



Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, May 27, 2020
3:30 p.m.

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on May 13, 2020.



1. **DEVELOPMENT PERMIT 19-866690**
(REDMS No. 6433306)

APPLICANT: GBL Architects

PROPERTY LOCATION: 5491 No. 2 Road

Director's Recommendations

1. *That a Development Permit be issued which would:*

- (a) *permit the construction of a six-storey building containing approximately 80 purpose-built residential rental tenure units at 5491 No. 2 Road on a site zoned "High Rise Apartment and Congregate Housing (ZHR3) - Dover Crossing"; and*
- (b) *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (i) *reduce the minimum building setback from No. 2 Road from 6 m to 5 m;*
 - (ii) *increase the maximum building height from 18 m to 20.3 m for the west portion of the building; and*
 - (iii) *reduce the number of required parking spaces from 87 to 46; and*

ITEM

2. *That the Chief Administrative Officer and the General Manager, Engineering & Public Works, be authorized to execute a servicing agreement with the owner of 5900 River Road, to install road works and utility works along No. 2 Road City land and remove and relocate eight City trees from No. 2 Road City land, based on the material terms and conditions set out in Attachment 6 of the staff report titled, “Application by GBL Architects for a Development Permit at 5491 No. 2 Road,” dated May 5, 2020 from the Director of Development.*



2. **DEVELOPMENT PERMIT 19-876647**
(REDMS No. 6454598)

APPLICANT: Easterbrook Milling Co. Ltd.

PROPERTY LOCATION: 17720 River Road

Director’s Recommendations

That a Development Permit be issued which would:

1. *permit the construction of a single detached house at 17720 River Road on a site zoned “Agriculture (AG1)” and designated as an Environmentally Sensitive Area (ESA); and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers; and*
 - (b) *increase the maximum height for single detached housing from 9.0 m to 11.5 m.*



3. **New Business**

4. **Date of Next Meeting: June 10, 2020**

ADJOURNMENT



**Development Permit Panel
Wednesday, May 13, 2020**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cecilia Achiam, General Manager, Community Safety
Milton Chan, Director, Engineering

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on April 29, 2020 be adopted.

CARRIED

1. GENERAL COMPLIANCE – REQUEST BY 0989705 B.C. LTD. FOR A GENERAL COMPLIANCE RULING AT 5333 NO. 3 Road (FORMERLY 7960 ALDERBRIDGE WAY AND 5333 & 5411 NO. 3 ROAD)

(File Ref. No.: DP 16-740262) (REDMS No. 6431988 v. 2)

APPLICANT: 0989705 B.C. Ltd.

PROPERTY LOCATION: 5333 No. 3 Road (formerly 7960 Alderbridge Way and 5333 & 5411 No. 3 Road)

INTENT OF PERMIT:

To consider the attached plans to change cladding materials on the building elevations, as well as changes to parking, bicycle facilities and electrical service areas, to be in General Compliance with the approved Development Permit (DP 16-740262).

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Applicant's Comments

Amela Brudar, GBL Architects, Inc., with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed changes to the approved Development Permit (DP 16-740262), highlighting the following:

- the proposed changes in the underground parkade were the result of design development to increase bicycle storage efficiency and create additional parking spaces;
- new bicycle storage lay-out, additional regular parking stalls and new tandem parking stalls will be incorporated in each level of the three-level underground parkade; however, the original parking structure will be retained;
- the BC Hydro Vista switch and LPT layout area will be reconfigured to accommodate the new BC Hydro equipment and revised servicing requirements;
- architectural louvres above the storefront at ground level are proposed to be reduced in size and lowered in the north, south, east and west building elevations, with spandrel panels proposed to be installed above the louvres;
- the heavier terracotta panels are proposed to be replaced with lighter custom metal panel cladding on the six residential buildings to reduce thermal bridging and address structural concerns;
- the proposed changes in cladding materials will not change the fenestration and profile of the buildings; and
- steel framed glass canopies over top floor residential balconies facing the internal courtyard are proposed to be replaced with painted concrete canopies for consistency with the proposed materials for top floor residential balconies facing the streets.

In reply to a query from the Panel, Ms. Brudar confirmed that a total of 115 parking spaces will be added, including 31 regular and 84 tandem parking spaces.

Staff Comments

Wayne Craig, Director, Development, noted that (i) the proposed changes in parking and bicycle storage layouts were reviewed and supported by the City's Transportation Division, and (ii) proposed changes on the buildings' exterior elevations are in keeping with and an improvement upon the approved Development Permit.

Gallery Comments

None.

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Correspondence

None.

Panel Decision

It was moved and seconded

That the attached plans to change cladding materials on the building elevations, as well as changes to parking, bicycle facilities and electrical service areas, be considered to be in General Compliance with the approved Development Permit (DP 16-740262).

CARRIED

2. DEVELOPMENT PERMIT 18-821292

(REDMS No. 6445244)

APPLICANT: Pinnacle Living (Capstan Village) Lands Inc.

PROPERTY LOCATION: 3208 and 3211 Carscallen Road

INTENT OF PERMIT:

1. Permit the construction of a single-tower high-density residential building, consisting of 207 dwelling units, including 41 affordable housing units, at 3208 Carscallen Road on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)";
2. Permit the construction of a two-tower, mixed-use, high-density building including retail and café/restaurant space, 131 hotel rooms and 115 residential units in the south tower, and retail and office space in the north tower, at 3211 Carscallen Road on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)"; and
3. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) increase the maximum permitted balcony projection for balconies into required setbacks at 3208 Carscallen Road and 3211 Carscallen Road, from 1.0 m to 1.7 m; and
 - (b) increase the maximum permitted projection for architectural features into required setbacks at 3208 Carscallen Road and 3211 Carscallen Road from 0.6 m to 1.7 m.

Applicant's Comments

John Bingham, Bingham Hill Architects, with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed development, highlighting the following:

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- the subject development represents Phases 3 and 4 of the four-phase high-rise mixed-use development;
- the new westerly private road along the south side of Building K (Phase 4) provides, among others, a passenger pick-up and drop-off area for the hotel in Building K and a Kiss and Ride facility for the future Canada Line Capstan Station;
- a weather-protected pedestrian arcade is proposed along the north side of the westerly private road;
- the proposed auto-court on Phase 4 provides loading spaces, a garbage and recycling collection area, access to the underground parkade for Phases 3 and 4, and an alternate drop-off and pick-up area for the hotel;
- the new easterly private road to the south of Building J (Phase 3) provides connection to Sexsmith Road;
- ground level townhouses in Building J front onto the new easterly private road and Sexsmith Road;
- affordable housing units are distributed throughout Building J;
- the red vertical fins on the face of Building L located at the corner of No. 3 Road and Sea Island Way provide a strong corner treatment and help make the building a landmark in the area;
- a linear park is proposed underneath the Canada Line guideway structure along No. 3 Road fronting the proposed development and extends around the corner to the Sea Island Way frontage;
- the buildings in the proposed development have been sited and designed to allow solar access to the common outdoor amenity areas; and
- inaccessible green roofs are provided on Phase 3 and Phase 4 buildings.

Peter Kreuk, Durante Kreuk Landscape Architects, reviewed the proposed landscaping under the Canada Line guideway, noting that (i) a park is proposed under the guideway structure which includes an outdoor exercise area, and (ii) weather-protected support facilities are provided within the building immediately adjacent to the park.

In reply to queries from the Panel, the design team acknowledged that (i) there is adequate manoeuvring space for trucks in the auto-court including those used for garbage and recycling collection, (ii) planting along the No. 3 Road frontage is part of a bioswale system, and (iii) the green space on the roof decks of buildings help mitigate heat island effect.

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Staff Comments

Mr. Craig noted that (i) 41 affordable housing units will be provided in Building J (Phase 3), (ii) 65 Basic Universal Housing (BUH) units are proposed, including all 41 affordable housing units, (iii) there are extensive Servicing Agreements associated with the proposed development for frontage works along No. 3 Road and Sea Island Way and for the construction of the Kiss and Ride facility for the future Canada Line Capstan Station, (iv) the project has been designed to achieve the City's Aircraft Noise Sensitive development standards, (v) the proposed development will be District Energy Utility (DEU) ready, (vi) the two proposed variances associated with the project are similar to variances granted on previous phases of the overall development, and (vii) the proposed variances contribute to greater articulation of the building façade and located well above grade, which will not impact pedestrian circulation and vehicle sightlines.

In reply to a query from the Panel, Mr. Craig advised that the provision of affordable housing is a requirement of the project through rezoning.

Gallery Comments

None.

Correspondence

Stanley Liu, Richmond resident ([Schedule 1](#))

Mr. Craig noted that the email correspondence from Mr. Liu asked questions related to (i) the impact of affordable housing to the neighbourhood and its effect on market prices, (ii) the height of the buildings, and (iii) whether off-site traffic improvements associated with the project along Sea Island were considered. He added that staff have responded to Mr. Liu and provided detailed answers to his queries.

Panel Decision

The Panel expressed support for the project, noting that it is consistent with the master plan for the overall project at rezoning.

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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 single-tower high-density residential building, consisting of 207 dwelling units, including 41 affordable housing units, at 3208 Carscallen Road on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)";*
2. *permit the construction of a two-tower, mixed-use, high-density building including retail and café/restaurant space, 131 hotel rooms and 115 residential units in the south tower, and retail and office space in the north tower, at 3211 Carscallen Road on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)"; and*
3. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *increase the maximum permitted balcony projection for balconies into required setbacks at 3208 Carscallen Road and 3211 Carscallen Road, from 1.0 m to 1.7 m; and*
 - (b) *increase the maximum permitted projection for architectural features into required setbacks at 3208 Carscallen Road and 3211 Carscallen Road from 0.6 m to 1.7 m.*

CARRIED

3. DEVELOPMENT PERMIT 19-853070

(REDMS No. 6434781)

APPLICANT: Eric Law Architect Inc.

PROPERTY LOCATION: 9091 and 9111 No. 2 Road

INTENT OF PERMIT:

1. Permit the construction of eight townhouse units at 9091 and 9111 No. 2 Road on a site zoned "Low Density Townhouses (RTL4)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the minimum lot width from 50.0 m to 40.7 m;
 - (b) reduce the minimum front yard setback from 6.0 m to 4.5 m; and
 - (c) increase the allowable small car parking spaces from 0 to 42% (8 spaces).

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Applicant's Comments

Eric Law, Eric Law Architect, Inc., with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed development, highlighting the following:

- the proposed form and character of the proposed development has been designed to fit into its site context;
- the drive aisle provides barrier-free access to the common outdoor amenity area; and
- the proposed development includes a secondary unit and one convertible unit designed to accommodate a future vertical lift.

Denitsa Dimitrova, PMG Landscape Architects, briefed the Panel on the main landscape features of the project, noting that (i) the existing grade along the west property line will be maintained to enable the retention of 10 on-site trees, (ii) the common outdoor amenity area at the rear of the site includes natural play elements, a small play structure, open lawn space and a bench, and (iii) permeable surface paving treatment is proposed for the vehicle entrance, visitor parking, and at the ends of the drive aisle.

In reply to queries from the Panel, the project's design team acknowledged that (i) the existing grade will be maintained in the critical root zone of trees proposed to be retained, and (ii) the two duplex buildings on the north side front onto a road which provides separation to the townhouse units across.

Staff Comments

Mr. Craig noted that (i) there is a Servicing Agreement for frontage works and site services including upgrades to the existing bus pad on No. 2 Road, and (ii) staff support the three proposed variances related to site assembly size, decreased front yard setback to increase rear yard setback, and provision of small car parking spaces.

Gallery Comments

None.

Correspondence

None.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of eight townhouse units at 9091 and 9111 No. 2 Road on a site zoned "Low Density Townhouses (RTL4)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum lot width from 50.0 m to 40.7 m;*
 - (b) *reduce the minimum front yard setback from 6.0 m to 4.5 m; and*
 - (c) *Increase the allowable small car parking spaces from 0 to 42% (8 spaces).*

CARRIED

4. DEVELOPMENT VARIANCE 19-869780
(REDMS No. 6405804)

APPLICANT: Omicron Architecture Engineering Construction Ltd.

PROPERTY LOCATION: 8011 Zylmans Way & 15111 Williams Road

INTENT OF PERMIT:

To issue a Development Variance Permit which would vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height as measured from the finished foundation slab elevation for Building #1 from 13.0 m to 15.4 m to the top of the building parapet and 17.4 m to the top of the building rooftop equipment.

Staff Comments

Mr. Craig noted that (i) the subject development variance permit application is proposing to increase the height of one industrial building on the subject site, (ii) a previous Development Permit was issued to the project that included a variance to increase the maximum building height from 12 meters to 13 meters, (iii) the subject application is requesting to increase the height of Building 1 from 13 meters to 15.4 meters from the slab elevation to the top of the parapet with an additional allowance of two meters to the top of the building rooftop equipment, (iv) the subject application includes a provision to ensure that the rooftop mechanical equipment is set back from the parapet so it would not be visible from the street level, and (v) a number of sustainability commitments have been provided by the applicant and included in the development variance permit proposal to ensure that the building will function at a high level of sustainability.

In reply to a query from the Panel, Mr. Craig acknowledged that staff worked with the applicant to come up with a package of sustainability measures for the building.

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Gallery Comments

None.

Correspondence

None.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height as measured from the finished foundation slab elevation for Building #1 from 13.0 m to 15.4 m to the top of the building parapet and 17.4 m to the top of the building rooftop equipment.

CARRIED

5. Date of Next Meeting: May 27, 2020

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:26 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, May 13, 2020.

Joe Erceg
Chair

Rustico Agawin
Committee Clerk

CityClerk

From: Pallett, Robin
Sent: May 13, 2020 12:17 PM
To: 'stanley.yu89@gmail.com'
Cc: CityClerk; Craig, Wayne; Reis, Joshua
Subject: FW: DP 18-821292

To Development Permit Panel
Date: <u>MAY 13, 2020</u>
Item # <u>2</u>
Re: <u>DP 18-821292</u>

Hello Stanley,

Thank you for your email and your questions relating to the proposed development at 3208 & 3211 Carscallen Road.

The meeting tonight is for the Development Permit Panel, at which a panel of senior City staff reviews the design of the proposed development. This meeting is the only opportunity for the public to provide their comments about the proposal to the panel. There is no voting by members of the public at this meeting, but the panel would be voting to determine whether the application should be endorsed for approval by Council at a later date.

It should be noted that the site was rezoned in 2015, at which time the number of dwelling units, affordable housing dwelling units and maximum building height (among other things) were approved. The subject application pertains to building, landscaping and site design, but not to the matters already approved through the rezoning. A separate application (ZT 18-827860) is currently in process that seeks to consolidate all of the affordable housing units approved via the rezoning into the building at 3208 Carscallen Drive (which fronts onto Sexsmith Road).

As a member of the public, you are welcome to attend the Development Permit Panel meeting. Please note that the City will be enforcing physical distancing measures to protect all attendees from risk of exposure to COVID-19 and as a result there is limited seating for the public in the Council Chambers. Unfortunately, the meeting is not available for online streaming.

Kindly find my answers to your questions about the proposed development below:

1. If affordable housing is to be approved, what would be the impact in the neighbourhood?

The affordable housing units would be eligible to low- and moderate-income households that are capable of independent living but are in need of some degree of support in addressing their housing affordability needs. I think it is worth noting that, since 2007, the City has helped secure more than 1,300 new affordable housing units in Richmond. These units have had no impact on adjacent properties and have provided a crucial supply of housing for individuals unable to afford rental rates in the private market.

2. Would the housing price market be affected?

Unfortunately, City staff are unable to comment on the housing market and property values.

3. How tall would the building be in comparison to the neighboring towers?

All three towers are proposed to be 47 metres as measured vertically via the Geodetic Survey of Canada (GSC), which measures from the average vertical elevation of sea level. Since the proposed grade along the No 3 road frontage is around 2.6m GSC, the towers would be about 44.4 metres from the sidewalk level along No 3 Road. Adjacent towers in the area, across Carscallen Road and across No 3 Road, have all been constructed or are proposed to be constructed to the same 47 metres GSC because it is the maximum height allowed by YVR and Transport Canada (to accommodate flight paths).

4. There's already congestion on Sea Island Way, will there be any amendments to the road or traffic lights?

If the application is approved by Council (which would not occur tonight), the developer would be required to upgrade Sea Island Way. The improvements include:

- upgrading the channelized island at the intersection of No. 3 Road & Sea Island Way to increase the refuge area for pedestrians and cyclists, and improve sightlines for drivers;
- providing a new off-road cycling path and sidewalk; and
- upgrading traffic signal operations at No. 3 Road/Sea Island Way.

I hope that I have answered all of your questions to your satisfaction. Please let me know if there is anything else that I can help you with.

Best regards,

Robin Pallett, RPP, MCIP | *Planner 2*
City of Richmond Planning and Development | Development Applications
 6911 No. 3 Road, Richmond, BC V6Y 2C1
 Direct: 604.276.4200
rpallett@richmond.ca

From: Stanley Yu <stanley.yu89@gmail.com>
Sent: May 12, 2020 5:01 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: DP 18-821292

Hi,

Just a few questions:

1. If affordable housing is to be approved, what would be the impact in the neighbourhood?
2. Would the housing price market be affected?
3. How tall would the building be in comparison to the neighboring towers?
4. There's already congestion on Sea Island Way, will there be any amendments to the road or traffic lights?

What is going to happen in the city hall meeting? Are we voting or is it just an information session?

Thank you!

Sincerely,
 Stanley Yu



To: Development Permit Panel

Date: May 5, 2020

From: Wayne Craig
Director, Development

File: DP 19-866690

Re: Application by GBL Architects for a Development Permit at 5491 No. 2 Road

Staff Recommendation

1. That a Development Permit be issued which would:
 - a) Permit the construction of a six-storey building containing approximately 80 purpose-built residential rental tenure units at 5491 No. 2 Road on a site zoned "High Rise Apartment and Congregate Housing (ZHR3) – Dover Crossing"; and
 - b) Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - i. Reduce the minimum building setback from No. 2 Road from 6 m to 5 m;
 - ii. Increase the maximum building height from 18 m to 20.3 m for the west portion of the building; and
 - iii. Reduce the number of required parking spaces from 87 to 46.
2. That the Chief Administrative Officer and the General Manager, Engineering & Public Works, be authorized to execute a servicing agreement with the owner of 5900 River Road, to install road works and utility works along No. 2 Road City land and remove and relocate eight City trees from No. 2 Road City land, based on the material terms and conditions set out in Attachment 6 of the staff report titled, "Application by GBL Architects for a Development Permit at 5491 No. 2 Road," dated May 5, 2020 from the Director of Development.

Wayne Craig
Director, Development
(604-247-4625)

WC:SB
Att. 6

Staff Report

Origin

GBL Architects has applied to the City of Richmond for permission to develop a mid-rise purpose-built rental residential development at 5491 No. 2 Road on a site zoned “High Rise Apartment and Congregate Housing (ZHR3) – Dover Crossing”. Key components of the proposal include:

- A six-storey building containing affordable housing over a single-level underground parking structure.
- A total floor area of approximately 5,273 m² (56,762 ft²) purpose-built residential rental units and an additional approximately 100 m² (1,076 ft²) of resident indoor amenity space.
- 80 purpose-built residential rental units secured in perpetuity with a Housing Affordability Agreement and covenant registered on title. Proposed rental rate, subsidies and household income restrictions are subject to the BC Housing Community Housing Fund program and all of the units will be secured with a legal agreement between Pathways and BC Housing. Further details on form of rental are provided in the housing section of this report. The residential units include:
 - 16 deep subsidy affordable housing units with proposed rental rate and household income restrictions targeted at low income households;
 - 40 rent geared to income units with proposed rental rate and household income restrictions targeted at below BC Housing Income Limits; and
 - 24 low and moderate income units with proposed rental rate and household income restrictions targeted at low and moderate income households.

This Development Permit application was received as part of a partnership between the City, BC Housing and Pathways Clubhouse Society of Richmond (Pathways). The City has advised it will provide the vacant City-owned site through a long term ground lease. The building will be constructed and operated by Pathways, a Richmond based non-profit housing and service organization that has been offering community-based services to Richmond residents since 1984. Pathways collaborates with people and organizations in the broader community to provide education and promote mental wellness. Pathways Clubhouse currently manages more than 120 apartments in Richmond. BC Housing will provide Pathways with financing and funding.

Road and Engineering improvements required with respect to the subject development will be secured through the City’s standard Servicing Agreement process prior to Building Permit issuance. Works include road works, frontage improvements and utility upgrades.

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: A vacant development site under the same zoning as the subject site.

- To the east: Across No. 2 Road is a vacant development site in the high-density high-rise City Centre Oval Village, zoned “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”.
- To the south: Across a multi-purpose pathway in an unconstructed City road right-of-way (ROW) is a strata-titled three-storey townhouse development on a property zoned “Town Housing (ZT5) – Dover Crossing”.
- To the west: Fronting onto Dover Crescent is a strata-titled mixed use eight-storey building with apartments and a City-owned child care facility on a property zoned “Low Rise Apartment (ZLR3) – Dover Crossing”.

Public Consultation

An open house was held on Wednesday, September 11, 2019 from 4:00 to 8:00 pm at the Thompson Community Centre to present the subject proposal and listen to feedback from the community. The meeting was facilitated by public engagement consultant Ideaspace Consulting Inc. and Pathways and City staff were in attendance to answer questions. A summary report prepared by Ideaspace is attached to this report, along with sign-in forms and comments forms (Attachment 2) and the one item of public correspondence received regarding the subject application (Attachment 3).

In August 2019, invitations to the open house were mailed by City Affordable Housing staff to owners and residents of properties within 50 m of the subject site and all properties along Dover Crescent. Approximately 85 people attended the open house engagement meeting. At the open house, approximately 70 people signed the sign-in forms and an additional approximate 15 people attended. 27 comment forms were completed, expressing support for the proposal, expressing concerns regarding the proposal and providing suggestions for consideration.

Key themes regarding the design and construction of the proposal identified in the summary report and public correspondence include the following:

- a) Support for the project
- b) Concerns about the proposed vehicle access location, including traffic speed, congestion, sight lines and the capacity of No. 2 Road to accommodate the subject proposal – *The No. 2 Road frontage will be improved through a required Servicing Agreement, including frontage beautification, sidewalk, off-road multi-use path separated from vehicular traffic and improvements to the road geometry (increasing the sight line of traffic from the No. 2 Road bridge). The City’s Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition and will address traffic safety concerns for the site access and on-ramp to No. 2 Road.*
- c) Concerns about impacts on traffic congestion on No. 2 Road, River Road and Lynas Lane – *A Traffic and Parking Study prepared by Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study concluded that the existing road network has sufficient capacity to accommodate the proposed 80-unit development.*

- d) Concerns about overflow parking on Dover Crescent and Dike Road – ***A Traffic and Parking Study prepared by Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management as well as Transportation Demand Management (TDM) features associated with the proposal. Further information regarding proposed TDMs is provided in the ‘Parking and Access’ section below. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. The proposal is not anticipated to result in overflow parking.***
- e) Concerns about neighbourhood impact of building height obstructing views and sunlight – ***The proposal complies with the overall height permitted in the existing zoning, with increased height in a portion of the roof area to allow the top floor to be a full size floor, the same size as lower floors. The applicant has submitted shadow analysis that demonstrates that the proposal will only have a minor impact on existing neighbouring development. The shadow analysis is included as a reference plan in the DP plans.***
- f) Considerations regarding exterior and interior building design, including a desire for a building design that ensures safety, accessibility, inclusiveness for tenants and aircraft and traffic sound mitigation – ***The subject development is designed to provide a secure building with a high level of accessibility and shared social spaces. All of the residential units will incorporate basic universal housing features. Four of the residential units will be accessible units, designed to accommodate a resident in a wheelchair and the remainder of the units will be designed to be easily renovated to accommodate a future resident in a wheelchair. Further interior design, and building security system details will be addressed at the Building Permit stage. The building will achieve CMHC interior noise standards as verified through acoustical reports at the Building Permit stage.***
- g) Concerns about construction traffic impacts, parking, noise, and hours of operation – ***Prior to Building Permit issuance, the developer is required to submit a construction traffic and parking management plan to the satisfaction of the City’s Transportation Department.***

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is in compliance with the “High rise Apartment and Congregate Housing (ZHR3) – Dover Crossing” 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 building setback from No. 2 Road from 6 m to 5 m.

(Staff supports the proposed variance as the variance accommodates a more efficient and functional layout and enables increased separation from the building to the west. Ambient noise will be mitigated through building envelope design and construction which is

secured through the registration of an aircraft noise sensitive use covenant prior to Development Permit (DP) issuance).

- 2) Increase the maximum building height from 18 m to 20.3 m for the west portion of the building.

(Staff supports the proposed variance as it involves only a portion of the top floor, the variance accommodates a more efficient and functional layout with the same size floorplates on all of the upper floors, and adequate building separation is proposed with approximately 19 m to 29 m separation between the proposed building and neighbouring apartment and townhouse buildings).

- 3) Reduce the number of required parking spaces from 87 to 46.

(Staff supports the proposed variance as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area).

Advisory Design Panel Comments

On February 19, 2020, the Advisory Design Panel (ADP) supported the subject Development Permit application moving forward to the Development Permit Panel, subject to the applicant giving consideration to the ADP's comments. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (Attachment 4), together with the applicant's design response in '*bold italics*'.

Analysis

Conditions of Adjacency

- The No. 2 Road streetscape is enhanced with the orientation of the residential lobby.
- The interface with the public multi-use path along the south edge of the site includes the class 2 bike racks, landscape buffer, stair connections to individual unit patios and a stair connection to the shared outdoor amenity space. The raised patios adjacent to path have limited retaining walls to accommodate planting screening. Landscaping improvements to the public multi-use path are will be provided through the required servicing agreement.
- The residential six-storey building massing is provided along all sides of the site.

- The proposed residential building is setback along all sides of the property. The underground parking structure extends towards the edges of the property. The setback area along the west property line provides a landscape buffer to the neighbouring residential development.
- The north elevation of the single level parking podium will be visible until the neighbouring site redevelops. This party wall is low and is proposed to be treated with vine planting to provide interim screening until the neighbouring property develops.

Urban Design and Site Planning

- The proposed massing includes a six-storey mid-rise wood-frame building over a single-level concrete parking structure. The building massing is articulated in an L-shape with an angled hinge point and textured with projecting and recessed areas.
- The site is located in an area impacted by aircraft noise and registration of an aircraft noise sensitive use legal agreement is a consideration of the Development Permit. As part of the Building Permit (BP) application process, the applicant is required to design and construct the building in a manner that mitigates potential aircraft noise to the proposed dwelling units, including submission of a mechanical report prepared by a registered professional confirming the development achieves the ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces and an acoustic report prepared by a registered professional confirming the development achieves the following CMHC interior noise level guidelines:

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

- In accordance with the City’s flood plain designation and protection Bylaw 8204, registration of a flood covenant is a consideration of the Development Permit. The proposed ground floor elevation and lower lobby elevation providing access for persons in wheelchairs comply with the bylaw.

Parking and Access

- Vehicle access is proposed to the subject site from a single driveway connection on No. 2 Road through the adjacent site to the north at 5900 River Road. There is an existing cross-access easement registered on title to both properties which, prior to Building Permit issuance for the subject proposal, is required to be discharged and replaced with a new Public-Rights-of Passage (PROP) Statutory-Right-of-Way (SRW) over 5900 River Road and cost sharing legal agreement regarding construction and maintenance of works within the SRW areas. The SRW area would allow for subdivision in the future and consolidation with the subject site after future development of 5900 River Road is completed. Existing legal agreements prohibiting access to No. 2 Road and existing cross-access easement will be discharged from both properties. The vehicle access in the SRW area will be designed and constructed through the required Servicing Agreement process.
- The total number of parking spaces proposed to be provided on-site is 46, including 29 spaces for the use of residents, 15 shared spaces for the use of visitors and two spaces for a car share provider. Registration of a legal agreement securing the two car share spaces for car share service, including a Public-Rights-of Passage (PROP) Statutory-Right-of-Way (SRW) is a DP consideration.

- The applicant proposes to provide the following Transportation Demand Management (TDM) measures to support the reduced parking rates as considerations of the Development Permit:
 - Enhanced bicycle facilities, secured by legal agreement, including shared bicycle repair/maintenance stations and Pathways administering a bicycle rental and bicycle sharing program for the shared use of all residents, including the provision of four bicycles and four additional outdoor rack spaces over and above the bicycle storage bylaw requirements.
 - Electric charging outlets in all class 1 bicycle storage rooms.
 - Transit pass program providing two years of two-zone compass cards for each of the 16 deep subsidy units at a subsidized rate of \$45 per year, secured with Letter of Credit (or BC Housing letter of assurance) and by legal agreement.
 - The Pathways shuttle bus service program will provide transportation for Pathways members between their residence and the Pathways Clubhouse facility.
 - Two short term pick-up/drop-off parking spaces for non-loading hours.
- Short term class 2 bicycle storage is accommodated with bicycle racks near the building lobby entry. Longer term class 1 bicycle storage facilities are accommodated in shared bicycle storage rooms in the parking structure, and secured by legal agreement as a consideration of the DP.
- One medium (SU-9) on-site loading space is provided adjacent to the vehicle access.

Architectural Form and Character

- The development style is contemporary with a high level of architectural design, articulation and material quality. The design includes articulation along the building facades and a corner entry lobby to anchor the building.
- The proposed cladding materials (flat and textured cement panel, strip cement panel soffit, aluminum and vinyl windows, glass guard rails and privacy screens) are consistent with the Official Community Plan (OCP) guidelines and compatible with recent low-rise development in the City.
- The palette of colours includes light grey to black tones, and wood tone accents.
- The building roof will be flat and rooftop mechanical equipment will be screened with light grey metal louver screening as shown in the DP plans.

Landscape Design and Open Space Design

- 482 m² (5,188 ft²) of residential outdoor amenity space is provided, based on the OCP standard of 6 m² (65 ft²) per dwelling unit, comprising two consolidated, irrigated landscaped, multi-use outdoor spaces on the west and north sides of the development at the ground floor level (co-located with required indoor amenity space) and accessed from interior corridors and the indoor amenity space. The west area is designed as a communal social space with outdoor dining, BBQ, moveable seating, arbour and urban agriculture planters. The north children's play area features four pieces of play equipment as well as a rubberized surfacing with a stepping stone pattern to encourage active and social play for a number of children at the same time. Bench seating is also incorporated for parent supervision.
- All landscaped areas on the ground level will be serviced by an irrigation system.
- Private outdoor patios and balconies are provided for all dwelling units.

- Prior to forwarding the subject application to Council, the developer is required to provide to the City a Letter of Credit (or BC Housing Letter of Assurance) for landscaping in the amount of \$229,074 as estimated by the project Landscape Architect, to ensure that on-site landscape features are provided in accordance with the Development Permit.

Shared Indoor Amenity Space

- The OCP requires that multi-family development comprising 40 units or more provide at least 100 m² (1,076 ft²) of indoor amenity space. The subject development meets the OCP minimum and provides for attractive indoor amenity space located adjacent to the outdoor amenity space. These amenities include a multi-purpose indoor amenity room, building management office and laundry room.

Crime Prevention Through Environmental Design

- The building has been designed in accordance with CPTED principles and the building will be managed by a property manager.
- The streetscape and common area design is defined and visually permeable to establish a sense of territoriality that contributes toward overall safety.
- The parking area is secured with an overhead gate and include appropriate lighting level and light painted ceilings and walls for enhanced visibility.

Accessible Housing

- The proposed development includes 100% basic universal housing units that are designed to be easily renovated to accommodate a future resident in a wheelchair. These single-storey units are required to incorporate all of the accessibility provisions listed in the Basic Universal Housing Features section of the City's Zoning Bylaw, and are permitted a density exclusion of 1.86 m² (20 ft²) per unit.
- The proposed development includes four barrier free housing units that are designed to be fully accessible at the time of construction for a resident in a wheelchair. In addition to complying with the Basic Universal Housing Features section of the City's Zoning Bylaw as noted above, these single-storey units are required to comply with the BC Building Code requirements for accessible housing.
- Wheelchair access is accommodated in all common areas and corridors to unit entries.

Sustainability Measures

- The development is designed to utilize energy from the City's Oval District Energy Utility (OVDEU), which will supply space heating and domestic hot water heating. Connection to the City's DEU system will be secured with a legal agreement registered on title as a consideration of the Development Permit.
- The proposed development is required to meet the sustainability requirements set out in the applicable sections of the Richmond BC Energy Step Code, which is step 2 for the proposed mid-rise building where combined with a low carbon building energy system, such as the OVDEU. In fact, the applicant is endeavouring to target a higher step 3 rating.

Tree Management

- There are no existing trees on the subject site.

