,807.09. This contribution has been secured through the rezoning process.

Affordable Housing

- The applicant has supplied eight (8) units to be secured for affordable housing. The affordable housing units were secured through a Housing Agreement as a condition of rezoning.
- Crime Prevention Through Environmental Design** The proposed plan provides good edge features along the site and identify public and private spaces, giving the site a good sense of territoriality to residents and visitors.
- The submitted lighting plan should provide good illumination for night time viewing while ensuring that no unwanted light spills onto adjacent properties.
- The location and orientation of the Building 2 courtyard creates good opportunity for passive surveillance of the outdoor amenity area.
- The commercial space along the Alexandra Road frontage is designed to establish visual interest at the pedestrian scale and to encourage pedestrian activity along the street.
- The doors leading to the parkade elevators are to have glass side panels for easy viewing.
- The walls and ceiling within the parkade are to be painted white for better light reflection.

Aircraft Noise Mitigation

- As per the Aircraft Noise Sensitive Development policy (ANSND), an acoustical report was submitted which provided information to achieve the policy standard noise levels (with windows and doors closed):
 - Bedrooms 35 dB
 - Living, dining, and recreation rooms 40 dB
 - Kitchen, bath, hallways and utility rooms 45 dB
- The report provides an outline to help the architect design and select appropriate building materials and methods of installation that would achieve the required noise levels listed above. The applicant has achieved this through the application of the facade materials as well as door and window choices.
- As a condition of rezoning, the applicant is to connect to the neighbourhood District Energy Utility (DEU) service which will aid in the heating and cooling of the building.
- A mechanical report concludes that the use of mechanical ventilation be incorporated in the building to aid with the cooling system of the DEU.

Barrier Free Access and Aging-in-Place features.

- The proposed development has taken advantage of the provisions of the Zoning Bylaw that allows for the exemption of 1.86m² (20ft²) per dwelling unit, provided the unit incorporates all the basic universal housing features described in Section 4.16 of Zoning Bylaw 8500 (Basic Universal Housing Features). The intent is to facilitate easy provision or conversion to allow occupancy of a dwelling unit by a person with a disability.
- The location of the units that incorporate these basic features are identified on the submitted architectural floor plans by the unit type followed by a "HC".
- Out of the 132 residential units in this proposal, 104 of these units are identified as meeting the basic universal housing features as per the Zoning Bylaw.
- Aging-in-place features of the development proposal include, such items as additional backer blocks for the future installation of grab bars and lever door handles, that are to be applied in all units.

Sustainability

- The application is supporting a connection to the Alexandra District Energy Utility.
- The applicant is proposing a pedestrian scale streetscape along Alexandra Road, Tomicki Avenue and the Alexandra Way Greenway, which not only adds animation to the streetscape but adds value to the neighbourhood.
- The residential units will provide energy and water saving appliances, as well as water saving faucets.
- The site is close to bus stops along a major transit corridor for convenient use.

Floodplain Management

- The applicant is required to comply with the Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Plain restrictive covenant, specifying the minimum flood construction level is secured through a condition of rezoning.

Conclusions

The proposed development responds well to the West Cambie Area plan – Alexandra Neighbourhood guidelines and the Character Area Neighbourhood Guideline in particular. The proposal responds well to creating a strong, street orientated frontage, particularly along the commercial High Street. The applicant has adequately resolved staff comments identified during the rezoning phase as well as the staff and Advisory Design Panel comments. Staff recommend approval of this Development Permit application.



David Johnson
Planner 2

DJ:cas

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$264,762.00 (based on total floor area of 132,366 ft²).
- Registration of a tandem parking covenant for the purpose of ensuring the tandem stalls are allocated to the same residential unit.
- Registration of an encroachment agreement for the canopy extending from the commercial unit fronting Alexandra Road.
- Registration of a legal agreement ensuring that none of the visitor parking stalls are exclusively allocated to a commercial tenant.

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

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



DP 12-613923

Attachment 1

Address: 9251 and 9291 Alexandra Road

Applicant: Jigon Development Group Owner: 0911243 BC Ltd.

Planning Area(s): West Cambie Area Plan (OCP Schedule 2.11A)

	Existing	Proposed
Site Area:	8,106.16 m ²	7,575.8 m ² (after land dedication for Tomicki Road)
Land Uses:	Single Detached	Apartment Residential over Small Plate Commercial
OCP Designation:	Mixed Use – 1.25 base FAR (Max. 1.5 FAR with density bonusing for affordable housing) Medium Density over Retail	No Change
Zoning:	Single Detached	“Residential/Limited Commercial (ZMU20) – Alexandra Neighbourhood (West Cambie) Permits Apartments at 1.55 FAR with Density Bonusing if Affordable Housing Units are provided as well as a connection to the Alexandra District Energy Utility
Number of Units:	1 Single Detached Dwelling per lot	132 Apartment Units plus 185.8m ² of commercial on a consolidated lot.

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Site Area = 8,106.16m ² (1.55) = 11,737.8m ²	11,702.4m ² (1.55 FAR)	none permitted
Lot Coverage:	Max. 45%	44%	none
Setback – Alexandra Road (min.):	0.0 m for commercial 1.5 m for residential 7.0 for parking structure	0.0 m (commercial) 1.83 m (residential) 23.5m (parking structure)	none
Setback – Tomicki Avenue (min.):	6.0 m for residential 2.6 m for parking structure	6.0 m (residential) 2.67 (parking structure)	none
Setback – Alexandra Way (min.):	6.0 m for residential 8.0 m for commercial	7.5 m (residential) 8.0 m (commercial)	none
Setback – West side yard (min.):	6.0 m for residential 8.0 m for commercial	5.42 m (residential) 14.07 m (commercial)	0.58 m (residential)
Height (m):	Max. 20.0 m	17.3 m	none
Lot Size:	No lot size requirements	N/A	N/A

Off-street Parking Requirements:	Resident – 194 (includes 8 stalls for affordable housing units) Visitor – 27 Commercial – 6 (shared amongst visitor stalls) 221 spaces required (min.)	Resident – 174 (includes 8 stalls for affordable housing units) Visitor – 24 Commercial – 6 (shared amongst visitor stalls) 199 spaces provided	22 parking spaces (9.7%) TDM report submitted
Off-street Parking Spaces – Accessible:	2% of required number of spaces ($221 \times 0.02 = 4.42$) 5 accessible spaces	5 accessible spaces	none
Small Car Ratio:	50% minimum to be standard size spaces	52.6% standard size spaces	none
Tandem Parking Spaces	Residents only	13 tandem spaces (26 parking stalls)	none
Amenity Space – Indoor:	Min. 100.0 m ²	100.7m ²	none
Amenity Space – Outdoor:	6m ² per unit x 132 units = 792.0m ²	797.8 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, November 21, 2012 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

No concern from a CPTED perspective;

Noted

Pleased to see so many convertible type units in the proposed development (i.e., the 8 affordable units plus 104 market units);

Noted

The overall planning concept is good; the project is successfully located in a long and narrow site; appreciate the different treatment of the two cores having separate identities;

Noted

Concern with building image; the colour palette of the building is very dark and feels heavy; it is not consistent with the intention of the project to become a pleasant addition to the neighbourhood; colour palette needs to be lightened; the vertical elements conflict with the heavy horizontal fascia;

The colours have been revised to reflect the character of the area expressed in warmer tones already present in existing constructions. The vertical elements have been articulated to follow the rhythm of the horizontal fascia.

The south building has successfully broken up its roof elements; however, the roof of the north building appears heavy; roof of the north building needs to be articulated, broken up, lightened to mitigate its heavy feel and become more visually appealing;

The roof is articulated in its overall appearance.

Agree with comments regarding the dark colour treatment of the buildings and the heaviness of the architecture;

The colours have been changed and substituted with lighter colours (see also comments above).

Good landscaping in a tricky site; however, the central connection needs further design development; consider consolidating the courtyard space into the central space to provide a bigger amenity space;

The intent of the landscaping is to provide smaller and diversified areas that can respond to different, various and ever changing needs of the residents for different types of outdoor spaces.

Applicant needs to fine tune the interface between the street and the patio on the north side of the development; look at wall heights in the terracing;

The wall height for each step is only three feet and the depth of the planters allow for dense vegetation that is intended to soften the transition between the patios and the street level.

The site lay-out provides a good solution to a long and narrow site; good strategy to break up the development into two halves facing opposite directions;

Noted

The flat roof on the commercial side of the subject development along Alexandra Road might be blocked by the gable roofs in future adjacent developments; southern face of the development need not match its northern face;

The architectural character of the two buildings responds to two different surrounding environments: the predominantly commercial uses along Alexandra Road and the more residential neighbourhood along Tomiki. Consequently the roof of the two different constructions (the flat being more urban and used more in commercial buildings and the sloped roof more characteristic of residential buildings) conforms to these premises.

Like the black muntins; more muntins will provide a commercial and classic look; will work well with the architectural style of the buildings;

Noted

Review the top floor colour accent of the buildings; a suggested strategy to lighten the horizontal mass of the buildings is to provide a distinct definition of the base, middle and top; the top should have a lighter colour;

The colours have been revised; a lighter colour has been introduced for the fourth floor. The articulation of the façade defines the three sections of the building, which is especially highlighted by the shapes of the column.

Consider changing the colours and articulation of the building mass to reduce the overall height and volume of the buildings in the subject development and not overwhelm the remaining single-storey houses in the area;

The façade has been articulated and the single family houses should not be a reference since these constructions will be demolished to allow more dense developments.

Roof colour should be lighter to avoid heat island effect;

The colour of the roof has been changed and the flat roof will be covered with a light colour waterproofing membrane.

Use of two different materials in the balconies does not work well; balconies could be articulated well with just one material; consider using glass as it is more transparent and lighter; and

The balcony railings have been changed and they are now all glass with aluminum frame.

Upper east-facing units in the corners of Building 2 appear dark and shaded and do not seem to receive enough exposure to sunlight; privacy could also be a concern for these units.

The units are corner units that represent always a challenge. In this case the layouts have been successfully used in other developments.

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: June 14, 2011 10:20 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #567)

To Public Hearing	
Date:	June 20, 2011
Item #	5
Re:	Bylaws 8757 + 8748

Schedule 4 to the Minutes of the
Regular Council Meeting for Public
Hearings held on Monday, June 20,
2011.

Send a Submission Online (response #557)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/Page1793.aspx
Submission Time/Date:	6/14/2011 10:19:28 AM

Survey Response

Your Name:	Zhe Wang
Your Address:	#408-9299 Tomlckl Ave
Subject Property Address OR Bylaw Number:	8757, 8748
Comments:	I disagree about this plan. There are so much propety in this area. I don't know if the city planning and development department have ever do any research and analysis before the decision. Do you know, when all of the existng bulding is completed, what the community's population density would be? If you use google map on Richmond, you could find here is the only community without park and community center. The children and seniors have to go to other community to do exercise. In order to build new propety plenty of trees were cut down. Now here looks like a big construction site. Of course I hope our community can be developed, but only supporting facillties are complete, the future development should be suitable for people to live. Thanks a lot.





No. DP 12-613923

To the Holder: Jingon Development Group Alexandra LLP

Property Address: 9251 and 9291 Alexandra Road

Address: c/o Mary Lan
12900 Gilbert Avenue
Richmond, BC V7E 2H6

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the side yard setback (west side) from 6.0 metres to 5.42 metres.
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 #25 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 \$264,762.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. As a condition of the issuance of this Permit, the registration of an encroachment agreement for the canopy extending from the commercial unit fronting Alexandra Road.
8. As a condition of the issuance of this Permit, the registration of a tandem parking covenant for the purpose of ensuring the tandem stalls are allocated to the same residential unit.
9. As a condition of the issuance of this Permit, the registration of a legal agreement ensuring that none of the visitor parking stalls are exclusively allocated to a commercial tenant.
10. 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 12-613923

To the Holder: Jingon Development Group Alexandra LLP

Property Address: 9251 and 9291 Alexandra Road

Address: c/o Mary Lan
12900 Gilbert Avenue
Richmond, BC V7E 2H6

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



Note: Dimensions are in METRES

PROJECT TITLE		DRAWING TITLE	
MIXED-USE DEVELOPMENT		COVER SHEET	
ADDRESS		PROJECT NO.	
9251-9291 ALEXANDRA		A-0.0	
FLOOR		SHEET NO.	
JINSON DEVELOPMENT GROUP		DATE	
ALEXANDRA LLP		DRAWING NO.	
RICHMOND, B.C. V7E 2L9		PROJECT NO.	

9251-9291 ALEXANDRA ROAD, RICHMOND MIXED-USE DEVELOPMENT

KEY PLAN:



SCALE: N.T.S.

LIST OF DRAWINGS:

- A-0.0 COVER SHEET
- A-1.0 PROJECT DATA
- A-1.1 CONTEXT PLAN AND CONTEXT VIEWS
- A-2.1 811 PARKING PLAN
- A-2.2 GROUND FLOOR PLAN
- A-2.3 1ST FLOOR PLAN
- A-2.4 2ND FLOOR PLAN
- A-2.5 3RD FLOOR PLAN
- A-2.6 ROOF PLAN
- A-3.1 ELEVATIONS - BLDG 1
- A-3.2 ELEVATIONS - BLDG 2
- A-4.1 SITE SECTIONS
- A-4.2 WALL SECTIONS
- A-4.3 ACCESSIBLE UNIT PLANS
- A-5.1 STATISTICS FOR ADJACENT LOT
- A-5.2 CONCEPT PARKING PLAN FOR ADJACENT LOT
- A-5.3 CONCEPT GROUND FLOOR PLAN FOR ADJACENT LOT
- A-5.4 CONCEPT TYPICAL FLOOR PLAN FOR ADJACENT LOT
- A-7.1 WALL SECTION 1 - VISITOR PARKING REFLECTED CEILING

CONTACT LIST:

- CLIENT:**
JINSON DEVELOPMENT GROUP
ALEXANDRA LLP
12900 Gilbert Road,
Richmond, B.C. V7E 2L9
Tel: 778.663.3947
- CITY OF RICHMOND:**
6911 No. 3 Road
Richmond, B.C. V6Y 2C1
Tel: 604.276.4000
Fax: 604.276.4052
- ARCHITECT:**
F. ADAB ARCHITECTS INC.
Suite 430, 1000 Rossview Crescent
North Vancouver, B.C. V7P 3P4
Tel: 604.987.3003
Fax: 604.987.3053
- LANDSCAPE ARCHITECT:**
VAN DER ZALM & ASSOCIATES
1-8598 182nd Street
Surrey, B.C. V4N 3W8
Tel: 604.882.0024
Fax: 604.882.0042
- GEOTECHNICAL:**
GEO PACIFIC CONSULTANTS LTD.
215-1025 West 73rd Avenue
Vancouver, B.C. V6P 6Z5
Tel: 604.438.8022
Fax: 604.438.9189
- ARBORIST:**
FRIDGERS CREEK TREE CONSULTANTS
7763 McGeehan Avenue
Burnaby, B.C. V5J 4H4
Tel: 604.721.6002
Fax: 604.467.0970
- CIVIL ENGINEER:**
MATSON PECK & TOPLESS
719-817 Cook Road
Richmond, B.C. V6Y 3T8
Tel: 604.270.9331
Fax: 604.270.4127
- SURVEYOR:**
MATSON PECK & TOPLESS
210-817 Cook Road
Richmond, B.C. V6Y 3T8
Tel: 604.270.9331
Fax: 604.270.4127

DP 12613923 Pg. #1

PROJECT STATISTICS

DATA SUMMARY

TOTAL GROSS SITE AREA OF LOT 1 AND LOT 2 :	87,250.00 SQ. FT.
ROAD DEDICATION :	87,410.00 SQ. FT.
TOTAL NET AREA OF LOT 1 & 2 (AFTER DEDICATION) :	11,513.00 SQ. FT.
GROSS AREA OF BUILDING 1 :	6,938.72 SQ. FT.
GROSS AREA OF BUILDING 2 :	6,937.23 SQ. FT.
PROPOSED TOTAL GROSS FLOOR AREA OF BUILDING 1 AND BUILDING 2 :	13,875.95 SQ. FT.
TOTAL EXCLUDED AREA FROM FAR FOR BUILDING 1 AND BUILDING 2 :	4,321.84 SQ. FT.
PROPOSED TOTAL GROSS FLOOR AREA OF BUILDING 1 AND BUILDING 2 LESS AREA EXCLUDED :	9,554.11 SQ. FT.
BOULEVARD MANICAP @ 20 SQ.FT. EACH, 20 X 104 UNITS = 2080 SQ.FT.	
FAR CALCULATIONS	
LOT AREA :	81,513.00 SQ. FT.
ALLOWABLE AREA :	81,513.00 X 1.55 = 126,345.15 SQ. FT.
FAR :	ALLOWED :
NUMBER OF MARKETABLE UNITS :	1,540
NUMBER OF AFFORDABLE UNITS :	154
TOTAL NUMBER OF UNITS :	1,694
OUTDOOR AMENITY AREA :	8,459 SQ. FT. X 132 UNITS = 1,116,588 SQ. FT.
INDOOR AMENITY AREA :	1,076,442 SQ. FT.

SITE COVERAGE

BUILDING 1 SITE COVERAGE	18,660.84 SQ. FT. @ 18.15% (13.00 SQ. FT.)
BUILDING 2 SITE COVERAGE	17,197.32 SQ. FT. @ 18.15% (13.00 SQ. FT.)
TOTAL SITE COVERAGE	35,858.16 SQ. FT. @ 40.99% (26.15% NET SITE AREA)
BUILDING 1 SITE COVERAGE	18,660.84 SQ. FT. @ 18.15% (13.00 SQ. FT.)
BUILDING 2 SITE COVERAGE	17,197.32 SQ. FT. @ 18.15% (13.00 SQ. FT.)
TOTAL SITE COVERAGE	35,858.16 SQ. FT. @ 40.99% (26.15% NET SITE AREA)

BUILDING HEIGHT

FROM ALEXANDRIA ROAD :	(RESIDENTIAL)	6.5M = 21'-0"
FROM TOWNHILL ROAD :	(RESIDENTIAL)	6.5M = 21'-0"
WEST SIDE YARD :	(COMMERCIAL)	12.8M = 42'-0"
EAST SIDE YARD :	(COMMERCIAL)	7.5M = 25'-0"

SETBACKS

PROVIDED	6.5M = 21'-0"
PROVIDED	2.67M = 8'-9"
PROVIDED	23.47M = 77'-0"
PROVIDED	5.03M = 16'-6"
PROVIDED	12.8M = 42'-0"
PROVIDED	7.5M = 25'-0"

UNIT TYPE

UNIT TYPE	LOBBY	1F	2F	3F	4F	TOTAL
LOBBY	491.20	-	-	-	-	491.20
1F	15955.13	-	-	-	-	15955.13
2F	17360.30	-	-	-	-	17360.30
3F	17360.30	-	-	-	-	17360.30
4F	17360.30	-	-	-	-	17360.30
TOTAL	491.20	15955.13	17360.30	17360.30	17360.30	61272.48

APPRODABLE UNITS

REQUIRED :	MIN. 7 UNITS & 6793 SF.
PROVIDED :	8 UNITS & 6797.5 SF.

APPRODABLE UNITS: (8% OF TOTAL NO. OF UNITS):

APPRODABLE UNITS:	8
-------------------	---

PARKING REQUIREMENTS

RESIDENTIAL	1.0 PER UNIT
MARKET UNITS	1.0 PER UNIT
AFFORDABLE UNITS	1.0 PER UNIT
TOTAL	124 UNITS

BIKE REQUIREMENTS

RESIDENTIAL	1.25 SPACES PER UNIT
MARKET UNITS	1.25 SPACES PER UNIT
AFFORDABLE UNITS	1.25 SPACES PER UNIT
TOTAL	169 VERTICAL STALLS - 27% OF TOTAL BIKE STALLS

PROJECT DATA

PROJECT NO.	12613923
DATE	12/1/2023
SCALE	1/8" = 1'-0"
SHEET NO.	1



F. ADAB
ARCHITECTS
INC.

12613923 PROJECT CONSULTANT
12613923 PROJECT CONSULTANT
12613923 PROJECT CONSULTANT

12613923 PROJECT CONSULTANT
12613923 PROJECT CONSULTANT
12613923 PROJECT CONSULTANT

DATE: JAN 2018		SHEET NO: A-1.1	
PROJECT TITLE: MIXED-USE DEVELOPMENT			
ADDRESS: 9251-9291 ALEXANDRA ROAD, MCLEOD, MO 64644			
FOR: JINCOX DEVELOPMENT GROUP, INC., 10000 N. 100TH ST., MCLEOD, MO 64644			
DRAWING TITLE: CONTEXT PLAN AND VIEWS			

NO.	DATE	DESCRIPTION
1	JAN 11, 2018	REVISED FROM CITY REVIEW
2	JAN 11, 2018	REVISED FROM CITY REVIEW
3	JAN 11, 2018	REVISED FROM CITY REVIEW
4	JAN 11, 2018	REVISED FROM CITY REVIEW
5	JAN 11, 2018	REVISED FROM CITY REVIEW
6	JAN 11, 2018	REVISED FROM CITY REVIEW
7	JAN 11, 2018	REVISED FROM CITY REVIEW
8	JAN 11, 2018	REVISED FROM CITY REVIEW
9	JAN 11, 2018	REVISED FROM CITY REVIEW
10	JAN 11, 2018	REVISED FROM CITY REVIEW



F. ADAB ARCHITECTS INC.
TEL: 924-340-0000 FAX: 924-340-0001
10000 N. 100TH ST., MCLEOD, MO 64644
E-MAIL: info@fadamarchitects.com

The drawings are prepared in accordance with the requirements of the International Building Code (IBC) and the International Residential Code (IRC) as adopted by the State of Missouri. The drawings are prepared for the purpose of obtaining a building permit and are not to be used for any other purpose without the written consent of the architect.



1 ALEXANDRA NORTH STREETSCAPE



2 ALEXANDRA SOUTH STREETSCAPE



4 VIEW FROM SOUTH-EAST CORNER OF SITE ON ALEXANDRA ROAD



3 VIEW FROM SOUTH-WEST CORNER OF SITE ON ALEXANDRA ROAD



5 VIEW FROM NORTH-WEST CORNER OF SITE ON TOMICKI AVENUE



6 TOMICKI SOUTH STREETSCAPE



7 TOMICKI NORTH STREETSCAPE



CONTEXT PLAN

PROJECT NO. A-2.2

DATE: JAN 14, 2019

DESIGN: M. ALEXANDRA LLP

SHEET NO. 1

PROJECT TITLE: MIXED-USE DEVELOPMENT

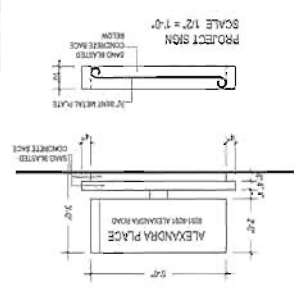
ADDRESS: 9251-9291 ALEXANDRA

OWNER: JINSON DEVELOPMENT GROUP

ARCHITECT: F. ADAB ARCHITECTS INC.

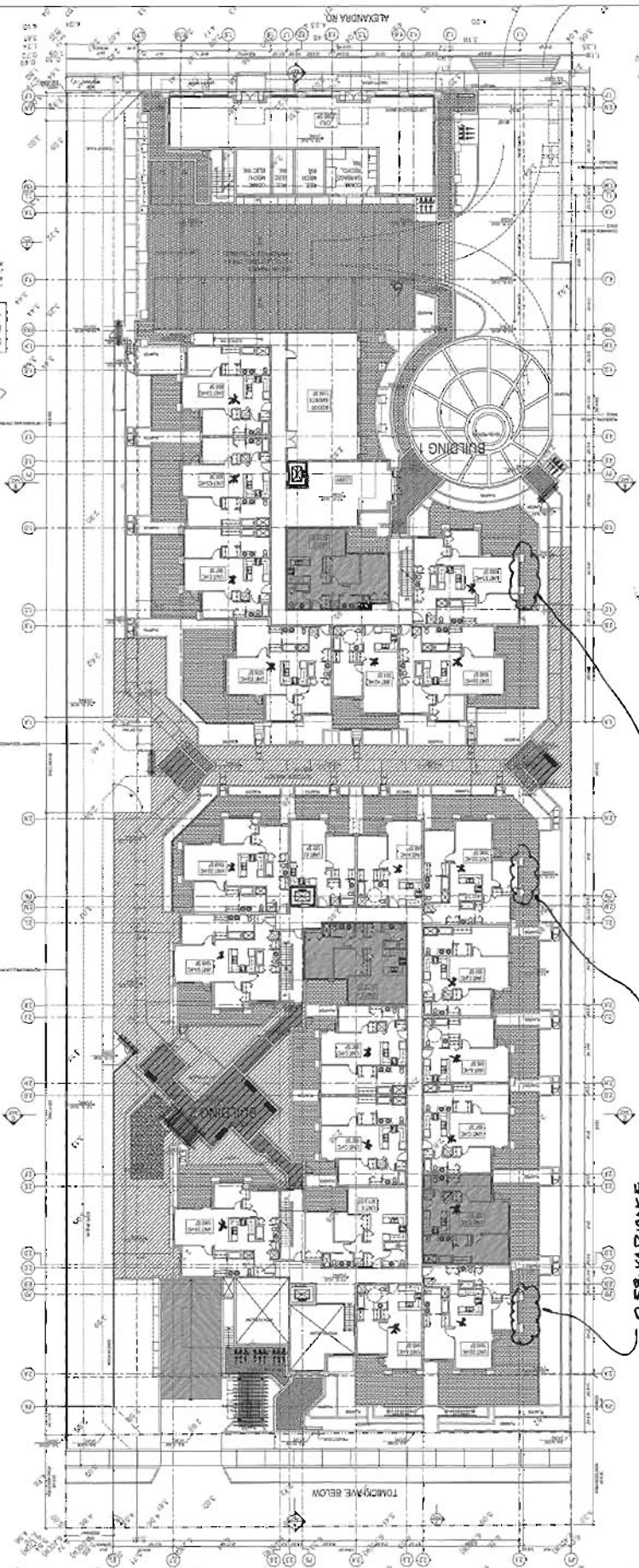
NO.	DATE	REVISION
1	JAN 14, 2019	ISSUED FOR PERMITTING
2	MAR 20, 2017	ISSUED FOR PERMITTING
3	MAR 20, 2017	ISSUED FOR PERMITTING
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99	MAR 20, 2017	ISSUED FOR PERMITTING
100	MAR 20, 2017	ISSUED FOR PERMITTING

All units to provide aging-in-place measures such as backer blocks for future grab bars and lever door handles.



F. ADAB
ARCHITECTS
INC.

10000 UNIVERSITY AVENUE, SUITE 100
NORTH VANCOUVER, BC V8P 1A4
TEL: 604.273.8888 FAX: 604.273.8889
EMAIL: info@f-adab.com



DR 12613923 24. #5

0.58 VARIANCE TO SIDE YARD SETBACK (M.T.)

PROJECT TITLE:		BUILDING 1	
ADDRESS:		ELEVATIONS	
9251-9291 ALEXANDRA			
MIXED-USE DEVELOPMENT			
JANSON DEVELOPMENT GROUP			
1225 S. 10TH AVE. ALEXANDRIA, VA 22304			
DATE:		SHEET NO.:	
SCALE:		SHEET NO.:	
DESIGN:		A-3.1	
PROJECT NO.:			

NO.	DATE	REVISION
1	JAN 11, 2013	APPROVAL FOR PERMITTING
2	MAR 22, 2014	APPROVAL FOR PERMITTING
3	MAR 22, 2014	APPROVAL FOR PERMITTING
4	OCT 10, 2014	APPROVAL FOR PERMITTING
5	OCT 10, 2014	APPROVAL FOR PERMITTING
6	MAR 11, 2015	APPROVAL FOR PERMITTING
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10	MAR 11, 2015	APPROVAL FOR PERMITTING
11	MAR 11, 2015	APPROVAL FOR PERMITTING
12	MAR 11, 2015	APPROVAL FOR PERMITTING

F. ADAB ARCHITECTS INC.

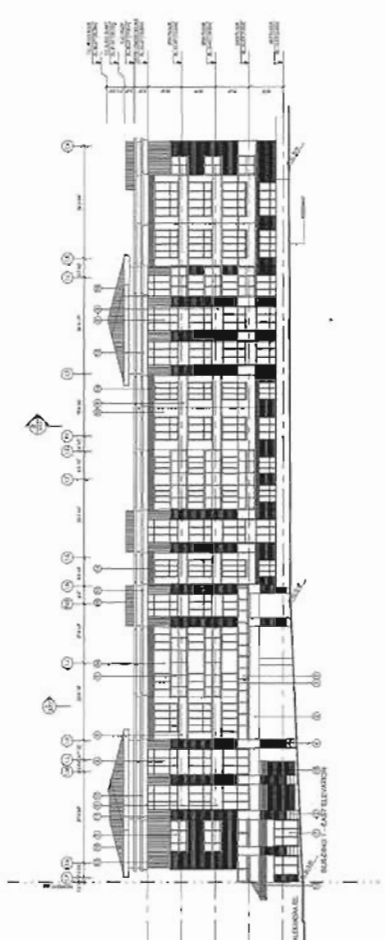
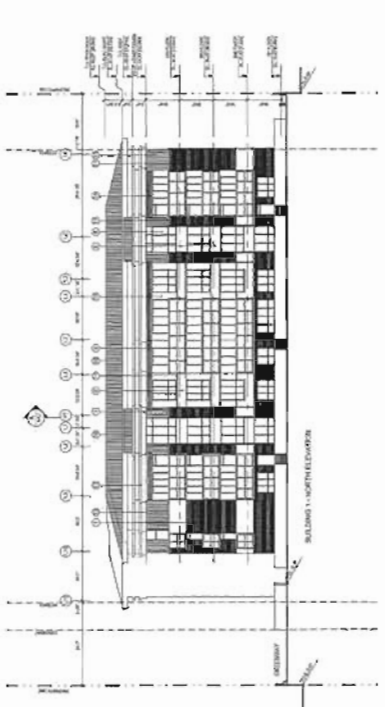
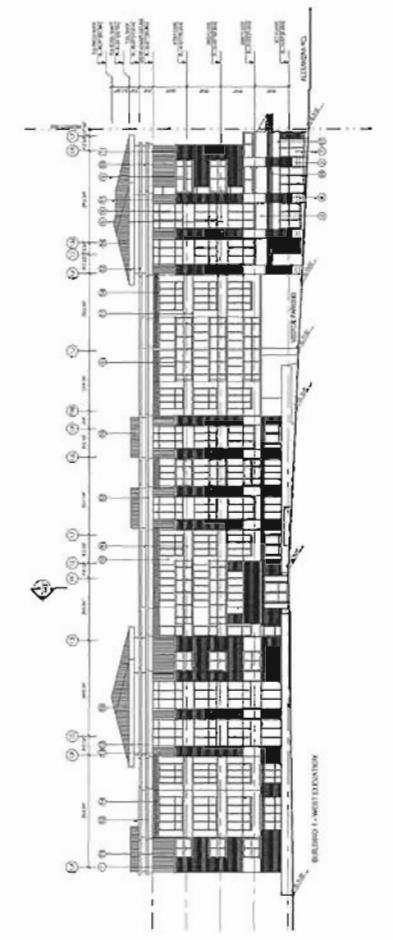
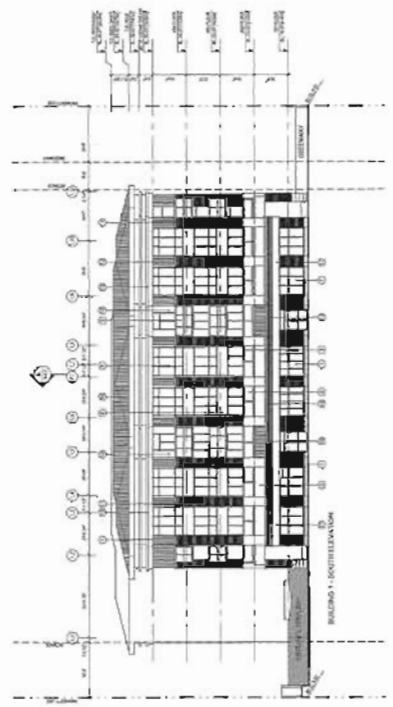
4700 WILSON AVENUE, SUITE 100
ALEXANDRIA, VA 22304
TEL: 703.836.0000 FAX: 703.836.0000
WWW.FADAB.COM

PROJECT NO. 1225 S. 10TH AVE. ALEXANDRIA, VA 22304

DATE: 11/11/2015

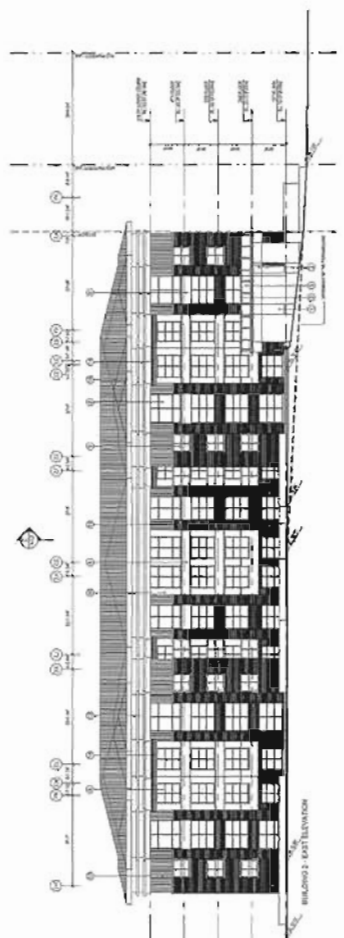
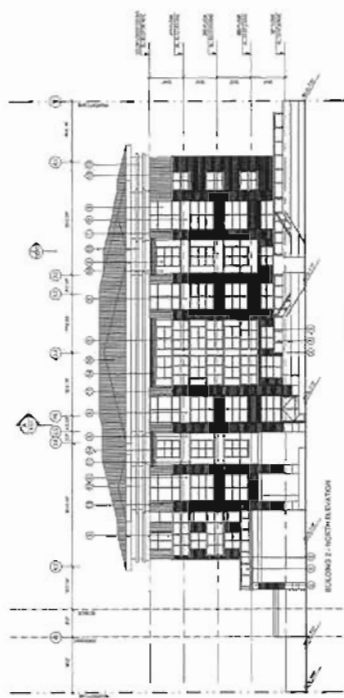
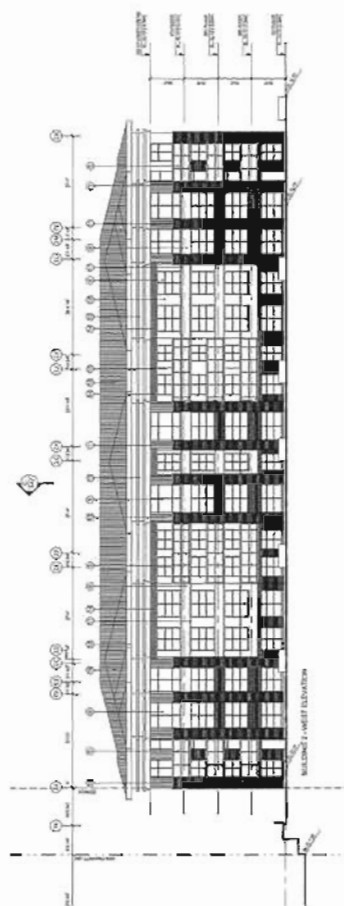
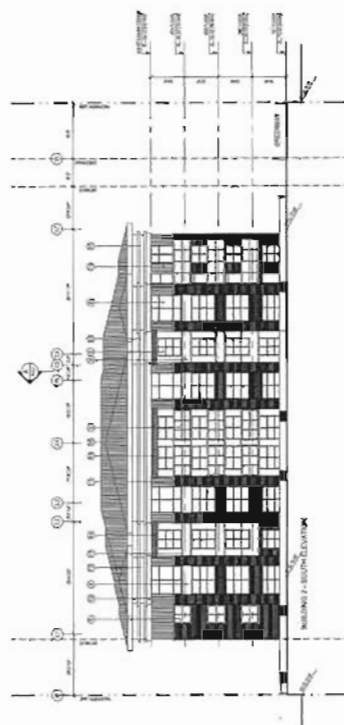
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SHEET NO. A-3.1



DP 12613923 PG. #10

12613923 R. #11



A-3.2	PROJECT NO.	
	DESIGN NO.	
	DESIGN BY	
	SCALE	1" = 1'-0"
DATE		JAN 20 1988
SHEET NO.		

DRAWING TITLE
BUILDING 2
ELEVATIONS

PRODUCT TITLE
MIXED-USE DEVELOPMENT
ADDRESS
1000 WEST ALEXANDRIA ROAD
FARMINGTON, CT 06030

NO	DATE	APPROVALS
10	14 MAY 2013	APPROVED FOR RELEASE
9	28 FEB 2013	APPROVED FOR RELEASE
8	03 MAR 2013	APPROVED FOR RELEASE
7	01 FEB 2013	APPROVED FOR RELEASE
6	01 FEB 2013	APPROVED FOR RELEASE
5	01 FEB 2013	APPROVED FOR RELEASE
4	01 FEB 2013	APPROVED FOR RELEASE
3	01 FEB 2013	APPROVED FOR RELEASE
2	01 FEB 2013	APPROVED FOR RELEASE
1	01 FEB 2013	APPROVED FOR RELEASE

BOOK REVIEW: ANTONIO MARGHERITA, *THE MATHEMATICS OF THE INFINITE*
 ANTONIO MARGHERITA, *THE MATHEMATICS OF THE INFINITE*, pp. 100, 1998, Birkhäuser Verlag, Basel, Switzerland, ISBN 3-03910-150-0, 15.00 Swiss Francs.

[illegible]



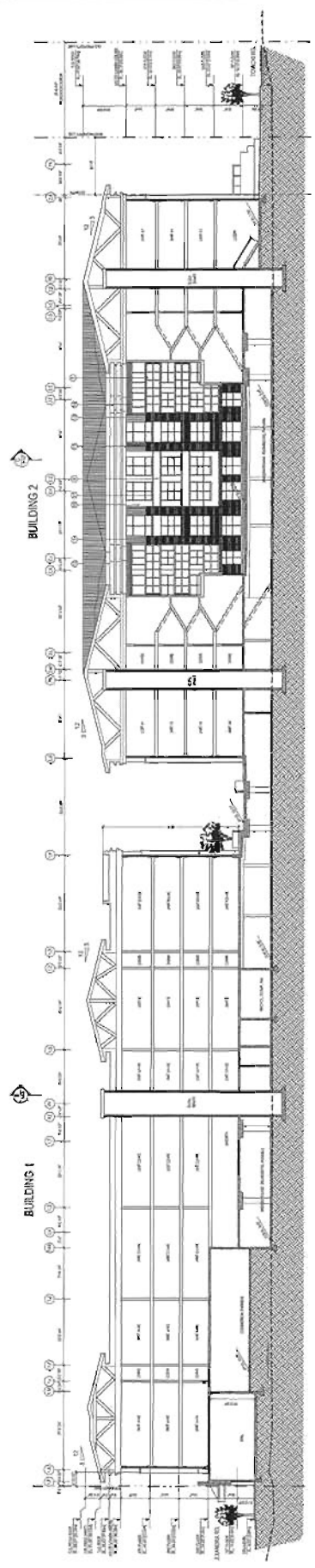
F. ADAB ARCHITECTS INC.

8120-1003 MCCOWAN STREET, SUITE 200
 VANCOUVER, BC V6P 3H6
 TEL: 604.275.7500 FAX: 604.275.7501
 EMAIL: info@f-adab.com

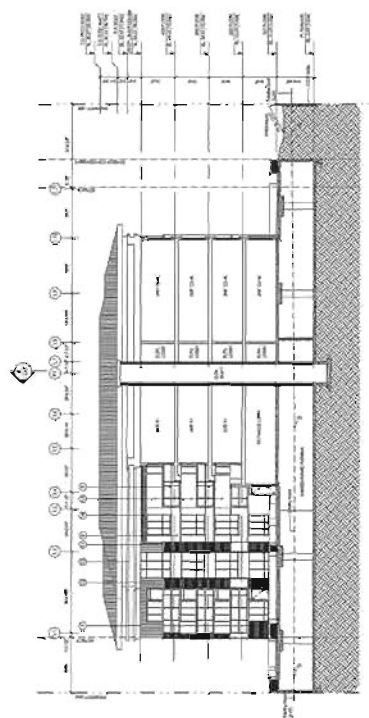
The Architect shall be responsible for the design of the building and shall ensure that the design complies with all applicable codes and standards. The Architect shall also be responsible for obtaining all necessary permits and approvals from the relevant authorities. The Architect shall provide the owner with a detailed construction program and shall coordinate with the contractor to ensure that the building is constructed in accordance with the design. The Architect shall also be responsible for providing the owner with a detailed schedule of construction and shall coordinate with the contractor to ensure that the building is completed on time. The Architect shall also be responsible for providing the owner with a detailed budget and shall coordinate with the contractor to ensure that the building is completed within the budget. The Architect shall also be responsible for providing the owner with a detailed report on the construction progress and shall coordinate with the contractor to ensure that the building is completed in accordance with the design.

8120-1003 MCCOWAN STREET, SUITE 200
 VANCOUVER, BC V6P 3H6
 TEL: 604.275.7500 FAX: 604.275.7501
 EMAIL: info@f-adab.com

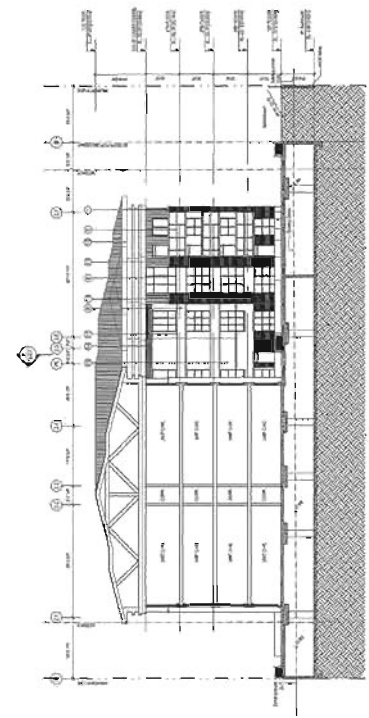
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SECTION A-A



SECTION B-B



SECTION C-C

PROJECT NO.

DATE: 08/20/2018

SHEET NO.

DESIGN: 3A

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

A-4.2

PROJECT TITLE:

MIXED-USE DEVELOPMENT

9251-9291 ALEXANDRA

10000 ALEXANDRA ROAD

HOUSTON, TX 77055

FOR:

JOHNSON DEVELOPMENT GROUP

ALEXANDRA LLP

10000 ALEXANDRA ROAD

HOUSTON, TX 77055

NO.

DATE

REVISIONS

1

08/14/2018

APPROVAL

2

08/22/2018

REVISED FOR REVISION OF

3

08/22/2018

REVISED FOR PLAN COMMITTEE

4

08/22/2018

REVISED FOR CLIENTS REVIEW

5

08/22/2018

REVISED FOR CLIENTS REVIEW

6

08/22/2018

REVISED FOR CLIENTS REVIEW

7

08/22/2018

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08/22/2018

REVISED FOR CLIENTS REVIEW

9

08/22/2018

REVISED FOR CLIENTS REVIEW

10

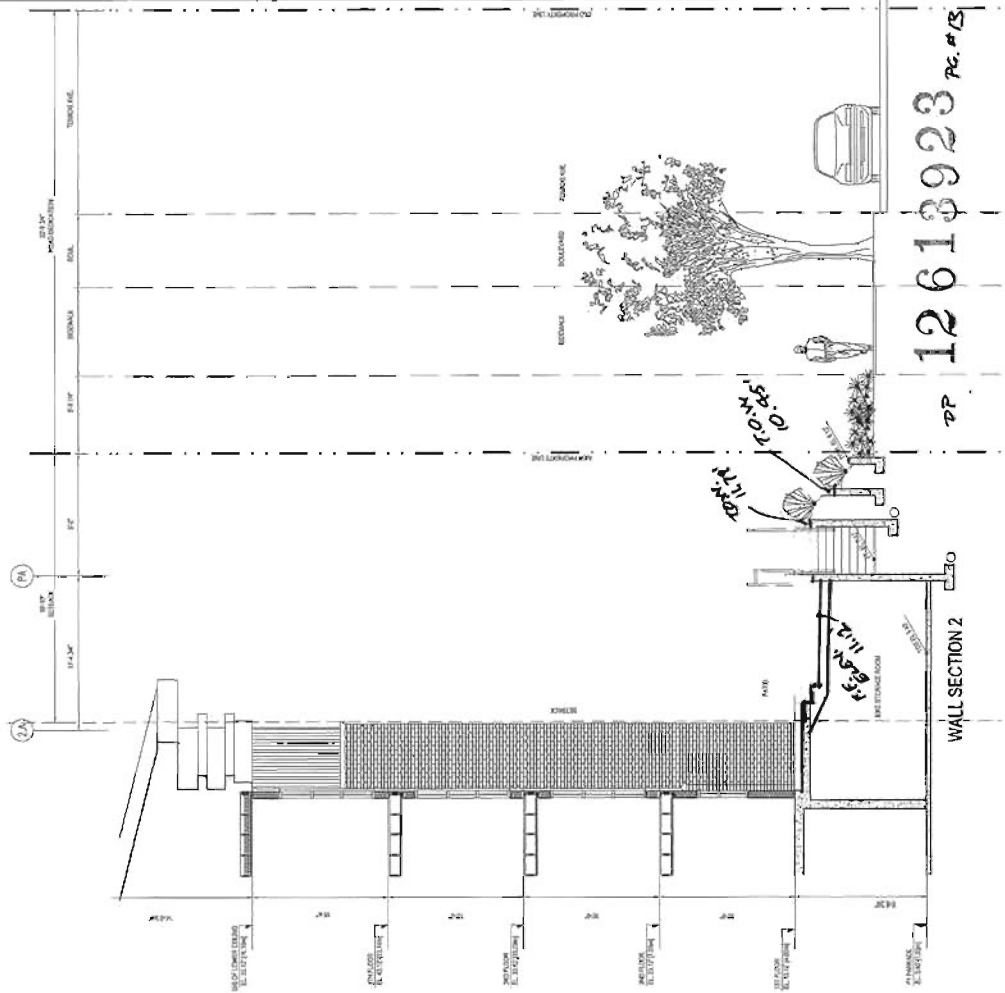
08/22/2018

REVISED FOR CLIENTS REVIEW

11

08/22/2018

REVISED FOR CLIENTS REVIEW



PROJECT NO.

DATE: 08/20/2018

SHEET NO.

DESIGN: 3A

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

A-4.2

PROJECT TITLE:

MIXED-USE DEVELOPMENT

9251-9291 ALEXANDRA

10000 ALEXANDRA ROAD

HOUSTON, TX 77055

FOR:

JOHNSON DEVELOPMENT GROUP

ALEXANDRA LLP

10000 ALEXANDRA ROAD

HOUSTON, TX 77055

NO.

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3

08/22/2018

REVISED FOR PLAN COMMITTEE

4

08/22/2018

REVISED FOR CLIENTS REVIEW

5

08/22/2018

REVISED FOR CLIENTS REVIEW

6

08/22/2018

REVISED FOR CLIENTS REVIEW

7

08/22/2018

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08/22/2018

REVISED FOR CLIENTS REVIEW

9

08/22/2018

REVISED FOR CLIENTS REVIEW

10

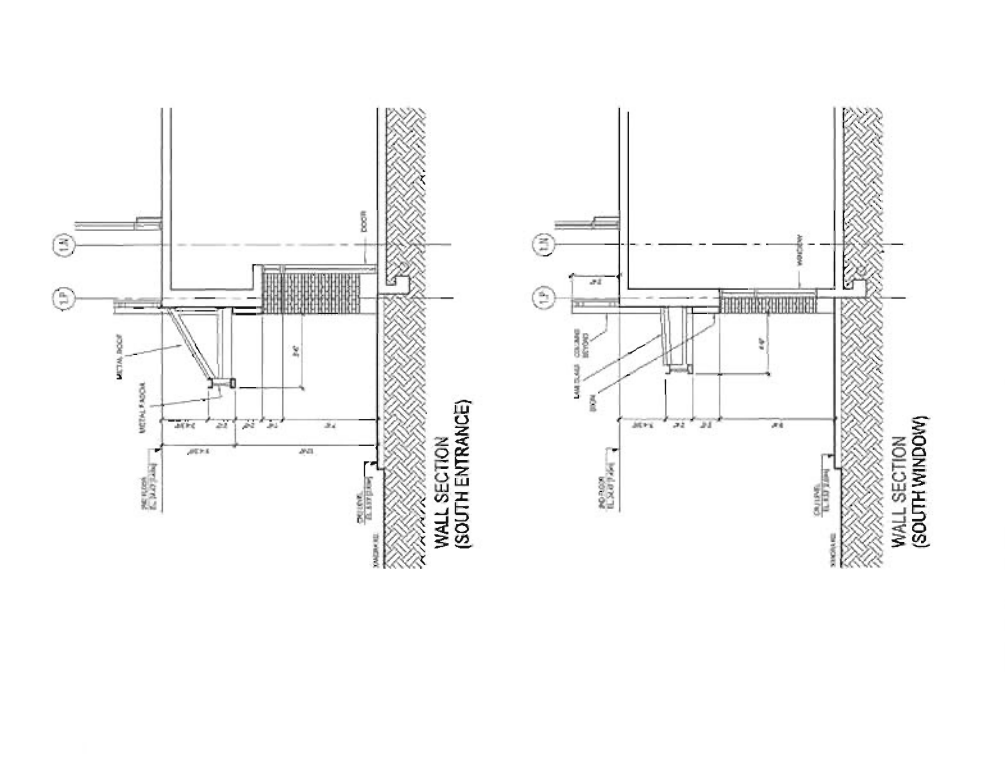
08/22/2018

REVISED FOR CLIENTS REVIEW

11

08/22/2018

REVISED FOR CLIENTS REVIEW



Alexandra Road Mix-Use Development Phase II - Landscape Development:

Project: 9251-9291 Alexandra Road
Client/Owner: 9251-9291 Alexandra Road Development
Architect: FADAB Architects Inc.
Landscape Architect: FADAB Architects Inc.

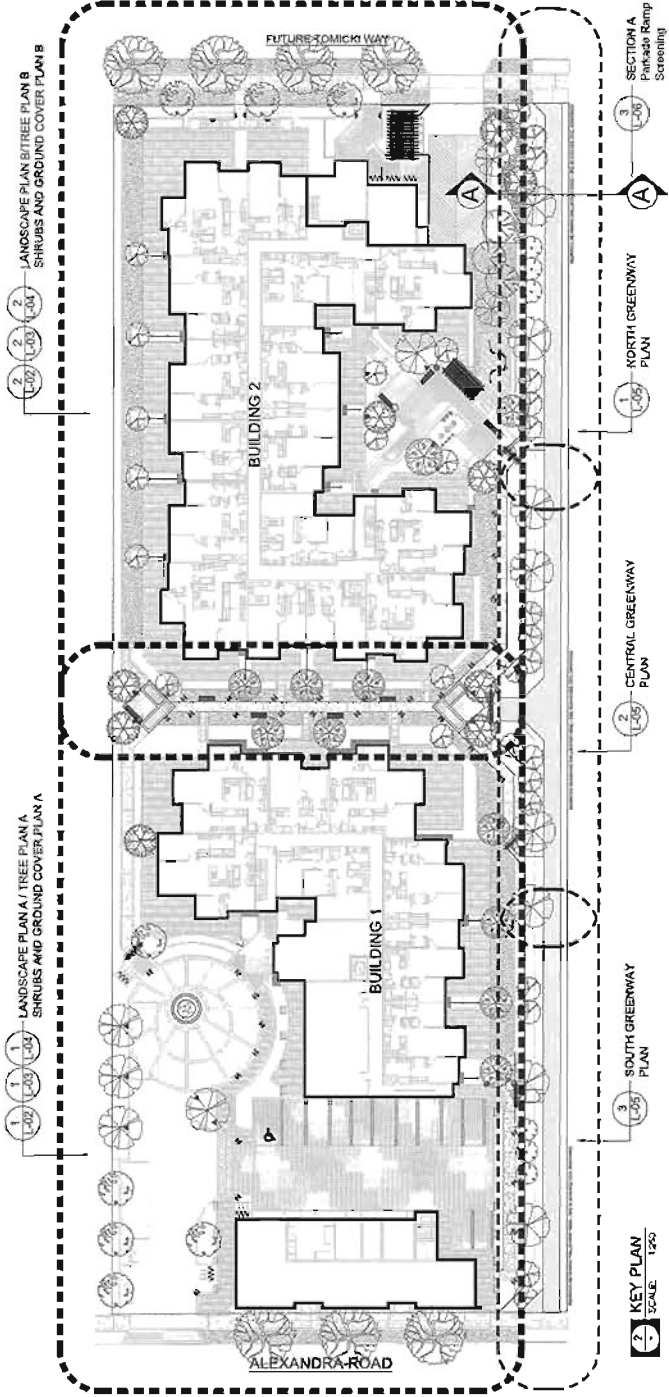


Project Location

CONTEXT PLAN
 SCALE: 1:1
 NTS

City of Richmond Number	Sheet Number	Sheet Title
Plan # 3	L-01	COVER SHEET
Plan # 3A	L-02	LANDSCAPE REFERENCE PLAN
Plan # 3B	L-03	TREE PLAN
Plan # 3C	L-04	SHRUB PLANTING PLAN
Plan # 3D	L-05A	TEMPORARY GREENWAY PLAN
Plan # 3E	L-05B	ULTIMATE GREENWAY PLAN
Plan # 3F	L-06	GREENWAY SECTIONS
Plan # 3G	L-07	LIGHTING PLAN
Plan # 3H	LD-01	LANDSCAPE DETAILS I
Plan # 3I	LD-02	LANDSCAPE DETAILS II
Plan # 3J	LD-03	LANDSCAPE DETAILS III

- GENERAL NOTES**
- Contractor shall verify underground utility lines and is responsible for any damage.
 - The contractor shall install all existing utility underground and overhead above grade. Where underground utilities exist, field adjustments must be approved by the landscape architect prior to installation.
 - Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
 - Material and methods shall be approved by the landscape architect. The contractor must verify all material and supply sufficient material to complete the job per plan.
 - Work shall conform to BCMA Standards.
 - The landscape architect reserves the right to inspect trees and shrubs within a plane of growth or at site before planting, for compliance with requirements of safety, size and quality.
 - The landscape architect reserves the right to reject landscape material on site whether stock piled or installed in place.
 - All plants shall be planted per the landscape plan and specifications. Plantings not found to be in compliance shall be replaced at the contractor's expense to the owner.
 - Contractor shall ensure that all plants are planted within the construction limits as shown. All areas shall be completely graded and not pond nor puddle.
 - Where planting holes meet full mass, the contractor shall provide a cultivated edge. Match all shrub beds to the line shown.
 - For trees planted in full mass, provide a 1 metre diameter mulch ring (remove existing turf) 42" thick with a cultivated edge.
 - An approved pre-emergent herbicide shall be applied to all planting beds at a rate specified by manufacturer for each plant variety.
 - Contractor shall ensure that all plants, trees, and shrubs are necessary for the proper installation of the work and comply with all codes applicable to this work.



KEY PLAN
 SCALE: 1:250



FADAB ARCHITECTS INC.
 9251-9291 Alexandra Road
 Richmond, BC V6X 3A8
 Tel: 604.273.1111
 Fax: 604.273.1112
 Email: info@fadab.ca
 Website: www.fadab.ca

COVER SHEET

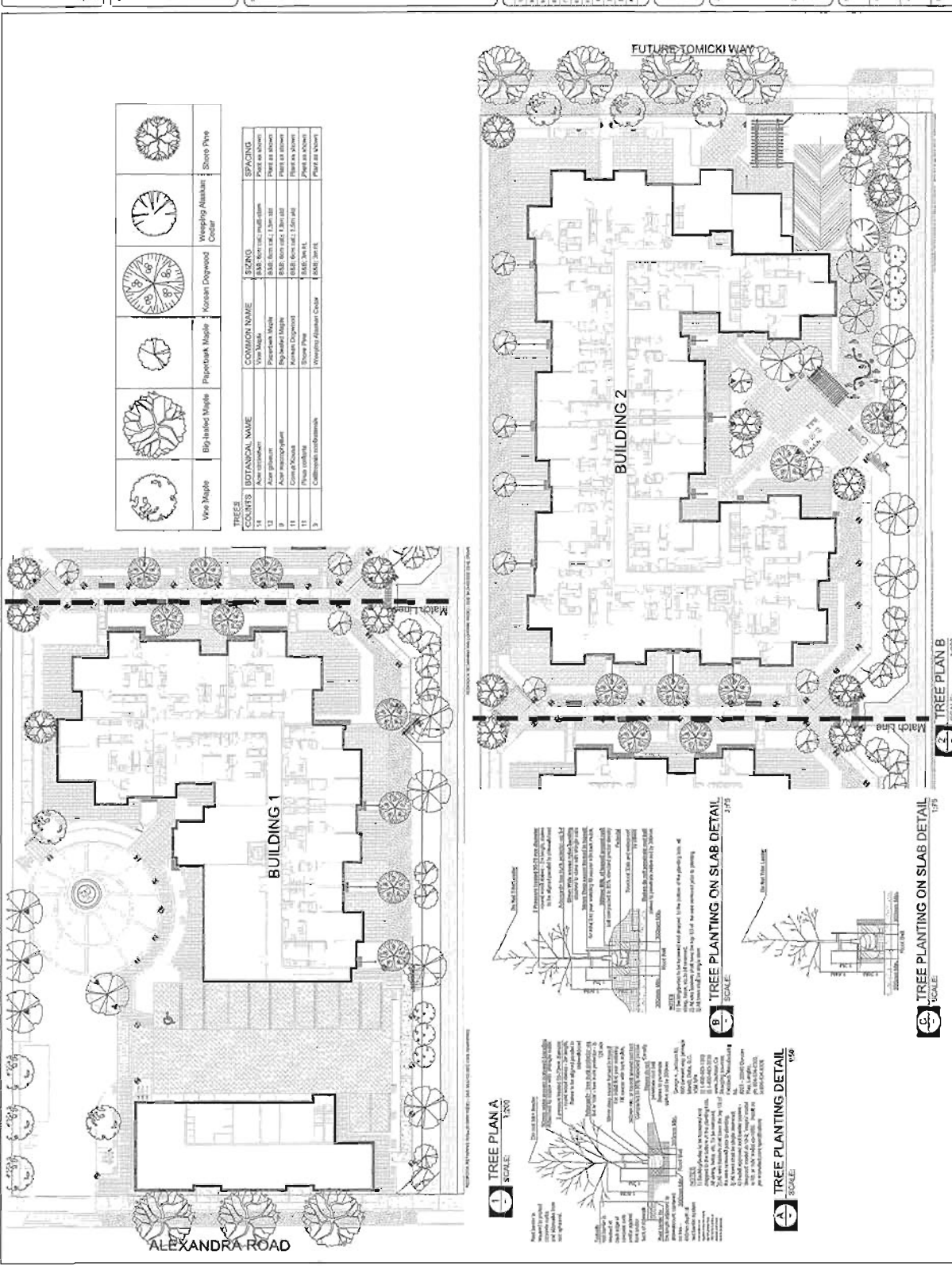
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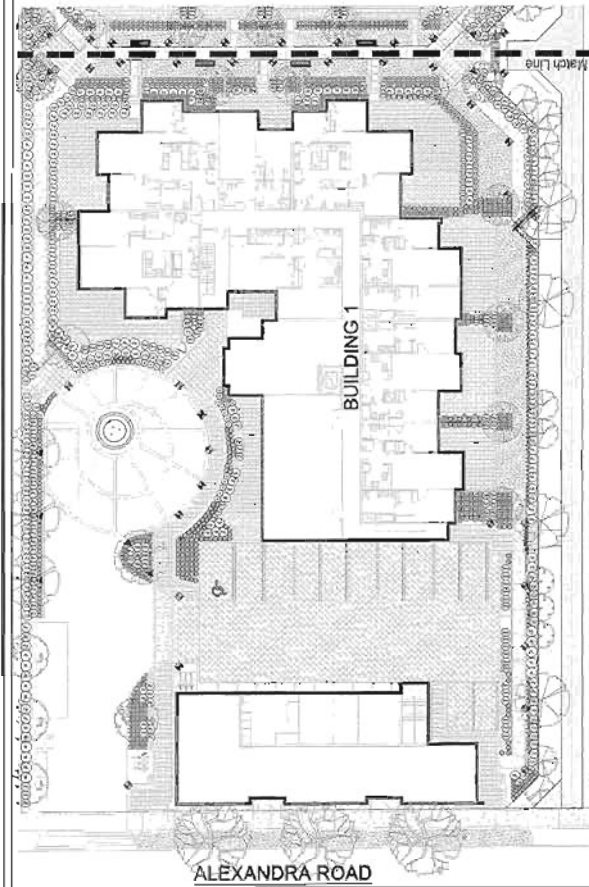


PROJECT: 9251-9291 Alexandra Road
Client/Owner: 9251-9291 Alexandra Road Development
Architect: FADAB Architects Inc.
Landscape Architect: FADAB Architects Inc.
Location: 9251-9291 Alexandra Road
Richmond, BC

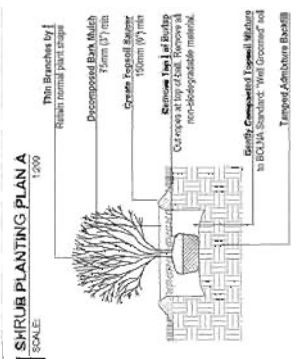
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DP 12613923 Pk. #15

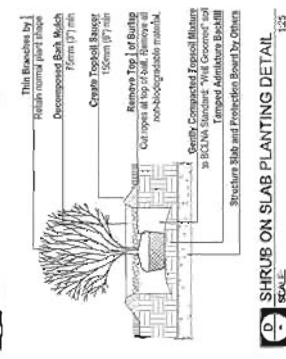




1 SHRUB PLANTING PLAN A
SCALE: 1:200



2 SHRUB PLANTING DETAIL
SCALE: 1:20



3 SHRUB ON SLAB PLANTING DETAIL
SCALE: 1:20

SHRUBS			
KEY	COUNTS	BOTANICAL NAME	COMMON NAME
1	63	<i>Acacia greggiana</i>	Grey Acacia
2	107	<i>Banksia integrifolia</i>	White Banksia
3	148	<i>Chamaecyparis obtusa</i>	Shearwater Cypress
4	74	<i>Claytonia lanceolata</i>	Shearwater Cypress
5	68	<i>Hydrangea paniculata</i>	Limelight Hydrangea
6	67	<i>Physocarpus opulifolius</i>	Diablo Nivea
7	73	<i>Prunella laetevirens</i>	Portuguese Laurel
8	49	<i>Viburnum dentatum</i>	Spotted Viburnum

GRASSES, SEDGES, FERNS & PERENNIALS			
KEY	COUNTS	BOTANICAL NAME	COMMON NAME
9	108	<i>Andropogon scoparius</i>	Blue Star Grass
10	110	<i>Chamaecyparis obtusa</i>	Shearwater Cypress
11	128	<i>Claytonia lanceolata</i>	Shearwater Cypress
12	61	<i>Hydrangea paniculata</i>	Limelight Hydrangea
13	220	<i>Physocarpus opulifolius</i>	Diablo Nivea
14	44	<i>Prunella laetevirens</i>	Portuguese Laurel
15	427	<i>Viburnum dentatum</i>	Spotted Viburnum
16	427	<i>Physocarpus opulifolius</i>	Diablo Nivea
17	427	<i>Prunella laetevirens</i>	Portuguese Laurel
18	427	<i>Viburnum dentatum</i>	Spotted Viburnum

City of Richmond
1000 West 10th Avenue
V6V 1K6
Tel: 604-271-1000
Fax: 604-271-1001
www.richmond.ca

SHRUB PLANTING PLAN
Plan #3C

L-04

PROJECT NO: DP2011-12

PROJECT: 925-9291 Alexandra Mixed-Use Development

LOCATION: 925-9291 Alexandra Road, Richmond, BC

DATE: 1/20/2011

SCALE: 1/200

DESIGNED BY: [FADAB ARCHITECTS INC.]

CHECKED BY: [FADAB ARCHITECTS INC.]

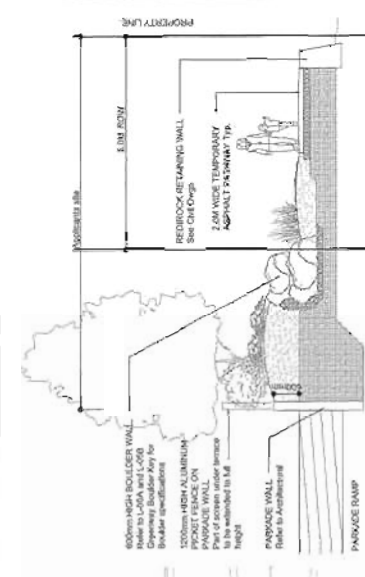
APPROVED BY: [FADAB ARCHITECTS INC.]

FADAB ARCHITECTS INC.

