



Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, March 26, 2014
3:30 p.m.

1. Minutes

Motion to adopt the minutes of the Development Permit Panel meeting held on Wednesday, February 26, 2014.

2. Development Permit 11-564405

(REDMS No. 4168251)

APPLICANT: Oris Development (River Drive) Corporation

PROPERTY LOCATION: 10011, 10111 & 10197 River Drive and portion of 10199 River Drive (formerly 10011 & 10111 River Drive and portion of 10199 River Drive)

Director's Recommendations

That the plans attached to the staff report dated March 6, 2014, from the Director, Development, involving changes to the design of building "A" (addressed as 10011 River Drive), be considered in General Compliance with Development Permit (DP 11-564405).

3. New Business

4. Date of Next Meeting: Wednesday, April 16, 2014

5. Adjournment



**Development Permit Panel
Wednesday, February 26, 2014**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Victor Wei, Director, Transportation
Mike Redpath, Senior Manager, Parks

The meeting was called to order at 3:38 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, February 12, 2014, be adopted.

CARRIED

2. Development Permit 12-605094

(File Ref. No.: DP 12-605094) (REDMS No. 4088847 v.2)

APPLICANT: Integra Architecture Inc.

PROPERTY LOCATION: 8080 Anderson Road and 8111 Granville Avenue

INTENT OF PERMIT:

1. Permit the construction of a 14-storey mixed use development with 129 affordable housing units and approximately 2,090 m² (22,500 ft²) community service space at 8080 Anderson Road and 8111 Granville Avenue on a site zoned Downtown Commercial (CDT1); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the Basic Universal Housing Features manoeuvring space at bathroom doorways as shown in the Development Permit plans;
 - (b) reduce the number of required parking spaces from 163 to 67;

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- (c) reduce the number of required class 1 bicycle storage spaces from 165 to 150; and
- (d) reduce the number of required medium-size on-site loading spaces from 2 to 1.

Applicant's Comments

Duane Siegrist, Integra Architecture, accompanied by Rebecca Colter, PMG Landscape Architects, introduced the representatives of the six non-profit societies present as well as the project's development consultant team.

With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Mr. Siegrist provided background information regarding the (i) site context, (ii) breakdown in terms of the number and location of affordable housing units in the tower to be managed by each non-profit society, and (iii) location of community service spaces in the tower which include the non-profit societies' office spaces, coffee shop for job training, community centre space and community support space.

In addition, Mr. Siegrist provided the following details:

- the proposed project design could be integrated with the future development to the west through possible extension of the proposed tower's three-storey podium form to the future development to the west;
- the architecture and landscaping of the project's Granville Avenue frontage is aligned with the commercial and public character across the street; and
- the lobby of the residential tower fronts onto Anderson Road which is primarily a residential street.

Also, Mr. Siegrist reviewed and provided details on the floor plans, sections, sustainability features of the proposed project including its LEED Silver equivalency provisions, building elevations, and building materials.

Ms. Colter reviewed the landscaping features along the Anderson Road and Granville Avenue frontages as well as on the outdoor amenity spaces on the fourth level podium roof and roof decks at the fifth, sixth, seventh and eleventh floors and highlighted the following:

- the proposed development is an infill project which will set a precedent in the block;
- there are four primary entrances at the Anderson Road frontage, including separate entries to the loading bay and parkade, the main entrance to the tower and the coffee shop entrance;
- different kinds of paving have been designated at the building entrances off Anderson Road;
- the main landscaping elements along the Granville Avenue frontage include a large landscaped boulevard, sod lawn with street trees and decorative paving;
- the passive outdoor amenity space on the fourth level podium roof can be accessed

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- from the north and south sides as well as from the small private patios to the east;
- the fifth floor roof deck has two separate outdoor areas;
 - community planters are provided on the sixth floor roof deck for residents of SUCCESS affordable housing units;
 - the seventh floor roof deck features an outdoor dining area; and
 - a small outdoor amenity area is located on the eleventh floor roof deck.

Panel Discussion

Discussion ensued regarding the need for the provision of power lines and street tree lighting along the Granville Avenue frontage of the subject development. In response to a query from the Panel, Wayne Craig, Director of Development, advised that there are no existing power lines along the Granville Avenue frontage; however, the Servicing Agreement associated with frontage improvements on the subject property allows the opportunity to review the need for the provision of power for street tree lighting.

In response to a query from the Panel, Mr. Siegrist commented that based on the positive experience of non-profit societies regarding the provision of urban agriculture in affordable housing projects, he is of the opinion that the community planters on the sixth floor roof deck of the subject development will be utilized by the residents of SUCCESS-managed affordable housing units.

In response to queries from the Panel regarding the basis for the proposed large reduction of required parking spaces, Mr. Siegrist stated that (i) the target residents lack the potential for car ownership as they are basically in need of affordable housing, (ii) based on his experience working with senior care complexes and non-profit societies, the ratio of required parking spaces relative to the number of senior residents is approximately one-third to one-quarter, (iii) the requested parking variance is supported by a traffic impact and parking study conducted by the applicant's traffic consultant, (iv) the parking study considered the experience of a similar facility in Richmond, and (v) majority of target residents use public transit.

In response to a further query from the Panel, Mr. Siegrist reviewed the details of the weather protection canopies along Anderson Road and Granville Avenue, noting that the large canopy at the lobby on Anderson Road extends approximately nine feet from the building façade.

In response to a further query from the Panel, Mr. Siegrist commented that the provision of separate loading and parking entries along Anderson Road were based on safety considerations for parkade users and the different height requirement for the loading space. Also, he stated that architectural and landscaping treatments are being proposed to mitigate the dominance of the loading and parking entries on the building façade along Anderson Road.

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In response to a query from the Panel, Ms. Colter reviewed the details of the landscaping treatment and site furnishings along the Granville Avenue frontage.

Discussion ensued between the applicant and the Panel on building signage and it was suggested that (i) the applicant review the design and location of the signage and (ii) the applicant develop cohesive signage guidelines for the proposed development, including materials, type, font size and location prior to the Development Permit advancing to Council.

Staff Comments

Mr. Craig commented that in addition to the requested parking and loading spaces variances, the applicant is also requesting to reduce the Basic Universal Housing Features manoeuvring space at bathroom doorways as shown in the Development Permit plans. He noted that the applicant has demonstrated that the residential units are wheelchair accessible and that the subject development permit application was submitted prior to the inclusion of additional manoeuvring space requirements in the Zoning Bylaw.

Mr. Craig also advised that (i) 5% of total parking spaces will have electric vehicle (EV) charging stations, (ii) an additional 20 % of total parking spaces will be pre-ducted for future installation of EV charging stations, (iii) the proposed development meets the OCP standards for aircraft noise mitigation, and (iv) the City will incorporate public art in the proposed development.

In response to a query from the Panel, Mr. Craig stated that as per confirmation by the project architect, the residential units are wheelchair accessible.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed support for the application and noted (i) the significant details provided in the presentation of the project, (ii) the rationale for the requested parking variance, and (iii) the benefits that the project would bring to the City.

Also, the Panel directed staff to work with the applicant to formulate a package of signage guidelines for the proposed development in terms of the sizes, fonts, materials type and locations of the signage in order for the applicant to develop a logical and cohesive signage design.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of a 14-storey mixed use development with 129 affordable housing units and approximately 2,090 m² (22,500 ft²) community service space at 8080 Anderson Road and 8111 Granville Avenue on a site zoned Downtown Commercial (CDT1); and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the Basic Universal Housing Features manoeuvring space at bathroom doorways as shown in the Development Permit plans;*
 - (b) *reduce the number of required parking spaces from 163 to 67;*
 - (c) *reduce the number of required class 1 bicycle storage spaces from 165 to 150; and*
 - (d) *reduce the number of required medium-size on-site loading spaces from 2 to 1; and*

staff to work with the applicant to formulate a package of signage guidelines for the subject development in order for the applicant to develop a cohesive signage design.

CARRIED

3. Development Permit 12-612510

(File Ref. No.: DP 12-612510) (REDMS No. 4147318)

APPLICANT: Polygon Development 192 Ltd.

PROPERTY LOCATION: 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road

INTENT OF PERMIT: Permit the construction of a three-phase, residential development containing 528 dwellings units at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road on a site zoned "High Rise Apartment (ZHR12) Capstan Village (City Centre)".

Applicant's Comments

Chris Ho, Polygon Homes, accompanied by Gwyn Vose, IBI/HB Architects, and Jennifer Stamp, Durante Kreuk Architects, introduced the project and gave a brief overview of the site context.