- There are eight trees located within the area No. 2 Road that requires road works in order to provide access to the subject site fronting both the subject site and the adjacent site to the north at 5900 River Road. These trees are in conflict with the required City road works and in close proximity to major infrastructure. These Oak trees are to be relocated to the satisfaction of the Parks Department. They may tentatively be relocated to Brighthouse Neighbourhood School Park and Terra Nova South Park as they both have irrigation to aid in re-establishment and are located relatively nearby.
- Six trees located on the neighbouring property to the west will not be impacted by the proposed development. The proposal has been designed with additional parking structure setbacks along the west edge of the site to protect these adjacent existing trees.
- Installation of appropriate tree protection fencing is required for these trees as part of the development prior to any construction activities, including building demolition, occurring on-site. The applicant is also required to enter into a contract with a Certified Arborist for supervision of any works conducted within the tree protection zone of the trees, to monitor the trees and submit a post-construction assessment report to the City for review.
- There a total of 38 new trees included in the Development Permit plans.

Water Sustainability Act Approvals

- The vacant site features grass and a portion of a land depression that is located both on the subject site and the adjacent privately-owned site to the north. Historic aerial photographs and site visits indicate that the depression appears to feature seasonal wetland. In accordance with the provincial *Water Sustainability Act*, the developer has engaged a Qualified Environmental Professional to assess the site and work with the Province for the necessary approvals which are required prior to any site preparation and construction activity disturbance in the area under investigation.

Affordable Housing

- The site is City-owned and the City will contribute the City-owned site through a long-term ground lease for the development. The terms of the lease will be approved by Council separate from the Development Permit application process and prior to Building Permit issuance.
- All 80 residential units in the development are affordable housing units. The proposed rental dwelling units are provided at three affordability rates as follows: 20% deep subsidy units; 50% rent geared to income units; and 30% low and moderate income units. All of the units will be secured in perpetuity with a Housing Affordability Agreement registered on title. All of the units are subject to the BC Housing Community Housing Fund program criteria and secured with a legal agreement between the developer and BC Housing.

Dwelling Unit Mix: The OCP and City Centre Area Plan (CCAP) encourage the development of a variety of unit types and sizes supportive of the diverse needs of Richmond's population including, but not limited to, households with children. While the number of units in each affordability tier is secured, the unit types (studio, 1-bedroom, etc.) are not specified by affordability tier. This arrangement is designed to enable tenants to move between affordability levels in the event that their income changes. For example, a tenant who receives a salary increase may be able to transition from a Rent Geared to Income unit to a Low and Moderate Income unit without moving away from the building.

One-person households and couples without children are overrepresented among renters experiencing housing affordability challenges in Richmond. This trend is particularly pronounced for low-income renter households that earn less than \$30,000 per year, where 61% of households are individuals living alone and an additional 14% are couples without children. Accordingly, there is a high demand for smaller units among households in this income category. In recognition of this demand, the proposal includes 75% of the units with studio or one bedroom, and 25% of the units with two or three bedrooms.

Staff support the applicant's proposal, which includes the following mix of rental affordability and unit sizes:

Unit Type (1)	Min. Permitted Unit Area	Rental Affordability Type (2)			Total	
		Deep Subsidy	Rent Geared to Income	Low and Moderate Income	% of Units	# of Units
Studio	37 m ² (400 ft ²)	(3)	(3)	(3)	30%	24
1-bedroom	50 m ² (535 ft ²)				45%	36
2-bedroom	69 m ² (741 ft ²)				19%	15
3-bedroom	91 m ² (980 ft ²)				6%	5
Total	n/a	16	40	24	100%	80
		20%	50%	30%	100%	80

(1) 100% of units meet Richmond Basic Universal Housing (BUH) standards.

(2) As per BC Housing Community Housing Fund program

(3) Unit type distribution within each rental affordability type to be determined on an annual basis as per BC Housing household income criteria

Rental Housing:

The units will be operated by Pathways non-profit organization. The development will be subject to a legal agreement between Pathways and BC Housing. Working with BC Housing through the Provincial Community Housing Fund Program, all of the proposed 80 residential rental tenure units are subject to maximum rental rate and household income restrictions by BC Housing, which will also facilitate construction financing and operational funding for the project.

The core goal of BC Housing's Community Housing Fund program is to increase the supply of affordable rental homes for middle and low-income families, independent seniors and individuals in BC through working with non-profit organizations, housing co-operatives, and local government. In compliance with the City's Affordable Housing strategy, the proposal includes:

- **Deep Subsidy Units:** 20% of the units (16 units) are subject to BC Housing restrictions to secure rental rates and household income targeted at households receiving income assistance, old age security and guaranteed income supplement, or whose rent geared to income rate would be no more than shelter allowance. Rental rates for these units are restricted to shelter rate or equivalent. These units receive operational funding from the BC Housing Community Housing Fund program.
- **Rent Geared to Income Units:** 50% of the units (40 units) are subject to BC Housing restrictions to secure rental rates and household income targeted at BC Housing Income Limits. Rental rates for these units are restricted to rent geared to income (RGI) of 30% of pre-tax household income and in accordance with the BC rent scale and using BC Housing's Housing Income Limits. These units receive operational funding from the BC Housing Community Housing Fund Program, depending on household income.

- Low and Moderate Income Units: 30% of the units (24 units) are subject to BC Housing restrictions to secure rental rates and household income targeted at the median income levels for BC households without and with children. Initial rental rates for these units will be based on market rates with a maximum of 30% of pre-tax annual household income using BC Housing's "Low and Moderate Income Limits" (median or 50th percentile income for BC households without and with children). Rental rate increases are restricted to *Residential Tenancy Act* permitted annual increases.

Prior to Development Permit issuance, a Housing Affordability Agreement in perpetuity and Housing Covenant will be registered on title for the 80-unit affordable housing development comprising 16 deep subsidy units, 40 rent geared to income units, and 24 low and moderate income limits units, requiring that the developer satisfies all City requirements.

Deep Subsidy Units:

Unit Type	Max. Monthly Unit Rent	Total Max. Household Income	Proposal	
			% of Units	# of Units
Studio	(1)(2)	(2)(3)	100% (4)	16 (4)
1-bedroom				
2-bedroom				
3-bedroom				
Total	Varies	Varies	100%	16

- (1) Rent rate to be set at the shelter rate allowance applicable to individual households as per BC Housing criteria.
 (2) Rates may change as approved by BC Housing.
 (3) Maximum household income equivalent to income assistance, old age security and guaranteed income supplement, or whose rent geared to income rate would not exceed shelter allowance as per BC Housing criteria.
 (4) Unit type distribution to be determined on an annual basis as per BC Housing household income criteria.

Rent Geared to Income Units:

Unit Type	Max. Monthly Unit Rent (1)(2)	Total Max. Household Income (2)(3)	Proposal	
			% of Units	# of Units
Studio	\$1,287.50	\$51,500 or less	100% (4)	40 (4)
1-bedroom				
2-bedroom				
3-bedroom				
Total	Varies	Varies	100%	40

- (1) Rent rate to be set at 30% of pre-tax income of individual households and as per BC Housing criteria.
 (2) Rates may change as approved by BC Housing.
 (3) Maximum household income as per Housing Income Limits BC Housing criteria.
 (4) Unit type distribution to be determined on an annual basis as per BC Housing household income criteria.

Low and Moderate Income Limits Units:

Unit Type	Target Monthly Unit Rent Range (1)(2)	Max. Monthly Unit Rent (3)(4)	Total Max. Household Income (5)	Proposal	
				% of Units	# of Units
Studio	(1)	\$1,853	\$74,150 or less	100% (6)	24 (6)
1-bedroom	(1)				
2-bedroom	(1)	\$2,826	\$113,040 or less		
3-bedroom	(1)				
Total	n/a	n/a	n/a	100%	24

- (1) Initial rent rate values will be established by BC Housing based on CMHC Average market Rent. Rates may be adjusted periodically with the agreement of BC Housing.
- (2) Rates may be adjusted periodically with the agreement of the City and (i) for existing tenants, no more than Provincial Residential Tenancy Act provisions.
- (3) Denotes maximum rent at 30% of total maximum household income as per BC Housing criteria.
- (4) Rates may change as approved by BC Housing.
- (5) Denotes BC median household incomes 2020 values based on the BC Housing published 2020 Low and Moderate Income Limits for households without and with children in BC.
- (6) Unit type distribution within each rental affordability type to be determined on an annual basis as per BC Housing household income criteria.

Prior to Development Permit issuance, a legal agreement will be registered on title, prohibiting subdivision (including stratification and/or air space parcels) of the residential housing units (Single Owner for Residential Units).

Public Art

- This unique affordable housing project with a mix of income levels and subsidized rental units is not required to provide a contribution towards Public Art.

Servicing Agreement

- The developer shall be responsible for the design and construction of required works, including: (i) road works, which will require City tree relocation or removal along No. 2 Road; (ii) water, storm sewer, and sanitary sewer upgrades; (iii) related public and private utility improvements; and (iv) related granting of new statutory rights-of-way. The developer's design and construction of the required works and granting of statutory rights-of-way, as determined to the satisfaction of the City, shall be implemented through the City's standard Servicing Agreement process (secured with legal agreement registered on title and provision of a Letter of Credit) prior to Building Permit issuance, as set out in the attached Development Permit Considerations (Attachment 5).
- The subject development includes driveway and frontage works affecting the neighbouring property to the north of the site at 5900 River Road as contemplated in the existing cross-access easement registered on both properties. The existing cross-access easement and covenant prohibiting access to No. 2 Road will be replaced with a new SRW as noted above. The owner of 5900 River Road has requested that the access SRW area be provided in the proposed location to minimize impacts to the future development potential of 5900 River Road and has agreed to provide a voluntary contribution in the amount of \$69,800 toward the cost increase associated with additional frontage works at 5491 No. 2 Road resulting from the proposed SRW location. In order to maximize efficiency, the owner of 5900 River Road has requested to construct frontage improvements and utility upgrades along No. 2 Road required for their future development in conjunction with the construction of the frontage improvements and utility upgrades required to serve the subject development. To construct such frontage works, the owner of 5900 River Road is required to enter into the City's standard Servicing Agreement process (secured with a legal agreement registered on title and provision of a Letter of Credit) for road works, relocation of the eight City trees along No. 2 Road, frontage improvement and utilities works that overlap with the frontage works related to the driveway access for the subject development (Attachment 6). Utility and frontage requirements for the entire property at 5900 River Road will be reviewed comprehensively through future potential development application review and additional utility upgrades and frontage improvements may be required.

Conclusions

The development will provide much needed affordable housing in an innovative facility and secured through partnership between the City, BC Housing and Pathways. An analysis of the proposal shows it to be well considered and consistent with the Official Community Plan (OCP) development, livability, sustainability, and urban design objectives. The applicant has agreed to complete Development Permit considerations (Attachment 5). To facilitate the proposed development, the owner of 5900 River Road, the neighbouring property to the north of the subject site, has agreed to complete considerations (Attachment 6). On this basis, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended and that staff be authorized to execute a servicing agreement with the property owner of 5900 River Road.



Sara Badyal
Planner 2
(604-276-4282)

SB:blg

Attachments:

- Attachment 1: Development Application Data Sheet
- Attachment 2: Pathways Open House Engagement Summary, Sign-in Forms and Comment Sheets (September 11, 2019)
- Attachment 3: Public Correspondence
- Attachment 4: Advisory Design Panel Minutes Meeting Minutes Annotated Excerpt (February 19, 2020)
- Attachment 5: Development Permit Considerations
- Attachment 6: Preliminary Servicing Agreement Scope of Work at Adjacent 5900 River Road



Development Application Data Sheet
Development Applications Department

DP 19-866690

Address: 5491 No. 2 Road

Applicant: GBL Architects

Owner: City of Richmond

Planning Area(s): Dover Crossing

	Existing	Proposed	
Site Area	2,024 m ²	No change	
Land Uses	Vacant	Multi-Family Rental Tenure Residential	
OCP Designation	Mixed Use	Complies	
Zoning	High Rise Apartment and Congregate Housing (ZHR3) – Dover Crossing	Variances requested as noted below	
Number of Units	Vacant	80	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	3.0 & 0.1 amenity space	2.61	None permitted
Lot Coverage	Max. 70%	43%	None
Setback – No. 2 Road	Min. 6 m	5 m	1 m decrease
Setback – North Side Yard	Min. 6 m	6 m	None
Setback – South Side Yard	Min. 3 m	3 m	None
Setback – Rear Yard	Min. 3 m	3 m	None
Height: Within 26 m of East property line Beyond 26 m of East property line Parking structures	Max. 24 m Max. 18 m Max. 5 m	24 m 20.3 m 5 m	2.3 m increase (Includes 0.1 m tolerance)
Lot Size	Min. 2,000 m ²	2,024 m ²	None
Parking Spaces: Affordable Housing Units (Deep subsidy: 2 car-share sp) (Studio & 1-bd: 0.27 spaces/unit) (2-bd & 3-bd: 0.9 spaces/unit) Visitors (0.18 spaces/unit) Car Share Total	With TDMs 72 15 2 87	With TDMs 29 15 2 46	52% reduction with appropriate TDMs
Parking – Accessible	Min. 2%	2% (1 space)	None
Parking – Small Car Spaces	Max. 50%	42% (19 spaces)	None
Parking – Tandem Spaces	Permitted	None	None
Loading	Manoeuvring	1 medium truck (SU-9) space	None
Bicycle Storage	100 class 1 secure bike spaces 16 class 2 bike rack spaces	100 class 1 secure bike spaces 20 class 2 bike rack spaces	None
EV (Energized) Charging for Cars	100% resident parking spaces	100% resident parking spaces	None
Amenity Space – Indoor:	Min. 100 m ²	100 m ²	None
Amenity Space – Outdoor:	Min. 480 m ²	480 m ²	None



PATHWAYS CLUBHOUSE AFFORDABLE HOUSING OPEN HOUSE ENGAGEMENT SUMMARY REPORT

September 24, 2019



Prepared by Ideaspace Consulting Inc. for the City of Richmond



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1. INTRODUCTION

The City of Richmond, Pathways Clubhouse, and BC Housing are partnering to build new, affordable rental housing at 5491 No. 2 Road. The proposed project is a six-storey building with 80 new homes for single people, families and seniors offering:

- 5 x 3 bedroom apartments
- 15 x 2 bedroom apartments
- 36 x 1 bedroom apartments
- 24 studio apartments

An open house was held on Wednesday, September 11 from 4:00 to 8:00 pm at the Thompson Community Centre to present the project and listen to feedback from the community.

A summary of the feedback received at the open house is provided below.

2. KEY THEMES

A total of 27 feedback forms were completed by Open House attendees. The forms included two questions:

- Is there anything the project team should consider as we finalize the exterior design of the building?
- Is there anything else we should consider for this project?

Key themes that emerged from written responses to these questions include the following:

- a) Support for the project
- b) Concerns about proposed vehicle access
- c) Concerns about project impacts on traffic
- d) Concerns about parking
- e) Concerns about neighbourhood impact
- f) Considerations regarding access to neighbourhood amenities
- g) Considerations regarding exterior and interior building design
- h) Desire for additional feedback and notification mechanisms

Detailed feedback from each of these key themes has been summarized on the following pages.

a) SUPPORT FOR THE PROJECT

A significant number of Open House attendees expressed appreciation for the project.

Key comments include:

- the project addresses the need for more affordable housing in the City of Richmond; and
- the new development will make a positive contribution to the community and will be a good fit with the surrounding area.

Several respondents expressed that they would like the project to be completed as soon as possible to ensure that affordable housing is promptly available to those who need it.

b) CONCERNS ABOUT PROPOSED VEHICLE ACCESS

Some Open House attendees expressed concerns about proposed vehicle access to the development.

Comments include:

- vehicle access could be unsafe and difficult to navigate due to the heavy traffic on the River Road onramp to No. 2 Road, which some respondents claim already has a high occurrence of vehicle accidents; and
- a calmer street such as Dover Crescent could be considered as an alternative vehicle access point to the property.

c) CONCERNS ABOUT PROJECT IMPACTS ON TRAFFIC

Several Open House attendees expressed concerns about the potential increase in traffic, detours and delays that could occur during the project construction phase and after the building is tenanted.

Comments include:

- traffic in the area is already heavy and may become more congested with project construction;

- traffic impacts resulting from construction activities could be challenging to navigate for residents who use River Road to access No. 2 Road on their daily commutes; and
- traffic on Lynas Lane may increase after the building is tenanted, as this street may be used as an access route to River Road.

d) CONCERNS ABOUT LOCAL AREA PARKING

Several Open House attendees expressed concerns about the availability of parking in the surrounding neighbourhood during the project construction phase and after the building is tenanted.

Comments include:

- there may be overflow from the development's parking lot, with residents and visitors seeking access to street parking;
- parking on Dover Crescent and at Dover Park is already very limited and cannot accommodate another 100 to 200 people living in the area; and
- options for construction parking and visitor parking should be considered.

e) CONCERNS ABOUT NEIGHBOURHOOD IMPACT

While a significant number of Open House attendees considered the project to be a good fit for the surrounding area, a few attendees had concerns about the development's impact on the neighbourhood.

Comments include:

- the proposed building is too tall and will block views; and
- the project may have a negative effect on property values.

f) CONSIDERATIONS REGARDING TENANT ACCESS TO NEIGHBOURHOOD AMENITIES

Some attendees questioned whether tenants will have sufficient access to community amenities and services based on the planned location of the building.

Comments include:

- the Walk Score to grocery stores, drug stores, banks and other retail locations and services should be measured and considered in planning; and
- seeing as though the nearby elementary school is at capacity, the project plan should consider where the children in the building will go to school and how they will get there.

g) CONSIDERATIONS REGARDING EXTERIOR AND INTERIOR BUILDING DESIGN

Several respondents expressed their desire for a building design that ensures safety, accessibility and inclusiveness for tenants.

Ideas for exterior design elements include:

- benches;
- a pet-friendly outdoor area;
- water dispensers for people and pets;
- a key fob entry system;
- a video intercom system; and
- a front entrance oriented toward Dover Crescent to increase neighbourhood inclusiveness.

Ideas for interior design elements include:

- an elevator;
- grab bars in washrooms;
- countertops of an appropriate height for seniors and people with disabilities;
- a panic call button system in case of emergency; and
- sufficient soundproofing from traffic and airport noise.

h) DESIRE FOR ADDITIONAL FEEDBACK AND NOTIFICATION MECHANISMS

A few Open House attendees expressed a desire for additional feedback and notification mechanisms regarding the project, including:

- project notifications sent to site neighbours; and
- feedback forms available online and sent by mail to local residents, with Chinese translation.

Sign-In Sheet

[illegible]

Pathways Clubhouse Affordable Housing

Sign-In Sheet

Name	Postal Code
Torge Castellon	V7C 5R9
Yun Dou	V7C 5R4
Ed Martin	V7C 5P5
CHAS DEVB	V7C 21B
J & J SMOEDMITH	V7C 5E7
Ken Boukum	V7C 5S6
JUDI BRAMMER	V7C 5P5
Hilary Sun	V7C 5P3
Jimmy Kuo	V7E 1H1
HUTAR RANATHANA	V7C 5P5
LAARA TYLOR	V7C 5P5
DONALD LEE	V6Y 3K3
Maurika Nallainathan	V7C 5P5
JO CUNA	V7C 5S6
De Whalen	V6W1B6
Mari del Casal	V6V 2B2
Emma Mc Garry	V7C 5P5
Harry Yuen	V7C 5S6
Sam	V7C 5S6
Chorkin Citral	"
Michael Fain	V7C 5R9
Wly Wly	V7C 5P4

Pathways Clubhouse Affordable Housing

Sign-In Sheet

Name	Postal Code
Wick	V7C 5S6
Qin, Su Mei	V7C 5P5
Mico Tibbles	V7A 4W5
Hernan Medina	V6Y 0R2
Susan Espen	V7C 5P5
Song Sheng Zhen	V7C 5P4
Mei Yang Wang	V7C 5P4
Christine Chan	V7C 5R9
Suzanne Kennedy	V7E 1M7
Rebecca Young	V7C 5S6
Julie Halmighat	V6X 4L3
MARCELA MAZARIEGO	V6X 3E4
EE CLAPP	V6X 1G2
Jon King	V6X 4C6
Gary Camber	V7C 5P5
Kate MO	V6X 4B9
Joyll	V6X 3G4
Ying Lin	V7C 5P4
Debi Turner	V7E 6S5
Karen M...	V7C 5P5
Denis Livolsi	V7C 5S6
Angela McKee	V7C 5S6
Pete Clayton	V7C 5S6

Sign-In Sheet

[illegible]

Sign-In Sheet

[illegible]

Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

Getting in and out of the property!!! The road off River Rd going up to join #2 Rd (bridge off) Traffic is speeding along (dangerous) Also taking into acct turn (R) at Westminster Hwy. busy, busy always

- 2) Is there anything else we should consider for this project?

Also, what about visitor/trades parking. River Rd is for those hiking on the dyke. --- Note! That is why this site has remained vacant, (for years). Concept of housing fine but site ridiculous!!!

Dover Green has its own parking problems ---

 Richmond

Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

- 2) Is there anything else we should consider for this project?

Elevator



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

- 2) Is there anything else we should consider for this project?

The project is very lovely and we are very excited. ~~the~~
However, we heard that the earliest application time is 2021,
it takes so long. We wish there are more housing like this
available for seniors. Thank you very much.



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

- 2) Is there anything else we should consider for this project?

我是5840住户 Zhang Xing Jie 778-829-9276
2006年购房时, 未听说过有门前盖房规划.
现有这样的规划, 密度大 遮挡视线.
提反对意见

2019.9.11

Translation:

3/6 莫杰

I live in 2840, when I bought
my place in 2006, I ~~was~~ had not
heard new buildings would be built
I object to the project due to the fact
it blocks my view.

Richmond

Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

- 2) Is there anything else we should consider for this project?

ACCESSIBILITIES FOR SENIORS; LIKE IN THE
WASHROOM (GRAB BARS); LOWER COUNTERTOPS



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

No comment.

- 2) Is there anything else we should consider for this project?

*Consider the walking score to local stores
eg. grocery market, drug stores and so forth
make sure easy access to run errands to meet
personal needs, eg. banking etc.*



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

Road Access to the development

Parking Around Dover Park is full

now ~~and~~ is used by current residents

who cannot get parking in their
residences

- 2) Is there anything else we should consider for this project?



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

odd plan in odd location. People live
there no place to play, park, it is
hard to go in/out.

- 2) Is there anything else we should consider for this project?



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

THE DESIGN LOOKS GOOD. THIS DEVELOPMENT WILL
BE A POSITIVE ADDITION TO THE COMMUNITY. RICHMOND
IS IN NEED OF MORE AFFORDABLE HOUSING. PATHWAYS
HELPS PEOPLE AND IS A VERY SOLID CHARITY.

- 2) Is there anything else we should consider for this project?

THANKS FOR CONNECTING WITH THE COMMUNITY IN
THIS FORUM. I SPOKE WITH STAFF AT THE EVENT AND
I FEEL ALL MY QUESTIONS HAVE BEEN ANSWERED



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

Do not build here! Not the right place for any building regardless of who is living in it. I have no problem with who will be living there. My problem is with the chosen location. Poor access for those that will live there. & my biggest concern → over

- 2) Is there anything else we should consider for this project?

CANCEL IT!!! Too many new building have gone up in this area in the last 10 years. Traffic is a nightmare in Richmond. Enough is enough. Current city council + mayor should put a stop to this project. People remember the mistakes they make.



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

- 2) Is there anything else we should consider for this project?

- the community around Doves Park
- should receive mail with a form
to fill in re. their feedback - it'll
give people time to give thoughtful responses
- also an online feedback form (some) should be
provided - with deadline - this will allow
for more meaningful community
engagement / research
- the form must also be offered in Chinese



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

(SP?)
Looks very compatible with surrounding area

- 2) Is there anything else we should consider for this project?

Project is very much needed in Richmond.
The three partners will work well together.
I see this as very positive

P.S. Hope's hair looks awesome



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

Project is good. Hope this will ^{be} finished on the next
early year of 2020. We seniors really need this
project. God Bless!

Dora

- 2) Is there anything else we should consider for this project?



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

The plan looks good - it seems appropriate for the neighborhood.

- 2) Is there anything else we should consider for this project?

Additional buildings like this are needed in Richmond. If this could be expanded it would be a great addition to the city.



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

Difficult to say as not
completely clear on how the
exterior will be
Looks great from what I saw!

- 2) Is there anything else we should consider for this project?

I appreciate the opportunity
to check this out and be
given information on this project.
Thank you!

We need all the affordable
housing we can get!
Good work!



Pathways Clubhouse Affordable Housing

Comment Form

1) Is there anything the project team should consider as we finalize the exterior design of the building?

• establish a small fenced-in area outside for dogs with pet-waste receptacle, water access for pet and human consumption plus a bench for seating

2) Is there anything else we should consider for this project?

- entrance security - use current state-of-the-art fob system for entry with security intercom allowing someone to "buzz" guests in; plus consider upgrade to video-enabled intercom
- consider installation of panic call buttons in accessible units or some subsidy of 'lift alert' type of subscription to make it easy to call for assistance in case of a fall or other emergency
- allow 1-2 pets per unit

Good initial plan

Pathways Clubhouse Affordable Housing

Comment Form

1) Is there anything the project team should consider as we finalize the exterior design of the building?

Can the City consider organizing access, by vehicle (perhaps with restrictions) from Dover Cres. I am familiar with this area (long time nearby resident) and think a narrow road is possible with provision of a narrower bike/pedestrian lane. This would make for a more "front facing" community - orient this building to Dover neighbours rather than isolate via a front door onto a thru-way.

2) Is there anything else we should consider for this project?

How will you accommodate construction activity? It appears this will be quite a challenge for those of us who enter No. 2 Rd from River Rd daily.

Where will children go to school? Blair is "full" - children will have to bus or car to school.

I strongly support provision of this accommodation, hope you can work out the above small challenges.

Richmond

Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

- 2) Is there anything else we should consider for this project?

Hopefully the project running fast. We need more affordable houses and come to the residents fast.



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

- 2) Is there anything else we should consider for this project?

The access to the site is already a constant accident area as cars attempt to come onto the #2 Rd. This access does not make sense (to someone who views this spot daily!) Dover Park parking is also minimal now so more cars could be a bigger problem



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

No

- 2) Is there anything else we should consider for this project?

No



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

No, the patio, landscape, ~~and~~ windows and outside designs are beautiful.

- 2) Is there anything else we should consider for this project?

~~Yes~~ Parking may be an issue.



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

I think this is a great idea and much needed for Richmond. I live next to this site and I am happy to welcome people and help out when I can or if needed.

- 2) Is there anything else we should consider for this project?

Best of Luck and good wishes ☺



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

- 2) Is there anything else we should consider for this project?

Really consider traffic, looks to me
Lynas Rd is going to be "hit" as access
to River Rd.



Pathways Clubhouse Affordable Housing

Comment Form

1) Is there anything the project team should consider as we finalize the exterior design of the building?

- Probably not enough parking spots
so people will park on Dover Cresc.
- Vehicles can only exit on
#2 road south, so they will park
on Dover Cresc (where I live!).

2) Is there anything else we should consider for this project?

Need good soundproofing from
busy road and airport.



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

Good Luck.

Please notify all the properties
surrounding Drer Park.

Rmy

- 2) Is there anything else we should consider for this project?



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

the building is too tall &
should not obstruct views for
Lighthouse Place residents
This location is not practical
whatsoever.

- 2) Is there anything else we should consider for this project?

We do not need anymore traffic & the 2nd bridges bad enough,
the access you are proposing seems to be very unsafe.

This building is going to take away the views of Lighthouse
Place residents & affect their property values is a negative
way.

There is not enough extra parking on
Dove Crescent to accommodate another 100-200
people living in the area.

~~the building is too tall & should not obstruct views for Lighthouse Place residents~~
~~This location is not practical whatsoever.~~



Pathways Clubhouse Affordable Housing

Comment Form

- 1) Is there anything the project team should consider as we finalize the exterior design of the building?

Good for Richmond - affordable housing! Thank you!

- 2) Is there anything else we should consider for this project?

I am very happy that the access to the parking is from the River Rd/Two Road on ramp. I love the bike path between Dover Crescent and two Rd pass the child care building.



From: [REDACTED]
Sent: Wednesday, 11 September 2019 07:46
To: PlanningDevelopment
Subject: 5491 No. 2, File # DP-19-866690

Greetings Manager Joe Erceg of Richmond Planning and Development and associated Building Approval Department:

In reference to possible development at 5491 No. 2 Road, File #DP-19-866690. I am writing to express concern at the size of this development relative the lot size and land space available. Aside from personal concerns of many low income neighbors on my own property value and the loss of morning sunlight in my Condo.

My concerns would be as follows. If this is a No. 2 Road address presumably road access would be from No. 2 road. Living across from this merge lane I can state that there are traffic problems with sight lines for drivers merging onto No. 2 road at this location. Honking and accidents as drivers speed over the hump of No. 2 road bridge. If also putting an access point here it would be a further immediate slow down for traffic. If the access will be from Dover Crescent you would be removing a needed walking path who many use as access between Dover Park and the River system and also be putting the vehicle access right adjacent to a Pre-school. The current 80 unit proposal would place very high demand on these access points while attempting to fill this parcel completely and high with as many units as possible.

Secondly as this will be designated for lower income people. I note that the 401 bus route nearby is already at high demand during many hours of the day with very much standing room only too Richmond Brighthouse and Downtown Richmond. This is a further demand on this already high demand service. This would have to be considered when adding this many units to our area many of which would be bus users at low income.

Thirdly are more the Social concerns and extra policing needed for an all rental building of lower income occupants right nearby. Frequent loitering and littering not far from my own building access and nearby Dover Park which I currently enjoy trouble free. How would this be policed and cleaned ? My guess is that not much extra serving in these regards would be planned or implemented. As Marijuana is now legal in Canada which gladly there are City Bylaws for. It is a smoke that can have a range of 100 meters or so from a smoker. More so than cigarette smoke. Living in a Multi family dwelling myself my own Strata council is gladly responsible in dealing with this issue. But with a building next to us who may care less about this topic while blowing their smoke our way. How could this be effectively enforced on the many people moving in and out to have consideration for other neighbors in the area? Associated noise with people overly relaxed from the product also.

Obviously being a nearby neighbor if proceeding a strict schedule for construction in the disruptive period to neighbors lives would be appreciated. I suggest 8 AM--6 PM 6 days a week excluding Sundays and Holidays. Outside of this would not at all be appreciated. And neither would the building's approval at it's current size either for that matter.

I don't wish to be a "NIMBY" type neighbor as the planning department may understand and see in regards to this important social issue in Vancouver area. I do question the size of this proposal as it will completely fill the land available. And as I have indicated is not without questions that are not likely to be adequately addressed. Please reject this file and scale down this development. Even sell the land it would be great for a small commercial development and better sized for it. If determined to make it an all rental low income facility, do consider my letter, and the current over sized nature of this proposal.

Sincerely,
[REDACTED]

Excerpt from the Minutes from
Advisory Design Panel Meeting
February 19, 2020

DP 19-866690 – 6-STOREY AFFORDABLE HOUSING DEVELOPMENT

ARCHITECT: GBL Architects Inc.
LANDSCAPE ARCHITECT: ETA Landscape Architecture Inc.
PROPERTY LOCATION: 5491 No. 2 Road

Applicant's Presentation

Emily Brett, GBL Architects, Jocelle Smith, ETA Landscape Architecture, Dave MacDonald, Pathways Clubhouse, Casey Clerkson, CPA Development Consultants, presented the project, and together with Alex Chou, AME Group, and Paul Goodwin, GBL Architects, answered queries from the Panel.