1000 West 10th Avenue
V6V 1K6
Tel: 604-271-1000
Fax: 604-271-1001
www.fadab.ca

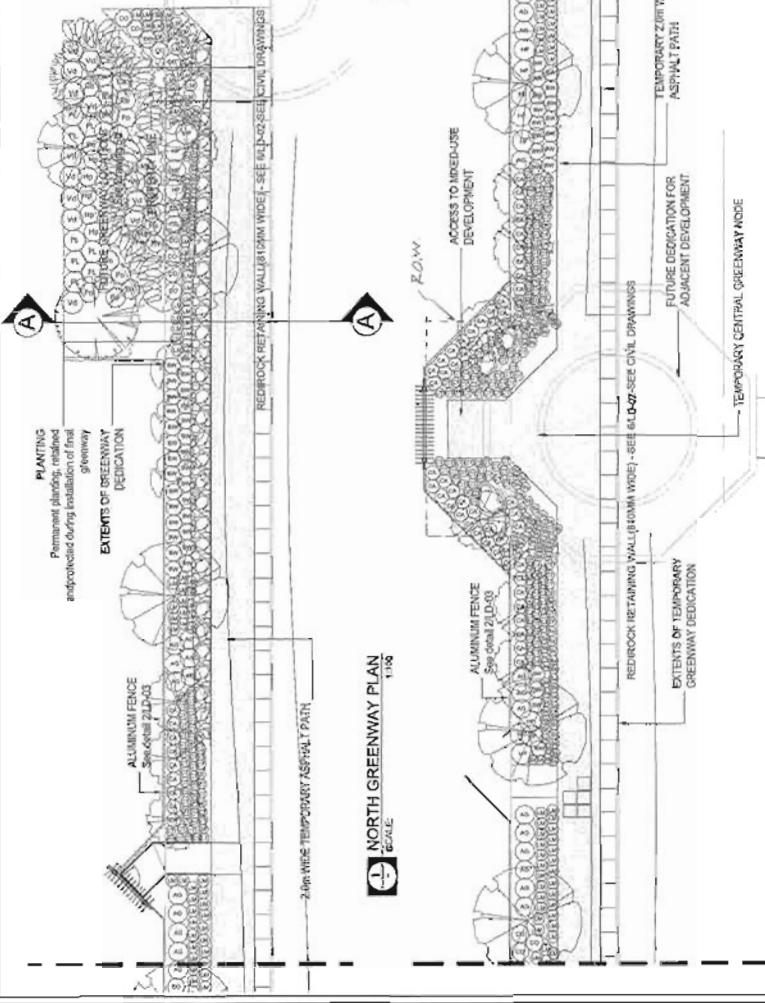
12613923 PL. #18

SECTION 'A' TEMPORARY GREENWAY (PARKADE RAMP SCREENING)

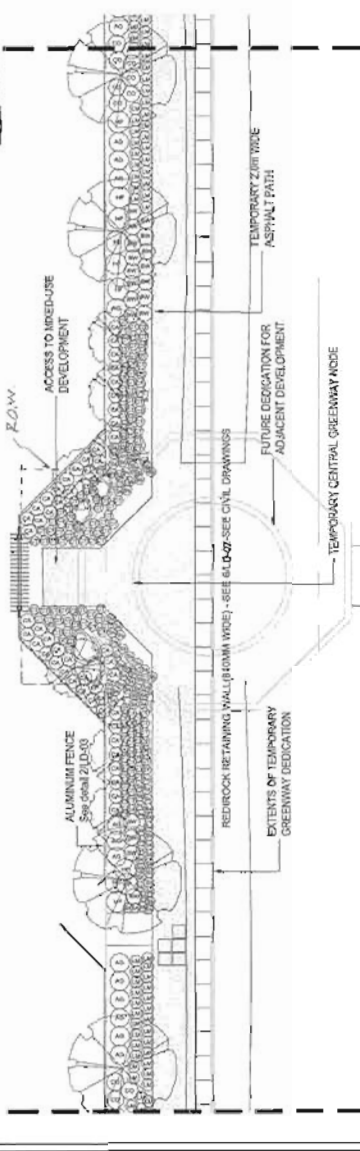


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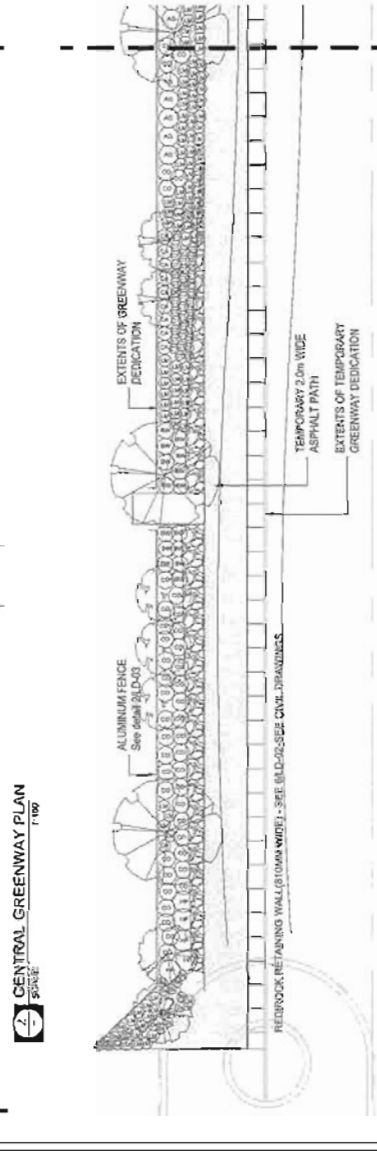
7. CENTRAL GREENWAY PLAN






7. CENTRAL GREENWAY PLAN

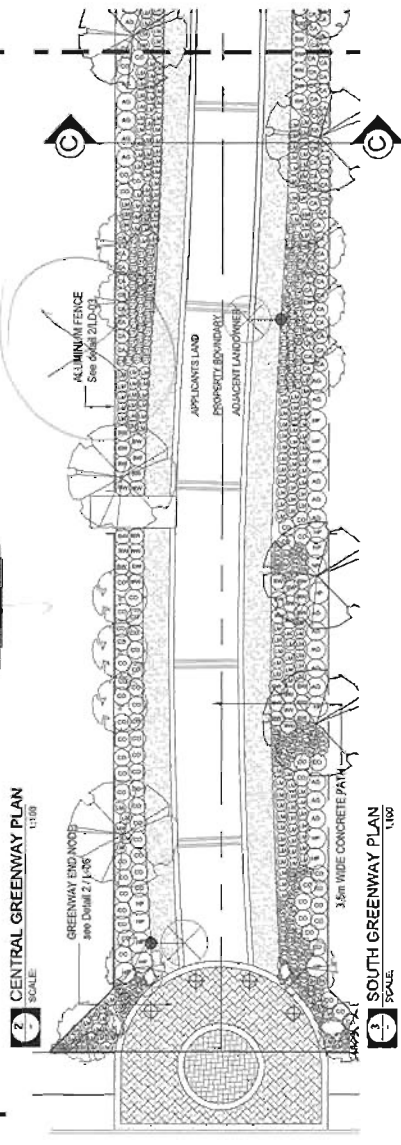
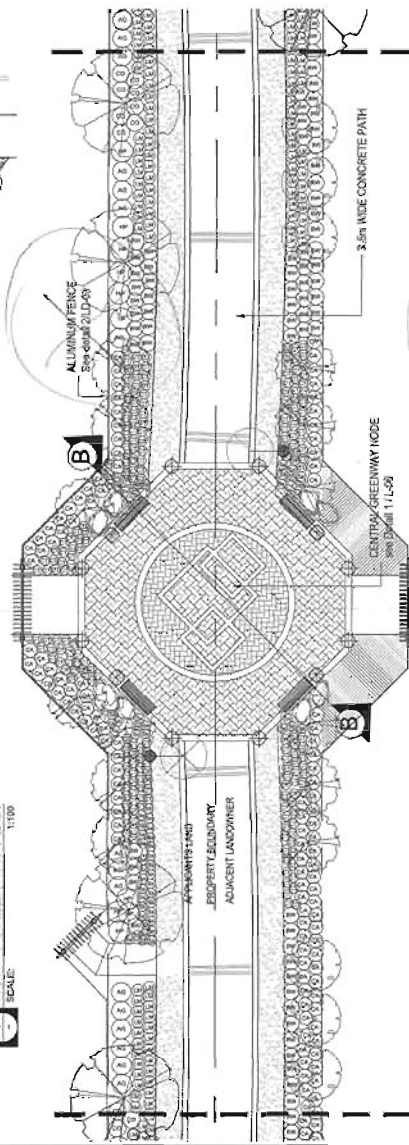
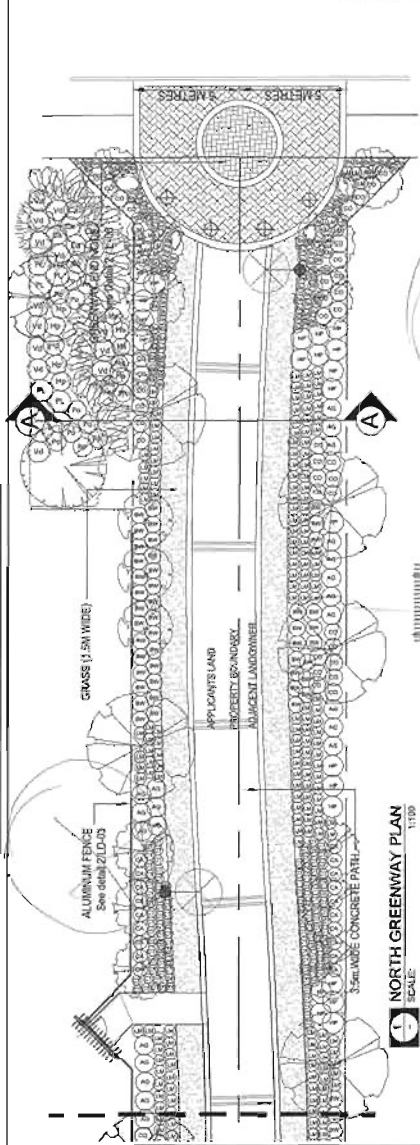


3 **SOUTH GREENWAY PLAN***
SCALE: 1"=100'



12613923 Pg. #19

	<i>Tilia cordata</i>
	<i>Papaver Rhoeas</i>
	<i>Vicia cracca</i>

[illegible]GREENWAY PLANTING SCHEDULE[illegible][illegible][illegible]

1000 Zeller & Associates Inc.
1000 Zeller & Associates Inc.
1000 Zeller & Associates Inc.
1000 Zeller & Associates Inc.

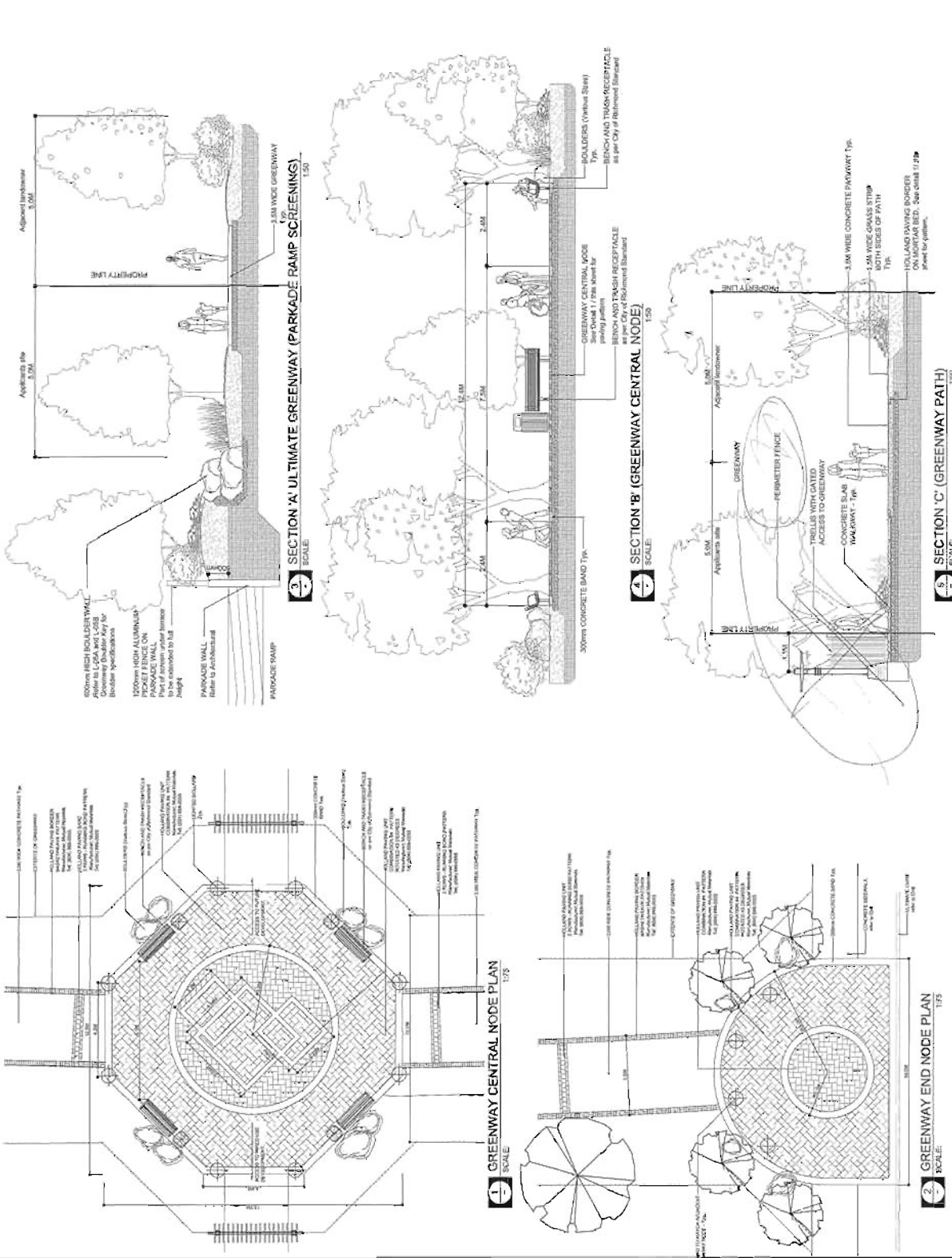
FADAR ARCHITECTS INC.
FADAR ARCHITECTS INC.
FADAR ARCHITECTS INC.
FADAR ARCHITECTS INC.

9251-9291 Alexandra
Mixed-Use Development
OPP SUBMISSION
9251-9291 Alexandra Road
Richmond, BC

PROJECT NO. 1000 Zeller & Associates Inc.
PROJECT NO. 1000 Zeller & Associates Inc.
PROJECT NO. 1000 Zeller & Associates Inc.
PROJECT NO. 1000 Zeller & Associates Inc.

DATE: 10/11/11
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

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



Plan #3G

LIGHTING PLAN

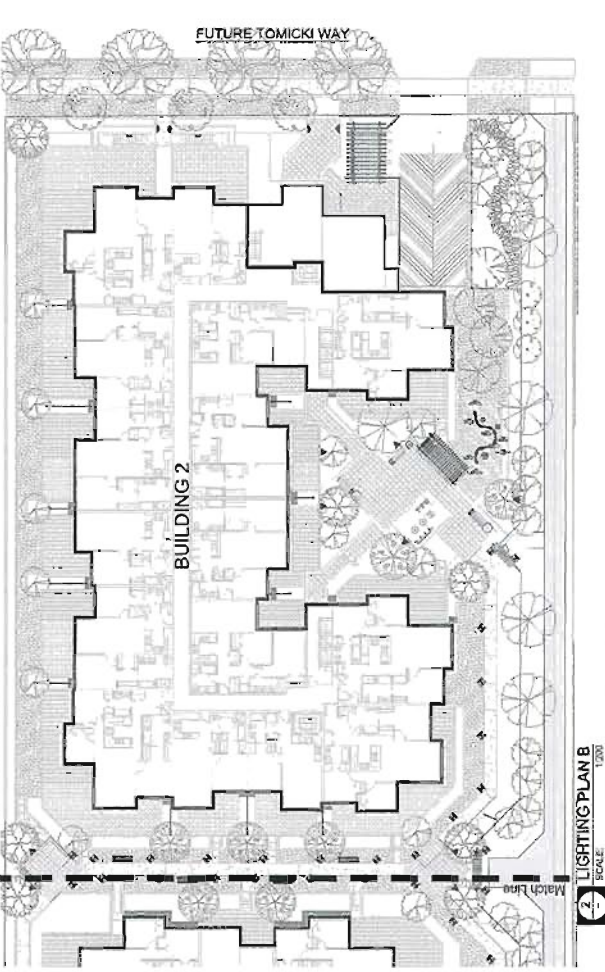
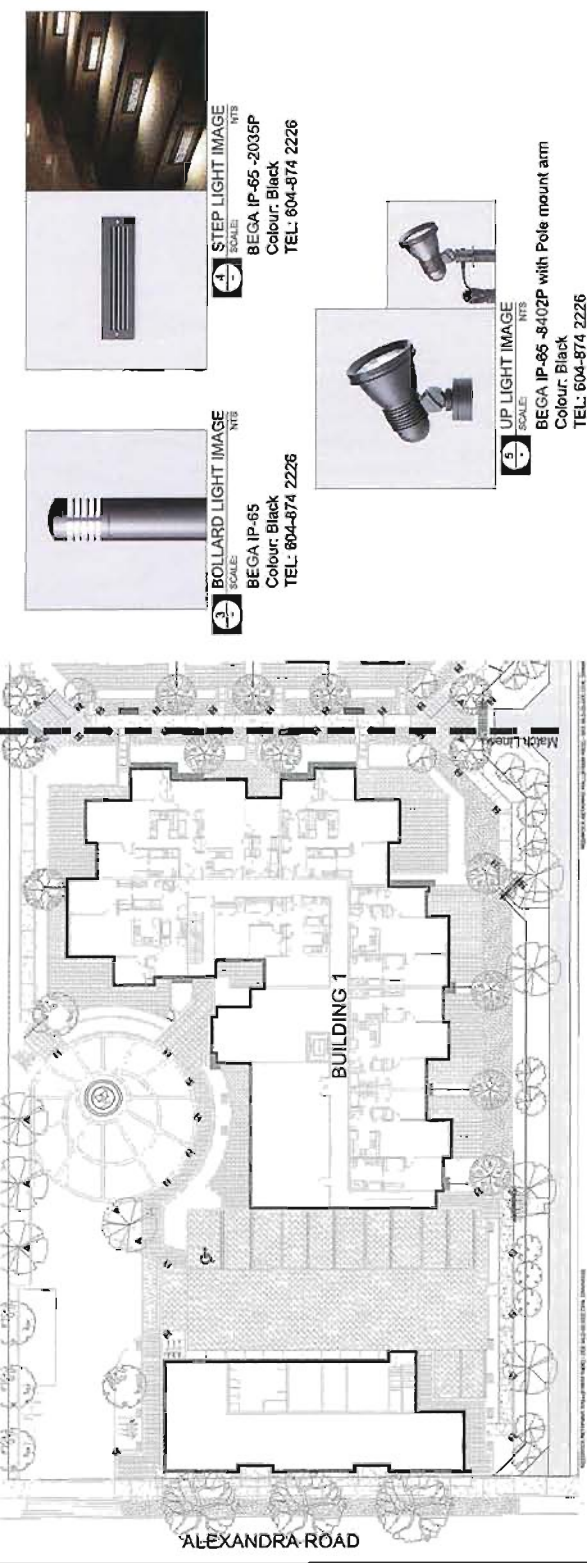
DP2017 - 12

L-07

F. ADAB ARCHITECTS INC.
 1000 Ave. Zeeuw, Suite 100, Richmond, BC V6X 3A8
 Tel: 604-874-2226
 Fax: 604-874-2227
 Email: info@f-adab.com

PROJECT:
 9251-9291 Alexandra Road
 Mixed-Use Development
 O&P SUBMISSION
 LOCATION:
 9251-9291 Alexandra Road
 Richmond, BC

DATE: 12/01/2017
BY: [Signature]
REVISED: [Signature]
DATE: 12/01/2017




3 BOLLARD LIGHT IMAGE
 SCALE: NTS
 BEGA IP-65
 Colour: Black
 TEL: 604-874 2226

4 STEP LIGHT IMAGE
 SCALE: NTS
 BEGA IP-65 -2035P
 Colour: Black
 TEL: 604-874 2226

5 UP LIGHT IMAGE
 SCALE: NTS
 BEGA IP-65 -9402P with Pole mount arm
 Colour: Black
 TEL: 604-874 2226

LIGHTING LEGEND	
	Bollard Light BEGA IP-65 or approve equal Colour: Black TEL: 604-874 2226
	Up Light BEGA IP65-9402P or approve equal Colour: Black TEL: 604-874 2226
	Step Light BEGA IP65 -2035P or approve equal Colour: Black TEL: 604-874 2226

Notes:
 1. All lighting to be coordinated with Electrical, Mechanical, and Building Envelope consultants.
 2. Install as per manufacturer's specifications



F. ADAB ARCHITECTS INC.
 2106-1006 ROOSEVELT CRESCENT
 NORTH WASHINGTON, DC 20007
 TEL: 202-331-1006 FAX: 202-331-1007
 EMAIL: info@fadamarchitects.com

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PROJECT TITLE:
 MIXED-USE DEVELOPMENT
 9251-9291 ALEXANDRA
 ALEXANDRIA, VIRGINIA

CLIENT:
 JINGOIN DEVELOPMENT GROUP
 1000 BELMONT ROAD
 ALEXANDRIA, VA 22304

DATE: JANUARY 2010
SCALE: 3/8"=1'-0"
SHEET NO.: A-4.3

ACCESSIBLE UNIT PLANS

1. ENLARGED UNIT FOR DISABLES - TYPE A1
 SCALE: 3/8"=1'-0"

2. ENLARGED UNIT FOR DISABLES - TYPE A2
 SCALE: 3/8"=1'-0"

3. ENLARGED UNIT FOR DISABLES - TYPE C
 SCALE: 3/8"=1'-0"

4. ENLARGED UNIT FOR DISABLES - TYPE C1
 SCALE: 3/8"=1'-0"

5. ENLARGED UNIT FOR DISABLES - TYPE C2
 SCALE: 3/8"=1'-0"

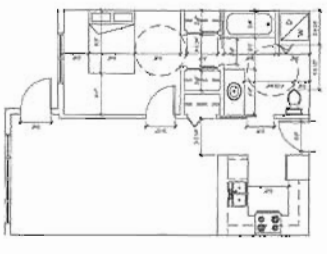
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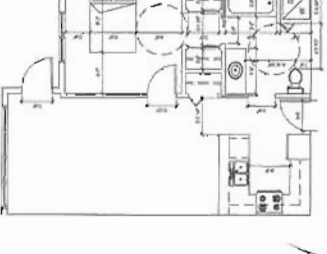
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 SCALE: 3/8"=1'-0"

4. ENLARGED UNIT FOR DISABLES - TYPE D4
 SCALE: 3/8"=1'-0"

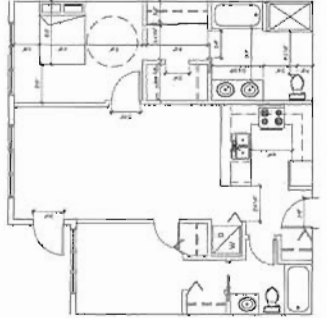
ALL SITE ENTRANCE DOORS MUST HAVE THE REQUIRED DISTANCE OF 7' CLEARANCE TO THE ENTRANCE. A SIGN OF ELECTRICAL, AUTOMATIC OPERATOR WILL BE PROVIDED.



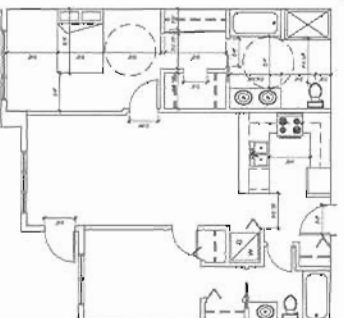
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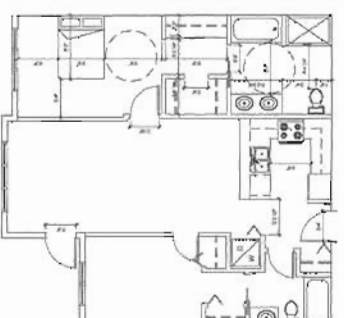
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 SCALE: 3/8"=1'-0"




3. ENLARGED UNIT FOR DISABLES - TYPE C
 SCALE: 3/8"=1'-0"



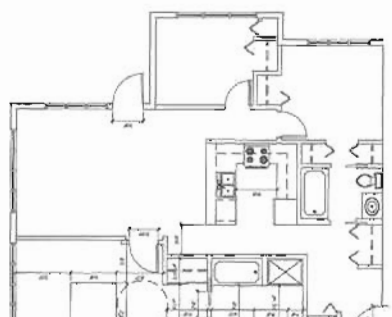
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 SCALE: 3/8"=1'-0"



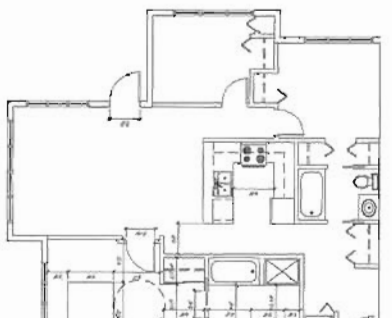
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 SCALE: 3/8"=1'-0"



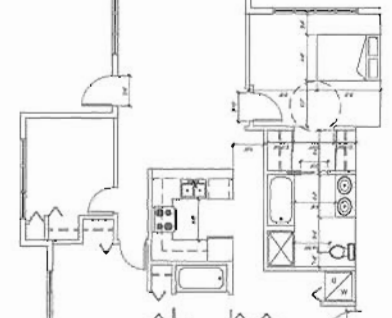
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 SCALE: 3/8"=1'-0"



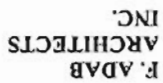
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3. ENLARGED UNIT FOR DISABLES - TYPE D3
 SCALE: 3/8"=1'-0"



4. ENLARGED UNIT FOR DISABLES - TYPE D4
 SCALE: 3/8"=1'-0"



The first step in the process is to identify the problem. This is often done by the project manager, who will then assign tasks to team members. The next step is to plan the project, which involves setting a timeline and budget. Once the plan is in place, the team can begin work. Regular communication is key to the success of the project, as it allows team members to stay on top of their tasks and report progress to the project manager. Finally, the project should be evaluated at the end of the project to see what went well and what could be improved for future projects.

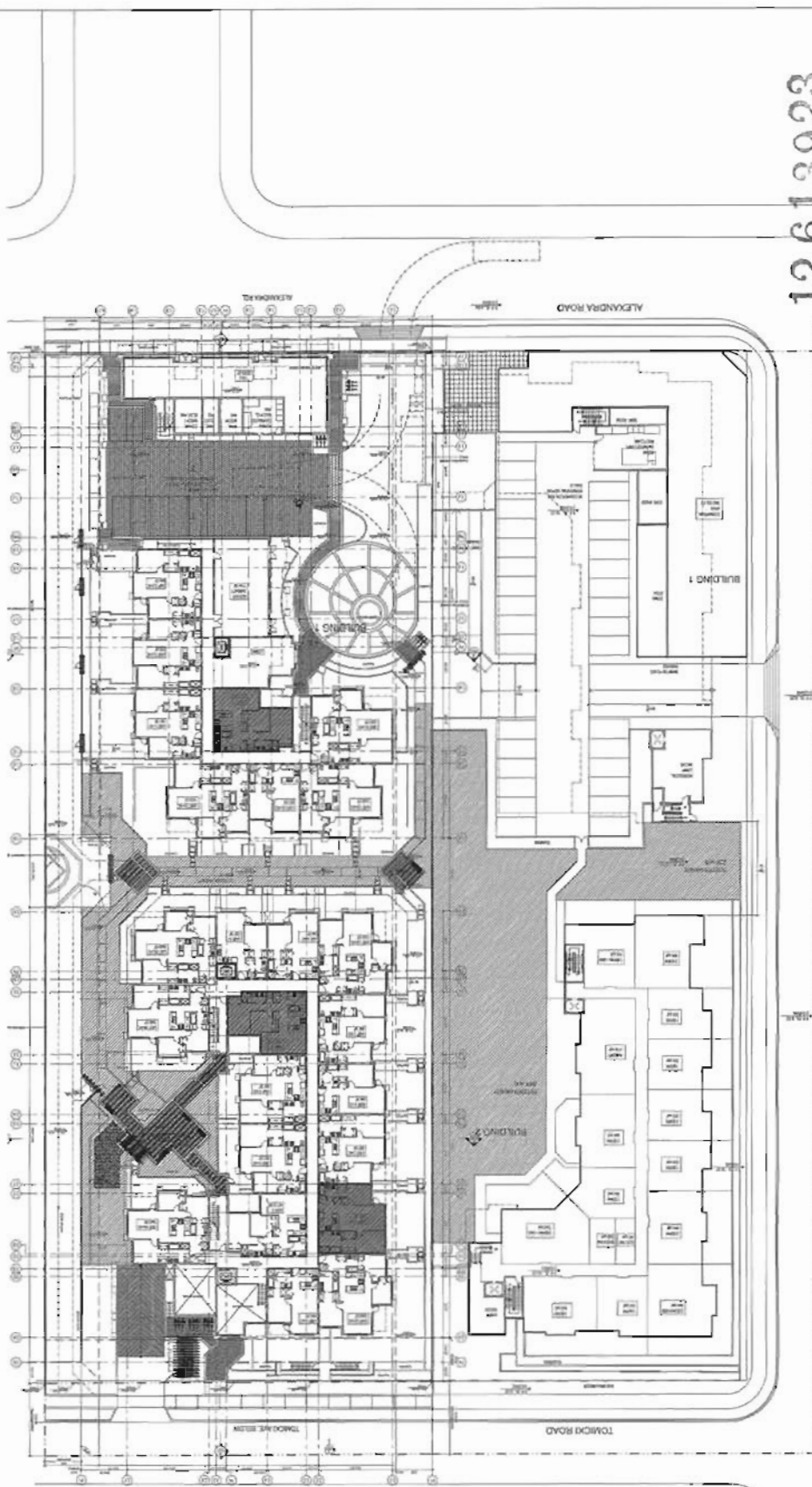
PROJECT TITLE
MIXED-USE DEVELOPMENT
9281-9281 ALEXANDRA
ACROSS
WEST 42ND AVENUE SOUTH
MCKINNEY, TX
FOR:
JANON DEVELOPMENT GROUP
ALEXANDRA LLP
ONE EIGHT EIGHT WEST
MCKINNEY, TX 75069-1008

to investigate the relationship between the use of the Internet and the use of other information sources. The results of the study are presented in the following sections.

**F. ADAB
ARCHITECTS
INC.**



DP 12613923 REF. R.#2





City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: February 5, 2013

From: Wayne Craig
Director of Development

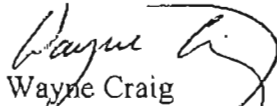
File: DP 12-616074

Re: Application by Urban Design Group Architects Inc., for a Development Permit
at 6020 Blundell Road and 8120 No. 2 Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a freestanding 1-storey commercial replacement building within the Blundell Shopping Centre located at 6020 Blundell Road on a site zoned Community Commercial – Blundell Road (ZC14);
2. Permit construction of façade renovations to three existing 1-storey commercial buildings within the Blundell Centre located on two lots located at 6020 Blundell Road zoned Community Commercial – Blundell Road (ZC14) and 8120 No. 2 Road on a site zoned Auto-Oriented Commercial (CC).



Wayne Craig
Director of Development

WC:bg
Att. 4

Staff Report

Origin

Urban Design Group Architects Inc., on behalf of Blundell Centre has applied to the City of Richmond for permission to construct:

- Building A, a freestanding 1-storey commercial replacement building with a gross floor area of 676.6 m² (7,280 ft²) within the Blundell Shopping Centre at 6020 Blundell Road on a site zoned Community Commercial – Blundell Road (ZC14);
- Façade renovations to Buildings B within the Blundell Shopping Centre at 6020 Blundell Road on a site zoned Community Commercial – Blundell Road (ZC14);
- Façade renovations to Buildings C and E within the Blundell Shopping Centre located at 8120 No. 2 Road on a site zoned Community Commercial (CC); and

This redevelopment proposal also involves

- Improved pedestrian connections within the site;
- Additional tree planting within the surface parking lot;
- Perimeter landscape upgrades along the north, east and south property lines; and
- Replacement pylon sign at the Blundell Road and No. 2 Road intersection. A separate sign permit will also be required for the signage associated with the proposed renovations.

No façade renovations are proposed for Building D, an existing McDonald's restaurant located within the Blundell Centre at 8120 No. 2 Road.

There is no current rezoning associated with this Development Permit application and there are no variances required or requested.

A Servicing Agreement (SA) is a requirement of this Development Permit to address Blundell Road and No. 2 Road frontage upgrades as well as infrastructure upgrades related to the site service connections. The owner has agreed to the scope of work descriptions contained within the Development Permit Conditions included at the end of this staff report.

Development Information

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

Background

Development surrounding the subject site is as follows:

To the north, across Blundell Road and adjacent to No. 2 Road is a 1-2 storey commercial building (financial institution) with Community Commercial (CC) zoning and farther east is another 1-storey commercial building (pub and grill) subject to Land Use Contract 128. Still farther east is a mix of residential building types with Two Unit Dwelling (RD1) and Single Detached (RS1/E) zoning.

To the east, adjacent to the subject site along the south side of Blundell Road is a 1-storey commercial building (food store) subject to Land Use Contract 087 and beyond is a 1-storey strip commercial building subject to Land Use Contract 010. Farther east is a series of 2 to 3-storey intermediate care facility buildings (Rosewood Manor) with Health Care (HC) zoning. Also adjacent to the subject site but south of Blundell Road (with no section line road frontage) are two 7-storey residential buildings subject to Land Use Contract 010.

To the south, across a private access road/driveway are older 2-storey cluster townhouses subject to Land Use Contract 010.

To the west, across No. 2 Road is a mix of residential single family residential dwellings, duplexes, and townhouses with Single Detached (RS1/E), Two Unit Dwelling (RD2) and Medium Density Townhouses (RMT1) zoning.

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 Community Commercial – Blundell Road (ZC14) and Auto-Oriented Commercial (CC) zoning for these 2 properties.

Advisory Design Panel (ADP)

This Development Permit application was presented to and supported by the ADP on January 23, 2013. See **Attachment 2** for the ADP comments and the applicant responses that are highlighted in *bold italics* immediately following each ADP comment.

Analysis

Conditions of Adjacency

- To the north: Streetscape improvements are proposed along the north property line including a small pedestrian plaza at the corner of Blundell Road and No. 2 Road as well as other boulevard upgrades including tree, shrub and groundcover planting. The existing sidewalk is to remain but a Statutory Right of Way (SRW) will be granted for a future bus shelter to be provided by the City.
- To the east: Landscape upgrades and improvements are proposed along the east property line including supplemental tree planting, overhead trellis structures and new garbage enclosures that create an appropriate balance between visibility for security and screening for aesthetics.
- To the south: Retention of an existing hedgerow of trees together with supplemental infill tree planting and new garbage enclosures will provide improvements along the south property line.
- To the west: The existing sidewalk and the row of 16 large street trees will be retained along No. 2 Road including the selective removal and replacement of shrub planting between the sidewalk and surface parking lot.

Transportation and Traffic

1. No. 2 Road - South Access/Egress: The Blundell Centre owner has agreed to a lump sum contribution of \$50,000 for traffic signal upgrades. See the Development Permit conditions for a detailed description of the required traffic signal improvement. A legal agreement will be granted by the owner providing the City with access to the development lands in order to maintain traffic signal equipment located on the development lands.

2. No. 2 Road - North Access/Egress: Based in input from the Transportation consultant and subsequent discussions with Transportation staff this existing right-in and -out driveway will remain as is with no other changes required within the road right-of-way, at this time. However as traffic volumes increase, staff will monitor the operation of this access and determine if additional vehicle turning restrictions are required. The traffic signal at the south entry along No. 2 Road will provide sufficient breaks in the traffic flow for exiting vehicle traffic.
3. Blundell Road - West Driveway: The owner has agreed to install improvements to this driveway location including a raised traffic island within the driveway crossing to restrict left turn egress from the site and the associated re-stripping in the centre of Blundell Road that will include the insertion of a short left turn slot on Blundell Road (westbound to southbound), separated from the left turn stacking lane at the intersection of Blundell Road and No. 2 Road.
4. Transit SRW: The owner will also grant an approximate 1.3 m wide x 5.7 m long statutory right-of-way for transit purposes along the north property line of 6020 Blundell Road in order to allow for the installation of a bus shelter by the City at a future date.
5. Parking: The current site plan includes the provision of parking as follows:

Buildings	Total Gross Floor Area	Total Leasable Floor Area	Required Parking	Provided Parking
Site 1 – 6020 Blundell Road				
Building A	676.3 m ² (7,280 ft ²)	676.3 m ² (7,280 ft ²)	23	
Building B	1,359.9 m ² (14,637 ft ²)	1,321.3 m ² (14,222 ft ²)	66	
Sub-Totals	2,036.2 m ² (21,917 ft ²)	1,997.6 m ² (21,502 ft ²)	90	144
Site 2 – 8120 No. 2 Road				
Building C	1,699.6 m ² (18,294 ft ²)	1,567.3 m ² (16,870 ft ²)	67	
Building D (McDonalds no change)	474.5 m ² (5,108 ft ²)	474.5 m ² (5,108 ft ²)	41	
Building E	3,861.8 m ² (41,568 ft ²)	3,861.8 m ² (41,568 ft ²)	159	
Sub-Totals	6,035.9 m ² (64,970 ft ²)	5,903.6 m ² (63,546 ft ²)	267	288
Totals	8,072.1 m ² (86,887 ft ²)	7,901.2 m ² (85,048 ft ²)	357	432

The current development data summary on the architectural site plan indicates a surplus of 76 parking stalls. The revised parking layout associated with the replacement Building A complies with the existing parking standards (aisle width and parking stall sizes) according to the current Richmond Zoning Bylaw.

6. Loading and Bike Facilities: The Richmond Zoning Bylaw requires a minimum of 1 designated on-site medium size (SU9) loading bay for the new Building A, which has been provided and the remaining loading bays remain unchanged throughout the remainder of the existing Blundell Centre. According to City standards the new Building A requires two (2) Class 1 bicycle parking spaces as lockers. This proposal for Building A includes six (6) Class 2 bike parking spaces in 2 bike rack and two (2) Class 1 bike lockers within the building as tenant improvements.

Engineering and Servicing

1. Full engineering and servicing conditions are identified in the Development Permit conditions.
2. Service Connections: Water analysis is not required. Sanitary analysis and upgrades are not required. The owner has incorporated innovative storm water management measures into the design including additional permeable paving, more tree planting and additional absorbent landscape areas. All future storm drainage from the site will be directed to the No. 2 Road box culvert via the existing tie-in for this service connection.

Fire Prevention, Detection and Protection

1. The Blundell Centre owner is required to confirm that adequate fire-flow is available from existing mains at the Building Permit stage.
2. The spacing of fire hydrants will be assessed during the Servicing Agreement phase, which may result in the need for additional fire hydrants.
3. The owner has provided a separate site plan to demonstrate adequate emergency vehicle access and manoeuvrability on-site.

Urban Design and Site Planning

1. Design Guidelines: The applicant has submitted an appropriately detailed response to the relevant design guidelines identified below (see **Attachment 3**):
 - Official Community Plan (OCP) Schedule 1 – Section 9.2 – General Guidelines (i.e., in particular give consideration to the following specific sections, 9.2.2.B Weather Protection, 9.2.3.A Tree Preservation, 9.2.4.B Surface Parking, 9.2.5.A Corner Sites, 9.2.7 Refuse, Recycling and Service Areas), and
 - Official Community Plan (OCP) Schedule 1 – Section 9.4 – Commercial Guidelines.The applicant responses to the design guidelines are acceptable, thus the proposed development is generally in compliance with the applicable design guidelines.
2. Site Planning - Building A: The proposed replacement Building A is sited in a similar location to the existing freestanding building in order to respect a view restrictive covenant easement for existing the McDonald's restaurant however improvements are proposed at the intersection including the provision of a small pedestrian plaza, new planting, bike racks, pedestrian connections into the Blundell Centre retail frontages plus a new pylon sign similar in character to the building facade improvements proposed to the new and existing buildings within the Blundell Centre.

Architectural Form and Character

1. Building A: The proposed replacement Building A (676.3 m² or 7,280 ft²) is approximately 190.4 m² larger than the existing Building A (485.9 m² or 5,230 ft²) but there is sufficient under-utilized floor area within the existing to accommodate the slightly larger replacement Building. The proposed design of Building A includes the use of high quality building material such as metal and concrete panels, a metal canopy and accent ledger stone cladding. The proposed cladding materials for Building A have been repeated for the proposed facade upgrades on Buildings B, C and E.

2. Other Facade Improvements: The proposed Building B, C and E proposed facade renovations incorporate similar high quality building materials including metal panels, corrugated metal siding, EIF stucco, culture stone, storefront prefinished aluminum frames and clear double glazing. These proposed facade improvements will be compatible with the architectural design of the proposed new Building A.
3. Design Coordination: The architectural design of the replacement Building A has been to achieve a balance between a distinctive character for the intended tenant incorporating some corporate identity elements yet retaining sufficient similarities in design (i.e., materials and colour) to be compatible with the proposed facade upgrades proposed for Buildings B, C and E. The McDonald's restaurant (Building D) is not subject to the proposed facade upgrades.
3. Weather Protection: This proposal incorporates a new and continuous 1.8 m wide canopy along all on-site retail frontages of Buildings B and C. Building E also has a continuous canopy along the entire retail frontage but it is reduced in width to approximately 1 m wide in several locations.
4. Signage: The existing signage above the individual storefronts is proposed to be replaced by a new sign band at the front of the built-up canopy on a raceway for the installation of high quality channel letter signs. The existing pylon at the intersection of Blundell and No. 2 road will be replaced with new pylon at the same height as the existing pylon but designed in a manner to be compatible with the proposed new facade upgrades. The architect has submitted documentation and drawings substantiating that the proposed signage for Buildings A, B, C and E complies with the Sign Bylaw. A separate sign permit will also be required for the signage associated with the proposed renovations.

Landscape Design and Open Space Design

1. Landscape Plans: The landscape planting plans have been revised and improved to show the specific location and exact quantities of proposed planting.
2. Blundell Road Boulevard: The owner proposes landscape boulevard improvements including additional tree, shrub and groundcover planting along the Blundell Road frontage consistent with streetscape improvements along the adjacent Safeway Store to the east.
3. No. 2 Road Boulevard: Landscape improvements are proposed at the Blundell Road and No. 2 Road intersection in the form of a new and enlarged pedestrian plaza and the existing large street trees along the narrow No. 2 Road boulevard strip will be maintained.
4. On-Site Tree Planting: The landscape plan proposes 20 new trees and 670 new shrubs on-site including 3 new planting islands within the surface parking area along No. 2 Road and the refurbishment of 6 existing planting islands on-site.
5. Pedestrian Walkways: Additional decorative paving is proposed on-site within the expanded pedestrian plaza near the Blundell Road and No. 2 Road intersections and within the surface parking lot to better recognize and accommodate the major pedestrian desire lines with separately delineated walkways.
6. Perimeter Landscape Treatment: The owner has agreed to landscape improvements along the east and south property lines to achieve a more appropriate balance between security and screening objectives including new enclosures to contain and screen garbage and recycling containers, retention of the existing chain link fencing but supplemental tree and shrub

planting to provide better screening to adjacent properties but still permit informal surveillance from the neighbouring properties.

Refuse and Recycling

1. Garbage Enclosures: New garbage and recycling enclosures are proposed along the east and south property line as requested as well as throughout the existing surface parking lot. In addition, the garbage and recycling enclosure near the Blundell Road entry has been relocated and reoriented to avoid on-site traffic congestion.
2. Garbage/Recycling Containers: City guidelines regarding the provision of garbage and recycling containers have been provided and the owner indicates that adequate and appropriate collection containers that exceed City standards will be provided throughout the shopping centre in direct response to the specific needs of the various tenants including shared use facilities where possible.

Sustainability and Crime Prevention Through Environmental Design (CPTED)

1. Sustainability: The sustainability features incorporated into the Blundell Centre include the following categories, environmental, storm water management, energy efficiency, green building features, water conservation, community design, secure community and economic sustainability. See **Attachment 4** for a detailed listing of sustainability features.
2. CPTED: Crime prevention measures have been incorporated throughout the Blundell Centre including periodic security patrols, private alarm systems, unobstructed visible to Commercial Retail Units (CRU's) from the adjacent streets, clear storefront glazing to provide informal surveillance of the surface parking lot, night lighting throughout the site, perimeter fencing and motion sensor flood lights on the rear of the buildings in concert with sufficient visual access into the rear service areas to discourage nuisance behaviour yet provide reasonable screening for adjacent properties.

Conclusions

The proposed replacement Building A and the proposed facade enhancements to Buildings B, C and E represent a significant upgrade to the existing Blundell Centre and staff recommend support for these proposed improvements.



Brian Guzzi, MCIP, MCSLA
Senior Planner - Urban Design

Attachment 1: Development Application Data Sheet

Attachment 2: Advisory Design Panel Comments and Applicant Responses

Attachment 3: Design Guideline Checklist

Attachment 4: Sustainability Features

BG:cas

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

1. The granting of an approximate 1.3 m wide x 5.7 m long statutory right-of-way in favour of the City for transit purposes along the north property line of 6020 Blundell Road in order to allow for the installation of a bus shelter by the City at a future date.
2. Registration of an approximate 14 m wide x 32 m long statutory right-of-way in favour of the City for utility purposes in order to access, maintain, replace or repair traffic loops and associated City equipment located on the development lands but associated with the traffic signal at the south vehicle access/egress to the development lands from No. 2 Road.
3. Receipt of a Letter of Credit (LOC) as a security for the installation of the proposed landscape improvements as indicated on the landscape drawings in the amount of \$41,937.00 based on a detailed cost estimate prepared by a BC registered landscape architect. This LOC shall be returned to the Owner following the landscape inspection by City staff at the end of the landscape establishment maintenance period provided that the landscape improvements have been installed generally in accordance with the approved Development Permit landscape drawings.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of a Tree Survival Security to the City as a Letter of Credit (LOC) in the amount of a \$40,000.00 (16 x \$2,500 each) to ensure the continued retention of the existing large street trees (Tulip Trees) along the No. 2 Road frontage intended to be retained. This LOC shall be returned to the Owner following the landscape inspection by City staff at the end of the landscape establishment maintenance period provided that these 16 trees intended to be retained remain in good health.
6. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
7. Registration of a flood indemnity covenant on title.
8. Discharge of any appropriate title charges registered in the Land Title Office following City staff review of the Title Summary to be provided by the Owner of the Blundell Centre.

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

1. Enter into a Servicing Agreement* for the design and construction of service connections, if appropriate including frontage improvements along No. 2 Road and Blundell Road. Works include, but may not be limited to the following:
 - A. Engineering Conditions:
 - a. Any new service connections are to be designed via the Servicing Agreement (SA) process.
 - b. Storm: The owner has demonstrated that innovative storm water management measures have been incorporated into the design of this proposal including additional permeable paving, more tree planting and additional absorbent landscape areas. The existing 450 mm storm sewer along Blundell Road does not require up-sizing to a minimum of 750 mm from existing manhole STMH719 (approx. 26 m east of the east property line of the development site) to existing manhole STMH498 (intersection of No. 2 Road/Blundell Road) provided that any additional or new storm drainage from the site will be directed to the No. 2 Road box culvert via the existing tie-in for this service connection.

- c. Fire Hydrants: The spacing of existing fire hydrants will be assessed during the review of the Service Agreement drawings in concert with Richmond Fire Rescue staff and this may result in the requirement to install additional fire hydrants.
- B. Transportation Conditions:
- a) No. 2 Road Frontage Improvements:
 - i. South Vehicle Access/Egress on No. 2 Road – Existing Traffic Signal Upgrades:
 - The contribution of \$50,000 towards the traffic signal upgrade at the south access/egress driveway location along No. 2 Road from the existing pedestrian signal to a full traffic signal modifications to the signals plus civil engineering works such as removal of the existing driveway letdown, installation of curb returns at the site access and pavement markings. A Statutory Right-of-Way (SRW) of appropriate dimensions will be required at the west end of the on-site magazine since there are existing traffic loops on private property associated with this traffic signal.
 - b) Blundell Road Frontage Improvements
 - i. Blundell Road Vehicle Access/Egress Driveway Upgrades:
 - Provision of a raised traffic island to preclude left turn egress from the subject site to Blundell Road from access/egress driveway along the north property line. As well, design for new pavement markings to create a short left turn lane at the Blundell Road driveway location (westbound to southbound into the site), which should be kept separate from the Blundell Road / No. 2 Road intersection left turn storage lane (westbound to southbound) is to be included in the Servicing Agreement to the satisfaction of the Director of Transportation.
 - ii. Other Frontage Improvements:
 - Provision of a 1.3 m wide x 5.7 m long SRW for transit purposes along Blundell Road is required in order to locate a future bus shelter by the City adjacent to the proposed new Building A road frontage.
 2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
 3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
 4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Private utility companies may require rights-of-ways to accommodate their equipment. It is recommended that the Applicant contact the private utility companies to understand their requirements.

An executed copied is located in the file.

Signed

Date



DP 12-616074

Attachment 1

Address:	6020 Blundell Road (SITE 1) and 8120 No. 2 Road (SITE 2)	
Applicant:	Urban Design Group Architects Inc.	Owner: Conway Richmond Ltd.
Planning Area(s):	Blundell Planning Area	
Existing Floor Area:	Gross: 7,881.6 m ²	Net Leasable: 7,710.8m ²
Proposed Floor Area:	Gross: 8,072.1 m ²	Net Leasable: 7,901.2 m ²
Building A Only:	Gross: 676.3 m ²	Net Leasable: 676.3 m ²

	Existing	Proposed
Site Area	SITE 1: 7,277 m ² 78,335 ft ² SITE 2: 20,228 m ² 217,653 ft ² Total: 27,505 m ² 295,953 ft ²	SITE 1: 7,277 m ² 78,335 ft ² (no change) SITE 2: 20,228 m ² 217,653 ft ² (no change) Total: 27,505 m ² 295,953 ft ² (no change)
Land Uses	retail/commercial	no change
OCP Designation	Neighbourhood Service Centre	no change
Zoning:	SITE 1: Community Commercial-Blundell (ZC14) SITE 2: Community Commercial (CC)	no change

	Bylaw Requirement	Existing	Proposed	Variance
Floor Area Ratio (FAR):	(Maximum % Allowed) SITE 1: 50.8 SITE 2: 50	SITE 1: 25.37 % SITE 2: 29.85 %	SITE 1: 27.99 % SITE 2: 29.85 %	not permitted
Lot Coverage:	(Maximum % Allowed) SITE 1: 35.6 SITE 2: 35	SITE 1: 25.37 % SITE 2: 29.85 %	SITE 1: 27.99 % SITE 2: 29.85 %	none
Setback – Front Yard:	Min. SITE 1: 6 m Min. SITE 2: 3 m	SITE 1: 6 m SITE 2: 3 m	SITE 1: 6 m SITE 2: 3 m	none
Setback – Side Yard(s):	Min. SITE 1: 0 m Min. SITE 2: 3 m	SITE 1: 0 m SITE 2: 3 m	SITE 1: 0 m SITE 2: 3 m	none
Setback – Rear Yard:	Min. SITE 1: 0 m Min. SITE 2: 6 m	SITE 1: 0 m SITE 2: 3 m	SITE 1: 0 m SITE 2: 6 m	none
Height (m):	Max. SITE 1 9 m Max. SITE 2 9 m	SITE 1: 6.71 m SITE 2: 6.71 m	SITE 1: 6.71 m SITE 2: 7.32 m	none
Off-street Parking Spaces:	SITE 1: 153 max SITE 2: 267 Total: 420	SITE 1: 164 SITE 2: 288 Total: 452	SITE 1: 144 SITE 2: 288 Total: 432	none
Off-street Parking Spaces: Regular (R), Small (S), Accessible (HC)	(R) 210 min (S) 201 max (H/C) 9	(R) 383 (S) 64 (H/C) 5	(R) 338 (S) 86 (H/C) 9	none
Off-street Loading Spaces: Small (S), Medium (SU9) & Large (WB-17)	(S) (SU9) 1 (WB-17) 1	(S) 1 (SU9) 1 (WB-17) 2	(S) 1 (SU9) 1 (WB-17) 2	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, January 23, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

The Advisory Design Panel comments regarding the DP 12-626361 are identified below including the Applicant response immediately following each ADP comment highlighted in bold italics.4. DP 12-616074 – 1-STOREY (7,280 SQ.FT. REPLACEMENT COMMERCIAL/FINANCIAL BUILDING PLUS FAÇADE RENOVATIONS TO THE REMAINDER OF THE BLUNDELL CENTRE (3 OF 4 EXISTING COMMERCIAL/RETAIL BUILDINGS WITHIN THE BLUNDELL CENTRE)

Applicant Urban Design Group (on behalf of Conway Richmond Ltd.)
Property Location 6020 Blundell Road and 8120 No. 2 Road

Applicant's Presentation

Architect Fariba Gharaei, Urban Design Group Architects Ltd., and Meredith Mitchell, M2 Landscape Architecture, presented the project on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

1. Appreciate weather protection along pedestrian routes; Acknowledged.
2. maximize the amount of tree planting as much as possible to create more shade in the parking areas;
 - *We will change the species of the parking lot trees to a larger canopy tree. We will also add proposed trees to the south and east side of the subject site behind Building E;*
 - *This will also provide screening at gaps in the mature landscape (where they are available) and partially screen the garbage enclosures while still ensuring good CPTED design with clear views to potential hidden areas.*
3. extend maintenance program to establish trees where no irrigation is possible;
 - *Blundell's operation will commit to the maintenance of existing trees;*
 - *This will be written into the continuing maintenance program for the mall management.*
4. consider the location of ramps that go up to the sidewalk level when working on sidewalks adjacent to the handicapped parking stalls; ensure that cars in parking areas will not block the ramps;

- *Proposed ramps for proposed Building A and connection of the raised cross walk to Building B are clear from parking, and conveniently located for access.*
5. would be nice to see permeable asphalt;
- *We have added permeable concrete pavers in the proposed plaza, as well as using permeable pavers for the new sidewalks and existing sidewalk enhancements.*
 - *Adding permeable asphalt may pose technical problems adjacent to the non-permeable asphalt at transitions which could result in clogging.*
6. the parapet on Building A is unusually large;
- *The parapet is 6' high to screen the roof top units, and the same height as the balance of the shopping centre.*
7. Overall, there is an improvement on the building facades; Acknowledged.
8. pylon sign at the corner of Blundell Road and No. 2 Road could be moved away from the corner and nearer into the site;
- *With the limitation of the view and restrictive covenant by McDonald's we are able to move the pylon south inward away from traffic sight lines by 1'*
 - *The landscape plaza will be modified in this location to account for the pylon sign location change.*
9. access on to No. 2 Road at the mid site has always been problematic; upgrade of the traffic signal is welcome;
- *The signal upgrade is part of our proposal.*
10. soil volume and use of structural soil are critical in growing trees; concern on the soil volume of planters in the parking lot; challenging for trees to grow on successfully in the long term;
- *Structural soil will be incorporated where suitable to increase the soil volume and not affect the parking count for the existing parking lot. As this will require considerable impact to the existing parking lot and existing tree critical root zones, with cutting the existing asphalt and disruption to traffic flow, we will endeavor to reduce the amount of interference to the existing parking islands with trees that are in poor condition, and new parking islands as noted in the architectural layout plan.*
11. appreciate consideration for maintenance of trees; long-term commitment is needed in view of the maintenance cost of growing trees in a challenging location;
- *Blundell property management will take care of the long term maintenance of the trees.*
12. understanding of growing trees in an urban setting have changed since the original trees were planted on site; consider another species of trees more appropriate for present growing condition;
- *The parking lot tree species will be revised from the proposed ornamental cherry trees to a more durable species with high exposure and traffic flow in mind.*

13. the canopy of a fully realized tree is valuable and contributes a lot to the overall shopping experience of customers; benefits of tree planting in outdoor parking spaces should be considered along with other constraints, e.g. visibility of parking spaces;
 - *See comment above; tree species will be revised to a larger canopy tree.*
14. Improvements on building facades are better; *No Comment.*
15. rhythm and scale of Building A and the renovations on other buildings are completely different and don't hang together; consider ways to make them slightly homogeneous;
 - *We used the same building materials, high quality architectural paneling system and colours to replicate the character of Building A over the long extension of the existing building façade to create similar design elements between the two buildings.*
 - *The scale of Building A is less challenging than the existing shopping centre, with concrete columns and space frame structure that supports the proposed canopies. With the L shape column box and architectural prefinished aluminum (similar elements used on the design of building A) we have coordinated the character of Building A with the rest of the shopping centre.*
 - *Additionally we used the same stone veneer and corrugated metal cladding consistent with Building A to further create harmony between the buildings.*
16. No CPTED concerns; *No comment.*
17. appreciate the replacement of existing single glazing to double glazing as it is a positive contribution to efficient energy consumption; *Acknowledged.*
18. Overall approach is good; a positive upgrade to the commercial centre; *Acknowledged.*
19. Building A has a pleasant design, nice features, and appropriate scale and materials; however, its side elevations have transparency issues and need to be further articulated;
 - *The simplistic design of Building A allows it to stand out on its own and gives it a unique character, which is in harmony with the overall design of the shopping centre. The building has almost 50% of its walls treated with storefronts. The balance of the walls have been treated with multiple building materials to break-up the blank wall effect. Additionally, the energy model (ASHRAE) which we aim to design to, will only permit a certain amount of glazing to ensure maximum energy efficiency. (Back of the house washrooms, storage/warehouse space within the building).*
20. Consider opportunities for bringing some of the aesthetics and materials of Building A to the facades of other buildings in the commercial centre;
 - *We used the same building materials, high quality architectural paneling system and colours to replicate the character of Building A over the long extension of the existing building façade to create similar design elements between the two buildings.*
 - *The scale of Building A is less challenging than the existing shopping centre, with concrete columns and space frame structure that supports the proposed canopies. With the L shape column box and architectural prefinished aluminum*

- (similar elements used on the design of Building A) we have coordinated the character of Building A with the rest of the shopping centre.*
- *Additionally we used the same stone veneer and corrugated metal cladding consistent with Building A to further create harmony between the buildings.*
21. Consider improvements to the garbage enclosures throughout the site to make them more visually appealing;
 - *We revised the design of garbage enclosure and the details are included in the re-submission package*
 22. Garbage enclosure near Building A is problematic as it may create traffic congestion but relocating it elsewhere on the site may cause traffic problems in another area;
 - *We revised the location of the garbage enclosure as per staff suggestion and it is facing Building A for less traffic congestion, while still being convenient for the tenants and truck pick-up.*
 23. Roofline of the new Building A does not address the flat roofline of the rest of the buildings in the commercial centre; consider opportunity to break the roof plane of Building A;
 - *We feel the roof line as proposed is more esthetically pleasing for this design. Breaks in this roof design have a drastic effect on the look that we don't feel is maintaining our design intent.*
 24. Question the decorative paver walkway on the back side of Building A which is close to the front; pedestrians should be directed to the frontage instead of the back of the house for a more pleasant pedestrian experience;
 - *We have eliminated the sidewalk along the east side of Building A*
 25. The renovations are an improvement to the existing commercial centre.
Acknowledged.

Panel Decision

It was moved and seconded

That DP 12-616074 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

Attachment 3: Design Guideline Checklist

URBAN DESIGN GROUP ARCHITECTS LTD. 600 – 1140 W PENDER ST. VANCOUVER, BC V6E 4G1 (604) 687-2334 FAX (604) 688-7481

Paul Chiu, Architect AIBC, MRAIC, AAA, SAA, MAA, OAA, SBA, Principal
Fariba Gharaf, Architect AIBC, MRAIC, OAA, LEED AP, SBA, Associate
Rudi Klauser, RID, NCIDQ, LEED AP, Senior Associate
Crosby Chiu, MRAIC, SBA, Senior Associate
Eric Ching, CSBA, Associate

Rick Jones, Principal
Aaron Vornbrock, Vice President
Marlin Grube, Associate
Bojan Ilic, Associate

October 31, 2012

City of Richmond
Planning & Development
6911 No. 3 Road
Richmond BC V6Y 2C1

Attention: Brian Guzzi
Senior Planner, Urban Design

RE: Response Letter to Design Guideline for Proposed Exterior Renovations
Blundell Centre, Richmond BC

Our Project No. 3446

9.2.2.8 Weather Protection

Our design enhances the existing canopy projections along the fronts of Building B, C and E with the canopy overhang ranging from 6' to 13' deep.

The proposed design characteristics for the new building incorporate the new image of Vancity provided with 4' weather protection on the front/west side which connects pedestrian flow to the existing shopping centre.

9.2.3.A Tree Preservation

We've engaged a Landscape Architect to assess the condition of the existing trees in an effort to retain all the trees that are mature and in good condition. No trees are proposed to be removed.

We've introduced open spaces and walkways with new landscaping along the Blundell Road frontage, retained the mature trees along No. 2 Road, removed existing invasive shrubs and enhanced the landscaping in this area.

We are proposing to increase the building height 300 mm above the crown of the road. A detailed drainage and grading plan will be provided at the time of Building Permit.

New landscaped areas have been specified to have increased soil depths to allow for good soil volumes.

9.2.4.B Parking

Surface parking is provided and will continue to be screened from the street by the landscaping. The parking area located behind Building A is screened with existing trees while additional screening measures are provided by the decorative wood trellises and plantings along the south and east edges. Additional Tree Islands are proposed to further increase the permeability of the site and reduce the Heat Island Effect.

A raised crosswalk with distinct pavement is proposed for safe pedestrian connectivity between Building A and the shopping centre. Other distinct pathways currently exist which connect the pedestrian pathway from No. 2 Road to the shopping centre and connects Building C to Building E on the west. Various letdowns are proposed to facilitate convenient and direct access from the parking space to the building.

9.2.5 Building Scale and Form- Corner Sites

Due to existing lease/legal commitments, we are unable to locate new Building A to the corner; however, we did locate it tight to Blundell Road and have incorporated a visually prominent plaza at the corner. The main entrance to the current building is oriented to the street.

9.2.7 Refuse, Recycling & Service Area

We've proposed decorative enclosures for the refuse and recycling bins with wood trellises on top to further screen the service areas from public view.

Yours truly,

Fariba Gharaei, Architect AIBC, MRAIC, OAA, LEED AP, SBA, Associate
URBAN DESIGN GROUP ARCHITECTS LTD.

(FG/rf/cdm)

Attachment 4: Sustainability Features

URBAN DESIGN GROUP ARCHITECTS LTD. 600 – 1140 W PENDER ST. VANCOUVER, BC V6E 4G1 (604) 687-2334 FAX (604) 688-7481

Paul Chiu, Architect AIBC, MRAIC, AAA, SAA, MAA, OAA, SBA, Principal
Fariba Gharaei, Architect AIBC, MRAIC, OAA, LEED AP, SBA, Associate
Rudi Klauser, RID, NCIDQ, LEED AP, Senior Associate
Crosbby Chiu, MRAIC, SBA, Senior Associate
Eric Ching, CSBA, Associate

Rick Jones, Principal
Aaron Vornbrock, Vice President
Martin Grube, Associate
Bojan Ilic, Associate

October 30, 2012

City of Richmond
Planning & Development Department
6911 No. 3 Road
Richmond, BC V6Y 2C1

Attention: Brian Guzzi, MCIP, MCSLA
Senior Planner – Urban Design

Re: Sustainability Features

DP #12-616074: 6020 Blundell Rd. / 8120 No. 2 Rd., Richmond, BC

Our Project No. 3446

Environment: Protection & Enhancement of Environment

- Maintain the existing trees as well as add trees in to the parking lot and along Blundell road. Invasive plant species will be removed and appropriate steps will be taken to ensure existing vegetation remains intact.
- Design sediment and erosion control measures to minimize site disturbance at the time of construction.
- Incorporate the ground level and dark skies light reduction principles. Additionally we propose the use of LED technology for exterior lighting and energy efficiency.
- Enhance the refuse areas by building enclosures with decorative wood trellises around, as well as adding a full range of recycling containers as per the City's new recycling program.

Storm Water Management

- Permeable pavers and permeable coloured concrete are proposed for the new plaza at the corner of No. 2 Road and Blundell Road along the sidewalks around Building A, new landscape areas are proposed which will increase the permeability of the site. Additionally we are proposing to enhance the existing sidewalks and open spaces with the high lights of the new planters and permeable paving material to further increase the permeability of the site and the storm run-offs.
- All proposed soft landscape will be finished with a minimum of 450 mm depth of absorbent topsoil. These vegetated areas will promote soil infiltration, provide retention, slow down runoff and filter contaminants during sheet flow.

Energy Efficient Construction

- Replace all existing single-glazed storefronts with new double-glazed thermally broken storefronts to improve the energy performance of the building.
- Replace the existing 8 foot high storefronts with new 10 foot high storefronts which will increase the daylight penetration and prolong daylight into the retail shops during twilight hours.

Green Building Features

- To minimize the heat island effect, tree islands are proposed within the parking stalls and dense landscape has been incorporated along the north and west property lines.

Water Conservation

- Drought tolerant plants have been proposed in areas closest to pavement and pavement edges for approximately 22% of plant total.
- A high efficiency irrigation system with central control and rain sensors will be implemented in new planting areas with water conservation in mind.
- Ultra low flush and/or dual flush toilets will be proposed for Building A.

Community Design

- The development is conveniently located along public transit routes and is centrally located in the surrounding neighbourhood. The location promotes pedestrian traffic and provides for a walking distance shopping experience for the local community.
- The integration of planters, benches and trees into open spaces at the corner of Blundell and No. 2 Road will improve the shopping experience for residents. Bicycle racks will be introduced to further encourage the use of bicycles in the community.

Secure Community

- Incorporate *Crime Prevention Through Environmental Design*. This includes: site lighting, decorative LED light fixtures, and storefront glazing looking through the parking lot and motion sensor flood lights on the back of the building to deter nuisance behavior. The property currently has fencing around the south and west property line, which further controls the accessibility to the site.
- The addition of crosswalks between the buildings will address safety concerns for cyclists and pedestrians.

Economic Sustainability

- Introduce more current retail design elements to the buildings and improve their visibility from the streets. This will create a more updated presence for the proposed shopping centre and contribute to the economic sustainability of the centre.

We trust that the above is to your satisfaction and we look forward to further recommendations.

Yours Truly,

Fariba Gharaei, Architect AIBC, MRAIC, OAA, LEED AP, SBA, Associate
URBAN DESIGN GROUP ARCHITECTS LTD.