Mr. Vose reviewed the siting and architectural form and character of the three towers, the two mid-rise buildings, the amenity building, the residential townhouses, and the landscaped roof decks and highlighted the following:

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- the western tower has a unique “flat-iron” expression;
- the central tower has a square and compact form;
- the eastern tower terraces down towards the north;
- residential townhouses wrap around the eastern, southern and western edges of the property;
- the large landscaped podium rooftop at the north side rises eastward towards the amenity structure; and
- the four storey amenity building at the northwest corner provides direct access to the large outdoor deck and rooftop.

In reply to a query from the Panel, Mr. Ho confirmed that the mid-rise forms accommodate the density bonus granted to the project and provide a strong urban edge to the proposed large City park.

Ms. Stamp reviewed the landscaping scheme for the project which include, among others, the (i) landscaped open spaces adjacent to the building entries, (ii) raised patios fronting the townhouses, (iii) mid-block public pathway fronting the townhouses along the east side of the development, and (iv) planting of various species of trees at the north side of the development’s parking podium which fronts onto a strip mall.

Also, Ms. Stamp reviewed the proposed amenities on the rooftop outdoor space on the parking podium and noted that the pedestrian pathways are barrier-free.

In response to a query from the Panel, Mr. Ho reviewed the possible pedestrian routes from the main entries to the development to the existing Aberdeen Canada Line station and to the future Capstan Canada Line station.

In response to a further query from the Panel, Ms. Stamp advised that the applicant is currently in discussion with Engineering regarding the surface treatment on the proposed crosswalk at the northeast side of the future diagonal road. Mr. Ho added that the public art to be located at the proposed park will be integrated with the entry plaza across.

Staff Comments

Mr. Craig stated that the applicant will contribute funding towards the construction of the future Capstan Canada Line station secured through rezoning. In addition, he provided the following information:

- Transportation Demand Management measures include (i) special crosswalk across Cambie Road, (ii) improvements of the Hazelbridge Way frontage along the proposed park, (iii) provision of Electric Vehicle (EV) charging stations in 20% of parking stalls, and (iv) pre-ducting of additional 25% of parking stalls for future installation of EV charging stations;
- 80 residential units or approximately 15% of total units are Basic Universal Housing (BUH) units; and

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- the development proposal is (i) District Energy Utility (DEU) ready, (ii) designed to meet LEED Silver equivalency, and (iii) meets the OCP standards for aircraft noise mitigation.

Correspondence

None.

Gallery Comments

Sandra Melin, 8420 Cambie Road, expressed concern regarding the current traffic congestion along Cambie Road and the hazards of making left turns onto Brown Road. She queried whether installation of traffic lights is being considered at the intersection.

In response to the query, Suzanne Carter-Huffman, Senior Planner-Urban Design, advised that as per the comprehensive traffic impact analysis done at the rezoning stage, the developer had committed to provide traffic signal upgrades in a number of intersections in the area via a Servicing Agreement. In addition, Ms. Carter-Huffman commented that the proposed special pedestrian crossing across Cambie Road will be illuminated.

Ms. Melin further commented on the necessity of installing traffic lights at the Cambie Road and Brown Road intersection where vehicles are making left turns onto Brown Road to access the entrance to Richmond Funeral Home.

In response to the comment, Ms. Huffman stated that the exact locations for the traffic signal upgrades have not yet been determined; however, the City will look into Ms. Melin's concern. Also, Ms. Huffman advised that Ms. Melin contact City staff to further discuss the matter.

Panel Discussion

The Panel expressed support for the project, noting that it is a unique and well thought out project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a three-phase, residential development containing 528 dwellings units at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road on a site zoned "High Rise Apartment (ZHR12) Capstan Village (City Centre)".

CARRIED

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4. **Development Permit DP 13-627880**

(File Ref. No.: DP 13-627880) (REDMS No. 3945273 v.3)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 7451 and 7471 No. 4 Road, a No Access Property on General Currie Road, and a Lane to be Closed

INTENT OF PERMIT:

1. Permit the construction of a 20 unit townhouse complex at 7451 and 7471 No. 4 Road, a No Access Property on General Currie Road, and a Lane to be Closed on a site zoned "Medium Density Townhouses (RTM3)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the percentage of parking stalls provided in a tandem arrangement from 50 percent to 70 percent.

Applicant's Comments

Matthew Cheng, Matthew Cheng Architect Inc., reviewed the site context, building setbacks, proposed road improvements and the architectural form and character of the buildings. In addition, Mr. Cheng provided the following information:

- the permissible Floor Area Ratio (FAR) for the project is 0.70, and the applicant is proposing 0.693 FAR;
- the proposed building heights and massing along No. 4 Road and General Currie Road conform to the area plan guidelines;
- the townhouse units are clustered in two and three unit building clusters to respect the neighbouring properties;
- the visitor accessible parking is located adjacent to the proposed convertible unit in Building B;
- the outdoor amenity space faces the proposed driveway which is accessed from the proposed extension of General Currie Road; and
- improvements are proposed to the outdoor amenity space, the base of the buildings, and lay-out of washrooms as per recommendation of the Advisory Design Panel.

Rebecca Colter, PMG Landscape Architects, gave an overview of the landscaping scheme and provided the following information:

- the outdoor amenity space provides a focal point in the proposed development;
- permeable pavers will be installed at the site entrance, outdoor amenity space, visitor parking stalls, pedestrian walkway and other sections of the internal drive aisle;
- each townhouse unit will have its own private outdoor space; and
- the proposed planting along the street frontages provides a modern landscaping

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character.

Panel Discussion

In response to queries from the Panel, Ms. Colter stated that children can access the children's play area through the driveway edge marked with permeable pavers to indicate that it is an interior pedestrian walkway. Also, Ms. Colter noted the limited space available for play equipment; however, the proposed play equipment has play value.

The Panel expressed concern regarding the "mini-storage" appearance of the row of four single garage doors on the south elevation of Building A, to which the applicant responded by suggesting that (i) further design development can be made on the garage doors, and (ii) lighting fixtures be installed on the exterior wall of the garages. Also, the applicant mentioned the upright planting and ground covers in between the individual garage doors which are not shown in the elevation.

In response to queries from the Panel, Mr. Cheng advised that (i) the 2 ½ storey building to the south of the proposed development will not shadow the outdoor amenity area, and (ii) the proposed redesign of the garage doors will result in the provision of an indoor handicapped parking stall.

Staff Comments

Mr. Craig advised that the project's landscaping plan includes an agricultural buffer on the east side which was reviewed and supported by the Agricultural Advisory Committee. In addition, Mr. Craig stated that (i) two street trees will be retained along the No. 4 Road frontage as part of the Servicing Agreement, and (ii) a large hedge planting along the south property line is proposed to provide separation from the adjacent townhouse development to the south of the subject site.

Also, Mr. Craig noted that the requested tandem parking variance will provide an additional 12 resident parking spaces beyond the Bylaw requirement.

Correspondence

None.

Gallery Comments

John Doughty, 6404 Meadow Place, Delta queried whether General Currie Road will be developed right through No. 4 Road. In response to the query, Mr. Craig advised that a two-way half road will be constructed along a portion of General Currie Road between LeChow Street and No. 4 Road fronting the subject development. Also, Mr. Craig noted that currently, there are development proposals which will open up a portion of General Currie Road between Ash and Bridge Streets.

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In response to a further query, Mr. Craig advised that over time, General Currie Road will connect from Ash Street to No. 4 Road.

In response to a further query, staff advised that traffic improvement measures are being proposed as per development proposals on Bridge Street and No. 4 Road and over time, a traffic light may be installed at the General Currie Road and No. 4 Road intersection if warranted by the traffic volume in the area.

A Richmond resident, with the aid of an interpreter, queried regarding the proposal for a lane closure on the subject site. In response to the query, Mr. Cheng pointed out the proposed road improvements.

A resident of 7511 No. 4 Road queried on the extent of the separation between the subject development and the adjacent townhouse development to the south.

In reply to the query, Mr. Craig advised that (i) the buildings on the south side of the proposed development have a minimum of three meters setback from the south property line, (ii) a six foot high wood fence is proposed along the south property line, and (iii) a ten-foot hedge planting is proposed between the property line and the building face. In addition, Mr. Craig noted that the adjacent townhouse buildings to the south of the subject development have setbacks ranging from three to five meters from their own property line.

Panel Discussion

The Panel noted the positive design features of the proposed development such as the treatment of the end units; however, the Panel reiterated the necessity for the applicant to make a thorough redesign of the row of garage doors in all of the buildings..

In response to the comments of the Panel, Mr. Cheng expressed willingness to work with staff in the redesign of the garage doors prior to the Development Permit being forwarded to Council.