Panel Discussion

Comments from Panel members were as follows:

- the four wheelchair accessible apartments are well designed; would enable residents using wheelchairs and walkers to live independently and safely – ***Noted.***
- the project is useful and needed by the City; appreciate the applicant's and the City's efforts to collaborate on the project – ***Noted.***
- overall, the project is well designed; however,
 - (i) review the layout and dimensions of the urban agriculture planters to ensure that they are wheelchair accessible and could accommodate young children – ***Reviewed. Planters have 2' height and at least 32" clearance on 3 sides, accommodating all ages and wheelchair access.***
 - (ii) review the design of the outdoor children's play area and clarify whether it is intended mainly to be an active play space or passive space for relaxation and socialization and identify its main users – ***Design improved and programmed as active outdoor children's play area.***
- the children's play area on the north side will be shaded by the building; consider design development to provide more visual interest and make the space more inviting; should the place be intended primarily as a children's play area, consider enhancing the overall play experience; also consider installing an outdoor exercise equipment for residents with disabilities – ***Design improved with more visual interest and enhanced play experience in the following ways: additional play equipment was incorporated as well as a rubberized surfacing with a stepping stone pattern, which encourages running, jumping, crawling, exploring and games. Bench seating was also incorporated for parent supervision, which will extend childrens' play time. We refrained from installing adult exercise equipment due to space constraints, and due to the very specific and limited use of such equipment. A nearby fitness or community centre would be better able to address rehabilitation or mobility needs.***
- concerned about the building massing orientation, in particular,
 - (i) the siting of the children's play area on the north side and shaded by the building – ***Reviewed. Children very much enjoy shady forest glens, especially when summer heat hits. The proposed location will enjoy morning sun and ambient lighting. Children have unlimited access to the very large and sunny Dover Park half a block away. Children can access this park via a public pathway, without need for crossing any arterial roads. We feel it is in children's best interest to have dedicated space to play. If the children's play area were integrated with the dining and urban agriculture in the west, there would not be room for all the currently proposed active play elements.***

(ii) the building façade fronting No. 2 Road appears like a box and lacks articulation to create a gateway character; the west and south facades are more successful – ***Reviewed. The site directly to the North will provide the gateway view from the No. 2 Road bridge approach, block the view of our building. The design focuses on the South and West views from the public pathway which will be preserved and provides differentiated elevation designs but not overly decorative***

(iii) the pad mounted transformer (PMT) and garbage room fronting No. 2 Road lack screening – ***A custom PMT wrap is proposed to celebrate local art or nature. This would keep the space more open than screening.***

- consider design development for the rooftop mechanical equipment screening as it appears not coordinated with the design of the building elevations – ***Design improved. Rooftop mechanical screen area reduced significantly. Screen louvers to match light grey cement panel colour.***
- ensure that the dead end parking stalls in the parkade have adequate manoeuvring space – ***Design improved. Bike storage area wall moved eastward 1'-6" to allow for additional manoeuvring space***
- note that the nearest distance between the proposed building and the adjacent high-rise development to the west is less than 60 feet – ***Noted, which is acceptable for the proposed mid-rise building, which is not subject to high-rise tower separation guidelines.***
- appreciate the comprehensive package provided by the applicant which includes an energy modeling report – ***Noted.***
- the targeted air tightness of the building envelope appears ambitious and would be difficult to achieve – ***Reviewed. Step 3 can be achieved while having the base infiltration value of 0.20 l/s/m2 for façade.***
- the modeling report provided by the applicant should include the use of water source heat pumps as clarified during the applicant's presentation of the project – ***Modelling report was updated.***
- the targeted 30 percent reduction in domestic hot water heating would be challenging and difficult to achieve – ***The modelling report was updated to remove flow fixture savings and is now based on district energy system heat.***
- the provision for a central heat recovery ventilation (HRV) is a good strategy for a passive house but could present challenges for the project – ***The modelling report was updated and now based on in-suite HRV equipment.***
- the roof plan shows proposed rooms that may not be necessary for the project; e.g. boiler room and mechanical room – ***Design improved. The mechanical room is required for the heating and cooling loop pumps and related equipment and the boiler room was deleted.***
- appreciate the package provided by the applicant which helped the Panel better understand the project – ***Noted.***
- note that the project is more like an infill rather than a gateway project; the future development on the adjacent site to the north would be the gateway project – ***Noted.***
- considering their site context and proposed uses, the building's four elevations are successful as they are differentiated from each other but not overly decorative and overreaching; however, consider further treatment to the north façade which will be visible from No. 2 Road for some time, e.g. through adding colour to the proposed building exterior materials – ***Reviewed. Wood tone adds a natural wood colour in the balcony soffits, which will be viewed from the lower road and sidewalk elevation. The neutral natural colour scheme fits in with the neighbouring buildings and surrounding context of the public path and nearby Dover Park. Keeping the project on budget is critical, so the mix of materials/colours/complexity is balanced to provide visual interest without overly increasing cost.***
- consider slightly altering the roof line to provide architectural interest to the building – ***Reviewed. The roof edge parapet has lower and 2'-6" higher areas to provide visual interest along the roof line.***
- the children's play area will be shaded and is located away from the common amenity patio; consider consolidating the two areas – ***Reviewed. Children's play area improved as noted in previous response. Consolidation is not possible due to building footprint.***

- consider switching the locations of the common amenity patio along the west side and the wheelchair accessible apartments with associated private patios on the south side of the building; the common amenity patio would provide a better interface with the east-west public pathway and relocating the wheelchair accessible apartments to the west side would enhance their privacy – *Reviewed. The depth of the west setback area accommodates a truly interactive space, with dining, BBQ, moveable seating, arbour and urban agriculture would not be possible along the narrow south-facing side.*
- the children's play area does not benefit from overlook from family sized units as it is adjacent to studio units – *Reviewed. Overlook from family units is not necessary, as parents would either stay outside with toddler-aged children, or send out school-aged children to play on their own, as this is a private resident-only play area, not public. Reconfiguring the units to surround the play area with only family-sized units may mean loss of the space currently available for dedicated play. To accommodate parental surveillance, a bench has been provided within the play area.*
- consider screening the PMT and garbage and recycling areas, e.g. through installing landscape screening or fencing – *Addressed above.*
- consider relocating the outdoor bicycle storage area from the south side adjacent to the lobby to the east side and close to the PMT area to create a usable space adjacent to the lobby – *Reviewed. The current bicycle storage area location is maintained to retain shrub planting along No. 2 Road for screening and a soft landscaped appealing frontage. Relocation would require removing approximately 6'x28' of landscape area.*

Panel Decision

It was moved and seconded

That DP 19-866690 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

CARRIED

Opposed: Michael Cheung



Address: 5491 No. 2 Road

File No.: DP 19-866690

Prior to forwarding this Development Permit application to Council for approval, the developer must complete the following:

1. **(Landscape Security)** Submission of a Letter of Credit (or BC Housing letter of assurance) for landscaping in the amount of \$229,074.00 as specified on the landscape cost estimate provided and sealed by the project Landscape Architect (including materials, labour and 10% contingency).
2. **(Environmental)**
 - a) **(Qualified Environmental Professional)** – Submission of a Contract entered into between the applicant and a Qualified Environmental Professional for services related to provincial *Water Sustainability Act* requirements.
 - b) **(Environmental Security)** The developer must agree that should the province require that offsetting habitat compensation be provided off-site through the *Water Sustainability Act* review process, the City will require additional security to be provided by the developer, for the sum as specified in a habitat offsetting cost estimate provided and sealed by the project Qualified Environmental Professional. This security is to be provided to the City in the form of a Letter of Credit (or BC Housing letter of assurance) to the satisfaction of the City prior to the issuance of the Building Permit.
3. **(Existing Tree Management)** The owner shall protect adjacent neighbouring trees, including:
 - a) **(Tree Protection)** Installation of appropriate tree protection fencing for the protection of all trees neighbouring the development site prior to any construction activities, including building demolition, occurring on-site.
 - b) **(Arborist Supervision)** Submission of a Contract entered into between the developer and a Certified Arborist for supervision of any works conducted within tree protection zones of trees to be protected. 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.
4. **(Flood Construction Level)** Registration of a flood indemnity covenant on title (Area A).
5. **(Aircraft Noise Sensitive Development)** Registration of an aircraft noise sensitive use restrictive covenant on Title (Area 2), identifying that the proposed dwelling units must be designed and constructed to achieve the following:

- a) CMHC guidelines for interior noise levels as indicated in the chart below:

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

- b) The ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior spaces.
6. **(Housing Affordability Agreement)** Registration of a Housing Affordability Agreement to secure the following deep subsidy, rent geared to income, and low and moderate income limits housing units, the combined total number of units of which shall comprise 100% of the subject development’s total residential floor area. Occupants of the housing units subject to the Housing Affordability Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Affordability Agreement shall indicate that they apply in perpetuity and provide for the following:

- a) Unit Mix:

Unit Type (1)	Min. Permitted Unit Area	% of Units	# of Units
Studio	37 m ² (400 ft ²)	30%	24
1-bedroom	50 m ² (535 ft ²)	45%	36
2-bedroom	69 m ² (741 ft ²)	19%	15
3-bedroom	91 m ² (980 ft ²)	6%	5
Total	n/a	100%	80

- (1) 100% of units meet Richmond Basic Universal Housing (BUH) standards.

b) Deep Subsidy Units:

Unit Type	Max. Monthly Unit Rent	Total Max. Household Income	Proposal	
			% of Units	# of Units
Studio	(1)(2)	(2)(3)	100% (4)	16 (4)
1-bedroom				
2-bedroom				
3-bedroom				
Total	Varies	Varies	100%	16

- (1) Rent rate to be set at the shelter rate allowance applicable to individual households as per BC Housing criteria.
(2) Rates may change as approved by BC Housing.
(3) Maximum household income equivalent to income assistance, old age security and guaranteed income supplement, or whose rent geared to income rate would not exceed shelter allowance as per BC Housing criteria.
(4) Unit type distribution to be determined on an annual basis as per BC Housing household income criteria.

c) Rent Geared to Income Units:

Unit Type	Max. Monthly Unit Rent (1)(2)	Total Max. Household Income (2)(3)	Proposal	
			% of Units	# of Units
Studio	\$1,287.50	\$51,500 or less	100% (4)	40 (4)
1-bedroom				
2-bedroom	\$1,575.00	\$63,000 or less		
3-bedroom	\$1,837.50	\$73,500 or less		
Total	Varies	Varies	100%	40

- (1) Rent rate to be set at 30% of pre-tax income of individual households and as per BC Housing criteria.
(2) Rates may change as approved by BC Housing.
(3) Maximum household income as per Housing Income Limits BC Housing criteria.
(4) Unit type distribution to be determined on an annual basis as per BC Housing household income criteria.

d) Low and Moderate Income Limits Units

Unit Type	Target Monthly Unit Rent Range (1)(2)	Max. Monthly Unit Rent (3)(4)	Total Max. Household Income (4)(5)	Proposal	
				% of Units	# of Units
Studio	(1)	\$1,853	\$74,150 or less	100% (6)	24 (6)
1-bedroom	(1)				
2-bedroom	(1)	\$2,826	\$113,040 or less		
3-bedroom	(1)				
Total	n/a	n/a	n/a	100%	24

- (1) Initial rent rate values will be established by BC Housing based on CMHC Average market Rent. Rates may be adjusted periodically with the agreement of BC Housing.
(2) Rates may be adjusted periodically with the agreement of the City and (i) for existing tenants, no more than Provincial Residential Tenancy Act provisions.
(3) Denotes maximum rent at 30% of total maximum household income as per BC Housing criteria.
(4) Rates may change as approved by BC Housing.
(5) Denotes BC median household incomes 2020 values based on the BC Housing published 2020 Low and Moderate Income Limits for households without and with children in BC.
(6) Unit type distribution within each rental affordability type to be determined on an annual basis as per BC Housing household income criteria.

7. **(Single Owner for Residential Units)** Registration of a legal agreement on title, prohibiting subdivision (including stratification and/or air space parcels) of the residential housing units.
8. **(Shared Bicycle Storage)** Registration of a legal agreement on title ensuring that bicycle storage facilities are provided and maintained for their intended shared common use.
9. **(Transportation Demand Management)** Registration of a legal agreement on title ensuring the provision of all TDM measures listed below:

a) **(Enhanced Bicycle Facilities)** Registration of a legal agreement on title ensuring that:

- i. Pathways provides four bicycles and administers a bicycle rental and bicycle sharing program for the shared use of all residents in additional class 2 bicycle storage outdoor rack spaces; and

- ii. bicycle repair/maintenance stations are provided and shared amongst all uses onsite, including bicycle repair stand (with tools); foot pump; and faucet, hose and drain for bicycle washing. A note is required on the Development Permit and Building Permit.
- b) (**Transit Pass Program**) Registration of a legal agreement on title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
 - i. Provide 2 years of two-zone compass cards for each deep subsidy housing unit at a subsidized rate of \$45 per year. The intention of the transit pass program is to offer transit passes on a per unit basis. If a tenant opts out or does not “subscribe” to the transit pass program, that pass remains in the pool for a future tenant until they have all been utilized. Number of passes capped at number of units for a period of two years;
 - ii. Letter of Credit (or BC Housing letter of assurance) provided to the City for 100% of transit pass program value;
 - iii. Administration by TransLink or Pathways. Pathways is not responsible for the monitoring of use of transit passes but only noting number of “subscribed” users to the program, until full unit count is exhausted over a period of two years;
 - iv. If the transit pass program is not fully subscribed within two years, the program is to be extended until the equivalence of the costs of the full one year transit pass program has been exhausted. Should not all transit passes be utilized by the end of the second year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation demand management measures at the City’s discretion; and
 - v. The availability and method of accessing the 2-zone transit passes is to be clearly explained in the tenancy agreements.
- c) (**Shuttle Bus Program**) Pathways shall include the subject site in the Pathways shuttle bus service program, which provides transportation for Pathways members between their residences and the Pathways Clubhouse facility.
- d) (**Car Share**) Pathways shall provide two (2) car share parking spaces along with parking and access SRW to support rental housing, including:
 - i. Confirmation from the developer that they have informed a car share provider (e.g. Modo) that the subject site is viable for car share upon completion of the project.
 - ii. Granting of a Public Right of Passage Statutory Right of Way (SRW), in favour of the City, to secure for the car share vehicles, two (2) parking spaces along with vehicular and pedestrian access to No. 2 Road along the full width of the internal drive aisle, subject to the final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation. Owner responsible for maintenance & liability. The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner’s Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
 - iii. Registration of a legal agreement on title ensuring that the owner provide a car share facility to a car share operator or the City, at no cost to the car share operator or the City, both as the case may be, the terms of which shall be generally as follows:
 - a. provision of a minimum of two (2) car share parking spaces within the development, along with pedestrian and vehicular access, designated, constructed, equipped and maintained by the owner, at the owner’s cost, to be:
 - (i) located in the open parking area in a clearly marked and visible location;
 - (ii) provided with design features, decorative finishing, lighting and signage, as determined through the Development Permit and/or Building Permit processes;
 - (iii) accessible at all times to all intended users (e.g. residents, general public, car share operator personnel and car share operator members) at no added cost;
 - (iv) identified on the Building Permit plans; and
 - (v) prior to building inspection permitting occupancy, provided with wayfinding and stall identification signage, to the satisfaction of the Director of Transportation;

- b. in the event that the car-share facilities are not operated for car-share purposes as intended via the subject Development Permit application (e.g., operator's contract is terminated or expires), transfer control of the car-share facilities, to the City, at no cost to the City, with the understanding that the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward; and
- c. supporting submissions provided to the City (Transportation Department) as follows: prior to Development Permit issuance, a copy of the letter of intent addressed to the owner from the car share operator outlining the terms of the provision of car sharing services.

10. **(Electric Vehicle (EV) Charging Infrastructure for Vehicles and Class 1 Bicycle Storage)** Registration of a legal agreement on title, securing the developer's commitment to voluntarily provide, install, and maintain at least the following EV charging infrastructure within the buildings on the subject site:

User/Use	Energized Outlet – Minimum Permitted Rates	
	Vehicle Parking (a)	Class 1 (Secured) Bike Storage (b)
Affordable Housing (i.e. resident parking & bike storage)	100%	1 per each bicycle storage room or locker (which Energized Outlet shall be located to facilitate shared use with bicycles in the room/locker)
Visitor (i.e. visitor/car share/class 2 bike rack storage)	N/A	N/A

- a) “Vehicle Parking” “Energized Outlet” shall mean all the wiring, electrical equipment, and related infrastructure necessary to provide Level 2 charging (as per SAE International’s J1772 standard) or higher to an electric vehicle.
NOTE: Richmond’s Electric Vehicle Charging Infrastructure Bylaw provides that, where an electric vehicle energy management system is implemented, the Director of Engineering may specify a minimum performance standard to ensure a sufficient rate of electric vehicle charging. For the purposes of the Bylaw, electric vehicle energy management system means a system to control electric vehicle supply equipment electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s), and other applicable devices.
 - b) “Class 1 (Secured) Bike Storage” “Energized Outlet” shall mean an operational 120V duplex outlet for the charging of an electric bicycle and all the wiring, electrical equipment, and related infrastructure necessary to provide the required electricity for the operation of such an outlet.
11. **(District Energy Utility)** Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), and granting the statutory right of way(s) necessary for supplying the DEU services to the building(s), which covenant and statutory right of way and/or legal agreement(s) will include, at minimum, the following terms and conditions:
- a) No Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering.
 - b) If a low carbon energy plant district energy utility (LCDEU) service area bylaw which applies to the site has been adopted by Council prior to the issuance the development permit for the subject site, no building permit will be issued for a building on the subject site unless:
 - i) the owner designs, to the satisfaction of the City and the City’s DEU service provider, Lulu Island Energy Company Ltd. (LIEC), a low carbon energy plant to be constructed and installed on the site, with the capability to connect to and be serviced by a DEU; and
 - ii) the owner enters into an asset transfer agreement with the City and/or the City’s DEU service provider on terms and conditions satisfactory to the City to transfer ownership of the low carbon energy plant to the City or as directed by the City, including to the City’s DEU service provider, at no cost to the City or City’s DEU service provider, LIEC, on a date prior to final building inspection permitting occupancy of the first building on the site.
 - c) The owner agrees that the building(s) will connect to a DEU when a DEU is in operation, unless otherwise directed the City and the City’s DEU service provider, LIEC.
 - d) If a DEU is available for connection and the City has directed the owner to connect, no final building inspection permitting occupancy of a building will be granted unless and until:
 - i) the building is connected to the DEU;

- ii) the owner enters into a Service Provider Agreement for that building with the City and/or the City's DEU service provider, LIEC, executed prior to depositing any Strata Plan with LTO and on terms and conditions satisfactory to the City; and
 - iii) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all Statutory Right-of-Way(s) and/or easements necessary for supplying the DEU services to the building.
- e) If a DEU is not available for connection, but a LCDEU service area bylaw which applies to the site has been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted unless and until:
- i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii) the building is connected to a low carbon energy plant supplied and installed by the owner, at the owner's sole cost, to provide heating, cooling and domestic hot water heating to the building(s), which energy plant will be designed, constructed and installed on the subject site to the satisfaction of the City and the City's service provider, LIEC;
 - iii) the owner transfers ownership of the low carbon energy plant on the subject site, to the City or as directed by the City, including to the City's DEU service provider, LIEC, at no cost to the City or City's DEU service provider, on terms and conditions satisfactory to the City;
 - iv) prior to depositing a Strata Plan, the owner enters into a Service Provider Agreement for the building with the City and/or the City's DEU service provider, LIEC, on terms and conditions satisfactory to the City; and
 - v) prior to subdivision (including Air Space parcel subdivision and Strata Plan filing), the owner grants or acquires, and registers, all additional Covenants, Statutory Right-of-Way(s) and/or easements necessary for supplying the services to the building and the operation of the low carbon energy plant by the City and/or the City's DEU service provider, LIEC.
- f) If a DEU is not available for connection, and a LCDEU service area bylaw which applies to the site has not been adopted by Council prior to the issuance of the development permit for the subject site, no final building inspection permitting occupancy of a building will be granted until:
- i) the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU; and
 - ii) the owner grants or acquires any additional Statutory Right-of-Way(s) and/or easements necessary for supplying DEU services to the building, registered prior to subdivision (including Air Space parcel subdivision and strata plan filing).

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

1. (**Water Sustainability Act**) Confirmation of compliance with the provincial *Water Sustainability Act*, including obtaining all necessary approvals prior to any construction or development activity on-site (including ground preparatory works such as vegetation removal, site preloading, etc.). The Environmental Security as outlined in the Development Permit Considerations is to be submitted to the City prior to Building Permit Issuance. Additional environmental requirements such as submission of a Construction Environmental Management Plan (CEMP) and potential offset habitat compensation plans will be assessed by the City through the Building Permit application review. A Servicing Agreement or other legal agreements required as part of potential offsetting habitat compensation must be completed prior to Building Permit issuance.
2. (**Legal Agreements**) Confirmation of compliance with legal agreements associated with the development.
3. (**Accessibility, Sustainability and Amenities**) Incorporation of accessibility, sustainability and amenity features in Building Permit (BP) plans as determined via the Development Permit process.
4. (**Energy Step Code**) Confirmation of compliance with step 2 of the Richmond BC Energy Step Code.
5. (**Ground Lease**) Confirmation of having entered into legal agreement(s) to lease the subject City-owned site. The terms of the lease will be approved by Council separate from the Development Permit application process.
6. (**Aircraft Noise Sensitive Development**) Confirmation that the proposed development is designed in a manner that mitigates potential aircraft noise to the proposed dwelling units, including submission of:

- a) Acoustic report prepared by a registered professional confirming design achieves the following CMHC interior noise level guidelines:

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

- b) Mechanical report prepared by a registered professional confirming design achieves the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard for interior living spaces.

7. (**Access SRW and No. 2 Road Access**) Securing a permanent access to the subject site from No. 2 Road through the adjacent property to the North at 5900 River Road, including:
- a) Granting of an approximately 64 m² (689 ft²) statutory right-of-way over 5900 River Road for the purposes of public-right-of-passage and utilities, delineating the permanent access area across 5900 River Road to the property at 5491 No. 2 Road from No. 2 Road. The SRW is to include terms allowing the owner of the property at 5900 River Road to utilize the SRW area for the purposes of completing ancillary works within the SRW area and to undertake certain works on the property at 5900 River Road during the future development of the property at 5900 River Road, provided that continuous and adequate access, to the satisfaction of the City, is provided across 5900 River Road to the property at 5491 No. 2 Road from No. 2 Road at all times. The SRW area is to be subdivided from 5900 River Road and consolidated with 5491 No. 2 Road after future development of 5900 River Road construction is completed and prior to occupancy of any buildings on 5900 River Road. The future transfer of the SRW area to the City for consolidation with 5491 No. 2 Road is to be secured by an option to purchase or other legal instrument, granted by the owner of 5900 River Road in favour of the City. The agreement will include terms regarding the acquisition and timing of the SRW area by the City which will likely be associated with the timing of occupancy of the future building to be constructed at 5900 River Road. The owner of the future building at 5491 No. 2 Road will be responsible for the construction of the works within the SRW area under the applicable servicing agreement, which works will be undertaken in advance of, or in coordination with, the construction of the future development on 5900 River Road and any relevant servicing agreements. Upon completion of construction of the works within the SRW area, the owner of the future building at 5491 No. 2 Road will be responsible for the repair and maintenance, and liability of, the SRW works within the SRW area following completion of construction of such works, which obligations will be set out in the cost sharing agreement referenced in section 2b) below. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the relevant Servicing Agreement (SA). The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the developer of the works is required to provide a certificate of inspection for the works, prepared and sealed by the developer's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
 - b) Entering into a cost sharing legal agreement regarding maintenance of works within the SRW area. The owner of the future building at 5491 No. 2 Road is to maintain works located within 5900 River Road providing vehicle access to 5491 No. 2 Road.
 - c) Discharge existing legal agreement(s) prohibiting access to No. 2 Road registered on title to 5491 No. 2 Road and 5900 River Road.
 - d) Discharge existing cross-access agreement, including easements and covenants, registered on title to 5491 No. 2 Road and 5900 River Road.
8. (**Construction Traffic and Parking Management Plan***) Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>).
9. (**Latecomer works**) If applicable, payment of Latecomer Agreement charges, plus applicable interest associated with eligible latecomer works.
10. (**Construction Hoarding**) Obtain a Building Permit* for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

11. (***Servicing Agreement***) Enter into a Servicing Agreement* for the design and construction of Engineering and Transportation works in accordance with Transportation Association of Canada (TAC) Specifications, City Engineering Design Specifications and applicable Bylaws to the satisfaction of the City. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works may include, but may not be limited to, the following:
- 11.I. Road Works:
- a) Road works across the site frontage and tying into No. 2 Road to accommodate: 3.3 m wide concrete multi-use path along the property line, 1.5 m wide grass boulevard, concrete curb and gutter, 3.3 m wide vehicle travel lane, and interim tie in works until such a time as the adjacent property to the north develops.
 - b) Multi-use path along No. 2 Road to be 3.3 m wide, cast in place concrete, medium sandblast finish with expansion and saw-cut control joints.
 - c) Multi-use pathway east-west is to be repaired/replaced as required to match existing treatment (asphalt in path, pavers on concrete at Dover Crescent) and irrigation to be provided at new offsite trees along the north side of the path. Irrigation to be tied to the onsite water service. Offsite tree planting to be 7cm caliper in size. Any works in City path right-of-way to be reviewed through SA process.
- 11.II Water Works:
- a) Using the OCP model with the water main upgrades proposed, there will be 252 L/s of water available at a 20 psi residual along the south property line, and 207 L/s of water available at a 20 psi residual at the No 2 Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Install approximately 150 m of new 200 mm water main along the walkway south of the development site from Dover Crescent to No 2 Road, and along No 2 Road from the walkway to the north property line of the development site, complete with fire hydrants. The water main alignment should avoid any proposed or future trees to be planted along the walkway.
 - iii) Submit Fire Underwriter Survey (FUS) fire flow calculations within the first servicing agreement submission to confirm that the available flow of 207 L/s is adequate for onsite fire protection. If the 207 L/s is not adequate, the developer shall be required to provide a 300 mm diameter water main instead.
 - iv) Install a new water connection to serve the proposed development, complete with water meter. The meter is to be located onsite (i.e. in a mechanical room).
 - c) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
- 11.III Storm Sewer Works:
- a) At Developer's cost, the Developer is required to:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii) Confirm the condition and capacity of the existing storm connection serving the development site. If the connection is adequate to be reused for the proposed development, the existing lawn basin shall be removed and a new inspection chamber installed at the property line by the City at the developer's cost. If the connection is not adequate to be reused, then at the developer's cost the City shall remove the existing connection and install a new connection complete with inspection chamber. If feasible, the existing opening in the box culvert shall be re-used for the new connection.
- 11.IV Sanitary Sewer Works:
- a) At Developer's cost, the Developer is required to:
 - i) Install approximately 70 m of new 200 mm sanitary sewer from Dover Crescent to the proposed sanitary connection. The actual length of required sanitary sewer will vary depending on the proposed sanitary connection location. In order to avoid disruption to the existing covered walkway at Dover Crescent, a new sanitary manhole will be required approximately 5 meters to the west of existing manhole SMH6993, and the

new sanitary sewer alignment will be south of the existing sanitary sewer. The sanitary alignment should avoid any proposed or future trees to be planted along the walkway, and take into consideration future service for 5900 River Road.

ii) Install a new sanitary connection for the proposed development, complete with inspection chamber.

b) At Developer's cost, the City will:

i) Complete all tie-ins for the proposed works to existing City infrastructure.

11.V Frontage Improvement Works:

a) At Developer's cost, the Developer is required to:

i) Coordinate with BC Hydro, Telus and other private communication service providers to pre-duct for future hydro, telephone and cable utilities along all road frontages.

ii) Locate all above ground utility cabinets and kiosks required to service the proposed development within the development site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:

- BC Hydro PMT 4.0 x 5.0 m
- BC Hydro LPT 3.5 x 3.5 m
- Street light kiosk 1.5 x 1.5 m
- Traffic signal kiosk 2.0 x 1.5 m
- Traffic signal UPS 1.0 x 1.0 m
- Shaw cable kiosk 1.0 x 1.0 m
- Telus FDH cabinet 1.1 x 1.0 m

iii) Review street lighting levels along the road and walkway frontages, and upgrade as required. Street lighting along No 2 Road multi-use path is to be pedestrian scale (Double luminaire street lights with taller vehicle scale lighting for road way to the satisfaction of Engineering). Street lighting along the east-west multi-use pathway is to be new pedestrian scale (4.4 meter luminaire height as per "Type 8 Decorative Pedestrian Luminaire Pole" in the City of Richmond Supplemental Specifications and Detail Drawings).

iv) Complete other frontage improvements as per Transportation requirements.

11.VI General Items:

a) At Developer's cost, the Developer is required to:

i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.

ii) Provide a video inspection report of the existing utilities along the development frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.

iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.

iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.

- v) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of construction water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated construction water to the storm sewer system.
- vi) Not encroach into the No 2 Road dedication with any proposed trees, retaining walls, or other non-removable structures due to the proposed and existing utilities along the No 2 Road frontage.
- vii) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- iv) Enter into, if required, 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, 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.

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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]



Access Considerations

Development Applications Department

Address: 5900 River Road

Scope: Legal agreements and voluntary cash contribution are required to secure access from No. 2 Road to 5491 No. 2 Road across 5900 River Road. In order to maximize efficiency, the owner of 5900 River Road has agreed to construct the frontage improvements and utility upgrades along No. 2 Road required for their development in conjunction with the construction of the frontage improvements and utility upgrades required to serve the development at 5491 No. 2 Road (Pathways). The following requirements are not an exhaustive list of all requirements for a potential future development at 5900 River Road, only the works that overlap with the frontage works related to the driveway access for Pathways. Although we have done our best to ensure that all overlapping works are included below, the City reserves the right to require additional utility upgrades and frontage improvements at the time that the owner of 5900 River Road comes in with a development application.

- A. (*Access Agreements and Voluntary contribution*) The owner of 5900 River Road is required to provide a permanent access from No. 2 Road through that property to the neighbouring property to the south at 5491 No. 2 Road, including:
- 1) Voluntary Contribution:
 - a) City acceptance of the voluntary contribution from the owner of 5900 River Road in the amount of \$69,800 toward the cost increase associated with additional frontage works at 5491 No. 2 Road resulting from locating the SRW providing permanent access for 5491 No. 2 Road in a location that minimizes impacts to the future development potential of 5900 River Road.
 - 2) Legal Agreements required for both properties at 5491 No. 2 Road and 5900 River Road:
 - a) Granting of an approximately 64 m² (689 ft²) statutory right-of-way over 5900 River Road for the purposes of public-right-of-passage and utilities, delineating the permanent access area across 5900 River Road to the property at 5491 No. 2 Road from No. 2 Road. The SRW is to include terms allowing the owner of the property at 5900 River Road to utilize the SRW area for the purposes of completing ancillary works within the SRW area and to undertake certain works on the property at 5900 River Road during the future development of the property at 5900 River Road, provided that continuous and adequate access, to the satisfaction of the City, is provided across 5900 River Road to the property at 5491 No. 2 Road from No. 2 Road at all times. The SRW area is to be subdivided from 5900 River Road and consolidated with 5491 No. 2 Road after future development of 5900 River Road construction is completed and prior to occupancy of any buildings on 5900 River Road. The future transfer of the SRW area to the City for consolidation with 5491 No. 2 Road is to be secured by an option to purchase or other legal instrument, granted by the owner of 5900 River Road in favour of the City. The agreement will include terms regarding the acquisition and timing of the SRW area by the City which will likely be associated with the timing of occupancy of the future building to be constructed at 5900 River Road. The owner of the future building at 5491 No. 2 Road will be responsible for the construction of the works within the SRW area under the applicable servicing agreement, which works will be undertaken in advance of, or in coordination with, the construction of the future development on 5900 River Road and any relevant servicing agreements. Upon completion of construction of the works within the SRW area, the owner of the future building at 5491 No. 2 Road will be responsible for the repair and maintenance, and liability of, the SRW works within the SRW area following completion of construction of such works, which obligations will be set out in the cost sharing agreement referenced in section 2b) below. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the relevant Servicing Agreement (SA). The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the developer of the works is required to provide a certificate of inspection for the works, prepared and sealed by the developer's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.

- b) Entering into a cost sharing legal agreement regarding maintenance of access works within the SRW area. The owner of the future building at 5491 No. 2 Road is to maintain works located within 5900 River Road providing vehicle access to 5491 No. 2 Road.
 - c) Discharge existing legal agreement(s) prohibiting access to No. 2 Road registered on title to 5491 No. 2 Road and 5900 River Road.
 - d) Discharge existing cross-access agreement, including easements and covenants, registered on title to 5491 No. 2 Road and 5900 River Road.
- B. (**Servicing Agreement**) The owner of 5900 River Road is required to enter into a Servicing Agreement* for the design and construction of Engineering and Transportation works in accordance with Transportation Association of Canada (TAC) Specifications, City Engineering Design Specifications and applicable Bylaws to the satisfaction of the City. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works may include, but may not be limited to, the following:
- 1) Road Works:
 - a) Design and construction of road works in front of 5900 River Road frontage and any area (beyond that frontage) overlapping with the frontage works related to the driveway access for 5491 No. 2 Road to accommodate: 3.3 m wide concrete shared path along the property line, 1.5 m wide grass boulevard, concrete curb and gutter, 3.3 m wide vehicle travel lane, median alteration works, and interim tie in works until such a time as the adjacent property to the north develops.
 - b) Multi-use pathway along No. 2 Road is to be 3.3 m wide, cast in place concrete paving, medium sandblast finish with expansion and saw-cut control joints. Carry the No. 2 Road multi-use path treatment through the driveway crossing.
 - c) Median grass boulevard between No. 2 Road and the No. 2 Road bridge, additional lawn is preferred. Additional trees to be planted in this area, subject to Engineering and Transportation approval regarding proximity to utilities/structures/sight lines. Irrigation not required. Offsite tree planting to be 7 cm caliper in size.
 - 2) Parks Works:
 - a) Existing eight Oak Trees along No. 2 Road to be removed and relocated with input from Parks Operations. Existing Oak Trees to tentatively be relocated to Brighthouse Neighbourhood School Park and Terra Nova South Park as they both have irrigation to aid in re-establishment and are located relatively nearby.
 - b) In the event that the tree relocation works are necessitated by 5491 No. 2 Road frontage works before 5900 River Road frontage works commence, the owner of 5900 River Road shall pay for the tree relocation works to be carried out on their behalf at an approximate value of \$200,000, or an amount determined by a registered Arborist, to the satisfaction of the City.
 - 3) Water Works:
 - a) At the owner of 5900 River Road's cost, the owner of 5900 River Road is required to:
 - i) Install approximately 280 m of new 200 mm water main from the existing 300 mm water main on River Road down No. 2 Road, and along the pathway south of 5491 No. 2 Road to tie into the existing water main on Dover Crescent.
 - ii) Through the future development application for 5900 River Road, install a new water connection, complete with meter and meter box located onsite within a right-of-way.
 - b) At the owner of 5900 River Road's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
 - 4) Storm Sewer Works:
 - a) At the owner of 5900 River Road's cost, the owner of 5900 River Road is required to:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - b) At the owner of 5900 River Road's cost, the City will:
 - i) Cut, cap, and remove all existing storm connections and inspection chambers along the development's No. 2 Road frontage – unless required for drainage until the ultimate frontage improvements are constructed.
 - ii) Note, for information: the development's future storm connection shall reuse an existing opening within the box culvert on River Road, if feasible. The storm connection is not permitted to cross beneath the large-diameter water main on No. 2 Road.