FG/ks/cdm



No. DP 12-616074

To the Holder: FARIBA GHARAEI, ARCHITECT, AIBC, C/O URBAN DESIGN GROUP ARCHITECTS LTD.

Property Address: 6020 BLUNDELL ROAD AND 8120 NO. 2 ROAD

Address: 600 - 1140 W. PENDER ST., VANCOUVER, BC V6E4G1

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 #24 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 \$41,937.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
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 12-616074

To the Holder: FARIBA GHARAEI, ARCHITECT, AIBC, C/O URBAN DESIGN
GROUP ARCHITECTS LTD.

Property Address: 6020 BLUNDELL ROAD AND 8120 NO. 2 ROAD

Address: 600 - 1140 W. PENDER ST., VANCOUVER, BC V6E4G1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

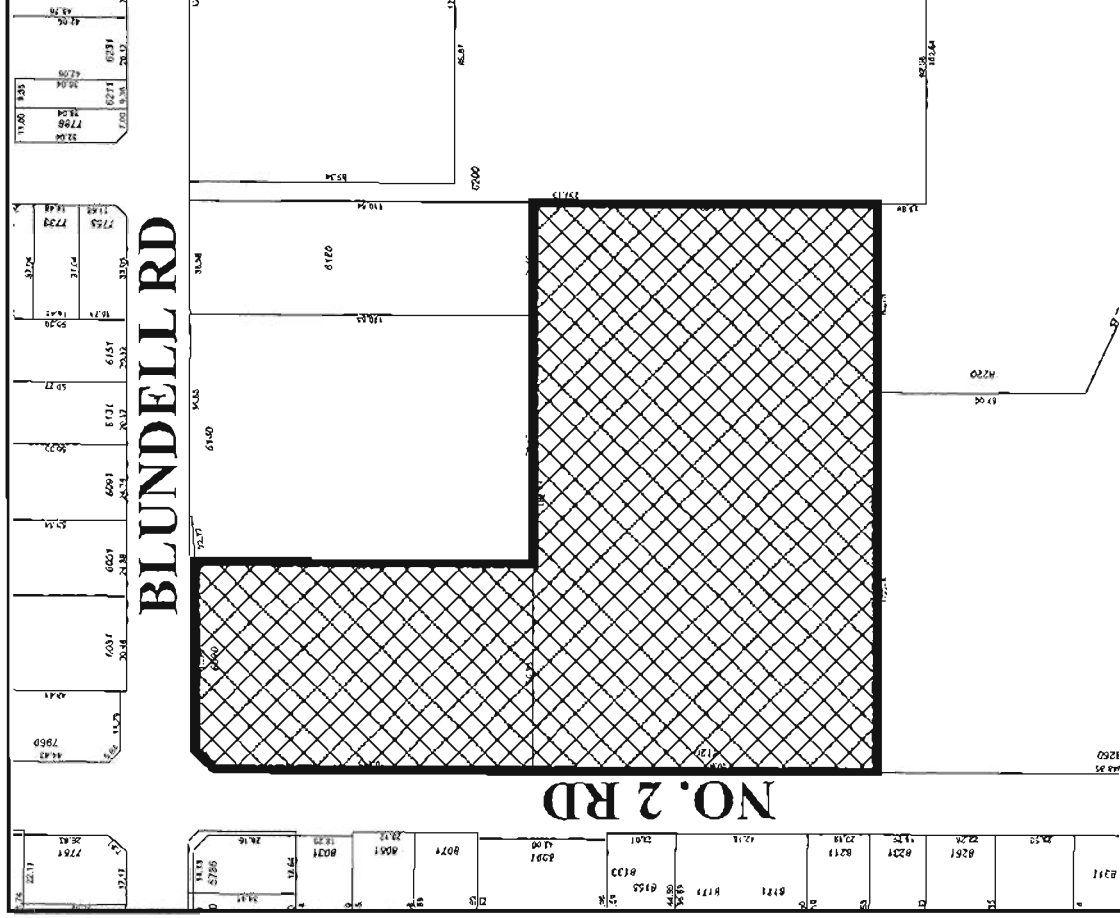
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 12-616074 SCHEDULE "A"

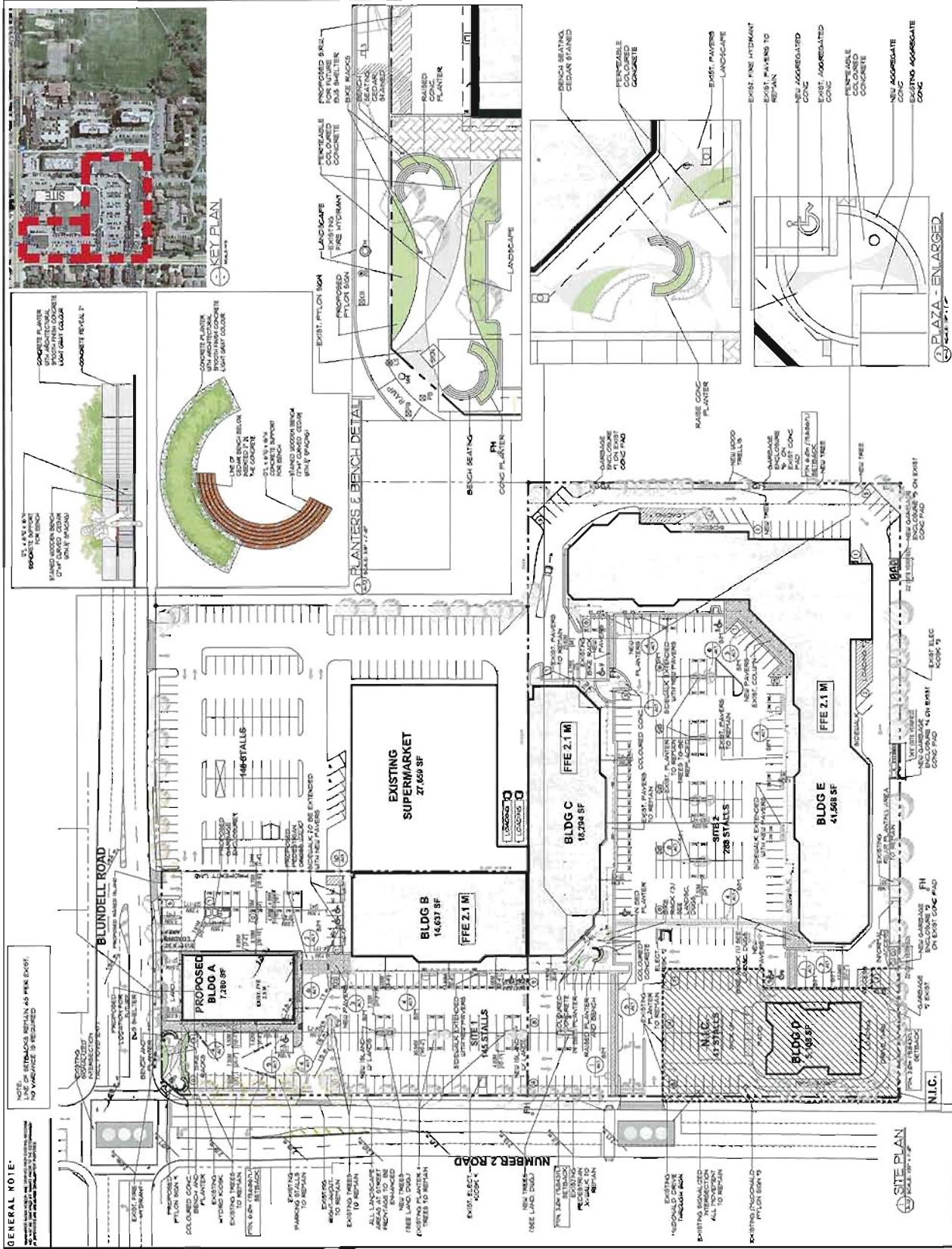
Original Date: 08/09/12

Revision Date:

Note: Dimensions are in METRES

GENERAL NOTE:

EXIST. LINE OF RETAILERS RETAIN AS PER EXIST. NO VARIANCE IS REQUIRED.



NO.	REVISION	DATE
1	ISSUED FOR PERMIT	2013.01.17
2	FOR CONWAY RICHMOND LTD.	2013.01.17
3	FOR CONWAY RICHMOND LTD.	2013.01.17
4	FOR CONWAY RICHMOND LTD.	2013.01.17
5	FOR CONWAY RICHMOND LTD.	2013.01.17
6	FOR CONWAY RICHMOND LTD.	2013.01.17
7	FOR CONWAY RICHMOND LTD.	2013.01.17
8	FOR CONWAY RICHMOND LTD.	2013.01.17
9	FOR CONWAY RICHMOND LTD.	2013.01.17
10	FOR CONWAY RICHMOND LTD.	2013.01.17



NOTES:
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, 2012 EDITION.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR LANDSCAPE CONSTRUCTION, 2012 EDITION.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR PLUMBING, 2012 EDITION.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR ELECTRICAL, 2012 EDITION.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR MECHANICAL, 2012 EDITION.
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR STRUCTURAL, 2012 EDITION.
7. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR CIVIL, 2012 EDITION.
8. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR ENVIRONMENTAL, 2012 EDITION.
9. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR HISTORIC PRESERVATION, 2012 EDITION.
10. ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND, B.C. STANDARD SPECIFICATIONS FOR ARCHITECTURAL, 2012 EDITION.

BLUNDELL CENTRE RENOVATION
NO 2 RD & BLUNDELL RD, RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.
DP - 12616074
FEB 05 2013

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	2013.01.17
2	FOR CONWAY RICHMOND LTD.	2013.01.17
3	FOR CONWAY RICHMOND LTD.	2013.01.17
4	FOR CONWAY RICHMOND LTD.	2013.01.17
5	FOR CONWAY RICHMOND LTD.	2013.01.17
6	FOR CONWAY RICHMOND LTD.	2013.01.17
7	FOR CONWAY RICHMOND LTD.	2013.01.17
8	FOR CONWAY RICHMOND LTD.	2013.01.17
9	FOR CONWAY RICHMOND LTD.	2013.01.17
10	FOR CONWAY RICHMOND LTD.	2013.01.17

PROPOSED
SITE PLAN
SCALE: 1/8" = 1'-0"



is presented in the Appendix.

BLUNDELL CENTRE RENOVATION
NO.2 RD & BLUNDELL RD, RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.

20



1100-889-0077 FAX 1100-889-0078
1100-889-0079 2ND FLOOR
1100-889-0080 3RD FLOOR
1100-889-0081 4TH FLOOR
1100-889-0082 5TH FLOOR
1100-889-0083 6TH FLOOR
1100-889-0084 7TH FLOOR
1100-889-0085 8TH FLOOR
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1100-889-0106 29TH FLOOR
1100-889-0107 30TH FLOOR
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1100-889-0111 34TH FLOOR
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1100-889-0266 189TH FLOOR
1100-889-0267 190TH FLOOR
1100-889-026

8898

EXISTING SITE PLAN

4010

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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ing among it is expressed at various levels of the property of the groups. The property of the groups is expressed in the way and by significant, subject to and other persons.

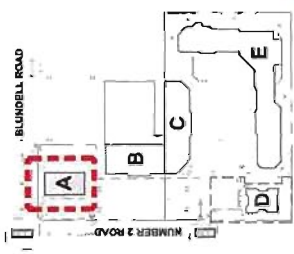


BLUNDELL CENTRE RENOVATION
NO2 RD & BLUNDELL RD, RICHMOND, B.C.
For CONWAY RICHMOND LTD.



architects ltd.
600-1140 WEST PENDER
VANCOUVER, BC V6C 4G4
TELEPHONE 604-687-0394
FACSIMILE 604-686-7481

34-63
FLOOR PLAN
BUILDING A



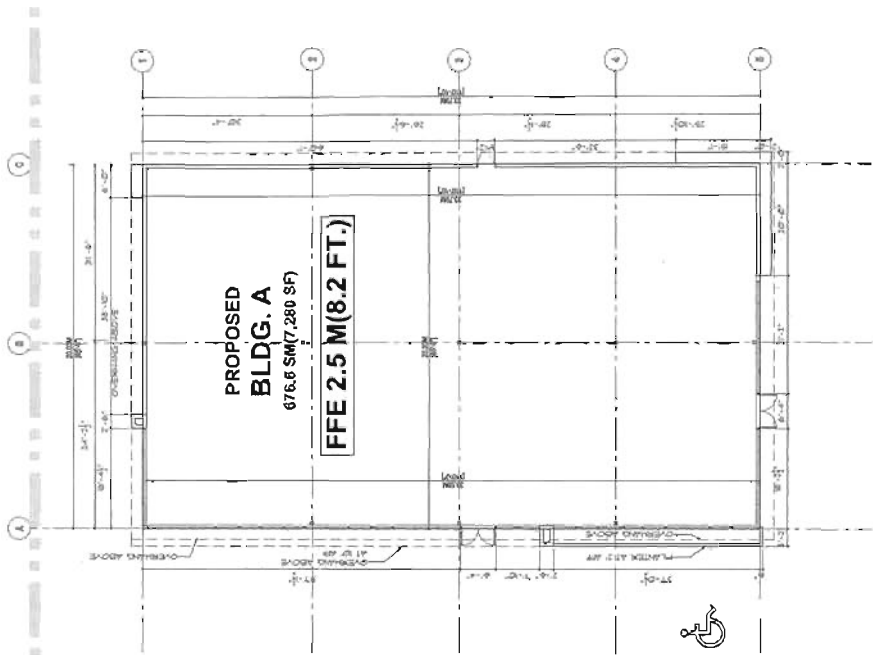
KEY PLAN

NOTES

1. ALL WORK SHALL CONFORM TO IBC BUILDING CODE 2003 EDITION AND LOCAL MUNICIPAL REGULATIONS.
2. ALL TENANT PREPARED BUILDING PERMIT APPLICATIONS WILL BE SUBMITTED BY THE TENANT ON BACK SHEETS PROVIDED BY THE ARCHITECT.
3. CONCRETE SHALL BE PLACED WITHIN THE DEADLINE AND THE JOB WILL BE COMPLETED WITHIN THE DEADLINE.
4. ANY DISCREPANCIES AND/OR BY THE CONTRACTOR AS IT RELATES TO DRAWING COORDINATION AND DIMENSIONS THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY.

FLOOR PLAN NOTES

1. ALL CORNERS AND EXTENSIONS ARE INDICATED TO CENTER LINE.
2. EXACT ROOM LOCATIONS TO BE DETERMINED BY SURVEY PRIOR TO INSTALLATION.
3. ALL EXTERIOR EXTERIOR AND WINDOW OPENINGS IN WALLS SHOULD BE SIZED TO ALLOW SLIGHT OVERLAP WITH EXISTING WALL. EXISTING WALLS SHOULD BE REINFORCED TO SUPPORT THE NEW WALLS.
4. PROVIDE EXISTING AND NEW DOOR SCHEDULING FOR ALL EXTERIOR WALLS. WALLS TO BE REMOVED SHALL BE REMOVED TO EXISTING FINISH LINE.
5. THE EXISTING FLOOR SHALL BE REINFORCED TO SUPPORT A MIN. 4" VAPOR BARRIER, 4" POLYSTYRENE INSULATION, 4" CONCRETE, 4" GYPSUM BOARD ON ARCHITECT FLOOR TO BE REMOVED.
6. REFER TO STRUCTURAL CHALLENGES FOR ALL EXISTING WALLS, CORNERS AND EXTENSIONS.
7. ALL FULL HEIGHT WALLS TO HAVE A DEFLECTION RATIO OF 1/400 OR LESS.
8. ALL EXTERIOR WALLS TO HAVE A DEFLECTION RATIO OF 1/400 OR LESS.
9. ALL EXTERIOR WALLS TO HAVE A DEFLECTION RATIO OF 1/400 OR LESS.
10. EXCEPT FOR INTERIORS, ALL CORNERS AND FINISHED WALLS TO BE FINISHED WITH 1/2" GYPSUM BOARD ON ARCHITECT FLOOR TO BE REMOVED. EXCEPT FOR INTERIORS, ALL CORNERS AND FINISHED WALLS TO BE FINISHED WITH 1/2" GYPSUM BOARD ON ARCHITECT FLOOR TO BE REMOVED.



1. PROPOSED BUILDING A' FLOOR PLAN

NO. 2 RD & BLUNDELL RD RICHMOND, B.C.	DATE: 12/16/2014
PROJECT: BLUNDELL CENTRE RENOVATION	SCALE: 1/8" = 1'-0"
DESIGNED BY: [Firm Name]	CHECKED BY: [Firm Name]
DRAWN BY: [Firm Name]	DATE: 12/16/2014



FEB 04 2013

NO. 2 RD & BLUNDELL RD RICHMOND, B.C.	DATE: 12/16/2014
PROJECT: BLUNDELL CENTRE RENOVATION	SCALE: 1/8" = 1'-0"
DESIGNED BY: [Firm Name]	CHECKED BY: [Firm Name]
DRAWN BY: [Firm Name]	DATE: 12/16/2014



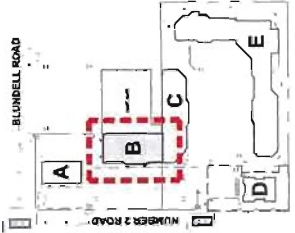
BLUNDELL CENTRE RENOVATION
NO. 2 RD & BLUNDELL RD RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.

4.



offshoots by
BRUNO VAN DER
VLIET ARCHITECTS
100-10100 101ST AVE
VANCOUVER, BC V5P 1C1
TEL: 604-271-1000
WWW.OFFSHOOTSBY.COM

DATE: 12/16/2014	SCALE: 1/8" = 1'-0"
PROJECT: BLUNDELL CENTRE RENOVATION	DATE: 12/16/2014
DESIGNED BY: [Firm Name]	CHECKED BY: [Firm Name]
DRAWN BY: [Firm Name]	DATE: 12/16/2014



KEY PLAN

LEGEND

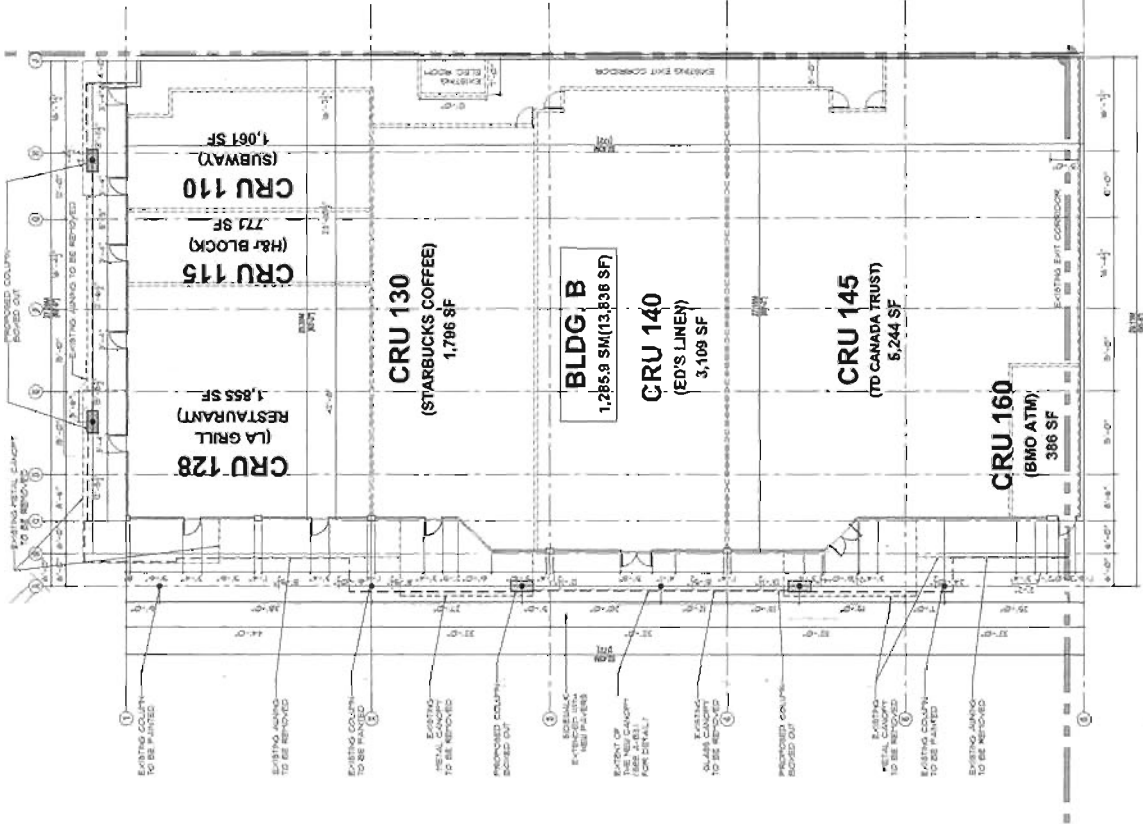
--- EXISTING AWNING AND RETAIL GLASS CANOPY
--- PROPOSED CANOPY

NOTES

- ALL WORK SHALL CONFORM TO B.C. BUILDING CODE 2012 EDITION AND LOCAL MUNICIPAL REGULATIONS.
- ALL EXISTING STRUCTURES SHALL BE DEMOLISHED AND REMOVED.
- ALL EXISTING STRUCTURES SHALL BE DEMOLISHED AND REMOVED.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY AND TO CORRELATE ALL DIMENSIONS WITH THE DRAWINGS AND THE JOB SITE.
- IF ANY DISCREPANCIES ARE FOUND BY THE CONTRACTOR AS IT RELATES TO THE DIMENSIONS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY.

FLOOR PLAN NOTES:

- ALL EXISTING CANOPY TO BE REMOVED.
- EXISTING STRUCTURE TO BE REMOVED.
- ALL EXISTING GLASS PANELS SHALL BE REMOVED AND REPLACED WITH DOUBLE GLAZED "THERMALLY" BROKEN STOREFRONT UP TO 10' HIGH.
- PROVIDE CANOPY AND PULSED DOOR FOR ALL EXISTING FACED ENTRANCE.
- EXISTING DOOR LOCATION TO BE MAINTAINED BY TENSILE PULL TO METALLIC.
- ALL EXISTING STOREFRONT AND WINDOW OPENINGS IN EXISTING DOUBLE GLAZED CLEAR GLASS SHALL BE THERMALLY BROKEN AND/OR ALUMINUM FINISHES AND ALL GLAZES AND DIMENSIONS ARE RETAINED 1/2".
- EXISTING AND REMOVED GLASS PANELS AND FINISHES MATERIALS COMPONENTS OF THE BUILDING SHALL BE PROTECTED AND MAINTAINED TO REMAIN IN PLACE AS DIRECTED BY THE MASTER PLANNING INSTITUTE.



BLDG. C
BLDG. B FLOOR PLAN

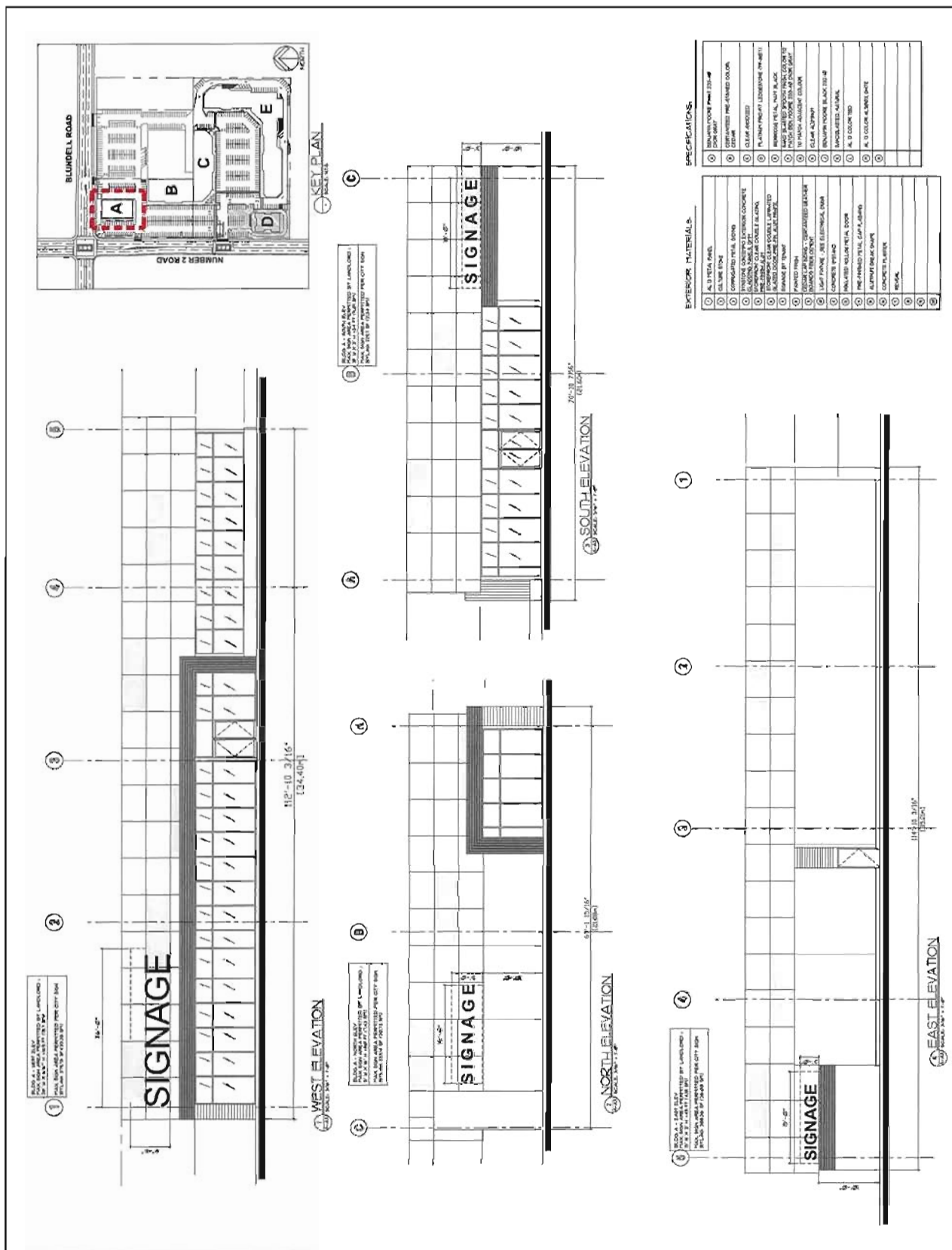


...to the fact that the company is not a public company, and therefore is not subject to the same level of scrutiny as public companies. The company's financial statements are not audited by an independent auditor, and the company's management is not subject to the same level of oversight as public companies. The company's financial statements are not audited by an independent auditor, and the company's management is not subject to the same level of oversight as public companies.

FEB 6 2013

BLUNDELL CENTRE RENOVATION
NO.2 RD & BLUNDELL RD, RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.
Dr. 12 616074

7.2



NO. 2 RD & BLUNDELL RD, RICHMOND, B.C.
BLUNDELL CENTRE RENOVATION
FOR CONWAY RICHMOND LTD.
DATE: JAN 3 2013
REGISTERED ARCHITECT
FARRA GHARAL
2013 FEB 04 2013

FEB 04 2013

NO. 2 RD & BLUNDELL RD, RICHMOND, B.C.
BLUNDELL CENTRE RENOVATION
FOR CONWAY RICHMOND LTD.

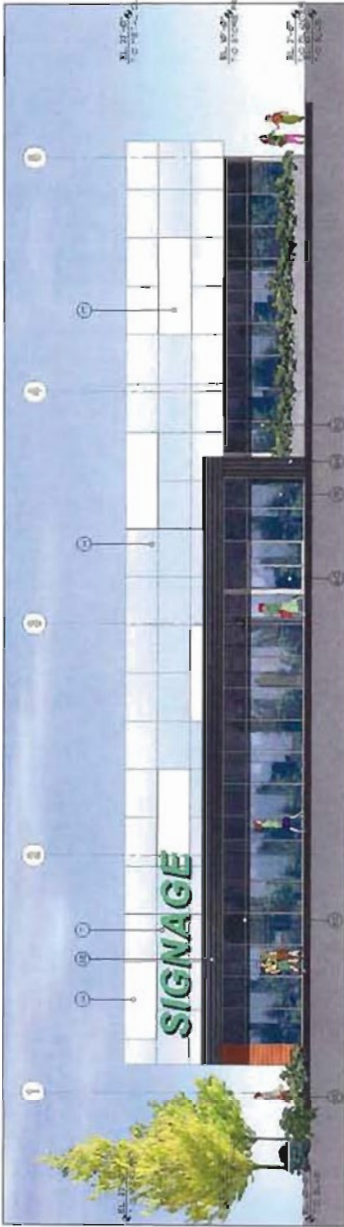
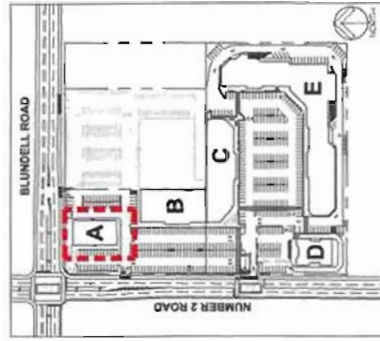


NO. 2 RD & BLUNDELL RD, RICHMOND, B.C.
BLUNDELL CENTRE RENOVATION
FOR CONWAY RICHMOND LTD.

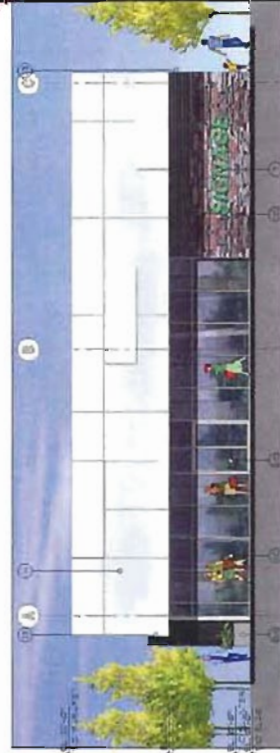
DP-12 616074

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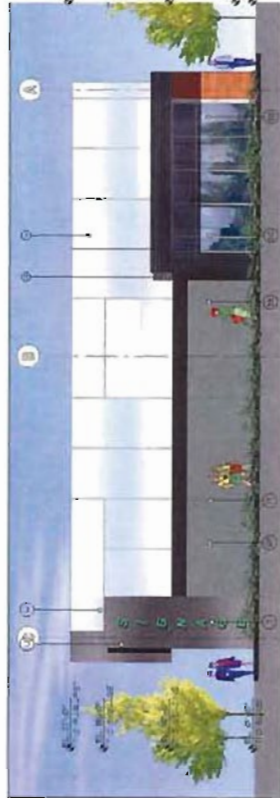
PROPOSED
CONSTRUCTION
DATE: JAN 3 2013
REGISTERED ARCHITECT
FARRA GHARAL
2013 FEB 04 2013



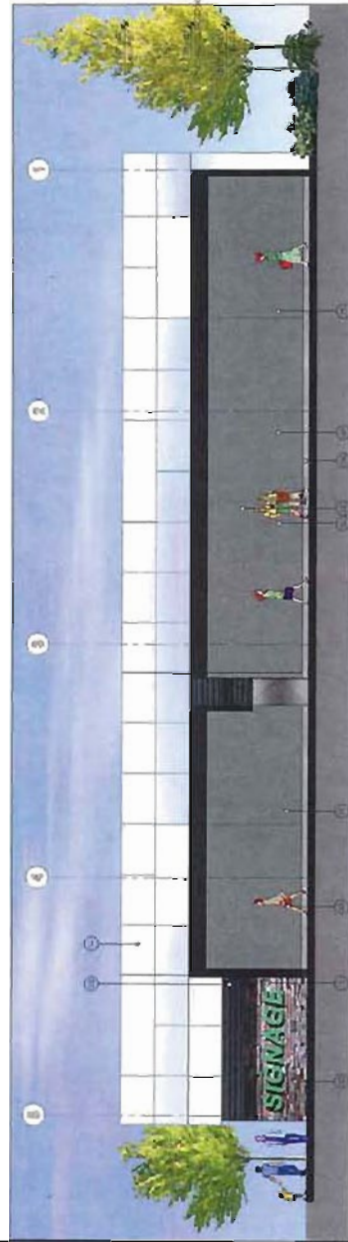
WEST ELEVATION - NO. 2 ROAD



SOUTH ELEVATION



NORTH ELEVATION - BLUNDELL ROAD

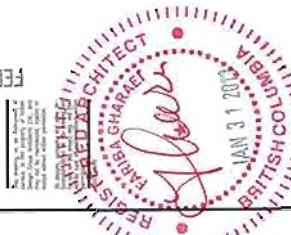


EAST ELEVATION

EXTERIOR MATERIALS	
1	ALUMINUM PANEL
2	GLASS PANEL
3	CONCRETE
4	BRICK
5	WOOD
6	STONE
7	ROOFING
8	PAVING
9	LANDSCAPING
10	LIGHTING
11	MECHANICAL
12	ELECTRICAL
13	INTERIOR
14	FINISHES
15	FIXTURES
16	FURNITURE
17	APPLIANCES
18	TEXTILES
19	PAINTS
20	GLAZING
21	ROOFING
22	PAVING
23	LANDSCAPING
24	LIGHTING
25	MECHANICAL
26	ELECTRICAL
27	INTERIOR
28	FINISHES
29	FIXTURES
30	FURNITURE
31	APPLIANCES
32	TEXTILES
33	PAINTS
34	GLAZING
35	ROOFING
36	PAVING
37	LANDSCAPING
38	LIGHTING
39	MECHANICAL
40	ELECTRICAL
41	INTERIOR
42	FINISHES
43	FIXTURES
44	FURNITURE
45	APPLIANCES
46	TEXTILES
47	PAINTS
48	GLAZING
49	ROOFING
50	PAVING
51	LANDSCAPING
52	LIGHTING
53	MECHANICAL
54	ELECTRICAL
55	INTERIOR
56	FINISHES
57	FIXTURES
58	FURNITURE
59	APPLIANCES
60	TEXTILES
61	PAINTS
62	GLAZING
63	ROOFING
64	PAVING
65	LANDSCAPING
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69	INTERIOR
70	FINISHES
71	FIXTURES
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73	APPLIANCES
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75	PAINTS
76	GLAZING
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78	PAVING
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85	FIXTURES
86	FURNITURE
87	APPLIANCES
88	TEXTILES
89	PAINTS
90	GLAZING
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92	PAVING
93	LANDSCAPING
94	LIGHTING
95	MECHANICAL
96	ELECTRICAL
97	INTERIOR
98	FINISHES
99	FIXTURES
100	FURNITURE

SPECIFICATIONS

FEB 04 2013



BLUNDELL CENTRE RENOVATION
NO 2 RD & BLUNDELL RD, RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.
P-12616074

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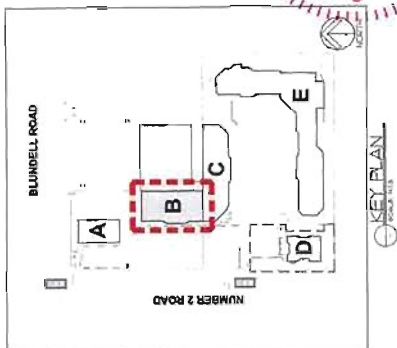
Urban architects ltd
300-140 WEST PRINCE
STREET, SUITE 100
VANCOUVER, BC V6C 2K4
TEL: (604) 681-4670
FAX: (604) 681-1961

3648

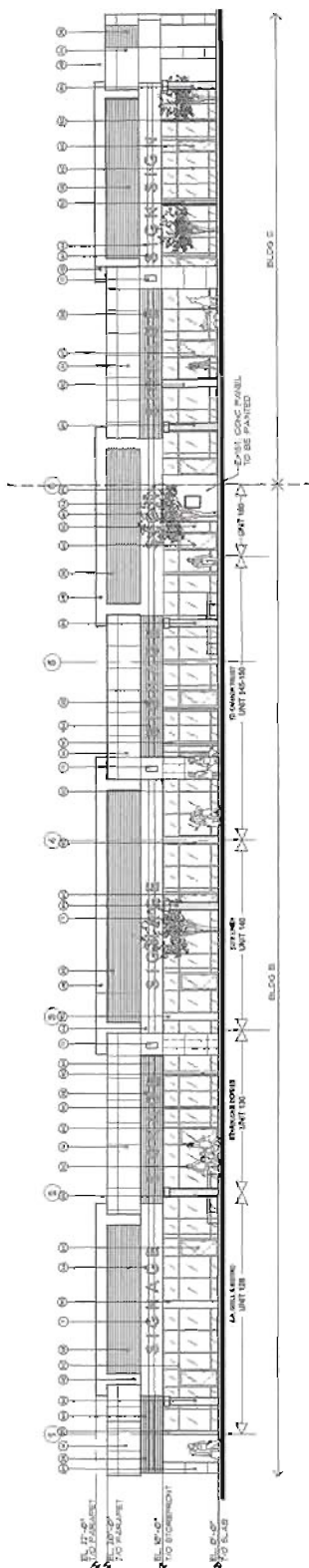
PROPOSED
ELEVATIONS-BLDG BC

DATE: 10/1/98
BY: [signature]
CHECKED: [signature]
SCALE: 1/8"=1'-0"

ARCHITECTS
URBAN

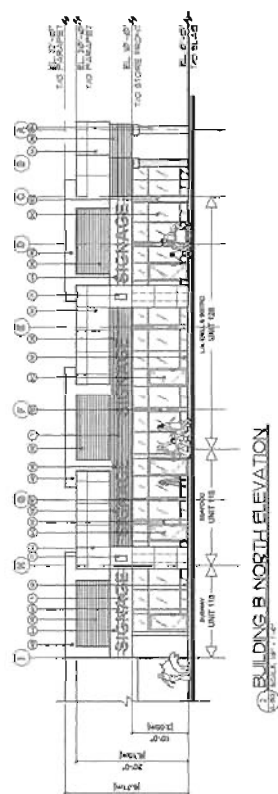


- REPLACE ALL EXISTING BRACKETS ON ALL NEW 4-1/4" W STOREFRONTS WITH NEW 14-1/2" W COUPLER BRACKET AS SHOWN IN THE FOLLOWING PHOTOGRAPH.
- REMOVE UNSTAND



BUILDING B-C WEST ELEVATION

EXTENSION EXERCISES	
1	1. A. 1000 ft. long.
2	2. 100 ft. long.
3	3. 100 ft. long.
4	4. 100 ft. long.
5	5. 100 ft. long.
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94	94. 100 ft. long.
95	95. 100 ft. long.
96	96. 100 ft. long.
97	97. 100 ft. long.
98	98. 100 ft. long.
99	99. 100 ft. long.
100	100. 100 ft. long.



BUILDING B NORTH ELEVATION

NO.	DATE	DESCRIPTION
1	2013.02.04	ISSUED FOR PERMIT
2		
3		
4		
5		
6		
7		
8		
9		
10		

FEB 04 2013

For CONWAY RICHMOND LTD.
NO. 2 RD & BLUNDELL RD, RICHMOND, B.C.



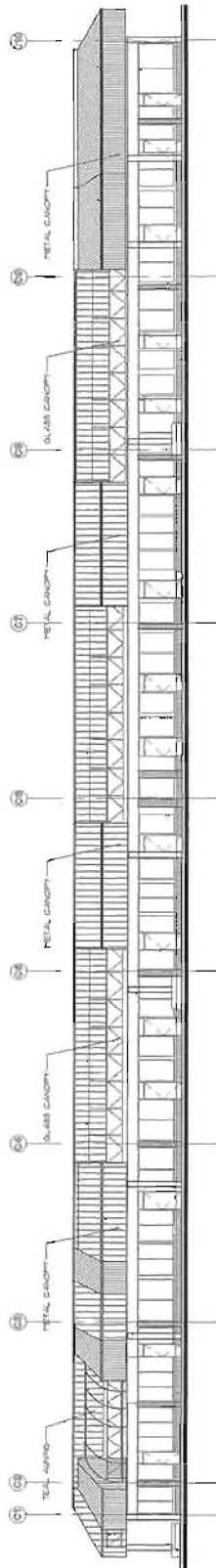
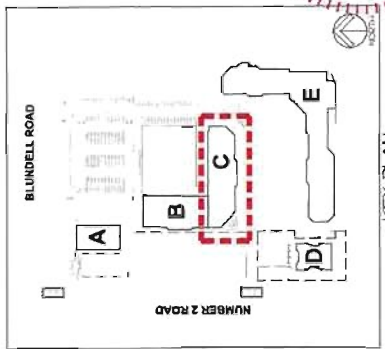
BLUNDELL CENTRE RENOVATION
NO. 2 RD & BLUNDELL RD, RICHMOND, B.C.
For CONWAY RICHMOND LTD.
DP-12616074

12.



architects ltd.
1000-1000-1000
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1000-1000-1000
1000-1000-1000

NO.	DATE	DESCRIPTION
1	2013.02.04	ISSUED FOR PERMIT
2		
3		
4		
5		
6		
7		
8		
9		
10		



EXISTING BUILDING C SOUTH ELEVATION



PROPOSED BUILDING C SOUTH COLOURED ELEVATION

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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FEB 04 2013

REGISTERED ARCHITECT
HAROLD CHAPMAN
AUG 1 2012
COLUMBIA

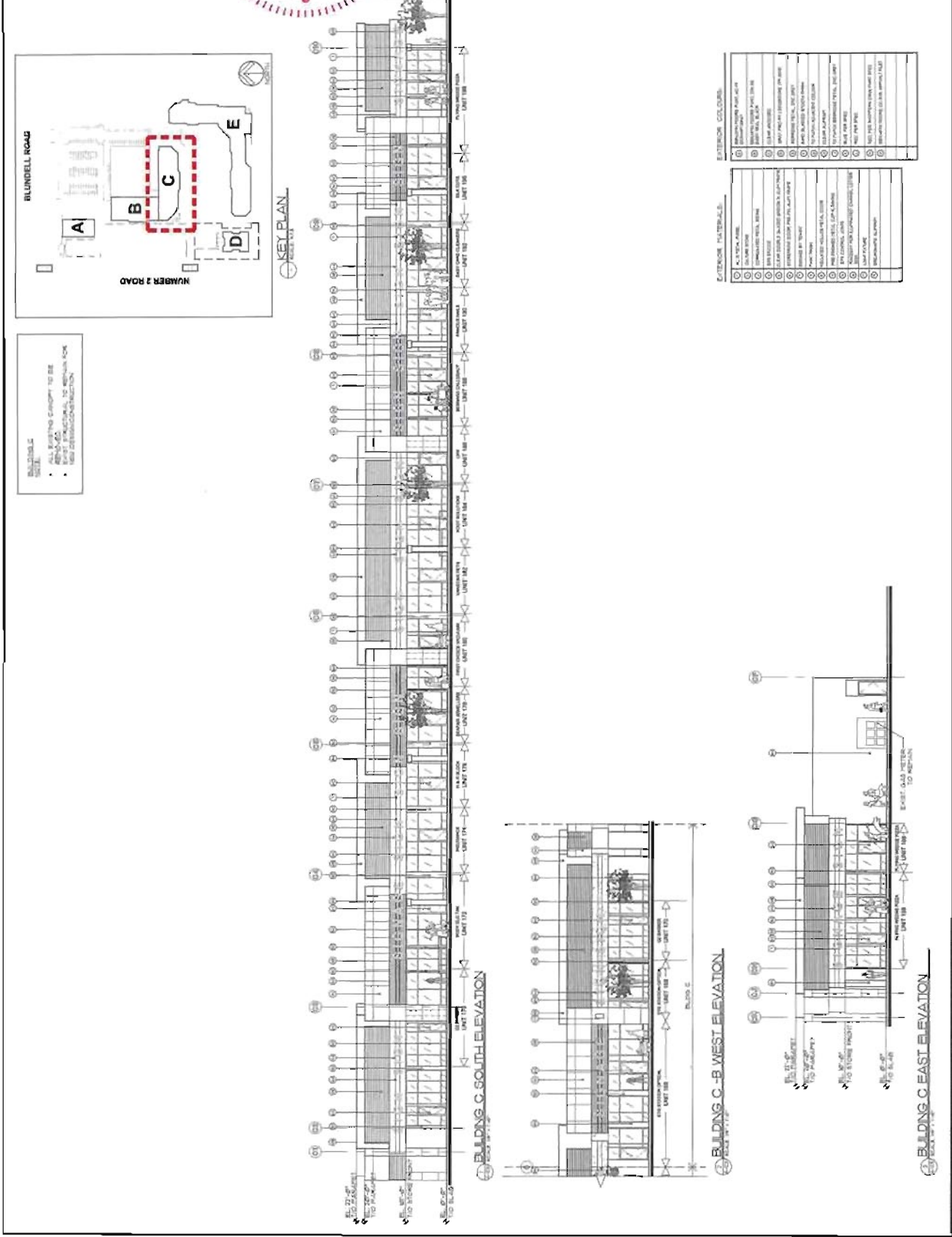


BLUNDELL CENTRE RENOVATION
NO 2 RD & BLUNDELL RD, RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.
DP: 12616074

13.

architects ltd
1000 WEST 10TH AVENUE
VANCOUVER, B.C. V6H 1A5
TEL: 604-681-1111
WWW.ARLD.COM

PROPOSED
BLUNDELL C
A-01



NO. 2 RD & BLUNDELL RD, RICHMOND, B.C.	DATE: 12/16/2014
PROJECT: BLUNDELL CENTRE RENOVATION	BY: [Signature]
CLIENT: [Signature]	CHECKED: [Signature]
DESIGNED BY: [Signature]	APPROVED: [Signature]
DATE: 12/16/2014	SCALE: AS SHOWN

FEB 04 2013

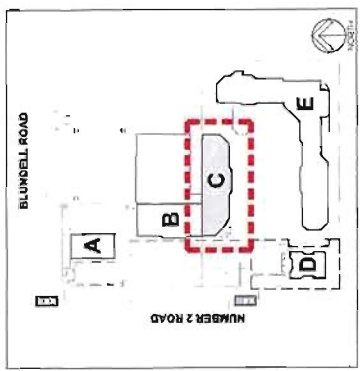


BLUNDELL CENTRE RENOVATION
NO. 2 RD & BLUNDELL RD, RICHMOND, B.C.
For CONWAY RICHMOND LTD.

14.

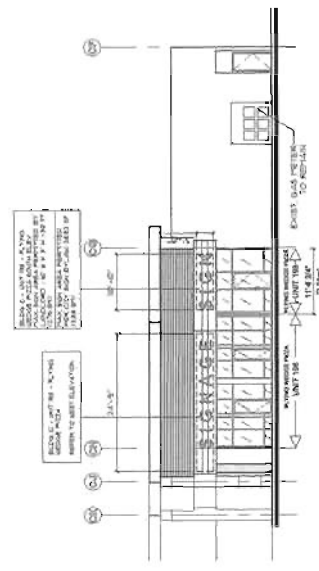
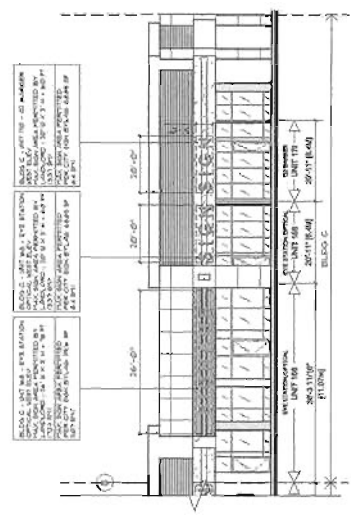
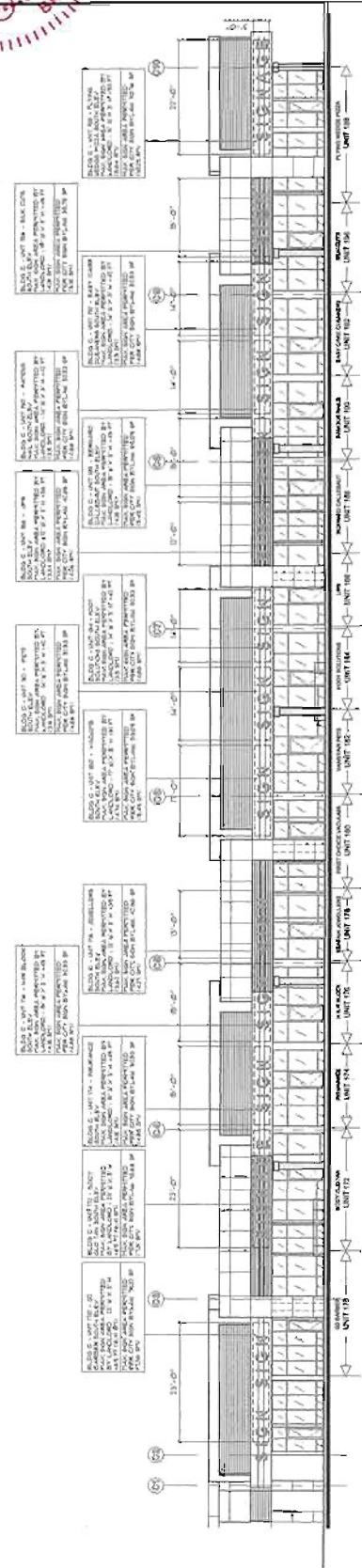
Architects Ltd.
1000 West 10th Avenue
Vancouver, B.C. V6H 1A6
Tel: 604-278-8888
Fax: 604-278-8889
www.architects.ca

PROPOSED RENOVATIONS
BLDG. C (SHALLS)
DATE: 12/16/2014
BY: [Signature]



**BUILDING C
NOTES**

- ALL EXISTING CANOPY TO BE DEMOLISHED.
- EXIST STRUCTURE TO REMAIN FOR REB RECONSTRUCTION.



DATE	2013.02.04	
BY	ARCHITECT	
FOR	CONWAY RICHMOND LTD.	
PROJECT	BLUNDELL CENTRE RENOVATION	
LOCATION	NO 2 RD & BLUNDELL RD, RICHMOND, B.C.	
SCALE	AS SHOWN	
REVISIONS		
NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2013.02.04

FEB 04 2013

REGISTERED ARCHITECT
FABRIS GHARAEI
JAN 31 2013
COLUMBIA



BLUNDELL CENTRE RENOVATION
NO 2 RD & BLUNDELL RD, RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.

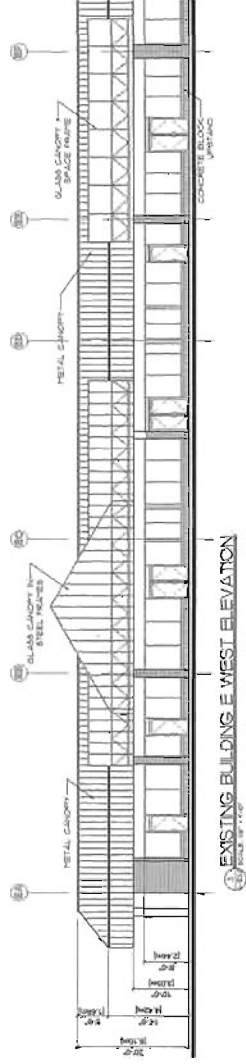
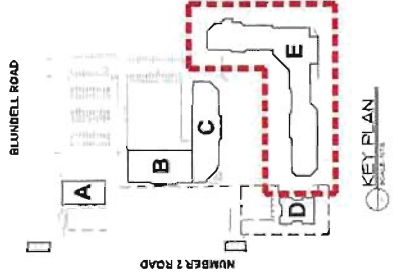
DP-12616074

51

		URBAN FORM architects ltd	
600 HURST WEST PRIZEDGE VANCOUVER, BC V6C 2K6		TEL: 604-681-2222 FAX: 604-681-2222	
PROJECT NO. 1000000000		DATE: 2013.02.04	
PROJECT NAME: BLUNDELL CENTRE RENOVATION		PROJECT NO. 1000000000	
LOCATION: NO 2 RD & BLUNDELL RD, RICHMOND, B.C.		SCALE: AS SHOWN	
REVISIONS:		NO. DESCRIPTION DATE	
1. ISSUED FOR PERMIT		2013.02.04	

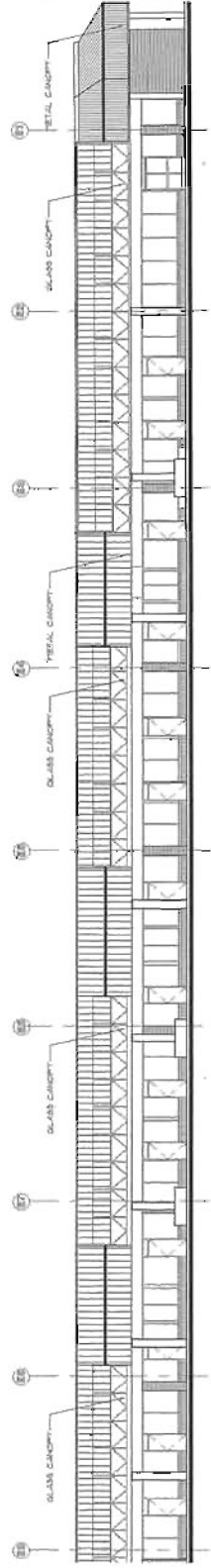
- BUILDING E
NOTE:**
- EAST GLAZING & CONCRETE TO BE REMOVED.
 - EAST METAL CANOPY & SIGNAGE TO BE REPOSESED.
 - EAST SIGNAGE TO BE REPOSESED.

BLUNDELL ROAD



PROPOSED BUILDING E NORTH-WEST COLOURED ELEVATION

PROPOSED BUILDING E WEST COLOURED ELEVATION (PARTIAL)



EXISTING BUILDING E NORTH ELEVATION (PARTIAL)



PROPOSED BUILDING E NORTH ELEVATION (PARTIAL)

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	2013.02.04
2	FOR CONSTRUCTION	2013.02.04

FEB 04 2013

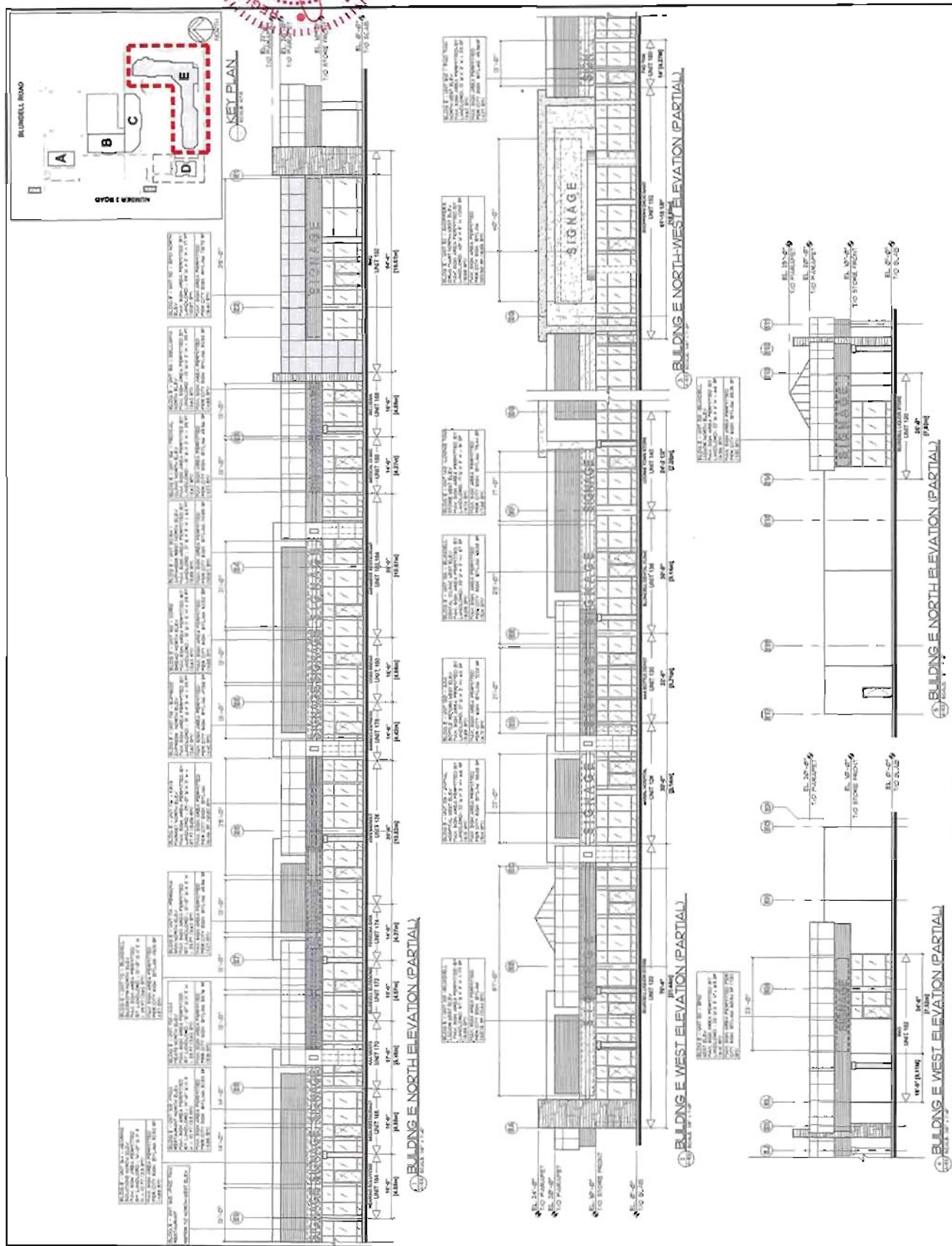
ARCHITECTS LTD
1000 SHEPPARD AV. E. SUITE 100
VICTORIA, B.C. V8N 1Y1
TEL: 250-688-8888
WWW.ARLARCHITECTS.COM



BLUNDELL CENTRE RENOVATION
NO 2 RD & BLUNDELL RD, RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.

17.

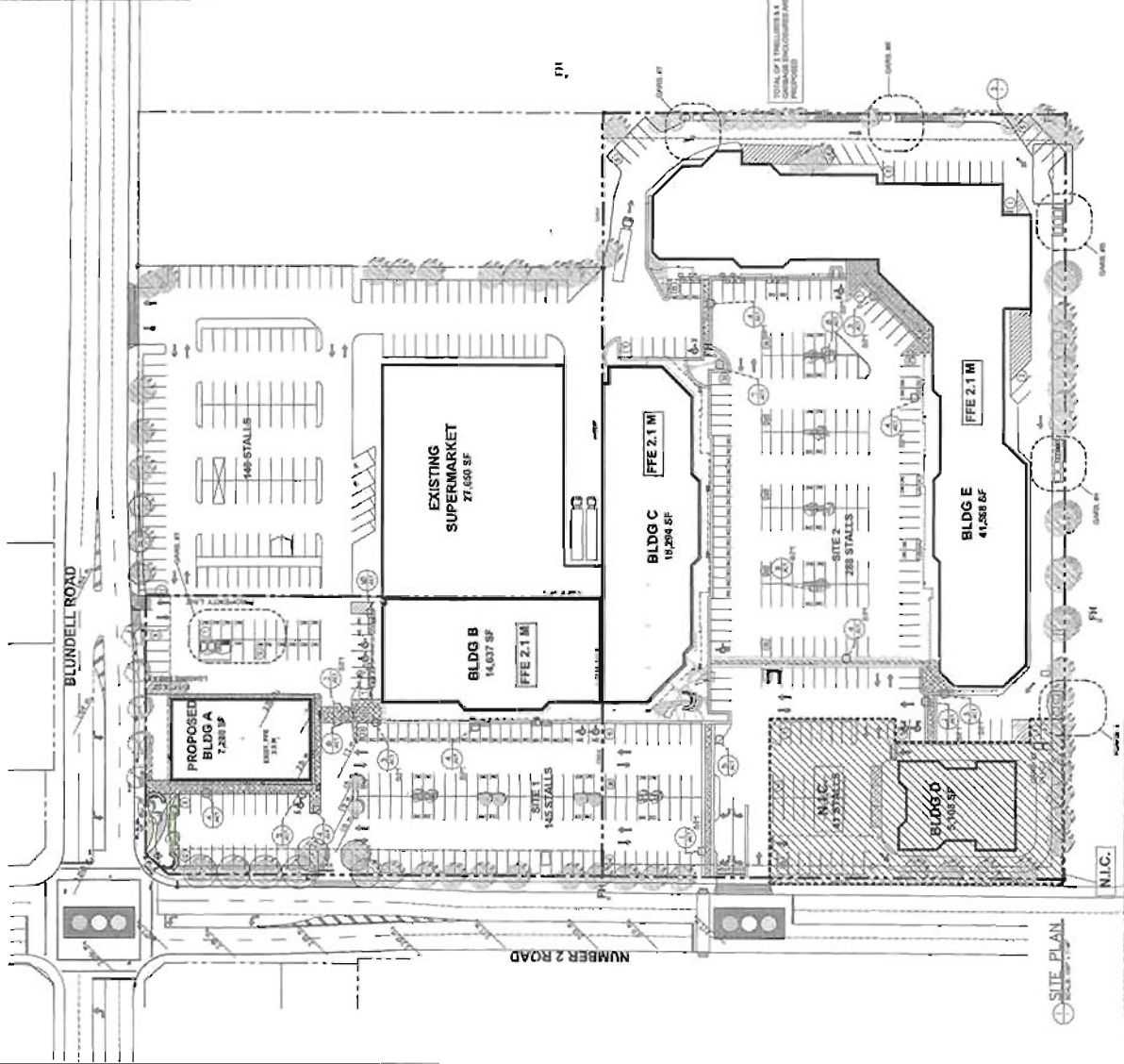
ARCHITECTS LTD	ENGINEER
1000 SHEPPARD AV. E. SUITE 100	1000 SHEPPARD AV. E. SUITE 100
VICTORIA, B.C. V8N 1Y1	VICTORIA, B.C. V8N 1Y1
TEL: 250-688-8888	TEL: 250-688-8888
WWW.ARLARCHITECTS.COM	WWW.ARLARCHITECTS.COM



GENERAL NOTE:
 1. ALL DIMENSIONS ARE IN METERS.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

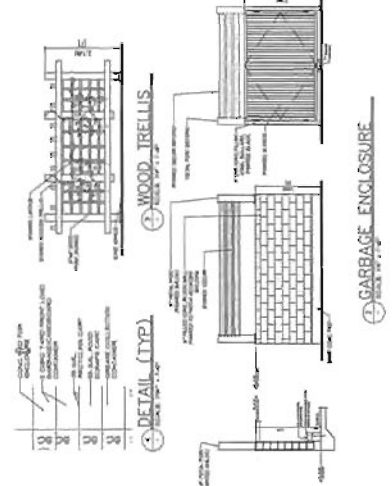


KEY PLAN



REFUSE & RECYCLING PROVISION

BUILDING A, C		CONTAINERS PROVIDED		
NO.	TYPE			
#1	ENCLOSURE	3 CURB HSG FRONT LOAD GARBAGE CONTAINER	11	
		3 CURB HSG FRONT LOAD GARBAGE CONTAINER	11	
		3 CURB HSG FRONT LOAD RECYCLED WASTE CONTAINER	11	
		3 5000 LITRE FRONT LOAD GARBAGE CONTAINER	11	
		3 5000 LITRE FRONT LOAD RECYCLED WASTE CONTAINER	11	
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SITE PLAN

DATE: 10/10/2013
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/10/2013
2	REVISED	10/10/2013
3	REVISED	10/10/2013
4	REVISED	10/10/2013
5	REVISED	10/10/2013
6	REVISED	10/10/2013
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FEB 04 2013

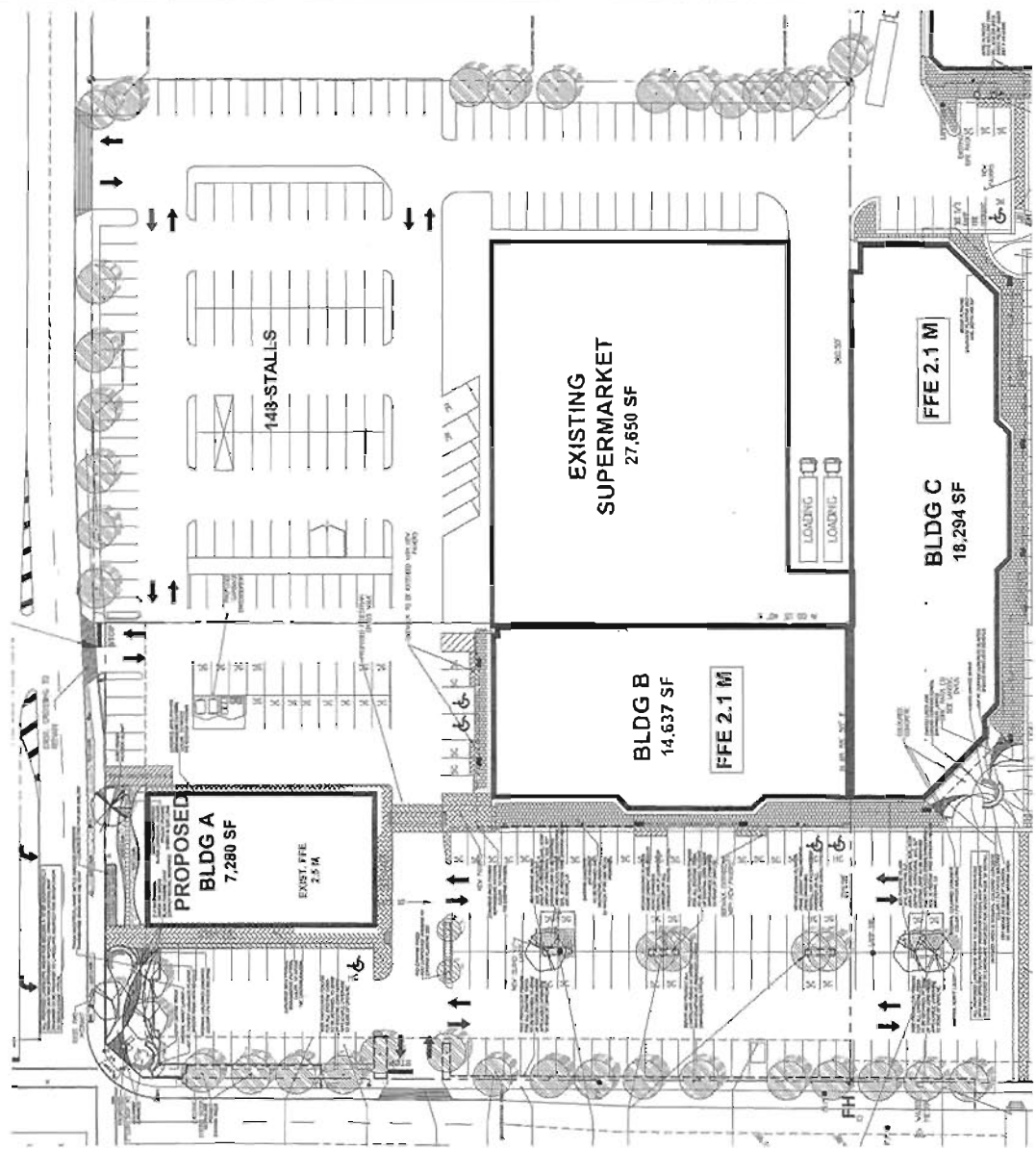
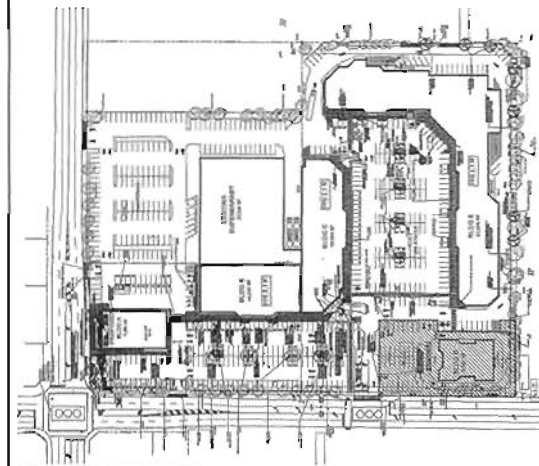
BLUNDELL CENTRE RENOVATION
 NO 2 RD & BLUNDELL RD, RICHMOND, B.C.
 FOR CONWAY RICHMOND LTD.