Panel Decision

It was moved and seconded

That a Development Permit which would:

- 1. permit the construction of a 20 unit townhouse complex at 7451 and 7471 No. 4 Road, a No Access Property on General Currie Road, and a Lane to be Closed on a site zoned "Medium Density Townhouses (RTM3)"; and***
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to increase the percentage of parking stalls provided in a tandem arrangement from 50 percent to 70 percent;***

be issued on the condition that the applicant meet with City staff to (i) review and make a thorough redesign of the row of garage doors in all buildings, and (ii) re-examine the play value of the proposed play equipment in order to incorporate suitable play equipment on the children's play area.

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CARRIED

5. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled for Wednesday, March 12, 2014, be cancelled.

CARRIED

6. Date Of Next Meeting: Wednesday, March 26, 2014 (tentative)

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:33 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, February 26, 2014.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: March 6, 2014

From: Wayne Craig
Director of Development

File: DP 11-564405

Re: **Application by Oris Development (River Drive) Corporation for a General Compliance Ruling at 10011, 10111 & 10197 River Drive and portion of 10199 River Drive (formerly 10011 & 10111 River Drive and portion of 10199 River Drive)**

Staff Recommendation

1. That the attached plans involving changes to the design of building "A" (addressed as 10011 River Drive) be considered in General Compliance with Development Permit (DP 11-564405).


Wayne Craig
Director of Development

SB:blg

Att.

Staff Report

Origin

Oris Development (River Drive) Corporation has requested a General Compliance Ruling regarding Development Permit DP 11-564405 for proposed development at 10011, 10111 & 10197 River Drive and portion of 10199 River Drive (formerly 10011 & 10111 River Drive and portion of 10199 River Drive) (**Attachment 1**), which was endorsed by the Development Permit Panel at its meeting held on April 11, 2012 and approved by Council on July 24, 2012.

Copies of the relevant approved plans (**Attachment 2**) and the plans outlining proposed changes (**Attachment 3**) are attached to this report.

Findings of Fact

Background

The approved Development Permit (DP 11-564405) includes seven (7) buildings identified as buildings “A” through “G” as Phase 1 of a larger multi-phase development (**Attachment 2**).

In conformance with the approved Development Permit, building permits have been issued for the parking structure and four (4) of the seven (7) buildings at 10033, 10119, 10133 and 10155 River Drive.

As part of the approved rezoning (RZ 07-380169) and Development Permit, mixed-use building “A” (now addressed as 10011 River Drive) included two (2) levels of commercial/office space at the west end of the building and 67 affordable housing units in four (4) levels of residential apartments at the east end of the building. The provision of the affordable housing units was secured through the rezoning. Subsequent to the rezoning and Development Permit approval, a Zoning Text Amendment (ZT 12-611282) was approved, removing the requirement to provide affordable housing units on the site and securing a cash contribution to the City’s capital affordable housing reserve fund to facilitate the construction of affordable housing special development circumstance projects elsewhere within Richmond.

As a result of the approved zoning text amendment, revisions to the design of building “A” (10011 River Drive) are proposed to decrease the number of residential units from 67 to 56 and other minor modifications while reflecting the character of the development. Building “A” will be strata-titled along with the other buildings on the site.

Staff Comments

Building Design

The main changes to the approved Development Permit include the following proposed design modifications to the exterior facades of building “A”:

- The height of the two-storey commercial component of the building is lowered by 2.3 m.
- The canopy area is increased at the west commercial area fronting onto River Drive and red metal clad columns are introduced to reflect the design of adjacent mixed use building “B”.

- The building articulation is enhanced by widening the vertical bays of recessed balconies and simplified architectural framing of the building volumes.
- The length of the River Drive building facade is mitigated and the residential entry is enhanced by introducing a recessed bay with red fibre cement panels. The panel system with aluminum trim matches the treatment of adjacent buildings “E” and “F”.

The proposed building footprint and elevations include shifted recessed and projecting building bays to accommodate wider balconies and building articulation in a manner that is consistent with the overall architectural form and character approach of the approved design for other buildings in the development.

Landscape Design

The landscape design remains largely unchanged, with the exception of minor localized changes to accommodate wheelchair ramps connecting the River Drive sidewalk to the commercial and residential entry lobbies to the building and required hydro equipment.

Accessible Housing

The approved Development Permit includes all residential units in the overall development incorporating aging in place features to accommodate mobility constraints associated with aging. These features include provisions for ease of use throughout the unit relating to manoeuvring clearances, easy to use hardware, and solid blocking in washroom walls to facilitate future grab bar installation for toilets, bathtubs and showers.

Analysis

The proposed changes to the mixed-use building are within the scope of the General Compliance Guidelines as adopted by Council.

Conclusions

Oris Development (River Drive) Corporation has requested a General Compliance Ruling on the approved mixed-use development project at 10011, 10111 & 10197 River Drive and portion of 10199 River Drive (formerly 10011 & 10111 River Drive and portion of 10199 River Drive) to modify the architectural plans for building “A” (addressed as 10011 River Drive). The proposed modification is within the scope of the General Compliance Guidelines as adopted by Council. Staff have no objection to the proposed revisions. Staff recommends support of this General Compliance request for the proposed changes to the approved Development Permit.

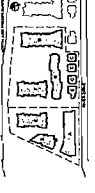


Sara Badyal
Planner 2
(604-276-4282)

SB:blg

- Att. 1 Location Map
- Att. 2 Copies of relevant approved Development Permit plans
- Att. 3 Proposed new Development Permit plan

KEY PLAN

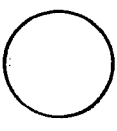


- OPTED PRINCIPLES**
- Site features planned phase to walk, complete, and use the site as a whole.
 - Provide a mix of building heights to create a sense of scale and variety.
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Approved DP Plan 11

11

MAR 1 2 2012



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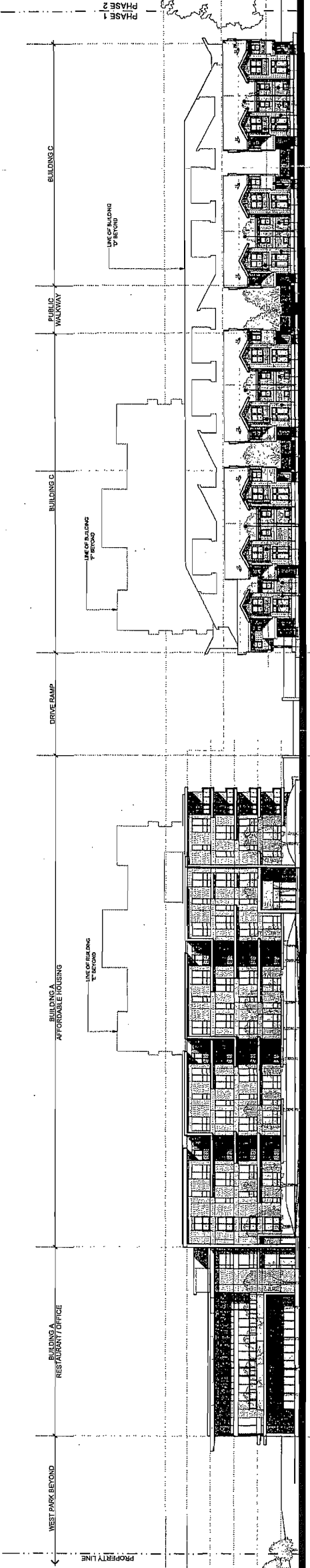
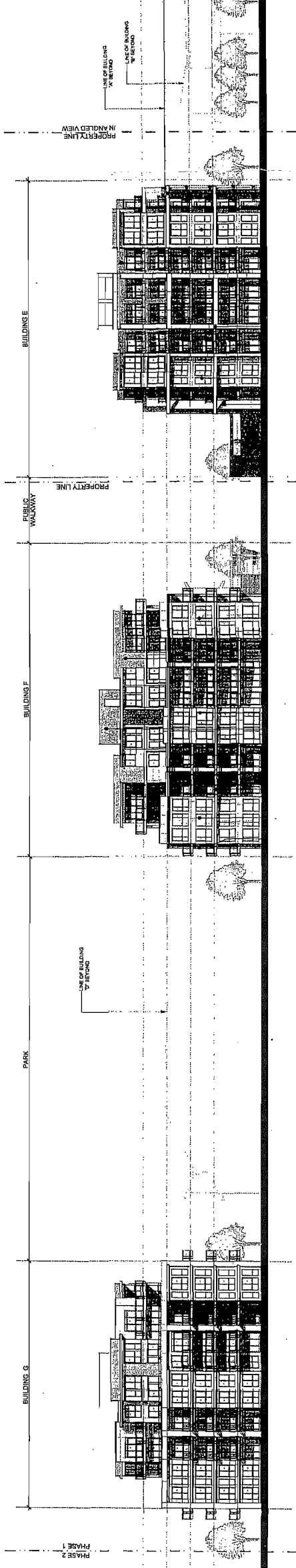
PARC RIVIERA
Mixed-Use Development
10071-10211 River Drive &
10071-10211 River Drive
Richmond, B.C.