- 5) Sanitary Sewer Works:
 - a) At the owner of 5900 River Road's cost, the owner of 5900 River Road is required to:
 - i) Install approximately 155 m of new 200 mm sanitary sewer from the existing sanitary sewer on Dover Crescent, along the pathway south of 5491 No 2 Road, and up No. 2 Road to extent of the No. 2 Road frontage improvements. The exact extent of new sanitary sewer required to serve 5900 River Road will depend on the location of the future sanitary connection as determined through the future development application at 5900 River Road.
 - b) At the owner of 5900 River Road's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
- 6) Frontage Improvements:
 - a) At the owner of 5900 River Road's cost, the owner of 5900 River Road is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (a) To pre-duct for future hydro, telephone and cable utilities required to serve the subject site along the extent of the frontage improvements (if applicable).
 - (b) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - ii) Through the future development application for 5900 River Road, locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT 4.0 x 5.0 m
 - BC Hydro LPT 3.5 x 3.5 m
 - Street light kiosk 1.5 x 1.5 m
 - Traffic signal kiosk 2.0 x 1.5 m
 - Traffic signal UPS 1.0 x 1.0 m
 - Shaw cable kiosk 1.0 x 1.0 m
 - Telus FDH cabinet 1.1 x 1.0 m
 - iii) Review street lighting levels along No. 2 Road, and upgrade as required along the extent of the frontage improvements being constructed through this servicing agreement. The ultimate street lighting works will be constructed through the future development application for 5900 River Road. Street lighting along No. 2 Road multi-use path is to be pedestrian scale (Double luminaire street lights with taller vehicle scale lighting for road way to the satisfaction of Engineering).
 - iv) Complete other frontage improvements as per Transportation requirements.
- 7) General Items:
 - a) At the owner of 5900 River Road's cost, the owner of 5900 River Road is required to:
 - i) Provide, if required based on the City review of the detailed design through the servicing agreement, additional rights-of-ways to accommodate existing/proposed utilities.
 - ii) Design the proposed frontage works to accommodate potential future raising of River Road to dike elevation (4.7 m geodetic). Through the future development application for 5900 River Road, the building and remaining frontage works will also need to accommodate the potential future raising of River Road to dike elevation (4.7 m geodetic).
 - iii) Impact due to site preparation:
 - (a) Provide, prior to start of site preparation works (preload, soil densification, etc.) or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities, dike, bridge, and other structures fronting the development site and provide mitigation recommendations. The report must show that there will be no impact to the large-diameter water main on No 2 Road, or any other adjacent utilities or structures, to the City's satisfaction prior to any site preparation works commencing onsite.

- (b) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the owner of 5900 River Road's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- (c) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- iv) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures.
- v) Coordinate the servicing agreement design for 5900 River Road with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The owner of 5900 River Road's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- vi) Enter into, if required, additional legal agreements, as determined via this Servicing Agreement and/or future Servicing Agreement(s), Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, 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.

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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

Signed

Date



No. DP 19-866690

To the Holder: GBL ARCHITECTS

Property Address: 5491 NO. 2 ROAD

Address: C/O PAUL GOODWIN
139 EAST 8TH AVENUE,
VANCOUVER, BC V5T 1R8

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 building setback from No. 2 Road from 6 m to 5 m; and
 - b) Increase the maximum building height from 18 m to 20.3 m for the west portion of the building.
 - c) Reduce the number of required parking spaces from 87 to 46.
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 #35 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 \$229,074.00. 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. 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 19-866690

To the Holder: GBL ARCHITECTS
Property Address: 5491 NO. 2 ROAD
Address: C/O PAUL GOODWIN
139 EAST 8TH AVENUE,
VANCOUVER, BC V5T 1R8

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
- This Permit is not a Building Permit.

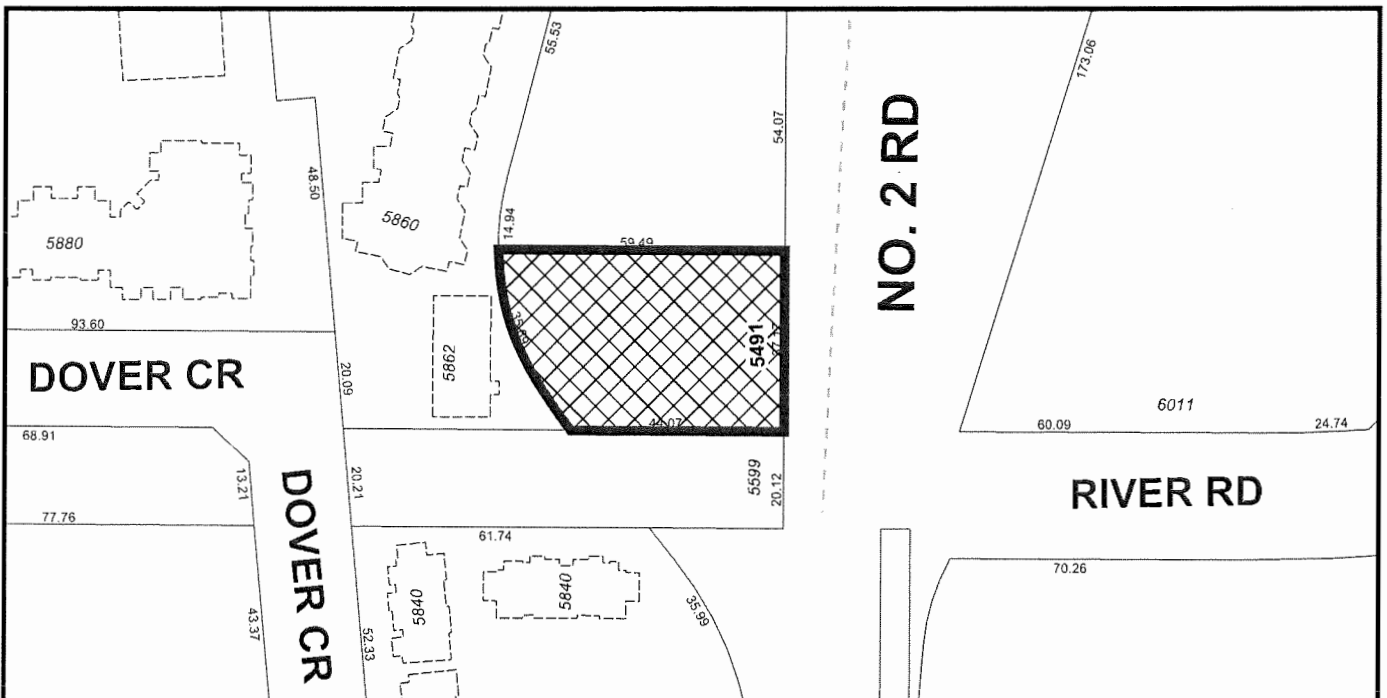
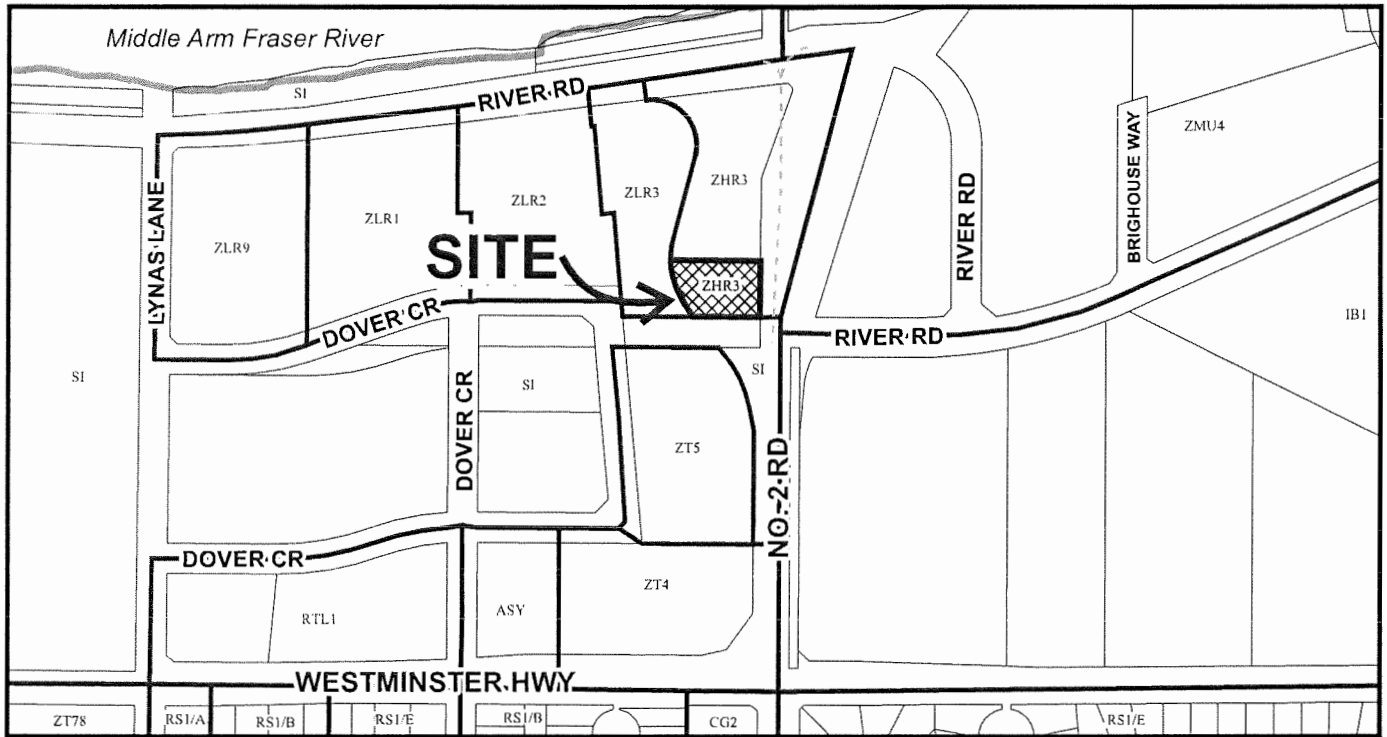
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 19-866690
SCHEDULE "A"

Original Date: 07/17/19

Revision Date:

Note: Dimensions are in METRES

OVERVIEW

DEVELOPMENT STATISTICS

LEGAL ADDRESS: LOT B SEC 1 BLK 4N RG 7W PL BCP29277

PROPOSED USES: Residential (rental)

FIN. SITE GRADE ELEVATION: 3.67m / 12.03'

BUILDING CODE REQUIREMENTS

CONSTRUCTION: GROUP C & GROUP F3
UP TO 6 STOREYS
SPRINKLERED
COMBUSTIBLE CONSTRUCTION

GROSS AREA

FSR - Area - Type	AREA
AMENITY	1,075 SF
CIRCULATION	9,204 SF
MEDICAL EC	1,591 SF
RESIDENTIAL	47,554 SF
TOTAL	59,424 SF

FAR BY LEVEL

LEVEL	AREA	FSR
L1	7,447 SF	0.34
L2	9,843 SF	0.45
L3	9,843 SF	0.45
L4	9,843 SF	0.45
L5	9,843 SF	0.45
L6	9,843 SF	0.45
TOTAL	56,762 SF	2.61

FAR BY TYPE

FSR - Area - Type	AREA	FSR
CIRCULATION	9,204 SF	0.42
RESIDENTIAL	47,554 SF	2.18
TOTAL	56,762 SF	2.61



Development Application Data Sheet

Development Applications Department

6911 No. 3 Road, Richmond, BC V6Y 2C1

DP 19-866690

Address: 5491 No. 2 Road

Applicant: GBL Architects Inc.

Owner: Pathways lease from City of Richmond

Planning Area(s): Dover Crossing

	Existing	Proposed
Site Area	2,024 m ²	No change
Land Uses	Vacant	Multi-Family Rental Tenure Residential
OCP Designation	Mixed Use	Complies
Zoning:	High Rise Apartment and Congregate Housing (ZHR3) – Dover Crossing	Variances requested as noted below
Number of Units	Vacant	80

	Requirement	Proposed	Variance
Floor Area Ratio	3.0 & 0.1 amenity space	2.61	None permitted
Lot Coverage	Max. 70%	43%	None

Setbacks:			
No 2 Road (Front Yard)		5 m	1 m decrease
West property line (Rear Yard)	Min. 6 m	6 m	
North property line (Interior Side Yard)	Min. 3 m	3 m	
South property line (Exterior Side Yard)	Min. 3 m	3 m	

Parkade Setbacks:			
Underground:			
No 2 Road (Front Yard)		MIN. 5.8m	
West property line (Rear Yard)		MIN. 0.4m	
North property line (Interior Side Yard)		0.1 m	
South property line (Exterior Side Yard)		0.4m	
Above-ground:			
No 2 Road (Front Yard)		N/A	
West property line (Rear Yard)	Min. 3 m	3.1 m (stair)	
North property line (Interior Side Yard)	Min. 0 m	0 m	
South property line (Exterior Side Yard)	Min. 0 m	0.4m (patios)	

Height			
Within 26m of East property line	Max. 24 m	24 m	
Beyond 26m of East property line	Max. 18 m	20.3m	2.3m increase
Parking structures	Max. 5 m	0.8m above fin. site grade	(includes 0.1m tolerance)
Lot Size	Min. 2,000 m ²	2,024 m ²	None

Bicycle Storage:			
Class 1 (in locker or bike room)	100 @ 1.25/unit	100	None
Class 2 (at outdoor rack)	16 @ 0.20/unit	16	
Habitable Floor Elevation	Min. 4 m GSC	4.5 m GSC	None
Parking:	With TDMs	With TDMs	
Affordable Housing Units	72	29	
Visitors	15	15	
Car Share	2	2	
Total	87	46	

Accessible Parking Spaces	Min 2%	4% (2 spaces)	None
Small Car Parking Spaces	Max 50%	42% (19 spaces)	None
Tandem Parking Spaces	Permitted	None	None
Loading	Manoeuvring for medium truck	1 medium loading bay	None
Indoor Amenity Space	Min 100 m ²	100 m ²	
Outdoor Amenity Space	480 m ² @ 6 m ² /unit	482 m ²	

UNIT MIX

Basic Universal Housing Features (BUHF)

Target: 85%
Provided: 100%

UNIT	Area	COUNT
A - STUDIO		24
STUDIO - A1		24
B - 1 BEDROOM		24
1BR - B1	521 SF	1
1BR - B2*	603 SF	1
1BR - B3	603 SF	6
1BR - B4*	536 SF	3
C - 2 BEDROOM		36
2BR - C1	774 SF	5
2BR - C2	813 SF	5
2BR - C3	808 SF	5
D - 3 BEDROOM		15
3BR - D1		5
		80

*WHEELCHAIR ACCESSIBLE UNIT

UNIT MIX BY LEVEL

LEVEL 1

UNIT	Area	COUNT
A - STUDIO		
STUDIO - A1		4
B - 1 BEDROOM		4
1BR - B1	527 SF	1
1BR - B2*	521 SF	1
1BR - B3	603 SF	1
1BR - B4*	536 SF	3
		6
		10

LEVELS 2-6

UNIT	Area	COUNT
A - STUDIO		
STUDIO - A1	455 SF	4
B - 1 BEDROOM		
1BR - B1	534 SF	5
1BR - B3	603 SF	1
		6
C - 2 BEDROOM		
2BR - C1	774 SF	1
2BR - C2	813 SF	1
2BR - C3	808 SF	1
		3
D - 3 BEDROOM		
3BR - D1	993 SF	1
		14

Notes:

- Variance included to reduce the minimum building setback from No. 2 Road from 6 m to 5 m.
- Variance included to increase maximum building height from 18 m to 20.3 m for the western portion of the building.
- Variance included to reduce the number of required parking spaces from 87 to 46.
- 80 purpose-built rental dwelling units required to comply with Housing Affordability Agreement legal agreements.
- 80 Basic Universal Housing Features units required to comply with Zoning Bylaw standards.
- 4 accessible units required to comply with BC Building Code accessible standards.
- Indoor Amenity space for the shared use of all residents on the ground floor level for the shared use of all residents.
- 2 car share spaces provided as per legal agreement.
- Development required to connect to OVDEU. District Energy Utility requirements as per legal agreement.
- Development required to comply with step 3 of BC Energy Step Code.
- Development required to meet indoor acoustic and thermal criteria as per legal agreement.
- Hose bibs to be provided in both outdoor amenity areas.
- Irrigation to be provided in all landscaped areas.
- Servicing Agreement required. Off-site and SRW works to be provided via separate required Servicing Agreement for City road works, frontage improvement works, infrastructure works and SRW vehicle access works as per legal agreement.
- This Development Permit does not include signage. All signage required to comply with Sign Regulation bylaw 9700, including submitting separate sign permit applications as needed.

	Deep Subsidy Units	Rent Geared to Income Units	Affordable Market Rent Units
Studio	TBD	TBD	TBD
1-bedroom	TBD	TBD	TBD
2-bedroom	TBD	TBD	TBD
3-bedroom	TBD	TBD	TBD
Total	16	40	24
%	20%	50%	30%
			100%
BC Housing Community Housing Fund			
Income Restriction	Low Income - household income below BC Housing Housing Income Limits and (i) In receipt of income assistance; or (ii) In receipt of only OAS/GIS income; or (iii) RGI is equal or less than shelter allowance	Maximum household income restriction to below BC Housing Income Limits	Maximum household income restriction to the Low and Moderate income limit (per unit size)
Income Testing	Annual	Annual	At move-in only
Rent Restriction	Households pay Shelter Rate or equivalent	Rent Geared to income per BC Rent Scale (30% of pre-tax household income)	CMHC Average Market Rent
Rent Increases	As per rent restriction	As per rent restriction	As per RTA annual increase



■ GBL ARCHITECTS INC.
139 EAST 8TH AVENUE
VANCOUVER, BC CANADA V5T 1R8
TEL 604 734 1115
FAX 604 731 3127
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NOTES

DP 19-866690

Plan # 1

May 5, 2020

REVISIONS	NO.	DATE	DESCRIPTION
	1	2019-06-28	DP Application
	2	2020-02-18	DP Comments
	3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

PROJECT

STATISTICS

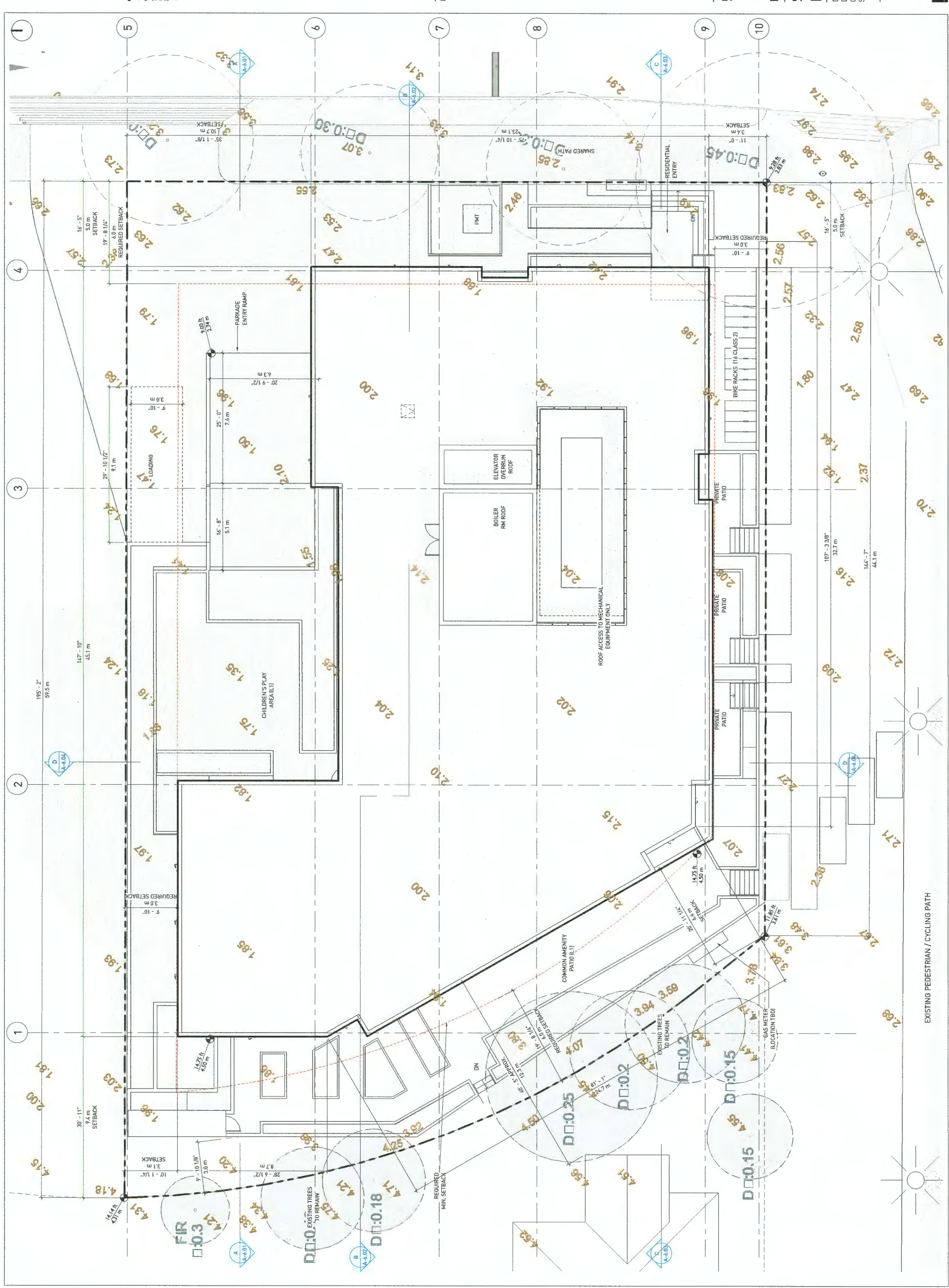
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JOB NUMBER

16022

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EXISTING PEDESTRIAN / CYCLING PATH

DP 19-866690
Plan # 3
May 5, 2020

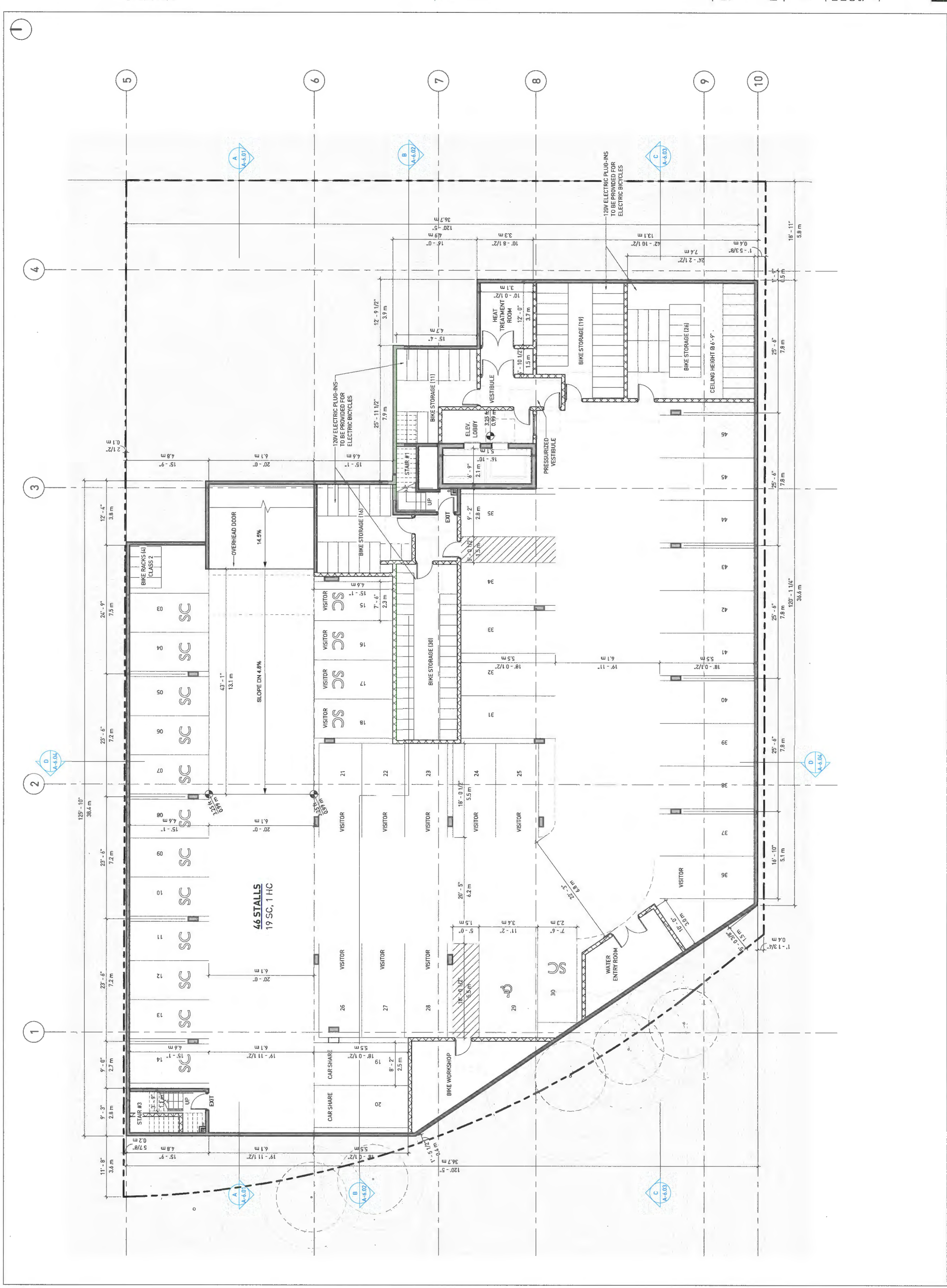
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1	2019-04-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

P1 - PARKING

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DP 19-866690
Plan # 4
May 5, 2020

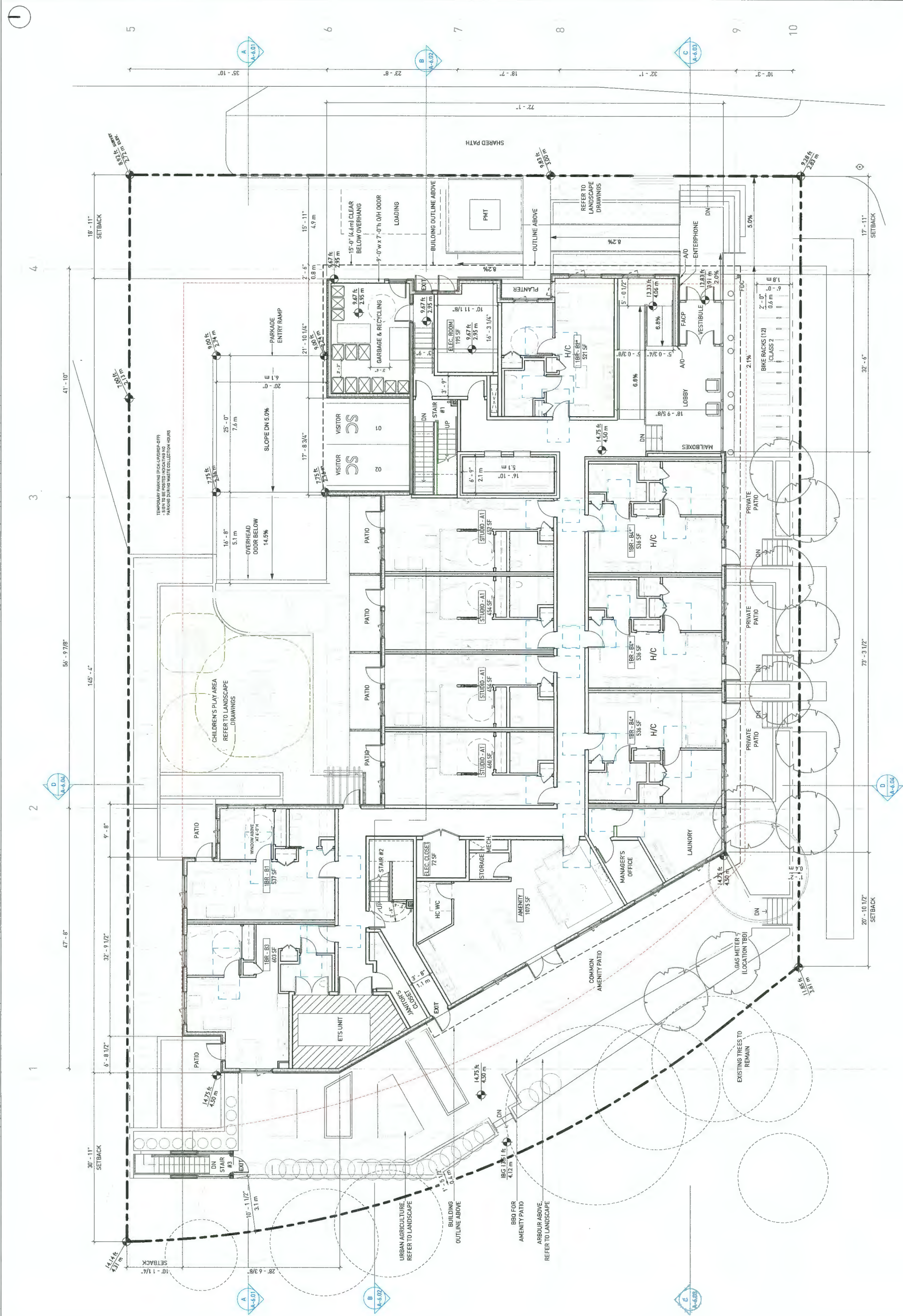
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2	2020-02-18
3	2020-03-19
DESCRIPTION	
DP Application	
DP Comments	
ADP Comments	

5491 No 2 Rd

DP - Progress Review

LEVEL 1

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REVISIONS

NO.	DATE	DESCRIPTION
1	Date 1	Revision 1
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

DP - Progress Review

LEVEL 2-5

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JOB NUMBER
16022

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NOTES

DP 19-866690
Plan # 6
May 5, 2020

REVISIONS

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2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

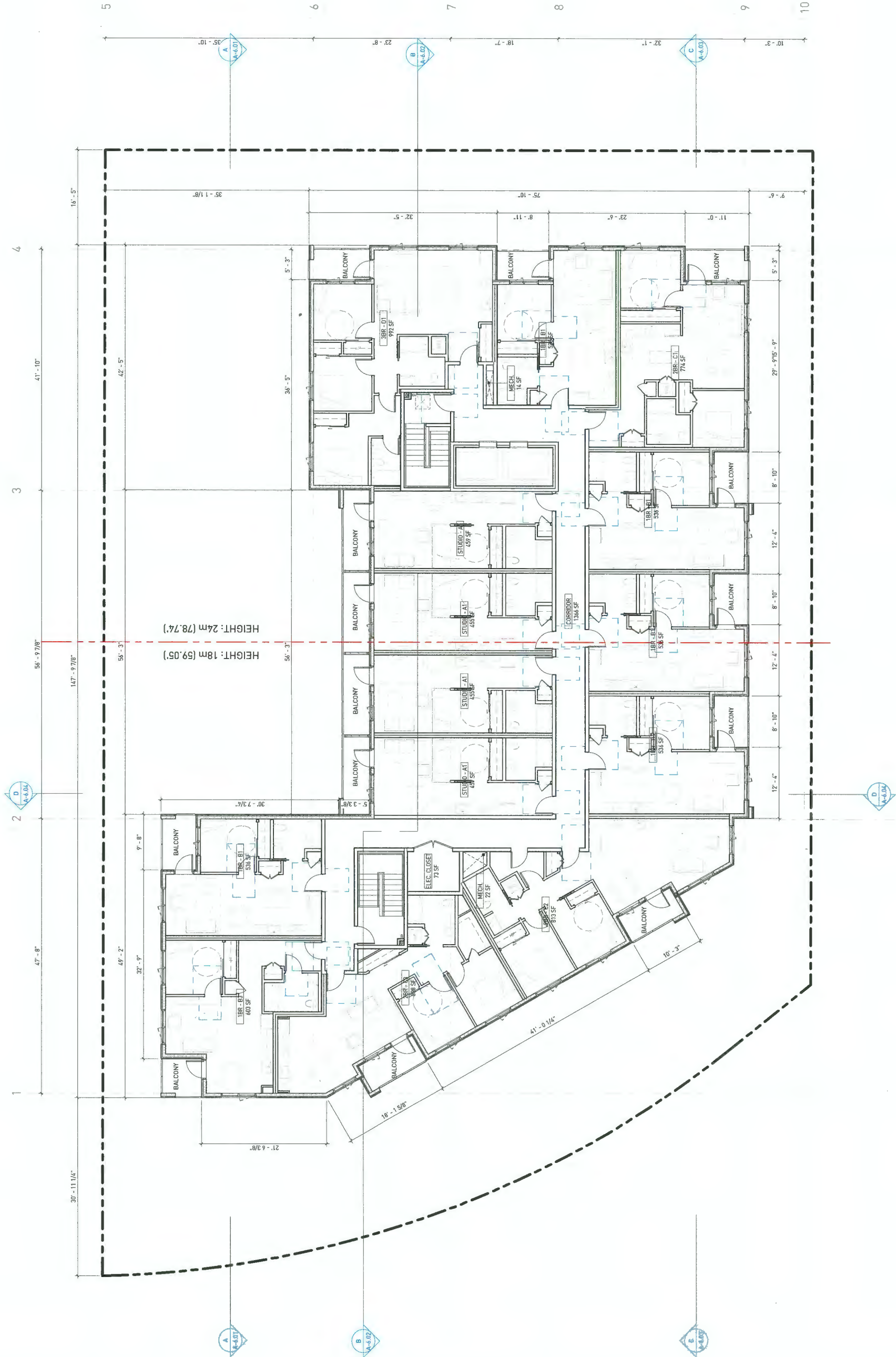
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REVISIONS		
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2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd
DP - Progress Review