01
 DP-12616074

adirects ltd
 1000 WEST 10TH AVE
 VANCOUVER, B.C. V6H 1T6
 TEL: 604-271-1111
 FAX: 604-271-1112
 WWW.ADIRECTS.COM

PROPOSED SITE
GARBAGE ENCLOSURES

DATE: 10/10/2013
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]



4210 - 28 Lerene Street
New Westminster, British Columbia
V3M 2G1
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2a.ca

FEB 04 2015

12 61 60 74

NO.	DATE	DESCRIPTION	BY	CHK
1	12/11/14	REVISED FOR PERMIT	MM	MM
2	12/11/14	REVISED FOR PERMIT	MM	MM
3	12/11/14	REVISED FOR PERMIT	MM	MM
4	12/11/14	REVISED FOR PERMIT	MM	MM
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8	12/11/14	REVISED FOR PERMIT	MM	MM
9	12/11/14	REVISED FOR PERMIT	MM	MM
10	12/11/14	REVISED FOR PERMIT	MM	MM

19.

BLUNDELL MALL
402 RD AND BLUNDELL ROAD
RICHMOND, B.C.

TREE
PLAN - NORTH

DATE	BY	CHK
12/11/14	MM	MM
12/11/14	MM	MM
12/11/14	MM	MM
12/11/14	MM	MM
12/11/14	MM	MM
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12/11/14	MM	MM
12/11/14	MM	MM
12/11/14	MM	MM

L1

DATE: 12/11/14
BY: MM
CHK: MM
PROJECT: BLUNDELL MALL
SHEET: L1
OF: 1

FEB 04 2013

12616074

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21.

BLUNDELL MALL
NO.2 RD AND BLUNDELL ROAD,
RICHMOND, B.C.

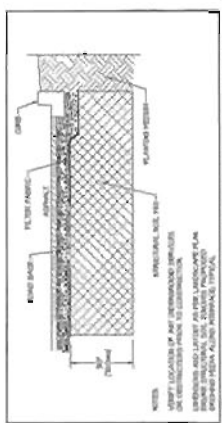
SHRUB
PLAN - BLUNDELL

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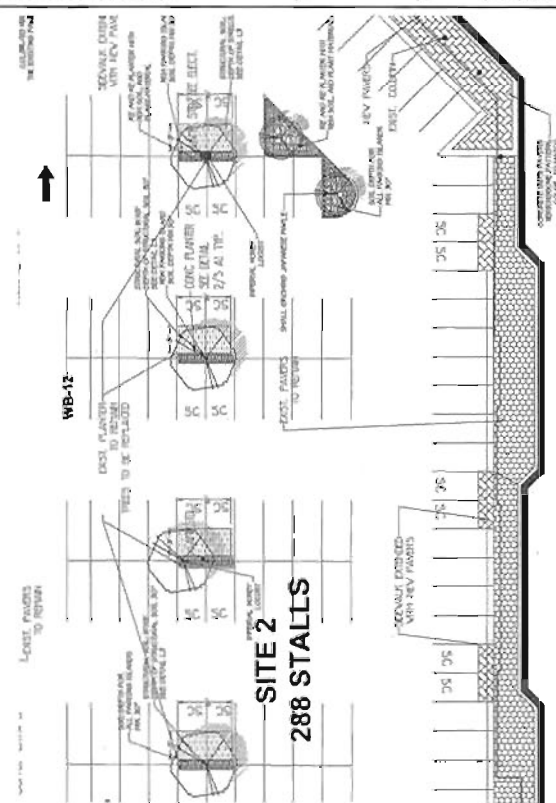
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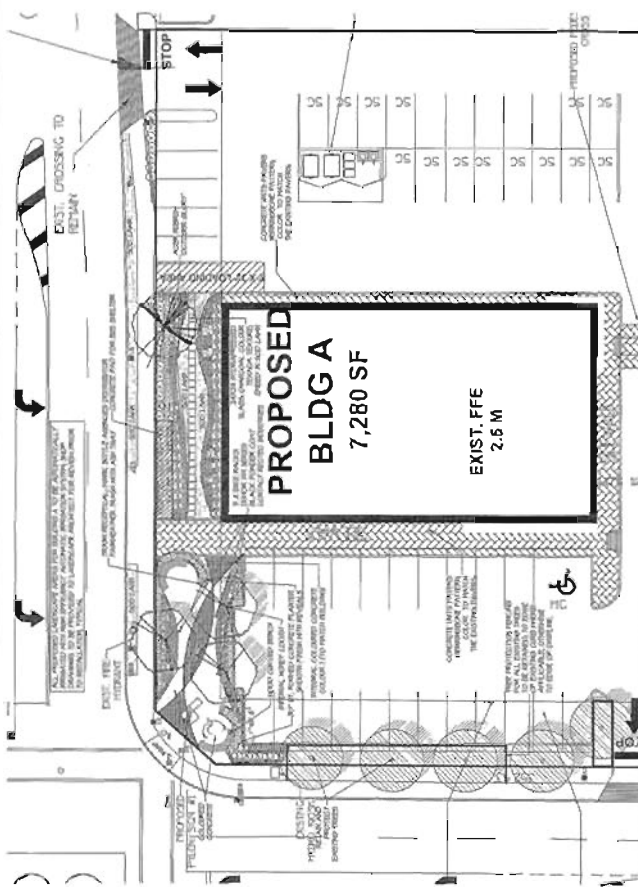
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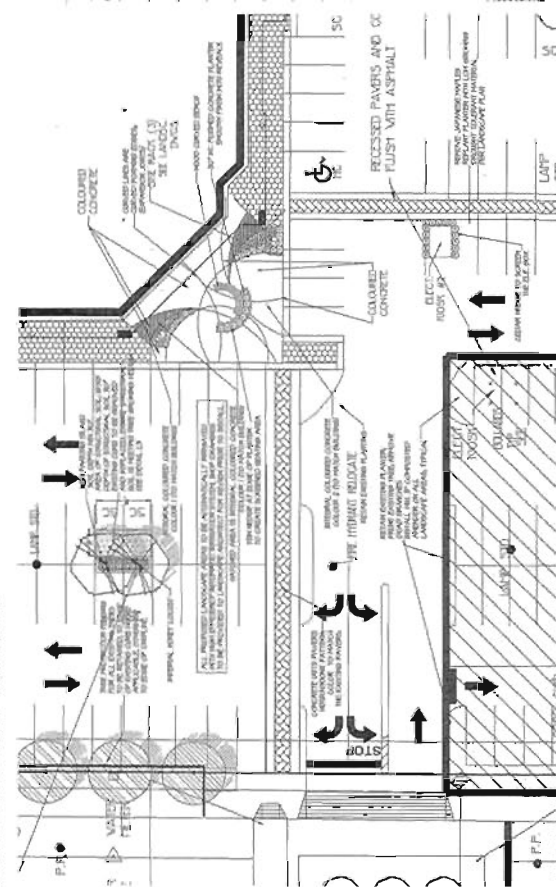
1 SECTION THROUGH STRUCTURAL SOIL (PARKING ISLAND)



SHINJI PLAN SOUTHEAST PARKING ISLANDS: SCALE 1/16"=1'-0"



ENTRUS PLAN BLUNDELL PLAZA: SCALE 1/16"=1'-0"



SHRUB FLAN SOUTHWEST PLAZA SCALE 1/16"=1'-0"

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4730 - 25 Lorne Road
New Westminster, British Columbia
V3M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com

FEB 04 2013

DR. 12616074

NO.	DATE	REVISION DESCRIPTION	BY
1	10/11/12	ISSUE FOR PERMIT	ML
2	10/11/12	REV. PERMIT COMMENTS	ML
3	10/11/12	REV. PERMIT COMMENTS	ML
4	10/11/12	REV. PERMIT COMMENTS	ML

20.

PROJECT

BLUNDELL MALL
NO. 2 RD AND BLUNDELL ROAD,
RICHMOND, BC

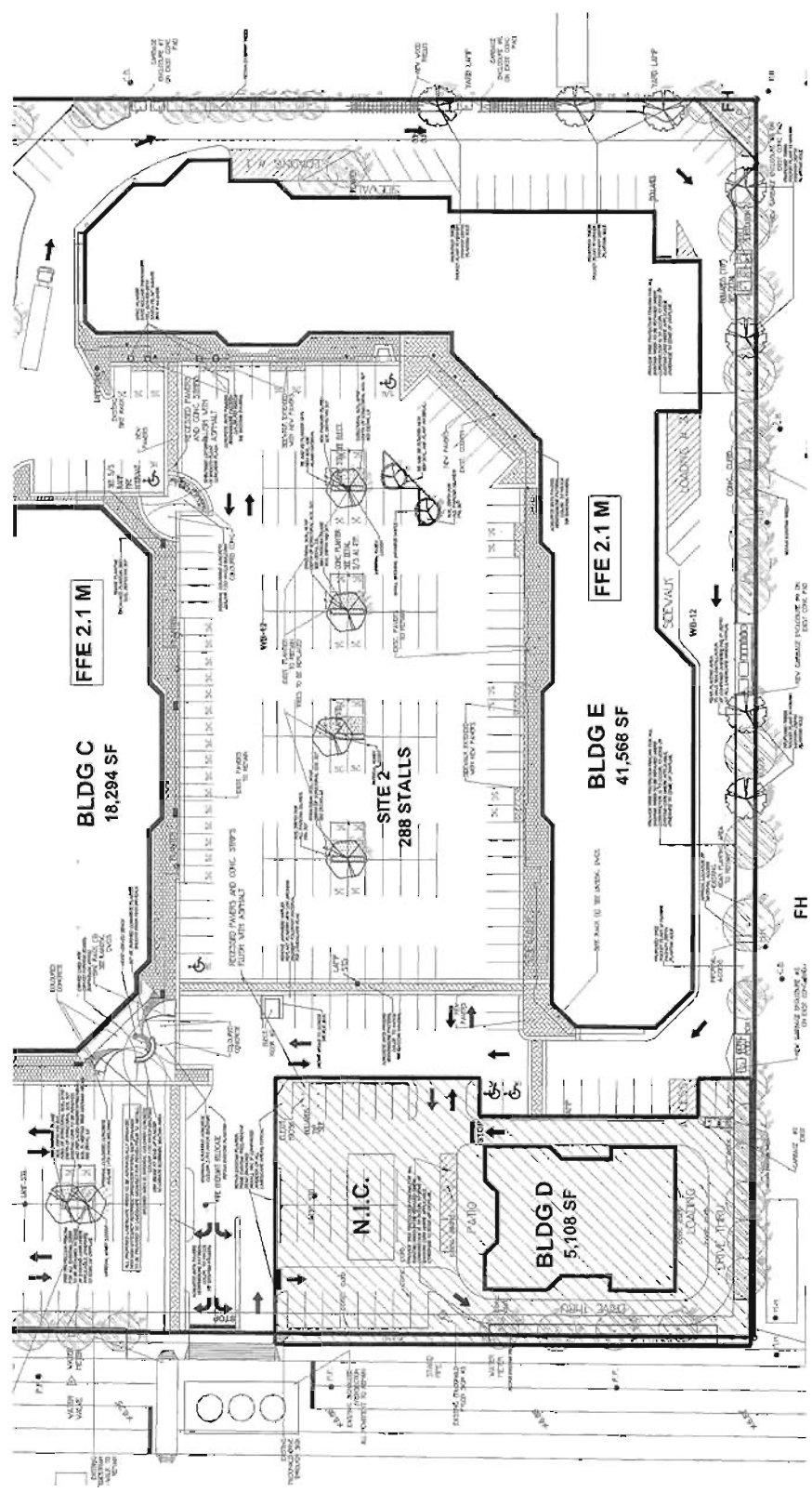
DRAWING TITLE

TREE
PLAN - SOUTH

DATE:	CLARK	DRAWING NUMBER:	
SCALE:	1/2"=1'-0"	CADWALK: P/20	
DESIGN: P/20		DESIGN: P/20	
DATE:		DATE:	

L2

OF 6
M2 PROJECT NUMBER: 12616074



0274-439

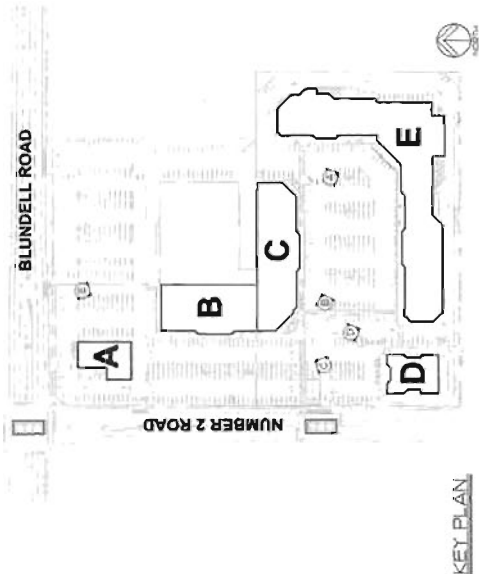
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BLUNDELL CENTRE RENOVATION
NO. 2 RD. & BLUNDELL RD., RICHMOND, B.C.
for CONWAY RICHMOND LTD.

[illegible]

REFERENCE 2.



4



88



W

Journal of Management Education 35(1) 2011

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GENERAL NOTE:



The Company, as so indicated above, is the property of Charles W. Smith, Jr., who is now deceased. The estate of Charles W. Smith, Jr., was administered by his executor, and the same has been sold to the Company.

REFERENCE 4.

107 9 0 2013

BLUNDELL CENTRE RENOVATION
NO.2 RD & BLUNDELL RD, RICHMOND, B.C.
FOR CONWAY RICHMOND LTD.

DP-12619217209174



24-14
 PROPOSED
 ENGINE STATISTICS

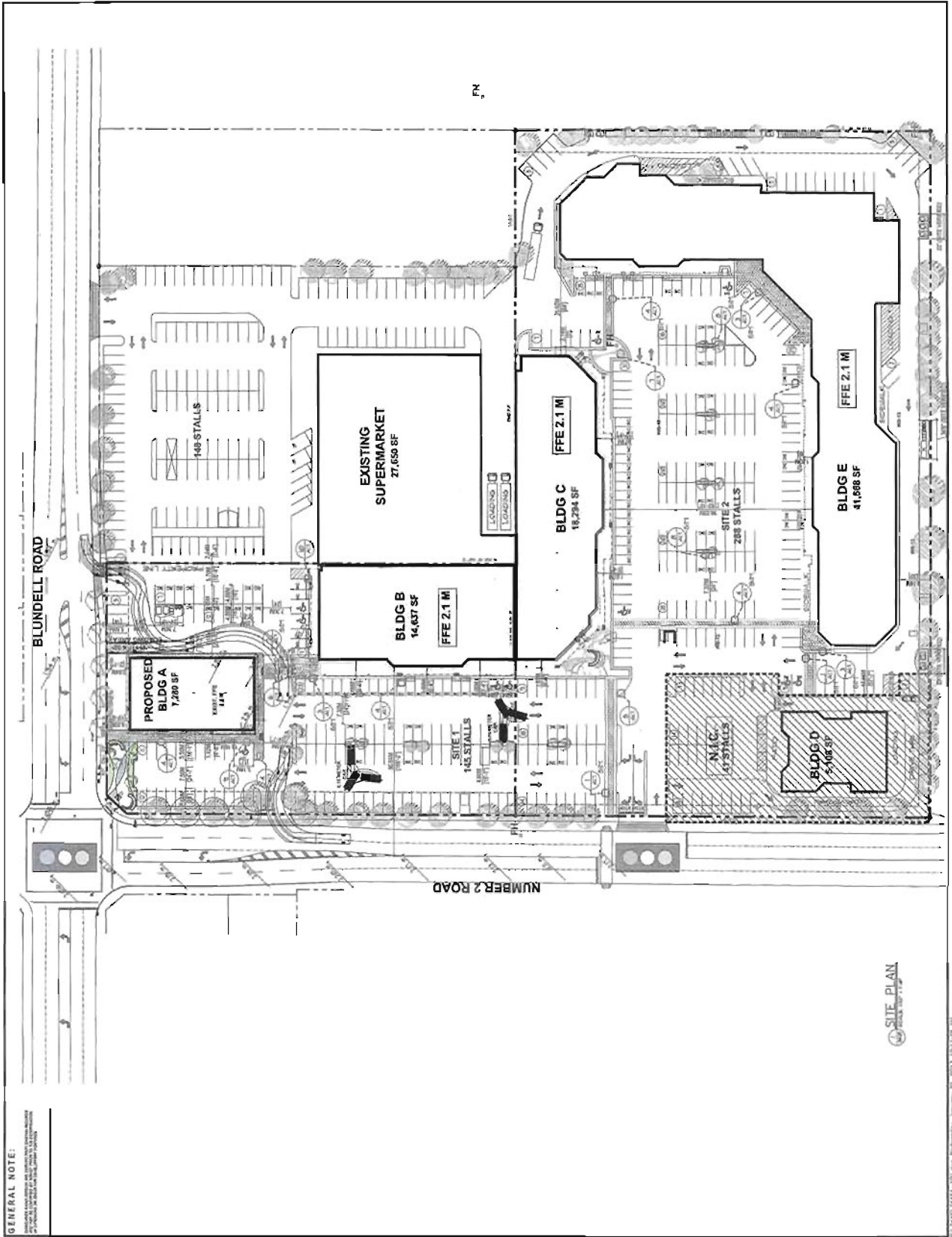
[illegible]

SITE 2			TOTAL AREA: 217,671 SF (20,238 SQM)			TOTAL FLOOR AREA: 64,807 SF (6,007 SQM)			TOTAL LOT AREA: 217,671 SF (20,238 SQM)			TOTAL LOT COVERAGE: 29.8% (29.8%)			FLOOR AREA RATIO: 0.298 (0.298)		
FLOOR AREAS: BUILDING C1																	
UNIT 101	NET AREA (SHELTER/STORAGE)	2,176 SF	STALLS REQ'D:			UNIT 101	NET AREA (SHELTER/STORAGE)	2,176 SF	STALLS REQ'D:			UNIT 101	NET AREA (SHELTER/STORAGE)	2,176 SF	STALLS REQ'D:		
CALCULATION	2,176 / 100 = 21.76		STALLS REQ'D:			CALCULATION	2,176 / 100 = 21.76		STALLS REQ'D:			CALCULATION	2,176 / 100 = 21.76		STALLS REQ'D:		
UNIT 102	NET AREA (SHELTER/STORAGE)	483 SF	STALLS REQ'D:			UNIT 102	NET AREA (SHELTER/STORAGE)	483 SF	STALLS REQ'D:			UNIT 102	NET AREA (SHELTER/STORAGE)	483 SF	STALLS REQ'D:		
CALCULATION	483 / 100 = 4.83		STALLS REQ'D:			CALCULATION	483 / 100 = 4.83		STALLS REQ'D:			CALCULATION	483 / 100 = 4.83		STALLS REQ'D:		
UNIT 103	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 103	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 103	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
CALCULATION	1,022 / 100 = 10.22		STALLS REQ'D:			CALCULATION	1,022 / 100 = 10.22		STALLS REQ'D:			CALCULATION	1,022 / 100 = 10.22		STALLS REQ'D:		
UNIT 104	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 104	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 104	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
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UNIT 105	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 105	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 105	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
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UNIT 106	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 106	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 106	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
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UNIT 107	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 107	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 107	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
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UNIT 108	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 108	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 108	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
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UNIT 109	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 109	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 109	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
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UNIT 110	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 110	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 110	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
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UNIT 111	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 111	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:			UNIT 111	NET AREA (SHELTER/STORAGE)	1,022 SF	STALLS REQ'D:		
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UNIT 112	NET AREA (SHELTER/ST																

[illegible]

LINE PACK REQUIREMENTS	
2	BLANKET
2	BOAT PARKING REQUIRED
	TOTAL TIME PARKING PROVIDED
0	BUILDING
0	BOAT PARKING REQUIRED
0	TOTAL TIME PARKING PROVIDED
0	BLOCKER C
7	BOAT PARKING REQUIRED
4	TOTAL TIME PARKING PROVIDED
	BURNABLE
16	BOAT PARKING REQUIRED
41	TOTAL TIME PARKING PROVIDED
	FREE LANDSCAPE FOR STAYERS

GENERAL NOTE:
 ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.



1 SITE PLAN

1:1000 (1:1000) - 10/10/2013, 10/10/2013, 10/10/2013

		PROJECT NO. 2440 PROJECT NAME: BLUNDELL CENTRE RENOVATION PROJECT LOCATION: 102 RD & BLUNDELL RD, RICHMOND, B.C. PROJECT OWNER: CONWAY RICHMOND LTD. PROJECT MANAGER: J. B. BROWN PROJECT ENGINEER: J. B. BROWN PROJECT ARCHITECT: J. B. BROWN PROJECT LANDSCAPE ARCHITECT: J. B. BROWN PROJECT CIVIL ENGINEER: J. B. BROWN PROJECT ELECTRICAL ENGINEER: J. B. BROWN PROJECT MECHANICAL ENGINEER: J. B. BROWN PROJECT STRUCTURAL ENGINEER: J. B. BROWN PROJECT TRUCK TURNS: J. B. BROWN PROJECT SCALE: 1:1000 PROJECT DATE: 10/10/2013
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BLUNDELL CENTRE RENOVATION
 102 RD & BLUNDELL RD, RICHMOND, B.C.
 FOR CONWAY RICHMOND LTD.

FEB 04 2013

DP-12616074

REFERENCE 5.

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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DATE: 10/10/13
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 APPROVED BY: [Signature]



BLUNDELL CENTRE RENOVATION
 NO. 2 RD & BLUNDELL RD, RICHMOND, B.C.
 For CONWAY RICHMOND LTD.



objects by
 4000 WEST PLYMOUTH
 VANCOUVER, BC V6P 6C6
 TEL: 604-271-1111
 FAX: 604-271-1112
 WWW.OBJECTSBY.COM

PROPOSED SITE
 LEGAL PLANS
 SHEET NO. 101
 DATE: 10/10/13

NO. 101
 DATE: 10/10/13



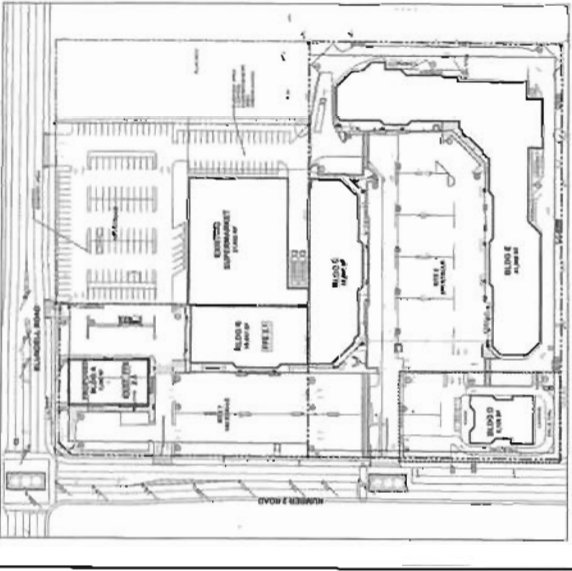
KEY PLAN
 10/10/13

LEGEND

- PLAN AREA - VIEW RESTRICTIVE COVENANT
- PLAN AREA - SIGN BASE
- ACCESS AREA
- TENANT MAINTENANCE AREA
- COMMON EASEMENT AREA
- EASEMENT AREA - 1 COMMON EASEMENT ELEVATOR
- EASEMENT AREA - 1 COMMON EASEMENT ELEVATOR
- EASEMENT AREA - 1 COMMON EASEMENT ELEVATOR
- ROAD DESIGNATION



VIEW RESTRICTIVE COVENANT EASEMENT FOR MCDONALD'S
 ACCESS AREA AND TENANT MAINTENANCE AREA FOR MCDONALD'S



COMMON EASEMENT AREA

GENERAL NOTE:
 ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.

DATE: 10/10/13



City of
Richmond

Report to Development Permit Panel
Planning and Development Department

To: Development Permit Panel

Date: February 12, 2013

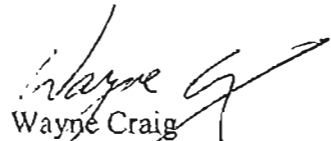
From: Wayne Craig
Director of Development

File: DP 12-617639

Re: Application by Hollybridge Limited Partnership for a Development Permit at
5440 Hollybridge Way

Staff Recommendation

That a Development Permit be issued which would permit the construction of the first phase of a three-phase, high-rise, mixed use development at 5440 Hollybridge Way on a site zoned "Residential/Limited Commercial (RCL3)", which phase incorporates 219 dwelling units and approximately 1,157.5 m² (12,459 ft²) of ground floor retail.


Wayne Craig
Director of Development

WC:spc
Att.

Staff Report

Origin

Hollybridge Limited Partnership has applied to the City of Richmond for permission to develop the first phase of "River Park Place", a three phase, 44,567 m² (479,733 ft²), high-rise, high-density, mixed use project containing approximately 582 dwelling units at 5440 Hollybridge Way on a site in the City Centre's Oval Village. The subject application for Phase 1 of "River Park Place" is located on "Lot 1" at the east side of 5440 Hollybridge Way, adjacent to Gilbert Road, and includes 219 dwelling units, approximately 1152.0 m² (12,400 ft²) of ground floor retail, and parking for 310 cars.

5440 Hollybridge Way, which is currently occupied by a large warehouse/office building, is being rezoned from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3) for this project under Bylaw No. 8879 (RZ 09-506904).

All Engineering requirements in respect to the subject development have been resolved via the rezoning. As per legal agreements registered on title, the developer is responsible for the design and construction, at the developer's sole cost, of upgrades across the subject site's street frontages, together with various other transportation, engineering, and park-related works, on a phase-by-phase basis. The required work will be managed in three stages via the City's standard Servicing Agreement (SA) processes as follows:

- Servicing Agreement #1: Prior to rezoning adoption, the developer must enter into the first SA, secured via a Letter(s) of Credit, which work will include (i) all sanitary, storm, and water improvements, except for works within Pearson Way, (ii) road widening along Gilbert Road, and (iii) the first stage of frontage works along the south side of new River Road;
- Servicing Agreement #2: Prior to Building Permit issuance for Phase 1/Lot 1 (the subject of DP 12-617639), the developer must enter into the second SA, secured via a second Letter(s) of Credit, which work will include (i) construction of Pearson Way, including all required sanitary, storm, and water improvements, and (ii) frontage works along Gilbert Road, new River Road, and Hollybridge Way; and
- Servicing Agreement #3: Prior to Building Permit issuance for Phases 2 and 3/Lot 2 (west of Pearson Way), the developer must enter into the third SA, secured via a third Letter(s) of Credit, which work will include the completion of frontage works specific to Lot 2.

No additional Servicing Agreement works are required in respect to the subject Development Permit application.

Development Information

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

Background

Development surrounding the subject site includes the following:

Oval Village: The subject site and lands to its north, west, and south are designated for high-rise, mixed use development with a maximum density of 3 floor area ratio (FAR), of which up to two-thirds may be residential. (**Attachment 2**) This area includes:

- To the north, across new River Road is property recently rezoned by ASPAC Developments (Oval 8 Holdings/RZ 09-450962) to permit the development of a 5-phase, high-rise, high-density, mixed-use project, construction of a portion of Pearson Way, and improvements to a City-owned park and natural area at 6900 River Road (adjacent to Gilbert Road) that is designated as a heritage landscape. The first two phases of ASPAC's development, including one fronting new River Road and the other fronting the Middle Arm, are currently the subject of Development Permit (DP) reviews.
- To the west, across Hollybridge Way from the subject site is the Hollybridge drainage canal and Riparian Management Area (RMA), which are being improved as part of a new linear park system by the developer of the high-rise, mixed-use development currently under construction along the park's western edge (Onni "Ora"/DP 10-520511).
- To the south, abutting the subject site is the City-owned Richmond Winter Club, beyond which is Lansdowne Road (which is identified for future improvements as part of a linear park system) and a site currently undergoing rezoning review for high-rise, high-density, mixed use development (Cressey/RZ 12-602449).

Lansdowne Village: Lands east of the subject site are largely designated for residential uses with a maximum density of 2 FAR and a typical maximum height of 25 m (82 ft). This area includes:

- To the east, across Gilbert Road is a mix of older warehouses, light industrial uses, and a limited number of high-rise, residential buildings. In addition, a 6-storey residential development containing 660 dwellings has recently been approved at 7731 and 7771 Alderbridge Way (Onni "Riva"/RZ 11-5985209).

Rezoning and Public Hearing Results

During the rezoning process, staff indicated that design development was encouraged at Development Permit (DP) stage in regard to the following:

1. Refine the individual characters of the project's three towers, together with their interfaces with the fronting streets, the development's mid/low-rise massing, and the skyline.

"River Park Place" is comprised of three towers: one at Hollybridge Way; one "mid-block"; and, one at Phase 1 at the corner of new River Road and Gilbert Road – a key entrance to the City Centre. To address Phase 1's prominent location, its tower has been pulled close to the corner and the building's finishes and colours have been chosen to give it a clean, contemporary appearance and contrast with the tower's canted blue-grey curtain wall – its signature feature. In addition, public art, pedestrian weather protection, and a unique "rain garden" landscape design are proposed to complement the tower and provide for a distinctive streetscape that blends Richmond's riparian heritage with its emerging urban character.

2. Ensure that the project's large tower floorplates do not appear blocky.

At rezoning stage, to increase tower spacing and variation in tower height across the “River Park Place” site, it was agreed that the development’s tower floorplates would be larger than what is typically recommended under the City Centre Area Plan (CCAP). To ensure that this would not result in a “blocky” appearance, at Phase 1 the developer has sculpted the tower and used shifts in materials and colour to break up (layer) the massing and create visual interest.

3. Provide for an attractive residential interface with the street, especially where building setbacks are minimal, as at the proposed affordable housing building.

All building setbacks at Phase 1 comply with the Zoning Bylaw. (The development’s affordable housing building is proposed for Phase 2.) Townhouse units will be located a minimum of 3 m (10 ft) back and a maximum of 1.0 m (3 ft 3 in) above the fronting public sidewalk. The proposed frontage designs, which include a combination of entry gate features, raised terraces bordered by hedges and planting, and projecting window bays and wood-look front doors at the unit entries, provide for both an attractive residential streetscape and pleasant transition from the public street to the private realm.

4. Explore opportunities to create vibrant retail streetscapes that contribute to the animation, pedestrian-amenity, and commercial success of the development and its surroundings.

The design of the development’s proposed retail frontage along new River Road incorporates a combination of wood and glass canopy features, hanging signage armatures and sign bands, stone piers that define retail unit bays, and recessed store entries with brightly coloured frames. The two ends of Phase 1’s retail frontage are anchored by the development’s “gateway” tower, which incorporates a bold canopy design and increased setbacks on the east, and a special commercial unit design incorporating folding glass doors on the west. These features, together with new River Road’s proposed wide sidewalks, off-street bike paths, dual tree-lined boulevards, furnishings, and amenities, will contribute towards making this important Village “high street” an attractive, visually interesting place for shopping and strolling for residents and visitors alike.

5. Refine the rain garden concept in respect to its form and character, together with the potential environmental role of this and other project features in respect to City Centre Area Plan (CCAP) “eco-amenity” and related “green building” objectives.

The rain garden proposed for Phase 1’s Gilbert Road frontage has been relocated from the building’s front yard to the back of curb in order to expand its size, better provide for the range and amount of indigenous and riparian planting recommended to replace the habitat lost as a result of ditch infill around the site, and manage stormwater runoff from the public sidewalk. Detailed design and construction of the rain garden will be managed via the City’s Servicing Agreement process (at the sole cost of the developer), to the satisfaction of the Director of Environmental Sustainability, Senior Manager, Parks, and Director of Engineering.

6. Refine the rooftop landscape concept, taking into consideration, among other things, how the lower 2-storey portions of the project’s podium frontages can best “fit” with the development’s taller forms.

The design of the podium rooftop and perimeter residential and indoor amenity uses have been refined. The outdoor amenities, which include children's play, garden plots, a tai chi area, open lawn, decorative planting, and seating, are laid out to create a pattern of distinct, but connected, "outdoor rooms" that are well suited to allowing a variety of active and passive uses to coexist comfortably. Surrounding uses provide for casual surveillance along three sides from private and shared decks, balconies, and indoor spaces (i.e. the fourth is left open to maximize sun exposure), and overlook from the tower above is selectively screened by trees and shade structures.

7. Address how best to coordinate the parking/loading areas and access points on both lots so as to minimize impacts on the streetscape and neighbours.

For Phase 1, parking, loading, and waste handling will be accommodated entirely off street via a proposed on-site service lane (secured via a right-of-way) along the site's south side. That lane, which will also provide for a mid-block pedestrian connection between Pearson Way and Gilbert Road, the project's hydro transformers, and, in the future, parking/loading access to development on the Richmond Winter Club site, has been designed as an attractive space (e.g., decorative paving, trees and planting, special architectural features) and an amenity for residents and commercial tenants (e.g., car/dog/bike wash facility, workshop, and end-of-trip facilities). In addition, given that the building's core is located in the tower on the north side of the site (i.e. not near the lane), a "delivery" space is proposed inside the parkade for the convenience of residents. (Future vehicle access to Phases 2 and 3 will be via a single shared driveway along Pearson Way, as per legal agreements registered on title.)

The Public Hearing for the rezoning of the subject site was held on September 5, 2012. No concerns about rezoning the property were expressed at the Public Hearing.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified via the review of the subject DP application. In addition, the proposal complies with the intent of the applicable sections of the Official Community Plan (OCP) and is in compliance with the Residential/Limited Commercial (RCL3) zone.

Advisory Design Panel Comments

The subject Phase 1 DP application was considered by the Advisory Design Panel (ADP) on a preliminary (non-voting) basis on September 19, 2012 and a formal (voting) basis on November 21, 2012. An excerpt of the ADP Minutes of November 21, 2012 in respect to the subject DP application is attached, including the applicant's design response to the Panel's comments in "***bold italics***". (**Attachment 3**)

In brief, the Panel was pleased with the applicant's design development between the project's preliminary and formal reviews and indicated support for the project's clean, contemporary look, which the Panel indicated would make it an attractive addition to the Oval Village and Gilbert Road's City Centre "gateway". Refinement was encouraged with respect to the detailed design of the rain garden, retail and residential frontages, and material/colour selection. Overall, staff believe that the applicant has satisfactorily addressed the Panel's comments.

Analysis

The subject DP application is for the first phase of a three-phase, comprehensively planned, high density, mixed use development in the Oval Village area of Richmond's City Centre. The site is zoned "Residential/Limited Commercial (RCL3)" and is subject to OCP and CCAP policies and DP Guidelines aimed at establishing a high-amenity, pedestrian-oriented, urban village supportive of City objectives for the Richmond Olympic Oval and a premier urban riverfront. In support of this, current City policies and zoning encourage:

- High-density, high-rise, mixed use development;
- The establishment of new River Road as the village's "high street" (i.e. a focus for pedestrian-oriented shops, services, and, restaurants) and Lansdowne Road as an "art walk" linking the Richmond Oval with the Canada Line;
- Development of a "gateway" feature near the Gilbert Road/new River Road intersection;
- Voluntarily developer contributions towards child care, affordable housing, and public art;
- Sustainable development and Transportation Demand Management (TDM) measures aimed at reducing greenhouse gas and encouraging alternate travel modes; and
- Road and pedestrian network improvements, including the construction of Pearson Way between new River Road and Hollybridge Way, which will subdivide 5440 Hollybridge Way into an east lot (Phase 1/DP 12-617639) and a west lot (future Phases 2 and 3).

The subject Phase 1 development proposes a 16,536 m² (178,000 ft²) mixed use development on the east side the subject site (between Gilbert Road and the proposed extension of Pearson Way) containing 219 market dwellings, approximately 1,152 m² (12,400 ft²) of ground-floor retail fronting new River Road, and three levels of parking containing 310 spaces.

At rezoning stage it was determined that the developer would make a voluntary cash contribution of \$874,000 to the Child Care Development Reserve Fund to facilitate the construction of an off-site, City-owned, child care facility and, on that basis, it was agreed that the construction of the development's 2,412 m² (25,963 ft²) of affordable (low-end market rental) units would be deferred to the project's second phase. Furthermore it was agreed that the combined total floor area of the development's commercial uses (Phases 1-3), which are proposed in compliance with the CCAP Village Centre (density) Bonus policy and RCL3 zone, would be limited to approximately 3,609 m² (38,843 ft²) unless, as per that policy and zone, the developer provides additional voluntary amenity contributions for child care and/or other purposes, as determined to the satisfaction of the City.

Overall, as noted at rezoning stage, the three-phase development has successfully demonstrated:

- A strong urban concept providing for a high-density, pedestrian-friendly environment;
- Variation in building height, including two 15-storey towers at the site's "landmark" corners (including one at Phase 1) and one 10-storey "mid-block" tower, that together help to open up upper-level views across the site for residents on-site and neighbours, provide skyline interest, and maximize sun to usable rooftop spaces and the new River Road "high street";
- A mid-rise building typology that suggests a "series of buildings", which serves to break up the development's large scale, contribute towards visually engaging streetscapes, and create opportunities to develop a distinctive and varied retail character at grade; and
- A strong landscape strategy, especially in the treatment of the development's podium roofs and the site's Gilbert Road frontage (i.e. Phase 1), the latter of which incorporates a rain

garden that, in combination with public greenway features, contributes towards a distinctive, park-like character complementary to Gilbert Road's "gateway" role and the City's adjacent "heritage woodlot" park at 6900 River Road.

Additional comments specific to Phase 1 are as follows:

1. Conditions of Adjacency

1.1. **Potential Development Impacts:** The subject site is located in the Oval Village, a rapidly developing, high-rise, mixed use area affected by aircraft noise. The lack of finished construction, retail businesses, and local residents in the Village make it challenging for developers and potential purchasers to envision what the area will be like when it is more established. In light of this, the subject developer has reviewed the potential development impacts that residents of Phase 1 may experience with the aim of mitigating them to the extent possible and making potential residents aware of them in order that they may make an informed decision regarding where they wish to live. Overall, it has been demonstrated that the design of the subject development is sensitive to its emerging urban context and well suited to mitigating anticipated impacts. More specifically:

- a) **View blockage:** This item is largely a function of tower spacing. The subject Phase 1 development's proposed tower is located at the northeast corner of the site, where it will be (i) 45 m – 70 m (150 ft – 230 ft) from future towers on its west and south, (ii) have mid-rise development (typically no taller than 25 m) on its east, and (iii) and enjoy open views across the City-owned "heritage woodlot" and Dinsmore Bridge on its north.
- b) **Overlook:** This is a function of tower spacing, the relationship of Phase 1's outdoor common and private amenity spaces with its neighbours, and the relationships between Phase 1's units. As the tower spacing noted above is broad, overlook is not expected to be a problem in this respect. Nevertheless, overlook of rooftop amenity spaces can still be uncomfortable and may discourage use, so the design of the subject development's rooftop outdoor space includes significant tree planting and shelters to screen views and provide a greater sense of privacy. Likewise, attention has been paid to the design of private outdoor spaces to, as much as possible, maximize spacing, ensure that units are not oriented towards one another, and, in the case of Phase 1's townhouse units, many are provided with both more public outdoor space at grade and more private outdoor space above in the form of rooftop decks.
- a) **Shading:** The CCAP encourages developers to maximize solar access to common on-site and off-site open spaces during the high use mid-day and afternoon periods. As demonstrated by shading diagrams submitted by the subject developer, due to the broad tower spacing and south-facing orientation of Phase 1's rooftop amenity space, it can be expected to enjoy good sun exposure, even when the area is more highly developed. Moreover, in respect to the new River Road "high street", Phase 1 and future Phases 2 and 3 have been designed to minimize shading of the street's north sidewalk, thus, helping to ensure that the "high street" will be a pleasant place to shop and linger.
- b) **Aircraft & ambient noise (experienced indoors):** In respect to aircraft noise, the subject site is situated in OCP "Area 2", which permits multi-family residential uses, provided that air conditioning and other noise mitigation measures are incorporated, as identified via an acoustic study by a Registered Professional. The result of the required study,

which also took into account transitional noise (i.e. from existing industrial and commercial activities) and traffic noise (which can be expected to increase as the area builds out), makes recommendations in respect to the development's glazing and air conditioning systems that the developer has agreed to fully incorporate into the development.

- c) ***Ambient night-time light:*** As areas urbanize, ambient night-time light (i.e. light pollution) typically increases, which can disturb sleep and cause other nuisances if it is not mitigated. To address this issue, the subject developer proposes to (i) eliminate balcony soffit lighting and, in its place, providing electrical outlets on the project's balconies so that residents may plug-in outdoor lighting when required, and (ii) install horizontal louver blinds on windows to enable residents to fully block out unwanted light.

1.2. ***"Heritage Woodlot":*** The City-owned park at 6900 River Road, north of Phase 1 (across new River Road), is designated by City bylaw as a heritage site and identified as a Riparian Management Area (RMA) and ecologically sensitive landscape. An impact assessment, undertaken by a Registered Professional, has concluded that the subject Phase 1 development is not expected to impact the heritage or ecological resources within the park. Monitoring of the park will continue throughout Phase 1's construction processes and, as per legal agreement registered on the subject site, in the event that unforeseen impacts on the park are observed, the developer will undertake necessary mitigation and/or compensation, as required to the satisfaction of the City.

1.3. ***Richmond Winter Club:*** South of the subject development is the City-owned Richmond Winter Club. While there are currently no plans for the redevelopment of this property, it is currently developed at a very low density and could be redeveloped in the future. In light of this, the subject Phase 1 development provides for a service lane along its common (south) boundary with the Winter Club site (secured via right-of-way) for shared vehicle access and related purposes in the event the Winter Club site is redeveloped.

1.4. ***Traffic Considerations:*** Potential traffic impacts are expected to be minimal, as traffic generated by Phase 1 will have access to new River Road (scheduled to open in 2013) and Hollybridge Way via the developer's extension of Pearson Way, and all parking access, loading, and waste handling will be managed via the service lane proposed for the site's south boundary. In addition, driveway access will be provided to the existing Winter Club facility from Pearson Way (until the facility is redeveloped) and the Construction Parking and Traffic Management Plan completed for the project has satisfactorily demonstrated that construction activities will be well managed and, among other things, will not conflict with access to the Richmond Oval.

2. Urban Design and Site Planning

2.1. ***Streetscape Strategies:*** The subject Phase 1 development incorporates distinct design strategies that address the unique circumstances of each of its four frontages, including:

- a) ***River Road "High Street":*** The north face of the development fronts new River Road, which is intended to provide for a visually engaging, pedestrian-friendly streetscape. The proposed development satisfactorily addresses this with:

- Ground floor retail with narrow shop fronts and direct access to the public sidewalk, pedestrian-oriented signage, large shop windows, and pedestrian weather protection along the full length of the building;
 - A mid-rise (5 storey) streetwall that is in scale with surrounding planned development and the broad width of new River Road, while also helping to define the street edge, provide for continuity along the “high street”, and contribute towards an intimate urban realm;
 - Bookending of the mid-rise streetwall with a special corner treatment on the west and the development’s residential tower on the east, the latter of which visually anchors the end of the block and helps to create a “gateway” at the entrance the Oval Village; and
 - Public space incorporating a wide sidewalk, off-street bike path, dual tree-lined boulevards and landscaping, bike parking, pedestrian lighting, furnishings, and areas for outdoor dining and display.
- b) ***Gilbert Road:*** This frontage is a prominent City Centre “gateway” and part of an important greenway linking the Middle Arm and proposed Lansdowne linear park and “art walk”. This is addressed by blending strong, urban forms with riparian-type features to create a distinctly Richmond streetscape. More specifically, the subject Phase 1 development proposes:
- A 15-storey tower with a slim north-facing profile and distinctive, glassy corner, which is pulled close to the street to visually anchor the site’s “gateway” corner;
 - A mid-rise (5 storey) streetwall, which extends south from the tower in a graceful curve to define the street edge, complement the scale of development planned east of Gilbert Road, and enhance the distinctive image of this City Centre entry;
 - Two-storey townhouse units at the building’s base, which enhance the pedestrian scale of the space and provide for visual interest and casual surveillance;
 - A broad rain garden and coordinated private landscaping incorporating a mix of indigenous vegetation, water, and related features, which are designed to “pull” the riverfront’s riparian landscape into the city and complement the nearby “heritage woodlot”; and
 - Public art at the new River Road corner, which will help to reinforce the prominence of this corner, enhance the narrative quality of the pedestrian realm, and enrich the area’s expanding public art network.
- c) ***Pearson Way:*** This frontage is intended to be a pedestrian-friendly, residential street. To achieve this in the Oval Village’s emerging high-density , mixed use urban environment, the subject development proposes:
- Three-storey, street-oriented townhouses units with individual entrances, raised patios with terraced/landscaped fronts (no more than 0.8 m / 2 ft 9 in above the grade of the fronting sidewalk), entry gates with address features, window bays, and private rooftop decks;
 - A landscape buffer, including decorative planting at grade and a vine covered wall, between the townhouses and the point where new River Road’s commercial units turn the corner onto Pearson Road;
 - A rain garden feature and small seating area with a timber deck between the townhouses and the service lane;

- Special architectural and landscape features and uses incorporated into the design of the service lane area to make it an attractive, pedestrian-friendly space; and
 - Traffic calming and landscape features incorporated into the street design (e.g., raised intersection at the service lane, decorative treatments at pedestrian crossings).
- d) **Services Lane:** This frontage, as noted above, is intended to accommodate access to Phase 1's parking, loading, and garbage/recycling areas, together with shared vehicle access in the event the Winter Club site (south of Phase 1) is redeveloped. In addition, the lane is the proposed location of Phase 1's above-grade electric equipment cabinets, provides for a mid-block pedestrian walkway between Pearson Way and Gilbert Road, and is aligned with the east-west leg of Pearson Way, which makes its appearance important to the quality of the adjacent streetscape. To address the lane's competing objectives for service-type facilities and a street-friendly appearance, the development proposes the following:
- Phase 1's lowest parking level is submerged fully below the grade of the service lane in order that the lane can be open to the sky and tied seamlessly into the fronting street;
 - The building's garage and loading entrances are all oriented to the south to minimize views into the parkade and indoor service areas from Pearson Way;
 - A four-storey building bay projects into the east end of the lane, accented by a brightly coloured vertical stripe, to provide a visual "street-end" focus;
 - A bold, grey-on-grey checkered pattern is incorporated into the paving and façade treatments along the lane (e.g., 4-tone painted architectural concrete, 2-tone perforated metal panels);
 - Greening of the area is provided with a hedge and row of trees along the lane's south side and planting areas at its east and west ends;
 - Pedestrian lighting is provided, including wall mounted fixtures and ground embedded lighting along the edge of the lane's designated pedestrian walkway; and
 - Special uses are provided to help activate the lane, increase casual surveillance, and provide an amenity for the building's tenants, including a car/bike/dog wash and workshop for the use of residents and end-of-trip facilities for commercial tenants.
- 2.2. **Tower Guideline Non-Compliance:** The proposed Phase 1 tower departs from CCAP policy regarding maximum tower height within 60 m (197 ft) of Gilbert Road and maximum floorplate size. Nevertheless, staff are supportive of the proposed form of development as follows:
- a) **Tower Height:** The development exceeds the CCAP policy encouraging a maximum typical building height of 25 m (82 ft) within 60 m (197 ft) of Gilbert Road. The intent of the policy is to encourage consistent massing along the east and west sides of the street to enhance Gilbert Road's image as a formal processional route into Richmond's downtown. In compliance with the CCAP policy, the subject development proposes a 5-storey streetwall along Gilbert Road; however, at the north end of the development (i.e. at new River Road) the continuity of the streetwall is

interrupted by the development's proposed tower. Staff support this approach on the basis that:

- The scale and form of the proposed tower is an appropriate design response to the importance of the City Centre's Dinsmore Bridge "gateway";
 - The tower will provide a dynamic urban counterpoint to the large trees at the City's adjacent "heritage woodlot"; and
 - The proposed massing will not impact neighbouring existing/future developments.
- b) ***Tower Floorplate Size:*** The development exceeds the CCAP policy encouraging a maximum tower floorplate size of 650 m² (6,997 ft²) for portions of the building greater than 25 m (82 ft) in height. In contrast, the subject development's proposed tower floorplates are approximately 880 m² (9, 475 ft²). Staff are supportive of the developer's proposal on the basis that:
- Larger tower floorplates allow for a reduced number of towers across Phases 1-3, which in turn will allow for increased tower separation, greater variation in tower height, larger areas of sunny, uninterrupted rooftop amenity space, and less shadowing of new River Road;
 - The Phase 1 tower, as a "gateway" feature, should have a distinctive form; and
 - The tower's slab form (with its narrow profiles facing north and south) and wide tower spacing increases the extent of uninterrupted views across the subject site (to the mountains) that will be enjoyed by future towers to the south.

2.3. ***Parking:*** To ensure that parking is convenient for users while minimizing the impact that parking may have on the appearance of the streetscape and supporting City objectives for alternate travel modes, the developer proposes the following:

- a) To minimize the number of required parking spaces by employing Zoning Bylaw parking relaxations in respect to Transportation Demand Management (TDM) measures, including the provision of:
- End-of-trip (bike) facilities for the use of commercial tenants;
 - Electric vehicle charging stations for 20% of resident vehicles (i.e. 46 stations), 10% of commercial tenant vehicles (i.e. 7 stations), and 5% of bike racks or 1 per compound, whichever is greater (i.e. 16 stations); and
 - Temporary sidewalk improvements along the Gilbert Road frontage of the Winter Club (i.e. cash-in-lieu contributed prior to rezoning adoption);
- b) To provide three levels of parking that are well designed to meet the needs of users by:
- Providing for the development's commercial and residential visitor parking:
 - In one consolidated location on the parkade's mid-level, which is at the grade of the fronting street;
 - To have direct pedestrian access to new River Road's shops and services via a mid-block walkway; and
 - Set aside a minimum of 50% of spaces for general public use (secured via legal agreement on title so that they cannot be sold, leased, or otherwise assigned for the sole use of an individual person or business); and
 - Designating the top and bottom parking levels solely for the use of residents, accessed via security gates (including a number of private garages that offer direct access to individual townhouse units above); and

- c) To minimize the visual impact of the parking by:
 - Fully concealing the lowest parking level below the grade of the fronting streets;
 - Orienting the parking garage entrance perpendicular to the street and screening it with planting; and
 - Sharing the south service lane with future development at the Winter Club site so that it too may be designed to minimize the impact of its parking on the public realm.

2.4. **Flood Construction Level:** The CCAP encourages forms of development that respond to issues of sea level rise without compromising streetscape amenity, appearance, or accessibility. In light of this, the finished grade of new River Road is planned to be, wherever possible, a minimum elevation of 2.6 m (8.5 ft) geodetic to make it easier for fronting development to achieve the City Centre's recommended minimum habitable floor level of 2.9 m (9.5 ft) geodetic. On this basis, the proposed development has been designed to fully comply with the City's Flood Construction Level bylaw and provides for the following:

- a) All dwelling units have a minimum habitable floor level of 2.9 m (9 ft 6 in) geodetic and townhouse units are set a maximum of 1.0 m (3 ft 3 in) above the grade of the fronting sidewalk;
- b) The residential tower lobby and all retail units have a minimum habitable floor level of 0.3 m (1 ft) above the crown of the fronting street; and
- c) All public sidewalks and walkways have a maximum slope of 5% or less to accommodate wheelchair use.

3. Architectural Form and Character

3.1. **Character:** The CCAP encourages the City Centre to be developed as a mosaic of distinctive, transit-oriented, urban villages and vibrant public spaces. Moreover, for the Oval Village, the CCAP encourages a character that is contemporary, urban, and complementary to the Richmond Oval. In light of this, the area surrounding the subject site is rapidly developing with large-scale, street-oriented, mixed use and multi-family buildings typically characterized by substantial streetwalls, glassy towers above, and a high amenity, pedestrian-friendly, public realm designed for public art, bikes, transit, walking, and lingering. The developer has responded to this with a design approach that aims for a clean, modern look that is able to retain its relevance and contemporary appeal through attention to detail and a simple, yet sophisticated, composition, including:

- a) Simple massing incorporating a large landscaped podium and a single tower without intermediate stepping or terraces, which helps to focus attention on and elongate the appearance of the development's "gateway" tower, while maintaining an overall massing complementary to its neighbours;
- b) A restrained palette of colours and materials that uses translucent layers to bring a sense of depth and lightness to the building's appearance; and
- c) An expansive landscaped roofscape covering over 75% of the building's footprint (including landscaped amenity space and intensive green roof areas).

3.2. **Materials & Colour:** The subject development uses materials and colour to present a strong, cohesive image that focuses attention on the public realm. Features include:

- a) A silver grey palette of painted architectural concrete, vision glass, and spandrel glass layered across the building facades, with darker tones more prevalent at lower levels and lighter tones above;
- b) A canted blue-grey curtain wall, designed to contrast with the silver-grey colours used elsewhere, leans out towards the street at the Gilbert/new River Road corner to reinforce the building's "gateway" image;
- c) Punches of white and recessed and projecting balconies, including some with "floating" fritted glass guards, add texture and lightness to the upper storeys of the facades;
- d) Dark stone and masonry define the retail unit bays, punctuated with brightly coloured frames around the shop entrances, special signage features, and varied setbacks that provide for interesting corner display windows and, at the Pearson Way corner, folding glass doors that allow the retail unit to be opened up to the street for outdoor dining or other uses;
- e) Perforated steel cladding on the south façade provides visual interest at the service lane; and
- f) Wood and wood-look features are incorporated throughout to provide a sense of warmth, texture, and a link with the development's natural setting, including wood-look entry doors at the townhouse units, wood-look soffits under the projecting balconies, wood-look panels (combined with glass) in the pedestrian weather protection, heavy timber features in the rain garden, and bold wood pulls on the tall glass doors to the residential tower.

4. Landscape Design and Open Space Design

- 4.1. **Tree Replacement:** The subject development, as proposed, exceeds the City's 2:1 tree replacement requirements set out in the tree replacement plan for Phase 1. (Attachment 4) The developer has agreed to provide \$1,300 compensation to the Tree Compensation Fund for the replacement (off-site) of one tree proposed for removal from the Gilbert Road right-of-way.
- 4.2. **Public Streetscape Design:** The CCAP encourages the establishment of high-amenity streetscape designs that are pedestrian-friendly, support alternative travel modes, incorporate innovative stormwater management measures, and enhance connections between the emerging urban area and the riverfront.
 - a) **New River Road & Pearson Way:** The proposed development will extend sections of these two streets, both of which have already been the subject of detailed design via previous Oval Village development applications. In brief, the subject development will provide for the design and construction, at the developer's sole cost, of the following:
 - Along the south side of new River Road, a broad sidewalk, an off-street bike path, dual tree-lined boulevards, decorative pedestrian lighting, and feature areas of permeable paving and rain garden-type planting; and

- The full width of Pearson Way including two driving lanes, two parking lanes, a raised intersection at the south service lane, special pavement markings at crosswalks, decorative street lights, 2 m (6' 6") wide sidewalks, 1.5 m (5 ft) wide boulevards, street trees, and feature areas of permeable paving and rain garden-type planting.

NOTE: As the grade of new River Road is being raised to 2.6 m (8 ft 6 in) geodetic or greater, Pearson Way must slope gently down (at 5% or less) to meet existing grade at Hollybridge Way. As a result, Phase 1's townhouse patios along Pearson Way, which have a proposed elevation of 2.9 m (9 ft 6 in) geodetic, will be no more than 0.84 m (2 ft 9 in) above the grade of the fronting sidewalk.

- b) ***Gilbert Road Rain Garden:*** Phase 1's Gilbert Road frontage is proposed to be developed as a linear rain garden incorporating a uniquely Richmond style of riparian landscape. The frontage works will be designed and constructed via the City's Servicing Agreement process (as per RZ 09-506904) to enhance the "gateway" role of Gilbert Road, manage stormwater run-off from the City sidewalk, and contribute towards the establishment of a greenway route between the Middle Arm and the proposed Lansdowne linear park and "art walk". Proposed features along the development's Gilbert Road frontage include:

- A wide walkway measuring 3 m (10 ft) wide;
- A broad boulevard measuring 4.5 m – 6.4 m (15 ft – 21 ft) wide;
- A rain garden (i.e. landscaped swale) within the boulevard, which will be graded as to not exceed the maximum allowed fall height of 0.6 m (2 ft) and landscaped to provide for an attractive interface with the sidewalk and fronting street incorporating a mix of riparian grasses and shrubs, seating, and related features;
- A curb-height rail, tactile strip, and pedestrian lighting along the edge of the sidewalk, adjacent to the rain garden, for the safety and comfort of the visually impaired and other pedestrians;
- A row of large-growing street trees formally lining the street edge; and
- Within the private realm, fronting townhouse units, a water feature at the residential tower entry (in association with a portion of the development's indoor amenity space), and a complementary palette of planting and related features designed to make the private realm appears as a seamless extension of the public rain garden landscape.

NOTE: Phase 1's townhouse patios along Gilbert Road, which have a proposed elevation of 2.9 m (9 ft 6 in) geodetic, will be no more than 1.0 m (3 ft 3 in) above the grade of the fronting public walkway.

- c) ***Public Art:*** Preliminary consultation with the City's Public Art Committee confirmed that the subject site occupies a strategic public art location, bookended by an important City Centre "gateway" at its northeast corner and the City Centre Public Art Plan's proposed "art walk" along Lansdowne Road at its southwest. The development's Project-Wide Public Art Plan and draft Phase 1 Detailed Public Art Plan were reviewed and supported by the Public Art Committee. Prior to Building Permit issuance for Phase 1, the developer will enter into a legal agreement for the development's first public art project, which will be located at the prominent new River Road/Gilbert Road "gateway" corner, secured by a Letter of Credit (the value of which security shall be a minimum of \$133,514).

The developer's second public art project, which will be located along the Lansdowne "art walk" at the southwest corner of the development's third phase, will be implemented with Phases 2/3. The total value of public art proposed for Phases 1-3 will be \$340,891 or as determined based on the City-approved rates and policy in effect at the time of Building Permit approval, whichever is greater.

4.3. **Amenity Space:** The subject development proposes a large outdoor amenity space at its podium level, framed on its north and east sides by residential units and, at the tower in its northeast corner, three storeys of indoor amenity space with direct access and/or views out over the landscaped rooftop space. More specifically, the developer proposes:

- a) A fully accessible, 2,358 m² (25,382 ft²) outdoor rooftop amenity space, laid out to create a pattern of distinct, but connected, "outdoor rooms" that are well suited to allowing for a variety of active and passive uses to coexist comfortably including:
 - Raised garden plots with seating edges, hose bibs, a potting bench, a compost area, and tool storage;
 - An open central lawn;
 - A children's play area, 186 m² (2,000 ft²) in size, complete with climbing equipment on a resilient play surface, a sand play area with an overhead shelter, a hose bib for water play, seating, shade trees, and direct access to the amenity space's central lawn and garden plots;
 - Areas for outdoor dining and lounging, barbeque, fire pit, and tai chi; and
 - Decorative planting, seating, walkways; and
- b) Adjacent to the outdoor amenity area, a 195 m² (2,072 ft²) indoor amenity space including a banquet/party room with a kitchen, children's indoor playroom, double-height sports court area, and change rooms. Note that in addition to this indoor amenity space, which is located on Level 3, the development proposes other indoor amenity spaces and uses including at:
 - Level 1 – a meeting area/lounge adjacent to the tower entrance and workshop adjacent to the service lane;
 - Level 4 – a fitness/equipment mezzanine overlooking the sports court;
 - Level 5 – a multi-purpose family/study/music/games room overlooking the outdoor amenity space.

4.4. **Mid-Rise Rooftops:** The roofs of the development's two mid-rise wings are treated as extensive green roofs (i.e. not accessible to residents). Stairs are provided to these areas for maintenance purposes only. Given that the size of the outdoor amenity space proposed for the development's podium level satisfies both OCP and CCAP requirements (i.e. an additional 10% of net site area), staff are agreeable to the developer's proposal that the mid-rise rooftops are not developed as accessible areas.

5. 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 Phase 1's commercial units and associated ground-floor public parking, the residential tower lobby,

and all indoor and outdoor amenity spaces. In addition, the developer proposes, and staff support, the following:

- 5.1. **Basic Universal Housing Units:** 8% of units (17) 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 m² (20 ft²) 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 31.62 m²/340.4 ft²).
- 5.2. **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.
- 5.3. **Future Phases 2-3:** All future phases of "River Park Place" will be designed and constructed to the OCP standards in effect at the time of DP approval.

6. Crime Prevention through Environmental Design (CPTED)

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

- 6.1. The development's site planning and design incorporates opportunities for passive surveillance of street frontages, including the south service lane/walkway ;
- 6.2. Outdoor amenity spaces will be visually open, well illuminated, offer multiple access/egress options;
- 6.3. The designs of the parking structure and residential lobby minimize alcoves and hidden corners and provide for open views to the building lobby, mailroom access, and elevator core from fronting streets and internal pedestrian areas;
- 6.4. Within the parkade:
 - a) All spaces will be well illuminated;
 - b) A white band, at least 1.2 m (4 ft) high, will be painted mid-way up all walls and columns to ensure high visibility and light reflectance;
 - c) Yellow painted stripes will separate vehicle travel lanes from pedestrians areas and identify pedestrian routes to the elevator core;
 - d) Overhead security gates will separate resident parking from visitor/public parking; and
 - e) Glazing will be provided in the parkade elevator lobby and vision panels will be provided in doors leading to publicly accessible areas;
- 6.5. Pedestrian scale lighting will be provided along main pedestrian routes around the site, including at townhouse entries and the south service lane/walkway.

7. Sustainability Measures:

The subject development is being planned and designed to provide for a cost-effective, high-value development that meets or exceeds City standards (i.e. LEED Silver “equivalency”). (Attachment 5) The strategies being pursued have been developed via an integrated design approach, including the development of a conceptual energy model to determine site-specific architectural, electrical, and mechanical energy conservation features. Measures proposed include, but are not limited to, the following:

- 7.1. The building will be District Energy Utility (DEU) “ready”, such that the development will be capable of connecting to a City DEU system when one comes available;
- 7.2. A large rain garden and related rainwater management features will be installed along the site’s entire Gilbert Road frontage and other innovative stormwater management measures (e.g., permeable paving) will be installed along new River Road and Pearson Way;
- 7.3. Transportation features are proposed to encourage the use of alternate travel modes, including:
 - Local transit, cycling, and pedestrian area upgrades designed to increase network connectivity (e.g., bike paths, greenways, street furnishings, transit shelter funding);
 - Bike storage for residents, visitors, and commercial tenants and end-of-trip facilities;
 - Convenient on-site delivery/passenger loading in the parkade; and
 - Electric vehicle charging stations for cars and bikes for residents and commercial tenants;
- 7.4. Water-efficient design aimed at minimizing the use of potable water through the use of low-flow plumbing fixtures and water efficient irrigation;
- 7.5. 36% of the net site is proposed to be a combination of intensive and extensive green roofs, vegetated outdoor areas, and urban agriculture plots; and
- 7.6. Various energy efficient and responsibly-sourced items (e.g., Energy Star appliances, low VOC materials).