DAVA Development Ltd.
(River Drive) Corp.
Oris Consulting
(River Drive) Corp.

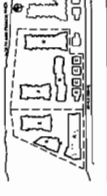
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SITE ELEVATIONS

A-301 F -



KEY PLAN



LEGEND
1 A COLOUR
MATERIAL

NOTE
1. FINISHES AND MATERIALS SHOWN ARE APPROXIMATIVE AND SUBJECT TO CHANGE WITHOUT NOTICE.
2. FINISHES AND MATERIALS TO BE DETERMINED BY THE ARCHITECT AT THE TIME OF THE CONTRACT.

MATERIAL LIST
1 FIBER CONCRETE BOARD (EXTERIOR)
2 ARCHITECTURAL CONCRETE
3 GALVALUME METAL SIDING
4 STONEFRONT GLAZING
5 ALUMINUM FRAMED GLAZING
6 METAL CLAD WIND WINDOWS
7 ARCHITECTURAL ASPHALT SHINGLES
8 STANDING SEAM METAL ROOF/PANE
9 SPANED CEDAR WOOD
10 PAINTED WOOD
11 BRICK METAL PANEL
12 PENCIL POINT PANEL
13 GLAZED RAILING
14 SPIT FACE CONCRETE BLOCK
15 METAL CANOPY
16 HD DENSITY POLYETHYLENE PIPE
17 PAINTED METAL PANDA
18 ALUMINUM RAILING
19 PAINTED STRUCTURE
20 SPIT FACED CONCRETE BLOCK
21 PAINTED WOOD PANDA
22 SPOTT

COLOUR LIST
A WOOD GRAY PAKE WHITE
B BLACK
C 25% BLACK NIGHT
D 50% BLACK NIGHT
E 75% BLACK NIGHT
F 100% BLACK NIGHT
G TAUSE (PETER CHRISTENSEN)
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PARC RIVIERA
Architectural Development
10071-10311 River Drive &
Riviera North
Riviera, B.C.
DAVA Development Ltd.
Oris Consulting
(River Drive) Corp.

PROJECT
NO. 10071-10311 RIVER DRIVE & RIVIERA NORTH
RIVIERA, B.C.
DATE: 10/11/11
SCALE: 1/8" = 1'-0"
DRAWN: J. HARRIS
CHECKED: J. HARRIS
DATE: 10/11/11
PROJECT NO. 10071-10311 RIVER DRIVE & RIVIERA NORTH
RIVIERA, B.C.

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PROJECT NO. 10071-10311 RIVER DRIVE & RIVIERA NORTH
RIVIERA, B.C.

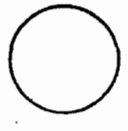
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PROJECT NO. 10071-10311 RIVER DRIVE & RIVIERA NORTH
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RIVIERA, B.C.

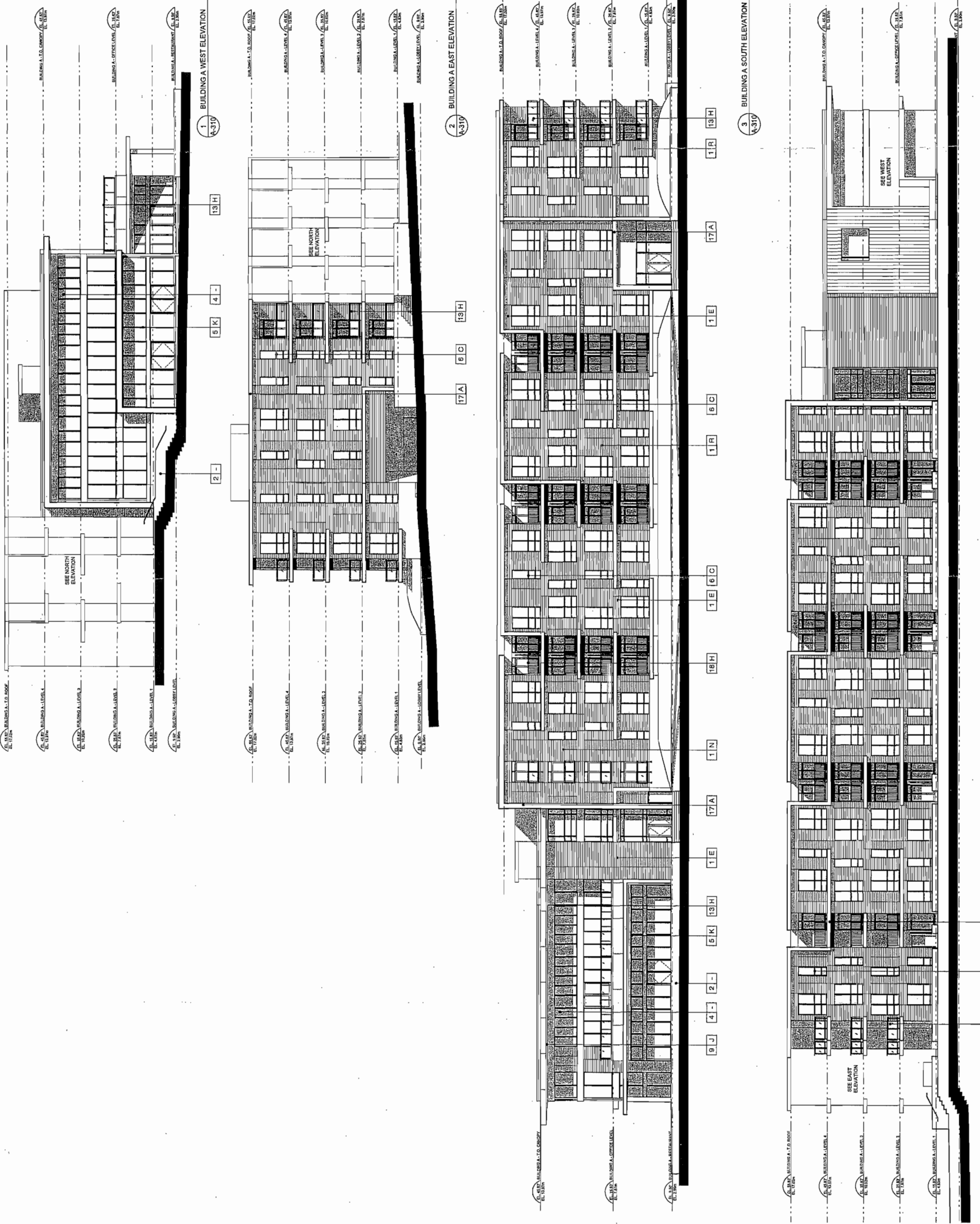
12

Approved DP Plan 12

MAR 12 2012



D-11564405



A-310 F

BUILDING A NORTH ELEVATION

SEE WEST ELEVATION

SEE EAST ELEVATION

SEE SOUTH ELEVATION

SEE WEST ELEVATION

SEE EAST ELEVATION

SEE SOUTH ELEVATION

SEE WEST ELEVATION

SEE EAST ELEVATION

SEE SOUTH ELEVATION



DATE: 03/06/14
 DRAWN BY: MJP
 CHECKED BY: MJP
 SCALE: 1/8" = 1'-0"
 SHEET: 302
 OF: 302
 PROJECT: PARC RIVIERA
 SITE ELEVATIONS

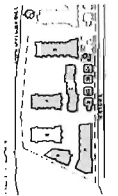
Proposed Plan 11a
 To supplement Plan 11
 with revised River Drive
 streetscape only

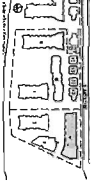


BUILDING A
 REVISED
 ELEVATION

[BUILDING C]
 [NO CHANGE]

1 SITE ELEVATION
 302 ALONG RIVER DRIVE





LEGEND

1 A	COLOUR
1 A	MATERIAL

NOTE

1. MATERIALS LISTED ARE TO BE USED UNLESS OTHERWISE NOTED. MATERIALS TO BE USED SHALL BE OF THE QUALITY AND TYPE SPECIFIED IN THE MATERIALS LIST.