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JOB NUMBER 16022

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NOTES

DP 19-866690
Plan # 8
May 5, 2020

REVISIONS

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2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

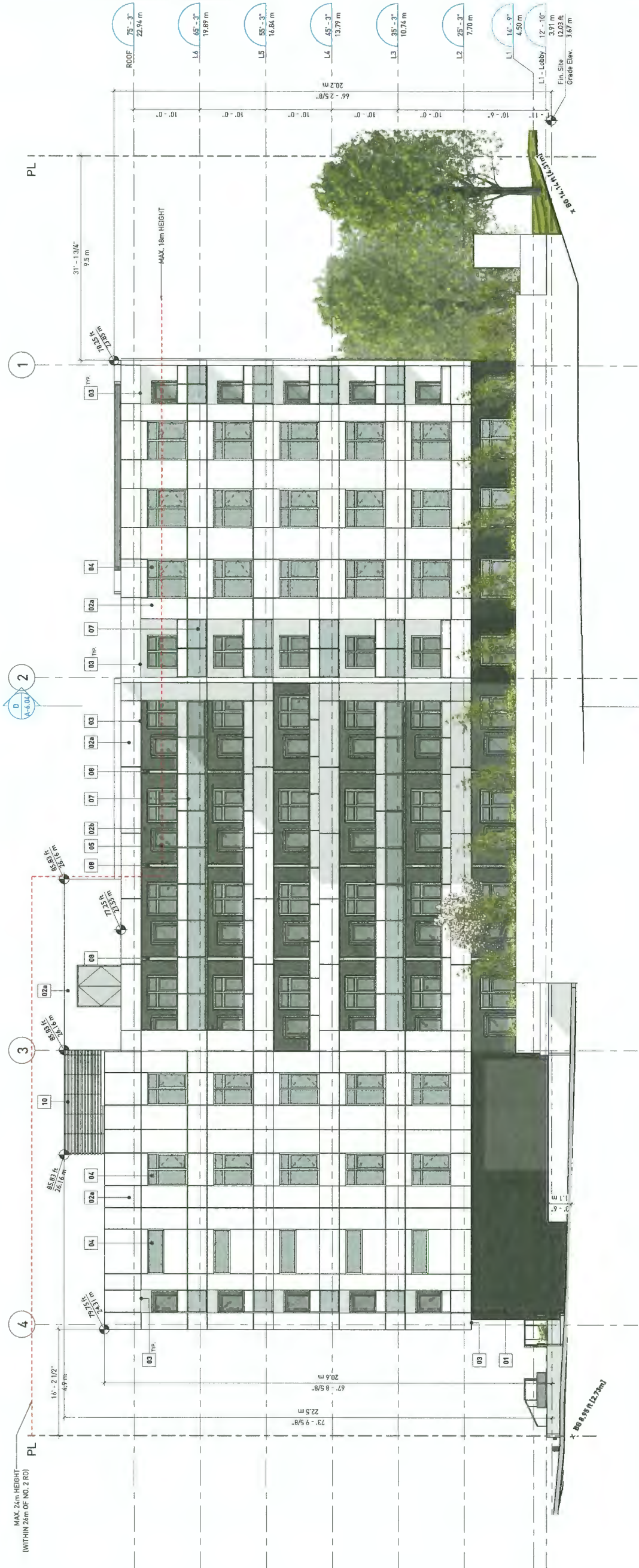
5491 No 2 Rd

DP - Progress Review

NORTH ELEVATION

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CHECKED BY	Checker
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JOB NUMBER	16022

A-2.01



MATERIAL LEGEND

#	Description	Colour	Notes
01	Cement Panel - Olo Skin	Liquid Black	Horizontal (180mm x 147mm)
02a	Cement Panel - Hardie Panel	Light Mist	
02b	Cement Panel - Hardie Panel	Night Grey	
03	Cement Panel Soffit - Hardie Panel	Cedar Tone	
04	Glazing / Vinyl Frame	Clear / White Frame	
05	Balcony Door w/ Glazed Panel	Clear / White Frame	
06	Storefront Glazing	Clear / White Frame	
07	Glazed Guard Rail	Clear / Frosted / Alum. Frame	
08	Glazed Privacy Screen	Opaque White / Alum. Frame	
09	Architectural Concrete	Natural	
10	RTU Screen - Metal Louvers	Light Grey	

DP 19-866690
Plan # 9
May 5, 2020

REVISIONS	
NO.	DATE
1	2019-06-28
2	2020-02-18
3	2020-03-19

DESCRIPTION	
DP Application	
DP Comments	
ADP Comments	

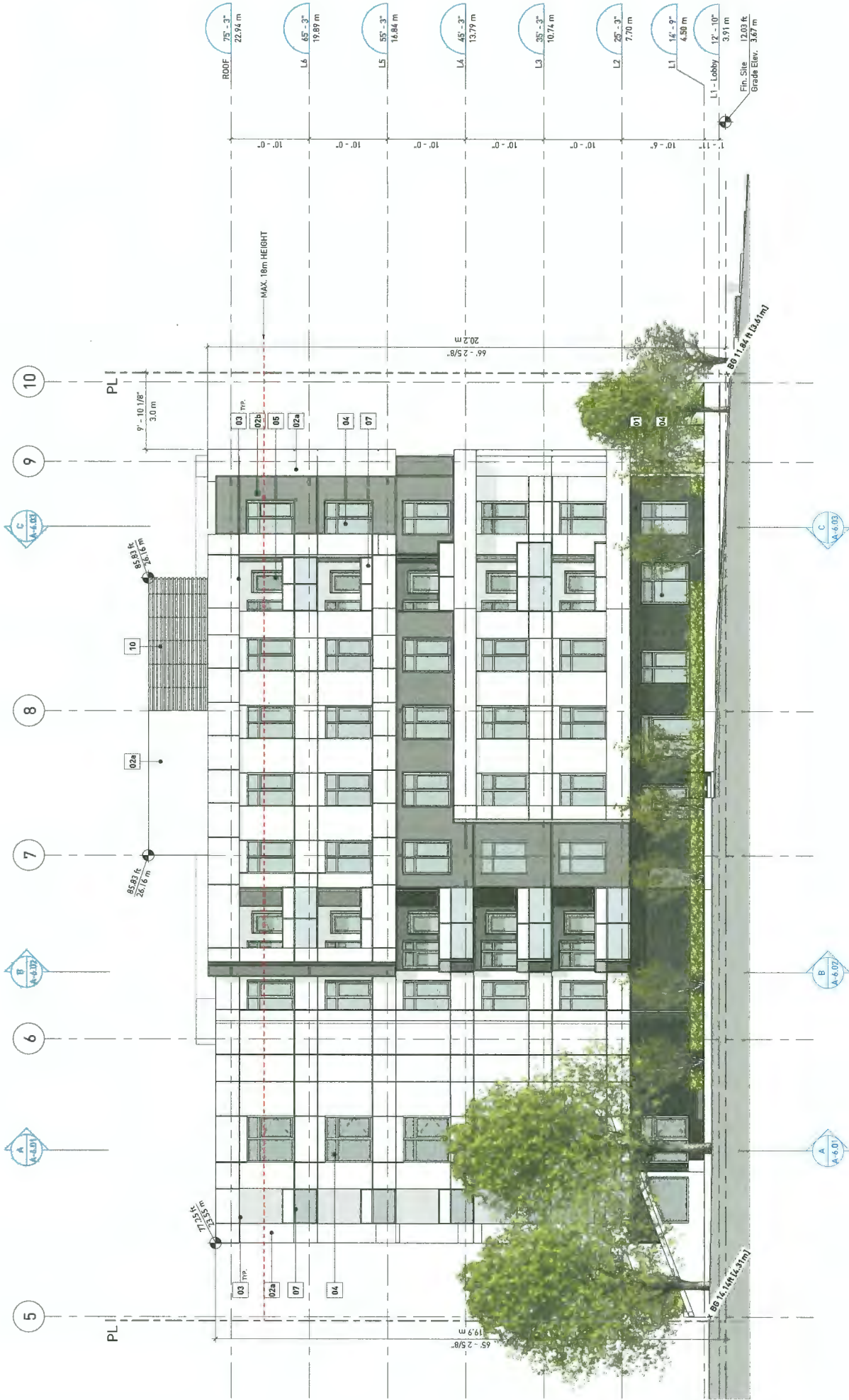
5491 No 2 Rd

DP - Progress Review

WEST ELEVATION

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CHECKED BY	Checker
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JOB NUMBER	16022

A-2.02



MATERIAL LEGEND

#	Description	Colour	Notes
01	Cement Panel - Olo Skin	Liquid Black	Horizontal (1800mm x 147mm)
02a	Cement Panel - Hardie Panel	Light Mist	
02b	Cement Panel - Hardie Panel	Night Grey	
03	Cement Panel Soffit - Hardie Panel	Cedar Tone	
04	Glazing / Vinyl Frame	Clear / White Frame	
05	Balcony Door w/ Glazed Panel	Clear / White Frame	
06	Storefront Glazing	Clear / White Frame	
07	Glazed Guard Rail	Clear / Frosted / Alum. Frame	
08	Glazed Privacy Screen	Opaque White / Alum. Frame	
09	Architectural Concrete	Natural	
10	RTU Screen - Metal Louvers	Light Grey	

DP 19-866690
Plan # 10
May 5, 2020

REVISIONS

NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

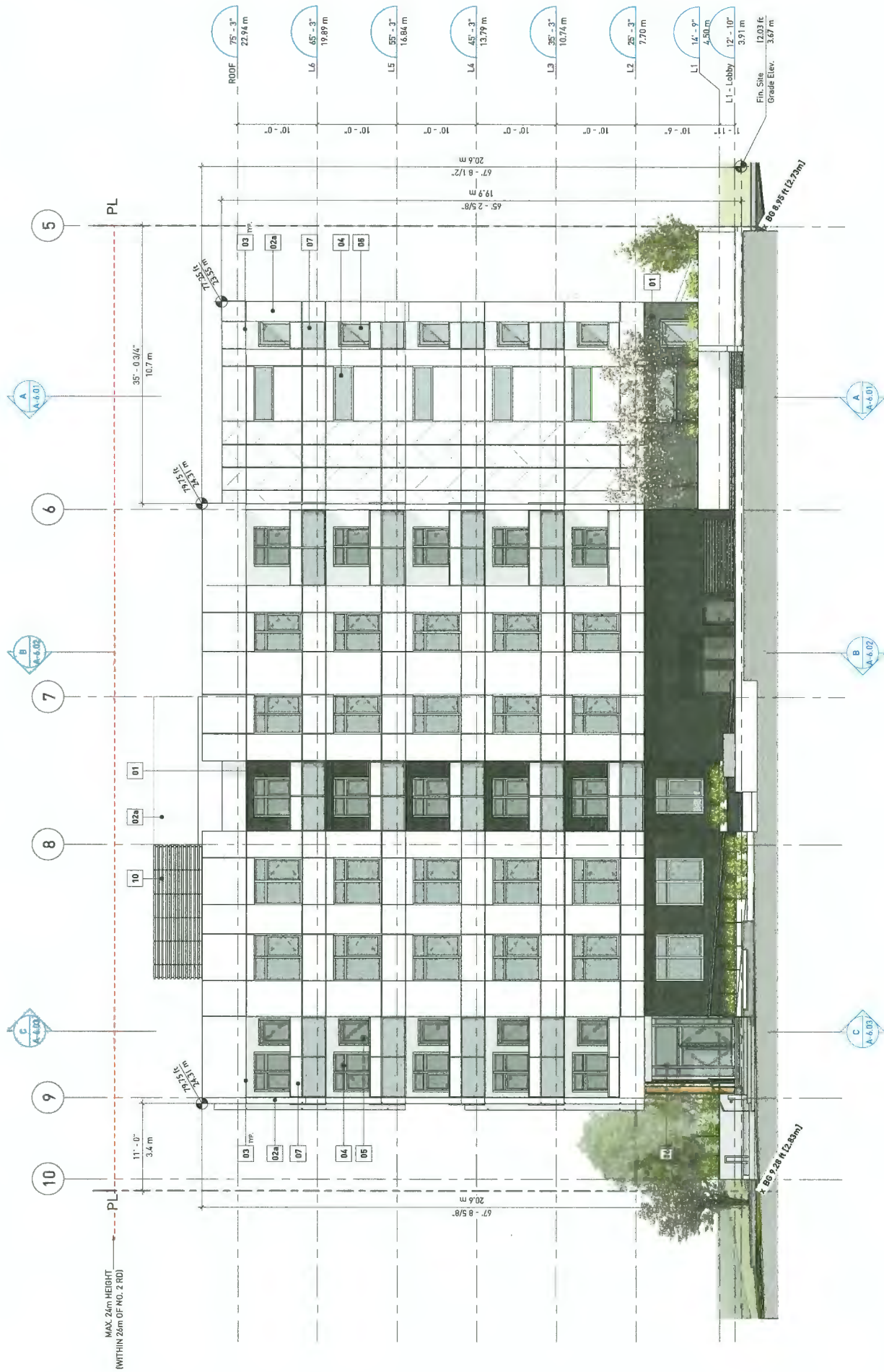
5491 No 2 Rd

DP - Progress Review

EAST ELEVATION

DATE	3/19/2020 10:29:48 AM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	As indicated
JOB NUMBER	16022

A-2.03



MATERIAL LEGEND

#	Description	Colour	Notes
01	Cement Panel - Olo Skin	Liquid Black	Horizontal (1800mm x 147mm)
02a	Cement Panel - Hardie Panel	Light Mist	
02b	Cement Panel - Hardie Panel	Light Grey	
03	Cement Panel Soffit - Hardie Panel	Cedar Tone	
04	Glazing / Vinyl Frame	Clear / White Frame	
05	Balcony Door w/ Glazed Panel	Clear / White Frame	
06	Storefront Glazing	Clear / White Frame	
07	Glazed Guard Rail	Clear / Frosted / Alum. Frame	
08	Glazed Privacy Screen	Opaque White / Alum. Frame	
09	Architectural Concrete	Natural	
10	RTU Screen - Metal Louvers	Light Grey	

DP 19-866690
Plan # 11
May 5, 2020

NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

SOUTH ELEVATION

DATE	3/19/2020 10:30:10 AM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	As indicated
JOB NUMBER	16022

A-2.04



#	Description	Colour	Notes
01	Cement Panel - Oka Skin	Liquid Black	Horizontal (1800mm x 127mm)
02a	Cement Panel - Hardie Panel	Light Mist	
02b	Cement Panel - Hardie Panel	Light Grey	
03	Cement Panel - Hardie Panel	Cedar Tone	
04	Glazing / Vinyl Frame	Clear / White Frame	
05	Balcony Door w/ Glazed Panel	Clear / White Frame	
06	Storefront Glazing	Clear / White Frame	
07	Glazed Guard Rail	Clear / Frosted / Alum. Frame	
08	Glazed Privacy Screen	Opaque White / Alum. Frame	
09	Architectural Concrete	Natural	
10	RTU Screen - Metal Louvers	Light Grey	



■ GBL ARCHITECTS INC.
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NOTES

DP 19-866690
Plan # 12
May 5, 2020

REVISIONS	
NO.	DATE
1	2019-06-28
2	2020-02-18
3	2020-03-19

DESCRIPTION	
DP Application	
DP Comments	
ADP Comments	



CEMENT PANEL
JAMES HARDIE PANEL
Light Mist



CEMENT PANEL
JAMES HARDIE PANEL
Night Grey



CEMENT PANEL
OKO SKIN
Liquid Black (varying textures)
Horizontal (1800mm x 147mm)



CEMENT PANEL SOFFIT
JAMES HARDIE PANEL
TrueGrain Series - Cedartone



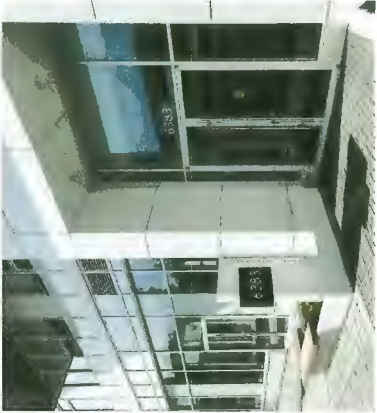
WOOD ENTRY COLUMNS
Wood - to match soffit



GUARDRAILS / HANDRAILS
Aluminum



VINYL WINDOWS & DOORS
Clear glazing / white frame



LOBBY WINDOWS & DOORS
Storefront Glazing
Clear Glazing / White Frame



BALCONY PRIVACY SCREEN
Alum frame with Opaque Glass



PLANTERS & RETAINING WALLS
Architectural Concrete

5491 No 2 Rd

DP - Progress Review

MATERIALS

DATE	3/19/2020 10:27:04 AM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	
JOB NUMBER	16022

A-0.03

DP 19-866690
Plan #13
May 5, 2020

REVIEWS		
NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

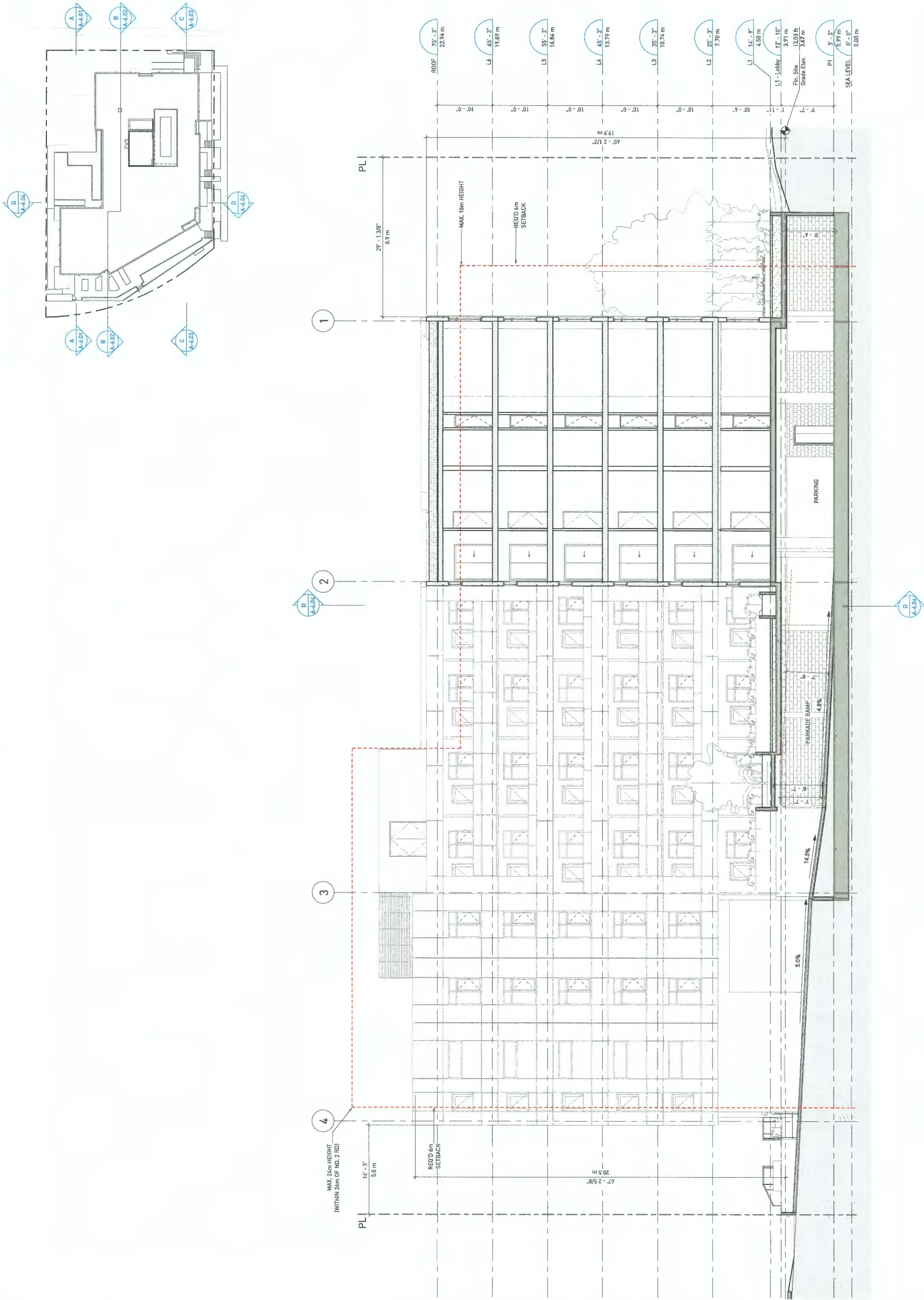
5491 No 2 Rd

DP - Progress Review

SECTION A

DATE 3/19/2020 10:30:14 AM
DRAWN BY Author
CHECKED BY Checker
SCALE As indicated
JOB NUMBER 16022

A-6.01



DP 19-866690
Plan # 14
May 5, 2020

REVISIONS	
NO.	DATE
1	2019-06-28
2	2020-02-18
3	2020-03-19

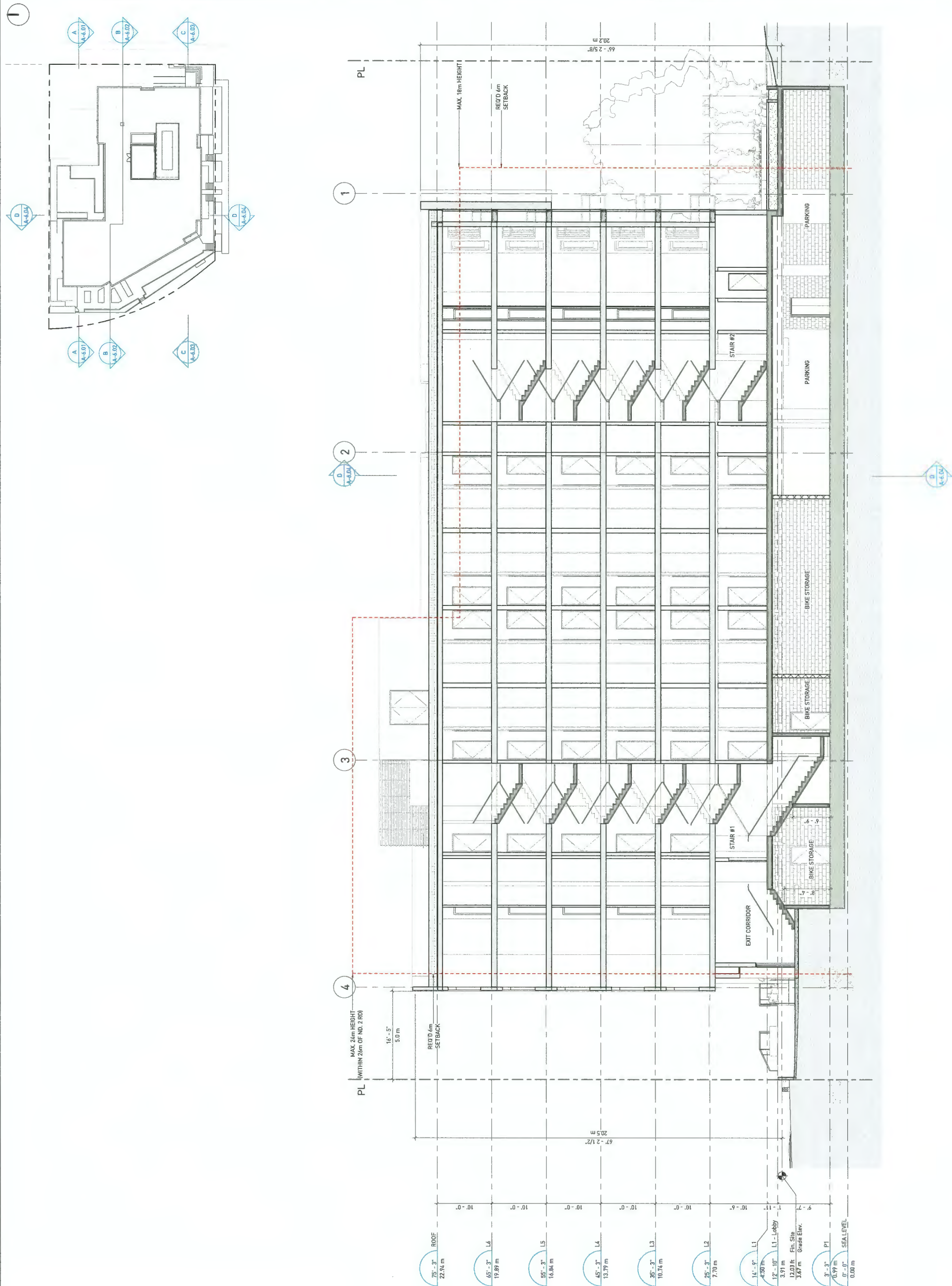
DESCRIPTION
DP Application
DP Comments
ADP Comments

5491 No 2 Rd

DP - Progress Review

SECTION B

DATE	3/19/2020 10:30:19 AM
DRAWN BY	Author
CHECKED BY	Checker
SCALE	As Indicated
JOB NUMBER	16022



REVISIONS		DESCRIPTION
NO.	DATE	
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

DP - Progress Review

SECTION C

DATE 3/19/2020 10:30:25 AM
DRAWN BY Author
CHECKED BY Checker
SCALE As indicated
JOB NUMBER 16022

REVISIONS		
NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

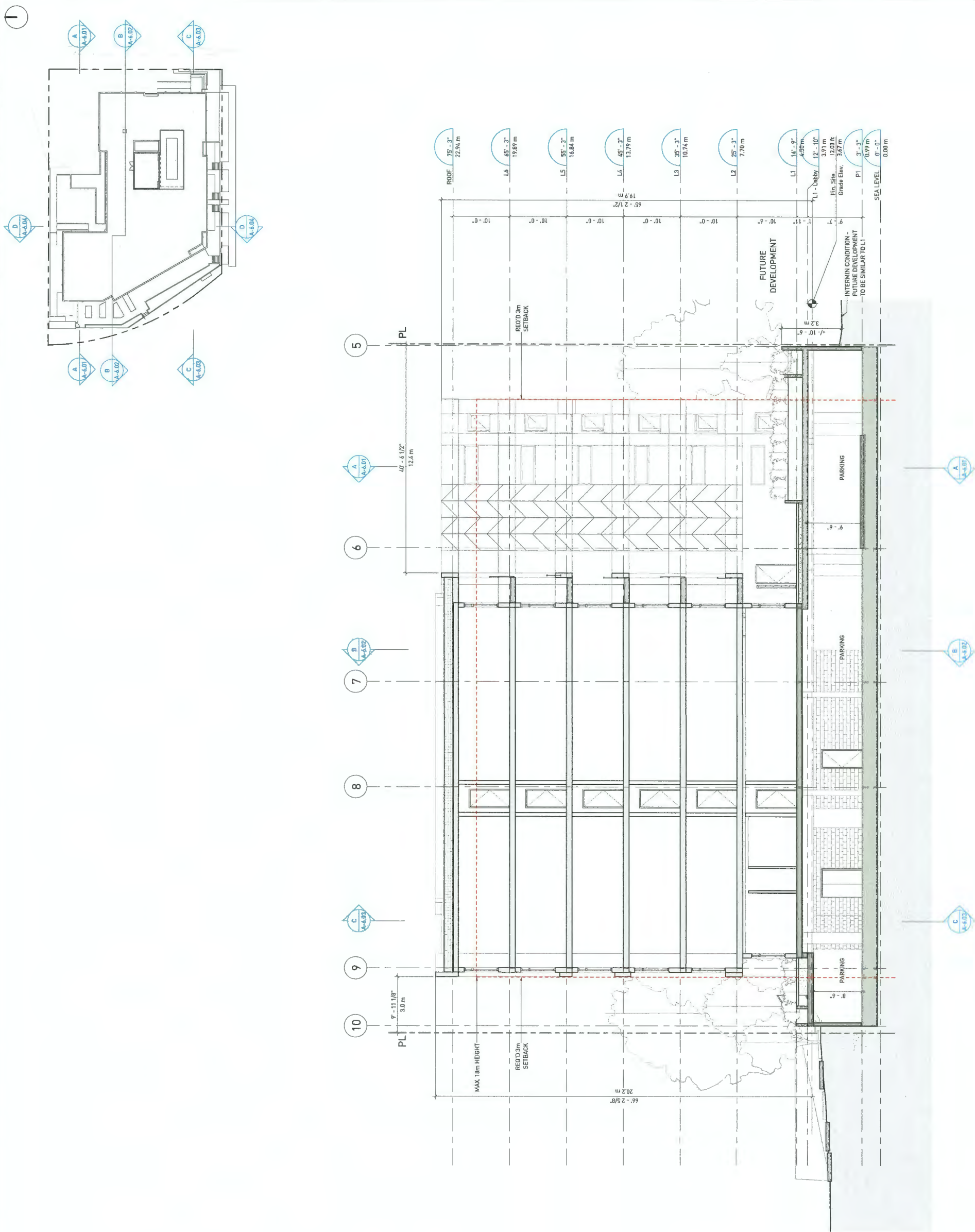
5491 No 2 Rd

DP - Progress Review

SECTION D

DATE 3/19/2020 10:30:29 AM
DRAWN BY Author
CHECKED BY Checker
SCALE As indicated
JOB NUMBER 16022

A-6.04



ALL PLANTS TO BE NURSERY GROWN.
ALL PLANT MATERIALS AND LABOUR TO CONFORM
TO THE CURRENT EDITION OF THE CSLA/BCA STANDARDS.

ALL PLANT MATERIAL TO BE INSPECTED PRIOR TO DELIVERY ON SITE. CONTRACTOR
TO ARRANGE FOR INSPECTION AND MATERIAL TO ASSEMBLY IN ONE LOCATION
FOR REVIEW.

IMPORTED GROWING MEDIA SHALL BE A SANDY LOAM OR LOAMY
SAND TEXTURE (NO LESS THAN 50% SAND BY WEIGHT)
CONTAINING 4 AND 15% ORGANIC MATTER (BY WEIGHT
0.05%).

GROWING MEDIA SHALL BE FREE FROM SUBSOL,
SALT, PESTICIDES, AND NOxious PLANT AND FLORA
REPRODUCIBLE PARTS, PLANT PATHOGENIC ORGANISMS, ORGANIC OR INORGANIC
MATERIALS, TOXINS, STONES OVER 30mm (1.2"), ANY DEBRIS AND FOREIGN OBJECTS.
IMPORTED GROWING MEDIA SHALL CONFORM TO AND BE TREATED AS PER SECTION
6.2.3 TO 6.2.7 INCLUSIVE OF THE CURRENT EDITION BCNA STANDARDS.

GROWING MEDIUM SHALL CONFORM TO LEVEL 1 "WELL-GROOMED" AREAS, LOW
TRAFFIC LAWN AREAS, TREES AND LARGE SHRUBS (I.E. IN TABLE 1.4.3.1.1 OF THE
CURRENT EDITION OF THE CSLA/BCNA STANDARDS).

IT SHALL PASS 35% THROUGH 10mm SIEVE.