Conclusions

The subject development is consistent with Richmond’s objectives for the subject property and the Oval Village, as set out in the City Centre Area Plan (CCAP). The proposed project’s massing, coordinated architectural and landscape design approaches, and attention to detail will contribute to its livability and the emergence of the surrounding area as a high-amenity, high-quality urban community. 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. Specific Land Use Map: Oval Village (2031)
3. Excerpt from the Minutes of the Advisory Design Panel Meeting, November 21, 2012
4. Tree Replacement Plan
5. LEED (Silver “Equivalency”) Checklist
6. Conditional Development Permit Requirements (Signed copy on file)



Development Application Data Sheet

Development Applications Division

DP 12-617639

Address: 5440 Hollybridge Way for the first phase of a three (3) phase development

Applicant: Hollybridge Limited Partnership Owner: Hollybridge Limited Partnership

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

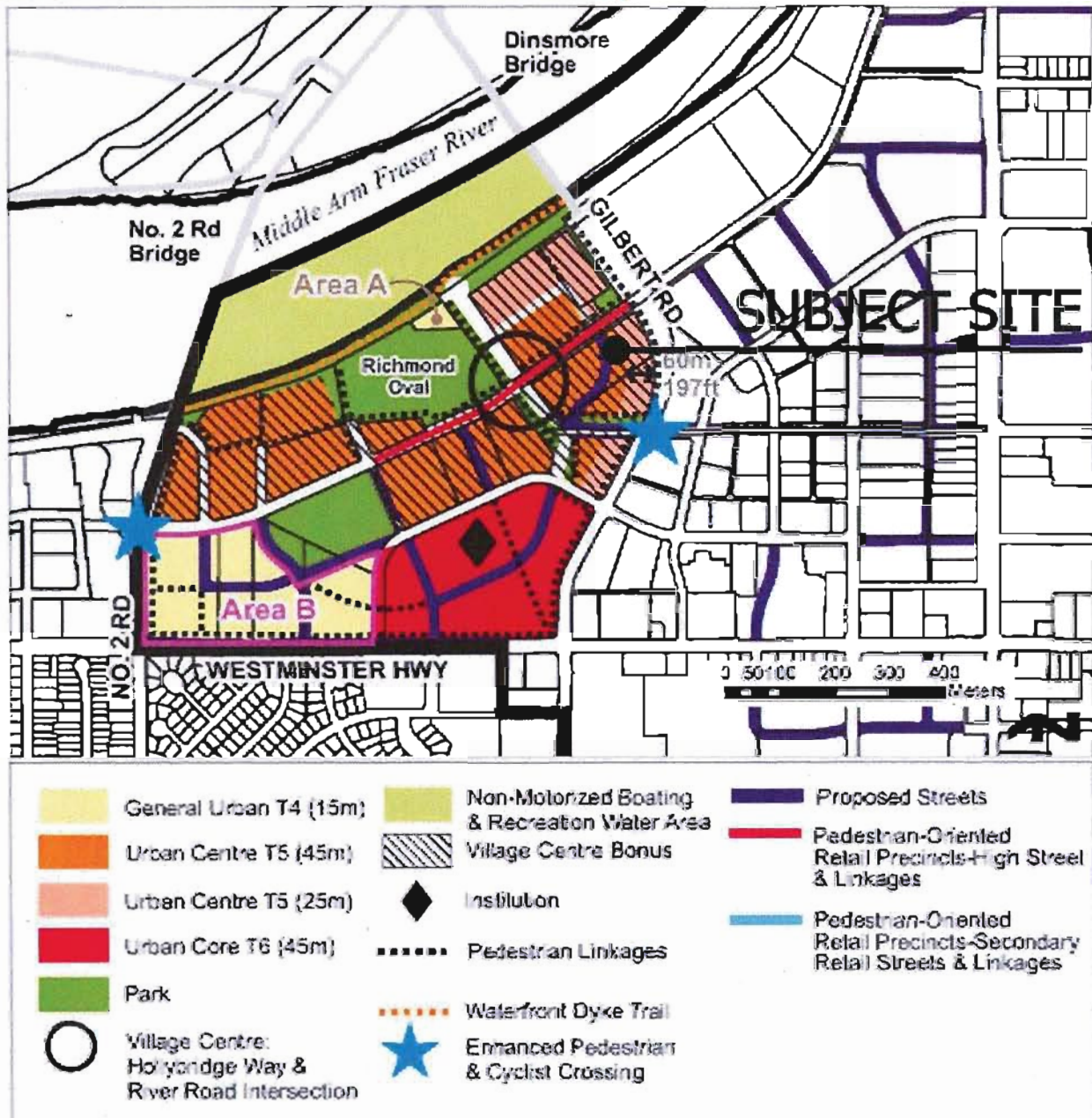
Floor Area Gross: 19,390 m² (208,719 ft²) Floor Area Net: 16,536 m² (178,000 ft²)

	Existing	Proposed
Site Area	20,524.5 m ² , including future subdivided lots & road as per RZ 09-506904: <ul style="list-style-type: none"> Phase 1 (Lot 1): 6,824.3 m² Phases 2/3 (Lot 2): 9,837.3 m² Pearson Way dedication: 3,862.9 m² 	<ul style="list-style-type: none"> Phase 1 (Lot 1): 6,824.3 m² (73,458 ft²)
Land Uses	<ul style="list-style-type: none"> Warehouse & office 	<ul style="list-style-type: none"> High-rise residential & ground-floor commercial
OCP Designation	<ul style="list-style-type: none"> Mixed Use 	<ul style="list-style-type: none"> No change
City Centre Area Plan Designation	<ul style="list-style-type: none"> Urban Centre T5 (45 m) & (25 m) Village Centre Bonus 	<ul style="list-style-type: none"> No change
Zoning	<ul style="list-style-type: none"> Residential/Limited Commercial (RCL3), including provisions for increased residential density in respect to the developer's dedication of a minimum specified area of non-DCC road 	<ul style="list-style-type: none"> No change
Net Floor Area @ Phase 1	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Residential: 15,384.2 m² (165,600 ft²) Commercial: 1,152.0 m² (12,400 ft²) Total: 16,536.20 m² (178,000 ft²)
Number of Units @ Phase 1	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> 219

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR) (Max):	For Lots 1 & 2 combined: <ul style="list-style-type: none"> Residential: 2.463 FAR Non-residential: 3,608.5 m² 	For Phase 1 on Lot 1 alone: <ul style="list-style-type: none"> Residential: 2.254 FAR Non-residential: 1,152.0 m² 	None permitted
Lot Size (Min):	<ul style="list-style-type: none"> 4,000.0 m² 	<ul style="list-style-type: none"> Phase 1 (Lot 1): 6,824.3 m² 	None
Lot Coverage (Max):	<ul style="list-style-type: none"> Max. 90% 	<ul style="list-style-type: none"> 77% 	None
Setback @ Street (Min):	<ul style="list-style-type: none"> Min. 6.0 m, EXCEPT may be reduced to 3.0 m based on a proper interface with the street 	<ul style="list-style-type: none"> 3.0 m min. 	None
Setback @ Interior Side Yard (Min):	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Below-grade parking: 5.2 m Elsewhere: 6.4 m 	None
Height (Max):	<ul style="list-style-type: none"> Max. 47.0 m geodetic 	<ul style="list-style-type: none"> Max. 47.0 m geodetic 	None

	Bylaw Requirement	Proposed	Variance
Flood Construction Level (FCL)	<ul style="list-style-type: none"> 2.9 m geodetic, EXCEPT may be reduced to 0.3 m above the crown of the fronting street 	<ul style="list-style-type: none"> Dwellings: 2.9 m geodetic Residential lobby & commercial uses: 0.3 m above the crown of the fronting street 	None
Off-Street Parking – Residential (Min):	<ul style="list-style-type: none"> Residents: 1.2/unit LESS 10% TDM = 237 Commercial (shared w. visitors): 4.2/100 m² LESS 10% TDM = 44 TOTAL: 281 	<ul style="list-style-type: none"> Residents: 245 <ul style="list-style-type: none"> 193 units (88%) @ 1/unit 26 units (12%) @ 2/unit Commercial & visitors: 65 <ul style="list-style-type: none"> 22 assigned spaces 43 "public" spaces secured via legal agreement on title, including: <ul style="list-style-type: none"> 24 regular (58%) 17 small cars (40%) 2 accessible (2%) TOTAL: 310 	None
Off-Street Parking – Small Cars:	<ul style="list-style-type: none"> 50% max (i.e. 155 max permitted based on 310 spaces provided) 	<ul style="list-style-type: none"> 68 proposed 	None
Off-Street Parking – Accessible:	<ul style="list-style-type: none"> 2% of min required parking (i.e. 6 spaces) 	<ul style="list-style-type: none"> 6 proposed 	None
Off-Street Parking – Tandem Spaces	<ul style="list-style-type: none"> Permitted for residential use provided that each tandem pair is assigned to a single unit (Legal agreement registered on title) 	<ul style="list-style-type: none"> 14 tandem pairs (28 spaces) 	None
Bike Parking – Class 1 (Min)	<ul style="list-style-type: none"> Residential: 1.25/unit = 274 Commercial: 0.27/100 m² over 100 m² = 3 	<ul style="list-style-type: none"> Residential: 290 (14 rooms) Commercial: 12 (1 compound) 	None
Bike Parking – Class 2 (Min)	<ul style="list-style-type: none"> Residential: 0.2/unit = 44 Commercial: 0.40/100 m² over 100 m² = 5 	<ul style="list-style-type: none"> 10 bikes min near tower entry 39 bikes min grouped as a "corral" @ near the north end of Pearson Way 	None
Electric Vehicle (EV) Charging Facilities (Min)	Rates as per RZ 09-506904: <ul style="list-style-type: none"> Residents' cars: 20% (46) Commercial cars: 10% (7) Bikes (Class 1): 5% (16) 	<ul style="list-style-type: none"> Residents' cars: 46 Commercial cars: 7 Bikes (Class 1): 16 	None
Accessible Housing	<ul style="list-style-type: none"> Measures are encouraged to address the needs of Richmond's aging population & people with impaired mobility 	<ul style="list-style-type: none"> Basic Universal Housing: 8% (17 units) Aging in Place Features: 100% 	None
Amenity Space – Indoor (Min):	<ul style="list-style-type: none"> 2 m²/unit = 400 m² 	<ul style="list-style-type: none"> 456 m² 	None
Amenity Space – Outdoor (Min):	<ul style="list-style-type: none"> OCP @ 6 m²/unit: 1,314 m² CCAP @ 10% net site: 682 m² Total: 1,996 m² 	<ul style="list-style-type: none"> 2,358 m² 	None
LEED	<ul style="list-style-type: none"> CCAP: Silver "equivalency" 	<ul style="list-style-type: none"> Silver "equivalency" 	None
District Energy Utility (DEU)	<ul style="list-style-type: none"> Provision for DEU hook-up 	<ul style="list-style-type: none"> DEU-ready, secured via a legal agreement on title 	None
Green Roofs	<ul style="list-style-type: none"> Encouraged 	<ul style="list-style-type: none"> 36% of net site is green roofs & rooftop garden plots & planting 	None

Specific Land Use Map: Oval Village (2031)

Bylaw 8585, 1701
2011/10/24

**Excerpt from the Minutes of the
Advisory Design Panel Meeting
November 21, 2012**

2. DP 12-617639 – 16,577 M² MIXED-USE, HIGH-RISE DEVELOPMENT INCLUDING 1,118 M² PEDESTRIAN-ORIENTED COMMERCIAL AND 220 MARKET DWELLINGS

APPLICANT: Hollybridge Limited Partnership (Intracorp)

PROPERTY LOCATION: 5440 Hollybridge Way

Comments from the Panel were as follows:

- no concern from CPTED perspective;
- consider further development to the rain garden edges [along the Gilbert Road frontage to] ensure safety of pedestrians walking on the sidewalk adjacent to the rain garden;
The City boulevard along Gilbert Road will be landscaped with a combination of street trees and "rain garden" (landscaped swale), which will be designed and constructed via the City's Servicing Agreement process to manage stormwater run-off from the public sidewalk. The edge of the sidewalk will incorporate a curb-height rail and tactile strip for the safety and comfort of the visually impaired and other pedestrians. The swale will be graded as to not exceed the maximum allowed fall height of 0.6 m and planted to provide for an attractive interface with the sidewalk and fronting street.
- appreciate the changes made to the project which successfully addressed the concerns of the Panel in the previous presentation by the applicant;
- the glass tower feature at the corner of Gilbert Road and River Road makes a very strong statement and provides a strong identity to the project; the project will create a precedent in the urban neighbourhood;
- understand that the present treatment of the plaza is not intended for a large public gathering place;
- appreciate the work done on the retail side along River Road; appears to be more alive and has more warmth and texture than the version previously presented to the Panel;
- building appears to be very slick, classy and contemporary; however, consider using more wood elements, e.g. wood-looking soffit in the retail side;

In addition to using a combination of glass and wood-look panels for new River Road's retail canopies, the same wood-look material is proposed for the underside of projecting elements across the development, including the townhouses' bay windows along the Gilbert Road and Pearson Way frontages and projecting balconies on the Gilbert Road and new River Road facades.

- retail and residential sides need to be treated differently; retail side needs to be more civic and should have more "texture" to make it feel like a public place; residential side needs further resolution to make it more private;

Along the retail frontages, "texture" will be provided via a combination of canopy detailing, hanging signage armatures and sign bands, stone piers that divide the display windows into regular bays, and colourful bands framing the shop entrances. These elements, together with new River Road's wide sidewalk, off-street bike path, dual tree-lined boulevards, and furnishings will make this important "high street" frontage welcoming, comfortable, and visually interesting.

Along the residential frontages, a sense of privacy and intimacy will be created through a combination of individual entry gates with stone address piers and accent panels, hedges and

decorative planting defining the units' raised terraces, and projecting window bays and wood-look front doors at the unit entries. The proposed change in grade, layering of elements, and natural materials will provide for an attractive, residential-scale environment that complements, yet appears distinct from, the character of the development's retail frontage.

- project is well resolved; applicant has given a lot of attention to the retail side on River Road; River Road frontage has its own distinct identity while complementing the identity of the overall project;
- podium rooftop is well resolved, functional and simple; the space has good sun exposure; there is good indoor-outdoor relationship on the podium roof;
- understand that the Gilbert Road frontage (i.e., the plaza, public art and location of the rain garden) is still evolving; there is opportunity to incorporate a finer scale materiality or public art into the rain garden; consider also introducing some narrative in the rain garden;

The Gilbert Road frontage is part of an important greenway linking the Middle Arm and proposed Lansdowne linear park and, among other things, is intended to provide for innovative stormwater management measures and public art celebrating the City Centre's prominent Dinsmore Bridge "gateway". In light of this:

- i. *The rain garden design proposes a mix of indigenous vegetation reflective of the area's riparian location, complemented by furnishing and features of weathered steel, heavy timber, and shot-blasted concrete – complementary to the "heritage landscape" and related park improvements being implemented (by ASPAC) north of the subject site;*
 - ii. *Private frontage elements are proposed to complement the rain garden, including a dramatic indoor/outdoor water feature at the residential tower lobby and riparian planting along the townhouse frontages;*
 - iii. *Artist(s) involved in the development's public art will be encouraged to incorporate a "narrative" quality in their work to engage the public in the space, the architecture, and the area; and*
 - iv. *Opportunities to incorporate a "finer scale materiality" will be further investigated through the detailed design of the rain garden streetscape and public art, which will be addressed to the satisfaction of the City via Richmond's standard Servicing Agreement and Public Art processes.*
- model shows that the rain garden is a prominent feature along the Gilbert Road frontage and is enhanced by the twin walkways framing it; if the rain garden is moved closer to the street edge so that it is no longer framed, the streetscape design must become more rigorous; to enhance the special riparian qualities of the rain garden, consider relaxing the City's regular street tree planting pattern along Gilbert Road (e.g. vary tree species; group trees in clumps) and making the rain garden bigger;

The Gilbert Road landscape has been designed to celebrate the street's special roles as both a City Centre "gateway" and greenway linking the river and future Lansdowne linear park. As such, rather than the city's typical 1.5 m (5 ft) wide grass boulevard and 2 m (6 ft) wide sidewalk, the proposed design for Gilbert Road includes a:

- i. *Broad walkway measuring 3 m (10 ft) wide;*
- ii. *Broad boulevard measuring 4.5 m – 6.4 m (15 ft – 21 ft) wide;*
- iii. *A rain garden within the boulevard, including riparian grasses and shrubs, seating, and related features; and*
- iv. *A row of large-growing street trees that will formally line the street.*

Together, these features will provide for a unique and attractive streetscape that speaks to Richmond's distinct heritage and emerging urban character.

- appreciate the recent improvements in the public realm and the streetscape;

- the project is setting a standard for other developments along Lansdowne; the prominent location of the project in the Oval Village requires serious and careful treatment of the public realm and streetscape;

The public realm and streetscape have been carefully considered in regard to materiality, scale, and character to ensure a rich and comfortable experience for pedestrians, cyclists, and motorists. Key features include the development's:

- i. Tower, which is situated and sculpted to provide a prominent "gateway" feature at the intersection of new River Road and Gilbert Road, complemented by the design of the latter's "rain garden" landscape;*
 - ii. Massing, which is designed to maximize sun to public space along the new River Road "high street" and on-site, rooftop open spaces;*
 - iii. Residential and retail frontages that provide for visual interest and a high-quality, high-amenity pedestrian environment; and*
 - iv. Palette of natural materials and muted, natural colours, comprised of native planting, heavy timber, steel, and sand blasted concrete, that complement its location near the river and the adjacent "heritage landscape" (at the City-owned park at 6900 River Road).*
- previous drawings show very little change in the building but a lot more details have been added; the character of the building came out with the details which was not present in the previous presentation to the Panel;
 - the revised treatment at the corner of Gilbert Road and River Road is successful;
 - the glass tower feature at the corner of Gilbert Road and River Road announcing the entry to Richmond works well;
 - exterior finishes are quite good with an overall sophisticated and urban feel; however, they seem to lack tactility; consider introducing wood elements to reflect the Richmond character;

As described above, wood-look soffits and canopy details are incorporated across the development's street facades, townhouses will feature wood-look entry doors, and heavy timbers have been incorporated into the proposed design of the rain garden. In addition, the entry to the residential tower will feature tall glass panels with bold wood door pulls and wood will feature in the development's on-site landscape furnishings and structures.

- finishes are a bit drab; need to be differentiated from neighbouring developments.

The development's finishes and colours have been chosen to give the building a clean, contemporary appearance and timeless quality. The proposed silver-grey metal and glass panel cladding have been selected to contrast with the building's canted blue-grey curtain wall – its "signature" feature – and the dark stone and masonry at its base; while perforated steel cladding, fritted floating glass balcony panels, and punches of white are used to add lightness, texture, and rhythm across the facades. Overall, the development's stylistic approach is restrained, but well considered, and successfully uses material, colour, and layering to make a bold, sophisticated architectural statement.

Panel Decision

It was moved and seconded

That DP 12-617639 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

Attachment 4
Tree Replacement Plan

Bylaw-Size Trees 20 cm DBH min	Existing Trees	# Trees Removed	Replacement Trees		Implementation
▪ On-Site (Deciduous)	11	11	22	Min caliper: 4 @ 6 cm 14 @ 9 cm 4 @ 10 cm	<p>Replacement:</p> <ul style="list-style-type: none"> 100% of replacement trees will be planted on Lot 1/Phase 1 & secured via the landscape bond for DP 12-617639 <p>Tree Protection:</p> <ul style="list-style-type: none"> Lot 1 None required Lot 2 @ Parking Lot & Side Yard: None required Lot 2 @ Hollybridge Way frontage: Tree protection must: <ul style="list-style-type: none"> Be installed for all trees in the existing landscape strip Remain until the developer enters into a Servicing Agreement for construction of Hollybridge Way (i.e. SA #2)
▪ On-Site (Coniferous)	12	12	24	Min. height: 2 @ 4 m 8 @ 5 m 6 @ 5.5 m 8 @ 6 m	<p>Replacement:</p> <ul style="list-style-type: none"> Lot 1: The portion of the hedge along the south property line of Lot 1 will be replaced on Lot 1/Phase 1 (along the same property line), secured via the landscape bond for DP 12-617639 Pearson Road: The portion of the hedge along the south property line of Pearson Road will be replaced along the same property line via the Servicing Agreement for construction of Pearson Way (i.e. SA #2) <p>Tree Protection:</p> <ul style="list-style-type: none"> Lot 1 None required Pearson Way: Tree protection must: <ul style="list-style-type: none"> Be installed for all trees along the south property line of proposed Pearson Way Remain until the developer enters into a Servicing Agreement for construction of Pearson Way (i.e. SA #2)
▪ On-Site (Cedar hedge)	+/-57	+/-57	57	Evergreen hedge (1.2 m max height)	
▪ Off-Site (Gilbert Road)	1	1	2	\$650 per replacement tree	<p>Compensation:</p> <ul style="list-style-type: none"> Tree Compensation Fund: Prior to DP 12-617639 issuance, the developer will make a voluntary contribution of \$1,300
Total	81	80	103 PLUS cash-in-lieu for 2 trees		-

Attachment 5
LEED (Silver "Equivalency") Checklist



**ENERMODAL
ENGINEERING**

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Targeted	Pending	Decision Req'd	Not Pursued	
				LEED® NC 2009 Scorecard for River Park Place
				Potential LEED Rating: Silver
54	11	7	38	Certified: 40 to 49 points Silver: 50 to 59 points Gold: 60 to 79 points Platinum: 80 or more points
21	2	1	2	SUSTAINABLE SITES
				SSp1 Construction Activity Pollution Prevention
1				SSc1 Site Selection
5				SSc2 Development Density and Community Connectivity
			1	SSc3 Brownfield Redevelopment
6				SSc4.1 Alternative Transportation: Public Transportation Access
1				SSc4.2 Alternative Transportation: Bicycle Storage & Changing Rooms
3				SSc4.3 Alternative Transportation: Low-Emitting & Fuel-Efficient Vehicles
2				SSc4.4 Alternative Transportation: Parking Capacity
	1			SSc5.1 Site Development: Protect or Restore Habitat
	1			SSc5.2 Site Development: Maximize Open Space
		1		SSc6.1 Stormwater Design: Quantity Control
				SSc6.2 Stormwater Design: Quality Control
1				SSc7.1 Heat Island Effect: Non-Roof
1				SSc7.2 Heat Island Effect: Roof
1				SSc8 Light Pollution Reduction
3	1	0	6	WATER EFFICIENCY
				WEp1 Water Use Reduction
				WEC1 Water Efficient Landscaping
				WEC2 Innovative Wastewater Technologies
3	1			WEC3 Water Use Reduction
8	2	4	21	ENERGY & ATMOSPHERE
				EAp1 Fundamental Commissioning of Building Energy Systems
				EAp2 Minimum Energy Performance
				EAp3 Fundamental Refrigerant Management
5	2	2	9	EAc1 Optimize Energy Performance
				EAc2 On-Site Renewable Energy
		1		EAc3 Enhanced Commissioning
2				EAc4 Enhanced Refrigerant Management
			3	EAc5 Measurement & Verification
			2	EAc6 Green Power
5	2	0	7	MATERIALS & RESOURCES
				MRp1 Storage & Collection of Recyclables
			4	MRC1 Building Reuse
2				MRC2 Construction Waste Management
			2	MRC3 Materials Reuse
1	1			MRC4 Recycled Content
1	1			MRC5 Regional Materials
				MRC6 Recycled or Reclaimed Materials
1				MRC7 Certified Wood



A member of MMM GROUP

Targeted	Pending	Decision Req'd	Not Pursued	LEED® NC 2009 Scorecard for River Park Place	
				Potential LEED Rating: Silver	
54	11	7	36	Certified: 40 to 49 points Silver: 50 to 59 points Gold: 60 to 79 points Platinum: 80 or more points	
10	2	1	2	INDOOR ENVIRONMENTAL QUALITY	
				EQp1 Minimum IAQ Performance	
				EQp2 Environmental Tobacco Smoke Control	
	1			EQc1 Outdoor Air Delivery Monitoring	
			1	EQc2 Increased Ventilation	
1				EQc3.1 Construction IAQ Management Plan: During Construction	
				EQc3.2 Construction IAQ Management Plan: Before Occupancy	
1				EQc4.1 Low-Emitting Materials: Adhesives & Sealants	
1				EQc4.2 Low-Emitting Materials: Paints & Coatings	
1				EQc4.3 Low-Emitting Materials: Flooring Systems	
	1			EQc4.4 Low-Emitting Materials: Composite Wood and Agrifiber Products	
1				EQc5 Indoor Chemical & Pollutant Source Control	
1				EQc6.1 Controllability of Systems: Lighting	
1				EQc6.2 Controllability of Systems: Thermal Comfort	
1				EQc7.1 Thermal Comfort: Design	
1				EQc7.2 Thermal Comfort: Verification	
		1		EQc8.1 Daylight & Views: Daylight	
1				EQc8.2 Daylight & Views: Views	
6	0	0	0	INNOVATION IN DESIGN	
1				IDc1.1 Exemplar Performance; SSc7.1 Heat Island Effect: Non-Roof	
1				IDc1.2 Exemplar Performance; SSc7.1 Heat Island Effect: Roof	
1				IDc1.3 Process Water Load	
1				IDc1.4 Open Space	
1				IDc1.5 Low Mercury Lighting	
1				IDc2 LEED® Accredited Professional	
1	2	1	0	REGIONAL PRIORITY	
		1		RPc1 Durable Building	
1				RPc2 Regional Priority	
	1			RPc2 Regional Priority	
	1			RPc2 Regional Priority	

* This scorecard is intended to serve as a benchmarking tool to assess potential LEED Canada 2009 performance. It does not confirm a LEED rating nor guarantee credit compliance. This document is the sole property of Enermodal and is only to be used for the project listed above. This document is not to be used in any other capacity without the expressed consent of Enermodal Engineering.

February 9, 2013



**City of
Richmond**

Development Permit Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V8Y 2C1

Address: 5440 Hollybridge Way

File No.: DP 12-617639

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

1. **Rezoning:** Final adoption of the Zoning Amendment Bylaw No. 8879 (RZ 09-506904), including the developer entering into Servicing Agreement #1 for 5440 Hollybridge Way (SA 12-622948), secured by a Letter of Credit to the satisfaction of the City.
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:
 - a. **Pearson Way**, requiring that the developer enters into a restrictive covenant, registered on title, securing that "no building" will be permitted on any portion of 5440 Hollybridge Way and restricting Building Permit* issuance until the developer dedicates Pearson Way, subdivides 5440 Hollybridge Way to create Lots 1 and 2, and registers restrictive covenant(s) limiting driveway crossings along Pearson Way;
 - b. **District Energy Utility (DEU)**, requiring that the developer enters into a restrictive covenant in respect to Lot 1/Phase 1, registered on title, securing that "no building" will be permitted on Lot 1 and restricting Building Permit* issuance for Phase 1 until the developer enters into a DEU agreement for on a DP-by-DP basis (the form of which agreement is to be agreed to prior to rezoning adoption), as determined to the satisfaction of the City;
 - c. **Heritage Landscape & Park**, requiring that the developer submits a development impact assessment report on a DP-by-DP basis in respect to the City-owned park and heritage-designated property at 6900 River Road, prepared by a registered professional, together with proof of contractual arrangements for ongoing monitoring and preparation of a re-assessment report at the conclusion of construction, and the developer's commitment to the implementation of any necessary mitigation/compensation, to the satisfaction of the City;
 - d. **View Blockage & Other Potential Development Impacts**, requiring that the developer submits a development assessment report on a DP-by-DP basis, prepared by a registered professional, to the satisfaction of the City;
 - e. **Aircraft Noise Sensitive Use**, requiring among other things that the developer submits a development assessment report on a DP-by-DP basis, prepared by a registered professional, to the satisfaction of the City;
 - f. **Industrial/Commercial Noise Sensitive Use**, requiring among other things that the developer submits a development assessment report on a DP-by-DP basis, prepared by a registered professional, to the satisfaction of the City;

- g. *Commercial "Public" Parking*, requiring that the developer indicates the required parking on the DP drawings on a DP-by-DP basis, including the registration of final plans on title, to the satisfaction of the City, prior to Final Building Permit* Issuance Granting Occupancy.
 - h. *Phasing*, requiring that Lot 1 (i.e. the subject Phase 1 development) proceeds first; and
 - i. *Affordable Housing* (no requirements are applicable at Phase 1).
3. *"No Build/No Occupancy"*: 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 5440 Hollybridge Way until the following is complete, as determined to the satisfaction of the City:
- a. *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.
 - b. *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 the number and location of electric vehicle (EV) car and bike charging stations that shall be provided by the developer for the use of the tenants of Phase 1, to the satisfaction of the City, including, but not limited to, equipping a minimum of Phase 1's total parking as follows:
 - i. *For residential tenants*: 20% of residential parking spaces shall be equipped with electrical service, at 120V and/or 240V as determined by the developer;
 - ii. *For non-residential tenants*: 10% of non-residential parking spaces shall be equipped with 240V service; and
 - iii. *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 tenants.
- 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 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 12-617639. Final plans, to the satisfaction of the City, shall be registered on title prior to Final Building Permit* Issuance Granting Occupancy.
4. *Landscape Bond*: Receipt of a Letter of Credit for landscaping of all on-site areas, the construction of which is not otherwise secured via a Servicing Agreement (e.g., residential

amenity space, green roofs, yard setbacks), the value of which is based on 100% of the sealed cost estimate provided by the Landscape Architect (including labour and 10% contingency).

NOTE #1: The value of the landscape bond will be specified in the Development Permit.

5. Tree Replacement: City acceptance of the developer's offer to voluntarily contribute \$1,300 to the City's Tree Compensation Fund for the planting of replacement trees within the City.

NOTE #1: Replacement Trees: The tree replacement plan, as determined via RZ 09-506904, requires 103 replacement trees for the removal of on-site trees (including a mix of deciduous, coniferous, and evergreen hedge). The portion of the hedge located along the proposed Pearson Way right-of-way will be replaced by the developer as part of the Servicing Agreement for the construction of that new road (SA #2). The remainder of the hedge and all the other trees will be replaced on Lot 1 via DP 12-617639, secured via the DP landscape bond. (Confirmation must be provided on the DP landscape drawings that the required replacement trees have been satisfactorily accommodated.)

NOTE #2: Cash-in-Lieu: At rezoning stage, the City tree in the Gilbert Road right-of-way was indentified for retention; however, via the DP process it has been determined that this is not possible. Cash-in-lieu compensation to the Tree Compensation Fund is, thus, applicable and has been estimated at \$1,300 based on a replacement tree ratio of 2:1 and a replacement tree value of \$650 per tree.

6. 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 the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
7. Tree Protection: Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

NOTE #1: Tree protection must be installed prior to the issuance of DP 12-617639, including:

- a) Lot 2 @ Hollybridge Way frontage: Tree protection must be installed for all trees in the existing landscape strip west of the parking lot, and must remain in place until the developer enters into a Servicing Agreement for the construction of Hollybridge Way (i.e. SA #2); and
- b) Pearson Way: Tree protection must be installed for all trees (hedge) along the south property line of proposed Pearson Way, and must remain in place until the developer enters into a Servicing Agreement for the construction of Pearson Way (i.e. SA #2).

Elsewhere on 5440 Hollybridge Way, the developer is permitted to remove trees following the issuance of DP 12-617639.

8. Construction Parking and Traffic Management Plan: Submission of an Updated Construction Parking and Traffic Management Plan to the Transportation Division, together with updated/revised information, as determined via the Phase 1 DP review and approval processes. Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.

Prior to Building Permit* Issuance, 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:
 - a. *District Energy Utility (DEU) – Phase 1*, requiring that the developer enters into a DEU agreement for Phase 1 (the form of which agreement was agreed to prior to rezoning adoption);
 - b. *Public Art – Phase 1*, requiring that the developer enters into a Public Art agreement, secured via a Letter of Credit, for the implementation of the Phase 1 Public Art Plan; and
 - c. *Servicing Agreement(SA)* #2*, requiring that the developer enters into a SA*, secured via Letter of Credit, for the design and construction of road and related improvements along Pearson Way, Hollybridge Way, River Road, and Gilbert Road, as determined via RZ 09-506904 and secured via legal agreement(s) registered on title. Note that, among other things, SA* #2 must include:
 - i. *Hedge*: The installation of an evergreen hedge along the south side of Pearson Way (along the property line of 5540 Hollybridge Way/Winter Club) from the east boundary of Lot 1 to Hollybridge Way, to the satisfaction of the Senior Manager, Parks, which hedge shall:
 - be coordinated with hedge planting along the south property line of Lot 1, which shall be provided for via DP 12-617639 and secured by the DP landscape bond;
 - together with hedge planting on Lot 1, include a minimum of 57 trees or as otherwise determined to the satisfaction of the Senior Manager, Parks;
 - not exceed 1.2 m in height; and
 - following the SA one-year maintenance period, the City shall maintain the hedge in coordination with the operator(s) of the Winter Club; and
 - ii. *Rain Garden*: The installation of stormwater management measures within the boulevard along Lot 1's entire Gilbert Road frontage, to the satisfaction of the Senior Manager, Parks, Manager, Environmental Sustainability, Director of Development, and Director of Engineering.

NOTE: The developer must submit a report and recommendations prepared by a registered professional that, to the satisfaction of the Senior Manager, Parks, Manager, Environmental Sustainability, Director of Development, and Director of Engineering, sets out the measures that will be incorporated in the design and construction of Lot 1's Gilbert Road rain garden in order that it can effectively replace/retain the stormwater management value of the swales originally located along the subject site's River Road and Gilbert Road frontages that will be lost as a result of the proposed development. (Note that the City's Environmental Sustainability Division has determined, in consultation with the Department of

Fisheries and Oceans (DFO), that while the existing swales have recognized stormwater management value, the City shall not treat them as Riparian Management Areas.)

- d. *Site Conditions*, requiring that the developer satisfies conditions, as required, as per the covenant registered prior to DP issuance;
 - e. *Electric Vehicle (EV) Car & Bike Charging Stations*, requiring that the developer satisfies conditions, as per the covenant registered prior to DP issuance, including the registration of final plans on title, to the satisfaction of the City, prior to Final Building Permit* Issuance Granting Occupancy; and
 - f. *Commercial "Public" Parking*, requiring that the developer satisfies conditions, as per the covenant registered prior to rezoning adoption, including the registration of final plans on title, to the satisfaction of the City, prior to Final Building Permit* Issuance Granting Occupancy.
2. Required Development Features: Incorporate measures in Building Permit* (BP) plans including, but not limited to, features required to address the following, to the satisfaction of the City as determined via the Rezoning* and/or Development Permit* processes and confirmed by Letters of Assurance provided by Registered Professionals indicating that the building has been designed to incorporate the proposed features (which Registered Professionals shall submit additional Letters of Assurance prior to final Building Permit* inspection confirming that the features have been appropriately installed):
 - a. *Accessibility*;
 - b. *Aircraft Noise Sensitive Uses*;
 - c. *Industrial/Commercial Noise Sensitive Uses*;
 - d. *View Blockage & Other Potential Development Impacts*;
 - e. *Aircraft Noise Sensitive Use*;
 - f. *Industrial/Commercial Noise Sensitive Use*;
 - g. *Heritage Landscape & Park*;
 - h. *Public Parking*;
 - i. *Electric Vehicle (EV) Car (Residential & Commercial) & Bike Charging Stations*;
 - j. *End-of-Trip Facility*;
 - k. *Site-Specific Sustainability Measures*, including, but not limited to, District Energy Utility (DEU), LEED (silver "equivalency"), and green roof/wall features.
 3. Latecomer Charges: If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
 4. Construction Parking and Traffic Management Plan: Submit an Updated Construction Parking and Traffic Management Plan to the Transportation Division, together with updated/revised information, as determined via the Phase 1 DP review and approval processes. Management Plan shall include locations 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, and must demonstrate to the satisfaction of the City that access to the Richmond Oval will be uninterrupted.

5. Construction Hoarding: Obtain a Building Permit* (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit*. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * 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 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.

Signed copy on file

Signed _____

Date _____



City of Richmond

Development Permit

No. DP 12-617639

To the Holder: Hollybridge Limited Partnership
Property Address: 5440 Hollybridge Way
Address: 900 - 666 Burrard Street,
Vancouver, BC V6C 2X8

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 #16E 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 \$828,357.38 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.
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.



City of
Richmond

Development Permit
No. DP 12-617639

No. DP 12-617639

To the Holder: Hollybridge Limited Partnership

Property Address: 5440 Hollybridge Way

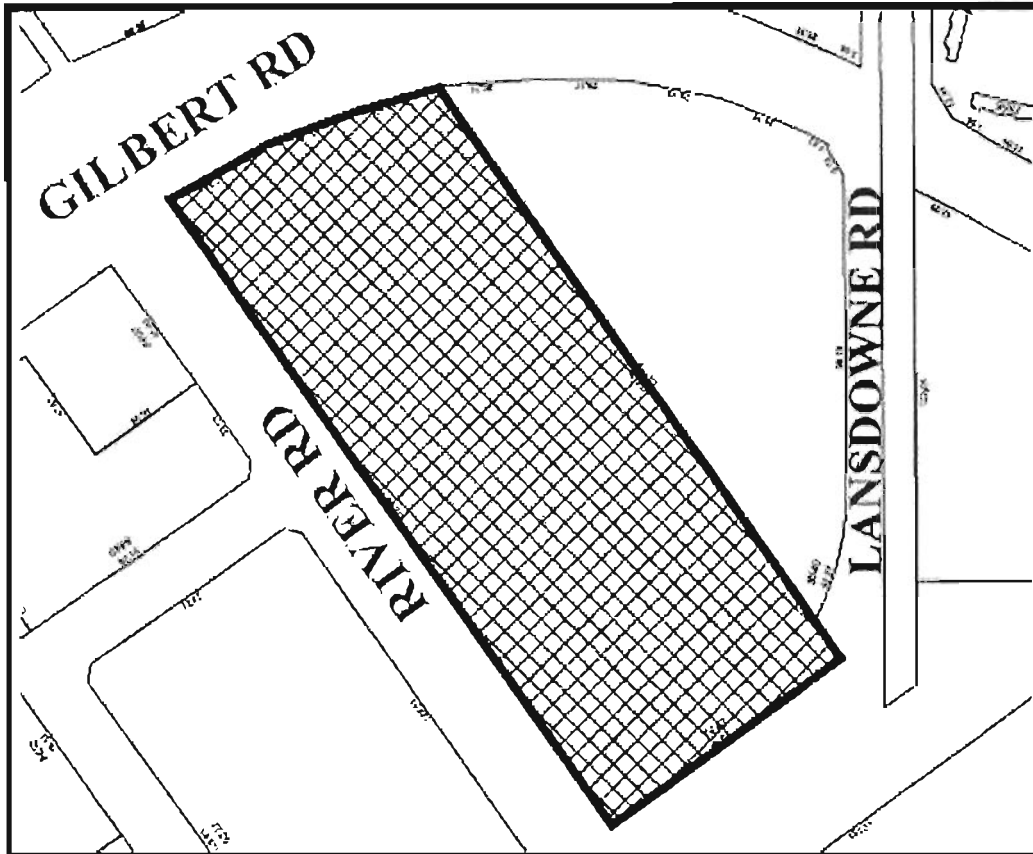
Address: 900 - 666 Burrard Street,
Vancouver, BC V6C 2X8

AUTHORIZING RESOLUTION NO.
DAY OF , .

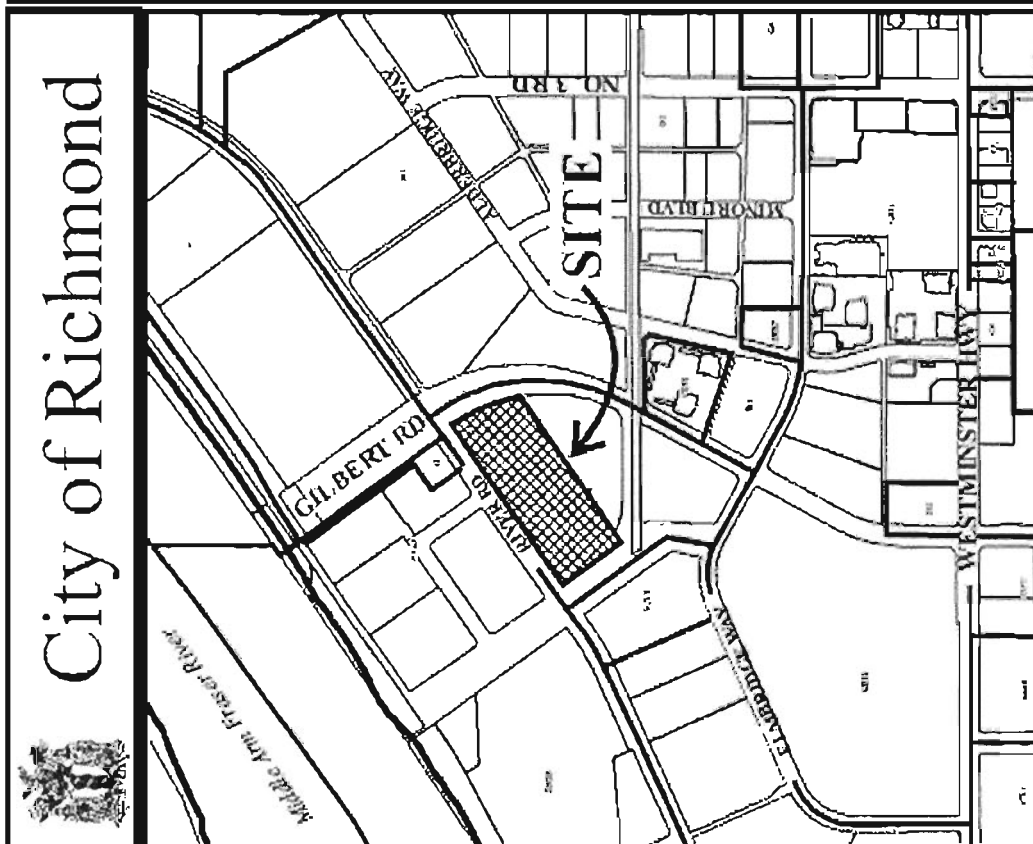
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



Original Date: 08/27/12
 Revision Date:
 Note: Dimensions are in METERS



City of Richmond



DP 12-617639
 SCHEDULE "A"

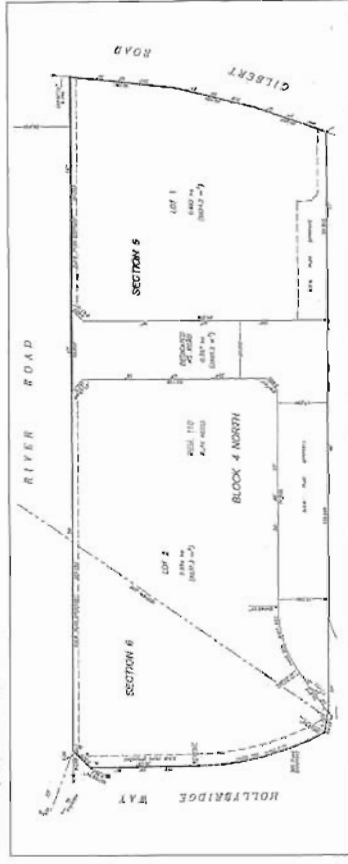
NOTES:

1. No variances are requested.
2. No affordable housing units are provided in the subject development.
3. Statutory right-of-ways are shown below.

5440 Hollyridge Way Lot Area	20,425.3 m ²
Portion of 5540 Hollyridge Way	247.7 m ²
Gross Site Area	20,723.0 m ²
Road Dedication	(4,061.4 m ²)
• Hollyridge Way ("Major Street") Dedication	(188.5 m ²)
• Pearson Way ("Minor Street") Dedication	(207.7 m ²)
• Pearson Way ("Minor Street") Dedication	(3,585.2 m ²)
Net Site Area	15,051.6 m ²
• LOT 11 PHASE 1 (EAST OF PEARSON WAY) DP 12-617639	6,824.3 m ²
• Lot 2/Phases 2-3 (West of Pearson Way)	9,837.3 m ²
Lot 1 (Phase 1) (DP 12-617639)	
Net Site Area	6,824.3 m ² (73,458.6 ft ²)
Gross Floor Area	19,350 m ² (208,719.0 ft ²)
Net Floor Area (excluding typical FAR & Basic Universal Housing/BUH exemptions)	15,536.20 m ² (178,000.0 ft ²)
• Commercial	1,152.0 m ² (12,400.0 ft ²)
• Residential	15,384.2 m ² (165,600.0 ft ²)
Building Footprint	5,227.9 m ² (56,274.0 ft ²)
Lot Coverage	76.6%

LEVEL	Gross Floor Area (ft ²)	General	Exemptions (ft ²)	Mech/Stor.	Amenity	Net Floor Area (ft ²)	No. of Units
16	7714	394	80	0	0	7240	4 (4 BUH)
14	9552	394	0	0	0	9138	12
13	9528	394	0	0	0	9134	12
12	9523	394	0	0	0	9129	12
11	9519	394	0	0	0	9125	12
10	9514	394	0	0	0	9120	12
9	9509	394	0	0	0	9115	12
8	9505	394	0	0	0	9111	12
7	9500	394	0	0	0	9106	12
6	9496	394	0	0	0	9102	12
5	22189	881	60	0	1225	20223	28 (3 BUH)
4	22779	881	100	0	484	21034	33 (5 BUH)
3	24305	881	100	0	2073	21451	31 (5 BUH)
2	13526	0	0	0	7478	6049	0
1	26881	0	0	0	6328	19423	14
P1	5679	0	0	0	5679	0	0
TOTAL	208716	5983	340	19485	4912	177599	219 (17 BUH)

Parking	Residential	Shared Commercial/Visitor	Total
Cars	237 required / 245 proposed	44 required / 65 proposed	281 required / 310 proposed
Bikes (Class 1)	274 required / 280 proposed	3 required / 12 proposed	277 required / 302 proposed
Bikes (Class 2)	44 required	5 required	49 required / 49+ proposed



4. Accessibility:

- a. Basic Universal Housing (17 units) are indicated on the floor plans (Levels 3, 4, 5 & 15) and shown in detail on the "Basic Universal Housing (BUH) & Aging-In-Place Housing Units" sheet.
- b. 100% of units shall include aging in place features described on "Basic Universal Housing (BUH) & Aging-In-Place Housing Units" sheet

5. Parking:

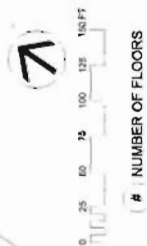
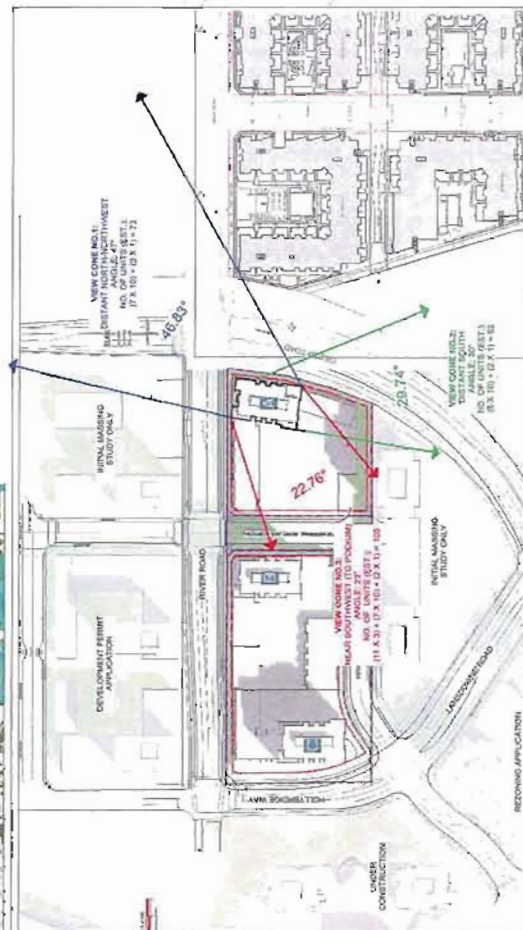
- a. All Level 1 parking shall be for commercial and visitor use. All residential parking shall be located on Level P1 and 2, and shall be secured via overhead gates at the entry points to the Level 1 ramps.
- b. Residential parking shall include a maximum of 14 pairs of tandem spaces (28 total).
- c. As per legal agreement registered on title, a minimum of 50% of commercial/visitor parking must be reserved as "public parking" (i.e. not assigned to individual people/businesses) and must be signed as such and include a proportional number of small cars and handicapped spaces as per the Zoning Bylaw. (Note: The developer's proposal shown on the attached DP drawings exceeds these requirements.)
- d. As per legal agreement registered on title, Electric Vehicle (EV) Charging Stations must be provided as follows. Preliminary locations are shown on the DP drawings. Final locations must be confirmed and secured via legal agreement prior to Building Permit issuance.

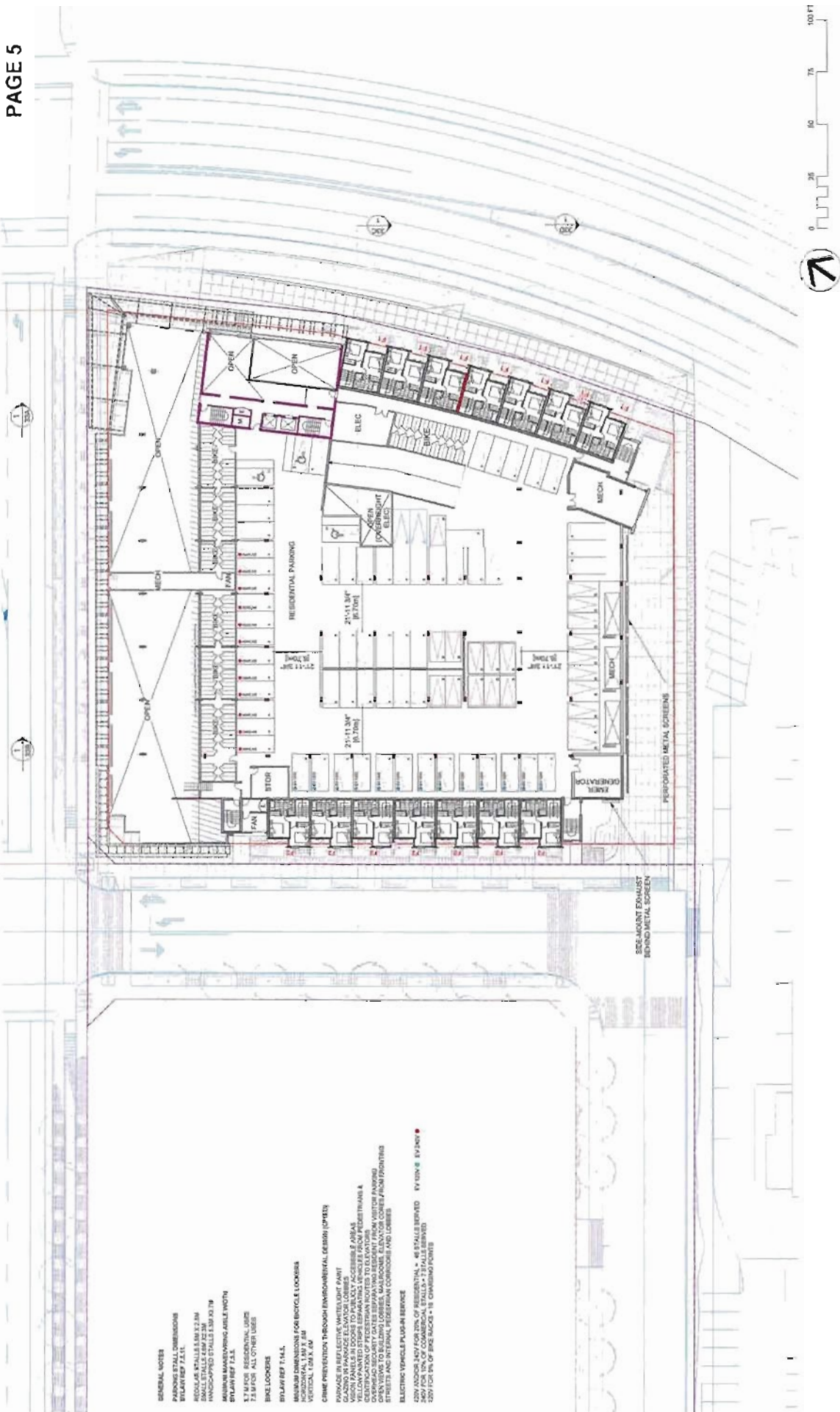
Electric Vehicle (EV) Charging Facilities -	Minimum rates as per RZ (09-505904):	Proposed as per DP 12-617639:
• Residents' cars: 20% (46 required)	• Residents' cars: 20% (46 required)	• Residents' cars: 46
• Commercial cars: 10% (7 required)	• Commercial cars: 10% (7 required)	• Commercial cars: 7
• Bikes (Class 1): 5% (16 required)	• Bikes (Class 1): 5% (16 required)	• Bikes (Class 1): 16

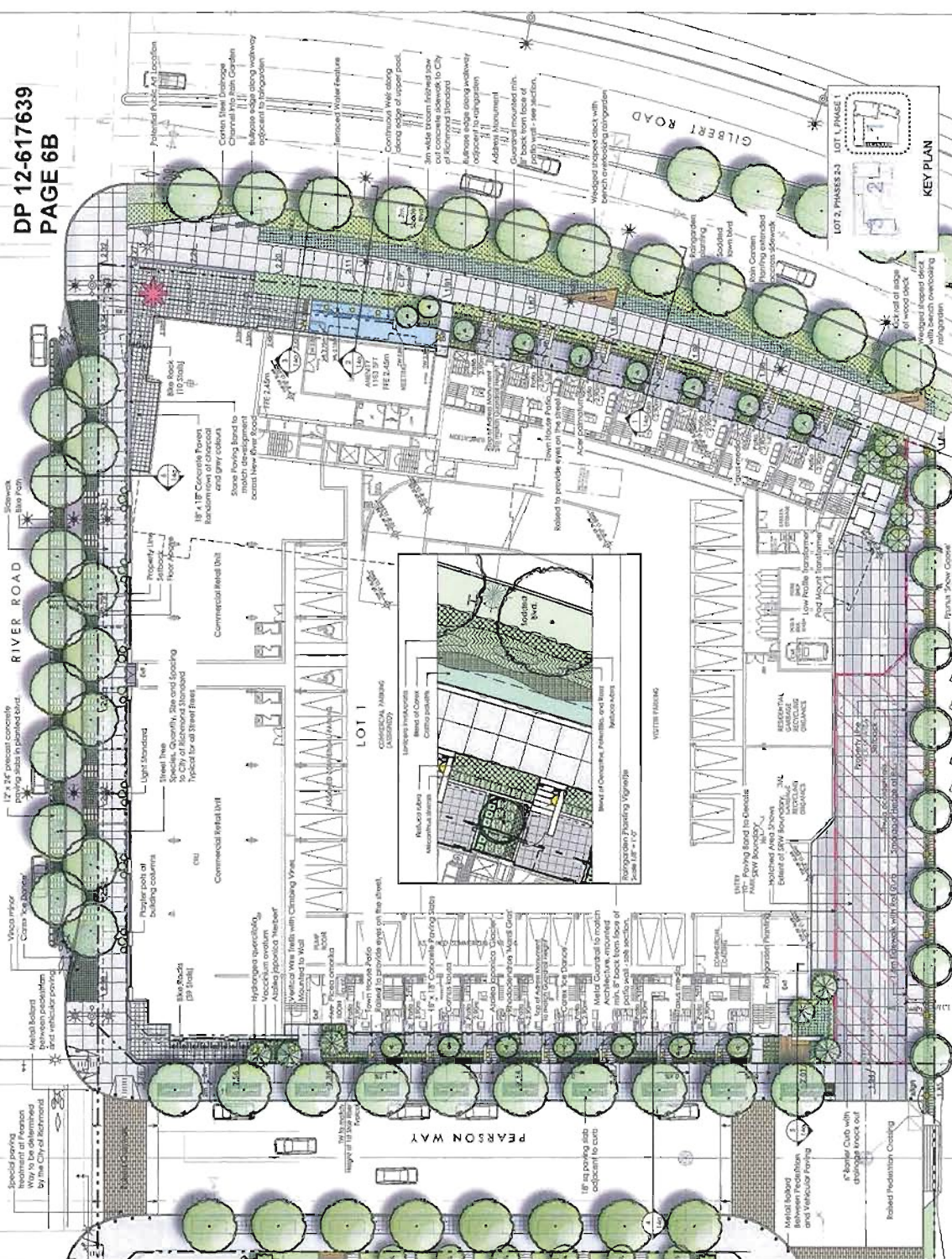
- a. End-of-trip facilities are shown on DP drawings.

6. Heritage Landscape & Park:

As per legal agreements registered on title, (i) a development impact assessment in respect to the heritage designated and ecologically sensitive landscape at 6900 River Road has been completed by a Registered Professional, the findings of which showed that no mitigation or compensation is required in respect to the proposed Phase 1 development, (ii) 6900 River Road will be monitored throughout the construction of Phase 1, and (iii) a re-assessment report will be completed by a Registered Professional at the end of construction of Phase 1 to identify mitigation/compensation requirements, if any, which mitigation/compensation requirements must be satisfied to the satisfaction of the Director of Development, Senior Manager, Parks, and Manager, Environmental Sustainability prior to final Building Permit inspection granting occupancy for any portion of the subject development.







GROUND LEVEL PLANTING PLAN


17
DEVELOPMENT PERMIT APPLICATION
FEBRUARY 12, 2013

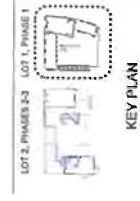
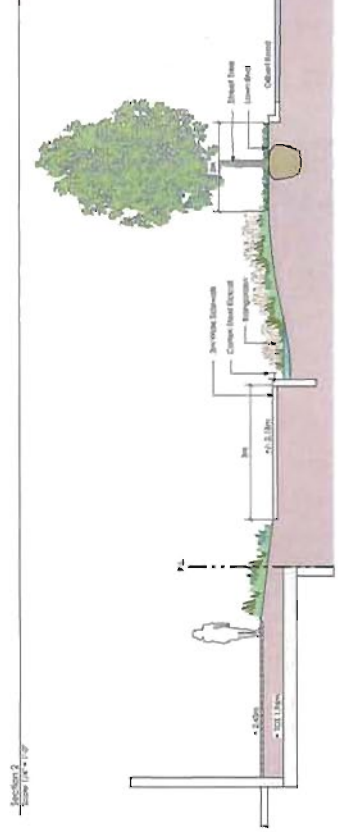
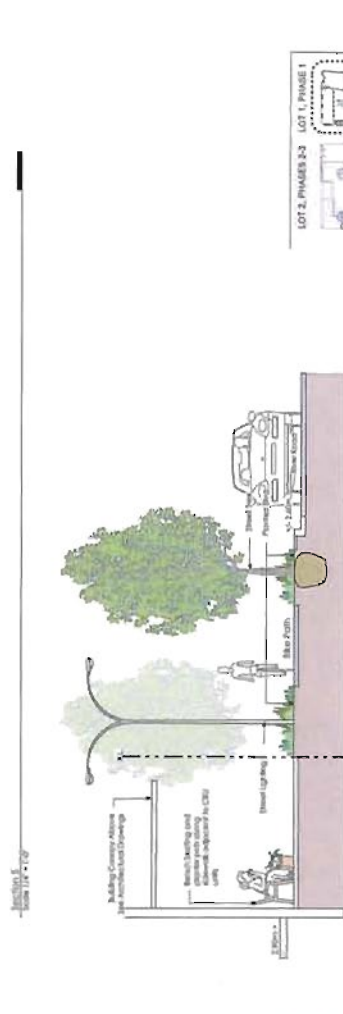
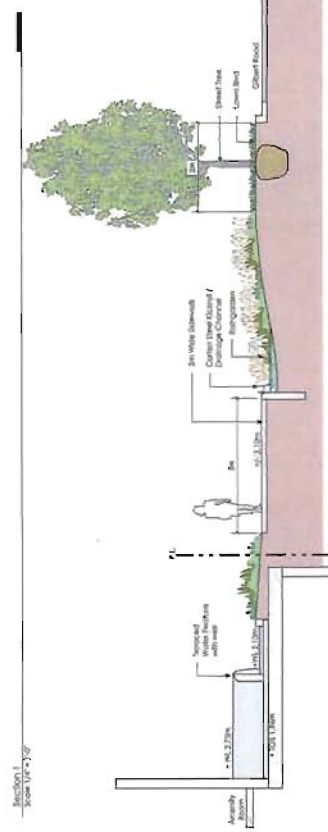
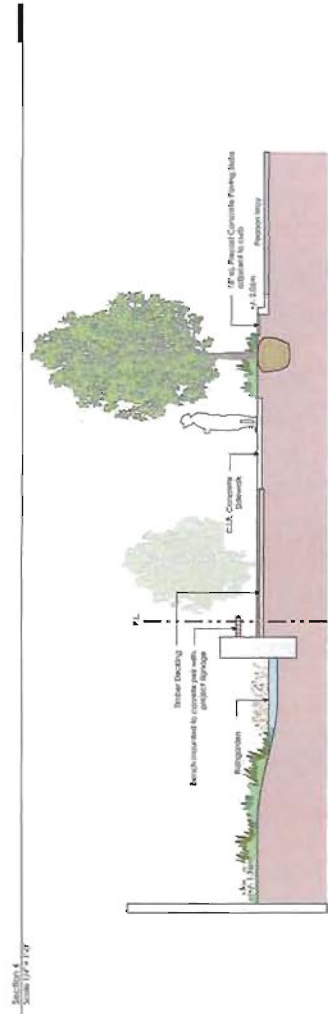
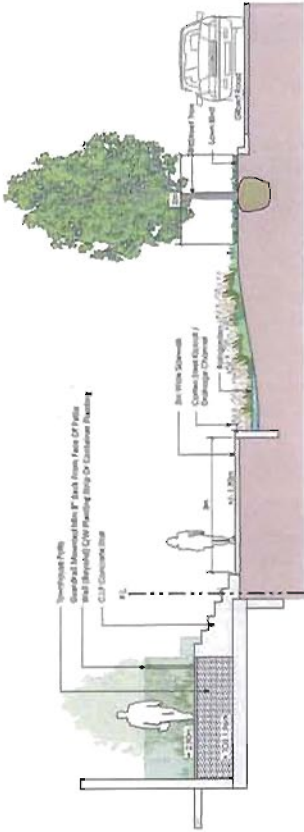
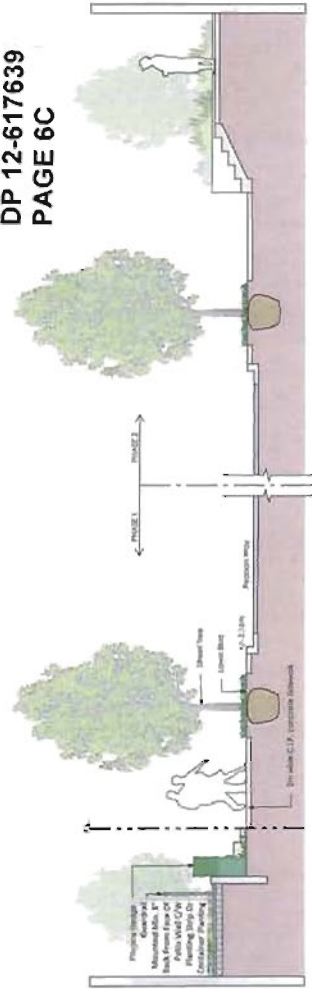
17

RIVER PARK PLACE-LOT

MY/E
Raymond International Enterprises Ltd.