MATERIAL LIST

1. FIBRE CONCRETE PANEL SIDING W/ IMPREGIANT
2. 1/2" FIBRE CONCRETE LAP SIDING W/ IMPREGIANT
3. INTERIOR TRIMWOOD WALL
4. FRANKLIN PANEL
5. POLYURETHANE CONCRETE
6. UNPAINTED METAL SIDING
7. METAL WINDOWS
8. PAINTED FINISH GRADE WOOD
9. BLANDED PAINTING
10. ALUMINUM PAINTING
11. PAINTED WOOD FINISH
12. PRE-FINISHED METAL FLASHING
13. ALUMINUM CLUTTERS & BARS W/ METAL FINISH
14. EXPOSED METAL FINISHING CONNECTION
15. PATIOM BRANDED METAL TRIM W/ METAL FINISH
16. FIBRE CONCRETE BOARD SIDING
17. POLYURETHANE

COLOR LIST

- A. CHARCOAL GREY
- B. BROWN GREY
- C. DARK GREY
- D. LIGHT GREY
- E. FIBRE CONCRETE SIDING
- F. POLYURETHANE
- G. POLYURETHANE
- H. POLYURETHANE
- I. POLYURETHANE
- J. POLYURETHANE
- K. POLYURETHANE
- L. POLYURETHANE
- M. POLYURETHANE
- N. POLYURETHANE
- O. POLYURETHANE
- P. POLYURETHANE
- Q. POLYURETHANE
- R. POLYURETHANE

Proposed
To replace Plan 12 with
revised elevations for
Building A only

Plan 12
Mar 6, 2014
DP 11-564405



1001-1310 NO. 3 ROAD, SCARBOROUGH, ON M1H 1A7
416-291-1111
www.cotterarchitects.com



PARC RIVIERA
A COMMUNITY DEVELOPMENT
PROJECT
1001 & 1011 River Drive
Scarborough, ON

CLIENT
PARC RIVIERA
PROJECTS INC.

DATE
NO. 11-14
SCALE
DATE
NO. 11-14

PROJECT
BUILDING A
ELEVATIONS

PROJECT NO. 11-14
DATE: 11-14
SCALE: 1/8" = 1'-0"

PROJECT NO. 11-14
DATE: 11-14
SCALE: 1/8" = 1'-0"

PROJECT NO. 11-14
DATE: 11-14
SCALE: 1/8" = 1'-0"

PROJECT NO. 11-14
DATE: 11-14
SCALE: 1/8" = 1'-0"

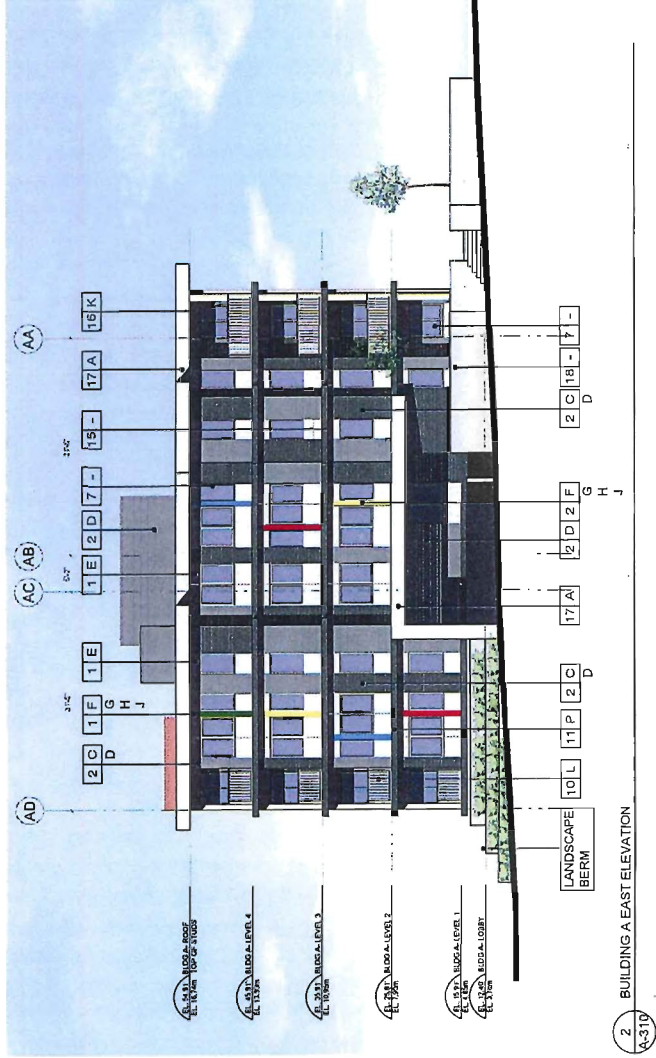
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DATE: 11-14
SCALE: 1/8" = 1'-0"

PROJECT NO. 11-14
DATE: 11-14
SCALE: 1/8" = 1'-0"

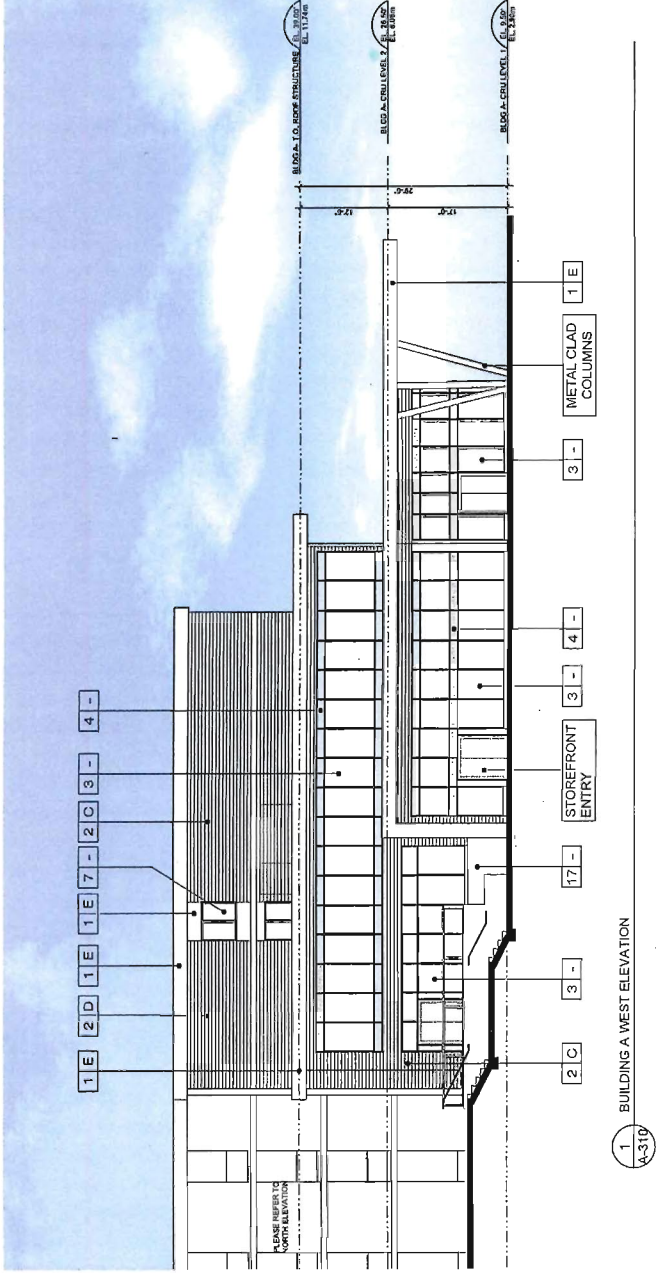
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DATE: 11-14
SCALE: 1/8" = 1'-0"

PROJECT NO. 11-14
DATE: 11-14
SCALE: 1/8" = 1'-0"