TEXTURE
GRAVEL (LARGER THAN 20mm AND SMALLER THAN 40mm) 0-1%
ALL GRAVEL LARGER THAN 20mm AND SMALLER THAN 40mm: 0-5%
SAND (LARGER THAN 0.075mm AND SMALLER
THAN 2.0mm) 50-60%
SAND (LARGER THAN 0.075mm AND SMALLER
THAN 0.075mm): 10-25%

*CLAY (SMALLER THAN 0.0075mm): 0-20%

CLAY AND SILT COMBINED: MAXIMUM 75%

ORGANIC CONTENT: 3-10%

Acidic (pH: 6.0-7.0)

DRAINAGE PERCOLATION SHALL BE SUCH THAT NO STANDING WATER IS VISIBLE 60

MINUTES AFTER AT LEAST 10 MINUTES OF MODERATE TO HEAVY RAIN OR IRRIGATION.
MINIMUM SOIL DEPTH TO BE AS PER TABLE 1.6.3.5.5 OF THE CURRENT EDITION BCNA
STANDARDS.

Over prepared
subgrade where the
subgrade is not
adequate
where the subgrade is
adequate

TREES (10x2 PER TREE) 610 MM (24")

GROUNDCOVERS 300 MM (12")

LAWN-IRRIGATED 150 MM (6")

LAWN-NOT IRRIGATED 150MM (6")

SOIL DEPTHS WILL BE CHECKED AT TIME OF SUBSTANTIAL COMPLETION REVIEW

SOIL FOR URBAN AGRICULTURE PLOTS IS TO BE URBAN GRO PROVIDED BY VET/EC
OR APPROVED ALTERNATIVE. SOIL FOR URBAN AGRICULTURE AREAS IS TO MEET OR
EXCEED THE GUIDELINES FOR COMPOST QUALITY UNDER CANADIAN COUNCIL OF
MINISTERS OF THE ENVIRONMENT (CCME).

COMPOST IS TO BE TESTED AND RESULTS SUBMITTED TO CONSULTANT PRIOR TO
DELIVERY TO SITE.

BEDS TO HAVE 50MM (2") MULCH LAYER (after settling) CONSISTING OF ORGANIC
COMPOSTED BARK APPLIED.

PLANTED AREAS TO HAVE PERMANENT HIGH EFFICIENCY IRRIGATION SYSTEM - SHOP
DRAWINGS ARE TO BE PREPARED BY AN IMBC CERTIFIED DESIGNER AND APPROVED BY
LANDSCAPE ARCHITECT.

CONTRACTOR TO PROVIDE MAINTENANCE FOR 1 YEAR FOLLOWING SUBSTANTIAL
COMPLETION.

CONTRACTOR TO PROVIDE WRITTEN 1 YEAR WARRANTY ON PLANT MATERIAL
CONTRACTOR TO PROVIDE COPY OF SOIL TEST TO LANDSCAPE CONSULTANT 3 WEEKS
PRIOR TO DELIVERY ON-SITE. TEST TO BE PERFORMED BY AN INDEPENDENT LAB AND
IS TO INCLUDE RECOMMENDATIONS FOR BOTH LAWN AND PLANTING BEDS.

CONSULTANT TO APPROVE SOIL BEFORE INSTALLATION. THIS DOES NOT PRECLUDE
THE CONSULTANT FROM PERFORMING AN INDEPENDENT SOIL ANALYSIS AT TIME OF
INSTALLATION. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE TESTING AND
REPLACEMENT OF SOIL THAT DOES NOT MEET SPECIFICATIONS AT NO EXTRA COST TO
CURRENT.

CONTRACTOR TO PROVIDE WRITTEN 1 YEAR WARRANTY ON SOIL SPECIFICATIONS.
AN INDEPENDENT SOIL TEST TO BE PROVIDED 1 WEEK PRIOR TO END OF 1 YEAR
WARRANTY. THE CONSULTANT SHALL BE RESPONSIBLE FOR THE TESTING AND
REPLACEMENT OF SOIL THAT DOES NOT MEET SPECIFICATIONS AT NO EXTRA COST TO
CURRENT.





SITE INSPECTION
EXAMINE EXISTING SUBGRADE CONDITIONS AND SIGNIFY ACCEPTANCE IN WRITING TO
THE CONSULTANT.









ASCERTAIN THE SIZE AND LOCATION OF ALL EXISTING SERVICES AND SUBGRADES
PRIOR TO THE WORK.
IMMEDIATELY REPAIR DAMAGE RESULTING FROM FAILURE TO EXERCISE SUCH
PRECAUTIONS AT NO COST TO THE OWNER.




ALL PLANNING TO BE IN ACCORDANCE WITH THE BCNA/BCSA STANDARDS CURRENT
EDITION.




PLANT COUNTS
IN THE CASE OF ANY DISCREPANCY BETWEEN PLANT COUNTS ON PLANT LIST AND
PLANT SYMBOLS ON DRAWING, THE DRAWINGS TAKES PRECEDENT. THE CONTRACTOR
IS TO VERIFY ALL PLANT COUNTS AND NOTIFY CONSULTANT OF ANY DISCREPANCY.

BIRD FRIENDLY PLANTING
CONTRACTOR TO BE RESPONSIBLE FOR THE SELECTION AND PLANTING OF BIRD FRIENDLY
SPECIES. BIRD FRIENDLY PLANTING SHALL BE USED THROUGHOUT THE LANDSCAPE. PLANTING IS
TO BE IN ACCORDANCE WITH THE BCNA/BCSA STANDARDS CURRENT EDITION. THESE
LAYERS SHALL BE VARIED WITH A DIVERSITY OF TEXTURES AND DENSITIES THAT
PROVIDE A VARIETY OF HABITATS FOR BIRDS. PLANT SPECIES HAVE BEEN SELECTED
BASED ON THEIR ABILITY TO PROVIDE YEAR-ROUNDED FOOD FOR BIRDS AND/OR YEAR-ROUNDED NESTING OPPORTUNITIES.

LIGHTING LEGEND	
	STEP/WALL LIGHT
	PATH LIGHT
	TREE ACCENT DOWNLIGHT
	DOWN LIGHT

GRADING LEGEND	
	TW - TOP OF WALL
	BW - BOTTOM OF WALL
	TS - TOP OF STEP
	BS - BOTTOM OF STEP
	FG - FINAL GRADE
	IG - INTERPOLATED GRADE
	BG - BUILDING GRADE
	TSL - TOP OF SLAB

IRRIGATION LEGEND	
	AREA TO BE IRRIGATED
	HOSE BIB
	IRRIGATION STUB-OUT
Notes: Refer to canadian landscape standard typ.	

GROWING MEDIUM LEGEND	
	610 MM (24") SOIL DEPTH
	900 MM (3") SOIL DEPTH
	750 MM (30") SOIL DEPTH

MATERIALS AND FURNISHINGS

PAVERS									
ID	REFERENCE	DESCRIPTION	SIZE	MODEL	MANUFACTURER	COMMENT	COLOUR	QTY	
P1	1/11.0	GLACIER PORCELAIN PAVERS	24x2	QUARZITI 2.0	BELGARD	-	GLACIER (LT GREY)	-	
P2	1/11.0	GLACIER PORCELAIN PAVERS	24x2	QUARZITI 2.0	BELGARD	-	GLACIER (LT GREY)	-	
P3	1/11.0	MANTLE PORCELAIN PAVERS	24x2	QUARZITI 2.0	BELGARD	-	MANTLE (DK GREY)	-	
P4	6/11.0	DRIP STRIP	1.2"W	CUSTOM		-	-	-	
SITE FURNISHINGS									
ID	REFERENCE	DESCRIPTION	SIZE	MODEL	MANUFACTURER	COMMENT	COLOUR	QTY	
S1	1/11.0	LARGE ARBOUR	445L x 8'W	CUSTOM	-	CUSTOM	-	1	
S2	1/11.0	SEAT BENCH STORAGE	12L x 3'W	CUSTOM	-	CUSTOM	-	1	
S3	3/12.0	SEAT BENCH STORAGE	8.5'W x 11.5'L	CUSTOM	-	CUSTOM	-	1	
S4	3/11.0	SEAT BENCH STORAGE	8.5'W x 11.5'L	CUSTOM	-	CUSTOM	-	1	
S5	1/14.0	JOINABLE TABLES	3'X3'	FRIT1700-SQ-M1-FS-36	FRIT1700-SQ-M1-FS-36	FRIT1700-SQ-M1-FS-36	SILVER 14 PDR COAT	5	
S6	1/11.0	TIMBER PLANTERS	VARIES	CUSTOM	MAGLIN	-	NATURAL WOOD	3	
S7	1/15.0	CLIMBING NET	8'2" x 8'10" x 8'6"	CUSTOM	KOMPAN	STEEL FOOTINGS	NATURAL WOOD	1	
S8	4/11.0	TIMBER SEATING BLOCKS	1.5' X 1.5' x varied ht	CUSTOM	KOMPAN	-	PRE-WOOD SILVER 14 PDR COAT	5	
S9	5/11.0	LONG BENCH	70"L X 16.5"D X 17.5"H	MLB 1050B BACKLESS BENCH, CEDAR WG HOPE MBE 1050 00021	MAGLIN	-	SILVER 14 PDR COAT	5	
S10	6/11.0	MOVABLE CHAIRS	33"H X 19.5"W	KONTOUR	MAGLIN	-	SILVER 14 PDR COAT	10	
S11	2/11.0	BIKE RACKS	MBR 500 SERIES	KONTOUR	MAGLIN	-	SILVER 14 PDR COAT	8	
S12	4/11.0	CHILDREN'S PLAYHOUSE	6'L x 6'W	VILLAGE SHOP	KOMPAN	-	NATURAL WOOD	1	
S13	2/11.0	BIRD HOUSES (2 BIRD TYPES)	47" x 42" x 8"	CUSTOM	-	IMAGE TBD	NATURAL WOOD	3	
S14	3/14	PMT SCREEN WRAP	IMAGE TO BE DETERMINED - TO BE SUBMITTED TO BG HYDRO	-	-	-	-	1	
S15	3/15.0	PINE BENCH	8'2"H	ROBINA PINE BENCH KPI201	KOMPAN	-	NATURAL WOOD	1	
S16	2/11.50	BEE SPRINGER	2'6" x 2'3" x 2'5"	ROBINA BEE SPRINGER NRO 118	KOMPAN	-	NATURAL WOOD	1	
HARDSCAPE									
ID	REFERENCE	DESCRIPTION	SIZE	MODEL	MANUFACTURER	HIGHLIGHT	COLOUR	QTY	
H1	2/11.0	RAISED CIP CONCRETE PLANTER	-	-	-	-	-	-	
H2	2/11.0	CIP CONCRETE STEPS	-	-	-	-	-	-	
H3	3/4/11.00	CIP CONG PED PAVING	-	-	-	-	-	-	
H4	5/11.00	PVP RUBBERIZED SURFACING	-	-	-	-	PEARL, MAY GREEN, BEIGE	-	
H5	7/11.00	ASPHALT PAVING - PED. PATH	-	-	-	-	-	-	
FENCING									
ID	REFERENCE	DESCRIPTION	SIZE	MODEL	MANUFACTURER	HIGHLIGHT	COLOUR	QTY	
F1	2/11.0	METAL FENCE	35"H X 19.25"W	-	CUSTOM	-	-	-	

Rev.	Date	Revision Notes
1	2020-05-19	Initial Design

Rev.	Date	Revision Notes
A	2020-05-19	Initial Design
B	2020-05-19	Initial Design
C	2020-05-19	Initial Design

2020-05-19

DP 19-866690
Plan # 17
May 5, 2020

etaprogressive architecture

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Affordable Housing Project

5491 No. 2 Road
HICHMOND, BC

2020-05-19

Notes and Schedules

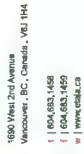
Rev.	Date	Revision Notes
A	2020-05-19	Initial Design
B	2020-05-19	Initial Design
C	2020-05-19	Initial Design

L0.1

Total Sheets

Issue No.	Date	Issue Notes
A	2019-03-21	Issue for DP
B	2020-01-29	Re-issue for DP
C	2020-03-19	Re-issue for DP

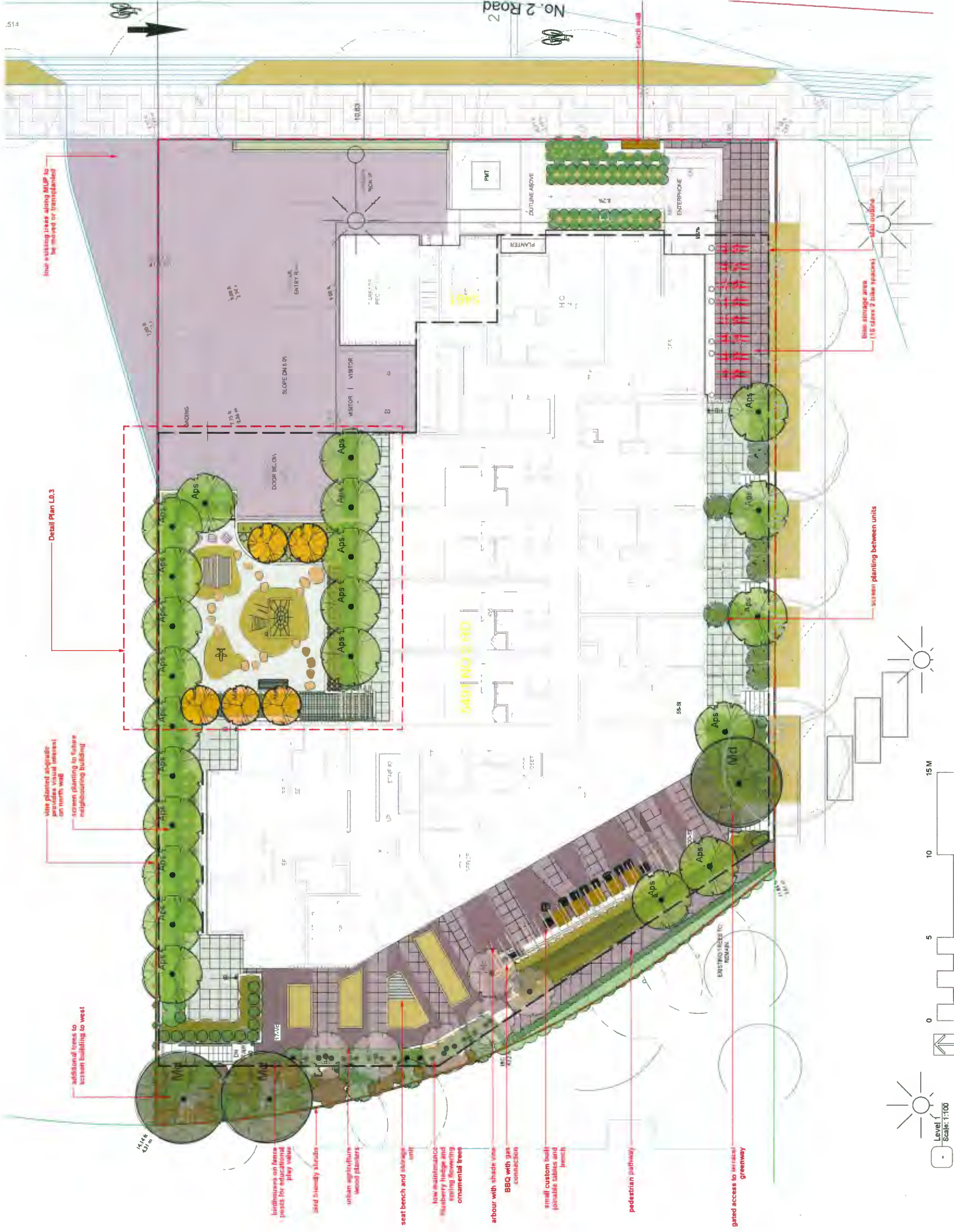
DP 19-866690
Plan # 18
May 5, 2020



Project Affordable Housing Project

Drawing Title

Legal	Project Manager	Person ID	
Legal Address line 1	DT	218505	
Legal Address line 2	Owner By	So on	
Legal Address line 3	Drawn By	as noted	
	Reviewed By	Dr. David M. L.	
	Date	00/00/00	
			Total Sheets
			Sheet 1 of 1



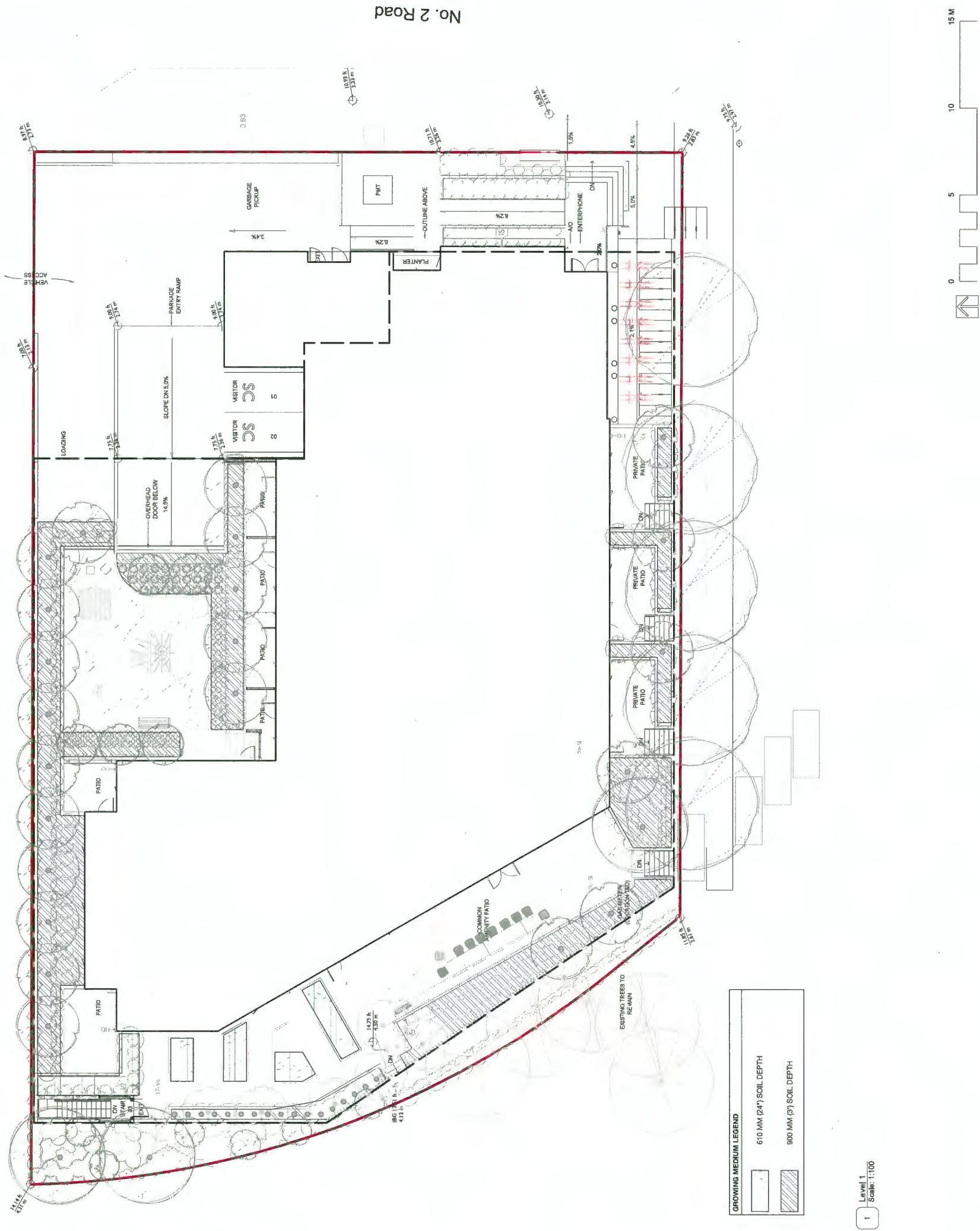
GRADING LEGEND	
TW - TOP OF WALL	<u>TW 0.00m</u>
BW - BOTTOM OF WALL	<u>BW 0.00m</u>
TS - TOP OF STEP	<u>TS 0.00m</u>
BS - BOTTOM OF STEP	<u>BS 0.00m</u>
FG - FINAL GRADE	<u>FG 0.00m</u>
IG - INTERPOLATED GRADE	<u>IG 0.00m</u>
BG - BUILDING GRADE	<u>BG 0.00m</u>
TSI - TOP OF SLAB	<u>TSI 0.00m</u>

DP 19-866690
Plan # 22
May 5, 2020

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Drawing Title

Local	Phone Message	Personal	21003
Local Address line 1	D7	Country	US-4
Local Address line 2	Driven By	88 noted	
Local Address line 3	For the record	By	0 empty 144
	Reviewed By	L4,0	
	Date	00/00/00	
		Total Streets	
	Per Date		



Revision	Date	Revision Notes
No.		

Issue No.	Date	Issue Notes
A	2019-06-21	Issue for DP
B	2020-01-29	Re-issue for DP
C	2020-03-19	Re-issue for DP

Professional Seal

DP 19-866690
Plan # 25
May 5, 2020



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Vancouver, BC, Canada, V6J 1H4

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Project Affordable Housing Project

5491 No. 2 Road
RICHMOND, BC

Drawing Title

Soil Depth Plan

Level 1
Scale: 1:100

Legal	Legal Address line 1	Personnel	21006
	Legal Address line 2	Location	5-8
	Legal Address line 3	Drawn By	as noted
		Received By	Plumbing M.L.
		Retained By	
		Date	00/00/00
		Drawn / Issue	L6,0 of Total Sheets

Revision No.

Date

Revision Notes

Issue No.

Date

Issue Notes

A

2019-06-21

Issue for DP

B

2020-01-29

Issue for RFP

DP 19-866690

Plan # 28

May 5, 2020

Professional Seal

1

Sod at Grade

Scale: 1:10

Sod, non-netted grown on sand

300mm (12") min. growing medium

Compacted sub-grade

1,984

2

Groundcover at Grade

Scale: 1:10

Groundcover

50mm (2") thick mulch, refer to specifications - do not put mulch against the base of the plants

300mm (12") min. growing medium

Compacted sub-grade

1,000

3

Groundcover on Slab

Scale: 1:10

Groundcover

50mm (2") thick mulch, refer to specifications - do not put mulch against the base of the plants

300mm (12") min. growing medium

Non-woven filter fabric

75mm (3") thick layer of drainage rock

Rigid insulation, refer to arch

Drain mat c/w filter fabric, refer to arch

Protection board on waterproof membrane, refer to arch

Structural slab, refer to arch and structural

1,000

4

Shrub at Grade

Scale: 1:10

Shrub

50mm (2") thick mulch, refer to specifications - do not put mulch against the base of the plants

600mm (24") min. growing medium, planting pit to be 2x rootball size

Compacted sub-grade

2,000

2x rootball

5

Shrub on Slab

Scale: 1:10

Shrub

50mm (2") thick mulch, refer to specifications - do not put mulch against the base of the plants

600mm (24") min. growing medium, planting pit to be 2x rootball size

Non-woven filter fabric

75mm (3") thick layer of drainage rock

Rigid insulation, refer to arch

Drain mat c/w filter fabric, refer to arch

Protection board on waterproof membrane, refer to arch

Structural slab, refer to arch and structural

2,000

2x rootball

6

Trees at Grade

Scale: 1:20

Prune off broken and damaged branches

Ties: "arbour tie" or approved alternate

Two pressure treated hem / fir 50 mm dia. woodstakes, 2m in length.

Low saucer: 100 mm of soil around tree, circumference of tree to form a shallow bench to prevent water run-off. soil over the rootball shall not exceed 25 mm in depth.

50mm (2") thick mulch, refer to specifications - do not put mulch against the base of the plants

Roll back top 1/3rd of burlap, remove all plastic ties, treated burlap or container materials.

750mm (32") min. to 1200mm (48") max. growing medium, planting pit to be 2x rootball size

4" drainage pipe connected to storm

Compacted sub-grade

30" min to 48" max

2x rootball

Minimum Width Of Tree Pit Shall Be The Rootball Diameter Plus 24" Tree Wells Shall Be 36" In Depth Tree Wells In Boulevards Shall Be Connected By A Continuous Soil Trench Of At Least 24"x In Depth

7

Trees on Slab

Scale: 1:20

Prune off broken and damaged branches

Ties: "arbour tie" or approved alternate

Two pressure treated hem / fir 50 mm dia. woodstakes, 2m in length.

Low saucer: 100 mm of soil around tree, circumference of tree to form a shallow bench to prevent water run-off. soil over the rootball shall not exceed 25 mm in depth.

50mm (2") thick mulch, refer to specifications - do not put mulch against the base of the plants

Roll back top 1/3rd of burlap, remove all plastic ties, treated burlap or container materials.

750mm (32") min. to 1200mm (48") max. growing medium, planting pit to be 2x rootball size

Non-woven filter fabric

75mm (3") thick layer of drainage rock

Rigid insulation, refer to arch

Drain mat c/w filter fabric, refer to arch

Protection board on waterproof membrane, refer to arch

Structural slab, refer to arch and structural

30" min to 48" max

2x rootball

Project

Affordable Housing Project

5491 No. 2 ROAD

RICHMOND, BC

Cracking Tile

Legal

Legal Address line 1

Legal Address line 2

Legal Address line 3

Project Manager

DT

21006

Drawn By

as rolled

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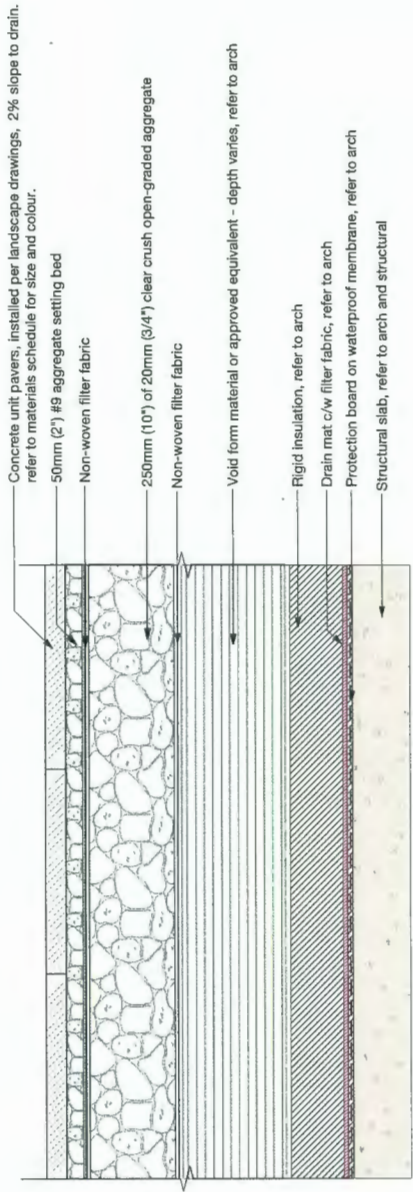
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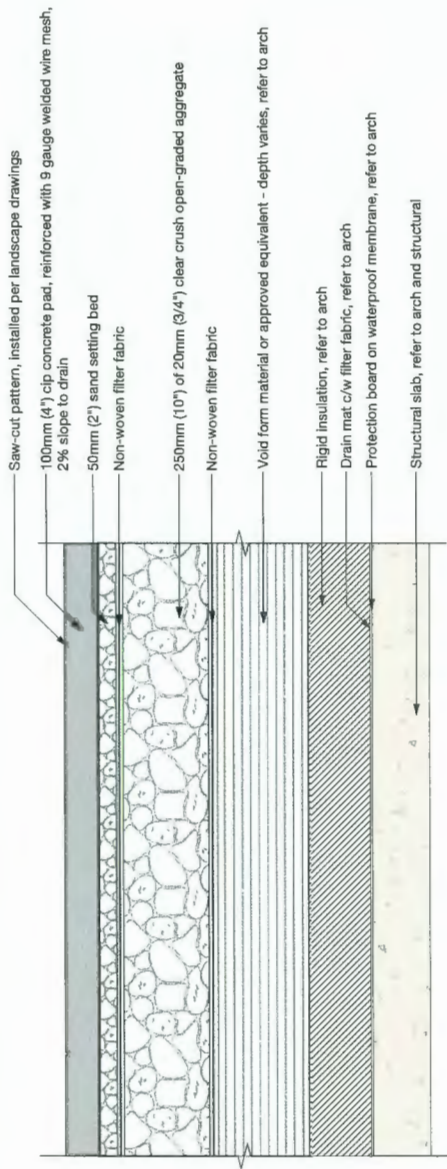
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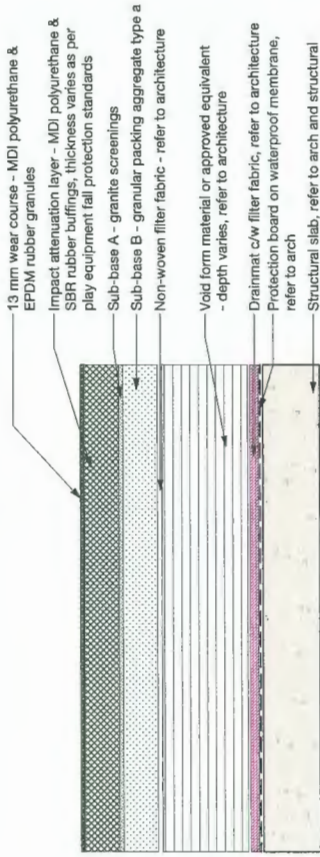


1 2x2 Pedestrian Concrete Pavers on Slab on Insulation
Scale: 1:10



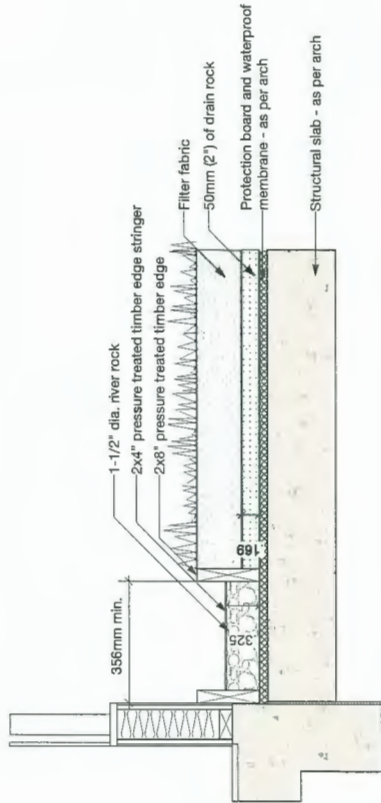
NOTE:
- Saw-cuts to be installed per layout plan
- Saw-cut control joints to be 1/4 slab depth
- To be completed within 24hrs of pouring the slab

3 Pedestrian Concrete Paving on slab
Scale: 1:10

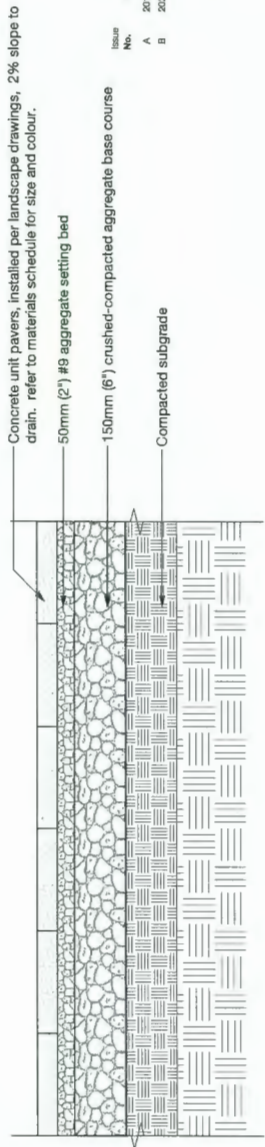


NOTE:
Install as per manufacturer's specifications.
Depth of material dependant on fall heights of play equipment.