 INTRACORP





LOT 1 - GROUND LEVEL SECTIONS

RIVER PARK PLACE - LOT 1

MYA/E

INTRACORP

IBI

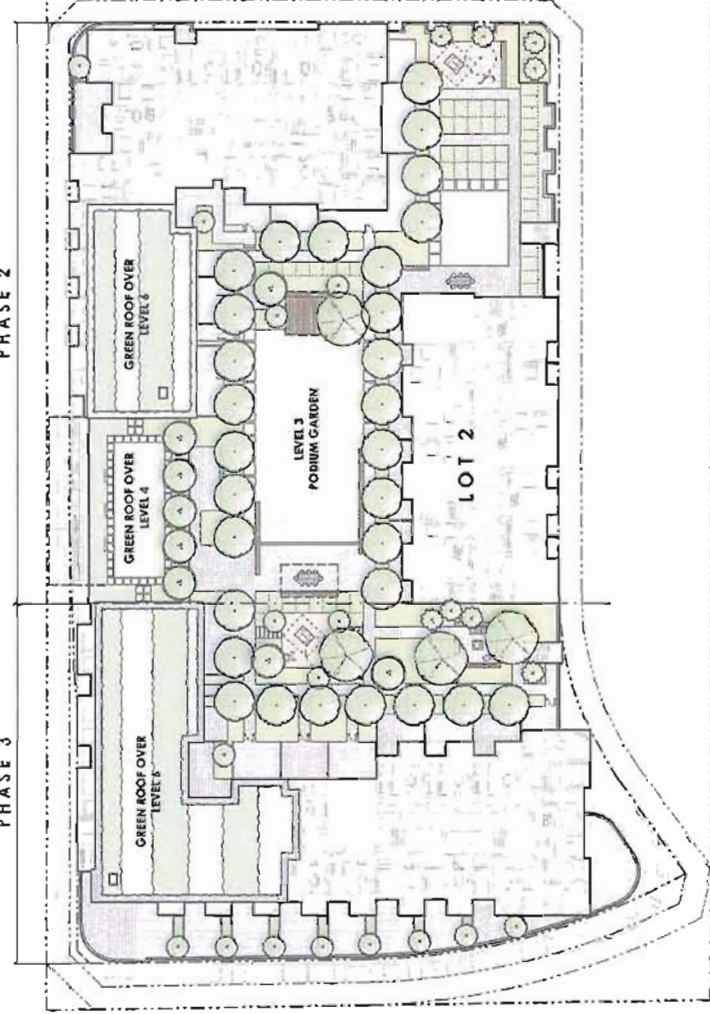
DEVELOPMENT PERMIT APPLICATION
FEBRUARY 12, 2013

PHASE 1

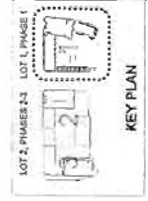
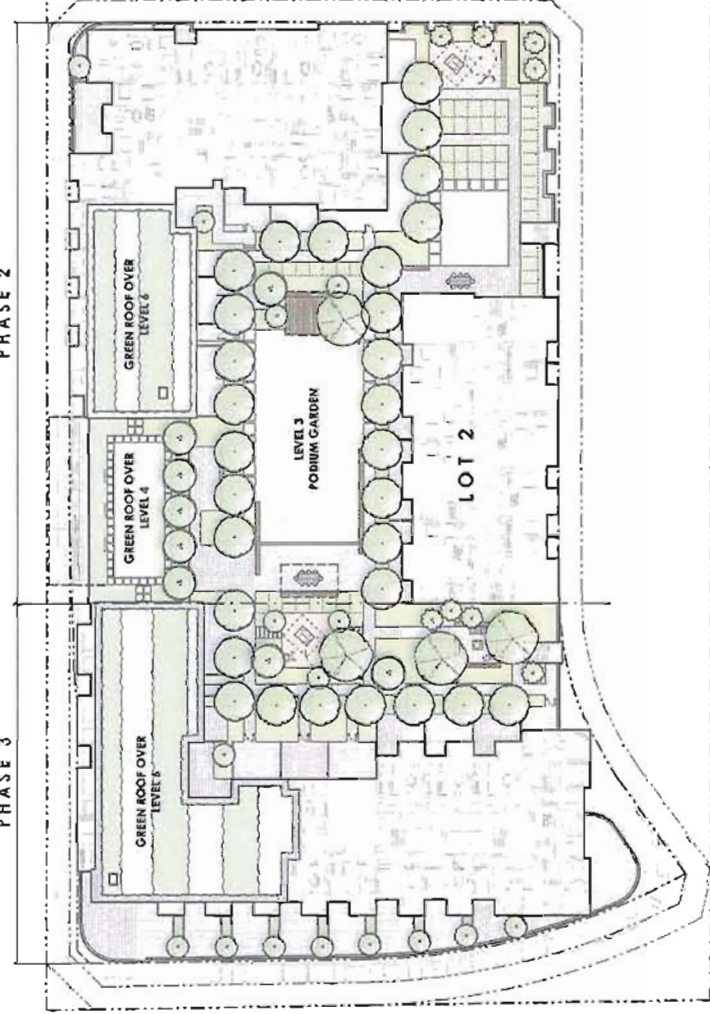


SEE SHEET 20
LOT 1 PODIUM LEVEL PLANTING PLAN

PHASE 2

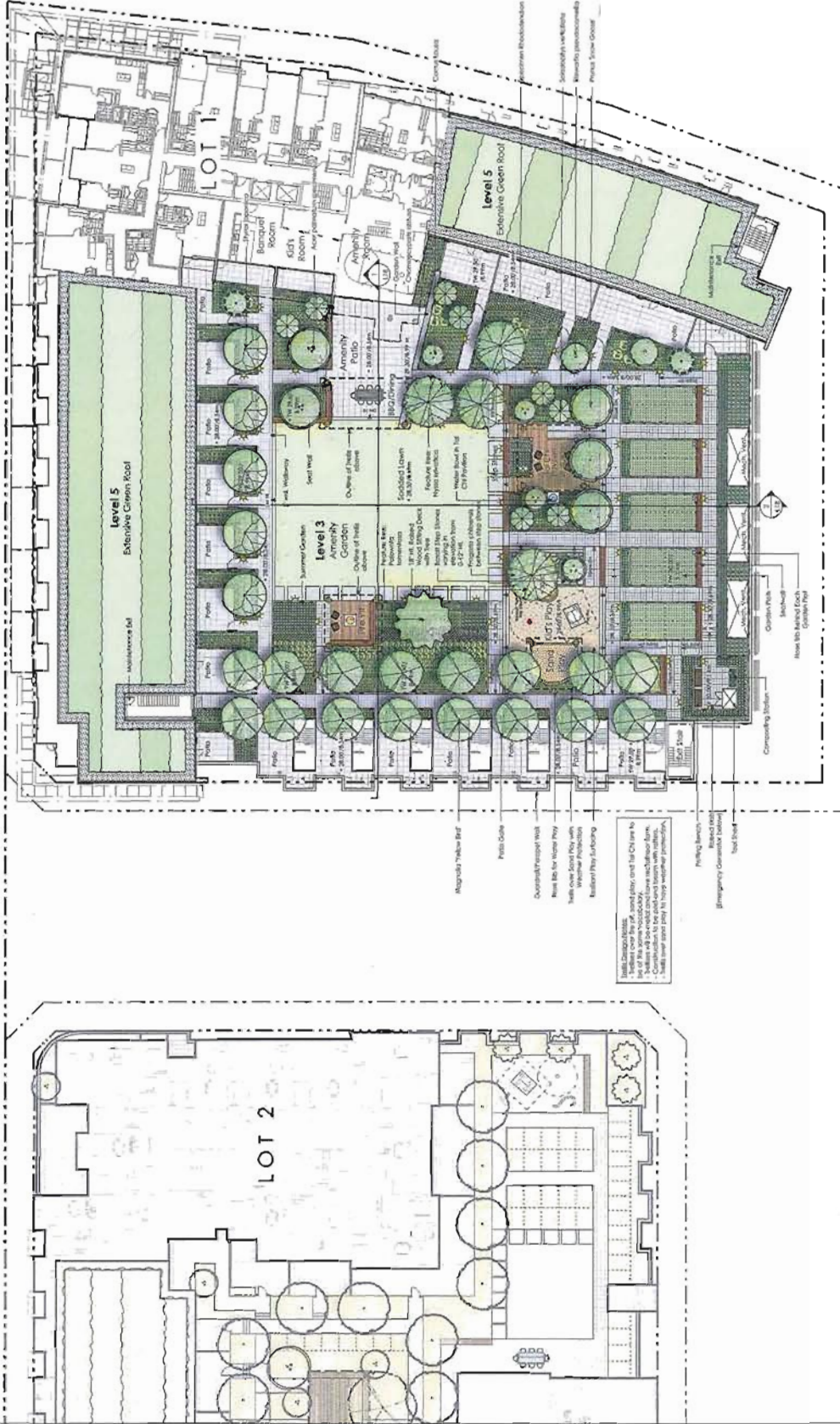


PHASE 3

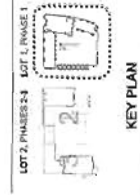


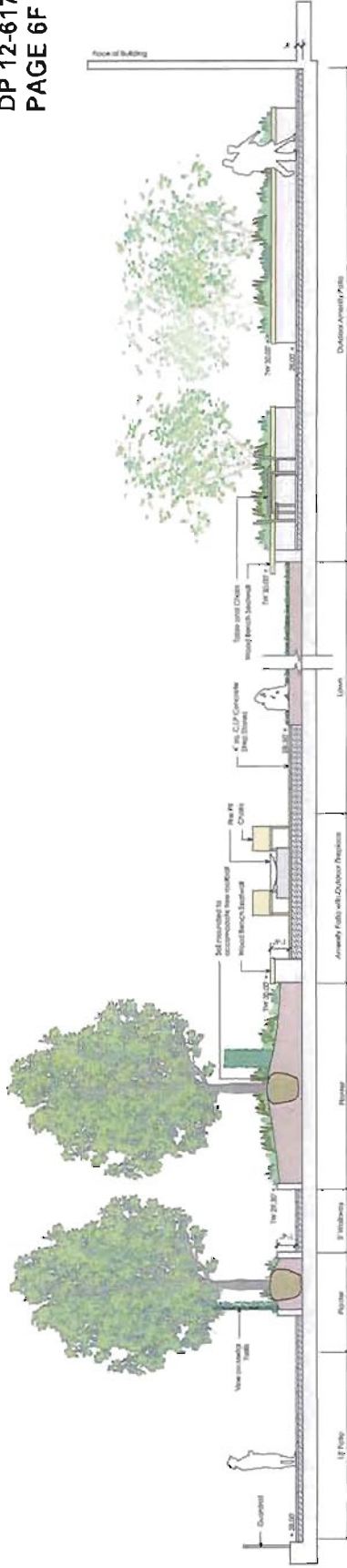
OVERALL PODIUM LANDSCAPE PLAN

NOTES:
SEE SHEET 17 FOR PLANT LIST
SEE SHEET 18 FOR MATERIALS LEGEND



PODIUM LEVEL PLANTING PLAN

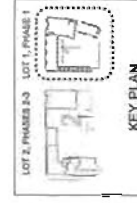


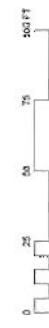
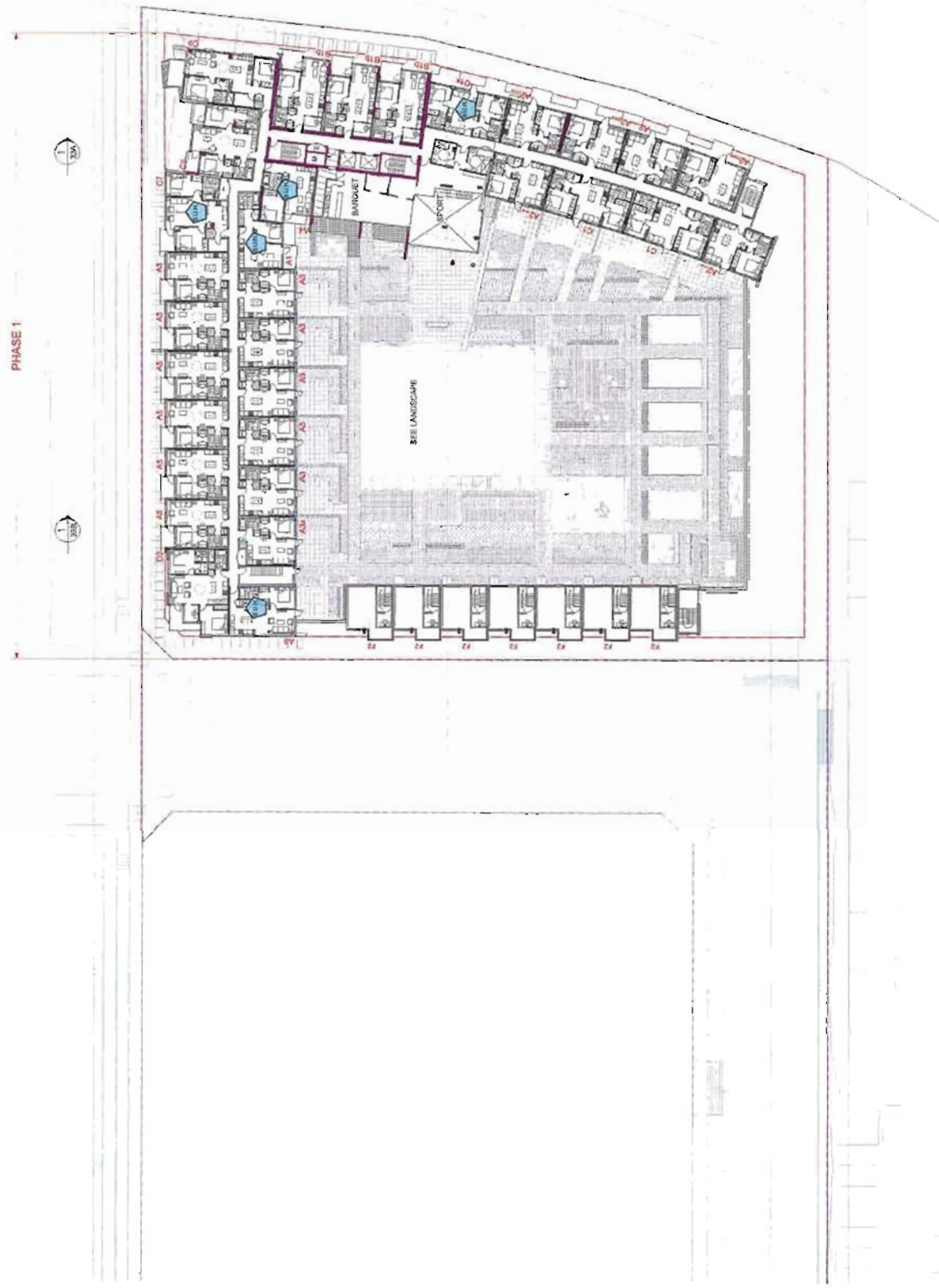


Podium Section 1
Scale: 1/4\"/>



Podium Section 2
Scale: 1/4\"/>

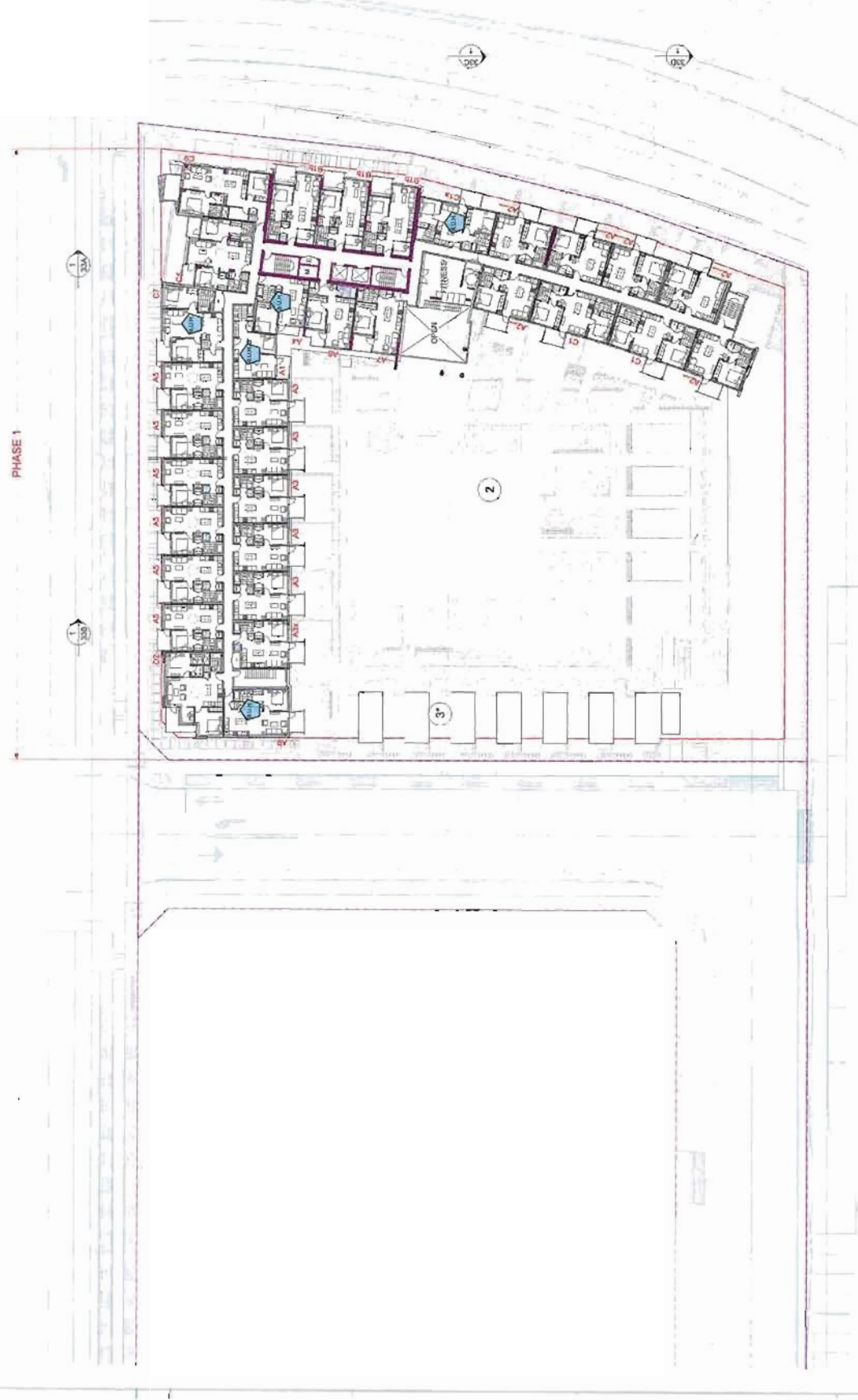




LEVEL 03

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 6, 2013

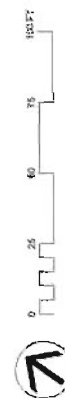
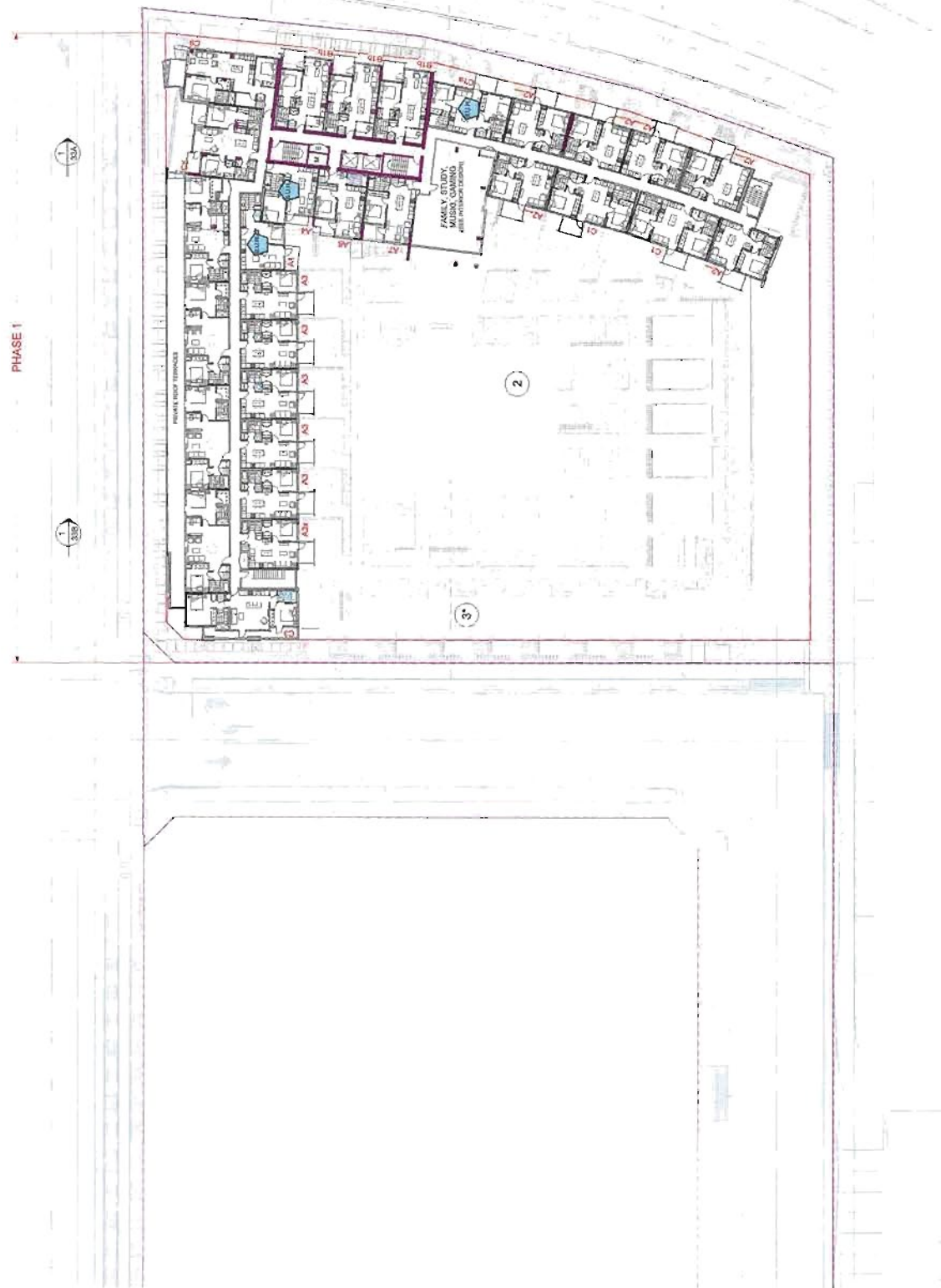
26



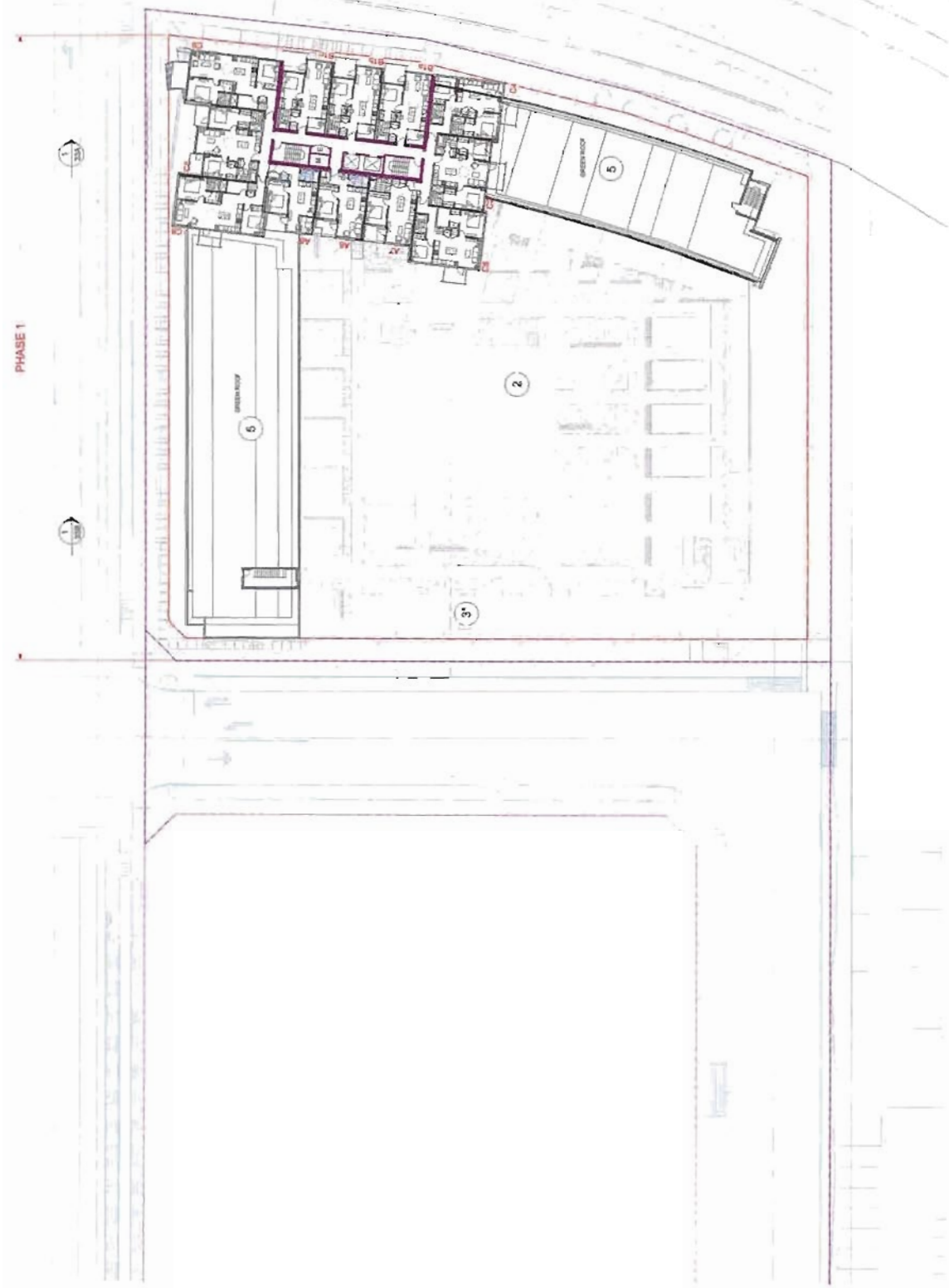
LEVEL 04

RIVER PARK PLACE - LOT 1

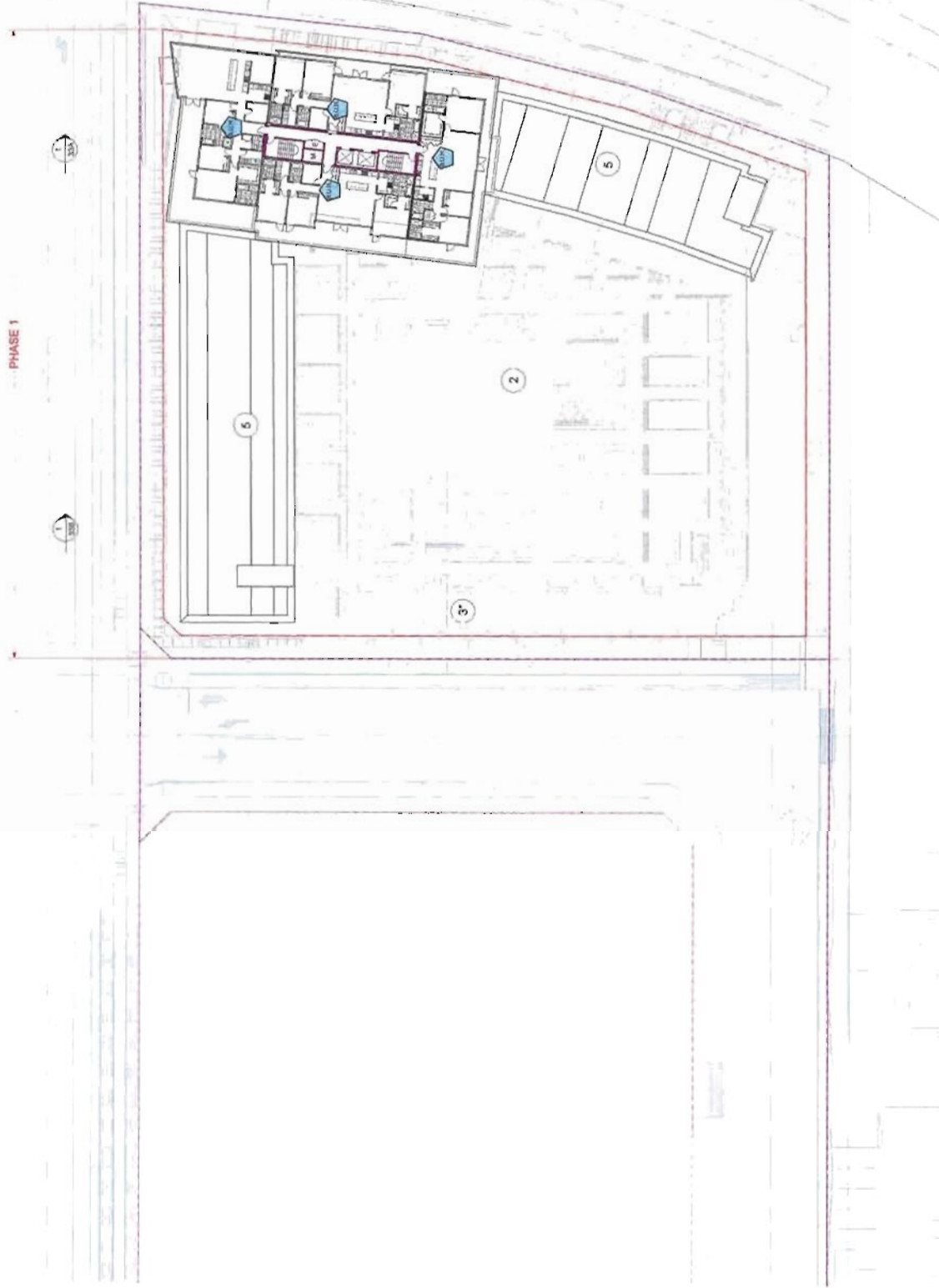




LEVEL 05



LEVEL 06 - 14 (TYP.)



0 25 50 75 100 FT

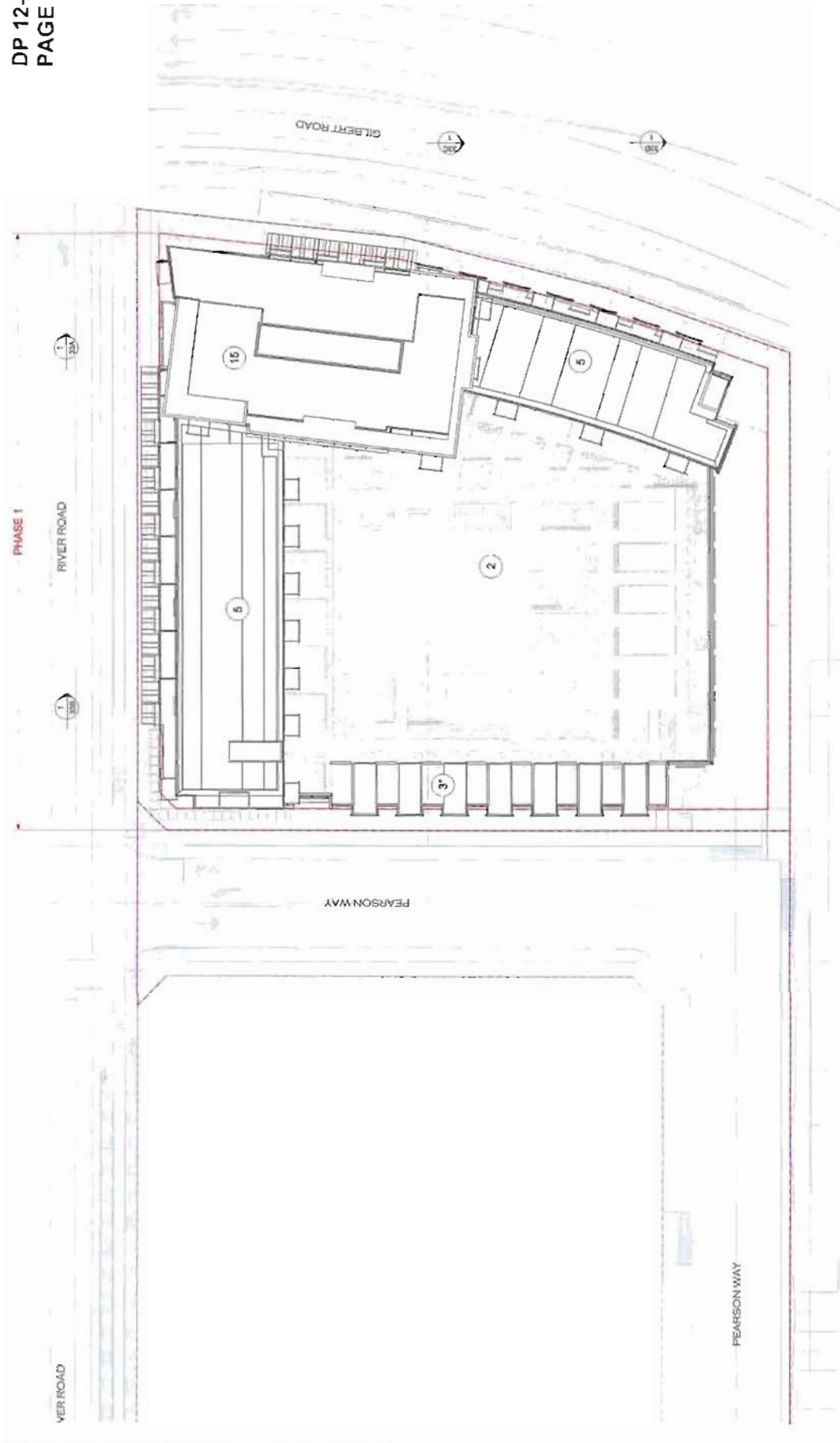
LEVEL 15

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

30

RIVER PARK PLACE - LOT





ROOF PLAN

RIVER PARK PLACE - LOT 3
2442 Maybridge Way, Richmond, BC



FEATURES

[illegible]

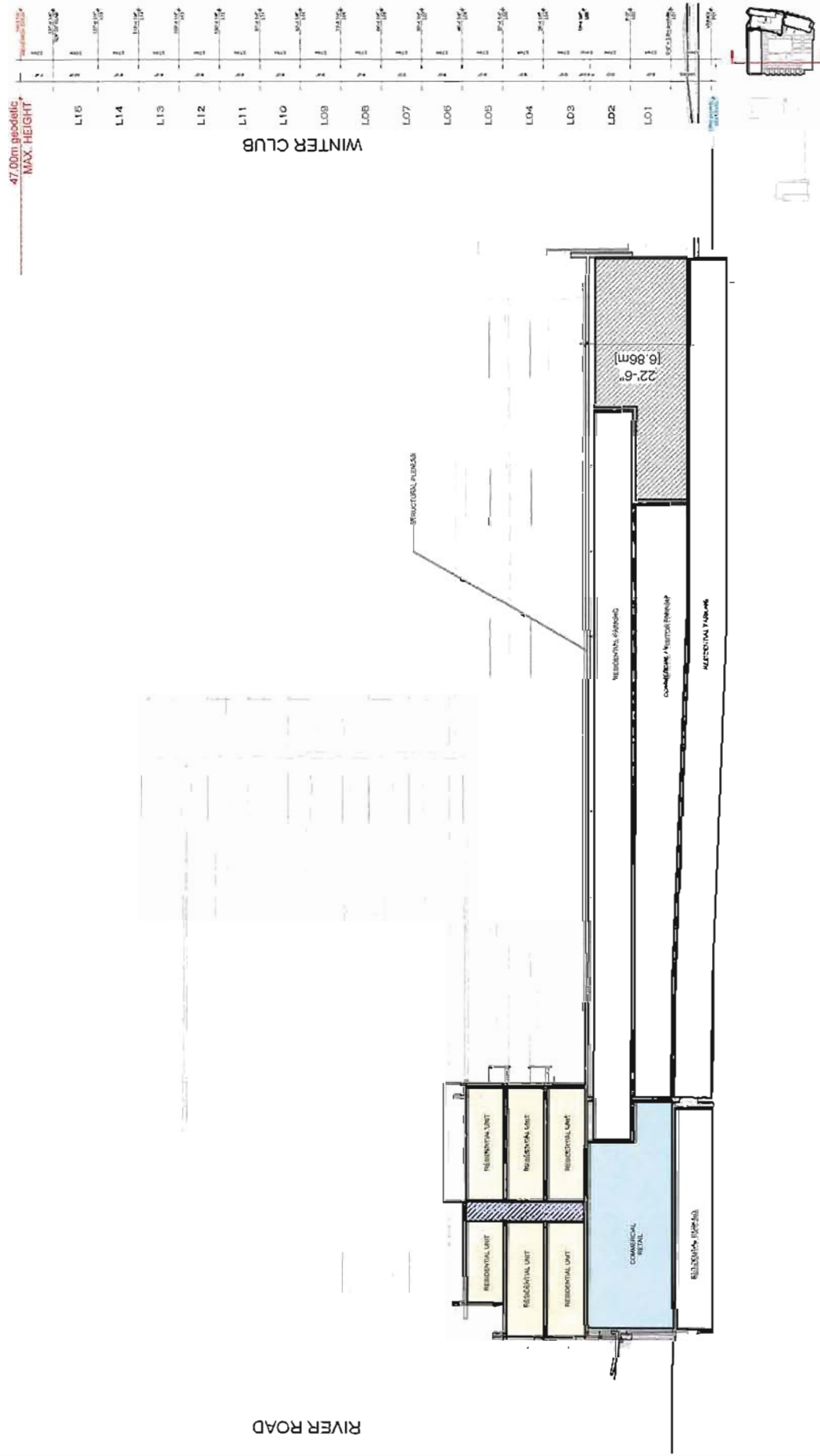
BUH LAYOUT



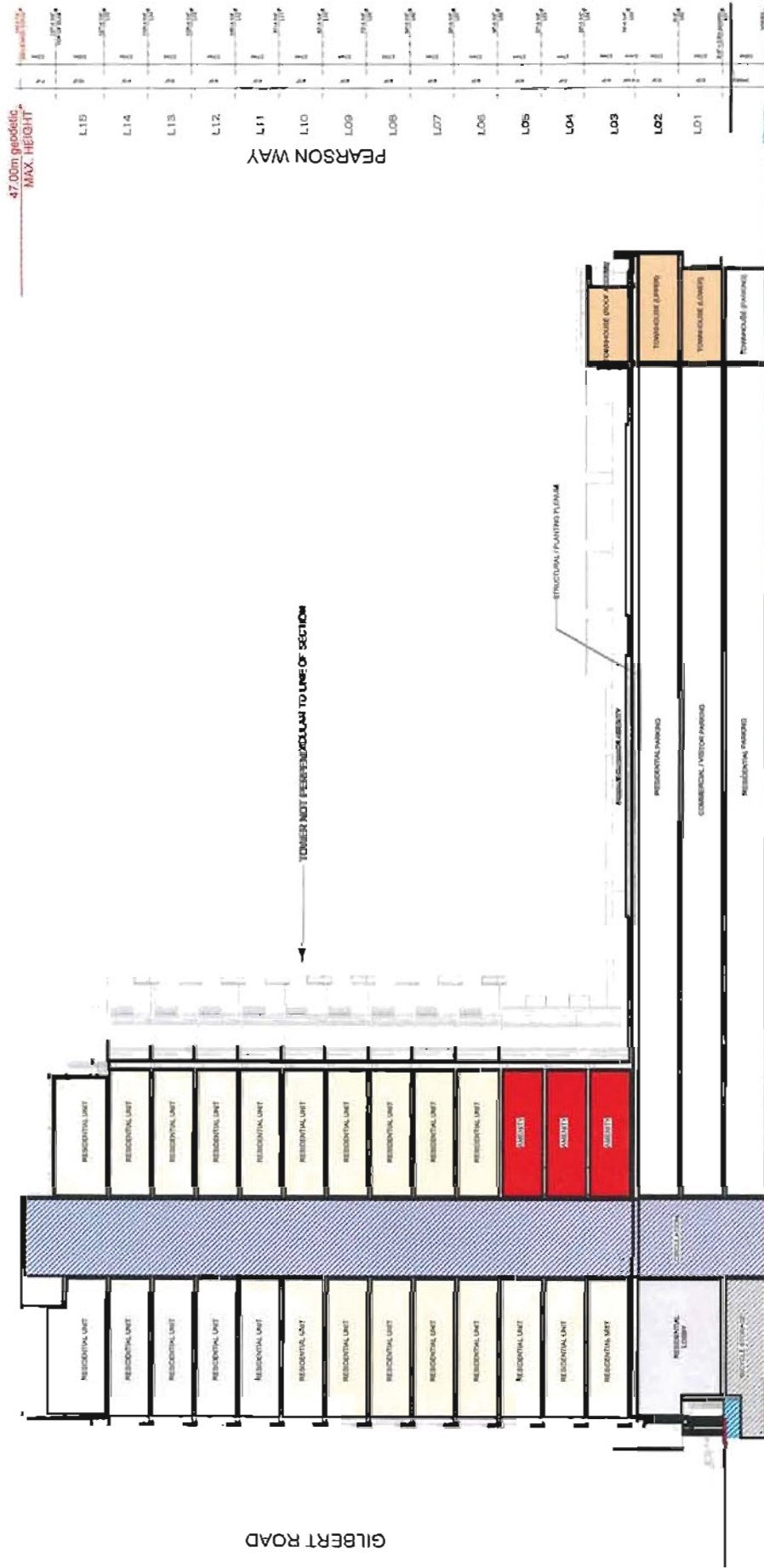
ALL UNITS NOT DESIGNATED AS BASIC UNIVERSAL HOUSING UNITS MEET AGING-IN-PLACE REQUIREMENTS



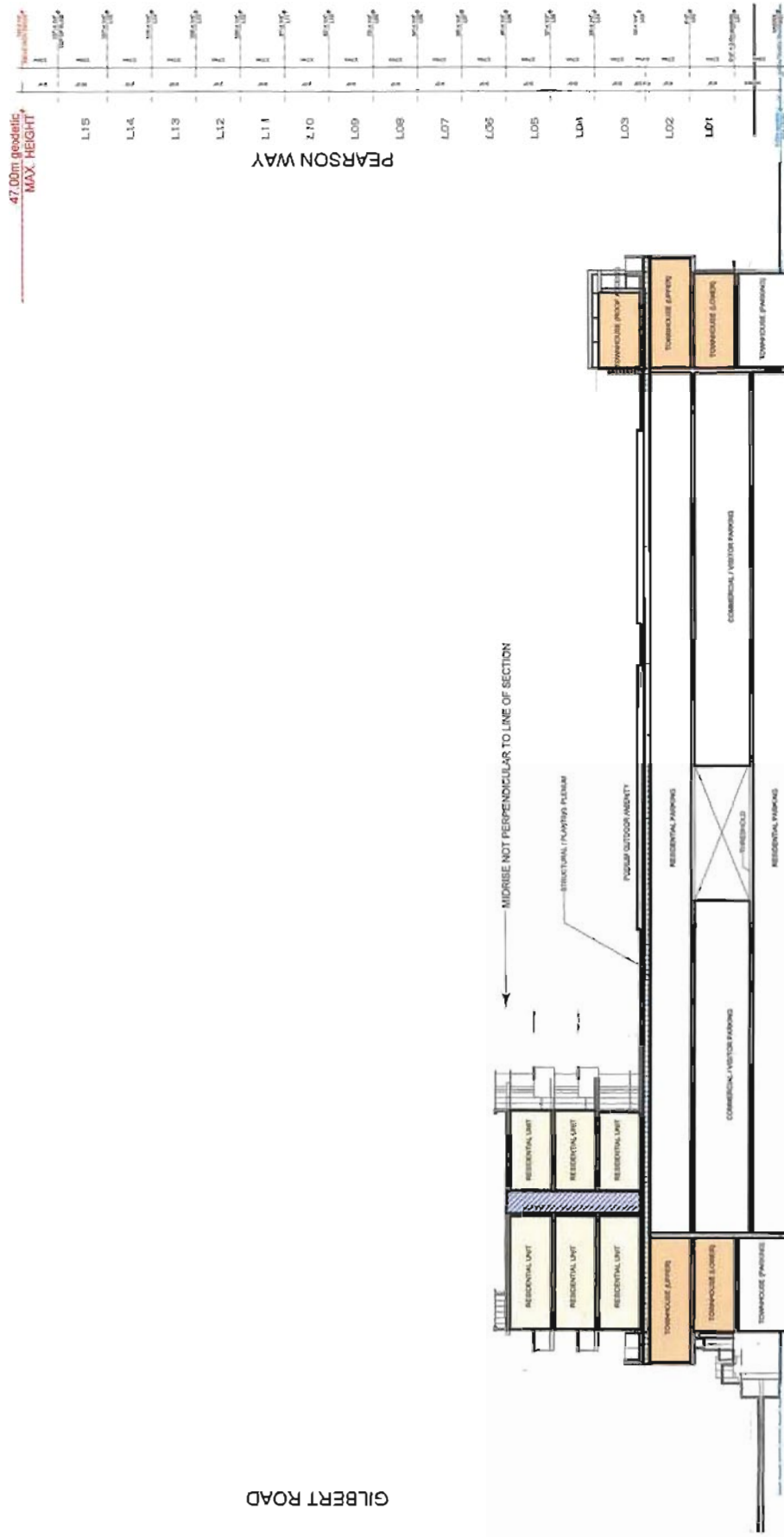
SECTION A-A (PARALLEL TO GILBERT ROAD)



SECTION B-B (PARALLEL TO RIVER ROAD)



SECTION C-C (PARALLEL TO RIVER ROAD)



SECTION D-D (PARALLEL TO RIVER ROAD)



SEE SHEET NO. 13 FOR DETAIL FACADE

PEDESTRIAN ACCESS TO PARKADE

10

STOREFRONT

- MATERIALS LEGEND**
- 1 FRAMELESS CURTAIN WALL / GLASS SPANDREL
 - 2 WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 3 WINDOW WALL (SILVER) METAL PANEL
 - 4 METAL PANEL (SILVER)
 - 5 METAL PANEL (SILVER)
 - 6 BALCONIES FRITTED GLASS GUARDS
 - 7 ENTRANCE CANOPY METAL GLASS WOOD
 - 8 RETAIL CANOPY
 - 9 MASONRY / STONE CLADDING
 - 10 PERFORATED METAL SCREEN (PAZEP)
 - 11 PERFORATED METAL SCREEN (PAZEP)
 - 12 ARCHITECTURAL LOUVRES
 - 13 ARCHITECTURAL LOUVRES
 - 14 ARCHITECTURAL LOUVRES
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 - 99 ARCHITECTURAL LOUVRES
 - 100 ARCHITECTURAL LOUVRES

NORTH ELEVATION (RIVER ROAD)

RIVER PARK PLACE - LOT 1
5440 Highway 101, Richmond, BC





- MATERIALS LEGEND**
- 1. FRAMELESS CURTAIN WALL / GLASS SPANDREL
 - 2. WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 3. WINDOW WALL (SILVER) METAL PANEL
 - 4. METAL PANEL
 - 5. WOOD SIDING (DELETED)
 - 6. BALCONIES: FRITTED GLASS GUARDS
 - 7. ENTRANCE CANOPY: METAL, GLASS, WOOD
 - 8. RETAIL CANOPY
 - 9. MASONRY / FORME CLADDING
 - 10. MASONRY / FORME CLADDING
 - 11. PERFORATED METAL SCREEN (KALZIP)
 - 12. ARCHITECTURAL LOUVRES
 - 13. ARCHITECTURAL PAINTED CONCRETE

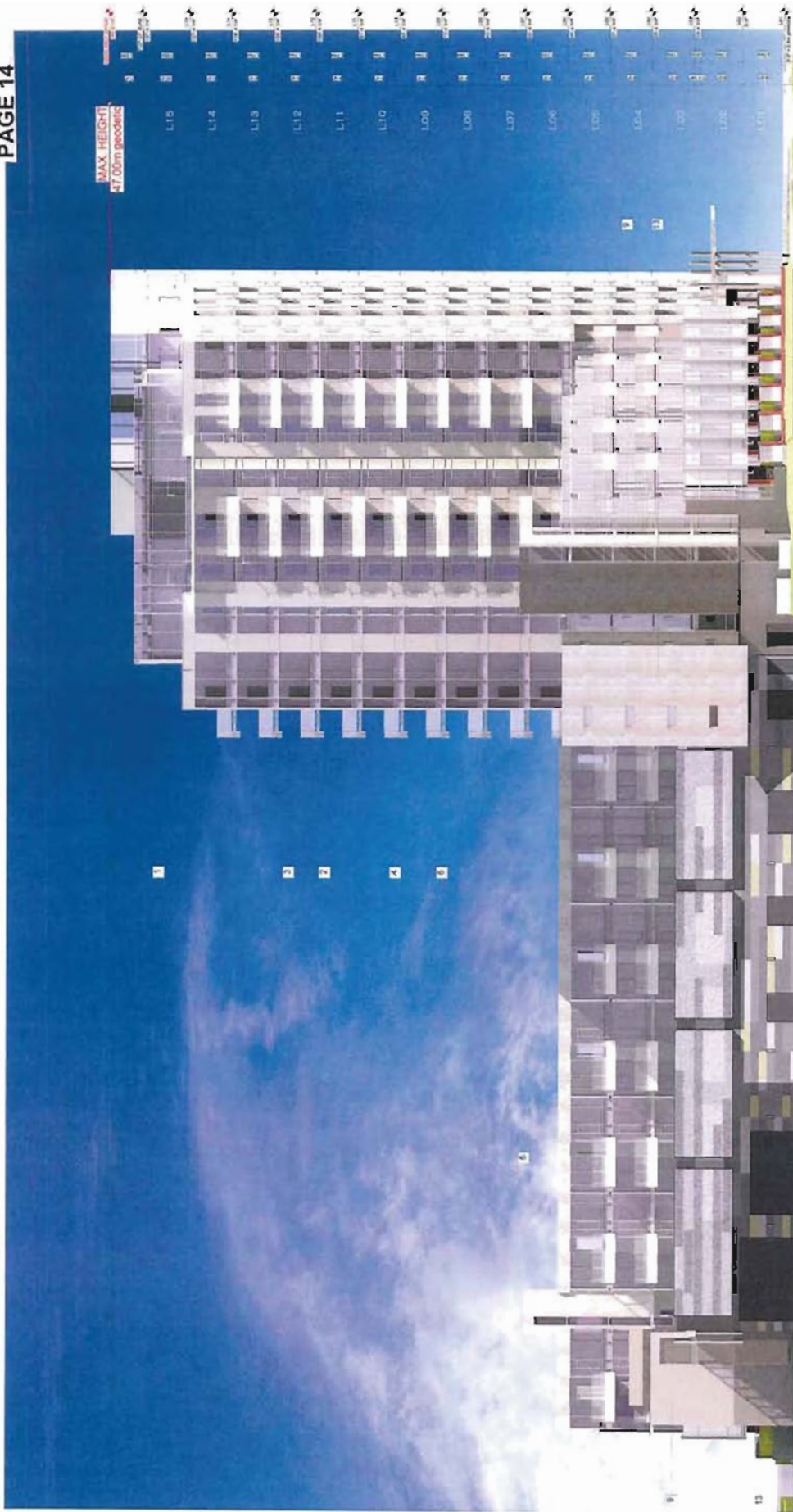
STOREFRONT

BALCONY IN FRONT

E



EAST ELEVATION (GILBERT ROAD)



MAX HEIGHT
AT 0.0m grade

- MATERIALS LEGEND**
- 1 FRAMELESS CURTAIN WALL / GLASS SPANDREL
 - 2 WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 3 WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 4 METAL PANEL (84-XER) METAL PANEL
 - 5 WOOD SIDING (DELETED)
 - 6 BALCONIES: FRITTED GLASS GUARDRAIL
 - 7 ENTRANCE CANOPY: METAL GLASS, WOOD
 - 8 ENTRANCE CANOPY: METAL GLASS, WOOD
 - 9 MASONRY / CONCRETE BRICK PILASTER
 - 10 PERFORATED METAL SCREEN (ALZIP)
 - 11 ARCHITECTURAL LOUVER
 - 12 ARCHITECTURAL PAINTED CONCRETE



0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

SOUTH ELEVATION (WINTER CLUB)

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

RIVER PARK PLACE - LOT 1
5400 Highway 101, Richmond, BC





STOREFRONT

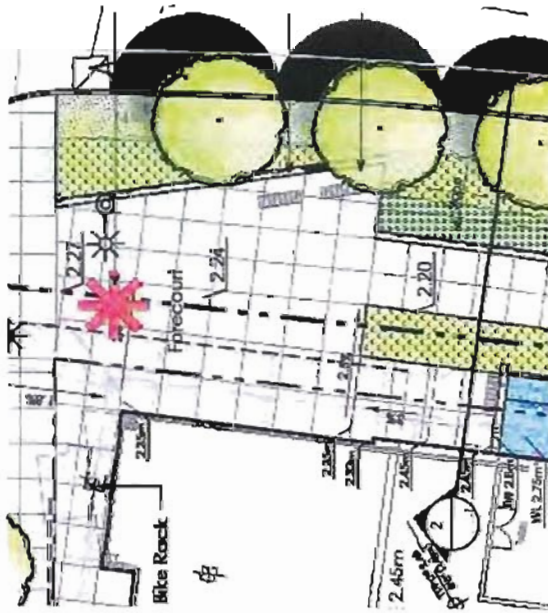
- MATERIALS LEGEND**
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 - 2 WINDOW WALL (GREY/WHITE) GLASS SPANDREL
 - 3 WINDOW WALL (SILVER) METAL PANEL
 - 4 METAL PANEL
 - 5 WOOD SIDING (DELETED)
 - 6 BALCONIES: FRITTED GLASS GUARDS
 - 7 ENTRANCE CANOPY: METAL GLASS, WOOD
 - 8 RETAIL CANOPY
 - 9 MASONRY / CONCRETE CLADDING
 - 10 MASONRY / CONCRETE BRICK PILASTERS
 - 11 PERFORATED METAL SCREEN (KALZIP)
 - 12 ARCHITECTURAL LOUVRES
 - 13 ARCHITECTURAL PAINTED CONCRETE



RIVER PARK PLACE - LOT 1
5440 Hollyridge Way, Richmond, BC

WEST ELEVATION (PEARSON WAY)

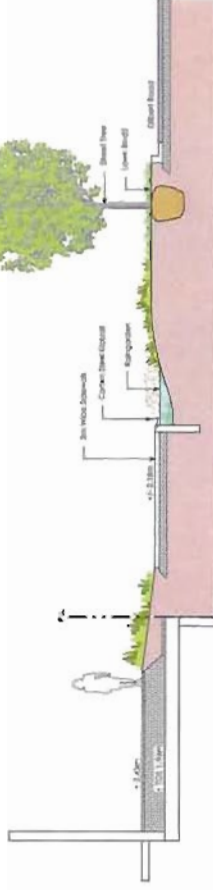
DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013



1 [Lobby Entry Plan]
1/8" = 1'-0"



2 [Perspective of Lobby from Road]



3 [Lobby Section]
1/8" = 1'-0"



4 [Lobby Area Perspective]

RAIN GARDEN PLANTING
WATER IN RAIN GARDEN
4" STEEL EDGE / BULLNOSE DRAINAGE CHANNEL
PLANTING TO MATCH RAIN GARDEN
WATER FEATURE

LOBBY ENTRANCE



INTRACORP
BUILDING AND RENOVATIONS



RIVER PARK PLACE - LOT 1
5440 Highway Way, Richmond, BC

DEVELOPMENT PERMIT APPLICATION (DPP 12-617639)
FEBRUARY 8, 2013

CURTAIN WALL ELEMENTS		WINDOW WALL ELEMENTS	
1	GLASS CASSET	1	MULLION IN
2	CURTAIN WALL VISION PANEL	2	GLASS ST. RESIDENTIAL
3	CURTAIN WALL GLASS SPANDREL	3	WINDOW WALL ST. GLASS SPANDREL ACCENT
4	CURTAIN WALL GLASS SPANDREL ACCENT	4	WINDOW WALL ST. METAL SPANDREL
5	CURTAIN WALL GLASS SPANDREL ACCENT	5	WINDOW WALL ST. CORNER POST (SL. VIB)
6	WINDOW WALL GL. SPANDREL	6	WINDOW WALL GL. SPANDREL
7	MULLION	7	MULLION
8	GLASS ST. RESIDENTIAL	8	GLASS ST. RESIDENTIAL
9	WINDOW WALL GL. GLASS SPANDREL (GREY)	9	WINDOW WALL GL. GLASS SPANDREL (WHITE)
10	WINDOW WALL GL. CORNER POST	10	WINDOW WALL GL. CORNER POST
11	WOOD EFFECT (METAL)	11	CONCRETE PAINTED IN (SCHED. 40)
12	ANY WALL	12	CONCRETE PAINTED IN (SCHED. 40)
13	SLAB	13	CONCRETE PAINTED IN (SCHED. 40)
14	PERFORATED METAL SCREEN	14	STONE
15	COMMERCIAL STOREFRONT GLASS & MULLION	15	STONE EFFECT (CONCRETE)

DP 12-617639
PAGE 16C



1 Pearson Way Townhouse Facade

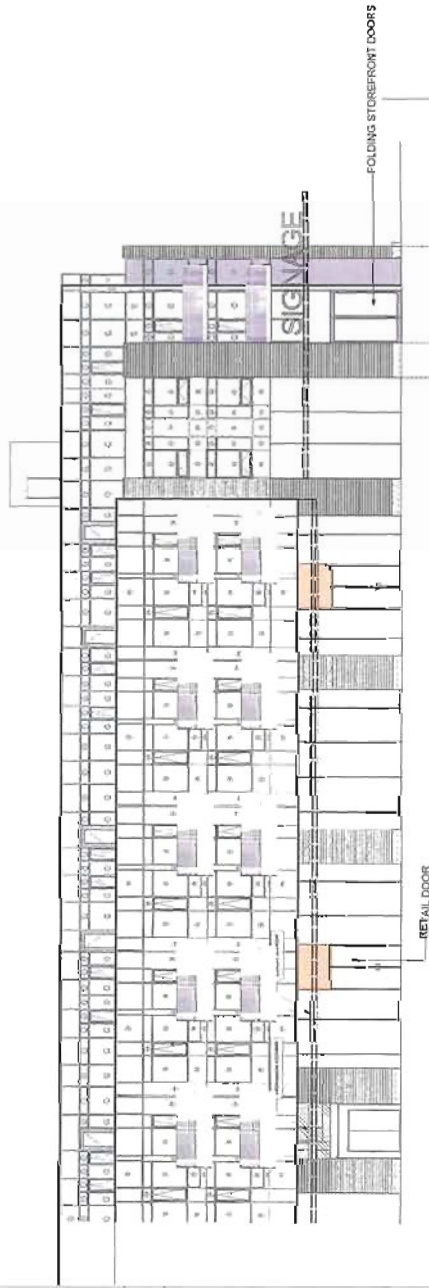
RESIDENTIAL UNIT FRONTAGES

DEVELOPMENT PERMIT APPLICATION DP-12-617639
FEBRUARY 8, 2013

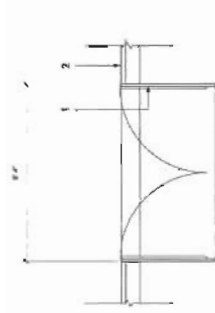
LEGEND

1. ACCENT COLOURED SPANDREL GLASS
2. STOREFRONT GLAZING

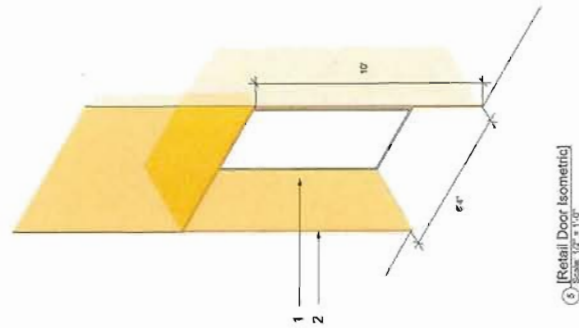
DP 12-617639
PAGE 16D



① [North Elevation]
Scale: 1/8" = 1'-0"



② [Retail Door Plan]
Scale: 1/2" = 1'-0"



③ [Retail Door Isometric]
Scale: 1/2" = 1'-0"



④ [Retail Perspective]
Scale: 1/8" = 1'-0"

⑤ [Pearson Way & River Road Corner Plan]
Scale: 1/8" = 1'-0"

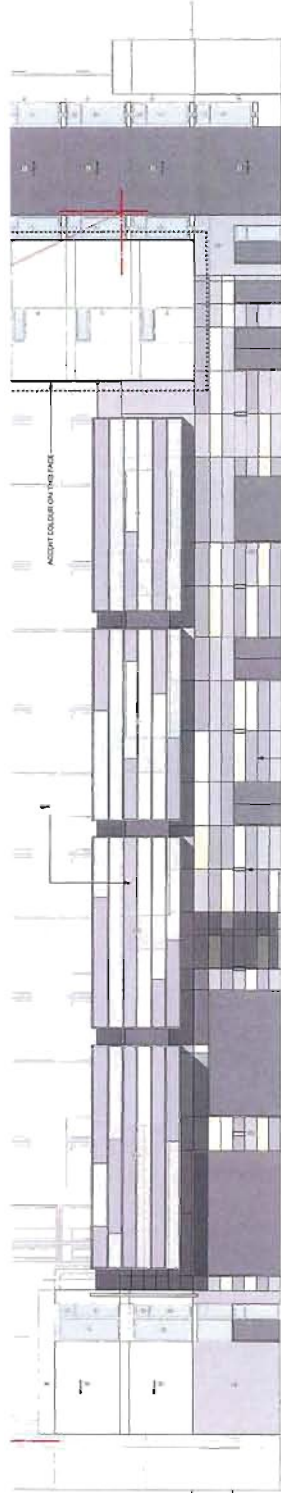
SIGN BAND FRAME IN
ACCENT COLOUR



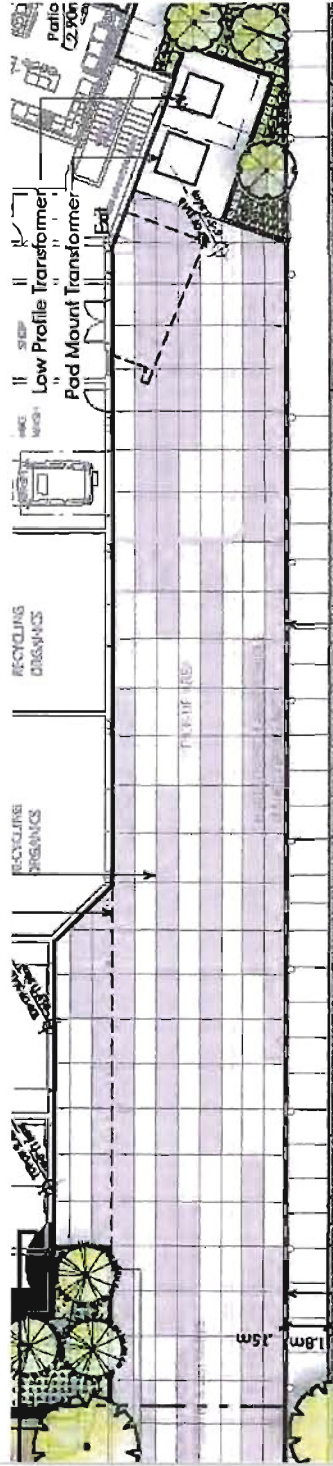
RIVER PARK PLACE - LOT
5460 Holladay Way Richmond, BC

RETAIL DOORS

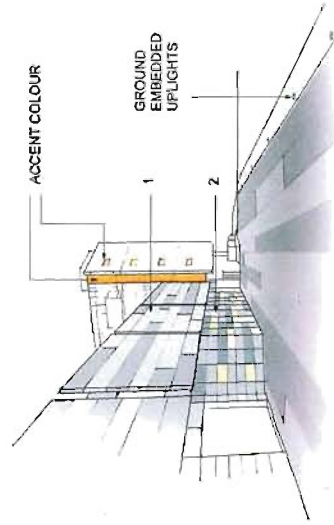
DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013



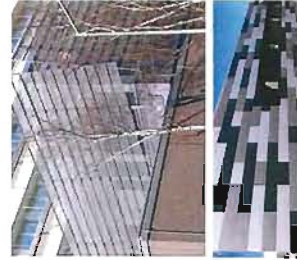
① [Service Road Elevation]
Scale: 1/8" = 1'-0"



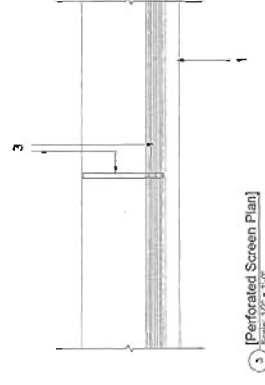
② [Service Road Plan]
Scale: 1/8" = 1'-0"



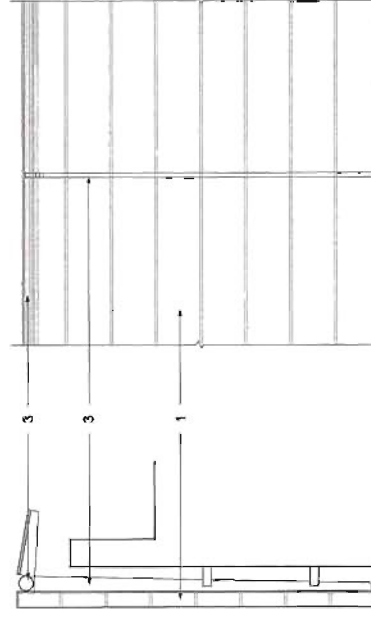
③ [Perspective Down the Service Lane]
Scale: 1/8" = 1'-0"



④ [Examples of Perforated Screen Facade System]



⑤ [Perforated Screen Section]
Scale: 1/2" = 1'-0"



⑥ [Perforated Screen Front Elevation]
Scale: 1/2" = 1'-0"

LEGEND

1. 2-TONED PERFORATED METAL FACADE SYSTEM
2. 4-TONED PAINTED CONCRETE (DARK GREY, LIGHT GREY, WHITE, ACCENT COLOUR)
3. MISCELLANEOUS METAL SUPPORT STRUCTURE
4. GROUND EMBEDDED UPLIGHTS
5. LIGHT FIXTURES

DP 12-617639
PAGE 16E

SERVICE LANE



Amenity Seating



Benches



Water Features and Reflecting Ponds



Kids Play



Open Lawn



Extensive Green Roof



Seasonal Rain Garden



Street Retail Edge



INTRACORP
LANDSCAPE ARCHITECTURE

MYAE
LANDSCAPE ARCHITECTURE

RIVER PARK PLACE - LOT 11
5440 Holmgren Way, Richmond, BC

LANDSCAPE IMAGE BOARD

DP 12-617639
REFERENCE

PHASE 3

PHASE 2

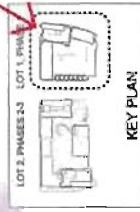
PHASE 1

HOLLYBRIDGE
WAY

PEARSON WAY

GILBERT ROAD

RIVER ROAD



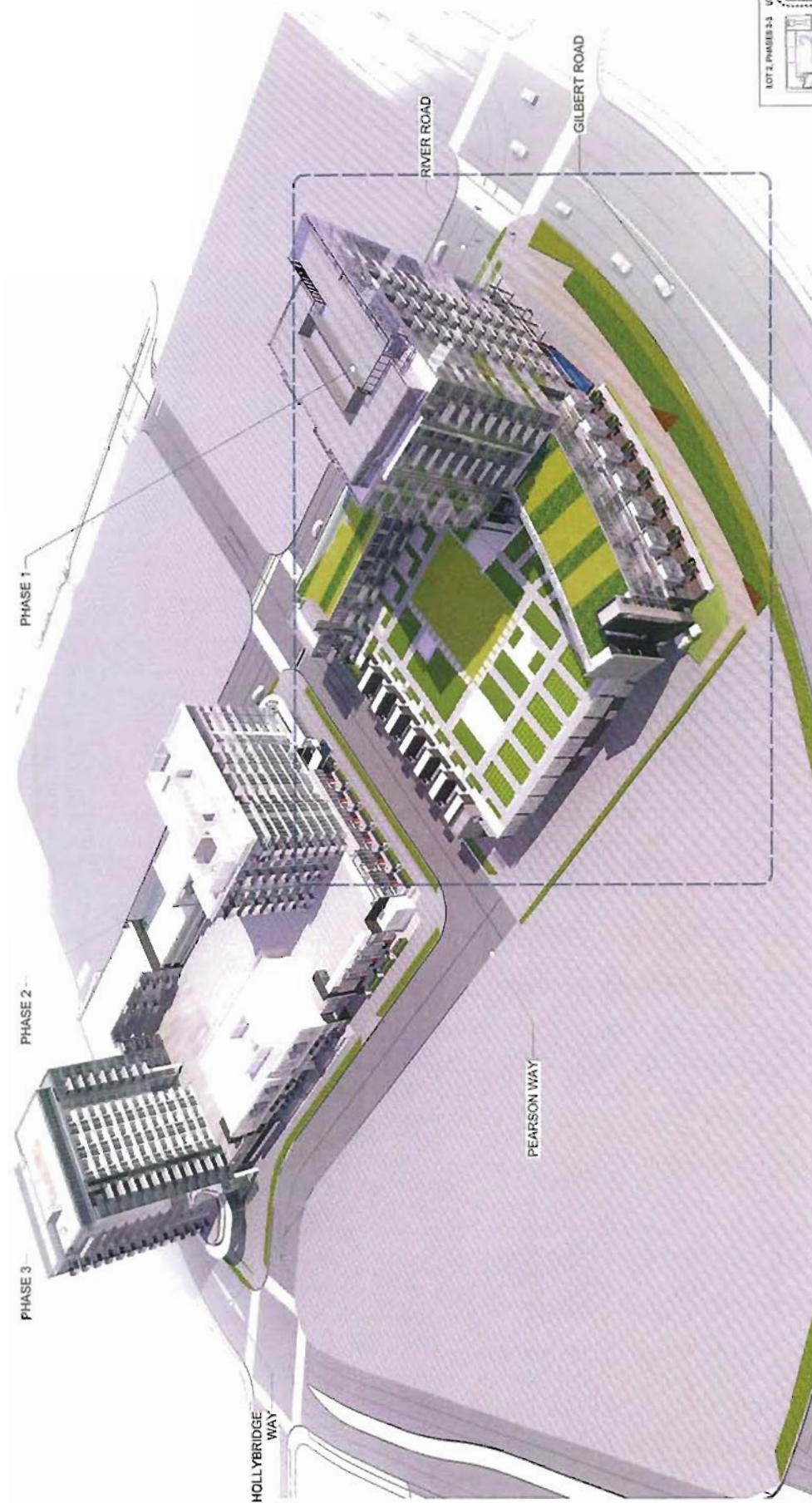
RENDERING

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

RIVER PARK PLACE - LOT 1
5440 Hollybridge Way, Richmond, BC



DP 12-617639
REFERENCE



RENDERING

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

RIVER PARK PLACE - LOT 1



101

DP 12-617639
REFERENCE

LOT 1

LOT 2

PEARSON WAY

EXISTING (WINTER CLUB)

RIVER ROAD

GILBERT ROAD

VIEW FROM SOUTHEAST



RENDERING

DEVELOPMENT PERMIT APPLICATION (DP 12-617639)
FEBRUARY 8, 2013

RIVER PARK PLACE - LOT

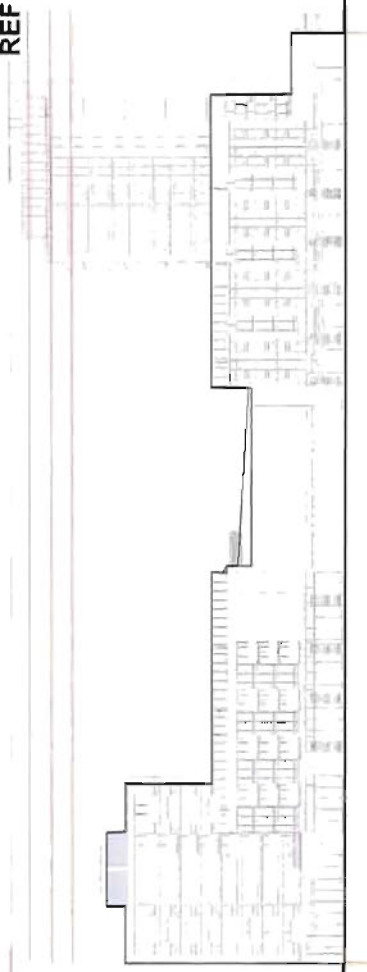
MYA

INTREX CORP

IBI

THIS DEVELOPMENT PERMIT APPLICATION
ADDRESSES LOT 1
OF THE SUBDIVIDED PROPERTY AT
5440 HOLLYBRIDGE WAY.