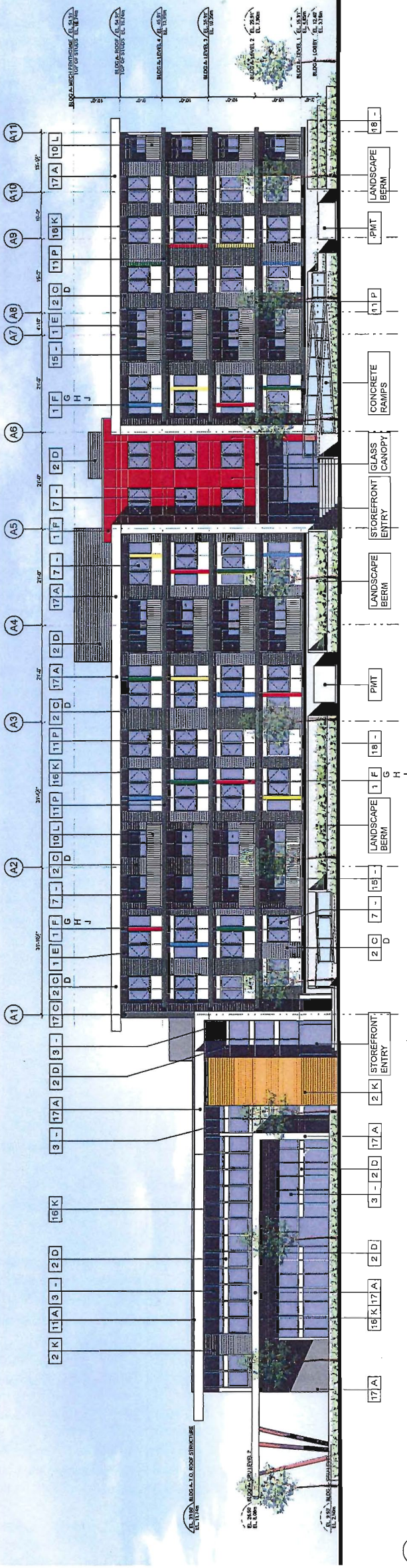
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DATE: 11-14
SCALE: 1/8" = 1'-0"



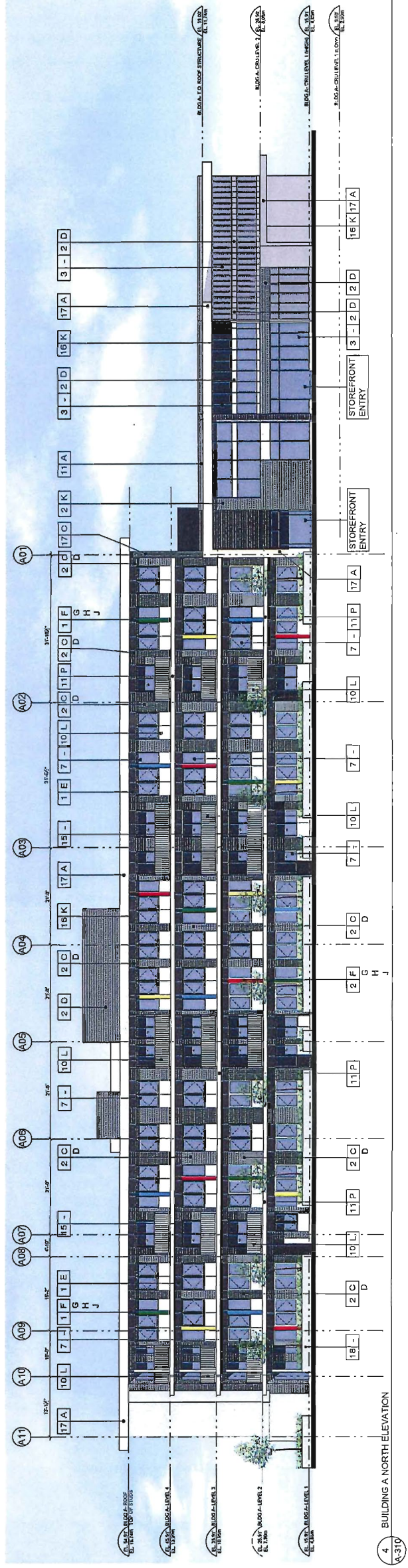
2 BUILDING A EAST ELEVATION
A-310



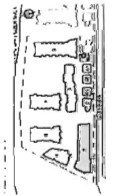
1 BUILDING A WEST ELEVATION
A-310



3 BUILDING A SOUTH ELEVATION
A-310



4 BUILDING A NORTH ELEVATION
A-310



Reference Plan
Proposed
Revised Building A floor plans

Reference Plan
Mar 6, 2014
DP 11-564405



PARC RIVIERA
Mixed-Use Development
10011 & 10111 River Drive
Richmond BC

**PARC RIVIERA
PROJECTS INC.**

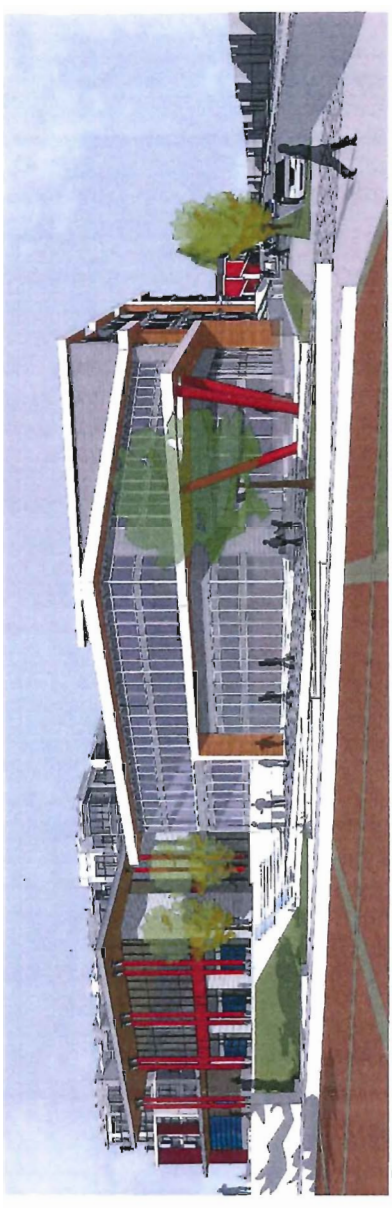
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DRAWN BY: _____
CHECKED BY: _____
SCALE: 1/8" = 1'-0"