5 PIP Rubberized Surfacing On Slab
Scale: 1:10



6 Dripstrip On Slab
Scale: 1:10



2 Pedestrian Concrete Unit Pavers on grade
Scale: 1:10

Professional Seal

DP 19-866690
Plan # 29
May 5, 2020

ta anderson architecture

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Project
Affordable Housing Project

5491 No. 2 ROAD
RICHMOND, BC

Drawing Title
Hardscape Details

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Legal	Legal Address line 2
Legal	Legal Address line 3
Project Manager	Project ID
DT	211606
Drawn By	Scale
Drawn By	as noted
Reviewed By	Drawing No.
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	Total Sheets
Plot Date:	

Revision No.	Date	Revision Notes
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Issue No.	Date	Issue Notes
A	2018-05-31	Issue for DP
B	2020-01-28	Re-issue for DP
C	2020-05-18	Re-issue for DP

Professional Seal

DP 19-866690
Plan # 31
May 5, 2020

eta
intercept architecture

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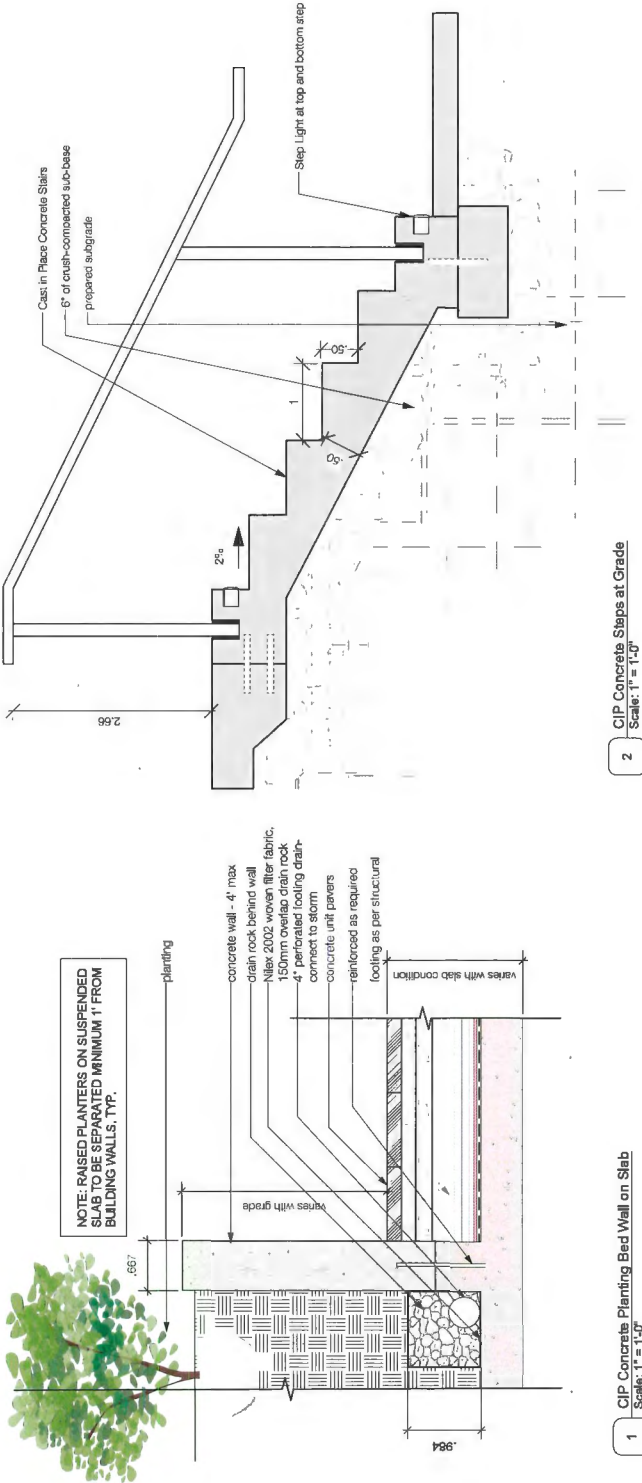
Project
Affordable Housing Project

5491 No. 2 Road
RICHMOND, BC

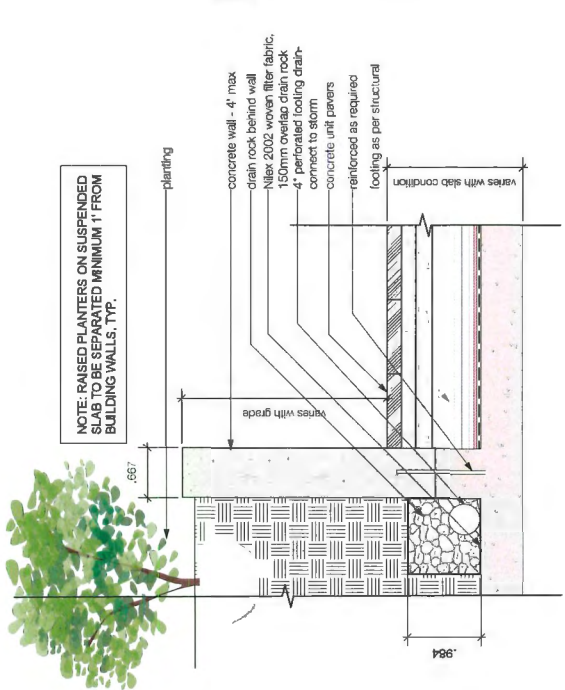
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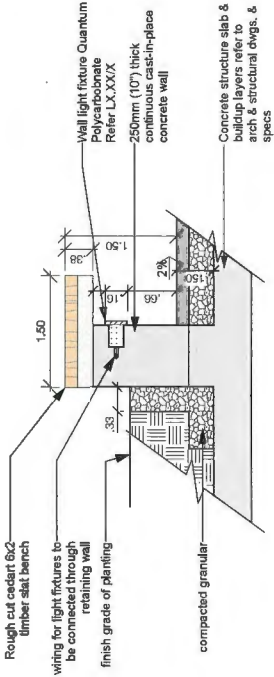
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DT	21809
Drawn By	Scale
Checked By	Rev. 0001
Reviewed By	Drawn By
Time	00:00:00
Total Sheets	L12.0
Rev. 0001	Total Sheets



2 CIP Concrete Steps at Grade
Scale: 1" = 1'-0"



1 CIP Concrete Planting Bed Wall on Slab
Scale: 1" = 1'-0"



3 Bench wall
Scale: 1" = 1'-0"

Revision No.	Date	Revision Notes
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Issue No.	Date	Issue Notes
A	2019-05-21	Issue for DP

Professional Seal

DP 19-866690
Plan # 32
May 5, 2020



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Project

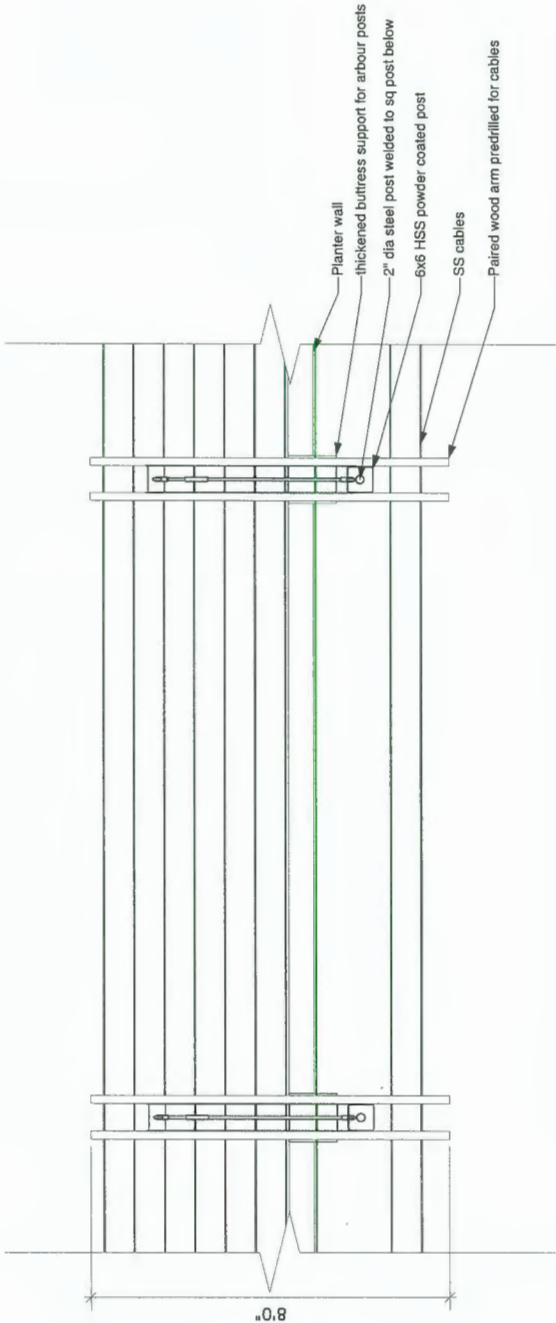
Affordable Housing Project

5491 No. 2 ROAD
RICHMOND, BC

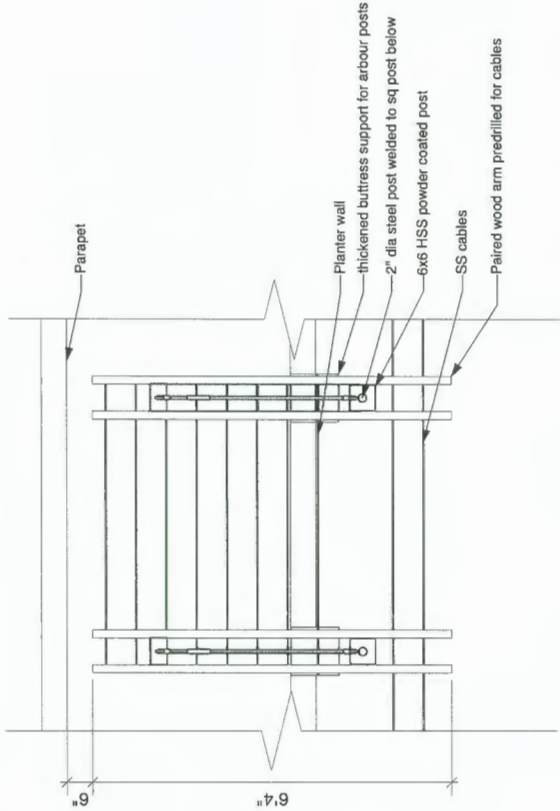
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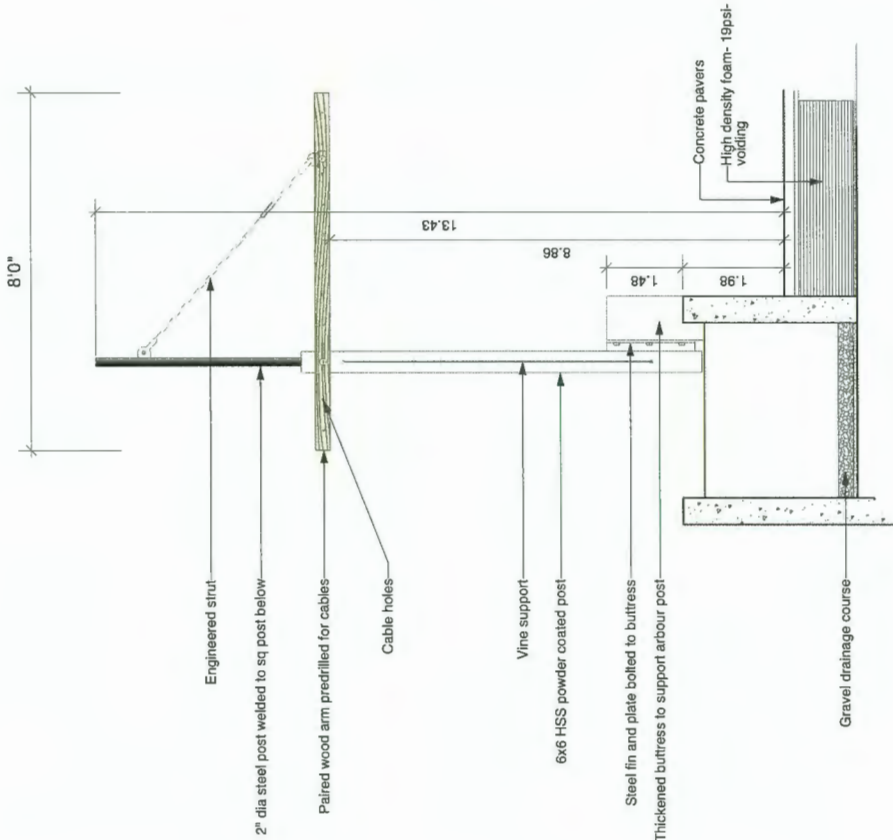
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	Sheet No	13.0
	Total Sheets	13.0
	Plot Date	



Plan

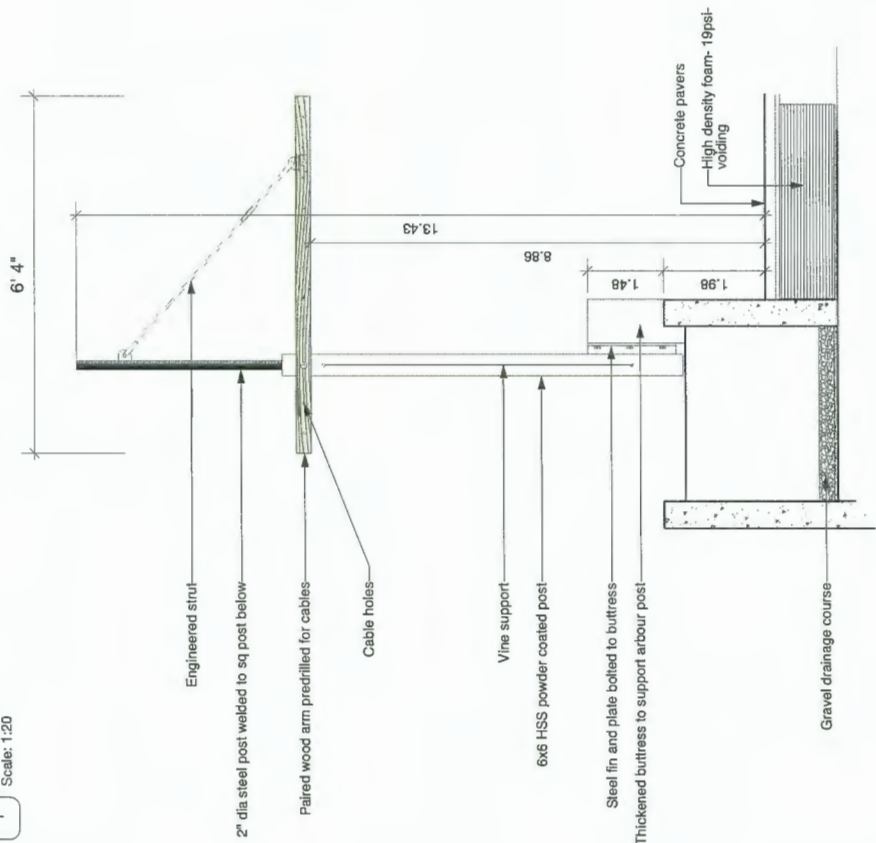


Plan



Elevation

1 Large Arbour
Scale: 1:20



Elevation

2 Small Arbour
Scale: 1:20

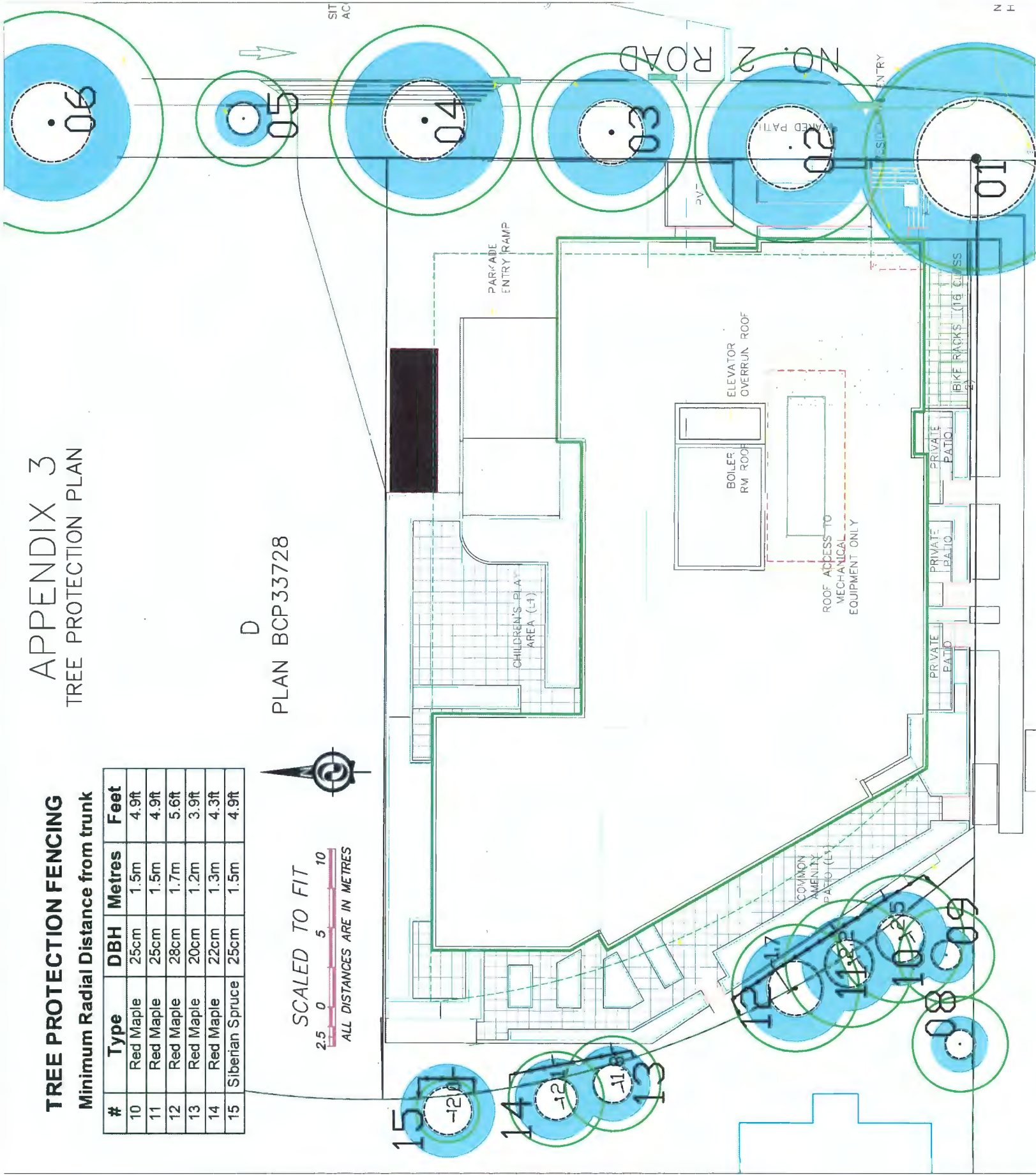
TREE PROTECTION FENCING
 Minimum Radial Distance from trunk

#	Type	DBH	Metres	Feet
10	Red Maple	25cm	1.5m	4.9ft
11	Red Maple	25cm	1.5m	4.9ft
12	Red Maple	28cm	1.7m	5.6ft
13	Red Maple	20cm	1.2m	3.9ft
14	Red Maple	22cm	1.3m	4.3ft
15	Siberian Spruce	25cm	1.5m	4.9ft



APPENDIX 3
 TREE PROTECTION PLAN

PLAN BCP33728



TREE INVENTORY

#	Type	Action	DBH	MPZ
1	Pin oak	Transplant	61cm	3.7m
12	Red Maple	Retain	28cm	1.7m
2	Pin oak	Transplant	44cm	2.6m
3	Pin oak	Transplant	33cm	2.0m
4	Pin oak	Transplant	42cm	2.5m
5	Pin oak	Transplant	15cm	1.0m
6	Pin oak	Transplant	42cm	2.5m
8	Red Maple	Retain	15cm	0.9m
9	Red Maple	Retain	15cm	0.9m
10	Red Maple	Retain	25cm	1.5m
11	Red Maple	Retain	25cm	1.5m
13	Red Maple	Retain	20cm	1.2m
14	Red Maple	Retain	22cm	1.3m
15	Siberian Spruce	Retain	25cm	1.5m
DBH-diameter, MPZ- protection zone				

DP 19-866690
 Plan # 35
 May 5, 2020



- NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
 2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
 3. ALL MEASUREMENTS ARE METRIC

Froggers Creek Tree Consultants Ltd
7763 McGregor Avenue Burnaby BC V5J 4H4 Telephone: 604-721-6002 Fax: 604-437-0870
5491 No2 Road Richmond BC
TREE PROTECTION DRAWING THE DRAWING PLOTS ALL TREES, PROPOSED FOR RETENTION, TRANSPLANTING, THEIR CANOPIES, PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT
May 4, 2020



DP 19-866690

Reference Plan

May 5, 2020

REVISIONS		DESCRIPTION
NO.	DATE	
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

NORTH

PERSPECTIVE

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CHECKED BY	Checker
SCALE	

JOB NUMBER 16022



NOTES

DP 19-866690
Reference Plan
May 5, 2020

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NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

SOUTH / WEST VIEW

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JOB NUMBER	16022



DP 19-866690

Reference Plan

May 5, 2020

REVISIONS		
NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

SOUTH / EAST

PERSPECTIVE

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JOB NUMBER	16022



DP 19-866690
Reference Plan
May 5, 2020

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1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

NORTH / WEST VIEW

DATE	3/19/2020 11:46:00 AM
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SCALE	
JOB NUMBER	16022

Revision	No.	Date	Revision Notes
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Issue No.	Date	Issue Notes
A	2019-06-21	Issue for DP

Professional Seal

DP 19-866690
Reference Plan
May 5, 2020



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Project

5491 No. 2 ROAD
RICHMOND, BC

Drawing Title

Precedent Images

Legal
Legal Address Line 1
Legal Address Line 2
Legal Address Line 3

Project Manager	Project ID	<div style="text-align: center;"> <h1>L0.5</h1> <p>of</p> <p>Total Sheets</p> </div>
DT	21808	
Drawn By	Scale	
Reviewed By	as noted	
Date	Drawing No	
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DENOTES BIRD FRIENDLY PLANTING

EAST



WEST AMENITY AREA

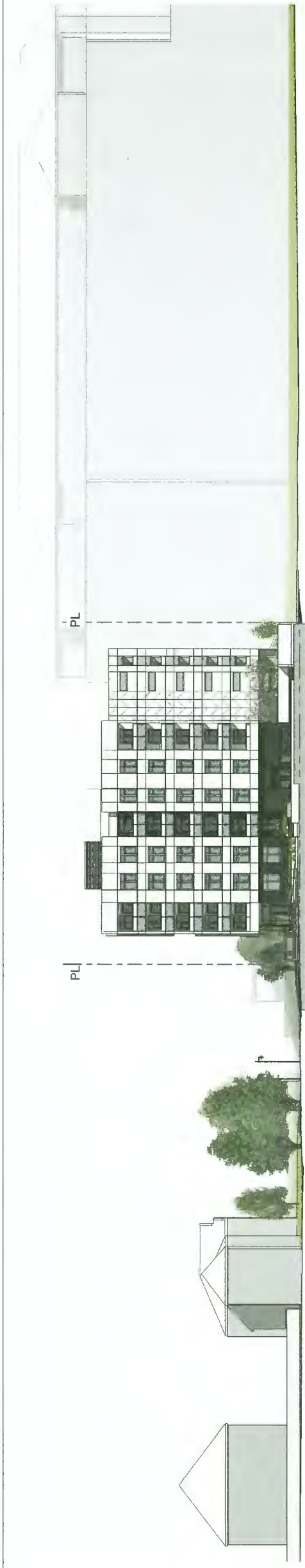


HTUOS

WEST BIRD FRIENDLY AREA



FURNISHINGS



The proposed development sits between existing late 1990s developments around Dover Crescent, River Green (2010s), and future developments to the North and East. The location then provides a link between these varying design styles and scales. Much like the older developments to the West, the building envelope is a higher percentage of solid wall rather than window wall. The elevations have a clear, simple framing pattern similar to the development directly West, with recessed balconies adding depth to the frames. The proposed light grey cement panel is a similar shade to both the adjacent townhomes and condo building. The dark cement panel adds contrast, and the wood-look soffits are a natural tone to reflect the surrounding mature trees. The flat roof, rather than the pitched forms of the 90s buildings, is typical of the newer developments like River Green.



DP 19-866690
Reference Plan
May 5, 2020

REVISIONS	
NO.	DATE
1	2019-06-28
2	2020-02-18
3	2020-03-19

DESCRIPTION	
DP Application	
DP Comments	
ADP Comments	

DP 19-86690
Reference Plan
May 5, 2020

NO.	DATE	DESCRIPTION
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2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

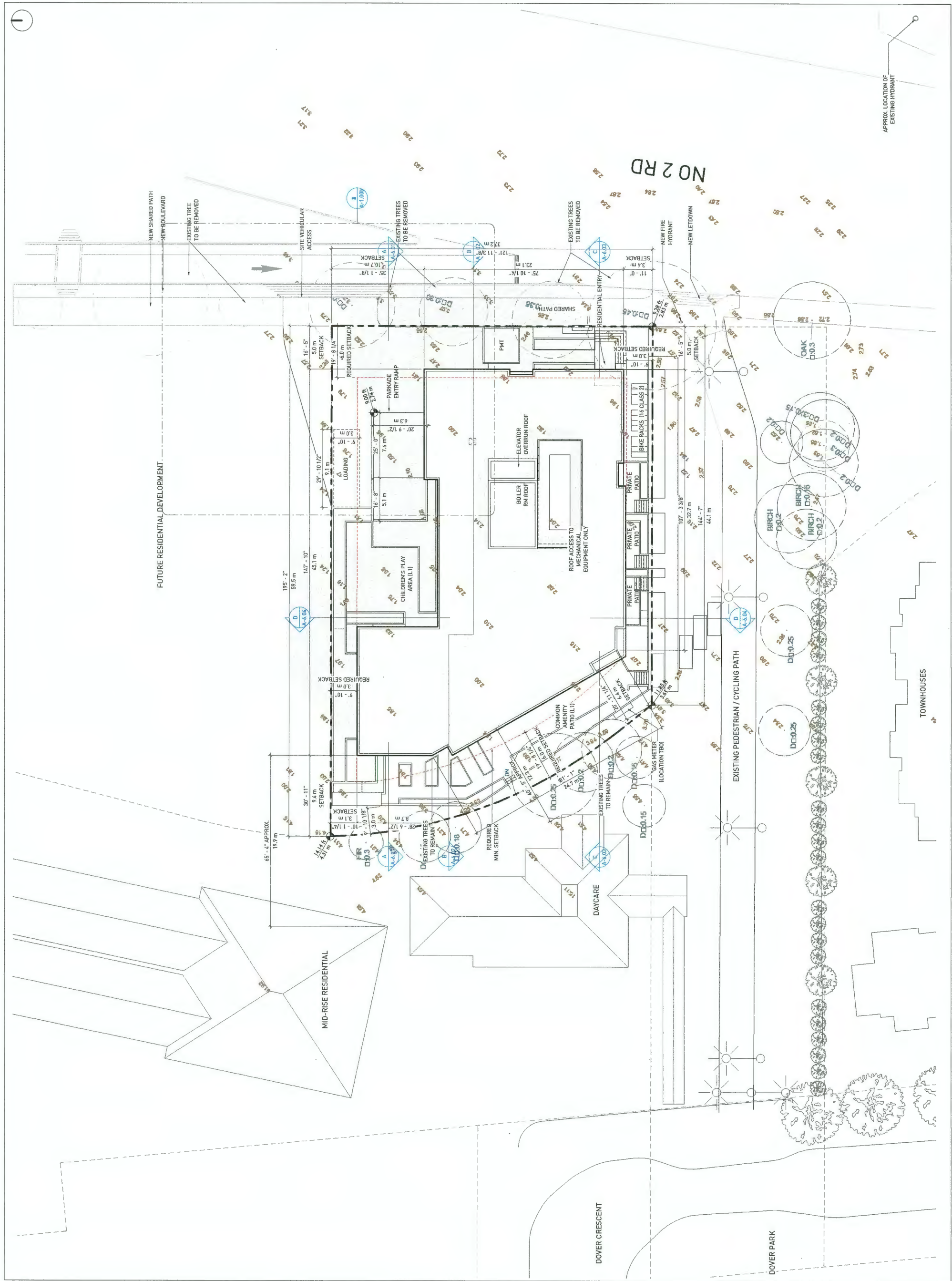
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SITE PLAN

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SCALE	1/16" = 1'-0"
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A-1.00



APPROX. LOCATION OF
EXISTING HYDRANT

DP 19-866690
Reference Plan
May 5, 2020

NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

ACCESSIBILITY STRATEGY

This development is fully accessible from the main entrance, throughout the building common spaces, amenities, shared amenity patios, and residential units. A ramp leads to the main entry from the sidewalk with an automatic door opener provided at the entry. All common corridors are 5' wide, and the required clear manoeuvring space is provided at doorways. Accessible parking stalls are provided close to the elevators in the parkade. The common laundry room is a short distance from the elevator, and will have both stacked and a side by side washer/dryer.

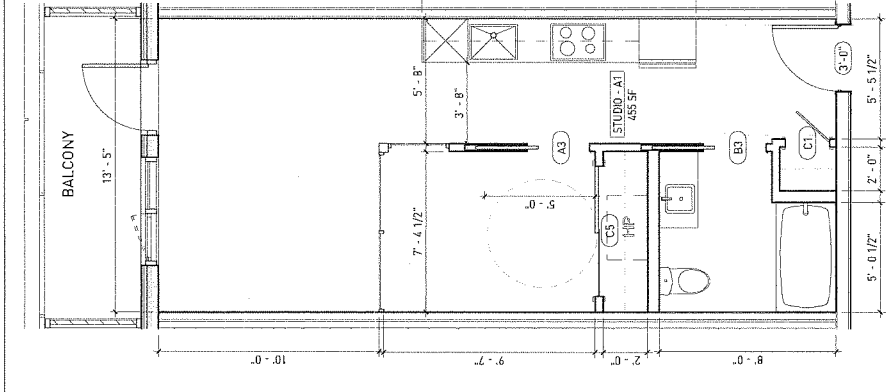
All residential units are one level and follow Basic Universal Housing Features (BUHF). 4 units on the ground level are fully wheelchair accessible. Refer to the unit plans on A-1.06 and A-1.07 for all clearances provided.