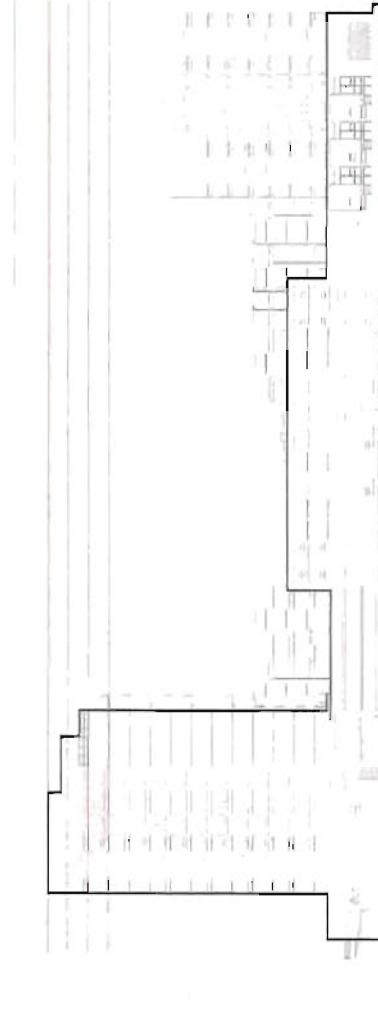
LOT 2 (PHASES 2-3) UNDER SEPARATE DP APPLICATION



NORTH (RIVER ROAD)

PHASE 1

PHASES 2 & 3



SOUTH (WINTER CLUB)

PHASES 2 & 3

PHASE 1



SITE ELEVATIONS



City of Richmond

Report to Development Permit Panel Planning and Development Department

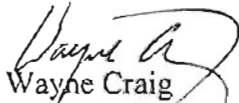
To: Development Permit Panel
From: Wayne Craig
Director of Development

Date: February 5, 2013
File: DP 12-626361

Re: Application by Townline Ventures Granville Avenue Ltd. for a Development Permit at 8280 and 8300 Granville Avenue

Staff Recommendation

That a Development Permit be issued which would permit the construction of 16-storey residential tower with a gross floor area of 10,163.2 m² (109,396 ft²) containing 126 residential units including seven (7) affordable housing units and 162 parking stalls at 8280 and 8300 Granville Avenue on a site zoned "High Rise Apartment (ZHR13) - St Albans (City Centre)".



Wayne Craig
Director of Development

WC:kt

Att. 5

Staff Report

Origin

Townline Ventures Granville Avenue Ltd., has applied to the City of Richmond for permission to construction of 16-storey residential tower with a gross floor area of 10,163.2 m² (109,396 ft²) containing 126 residential units including seven (7) affordable housing units and 162 parking stalls at 8280 and 8300 Granville Avenue on a site zoned “High Rise Apartment (ZHR13) - St Albans (City Centre)”. The site is currently vacant.

The site is being rezoned from zoned “High Rise Apartment (ZHR13) - St Albans (City Centre)” to “Auto-Oriented Commercial (CA)” for this project under Bylaw 8958 (RZ 12-615705).

A Servicing Agreement for service connections and frontage improvements along Granville Avenue is required as part of the rezoning application (RZ 12-615705).

Development Information

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

Background

Development surrounding the subject site is as follows:

To the north, across Granville Avenue is an older, 3-storey apartment building over parking zoned according to “Land Use Contract 138” and designated Urban Centre T5 (25 m) in the City Centre Area Plan (CCAP) – Brighthouse Village.

To the east, is a 1 and 2-storey retail commercial strip mall located at the corner of Granville Avenue and St Albans Road zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond St Albans Road is a mixed-use commercial/residential tower building with “Residential/Limited Commercial (ZMU2) St Albans (City Centre) zoning and designated Urban Centre T5 on the General Land Use Map.

To the south, across a 3.0 m wide Utility SRW is an older 3-storey apartment building over parking at-grade with zoning according to “Land Use Contract 115” and Urban Centre T4 designation on the General Land Use Map in the CCAP and beyond is Bennett Road are other townhouse residential projects.

To the west, are 1 and 2-storey retail commercial buildings zoned “Auto-Oriented Commercial (CA)” with Urban Centre T5 designation on the General Land Use Map (2031) in the CCAP and beyond are a series of residential, office and mixed-use tower buildings.

Rezoning and Public Hearing Results

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

Further architectural and landscape design development of the proposed project including refinement of the Public Art component. Townline and the consultants have responded in the following ways:

- The architect has refined the tower facade design by accentuating the floor slab projections, further design development of the canopy that separates the base of the building and the tower element.
- The landscape architect has increased the amount of soft landscape within the building setback area along Granville Avenue and refined the design of the landscape courtyard on the roof deck of the parking podium.
- The public artist has revised and updated the Public Art Plan, which was subsequently presented to and supported by the Public Art Commission on January 22, 2013.

The Public Hearing for the rezoning of this site was held on December 17, 2012. At the Public Hearing, no concerns about rezoning the property were expressed.

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 (ZHR13) - St Albans (City Centre)” zoning district, the OCP Schedule 2.10 – City Centre Area Plan (CCAP) 3.1: General Guidelines and the OCP Schedule 2.10 – CCAP 3.2.7 Sub-Area B.3: Mixed Use High-Rise Residential Guidelines.

Advisory Design Panel Comments

The Advisory Design Panel has supported this Development Permit application. A copy of the relevant excerpt from the Advisory Design Panel minutes from January 23, 2013 is attached for reference (**Attachment 2**) complete with a response from the applicant immediately following the each Design Panel comment identified in '*bold italics*'.

Analysis

Conditions of Adjacency

1. North Side: The wide Granville Avenue Right-of-Way (ROW) and the existing centre median in combination with the mature trees provide significant separation and buffering between the proposed development and the existing residential building or any subsequent residential redevelopment along the north side of Granville Avenue.
2. East Side: The proposed building on the development lands and the existing retail/commercial building on the adjacent site (8360 Granville Avenue) incorporate blank walls along the majority of the shared property line. Both the height and setback of the proposed podium wall along the east property line of the development lands has been designed to coordinate with the approximate building setback and height of the blank west wall of the existing retail/commercial development on the adjacent lot.

3. South Side: Townline has agreed to provide the requested 4.5 m wide dedication along the south property line for the future lane. The design of the parking structure exposed concrete walls incorporate a pattern of reveals and cascading vines from the podium roof deck in order to introduce some visual interest and relief for views from the south.
4. West Side: Townline was unsuccessful acquiring the adjacent site to the west (8260 Granville Avenue) but has submitted verifiable proof of a reasonable offer to purchase. Townline has provided schematic redevelopment scenarios for the adjacent properties to the east and west of the proposed development lands (i.e., easterly consolidated site of 8240 and 8260 Granville Avenue and the westerly lot located at 8360 Granville Avenue) with copies available in the development application file. In addition, Townline has agreed to grant the requested cross access easement for the benefit of future development on the adjacent consolidated lot to the west (8240 and 8260 Granville Avenue) in the event that the lane along the south property line is not constructed by that time.

Urban Design and Site Planning

1. Built Form: The CCAP contains three (3) key urban design policies regarding future development along this block including: tower spacing, variation in tower height and tower floor plate size. Townline has demonstrated that it is possible to achieve the minimum (24 m) acceptable tower separation with future towers on the adjacent sites. While this proposal does not present a variation in tower height (47 m), there is variety in the tower setback and orientation to the street. The proposed 664 m² size of the tower floor plate approximates the recommended maximum size of 650 m² and is similar to many other City Centre towers.
2. Streetscape Design: The driveway access/egress and the curb side layby along Granville Avenue, together with the on-site loading bay within the building setback and 4.0 m wide Statutory Right-Of-Way (SRW) for the extension of the Granville Avenue greenway across the Granville Avenue frontage all combine to constrain the streetscape design along the Granville Avenue. However, Townline has upgraded the north facade elevation of the building and maximized the amount of soft landscape along the Granville Avenue frontage to improve the streetscape design of the proposed development.
3. Site Planning: The site plan proposes overlapping utilization of the area between the street and the proposed building in order to accommodate all the competing requirements including, a curb side loading area, vehicle access/egress, the extension of the existing pedestrian greenway, an on-site loading bay, pedestrian plaza area, lobby entry and landscaped forecourt.

Transportation and Traffic

1. Access/Egress: There is an intervening property to the east between the proposed development site and St Albans Road. Townline has been unsuccessful acquiring the appropriate agreements from the intervening property owner in order to permit a lane connection to the subject site from St Albans Road. Therefore this application is proceeding with access/egress from Granville Avenue. In the long term with the construction of the lane along the south property line provisions have been included in the design of the parking structure to provide a connection to this future lane at no cost to the future strata corporation.

2. Loading: The proposed curb side layby will provide an interim loading layby for large (WB-17) vehicles until such time as the rear lane along the south property line is constructed at which time the layby will be removed along Granville Avenue and the WB-17 loading will occur from the lane. A permanent, on-site loading bay for medium size (SU9) vehicles has been provided along Granville Avenue.
3. Parking: This proposed development provides the required 160 on-site parking stalls as indicated below.

	Residential incl. affordable & accessible	Visitor	Standard	Small	Totals
Required	143 (incl. 4 accessible) + 7 affordable or 149 – (10% or 15 stalls for TDM) = 134	26	min. 50%	max. 50%	162
Provided	134 (incl. 7 affordable & 4 accessible)	26	82	80	162

No variance is required since the reduction of 15 stalls is within 10% of the required number of residential parking stalls and the Transportation Demand Management (TDM) package proposed by Townline is acceptable to Transportation staff. The proposed TDM measures including the following:

- \$25,000.00 contribution for a bus shelter in the vicinity of the site.
 - 20% of parking stalls provided with 120 volt, electrical vehicle plug-in charging equipment.
 - 25% additional parking stalls pre-ducted for future electrical vehicle plug-in charging equipment.
 - Provision of a concrete pad and City Centre style bench.
 - \$15,300.00 contribution for Audible Pedestrian Signal (APS) up-grades at the Granville Avenue and St. Albans Road intersection.
 - Supply and installation of illuminated street name signs at all approaches to the Granville Avenue and St. Albans Road intersection.
4. Parking Layout: The on-site parking layout is in general conformance with the Richmond Zoning Bylaw.
 5. Garbage and Recycling: This development of 126 residential units proposes sufficient space to accommodate the required refuse/recycling container/carts. This proposal assumes private garbage and cardboard recycling collection. Other recycling collection is mandatory by the City. The requested number and size of collection bins has been provided. A separate legal agreement will be required to ensure private collection of garbage and cardboard recycling. The curb side layby can be used for garbage and recycling collection in the interim (until the rear lane is constructed) but in the future (after construction of the rear lane) all garbage and recycling collection must shift off Granville Avenue to occur either on-site or from the lane.

Architectural Form and Character

1. Architectural Design: The architectural design has been modified to add variety and distinction to this proposed development in the following ways:

- a) The deeply articulated built form of the tower design along Granville Avenue reduces the apparent width of the building and accentuates the vertical massing, which creates the impression of a more slender tower element.
 - b) The angular orientation of the tower floor plate to the street grid adds design distinction, increases visual interest to the streetscape experience and modestly increases the amount of forecourt landscape area in front of the building along Granville Avenue.
 - c) Minor refinements have been introduced to the exposed wall portions of the parking structure, including a recessed pattern of reveals, which add visual interest to the previously blank concrete walls improving views of the parking structure from the south along the laneway and beyond.
 - d) Cladding materials on the tower element have been upgraded to reduce the amount of painted concrete and increase the use of colourized spandrel glazing and metal panels. The proposed cladding materials and colours include the following:
 - double glazed clear glass (solarban 60 #2 and clear);
 - prefinished aluminum frames, prefinished metal flashings, prefinished aluminum guards (standard silver 8w215q-d3000-gx200q-d1010 akzo nobel interpon powder coatings);
 - vertical spandrel glass panel w/ roll-coat ceramic frit #2 (white diamond, frit16-1-148-3);
 - horizontal spandrel glass panel w/ roll-coat ceramic frit #2 (silver marlin, sx80197e808);
 - prefinished metal panels and paper-cut screens (fluoromax champagne silver akzo nobel interpon powder coatings);
 - painted concrete edge slabs, painted architectural concrete with 3/4" reveals" (base colour benjamin moore, 2125-60 marilyn's dress); and
 - painted architectural concrete with 3/4" reveals" (band colour benjamin moore, 2108-60 abalone).
 - e) The parking structure has been setback along the west side of the tower to allow the tower massing to extend down to the ground plane.
 - f) The architectural design at the top of the building has been modified to reflect the slab band extensions on the lower floors but cantilevered even farther.
2. Private Outdoor Space: The CCAP minimum guideline for private outdoor space (balcony or patio) is 6 m² per apartment unit and the average balcony/patio space provided is approximately 6 m² with outdoor balconies or patios that vary in size from 3 m² to 98 m².
 3. Indoor Amenity Space: This proposal includes 130 m² of common indoor amenity space consisting of a lounge area and gym space.

Landscape Design and Open Space Design

1. Streetscape Design: The streetscape design has been improved in the following ways:
 - a) The design character of the existing Granville Avenue greenway has been extended across the entire street frontage.
 - b) The amount of soft landscape planting area has been maximized within the building setback area.

- c) The on-site vehicle circulation space along the Granville Avenue frontage has been upgraded to decorative paving to increase the apparent amount of pedestrian plaza area within the building setback area.
2. Roof Deck: The design on the parking podium roof deck has been refined as follows:
 - a) Wider planters around the perimeter parking podium roof deck in combination with additional tree planting and cascading vines where possible and appropriate.
 - b) Inclusion of some planting within the private patio spaces for units with direct access to the parking podium roof deck.
3. Common Amenity Space: The required amount of common amenity space for this proposed development is 10% of the net site development area or 332.6 m² (3,326 m² x 10%) and this proposal includes a total of 1,585 m² of common indoor and outdoor amenity space (i.e., 130 m² of indoor lounge and gym space plus 1,455 m² of outdoor landscaped roof deck area). The outdoor amenity area on the roof deck of the parking structure includes a children's play area, outdoor barbeque and dining area, seating areas, a dog run, play/lounging grass area and abundant tree, shrub and groundcover planting.

Engineering and Servicing

1. Servicing Agreement: A separate Servicing Agreement is a requirement of the rezoning and includes the provision of a cash contribution in the amount of \$19,040.00 for the upgrade of the sanitary sewer.
2. Lane Contribution: Townline is required to provide a cash contribution for the construction of the future interim lane based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.
3. Layby Reinstatement: In addition, Townline is required to provide a cash contribution for the removal of the layby and reinstatement of the existing Granville Avenue curb alignment including the reconfiguration of the Granville Avenue boulevard improvements (i.e., greenway and associated enhancements), based on a suitably detailed design and detailed cost estimate utilizing City rates prepared by a professional civil engineer via the Servicing Agreement subject to the satisfaction and final approval by the Director of Development, prior to final adoption of the rezoning.

Accessibility and Crime Prevention Through Environmental Design (CPTED)

1. Accessibility: The proposed development includes the following accessibility features:
 - a) The applicant confirms that 56 housing units (14 B-type units, 14 E-type units, 13 G-type units and 14 J-type units) will incorporate the basic universal housing features. A detailed floor plan layout of all units that contain basic universal housing features has been submitted including the total floor area for units, individual room areas complete with dimensions.
 - b) The proposed aging-in-place accessibility features include the following:
 - Access to dwelling units will be provided from the road/sidewalk, main entry lobby/elevators, parking levels and every common area point of access or doorway,

including main entry suite and one (1) accessible bedroom, and bathroom per apartment and have a clearance and width as per the Richmond Zoning Bylaw, Section 4.16 including pre-wiring at suite entry doors for future push button control.

- Lever doors with 3 foot clear openings will be provided for main entry doors with automatic door openers plus the provision of full security with high visibility/lighting at the main entry door with full weather protection.
- Lever type controls will be provided throughout the project for all doors, windows and plumbing fixtures.
- Control, switches and outlets will be provided according to the Richmond Zoning Bylaw, Section 4.16.
- Floor surfaces will be slip resistant and thresholds will meet the accessibility guidelines and the Building Code requirements.
- *Windows will meet the requirements for seating views from the living and bedrooms.
- *Kitchens will meet the requirements for design of counters, shelving and pull out cupboards, under counter knee space and graspable handles.
- Bathroom blocking will be provided for toilet and bathtub wall for future grab bars.
- Balcony areas will have minimum 1.5 x 1.5 m dimensions and 80 cm clear openings.

Note: Aging-in-place features typically include the basic universal housing features as well. Items marked with an asterisk (*) above, apply only to basic universal housing features for the units identified above and on the plans.

2. **CPTED:** Enhanced security features have been incorporated into the design including the provision of greater visibility and informal surveillance with the introduction of vision glass at the main building entry, parkade entries, in common amenity areas, hallways and access to the roof deck. Alcoves and unattended areas have been minimized and higher intensity lighting will be incorporated. See **Attachment 3** for a complete list of CPTED features.

Sustainability and Public Art

1. **Sustainability:** The proposed building will achieve LEED Silver equivalency including a green roof on top of the parkade structure, which provides an outdoor landscaped amenity area for the residents including cascading vines over portions the exposed parkade walls from the podium roof deck above. Participation in a District Energy Utility (DEU) is not required because there is no DEU currently proposed for this area. See **Attachment 4** for the LEED Silver checklist.
2. **Public Art:** The public art plan dated January 10, 2013 was prepared by Jan Ballard (Ballard Fine Art) and proposes a series of three (3) art panels or screens extending the full height of the residential tower (i.e., two (2) on the west facade and one (1) on the east facade of the tower). The revised value of the public art installation will be equivalent or greater than \$80,069.00 (i.e., 109,401 ft² - 5,415 ft² for affordable housing x 0.77/ft²) and includes the 5% of total contribution toward the City's public art administration. The public art value above varies slightly from the public art plan since there was a modest increase in the gross floor area of this proposed development. The public art plan was reviewed and supported by the Public Art Commission on January 22, 2013. See **Attachment 5** for the public art plan.

Affordable Housing

This proposal includes the provision of 7 affordable housing units as identified in the rezoning considerations. The occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of indoor and outdoor amenity spaces. The current Development Permit drawings and the affordable housing agreement identifies the following:

Unit No.	Unit Type	Unit Area (ft ²)	Unit Count	Total Area (ft ²)
Unit 06	1 bedroom + den	647 ft ²	2	1,294 ft ²
Unit 07	2 bedroom + den	925 ft ²	1	925 ft ²
Unit 08	2 bedroom	714 ft ²	1	714 ft ²
Unit 09	2 bedroom + den	945 ft ²	1	945 ft ²
Unit 10	1 bedroom + den	630 ft ²	2	1,260 ft ²
-	-	-	7	5,138 ft ²

Conclusions

This proposed residential tower will continue the existing greenway along south side of Granville Avenue extending high-quality streetscape character along this block frontage, while the proposed built form advances the ultimate build out of this block continuing the emerging rhythm podium tower buildings but with sufficient variety in the overall design to create positive improvements to the streetscape experience along Granville Avenue. Staff recommends support for this proposed development.



Brian Guzzi

Senior Planner/Urban Design

BG:kt

Attachment 1: Development Application Data Sheet

Attachment 2: Advisory Design Panel Comments and Applicant Responses

Attachment 3: CPTED Features

Attachment 4: Sustainability - LEED Silver Checklist

Attachment 5: Public Art Plan

Prior to forwarding this application to Council for approval of the Development Permit, the Developer is required to complete the following:

1. Receipt of a Letter of Credit (LOC) as a security for the installation of the proposed landscape improvements as indicated on the landscape drawings in the amount of \$148,269.00 based on a detailed cost estimate prepared by a BC registered landscape architect. This LOC shall be returned to the Owner following the landscape inspection by City staff at the end of the landscape establishment maintenance period provided that the landscape improvements have been installed generally in accordance with the approved Development Permit landscape drawings.

2. Registration of a legal agreement on title that ensures there will be private collection of garbage and cardboard recycling material with City collection of all other recycling material. In the interim (until the lane along the south property line is constructed) garbage and recycling collection can occur from the temporary layby on the south side of Granville Avenue along development lands frontage. In the long term (after the rear lane is constructed) collection of garbage and recycling must be conducted either on-site or from the lane.
3. Discharge of any appropriate title charges registered in the Land Title Office following City staff review of the Title Summary to be provided by the Owner.

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 (<http://www.richmond.ca/services/ttp/special.htm>).
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

An executed copy is located in the file

Signed

Date



DP 12-626361

Attachment 1

Address: 8280 and 8300 Granville Avenue

Applicant: Townline Ventures Granville Avenue Ltd.

Owner: Townline Homes Ltd.

Planning Area(s): City Centre Area Plan – St Albans Sub-Area

Floor Area Gross: 10,163.2 m² (109,396 ft²) Floor Area Net: 9,644.6 m² (103,813 ft²)

	Existing	Proposed
Site Area:	3,326 m ²	3,326 m ²
Land Uses:	commercial	residential
OCP Designation:	Urban Centre T5	Urban Centre T5
Zoning:	Auto-Oriented Commercial (CA)	High Rise Apartment (ZHR13) - St Albans (City Centre)
Number of Units:	-	126 including 7 affordable units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0 FAR base + 0.1 for amenity + 20 ft ² additional per accessible unit (56) = 3.133	3.058 FAR	none permitted
Lot Coverage:	Max. 90%	80.25%%	none
Setback – Front Yard:	Min. 3.0 m	Min. 3.0 m	none
Setback – Side Yards:	Min. 0.0 m	0.0 m	none
Setback – Rear Yard:	Min. 0.0 m	0.0 m	none
Height (m):	Max. 47 m geodetic	47 m geodetic	none
Lot Size:	3,326 m ²	3,326 m ²	none
Off-street Parking Spaces – Regular/Small:	small less or equal to 50%	82 and 80	none
Off-street Parking Spaces – Accessible:	4	4	none
Total off-street Spaces:	162	162	none
Loading Spaces	1 large loading bay (WB-17) 1 medium loading bay (SU9)	1 large loading bay (WB-17) 1 medium loading bay (SU9)	none
Amenity Space – Private:	Min. 2 m ² / unit	3.0 m ² /unit	none
Amenity Space – Common:	Min. 332.6 m ²	1,589 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, January 23, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

The Advisory Design Panel comments regarding the DP 12-626361 are identified below including the Applicant response immediately following each ADP comment highlighted in bold italics.

3. **DP 12-626361 – 16-STOREY RESIDENTIAL TOWER WITH 126 UNITS (119 MARKET & 7 AFFORDABLE UNITS)**

APPLICANT: Townline Ventures Granville Avenue Ltd.

PROPERTY LOCATION: 8280 & 8300 Granville Avenue

Applicant's Presentation

Architect Foad Rafii, Rafii Architects Inc., Landscape Architect Meredith Mitchell, M2 Landscape Architecture, and Marc Josephson, Development Manager, Townline, presented the project on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- Tight space at the front of the building along Granville Street; Transportation and Engineering needs to be advised regarding the possibility of eliminating the SU 9 loading bay which straddles the main pedestrian entry and consolidating all loading/unloading activity in the layby; eliminating the loading bay will benefit the water feature and enhance the overall sense of arrival to the building;

We are in agreement that this is a superior site condition and that the SU-9 loading functions can be satisfied by the WB-17 loading bay. However, further talks with Staff advised that eliminating the SU 9 was unacceptable.

- It would be nice to have the outdoor amenity space coming off the indoor amenity space at the north side of the building to improve indoor-outdoor relationship;

Without the removal of the SU 9 space, this cannot be achieved.

- Like what the applicant had done at the back of the building; there is no benefit in making a larger feature out of the fence; amount of greenery is appropriate;
Noted. The design at the back of the building will remain.

- Provide some weather protection in the “rooms”, e.g. the barbeque area; could also place trellis in busy points like the barbeque area;
The inclusion of an additional trellis element in these areas will be explored and considered. Trellis at outdoor eating area may be added to match trellis at quiet seating area.
- Railing does not need further development;
Noted.
- Focal circular feature is an interesting idea; consider consolidating this feature with the Zen pavilion to make the idea stronger;
The concept of the podium landscape design was to create distinct areas for different functions, allowing for a variety of experiences. Consolidation of these areas could create the opposite effect. However we will explore ways of consolidating these areas in a manner that still maintains the original design intent of the overall space.
We will look at increasing pedestrian circulation to provide ways of bypassing the circular path route and creating a sense of intimacy. We can increase the connection of the ‘zen’ area with the entry circular seating. We can also look at the connectivity at the outdoor eating area and the dog run area.
- Like the children’s play area being far removed from the private patios;
Noted.
- Agree with comments regarding redundant loading condition;
Noted.
- Detail of the water feature is tricky; look at the safety aspects;
Noted. Safety aspects with respect to vehicular conflict will be carefully reviewed.
- If the loading bay cannot be eliminated, consider introducing higher quality and better textured pavers for the loading bay;
Noted.
- Concern that trees may not have enough soil volume and lack walls to enable them to reach their growth potential;
We can provide soil volume counts and increased depths of soil at tree planting areas (generally trees require 10m3 soil per tree). The trees selected are smaller growing trees that work well with smaller volumes of soil. With the depth of podium deck, we believe we can achieve an acceptable amount of soil for healthy tree growth.
- Trees providing shade for the children’s play area in the afternoon are a good enhancement;
Noted.

- Concern regarding the viability and maintenance of small planting areas under cover at the front of the podium deck;
Cover is generally high at the front and will not affect the required sun for the plant material. Also planting areas are irrigated so not relying on rain for water.
- Good relationships on the landscape podium; however, agree with comments regarding the need for a more cohesive idea, i.e. consolidating the focal feature with the Zen pavilion;
The concept of the podium landscape design was to create distinct areas for different functions, allowing for a variety of experiences. Consolidation of these areas could create the opposite effect. However we will explore ways of consolidating these areas in a manner that still maintains the original design intent of the overall space.
We will look at increasing pedestrian circulation to provide ways of bypassing the circular path route and creating a sense of intimacy. We can increase the connection of the 'zen' area with the entry circular seating. We can also look at the connectivity at the outdoor eating area and the dog run area.
- Angular geometry of the building could be extended into the layout of the courtyard landscape and grade change provides more depth to the courtyard ;
We will explore ways of bringing more angular elements into the design of the landscaped podium.
- Like the scheme; like the play of the twist;
Noted. We believe that this creates a unique yet purposeful street-fronting façade, whereby the main pedestrian and vehicular entry points are addressed directly, creating a more inviting and attractive overall design.
- The tower top is relentless; could be further developed without modifying the floor plates;
Placing emphasis on the vertical form of the building draws attention to its residential character. Wrapping horizontal floor planes around the building as balconies results in a pleasant rhythm to the façade. The introduction of skylights in generous tower top overhangs provides visual interest along Granville Avenue and generates a unique building identification on the Richmond skyline.
- Concern on the on-site loading bay; should be brought to the attention of Transportation and Engineering;
Noted. Removal of onsite loading area was rejected by Staff.
- Appreciate the attention given by the applicant to all CPTED issues
Noted.

- Applicant needs to address thermal bridging considering the extent of concrete balcony in the building;
Having un-insulated balconies and slab extensions is the common architectural practice in Metro Vancouver, and with our mild climate this does not represent a significant issue. This project's energy modeling report will ensure the building envelope requirements comply with the current ASHRAE standard 90.1-2004.
- Project has some challenges, but generally the approach is quite successful;
Noted.
- Stepping back of the front elevation is successful; visually breaks down the massing;
Noted.
- Proposed public art screen appears to be successful but details need to be further discussed with Planning;
Noted. The Detailed Public Art Plan was approved on January 15th, 2013. The selection panel will be deciding upon which artists to consider for the design of the screens, and whether to designate either the three vertical screens up the building, or the feature wall at the ground floor as public art. Ultimately, the decision will likely be based on which area is deemed to have the greatest public visibility.
- No issues with the top of the tower; extension of the slab edges at the corners is quite successful;
Noted.
- Amenity space need not be further pushed back; the tower is already distinctive;
Noted.
- Two loading bays are redundant as only one is needed; Planning and the applicant are requested to have further discussion with Transportation and Engineering on this issue;
Noted.
- Appreciate the applicant for providing a detailed unit lay-out for the universal design suites; applicant is encouraged to increase the number of universal design suites; accessibility features, e.g. lever handles, are encouraged in all the suites;
As noted at the ADP on January 23, 56 units out of the total 126 units conform to Universal Design Guidelines.

- Generally, suites having a master bedroom with ensuite washroom work well; however, for two- bedroom units, access to the smaller washroom from the second bedroom is difficult and circuitous; improve the floor lay-out for easier access;
Noted. At this stage it will be difficult to modify unit layouts to this extent without significantly altering the floorplates and ensuite design principles. Marketing research and experience advises that placing the second bedroom away from the kitchen and living room is most favourable to the general public.
- Handsome project; the whole site is efficient; appreciate the sinking of the two-level parking which is not common in Richmond; the podium is a green roof;
Noted.
- Like the fact that the building is tweaked off the grid, like it being asymmetrical and pulled across, making a suburban area more urban;
Noted.
- Renderings explain the building well; however, they fall short of explaining the ground floor;
Noted. We will provide improved renderings highlighting the ground floor more clearly.
- Like the façade articulation; use of concrete in the building provides positive aesthetic experience;
Noted.
- Stepping back of the building is good;
Noted.
- Each level of the building is well articulated and ends in a nice manner;
Noted.
- Entry way is not clear in the rendering; rendering should show a lot of light in the entry way area; project needs to announce its entrance well; perforated metal screen wall will help announce the entrance; and
Noted. We will provide improved renderings highlighting the ground floor more clearly, specifically the entry way.
- Overall, the quality of materials and design of the project are very good.
Noted.

Panel Decision

It was moved and seconded

That DP 12-626361 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

January 22, 2013

Townline Ventures Granville Avenue Ltd.
Suite 120-13575 Commerce Parkway
Richmond, BC V6V 2L1

Project File No.: 11-12

RE: **HARMONY Apartments, 8280 & 8300 Granville Avenue, Richmond BC**
Crime Prevention Through Environmental Design (CPTED)

We offer the following CPTED analysis of our proposed multi-use residential building development project on 8280 and 8300 Granville Avenue, Richmond.

COMMUNITY FACILITIES TO ENCOURAGE NEIGHBOURLINESS

- o Building has an entry lobby with a mailbox centre and concierge checkpoint that leads to Elevator, stairs, and Amenity space.
- o Amenity space consists of Lounge room, 78 m² (841 s.f.), and Gym, 56 m² (602 s.f.). It is located at a ground floor level and both rooms are stair and ramp accessible.
- o Amenity podium with landscaped areas is on top of two level parkade. Generous 1484 m² (15,980 s.f.) of common roof area is overviewed by residents, to encourage neighbours' interaction and ownership of green space.

ARCHITECTURAL PLANNING

- o The main entry to the building is locked to public access and has a direct paved route to the public sidewalk.
- o The main lobby is visible from the outside through fully glazed entry doors and sidelights.
- o The podium parkade entry driveway, is adjacent to the main entry, visible from lobby for natural surveillance opportunities.
- o Ground floor amenity rooms, lounge and gym are raised from street level providing spatial separation between street public space and common areas. Soft landscaping, low shrubs and decorative fencing (around BC Hydro kiosks) provide both "eyes on the street" surveillance and residents' ownership of the public area in front of the building.
- o Amenity rooms have fully glazed storefronts to Granville Avenue, no direct access from the street and a continuous façade to avoid areas of concealment.
- o Limited access points to property, with vehicular access to parkade only, no through road.

LIGHTING

- o The main entry will be lit by lights in the Lobby access. Overhead light lanterns illuminate decorative screens in front of Lounge room and under the entry canopy. Recessed lighting in planted area, bollard lights along the entry walkway, and overhead lighting in the main entry doors and lights inside the lobby.
- o Emergency exits – from ground floor, parkade and parkade stairs will have overhead lighting.
- o Amenity podium with landscaped areas will be lit by bollard lights along walking paths, and down lights will be provided in gathering areas, like children's playground, BBQ area, seating etc.
- o South façade of the podium parkade at proposed lane will have wall mounted LED lights to illuminate the exiting travel paths and provide safety to pedestrians, in addition to proposed streetlights.
- o The parkade entry ramp will have lights in the overhead gate bulkhead.
- o Lighting sources will be a combination of fluorescent, compact fluorescent, LED and metal halide lighting, while public area lighting will be switchable by photocell for energy savings.

FENCING

- o Both east and west property lines have zero lot line setbacks where the two storey parkade concrete walls are. On the west property line, along the parkade entry driveway, on ground level will have prefinished aluminum fence with vine planting beds for temporary screening of neighbouring property.
- o At podium level will have 1.5m (5' high) prefinished aluminum picket fence to provide safety and security to building residents.
- o Private patio decks at podium level will have raised landscaped beds and planters with trees and shrubs among unit patios and common green space. Patio decks will fully be surrounded by a railing or screen fence, to delineate communal from private space.
- o Decorative screens in front of Amenity rooms are incorporated into the façade design to provide visual interest and differentiate between public and semi-private space.

LANDSCAPING

- o Low growing shrubs next to the building entry will be kept to a height of 2-3 ft. to improve visibility and reduce opportunities for concealment.
- o Low shrubs are used adjacent to the ground floor Amenity rooms as barriers to discourage approaching close to communal windows.
- o Large caliber trees are proposed adjacent to the north property line, and deciduous trees species will be most common, with the low tree limb of 5' above grade to limit opportunity for concealment. All trees will be sited away from blind corners, sidewalks and pathways.
- o Clear definition of public and private landscape areas will be achieved with transitional paving material and pattern change from public sidewalk to building entrance walkway.

ADDRESSES

- o The building will have a large and lit project sign clearly visible from the street, which will include the street number facing Granville Avenue.

ENTRY DOORS AND SECURITY

- o The building entry area will have an entry phone/intercom for visitors, and card access for residents at the main entry door.
- o Access to the parkade will have card control to prevent unauthorized access from outside of the building.
- o Steel doors to exit stairs, garbage and recycling and bicycle storage will have glazed vision panels for improved visibility.
- o Exit doors will be of insulated metal, with full height steel astragals, door closers and no external hardware.
- o All podium level units' will be pre-wired for resident security system.
- o Deadbolt locks and peep holes on unit entry doors.
- o Lobby and exit doors will be clearly marked with door signage.
- o Once exit stairs are entered visitors can only exit the building and cannot re-enter.

PARKADE

- o Parkade interior walls, columns and exit stair will be painted white to enhance lighting levels.
- o The parkade will have a high level of 24 hour lighting throughout, especially at the exits and elevator lobby.
- o Convex mirrors will be installed as needed in parkade and stairwells.
- o Hard-wired video surveillance will be installed throughout parkade.
- o Garbage and recycling area is located inside the parkade, adjacent to the traffic aisle and close to lobby. For convenience to residents, the access to garbage and recycling room is provided from parkade P1 level.
- o Vestibules leading to lobby or the elevator lobby will have Georgian wire glazed sidelights to decrease opportunities for concealment and provide security to building access.
- o The resident parkade entries will be closed with a sectional overhead security gate. They will be controlled with an infrared actuator for residents, and all gates will include anti-tamper features.
- o There will be a sign requesting arriving residents to wait for the security gates to completely close before proceeding into the parkade.
- o Driveway and access to the parkade will have rough surface to provide tire grip and deter skateboarding.

Regards,

Brana M. Stanimirov,
Architect AIBC, LEED AP (BD+C), CSBA



LEED 2009 for New Construction and Major Renovation

Project Checklist

Project Name: HARMONY, 8300 Granville Ave. Richmond

Date: January 22, 2013

20	0	0	Sustainable Sites	Possible Points: 26
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Y	N	P			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
			Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
			Credit 5.1	Site Development—Protect or Restore Habitat	1
			Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
			Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
			Credit 7.2	Heat Island Effect—Roof	1
			Credit 8	Light Pollution Reduction	1

4	0	0	Water Efficiency	Possible Points: 10
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Y			Prereq 1	Water Use Reduction—20% Reduction	
2			Credit 1	Water Efficient Landscaping	2 to 4
				Y Reduce by 50%	2
				No Potable Water Use or Irrigation	4
			Credit 2	Innovative Wastewater Technologies	2
2			Credit 3	Water Use Reduction	2 to 4
				Y Reduce by 30%	2
				Reduce by 35%	3
				Reduce by 40%	4

4	0	0	Energy and Atmosphere	Possible Points: 35
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Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	-
Y			Prereq 3	Fundamental Refrigerant Management	
4			Credit 1	Optimize Energy Performance	1 to 19
				Improve by 12% for New Buildings or 8% for Existing Building Renovations	1
				Improve by 14% for New Buildings or 10% for Existing Building Renovations	2
				Improve by 16% for New Buildings or 12% for Existing Building Renovations	3
				Y Improve by 18% for New Buildings or 14% for Existing Building Renovations	4
				Improve by 20% for New Buildings or 16% for Existing Building Renovations	5
				Improve by 22% for New Buildings or 18% for Existing Building Renovations	6
				Improve by 24% for New Buildings or 20% for Existing Building Renovations	7
				Improve by 26% for New Buildings or 22% for Existing Building Renovations	8
				Improve by 28% for New Buildings or 24% for Existing Building Renovations	9
				Improve by 30% for New Buildings or 26% for Existing Building Renovations	10

<input type="checkbox"/>	Improve by 32% for New Buildings or 28% for Existing Building Renovations	11
<input type="checkbox"/>	Improve by 34% for New Buildings or 30% for Existing Building Renovations	12
<input type="checkbox"/>	Improve by 36% for New Buildings or 32% for Existing Building Renovations	13
<input type="checkbox"/>	Improve by 38% for New Buildings or 34% for Existing Building Renovations	14
<input type="checkbox"/>	Improve by 40% for New Buildings or 36% for Existing Building Renovations	15
<input type="checkbox"/>	Improve by 42% for New Buildings or 38% for Existing Building Renovations	16
<input type="checkbox"/>	Improve by 44% for New Buildings or 40% for Existing Building Renovations	17
<input type="checkbox"/>	Improve by 46% for New Buildings or 42% for Existing Building Renovations	18
<input type="checkbox"/>	Improve by 48%+ for New Buildings or 44%+ for Existing Building Renovations	19
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 2 On-Site Renewable Energy	1 to 7
<input type="checkbox"/>	1% Renewable Energy	1
<input type="checkbox"/>	3% Renewable Energy	2
<input type="checkbox"/>	5% Renewable Energy	3
<input type="checkbox"/>	7% Renewable Energy	4
<input type="checkbox"/>	9% Renewable Energy	5
<input type="checkbox"/>	11% Renewable Energy	6
<input type="checkbox"/>	13% Renewable Energy	7
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 3 Enhanced Commissioning	2
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 4 Enhanced Refrigerant Management	2
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 5 Measurement and Verification	3
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 6 Green Power	2

6	0	0	Materials and Resources	Possible Points: 14
---	---	---	--------------------------------	---------------------

<input checked="" type="checkbox"/>	Prereq 1 Storage and Collection of Recyclables	
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 1.1 Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
<input type="checkbox"/>	Reuse 55%	1
<input type="checkbox"/>	Reuse 75%	2
<input type="checkbox"/>	Reuse 95%	3
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 1.2 Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 2 Construction Waste Management	1 to 2
<input type="checkbox"/>	50% Recycled or Salvaged	1
<input checked="" type="checkbox"/>	75% Recycled or Salvaged	2
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 3 Materials Reuse	1 to 2
<input type="checkbox"/>	Reuse 5%	1
<input type="checkbox"/>	Reuse 10%	2
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 4 Recycled Content	1 to 2
<input type="checkbox"/>	10% of Content	1
<input checked="" type="checkbox"/>	20% of Content	2
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 5 Regional Materials	1 to 2
<input type="checkbox"/>	10% of Materials	1
<input checked="" type="checkbox"/>	20% of Materials	2
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 6 Rapidly Renewable Materials	1
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 7 Certified Wood	1

7	0	0	Indoor Environmental Quality	Possible Points: 15
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<input checked="" type="checkbox"/>	Prereq 1 Minimum Indoor Air Quality Performance	
<input checked="" type="checkbox"/>	Prereq 2 Environmental Tobacco Smoke (ETS) Control	
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Credit 1 Outdoor Air Delivery Monitoring	1
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	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
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
			Credit 4.4 Low-Emitting Materials—Composite Wood and Agrifiber Products	1
			Credit 5 Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1 Controllability of Systems—Lighting	1
1			Credit 6.2 Controllability of Systems—Thermal Comfort	1
			Credit 7.1 Thermal Comfort—Design	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

5	0	0	Innovation and Design Process	Possible Points: 6
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1			Credit 1.1 Innovation in Design: Electric Vehicle Stalls - 25% Roughed In	1
1			Credit 1.2 Innovation in Design: Secured Dog Run on Outdoor Podium	1
1			Credit 1.3 Innovation in Design: Extensive Outdoor Amenity and Community Space	1
1			Credit 1.4 Innovation in Design: Homeowner Green Clean Package	1
			Credit 1.5 Innovation in Design: Specific Title	1
1			Credit 2 LEED Accredited Professional	1

4	0	0	Regional Priority Credits	Possible Points: 4
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1			Credit 1.1 Regional Priority: Extensive Community Connectivity	1
1			Credit 1.2 Regional Priority: Water Use Reduction > / = 35%	1
1			Credit 1.3 Regional Priority: Construction Waste Management > / = 75%	1
1			Credit 1.4 Regional Priority: Durable Building	1

50	0	0	Total	Possible Points: 110
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Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

January 10, 2013

DETAILED PUBLIC ART PLAN

Harmony

8288 Granville Avenue, Richmond BC



Submitted by:

Jan Ballard

o: 604-922-6843 | c: 604-612-6645

jan@ballardfineart.com

BALLARD FINE ART

PRIVATE ART ACQUISITION & ADVISORY

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INTRODUCTION

Art has the power to punctuate otherwise uneventful daily activities. The Harmony development presents the opportunity to provide an exciting public artwork.

Townline is committed to making this an inspiring and engaging public art installation and is looking forward to working with the City and the chosen artist to install an artwork that will contribute in a meaningful way to the existing Richmond public art conversation.



PROJECT DETAILS

Project Address: 8288 Granville Avenue
Richmond BC

Legal Description: 8280 Granville Avenue: PARCEL "A" (RD43490E) LOT 8 BLOCK "A" SECTION 16 BLOCK 4 NORTH
RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 1262

8300 Granville Avenue: LOT 9 EXCEPT PART ON REFERENCE PLAN 6590 BLACK "A" SECTION 16
BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 1262

Total Floor Area: 109,263 square feet

Public Art Budget: \$79,926.00

PROJECT CONSULTANTS

Developer:

Townline Ventures Granville Avenue Ltd.
#120 – 13575 Commerce Parkway
Richmond, BC, V6V 2L1
604-276-8823 Ext.248
Marc Josephson, Development Manager
marc.josephson@townline.ca

Project Architect:

Rafil Architects
R 1 - 1600 Howe Street
Vancouver, BC, V6Z 2L9
604-688-3655
Rene Marcotte
rene@rafiarchitects.com

Project Landscape Architect:

M2 Landscape Architecture
#220 - 26 Lorne Mews
New Westminster, BC, V3M 3L7
604-553-0044
Meredith Mitchell
Meredith.mitchell@m2la.com

Public Art Consultant:

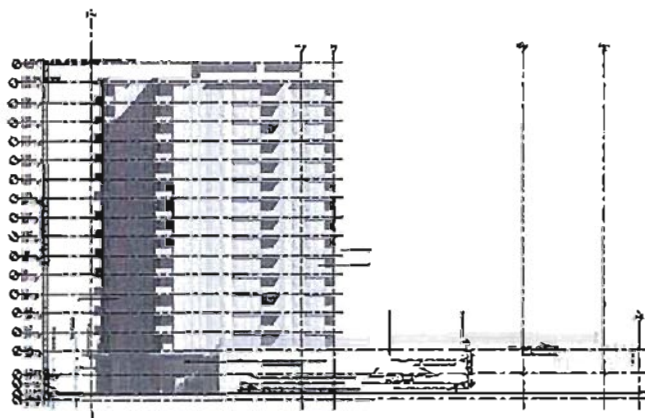
Ballard Fine Art Ltd.
4725 Willow Cr Rd
West Vancouver, BC, V7W 1C3
604-922-6843
Jan Ballard
Jan@ballardfineart.com

PROJECT DESCRIPTION

Harmony is a 16 storey residential high-rise project located in central Richmond at 8280 and 8300 Granville Avenue. The project consists of a 14 level tower facing Granville Avenue over a two storey podium with the main entry lobby, amenity spaces, parking and service access from the north side of the site facing the street. The total developable floor area is 109,263 square feet with 126 residential units in total. The site is centrally located close to parks, transit, shopping, restaurants, churches and the Richmond City Hall.



Designed by Rafii Architects, Harmony's unique architecture is inspired by Asian aesthetic and Feng Shui philosophy. In the design of the facades, Granville Avenue has been addressed to bring out the residential nature and pedestrian flavor of the street while fully concealing the parking structure and service spaces behind, and by dressing up the entry gate and other areas to draw attention to the residential character and form of the project. The tower is set back from the street to enhance privacy, and offers views looking north to the mountains and south over the Pacific.

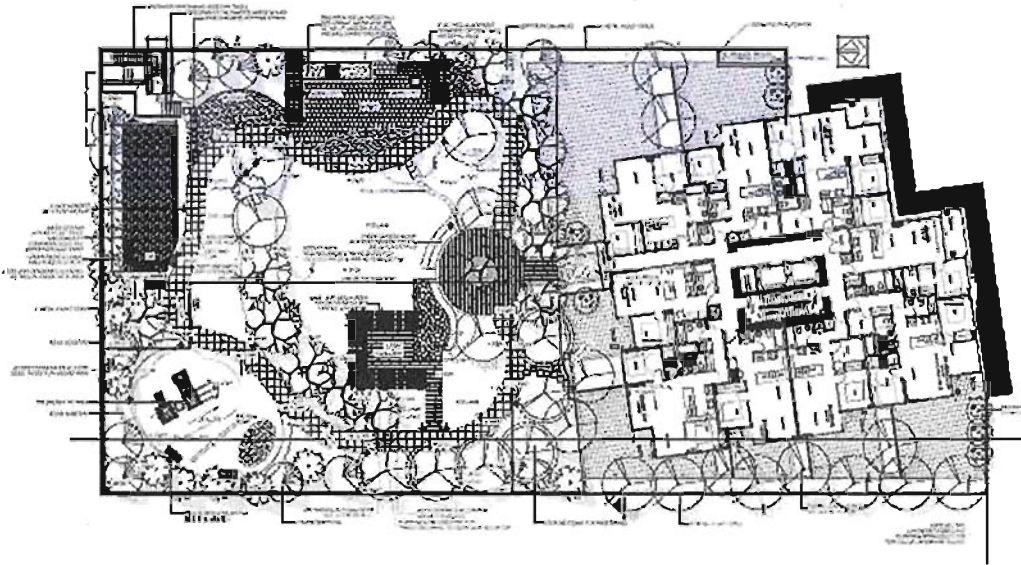


The general massing of the tower is expressed as horizontals that wrap around the balconies and extend around the living area, serving to identify unit individuality in the rhythm of the facade. The stepped tower facade further serves to accentuate a more slender tower, giving the appearance of overlapping mass adding perspective and depth to the main views of the tower.

There is a strong balance between the hard surfaces of the tower and the softer architectural and landscaping details. A significant feature of the tower design are vertical decorative panels on the exterior building facade. These panels are inspired by the art of Chinese paper cutting and Chinese lanterns, reflecting light and giving the impression that the building shimmers in the wind.

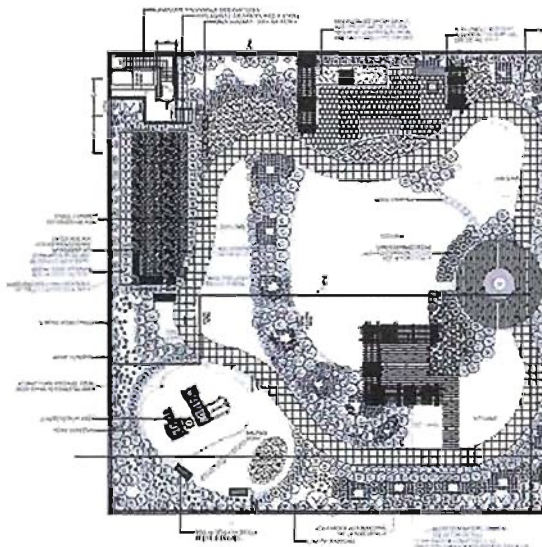
Other building features include an inverted canopy extending over the entrance of the building, and a glass front facade spanning two levels. The main horizontal elements of the facade appear to be afloat and buoyant, as if the building is alive and breathing.

LANDSCAPE PLAN



The landscape plan will complement and integrate with the architectural design of the proposed development. The overall landscaping is Asian in feel and character, inspired by the Feng Shui principles of harmony and balance with nature.

The landscape architectural design reflects resident's outdoor amenity needs and allows for generous outdoor plaza areas to the south of the site. The plaza areas are situated in a tranquil Zen garden setting with meandering pathways connected to the lobby entrance, and function on a number of levels by offering residents a meeting place, a space for quiet contemplation or an activity area. Other landscaping amenities include a children's play area, a gated dog run, and a BBQ area.



ZEN GARDEN



ZEN GARDEN



BBQ AND DINING AREA

PUBLIC ART CONTEXT

The public art in the surrounding area of Harmony is eclectic and broad ranging in scope. Themes and practices reflect public art commissions from the later 1990's to contemporary installations. The wider public art context includes Richmond's City Centre, stretching from River Road to the north, No 4 Road to the east, Gilbert Road to the west, and Blundell Road to the south. Harmony is also located walking distance to the Richmond Art Gallery (RAG). The RAG is committed to promoting established BC, Canadian and International contemporary art. Their outreach programming includes a satellite exhibition space at Richmond City Hall, which is located in the heart of Richmond Centre and walking distance to Harmony.

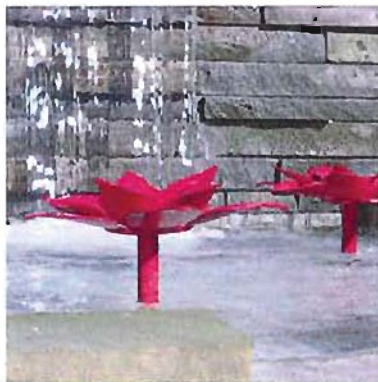


Perpetual Sunset, Instant Coffee, 2012
8068 Westminster Highway, Richmond BC



The Fraser, Rewinding Earth's Time Tape, Gwen Boyle
Lang Park, Richmond BC

The public artworks in the immediate vicinity of Harmony include Richmond's first public art project Gwen Boyle's 1998 work *The Fraser, Rewinding Earth's Time Tape* located in Lang Park, Toby Colquhoun and Khalil Jama's *Ribbon*, and Instant Coffee's shimmering mural *Perpetual Sunset*. Perhaps most infamous, *Perpetual Sunset* fills the west-facing wall of the Camino Development Project. Spanning over 80 feet wide and 40 feet high, the mural made of nearly 40,000 individual reflective coloured sequins is designed to catch the natural light, most directly echoing the setting sun. Other nearby works include Alberto Replanski's *Harmony* and Nancy Chew and Jacqueline Metz's collaborative work *Saffron*.



Saffron, Nancy Chew and Jacqueline Metz



Harmony, Alberto Replanski



Ribbon, Toby Colquhoun and Khalil Jama

GUIDING PRINCIPLES

- Reflect the vision and spirit of the project
- Integrate well into the site, architecture, landscape and community context
- Provide a public art installation in accordance with the City of Richmond's Public Art Plan Guidelines
- Strive for the highest quality of artistic expression and standards
- Consider site usage and those who will work, live, play and visit the space
- Provide an artwork that is dynamic and engaging, facilitating excitement, curiosity, contemplation and dialogue

PUBLIC ART OPPORTUNITY



Discussions with Townline and the design team have determined two potential public art opportunities for this proposed development. One opportunity to be considered is the three screens running vertically down the length of the west, north-west and east sides (please note the east side is not visible in the rendering above) of the building facade. These three vertical screens consist of 14 panels, occupying each floor space above the podium, and measuring approximately 10 feet in height by 6-7 feet in width.

The second public art opportunity to be considered for this proposed development is the ground floor building facade near the entrance of the tower. This space measures approximately 20 feet in height by 18 feet in width.

Both of these two public opportunities offer the maximum public benefit. The public art in both of these locations would be highly visible and enjoyed by residents, pedestrians, cyclists and motorists traveling along Granville Avenue, as well as residents and workers in neighbouring buildings.

PUBLIC ART BUDGET

The public art budget for the Harmony Project adheres to the City of Richmond's Public Art Policy, calculated as \$0.77 x each square foot of developable floor area (FAR). A total public art budget of \$79,926.00 is based on the project development of 103,800 square feet, as per Rezoning Application Square Footage.

$$109,263 - 5,463 \text{ (affordability housing)} = 103,800 \text{ sq ft} \times \$0.77 = \$79,926.00$$

The Total for Public Art Project is \$67,931.10 (85% of the Public Art Contribution). This amount includes the artwork, selection process and honoraria costs as well as a small contingency fee. Any unused funds remaining from the contingency fee will be put towards the artwork. \$63,000 is designated for the artwork. This amount includes the artist fee, travel, and design, as well as other consultant fees, engineering certificates, construction coordination, fabrication, site preparation, installation, insurance, contingency and all applicable taxes.

The artist will be responsible for a general public liability insurance policy. Premium for this coverage will be assumed as a cost of doing business and part of the studio over head.

The administration allowance is \$11,988.90 (15% of the total public art budget). This budget includes the project management fee and City Public Art Program Administration fees.

Total for Public Art Project 85%		
Public Artwork and Artist Fees	\$63,000.00	
Selection Process and Honoraria	\$2,400.00	
Contingency Fee	\$2,531.10	
		\$67,931.10
Administration Allowance 15%		
Project Management – Public Art Consultant Fee (10%)	\$7,992.00	
City Public Art Program Administration (5%)	\$3,996.00	
		\$11,988.90
Total for Public Art Contribution		\$79,926.00

PUBLIC ART TIMELINE

(Dates are approximate and subject to change)

Preliminary Art Plan	January 7, 2013
Detailed Public Art Plan	January 11, 2013
City Public Art Committee Presentation	January 15, 2013
List of Potential Artists (Stage 1)	February 6, 2013
Invitation to Artists to Present	February 8, 2013
Shortlisted Proposal Presentations (Stage 2)	March 13, 2013
Final Artist Selection	March 22, 2013
Artist Contract	April 2013
Art Installation	Prior to Occupancy Permits (Projected early 2015)

PROJECT TIMELINE

(Dates are approximate and subject to change)

Rezoning Application	July 13, 2012
Development Permit Application	November 29, 2012
Rezoning Enactment	February 2013
Development Permit Issuance	February 2013
Construction Start	Fall 2013
Construction Completion	Early 2015
Occupancy Permit Issuance	Early 2015

SELECTION PROCESS

All stages of the selection process will be facilitated by Jan Ballard. The selection process will be a two stage invitation to professional artists.

A selection committee will be established by Jan Ballard to choose the final artist and the artwork proposed for this project. The artist selection committee will consist of five members including: design team (2), the art community (2), and a professional artist (1). Members of the selection committee, excluding members of the design team, will be paid a \$300 honorarium for their participation.

Proposed possible selection committee candidates are:

Rachel Lafo (Curator)
Makiko Hara (Curator)
Brendan Tang (Artist)
Steve Jedreicich (Townline)
Foad Rafii (Architect)

In Stage One, the selection committee will be oriented to the Harmony development, the surrounding contexts and the public art opportunity. Jan and the selection committee will research and develop a list of 8-10 professional artists with practices specifically suited to this particular art opportunity. The selection committee will collectively review the list and shortlist three artists to present detailed concept proposals.

In Stage Two, the three shortlisted artists will be oriented to the development project, the surrounding contexts and public art opportunity. The shortlisted artists will be provided with an honorarium of \$500 to prepare and develop a detailed written concept proposal with budgets and a timeline to be presented to the selection committee. The honorarium will be paid upon receipt and presentation of the final concept proposals in March 2013.

Final Artist Selection Criteria:

- i) High quality and innovative concept with a clear vision of the final artwork
- ii) Demonstrated understanding of the public space and the impact on the proposed site
- iii) Understanding of the project architecture and landscaping
- iv) Demonstrated feasibility in terms of a detailed budget, timeline, implementation, safety, maintenance and site consideration
- v) Artistic quality of artwork presented in the documentation of past work
- vi) Experience working on projects of similar scale and diversity of scope
- vii) Availability

The final artist selected will enter a Contract Agreement with Townline Ventures Granville Avenue Ltd., to complete the proposed artwork on time and budget prior to the project Occupancy Permits.

Please note, if no artist proposal warrants consideration, Townline reserves the right not to award the commission.

Please direct any questions to:

Jan Ballard
o: 604-922-6843 | c: 604-612-6645
Jan@ballardfineart.com



City of Richmond

Development Permit

No. DP 12-626361

To the Holder: Townline Ventures Granville Avenue Ltd.
Property Address: 8280 and 8300 Granville Avenue
Address: 120 - 13575 Commerce Parkway,
Richmond, BC
V6V 2L1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. 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 #27 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 \$148,269.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
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 12-626361

To the Holder: Townline Ventures Granville Avenue Ltd.

Property Address: 8280 and 8300 Granville Avenue

Address: 120 - 13575 Commerce Parkway,
Richmond, BC
V6V 2L1

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. ISSUED BY THE COUNCIL THE DAY OF
, .

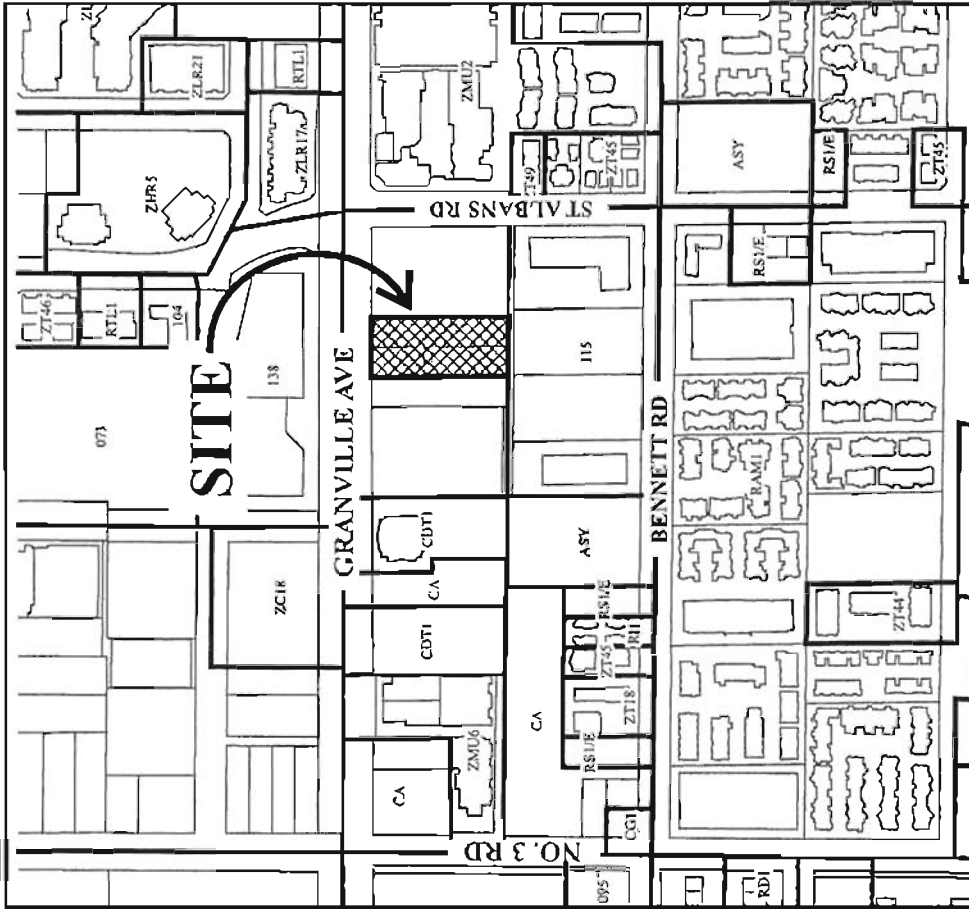
DELIVERED THIS DAY OF , .