PROJECT: BUILDING A
PROPOSED OPTIONS
SKETCHES

A-001 A



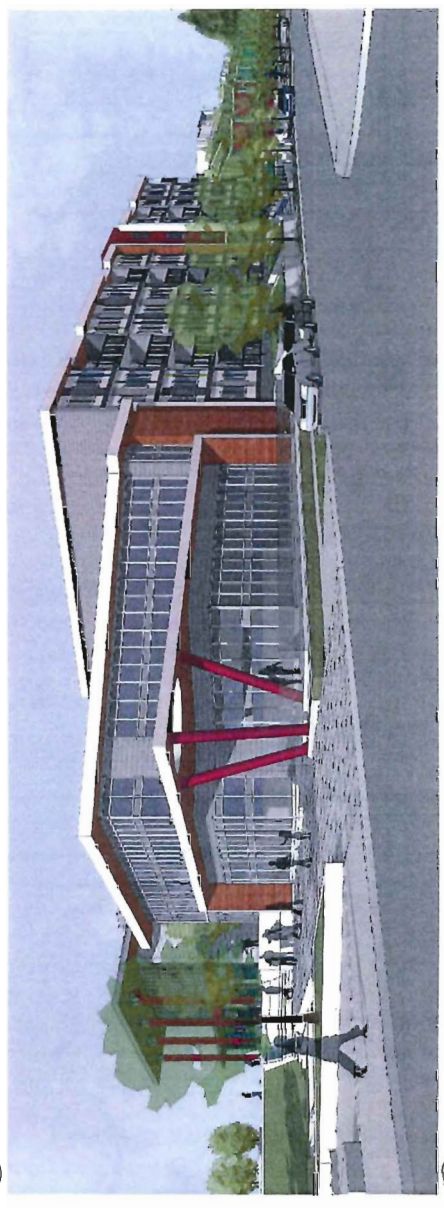
5 PROPOSED BUILDING A WITH BROKEN ROOF LINE
A-001 VIEW ALONG RIVER DRIVE



6 PROPOSED BUILDING A WITH BROKEN ROOF LINE
A-001 VIEW ALONG WEST PARK



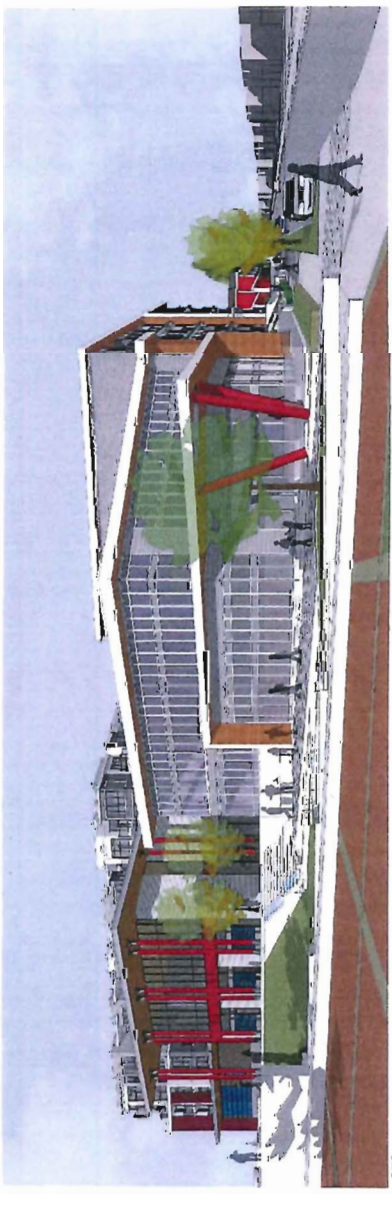
7 PROPOSED BUILDING A WITH BROKEN ROOF LINE
A-001 VIEW ALONG RIVER DRIVE



8 PROPOSED BUILDING A WITH BROKEN ROOF LINE
A-001 VIEW OF REVISED COMMERCIAL SPACE



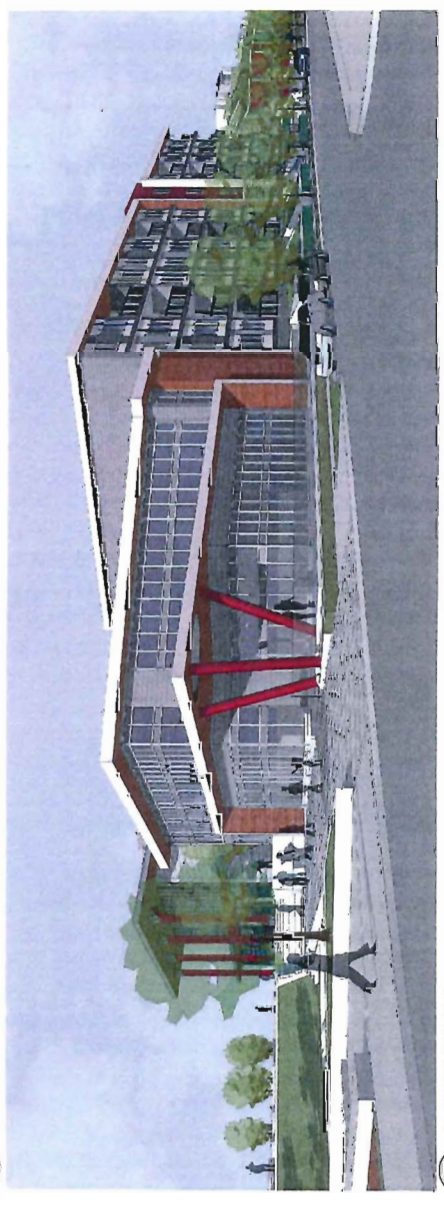
1 PROPOSED BUILDING A
A-001 VIEW ALONG RIVER DRIVE



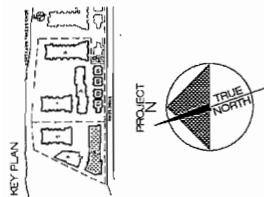
2 PROPOSED BUILDING A
A-001 VIEW ALONG WEST PARK



3 PROPOSED BUILDING A
A-001 VIEW ALONG RIVER DRIVE



4 PROPOSED BUILDING A
A-001 VIEW OF REVISED COMMERCIAL SPACE



Reference Plan
Proposed
Revised Building A Floor Plans

Reference Plan
Mar 6, 2014
DP 11-564405

cotter
ARCHITECTS
10011 & 10111 River Chive
Palm Beach, FL 33411
TEL: 561.853.1100
WWW.COTTERARCHITECTS.COM



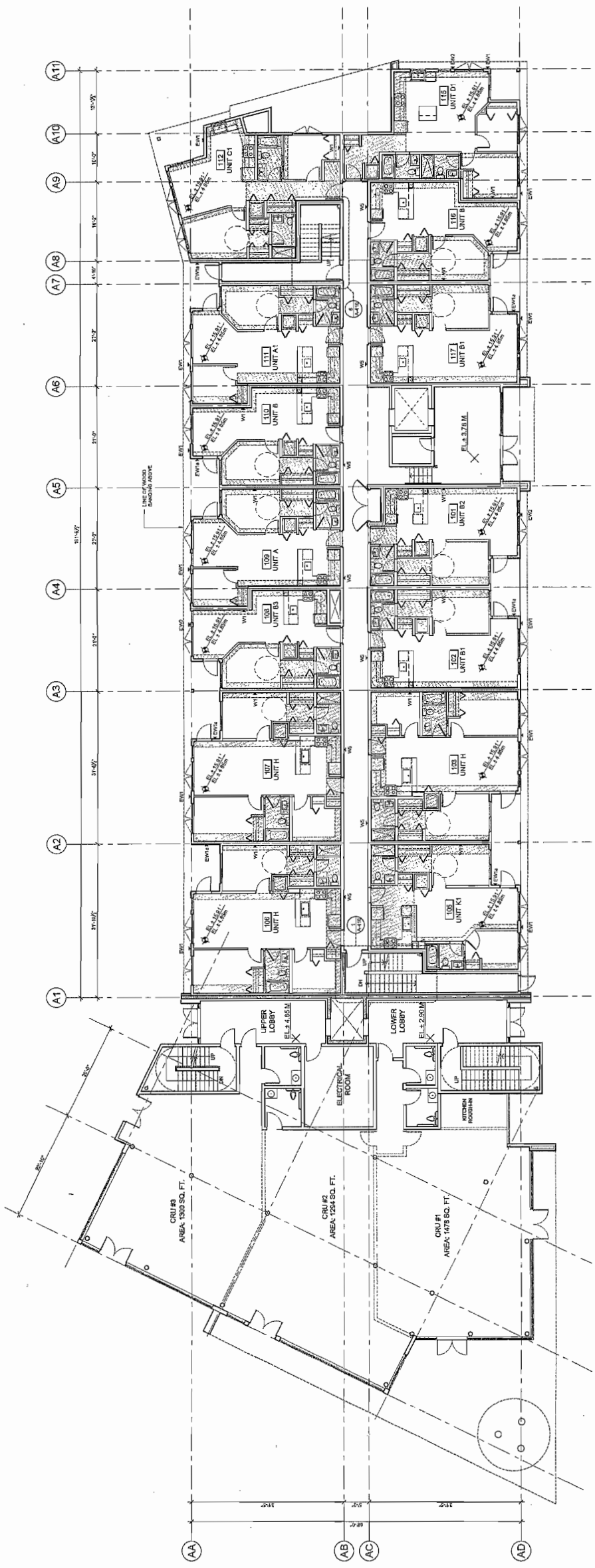
PARC RIVIERA
A RESIDENT DEVELOPMENT
Maced-Jane Development
10011 & 10111 River Chive
Palm Beach, FL

OWNER:
PARC RIVIERA PROJECTS INC.