MAYOR

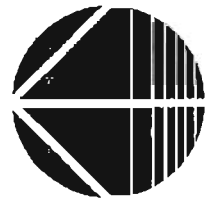
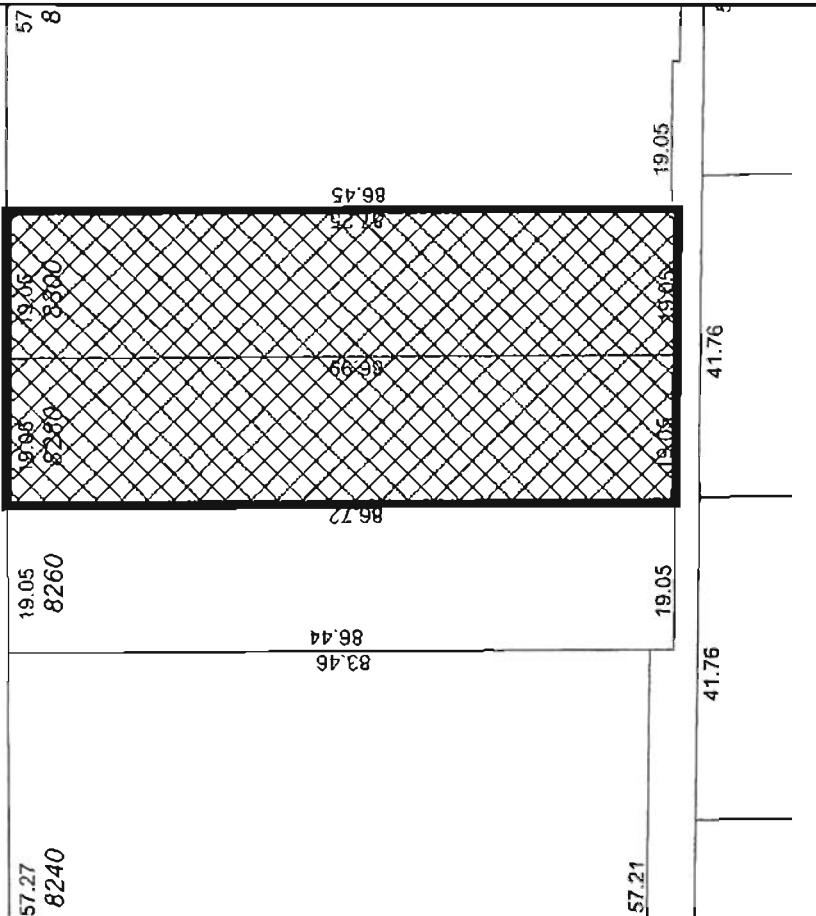


City of Richmond

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GRANVILLE AVE

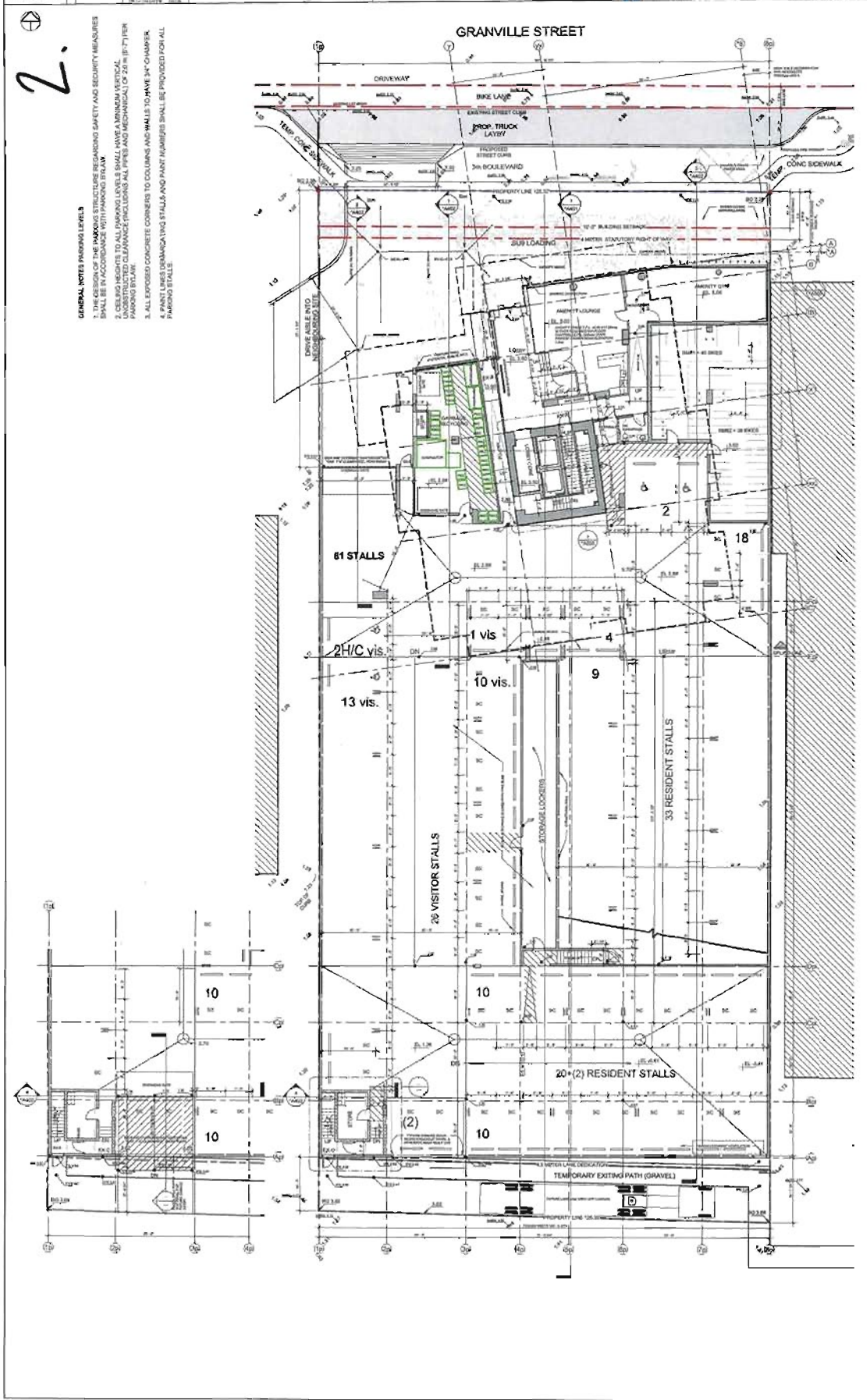


DP 12-626361 SCHEDULE "A"

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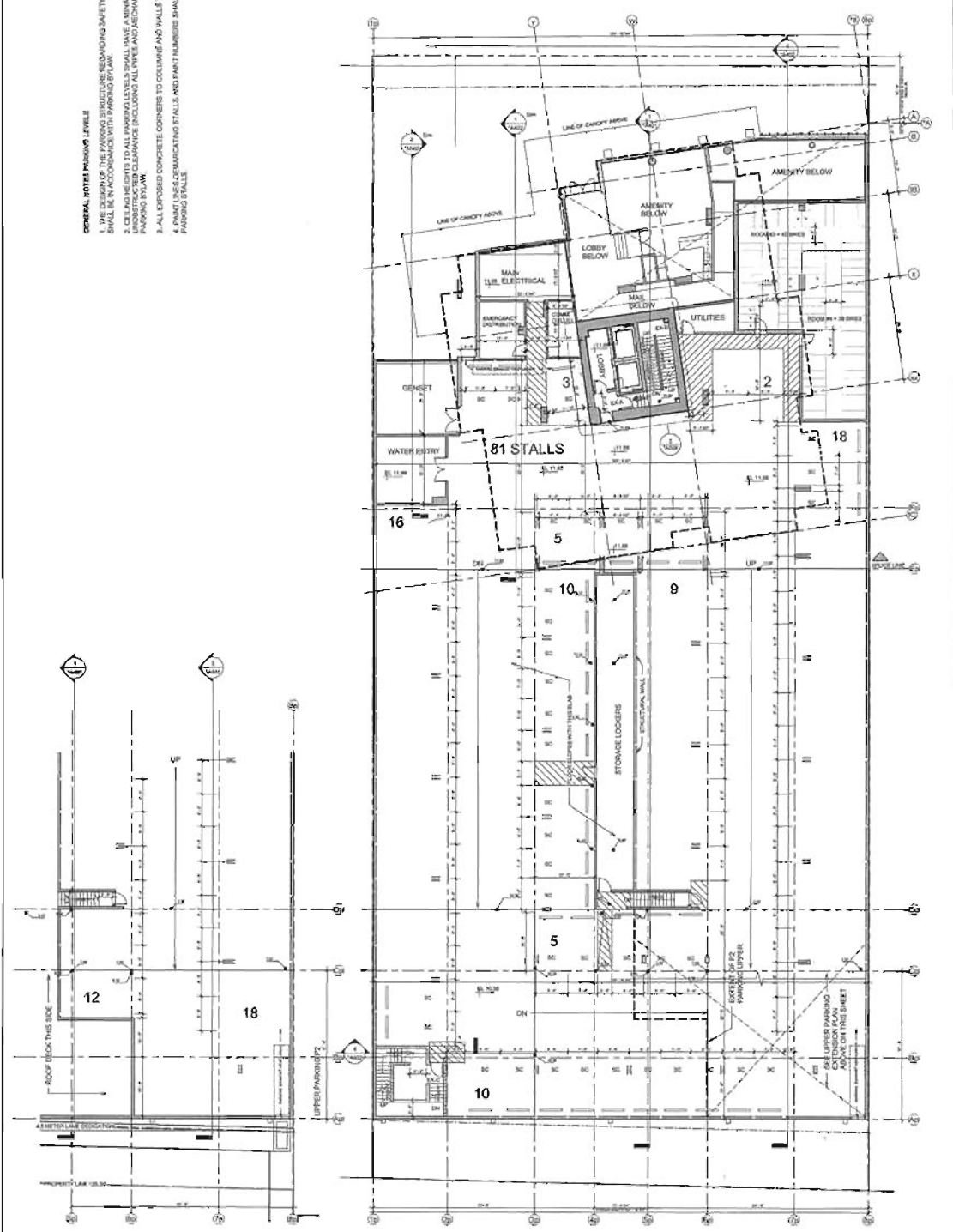
Revision Date:

Note: Dimensions are in METRES



4.

- GENERAL NOTES PARKING LEVEL**
- 1. ALL PARKING SPACES SHALL BE DESIGNED TO ACCOMMODATE A MINIMUM VERTICAL CLEARANCE OF 13'-0" (3.96M) TO THE TOP OF THE CLEARANCE.
 - 2. ALL PARKING SPACES SHALL BE DESIGNED TO ACCOMMODATE A MINIMUM VERTICAL CLEARANCE OF 13'-0" (3.96M) TO THE TOP OF THE CLEARANCE.
 - 3. ALL EXPOSED CONCRETE CORNERS TO COLUMNS AND WALLS TO HAVE 3/4" DIAMETER, 1/2" LONG DEMARCATING STALLS AND PAINT NUMBERS SHALL BE PROVIDED FOR ALL PARKING SPACES.



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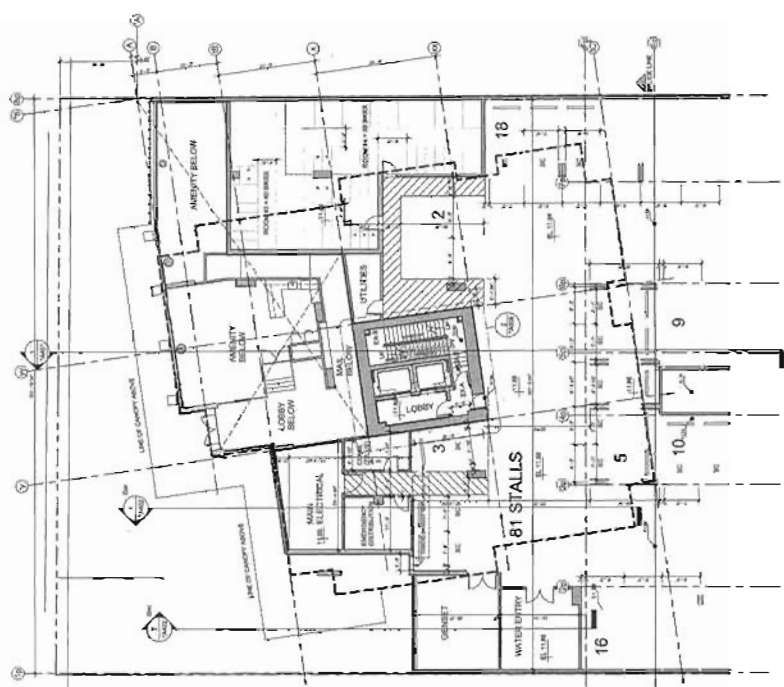
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Drawing No: P2 FULL PLAN
Scale: 1/8" = 1'-0"

DATE: FEB 04 2013
PROJECT: 8280 & 8300 GRANVILLE AVE.
DRAWING: P2 FULL PLAN
SCALE: 1/8" = 1'-0"

RAFI ARCHITECTS INC.
100-10101 BURNHAMTHORPE RD.
VANCOUVER, BC V3V 2Y4 CANADA
TEL: 604.263.3333
FAX: 604.263.3333
WWW.RAFIARCHITECTS.COM

TOWNLINE
8280 & 8300 GRANVILLE AVE.
P2 FULL PLAN

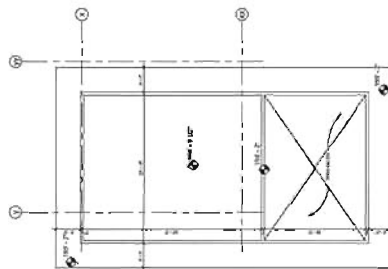
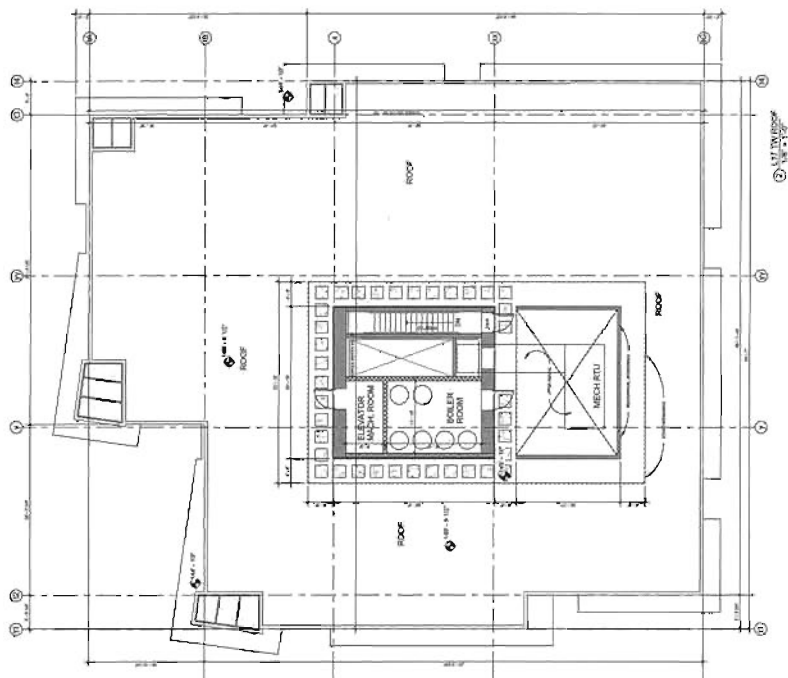
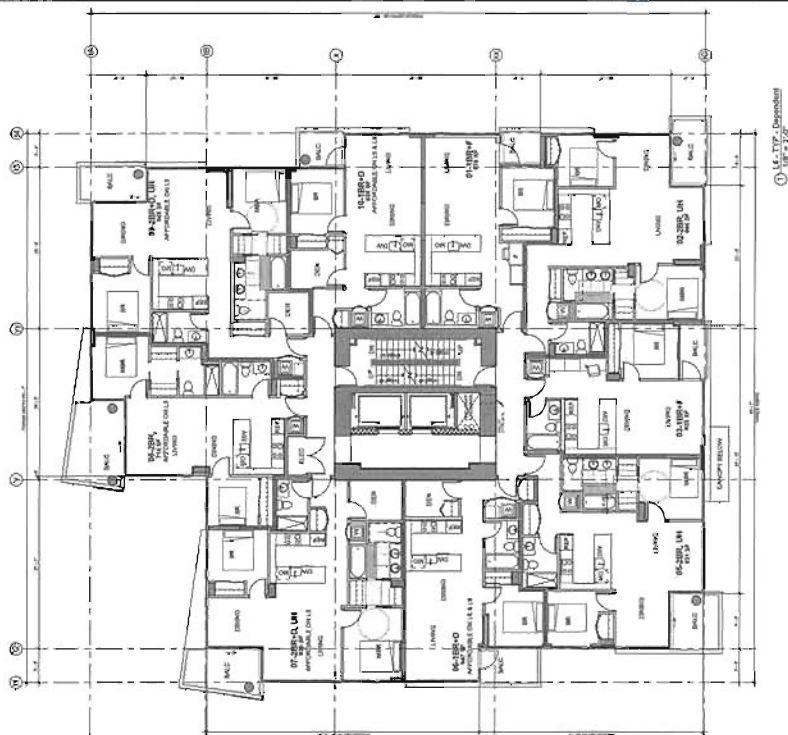
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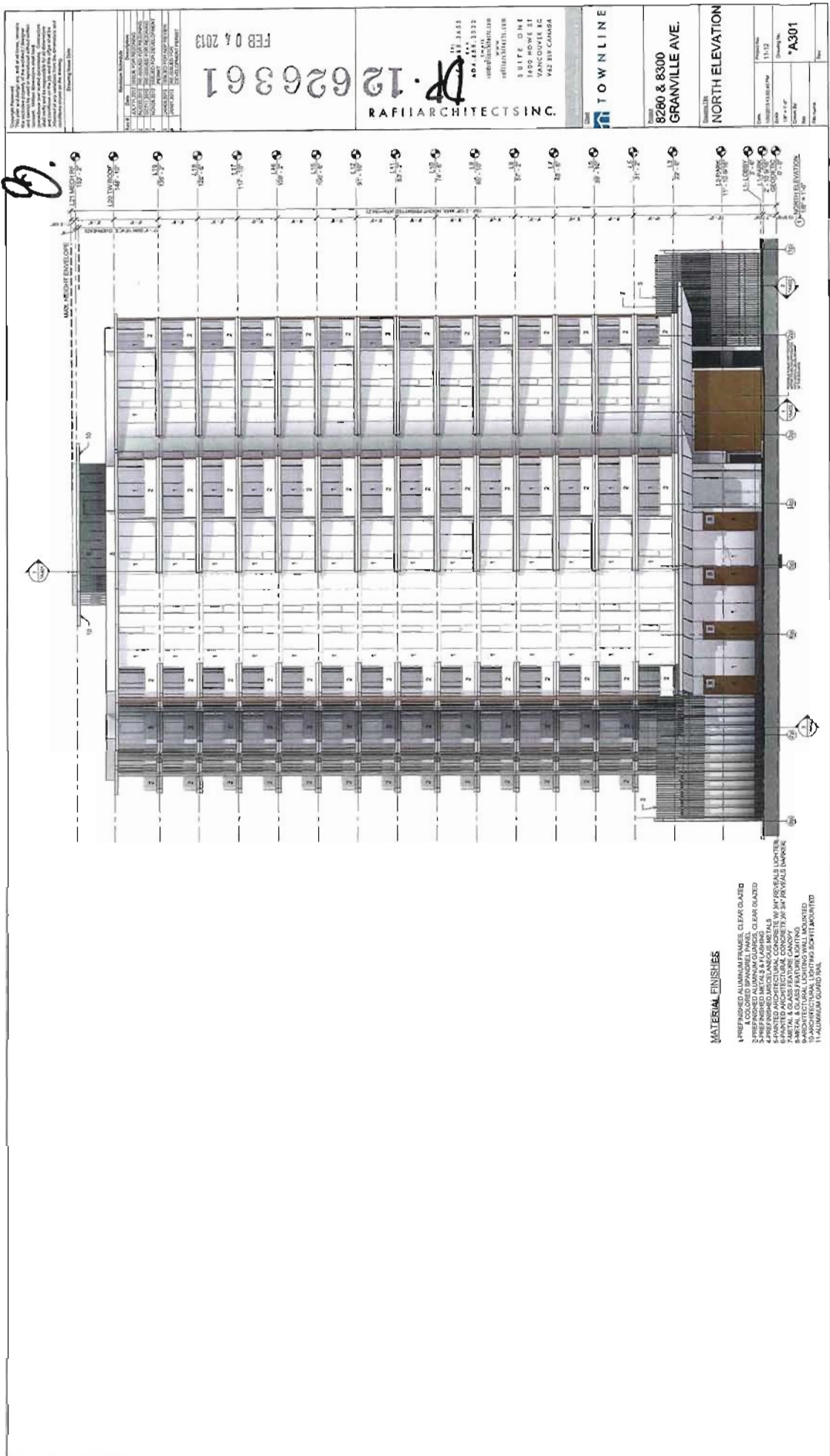
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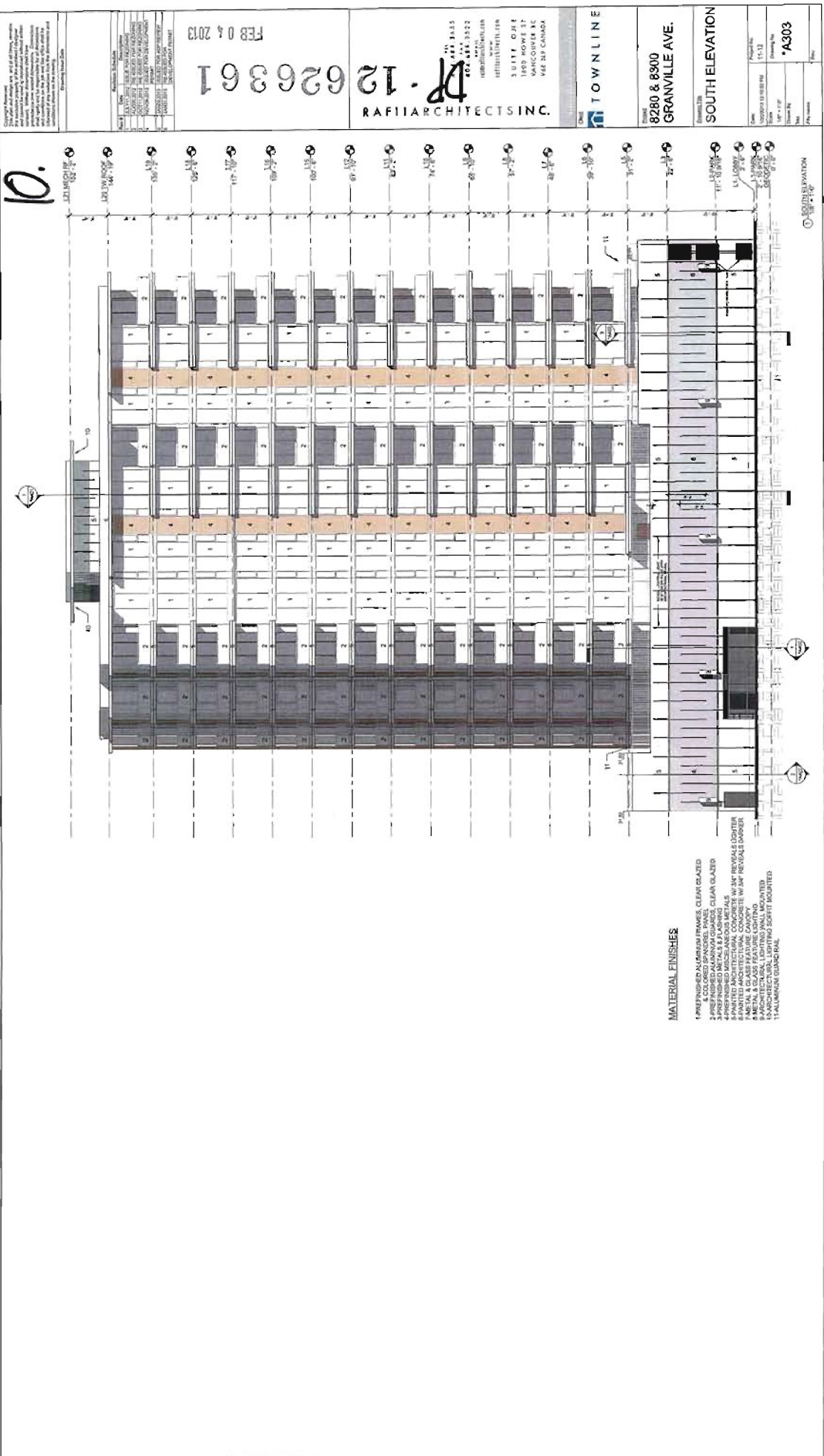
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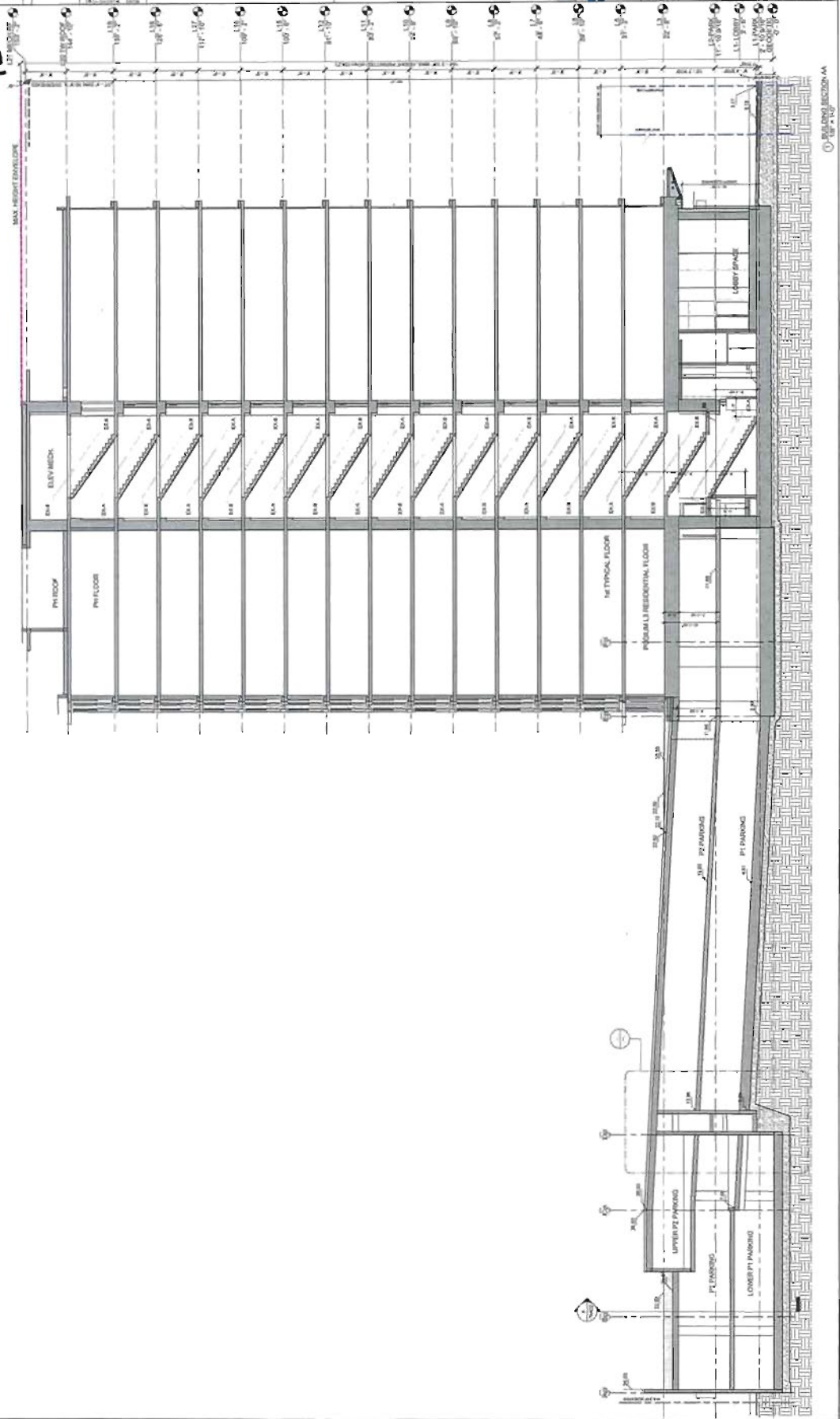


MATERIAL FINISHES

- 1. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 2. COLORED SPRAYED FINISHES
- 3. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 4. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 5. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 6. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 7. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 8. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 9. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 10. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED
- 11. PRIME FINISHED ALUMINUM FRAMES, CLEAR GLAZED

10.

12.



12. 12 626 361

FEB 04 2013

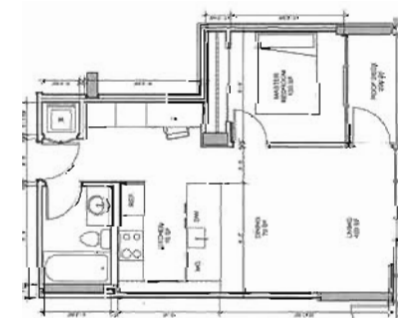
RAFI ARCHITECTS INC.

8280 & 8300 GRANVILLE AVE.

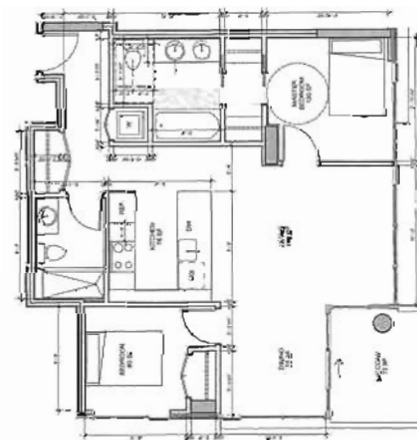
BUILDING SECTION AA

*A401

5



① $\frac{\text{Upper } 50\%}{\text{Lower } 50\%} = 1.0^*$

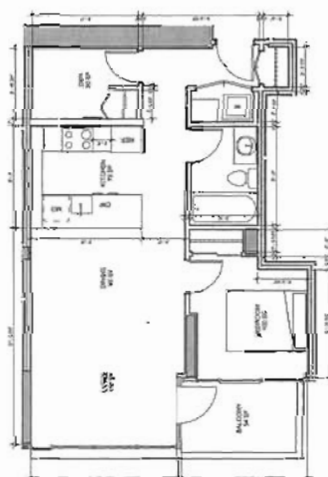


UNIT 05 - 1610
2 BEDROOM
821 SF
13 UNITS TOTAL
LB - L19
UNIT TOTAL 1400000

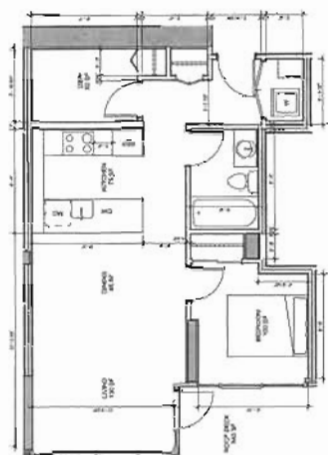


⑤ UNIT 002
1/4" = 1'-0"

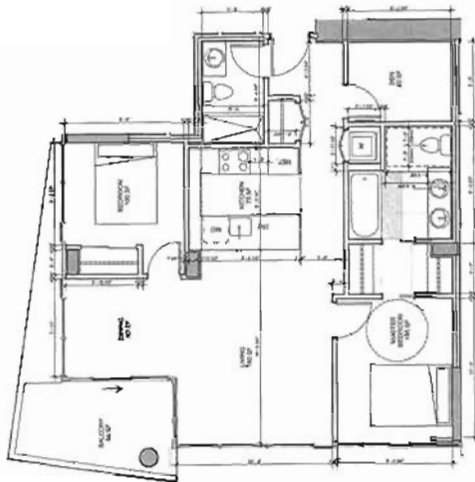
Abstract: The effects of a 12-week training program on the cardiovascular and muscular fitness of 10 sedentary, middle-aged men were assessed. The program consisted of 3 sessions per week, each lasting 45 min. The first session was devoted to cardiovascular conditioning, the second to muscular conditioning, and the third to a combination of the two. The program was supervised by a personal trainer. The results of the program were assessed by a battery of tests including a maximal oxygen consumption test, a maximal heart rate test, a maximal voluntary contraction test, and a 10-min step test. The results of the program were compared to the results of a control group of 10 sedentary men. The results of the program were as follows: (1) The maximal oxygen consumption of the trained group increased by 25% over the 12-week period. (2) The maximal heart rate of the trained group increased by 10% over the 12-week period. (3) The maximal voluntary contraction of the trained group increased by 15% over the 12-week period. (4) The 10-min step test of the trained group increased by 20% over the 12-week period. The results of the program were statistically significant at the 5% level.



UNIT OF INFO
1 RECORDING UNIT
647.59
13 UNITS TOTAL
1.8-1.9
81.3-81.8
4 MADE AFFORDABLE ON L.S. 14.12 A.L.B.



UNIT 06 • INF
1 BEDROOM • DIN
654 SF
2 UNITS ON LEVEL 3



UNIT 07 - INFO
1 BEDROOM - DEN
925 SF
14 UNITS
UNIVERSAL HOUSING
13 - 17B
2 MAKE AFFORDABLE ON 13 & 15

DP-12

VAN
604.683.2633
604.619.3232
info@dp-12.com
www.dp-12.com
SUITE ONE
1560 HOWE ST.
VANCOUVER BC
V6Z 2T7 CANADA

RAFI ARCHITECTS INC.

TOWNLINE

280 & 8300
BRANVILLE AVE.

INIT PLANS

11-12	Chemistry	A502
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[illegible][illegible]61
FEB 04 2013

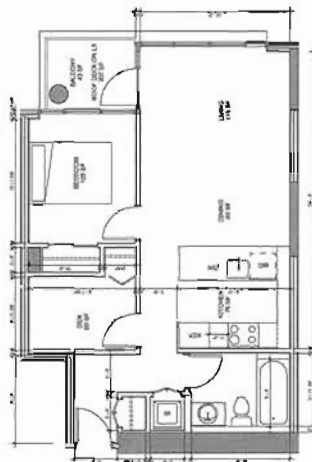
AGING-IN-PLACE FEATURES AND BASIC UNIVERSAL HOUSING FEATURES
 Also per guidelines, "Aging-in-place features are typically universal housing features and well"
 (ITEMS WITH * APPLY ONLY TO BASIC UNIVERSAL HOUSING FEATURES, FOR THE UNITS IDENTIFIED ON THE PLANS AS UNIVERSAL HOUSING)

Accessibility to persons with disability will also be provided in addition to the following:

- Access to dwelling unit will be provided from the road/sidewalk, main entry lobby/elevators, parking levels, and every common area point of access or doorway, including main entry suite and one accessible bedroom and bathroom per apartment, have clear aisle and width as required per the general development regulations of section 4. Private will be provided at suite entry doors for future push button control.
- Leaver doors with 7ft clear opening will be provided for the main entry with accessible door controls. Full security with high visibility lighting will be provided at the main entry with full weather protection.
- Leaver type controls will be provided throughout the project for all doors, windows, and plumbing fixtures.
- Controls, switches and outlets will be provided according to the requirements of section 4.
- Floors surfaces shall be slip resistant and threshold shall meet the accessibility guidelines and building code requirements.
- *Window shall meet the requirements for seating views from living and bedroom. *Kitchens shall meet the requirements for design of counters, shelving, graspable handles, and for easy future conversion to under counter knee space and pull out cupboards.
- Bedroom blocking will be provided for roller and lites for future grant vests.

AFFORDABLE HOUSING SUMMARY

NAME	TYPE	AREA (SF)	COUNT	TOTAL SF
UNIT 05	1BR+O	647	2	1294
UNIT 07	2BR+O	925	1	925
UNIT 08	2BR	714	1	714
UNIT 09	2BR+O	845	1	845
UNIT 10	1BR+O	630	2	1260



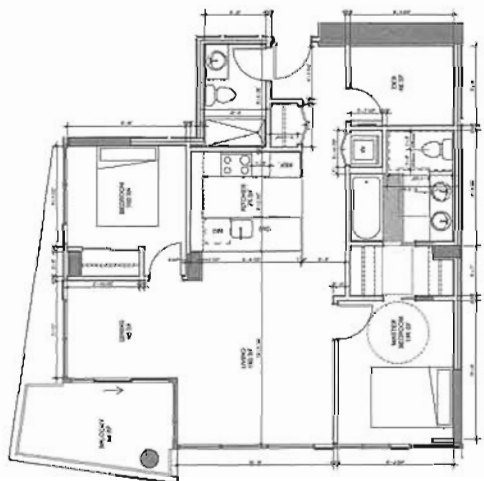
UNIT 12 - INFO
1 BEDROOM + DIN
#30 SF
14 UNITS TOTAL
L3-L10
2 MAKE AFFORDABLE ON L5 & L6



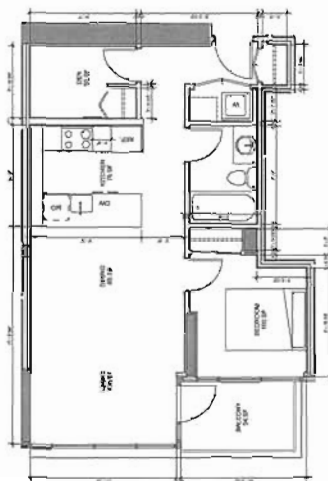
② AFFORDABLE UNIT ON
 $\frac{1}{14} = 1.0$



UNIT 08 - INFO
2 BEDROOM
71.6 SF
14 UNIT TOTAL
13 - 6.19
MADE AFFORDABLE ON L3



① AFFORDABLE PART 07
 $\frac{1}{4} \times 1-07$



③ AFFORDABLE UNIT OF



<p>  </p>	<p>  </p>
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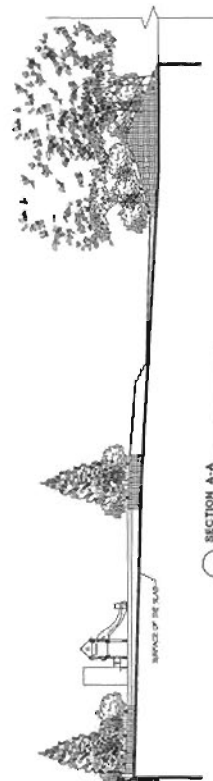
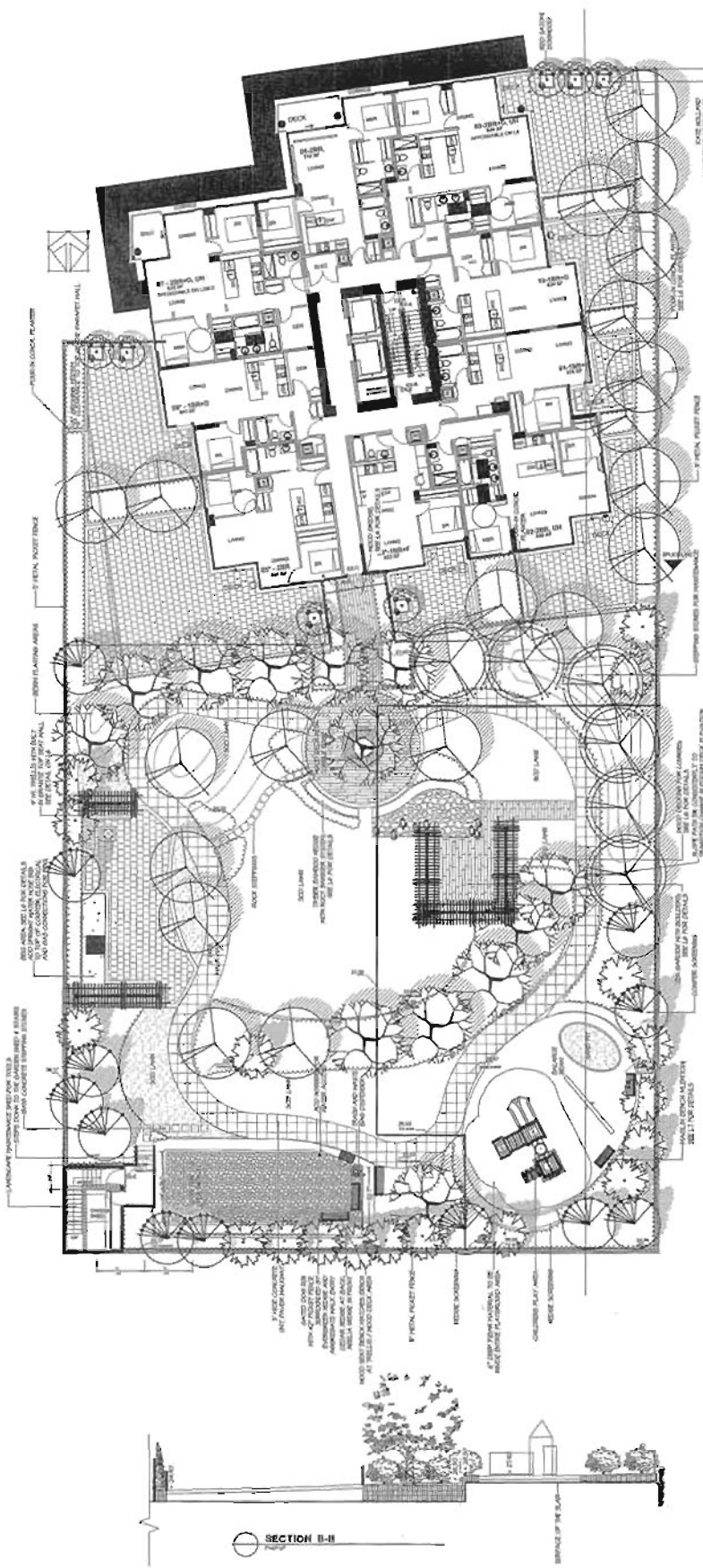
19.

M2
LANDSCAPE ARCHITECTURE

4030-281 Lorne Ave.
New Westminster, British Columbia
V3M 3L7
Tel: 604.551.0044
Fax: 604.551.0045
info@m2la.com
www.m2la.com

FEB 04 2013

12 626 36



SECTION B-B

HARMONY
8888 GRAVELLE AVE
RICHMOND, B.C.

LANDSCAPE PLAN
PODIUM DECK

DATE: 12.11.12
SCALE: 1/8" = 1'-0"
DRAWN: MCM
CHECKED: MCM
NOTED: MCM

PROJECT NUMBER: L2
SHEET: 01 OF 2
SHEET: 01 OF 2

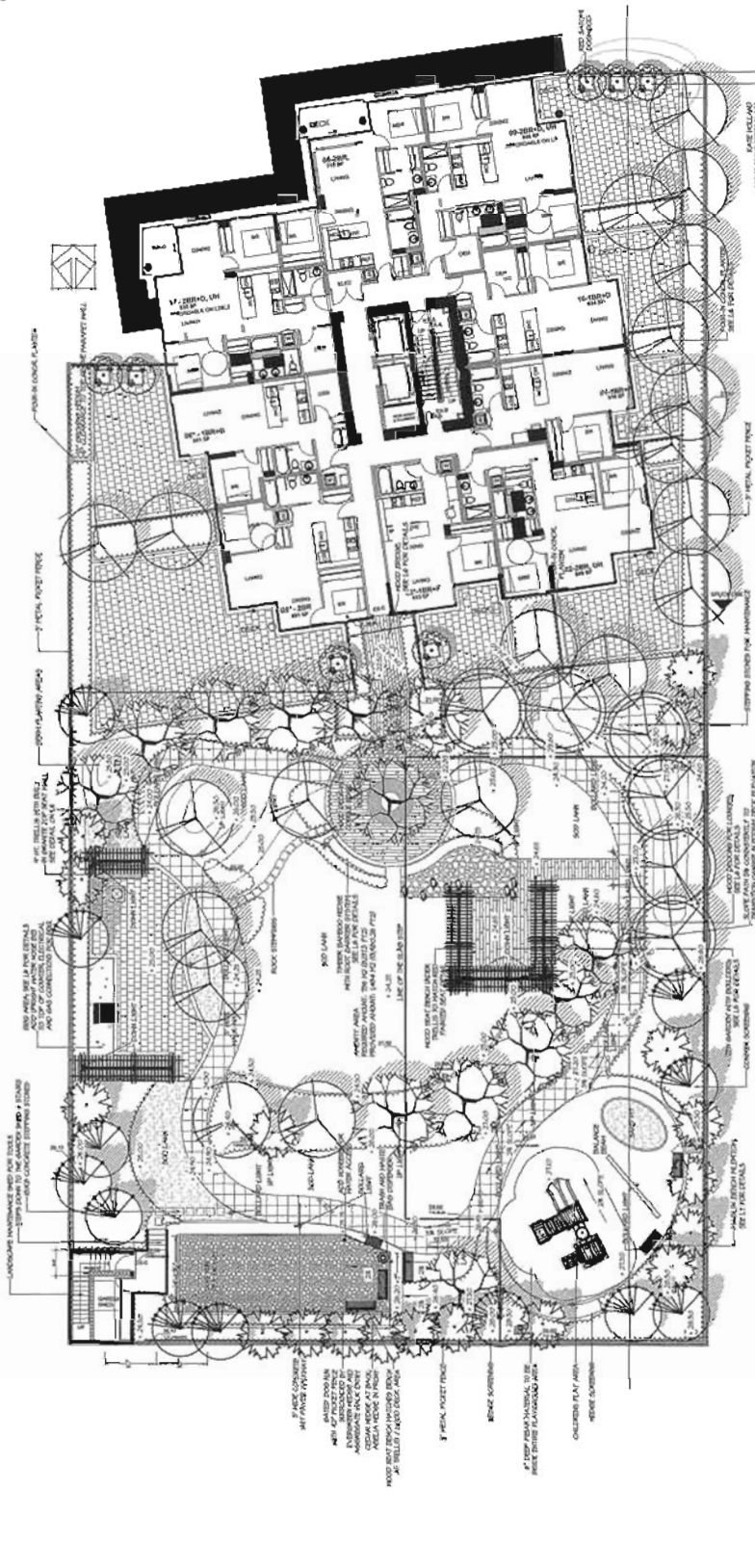


LANDSCAPE ARCHITECTURE

1220 • 25 Lorne **Mews**
New Westminster, British Columbia

1
2013
Email: office@wz216.com

20.



DATE	EXTENSION DESCRIPTION	DEL.
12	ADJUSTED DESIGN PANEL, BATHS	DEL.
13	BLANK	DEL.
14	REV. FOR ARCH. COMMENTS	DEL.
15	RE-DESIGNED FIVE CM	DEL.
16	REVISED FIVE CM	DEL.
17	REVISED FIVE CM	DEL.
18	REVISED FIVE CM	DEL.
19	REV. FOR NEW SITE PLAN	DEL.
20	REV. FOR NEW SITE PLAN	DEL.
21	REV. FOR NEW SITE PLAN	DEL.
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99	REV. FOR NEW SITE PLAN	DEL.
100	REV. FOR NEW SITE PLAN	DEL.

MARKT

HARMONY
8038 GRANVILLE AVE
RICHMOND, B.C.

READING TITLE

PODIUM DECK

DATE: 12.12.05	DRAWING NUMBER:
SCALE: 1:50	L3
DRAWING NAME:	
DESIGN NAME:	
PROJECT:	

2003	ANGELA PROJECT NUMBER
------	-----------------------

[illegible]

M2

LANDSCAPE ARCHITECTURE

92230 • 21st Lorne Meadows
New Westminster, British Columbia
Canada V3V 2K7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2p.ca

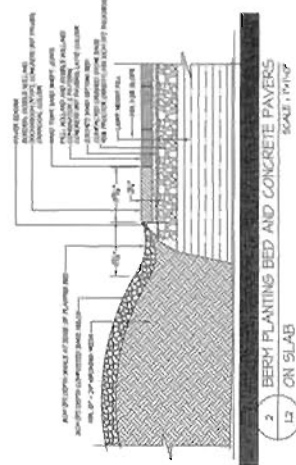
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HARMONY
8283 GRANVILLE AVE
RICHMOND, B.C.

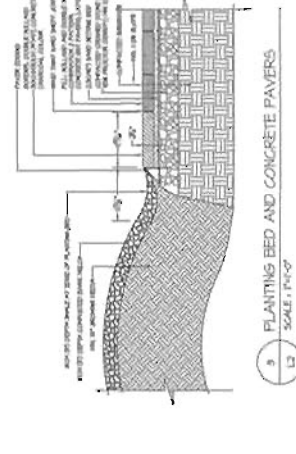
SHRUB PLAN
PODIUM DECK - SOUTH

DATE: 02-14-08	DRAWING NUMBER: 12-076	
SCHAC: P. S. 87-05	CITY: L4	
DRAWING: PFLA	CITY: PFLA	
DRAWING: PFLA	CITY: PFLA	
OWNER:	CITY: PFLA	

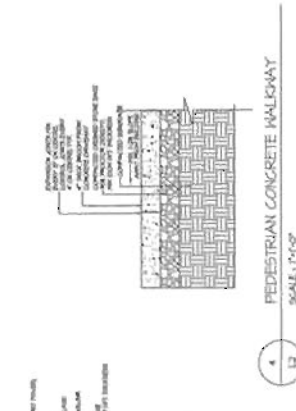
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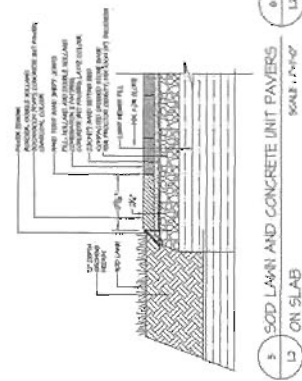
1 BERM PLANTING BED AND CONCRETE PAVERS ON SLAB
SCALE: 1/4"=1'-0"



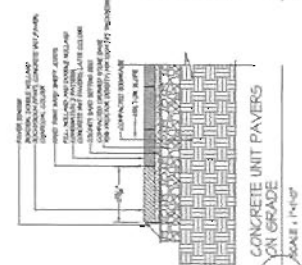
2 PLANTING BED AND CONCRETE PAVERS
SCALE: 1/4"=1'-0"



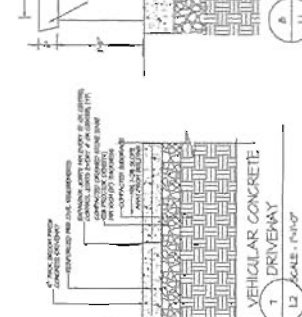
3 PEDESTRIAN CONCRETE WALKWAY
SCALE: 1/4"=1'-0"



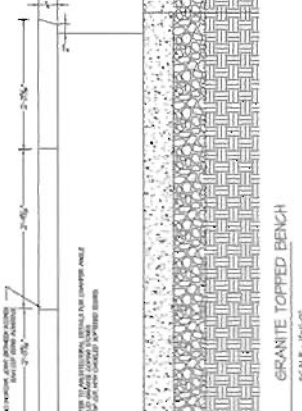
4 SOD LAWN AND CONCRETE UNIT PAVERS ON SLAB
SCALE: 1/4"=1'-0"



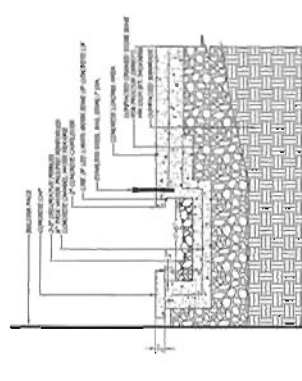
5 CONCRETE UNIT PAVERS ON GRADE
SCALE: 1/4"=1'-0"

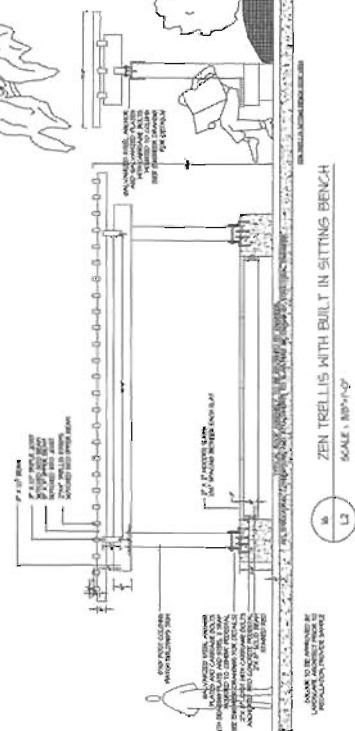
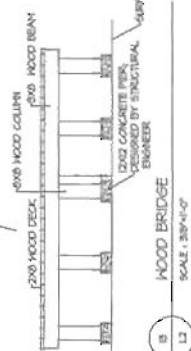
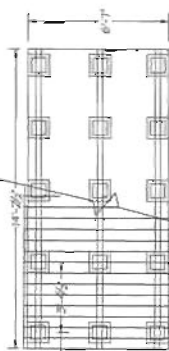
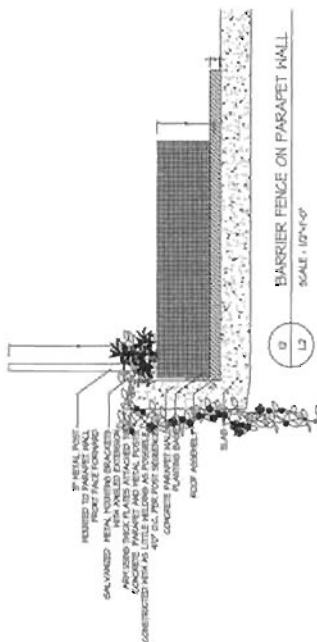
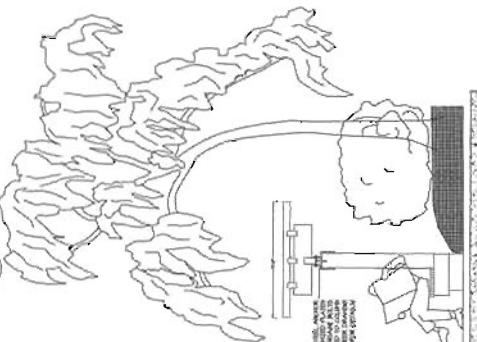
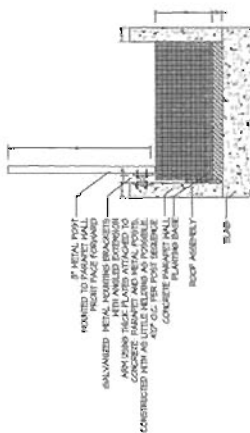
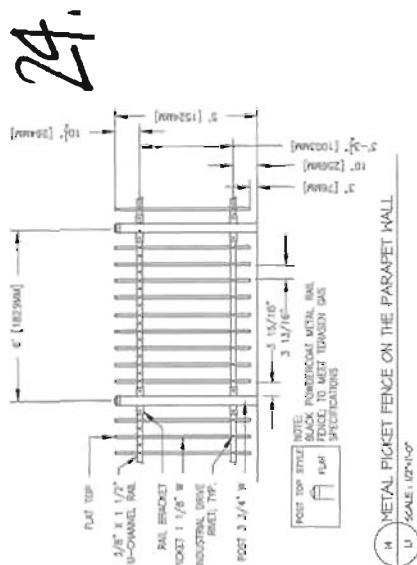


6 VEHICULAR CONCRETE DRIVEWAY
SCALE: 1/4"=1'-0"



7 GRANITE TOPPED BENCH
SCALE: 1/4"=1'-0"





№	ИЗМЕНЕНИЯ	Лист	из
№1	ИЗМЕНЕНИЕ №1	1	из 1
№2	ИЗМЕНЕНИЕ №2	2	из 2
№3	ИЗМЕНЕНИЕ №3	3	из 3
№4	ИЗМЕНЕНИЕ №4	4	из 4
№5	ИЗМЕНЕНИЕ №5	5	из 5
№6	ИЗМЕНЕНИЕ №6	6	из 6
№7	ИЗМЕНЕНИЕ №7	7	из 7
№8	ИЗМЕНЕНИЕ №8	8	из 8
№9	ИЗМЕНЕНИЕ №9	9	из 9
№10	ИЗМЕНЕНИЕ №10	10	из 10
№11	ИЗМЕНЕНИЕ №11	11	из 11
№12	ИЗМЕНЕНИЕ №12	12	из 12
№13	ИЗМЕНЕНИЕ №13	13	из 13
№14	ИЗМЕНЕНИЕ №14	14	из 14
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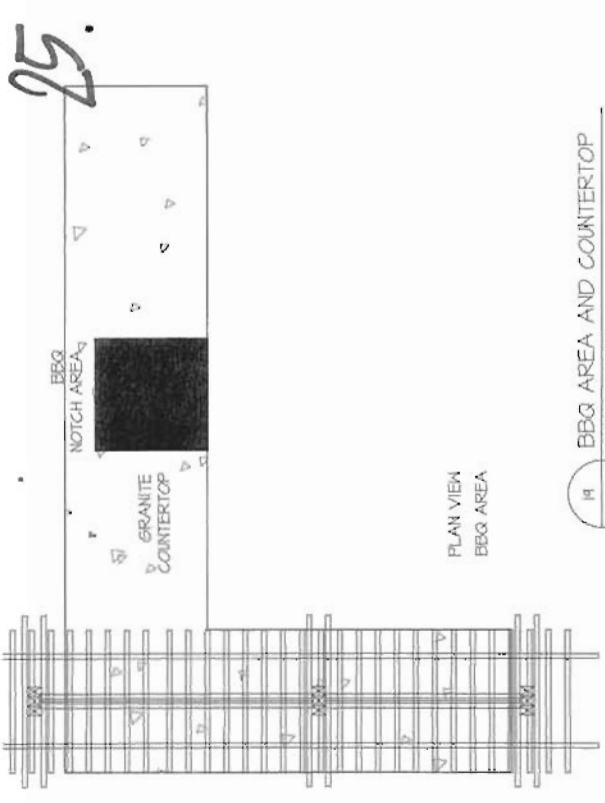
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HARMONY
1200 GRAYVILLE AVE
RICHMOND, E.C.

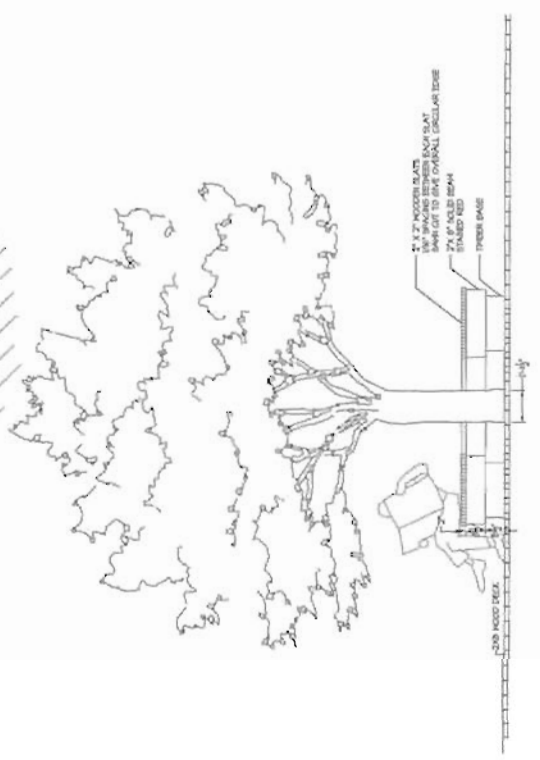
LANDSCAPE DETAILS

DATE	12 JUL 78
SCALE	1" = 100'
LOCATION	FIELD
SECTION	FIELD
CHPT	
650	47
W20-1	BRIDGE NUMBER
BRIDGE LOCATION	

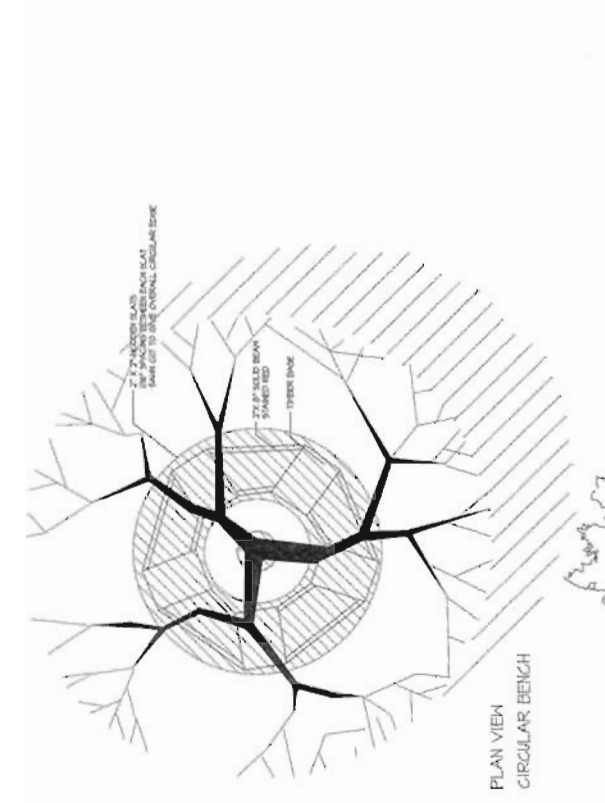
Source: *U.S. Census Bureau, 1990*



PLAN VIEW
CIRCULAR BENCH

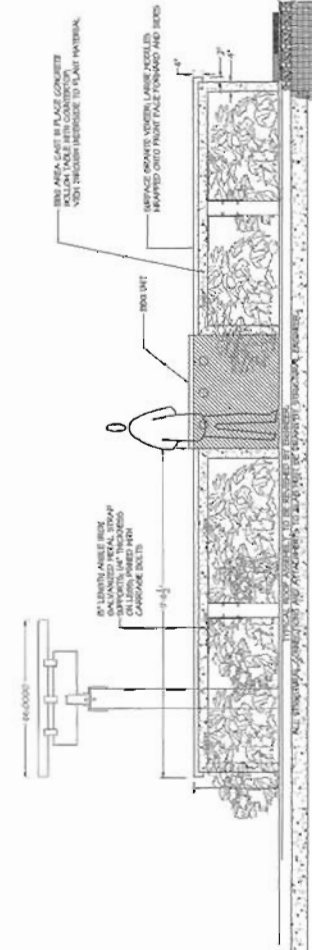
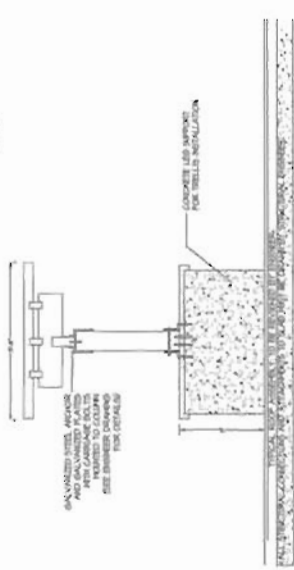


19 CIRCULAR BENCH AND TREE
SCALE: 1/4\"/>



PLAN VIEW
BBQ AREA

BBQ AREA AND COUNTERTOP
SCALE: 1/4\"/>



M2
LANDSCAPE ARCHITECTURE
#230 - 3610 Main Street
New Westminster, British Columbia
V3M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: info@m2arch.com

12 626 361

FEB 04 2013

HARMONY
688 GRANVILLE AVE
RICHMOND, BC

LANDSCAPE DETAILS

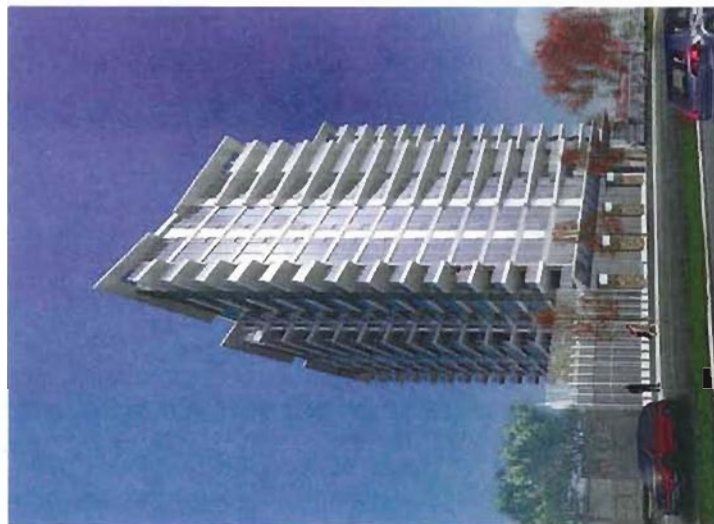
DATE: 12.11.12
SCALE: VARIOUS
DRAWN: M2A
CHECKED: M2A
DATE: 12.11.12

L8

OF 9

54-028

REFERENCE 1.



Academic Schedule	
Class	Description
ENGLISH 10	ENGLISH 10: ACADEMIC
ENGLISH 11	ENGLISH 11: ACADEMIC
ENGLISH 12	ENGLISH 12: ACADEMIC

2626361
FEB 04 2013

FEB 04 2013

RAFI ARCHITECTS INC.

[illegible]

TOWNLINE

**8280 & 8300
GRANVILLE AVE.**

RENDERINGS

[illegible]

[illegible]

PROJECTS	PERCENTAGE OF TOTAL PROJECTS	PERCENTAGE OF TOTAL PROJECTS
1. RESEARCH AND DEVELOPMENT	100%	100%
2. MANUFACTURING	100%	100%
3. MARKETING	100%	100%
4. FINANCIAL	100%	100%
5. LEGAL	100%	100%
6. GENERAL	100%	100%
7. ADMINISTRATIVE	100%	100%
8. OTHER	100%	100%

[illegible]

FIGURE 1 | **Flowchart of the study.**

FIGURE 2 | **Flowchart of the study.**

[illegible]

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361
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4P-12

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PROJECT DATA &
SITE CONTEXT

Date	10-11-2013	Page No.	11-12
Topic	10-11-2013	Page No.	11-12
Page No.	11-12	Page No.	11-12
Page No.	11-12	Page No.	11-12

REFERENCE 3.



NORTH SIDE OF GRANVILLE AVE.
 SOUTH SIDE OF GRANVILLE AVE.



① - AIRBORNE CONTEXT SITE PHOTO



8280 & 8300
 GRANVILLE AVE.

TOWNLINE

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CONTEXT PLAN
 AND PHOTO STRIP

*A102

RAFI ARCHITECTS INC.

604.438.3455
 604.438.3123
 1680 HOWE ST
 VANCOUVER BC
 V6Z 2H4 CANADA

FEB 04 2013

DF-12626361

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8280 & 8300
GRANVILLE AVE.

TRUCK TURNING PATHS

Part	Project No.	Drawing No.	"A120"
Quantity	1-12		
Unit			
Notes			
Scale			
Drawn By			
Check			
By Name			



1981

27.

[illegible]

HARMONY
12289 ORLANDVILLE AVE
RICHMOND, B.C.

ULTIMATE OFFSITE
GRANVILLE AVE

DATE:	ENTERED
SCALE:	20' = 1" = 0'
DRAWN:	PM
DESIGN:	PM
CHECK:	

DATA-00000020	2007	2007
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