DATE: 03/06/14
SCALE: 1/8" = 1'-0"
SHEET NO.: 110-014
SHEET TOTAL: 110-014

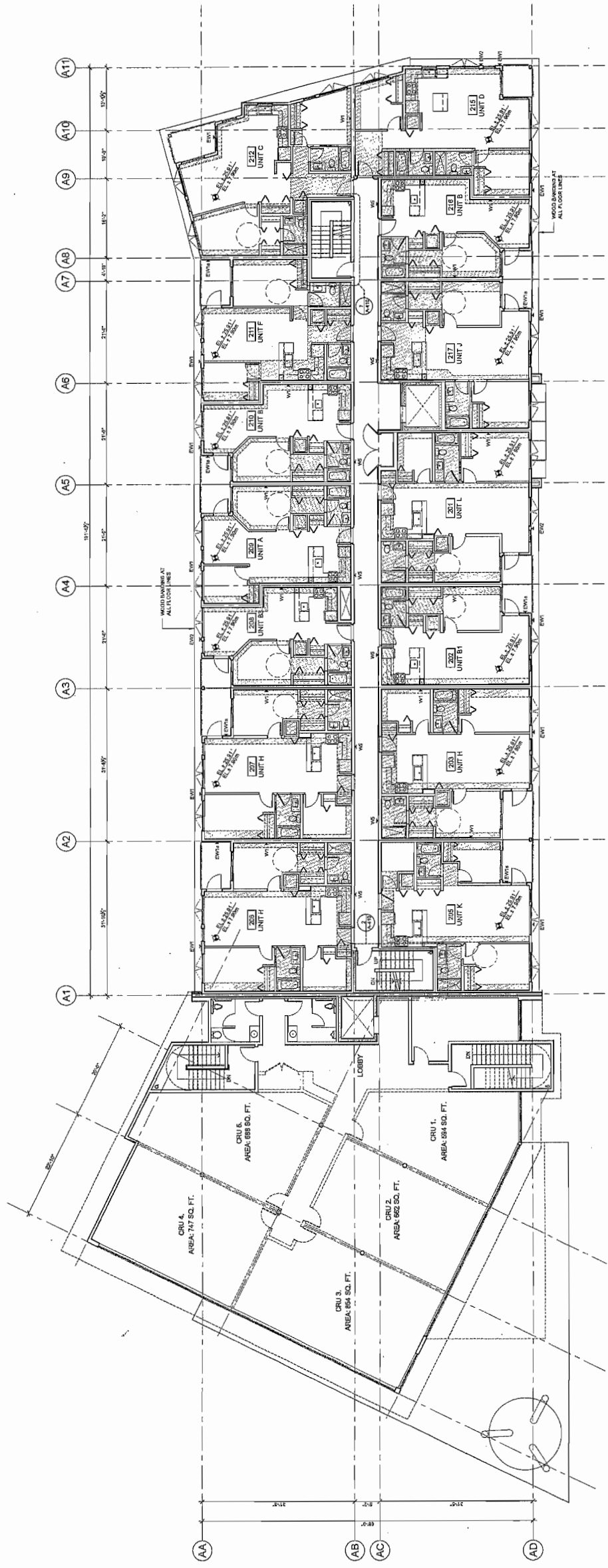
BUILDING A
LEVEL 1 & 2 FLOOR PLANS

A-201



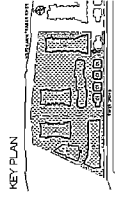
1 BUILDING A-LEVEL 1 FLOOR PLAN

A-201



2 BUILDING A-LEVEL 2 FLOOR PLAN

A-201



Reference Plan
Proposed
Revised Building A floor plans

Reference Plan
Mar 6, 2014
DP 11-564405

cotter
ARCHITECTS
100-1000 160th Street, Richmond, BC, V6V 1P7
TEL: 604-273-1111 FAX: 604-273-1112
WWW.COTTERARCHITECTS.COM

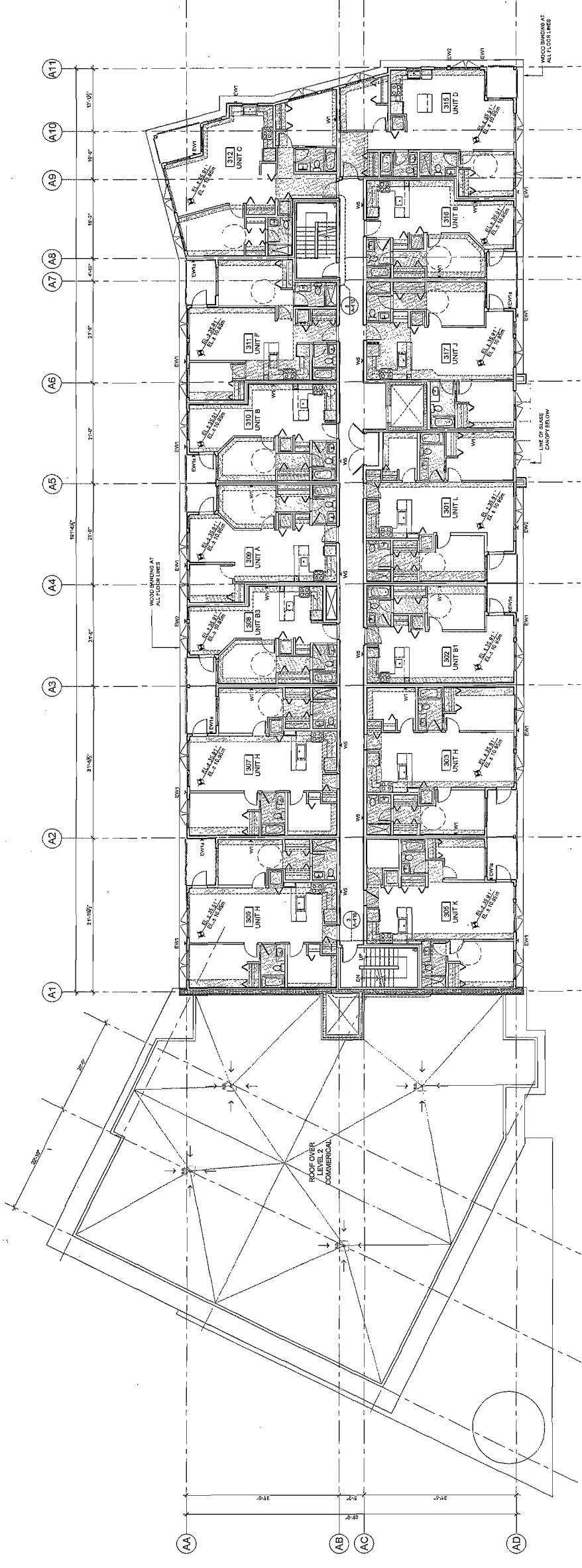
PARC RIVIERA
A RECREATION DEVELOPMENT
MARRIOTT DEVELOPMENT
10000 160th Street, Richmond, BC
Project: Parc Origo
Richmond BC

PARC RIVIERA
PROJECTS INC.

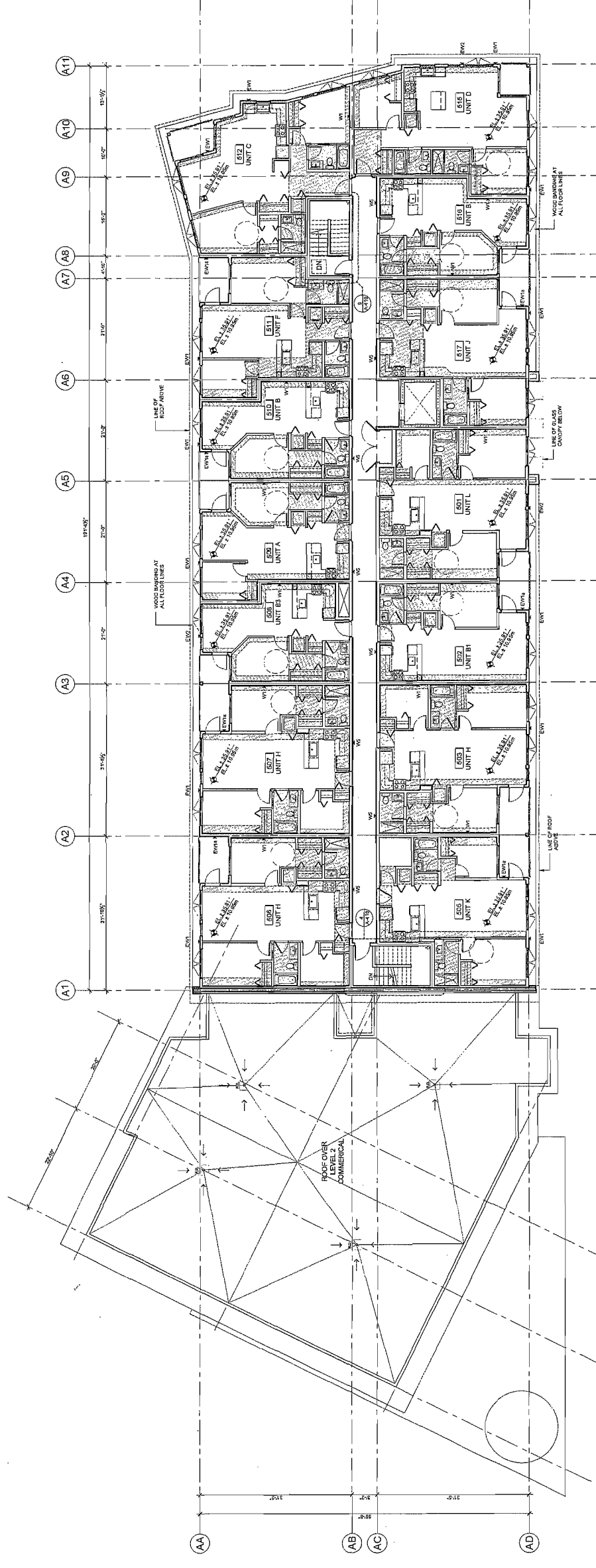
DATE	DESCRIPTION
11/11/13	ISSUE FOR PERMIT
1/15/14	ISSUE FOR PERMIT
2/15/14	ISSUE FOR PERMIT
3/15/14	ISSUE FOR PERMIT

PROJECT NO. 11-564405
DRAWING NO. A-202
SCALE: AS SHOWN
DATE: 03/15/14

A-202



1 BUILDING A-LEVEL 3 FLOOR PLAN
A-202



2 BUILDING A-LEVEL 4 FLOOR PLAN
A-202