5491 No 2 Rd

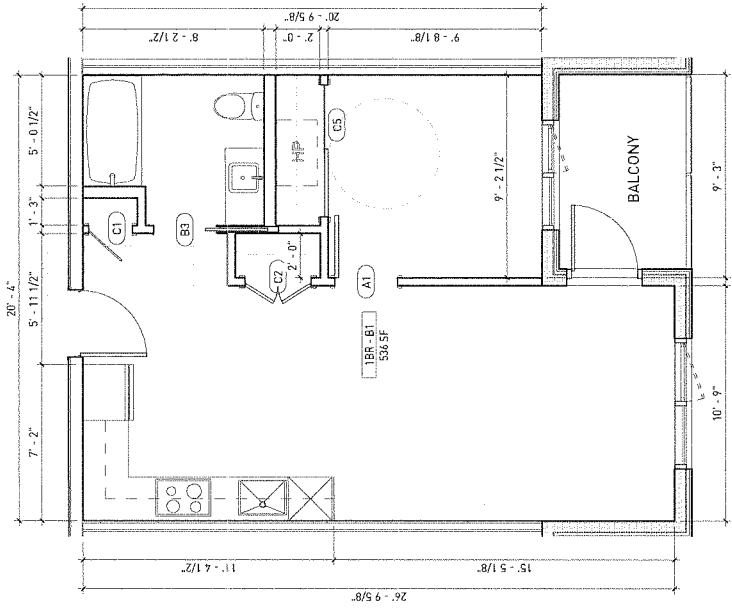
DP - Progress Review

ACCESSIBILITY
STRATEGY

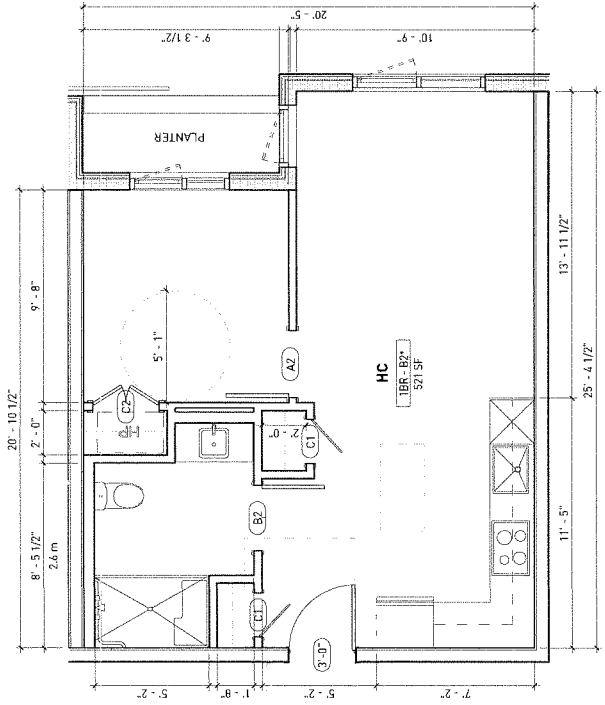
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JOB NUMBER	16022



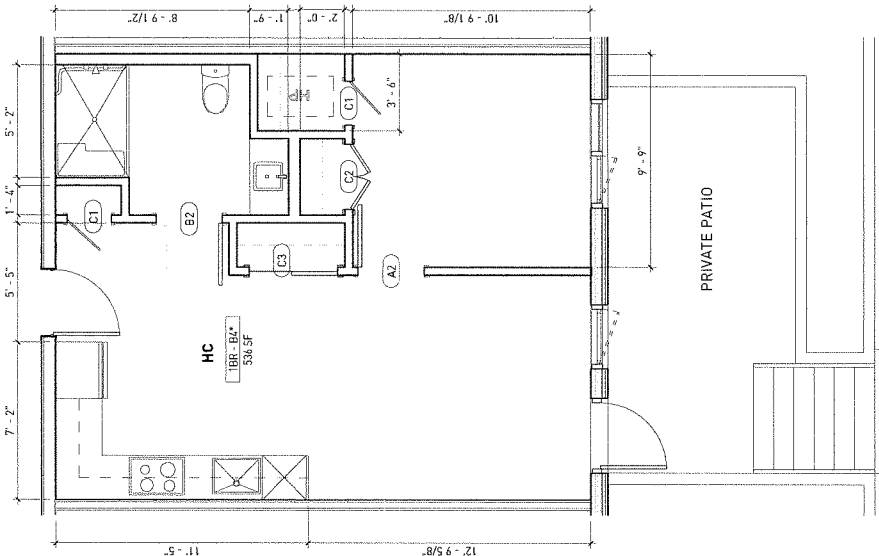
1 A1 - STUDIO



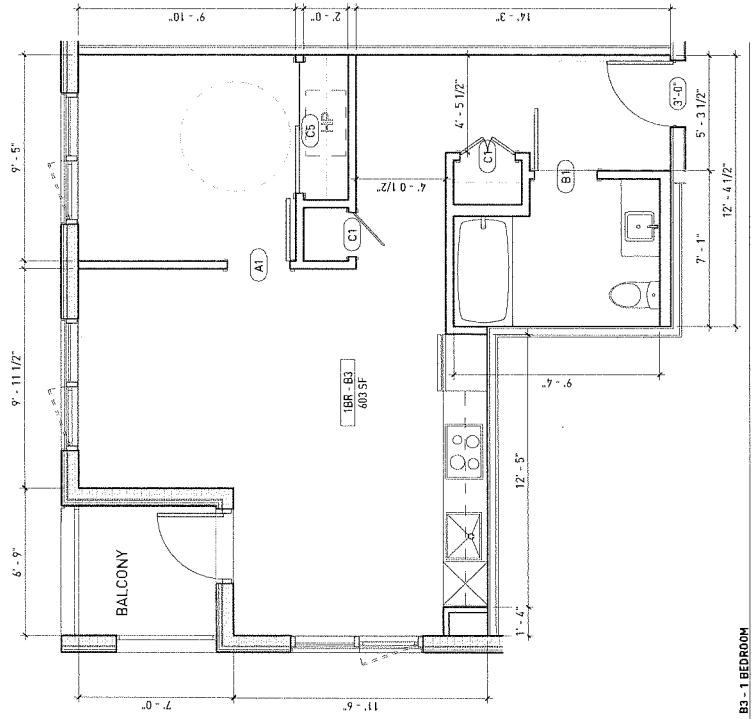
2 B1 - 1 BEDROOM



3 B2 - 1 BEDROOM



5 B4 - 1 BEDROOM



4 B3 - 1 BEDROOM

- BASIC UNIVERSAL HOUSING REQUIREMENTS:**
- *BUH* DEMOTES UNITS THAT ARE REQUIRED TO COMPLY WITH THE RICHMOND ZONING BYLAW AND MUST INCORPORATE "BASIC UNIVERSAL HOUSING FEATURES":**
- 1) AN AUTOMATIC DOOR OPENER SHALL BE PROVIDED FOR THE MAIN BUILDING ENTRY (MAIN LOBBY & VESTIBULES).
 - 2) THE MINIMUM CLEAR OPENING FOR ENTRY DOORS TO EVERY DWELLING UNIT AND DOORS IN COMMON AREAS SHALL BE NO LESS THAN 850mm (WHICH WILL BE PROVIDED BY A SWING DOOR).
 - 3) THE MINIMUM CLEAR OPENING FOR INTERIOR DOORS TO AT LEAST ONE BEDROOM AND ONE ACCESSIBLE BATHROOM IN EVERY BUH DWELLING UNIT SHALL BE NO LESS THAN 800mm.
 - 4) DOORS IN EVERY DWELLING UNIT AND COMMON AREAS SHALL BE OPERABLE BY DEVICES THAT DO NOT REQUIRE TIGHT GRASPING OR TWISTING OF WRIST.
 - 5) FLUSH THRESHOLDS THROUGHOUT THE BUILDING SHALL BE A MAXIMUM OF 13mm IN HEIGHT.
 - 6) THE ABOVE-NOTED REQUIREMENTS FOR DOORS DO NOT APPLY TO MECHANICAL ROOMS, SERVICE AREAS, CLOSETS, ETC., WHERE THROUGH ACCESS IS NOT REQUIRED AND ACCESS TO A PERSON WITH A DISABILITY IS NOT ANTICIPATED.
 - 7) ENTRY DOORS TO EVERY DWELLING UNIT AND DOOR ASSEMBLIES IN COMMON AREAS SHALL HAVE A CLEAR AND LEVEL AREA WHICH IS NOT LESS THAN THE FOLLOWING:
 - a) 1500mm LONG AND 900mm WIDE FOR DOORS OPENING TOWARD THE AREA (PULL DOOR), 1500mm LONG BY WIDTH OF THE DOOR PLUS AT LEAST 600mm CLEAR SPACE ON THE LATCH SIDE.
 - b) WHERE THE DOOR SWINGS AWAY FROM THE AREA (PUSH DOOR), 1200mm LONG BY WIDTH OF THE DOOR PLUS AT LEAST 300mm CLEAR SPACE ON THE LATCH SIDE.
 - c) WHERE THERE ARE DOORS IN A SERIES IN COMMON AREAS, THERE MUST BE SEPARATION OF AT LEAST 1200mm PLUS THE WIDTH OF THE DOOR.
 - d) DOORS TO EVERY **DWELLING UNIT** ARE EXEMPTED FROM THE REQUIREMENT TO PROVIDE THE 1200mm LONG CLEAR AREA AND 600mm CLEAR SPACE IF **ROUGH-IN** WORK IS PROVIDED FOR FUTURE CONVERSION FOR AN AUTOMATIC DOOR OPENER.
 - 8) **CORRIDOR WIDTHS:**
 - a) COMMON CORRIDORS SHALL BE NO LESS THAN 1220mm WIDE AND PROVIDE A CLEAR AREA 1500mm x 1500mm ADJACENT TO THE ELEVATOR ENTRANCE.
 - 9) **FLOOR SURFACES:** THROUGHOUT THE BUILDING SHALL HAVE NO ABRUPT CHANGES IN LEVEL. IN A MAXIMUM BREAK OF THE FLUSH THRESHOLD OF 13mm HEIGHT, THIS REQUIREMENT DOES NOT APPLY TO EXTERIOR BALCONY, PATIO AND DECK DOOR SILLS.
 - 10) FLOOR SURFACES SHALL BE SLIP RESISTANT.
 - 11) WHERE CARPETS ARE USED, THEY MUST BE FIRMLY FIXED, HAVE A FIRM UNDERLAY AND PILE UNDER 13mm IN HEIGHT.
 - 12) **WINDOWS:**
 - a) WINDOWS WHICH ARE ACCESSIBLE SHALL HAVE A WINDOW SILL HEIGHT THAT DOES NOT EXCEED 750mm ABOVE THE FLOOR TO AFFORD SEATED VIEWING; AT LEAST ONE WINDOW IN THE BEDROOM AND ONE WINDOW IN THE LIVING ROOM SHALL AFFORD SUCH SEATED VIEWING.
 - 13) WINDOWS WHICH ARE ACCESSIBLE SHALL HAVE OPENING MECHANISMS OPERABLE WITH ONE HAND AND OF A TYPE THAT DOES NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF THE UNIT.
 - 14) **OUTLETS AND SWITCHES:**
 - a) ALL LIGHT SWITCHES, ELECTRICAL PANELS AND INTERCOM BUTTONS SHALL BE BETWEEN 900mm TO 1200mm FROM THE FLOOR. INTERCOM BUTTONS SHALL BE MAXIMUM 1375mm FROM THE FLOOR.
 - 15) ELECTRICAL OUTLETS, CABLE OUTLETS AND TELEPHONE JACKS SHALL BE LOCATED NOT LESS THAN 450mm FROM THE FLOOR OR NOT MORE THAN 1200mm.
 - 16) THERMOSTATS SHALL BE LOCATED BETWEEN 900mm TO 1200mm FROM THE FLOOR.
 - 17) THE OPERABLE PART OF CONTROLS SHALL BE LOCATED WITHIN REACH OF THE CLEAR FLOOR AREA THAT HAS A WIDTH OF NOT LESS THAN 750mm.
 - 18) LIGHT SWITCHES WILL BE ROCKER OR PADDLE-TYPE SWITCHES.
 - 19) **BATHROOMS:**
 - a) AT LEAST ONE BATHROOM SHALL:
 - i) HAVE A TOILET POSITIONED WITH THE CENTRE LINE OF THE TOILET 400mm TO 480mm FROM A SIDE WALL ON WHICH A GRAB BAR CAN BE INSTALLED AND SUPPORTED BY AN OBSTRUCTION ON THE NON GRAB BAR SIDE AND AT LEAST 600mm FROM ANY OBSTRUCTION IN FRONT OF THE TOILET; AND
 - ii) HAVE A CLEAR FLOOR AREA IN FRONT OF THE SINK OF 760mm BY 1220mm POSITIONED FOR A PARALLEL APPROACH AND CENTERED ON THE SINK.
 - iii) HAVE A MINIMUM CLEAR AREA OF 510mm IN DEPTH ALONG THE FULL LENGTH OF THE BATHTUB.
 - iv) HAVE STRUCTURAL REINFORCEMENT IN WALLS BEHIND AND BESIDE THE TOILET AND THE WALLS AROUND THE TUB AND/OR SHOWER.
 - v) HAVE EASY TO GRASP HANDLES ON FAUCETS, E.G., LEVER-TYPE FAUCETS.
 - 20) WHERE BATHROOMS ARE PROVIDED TO SERVE A COMMON AMENITY SPACE, AT LEAST ONE SHALL BE WHEELCHAIR ACCESSIBLE AS DESCRIBED IN THE BUILDING CODE AND THE TOP OF THE RIM OF THE TOILET IN THAT ONE BATHROOM SHALL BE 480mm ABOVE THE FLOOR.
 - 21) **KITCHENS:**
 - a) THE KITCHEN MUST HAVE:
 - i) USABLE COUNTER SPACE AND CUPBOARDS THAT CAN BE EASILY ACCESSED BY PEOPLE WITH DISABILITIES, INCLUDING PEOPLE WITH WHEELCHAIRS. E.G., CONTINUOUS COUNTER BETWEEN THE STOVE AND SINK, ADJUSTABLE SHELVES IN ALL CABINETS, PULL-OUT CUPBOARDS, ETC.
 - ii) EASY TO GRASP HANDLES ON FAUCETS, E.G., LEVER-TYPE FAUCETS.
 - iii) EASY TO GRASP HANDLES ON CUPBOARDS, E.G., DORY TYPE CABINET HANDLES AND GRAB EDGES UNDER COUNTERS;
 - iv) TASK LIGHTING AT SINK, STOVE AND KEY WORK AREAS; AND
 - v) PLUMBING AND UTILITY PIPES LOCATED TO PROVIDE FOR A POTENTIAL 810mm WIDE UNDER COUNTER WORKSPACE SO AS NOT TO PREVENT THE EASY FUTURE CONVERSION OF COUNTER SPACE AND SINKS TO BEING UNIVERSALLY ACCESSIBLE FOR KNEE SPACE UNDER THE SINK WHERE THERE IS A COUNTER TOP STOVE BUILT IN.
 - 22) **BEDROOM AND CLOSET:**
 - a) THE SPACE AROUND A BED IN A DWELLING UNIT THAT CONSISTS OF A BACHELOR SUITE AND AT LEAST ONE BEDROOM IN EVERY OTHER DWELLING UNIT SHALL HAVE SUFFICIENT SPACE TO PROVIDE A TURNING DIAMETER OF 1500mm ON ONE SIDE OF A DOUBLE BED.
 - 23) THE CLOTHES CLOSET IN A DWELLING UNIT THAT CONSISTS OF A BACHELOR SUITE AND AT LEAST ONE BEDROOM IN EVERY OTHER DWELLING UNIT SHALL HAVE A CLEAR OPENING OF AT LEAST 900mm, CLEAR FLOOR SPACE OF AT LEAST 750mm BY 1200mm AND A CLOTHES HANGER ROD THAT CAN BE LOWERED TO 1200mm.
 - 24) **PATIOS AND BALCONIES:**
 - a) ACCESS DOORS SHALL HAVE A MINIMUM CLEAR OPENING OF 800mm.
 - 25) MINIMUM DIMENSIONS OF ANY BALCONY OR PATIO SHALL BE 1500mm BY 1500mm. THIS REQUIREMENT DOES NOT APPLY TO "JULIET" OR "FRENCH" BALCONY OR PATIO.
 - ALL REMAINING SUITES WILL INCORPORATE AGING IN PLACE FEATURES INCLUDING:
 - STAIRWELL HANDRAILS WHERE STAIRS ARE PROVIDED;
 - LEVER TYPE HANDLES FOR PLUMBING FIXTURES, DOOR HANDLES;
 - SOLID BLOCKING IN WASHROOM WALLS FOR FUTURE GRAB BARS BESIDE TOILET, BATHTUB AND SHOWER.

DP 19-866690
Reference Plan
May 5, 2020

NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

UNIT PLANS

DATE	3/17/2020 10:28:39 AM
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SCALE	1/4" = 1'-0"
JOB NUMBER	16022

A-1.06

DP 19-866690
Reference Plan
May 5, 2020

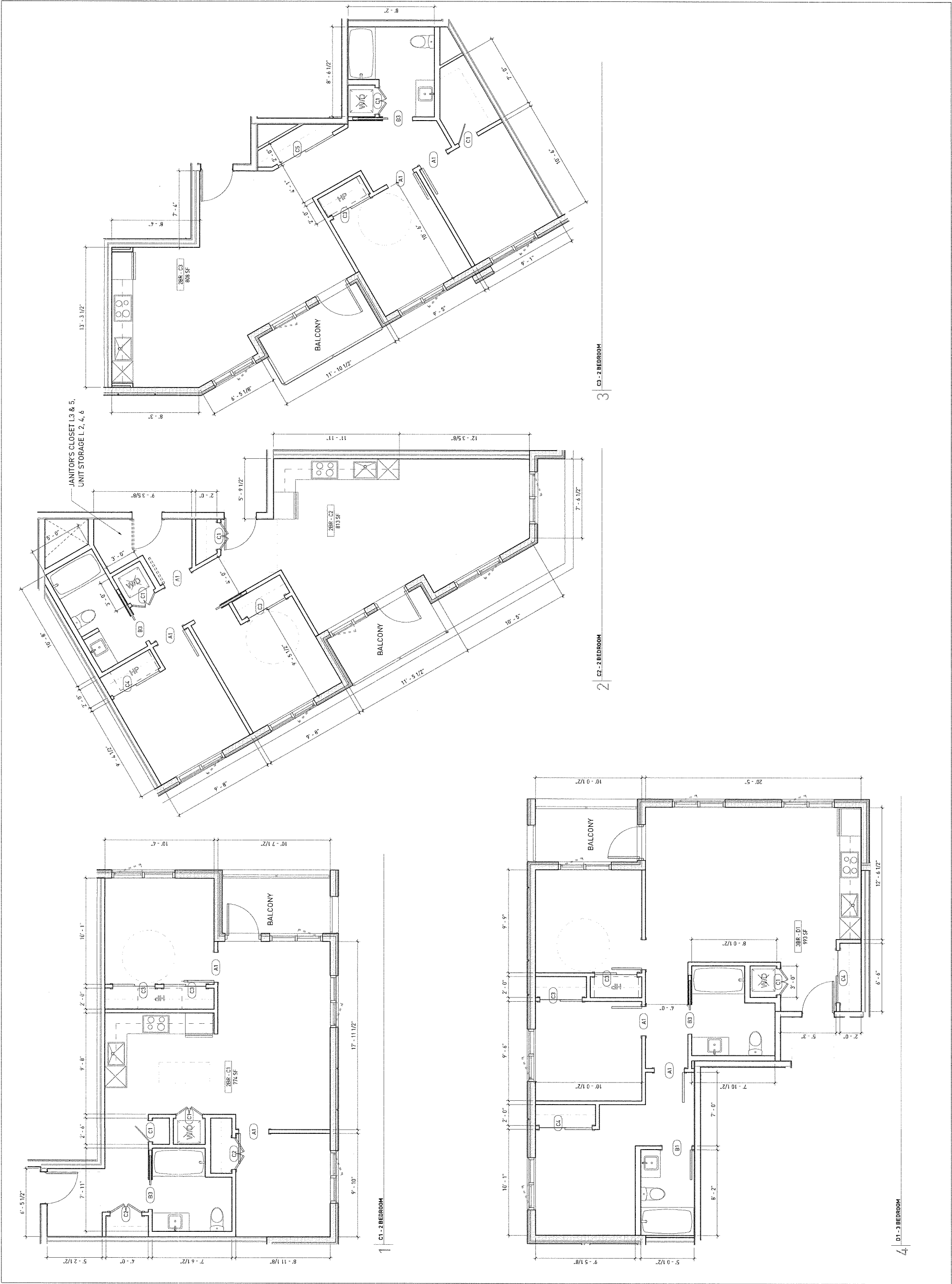
NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd

DP - Progress Review

UNIT PLANS

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SCALE	1/4" = 1'-0"
JOB NUMBER	16022



SITE CONTEXT



DESIGN RATIONALE

Overview
The proposed development is located in the Dover Crossing area of Richmond, west of the City Centre. The site is bounded by No 2. Rd to the east, townhomes to the south, and a child daycare centre to the west. Further west is Dover Park, a future residential development directly north and the Fraser River beyond. A pedestrian/cycling path also runs along the east and south edges of the site, connecting to Dover Park and a network along the Fraser River. The site is close to Richmond Brighthouse, a major transit station, as well as all the shopping, restaurants and services at Richmond Centre.

Under the ZHR3 zoning, a maximum FAR of 3.0 is permitted for residential uses. Dover Crossing is intended to be a high-amenity, multi-family residential neighbourhood providing a transition to the higher density City Centre, yet sensitive to the single-family homes nearby. The proposed building will be 2.63 FAR, 6 storeys in height, and provide 80 affordable rental units.

An indoor amenity area for residents is included on the ground level, with a kitchenette, dining, and seating area, and shared workspace. The indoor amenity room opens onto a large adjoining outdoor patio and urban agriculture plots facing south. A second amenity patio is located on the north, acting as a courtyard between the building and it's future neighbour. One level of underground parking is provided, including bike storage rooms.

Design
The surrounding environmental context and the Dover Crossing Community Design plan were the basis for the design approach. The east volume fronting No 2 Rd is slightly taller to emphasize the visual gateway at the West Richmond entrance. The south/west elevations then mirror the scale of the townhomes across the path by introducing 2-storey framing elements to break up the elevation. The north/west corner volume is pulled closer to the property line towards the river, allowing for views to the mountains and river through the neighbouring buildings.

This development will target Step Code 3 for energy efficiency. The building envelope is designed with a low window to wall ratio for better insulating values, but also provides large enough windows in main living spaces for natural lighting. Operable casement windows are maximized throughout the units to allow for natural ventilation.

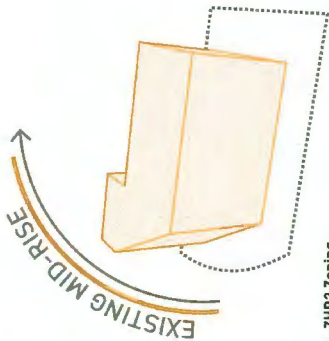
Variances
We are requesting a height variance for the west portion of the building, to allow for a building height of 19.9m (refer to elevations). The allowable height within 26m of the east property line is 24m, while the west portion is 18m. A height of 19.9m is required for a 6-storey building. The proposed floor to floor height will allow for the accommodation of ducts, light fixtures, exit signs, etc. We also require a setback variance on the east side. While a 6m setback is permitted, we have proposed 5m. Shifting the building (and core) west would affect parking below, as the parkade is constrained by existing trees on the west side. A 6m setback would also compromise our units, as they require additional clearances to comply with BUH guidelines.

Materials
To highlight and further articulate the simple building massing, contrasting shades and textures of fibre-cement panel cladding is used for the exterior. Cement panel is durable and easy to maintain, which is ideal for an affordable rental building. The ground level and portions of the upper levels are clad in dark horizontal Oko-Skin, which is narrow slats of varying textures for a matte, stone-like quality. The ends of the building and framed volumes are a light grey Hardie Panel for contrast. The balcony and frame soffits are a wood tone/texture cement panel, which provides warmth and colour against the monochromatic elevations.

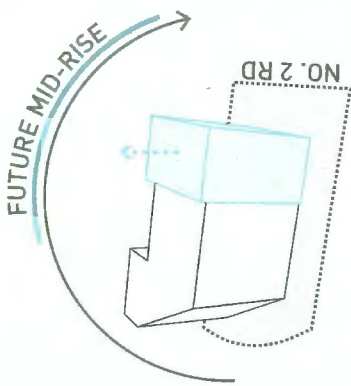
Landscape
The primary intent of the landscape design is to foster community building. The landscape design aims to facilitate socialization and communication between demographics who will be inhabiting the building. Open spaces with varied seating, urban agriculture, and an outdoor dining area with a barbeque and joinable tables present many opportunities for both tranquil relaxation, and neighbourly acquaintance.

The design is cognizant of the nearby Dover park and Dover crossing. Because the park provides a nearby vast open space for active activity, the Pathways landscape design focuses on smaller open areas for more passive relaxation and socialization.

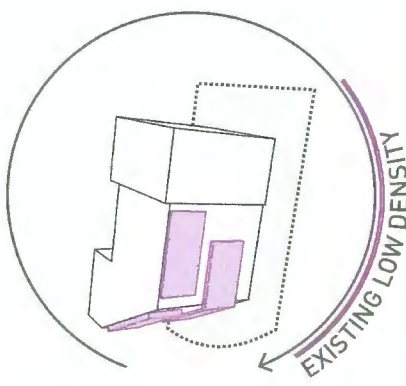
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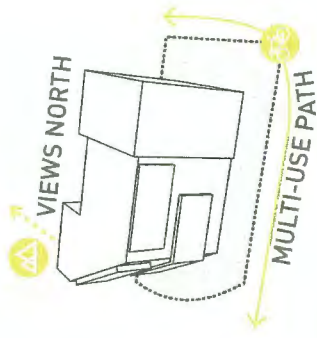
1 ZHR3 Zoning
The existing zoning allows for mid-rise apartments up to 6 storeys (18-24m in height). The neighbouring apartment to the north/west is 8 storeys.



2 No 2 Rd Gateway
Taller buildings are permitted near the river and No 2 Road bridge to create a visual gateway at the entrance to West Richmond. The No 2 Rd volume is raised to emphasize this gateway.



3 Transition to Low Density
Scale transitions step down from north to south to minimize impacts on existing single-family neighbourhoods. The south/east elevations are broken with 2-storey framed volumes reminiscent of the townhouse scale to the south.



4 Linkages
A multi-use pedestrian/cycling path connects the site to Dover Park, and Fraser River paths to the north. North facing units have views to the mountains and riverfront between the existing and future apartment buildings.

NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

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SCALE	



NOTES

DP 19-866690
Reference Plan
May 5, 2020

REVISIONS	
NO.	DATE
1	2019-06-28
2	2020-02-18
3	2020-05-19

DESCRIPTION	
DP Application	Author
DP Comments	Checker
ADP Comments	

5491 No 2 Rd

DP - Progress Review

CONTEXT MAPS

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JOB NUMBER	16022

A-0.04

1



01 View looking West from pedestrian/cycling path



02 View from No 2 Rd looking South



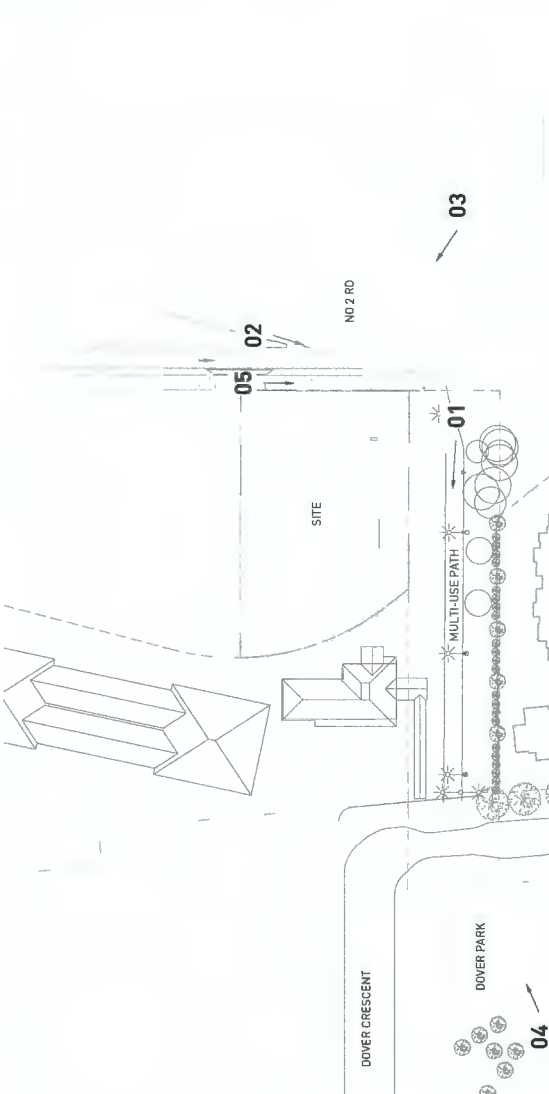
03 View from No 2 Rd / River Road intersection looking North/West



04 View from No 2 Rd looking North/West



05 View from pedestrian/cycling path looking South



NO.	DATE	DESCRIPTION
1	2019-06-28	DP Application
2	2020-02-18	DP Comments
3	2020-03-19	ADP Comments

5491 No 2 Rd
DP - Progress Review
STREETSCAPE
PHOTOS
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JOB NUMBER 16022

DP 19-866690
Reference Plan
May 5, 2020

REVISIONS	
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1	2019-06-28 DP Application
2	2020-02-18 DP Comments
3	2020-03-19 ADP Comments

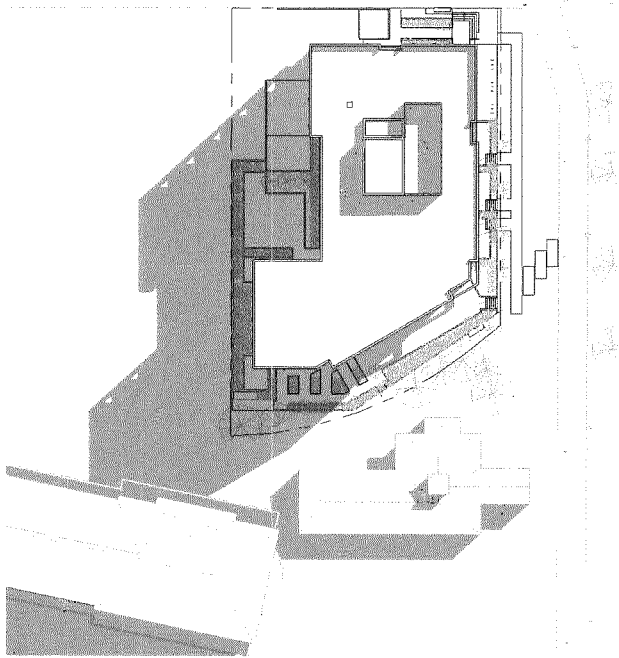
5491 No 2 Rd

DP - Progress Review

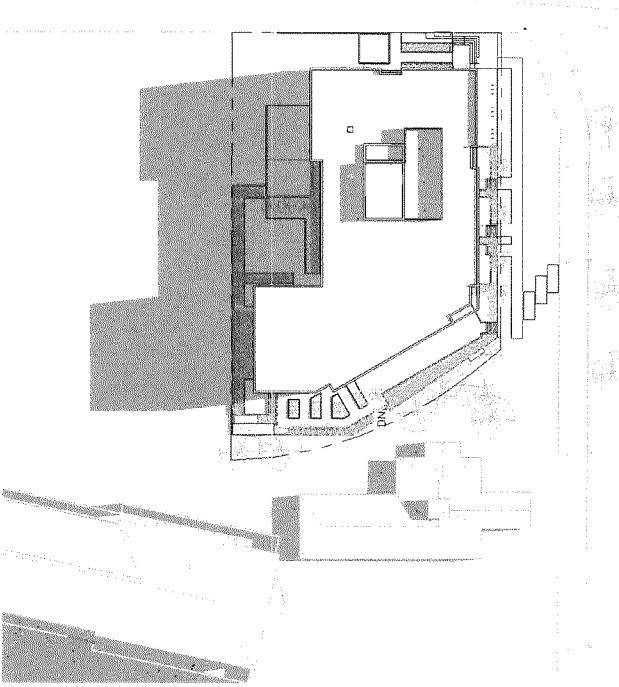
SHADOW STUDIES

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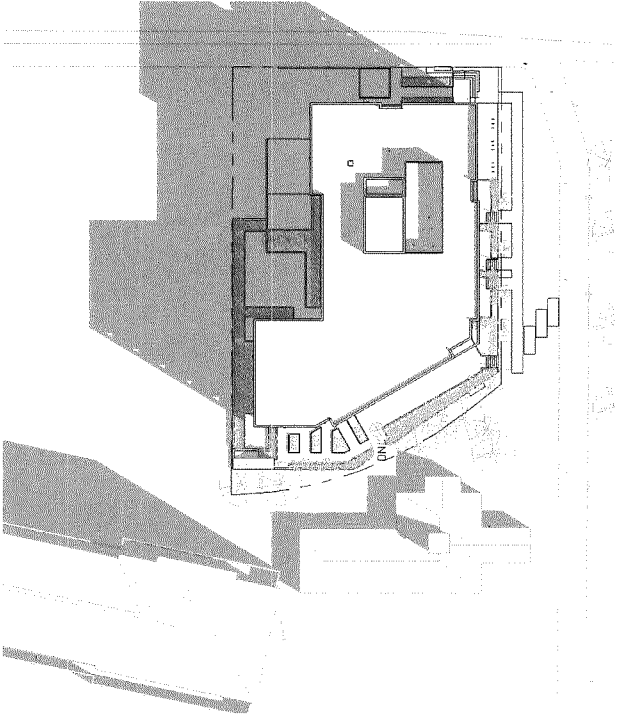
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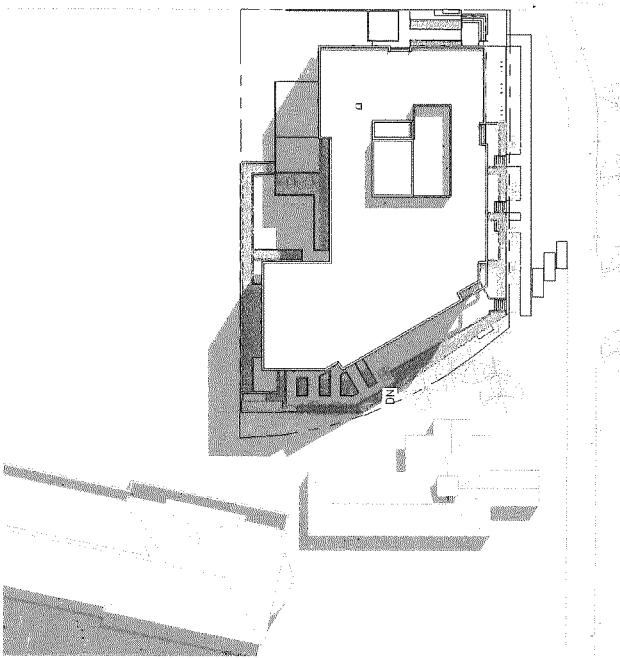
1 SPRING EQUINOX - 10AM



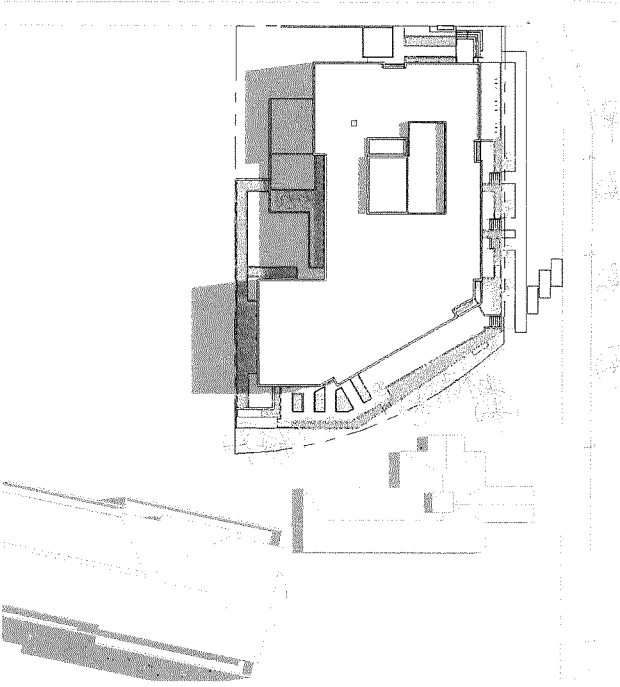
2 SPRING EQUINOX - 12PM



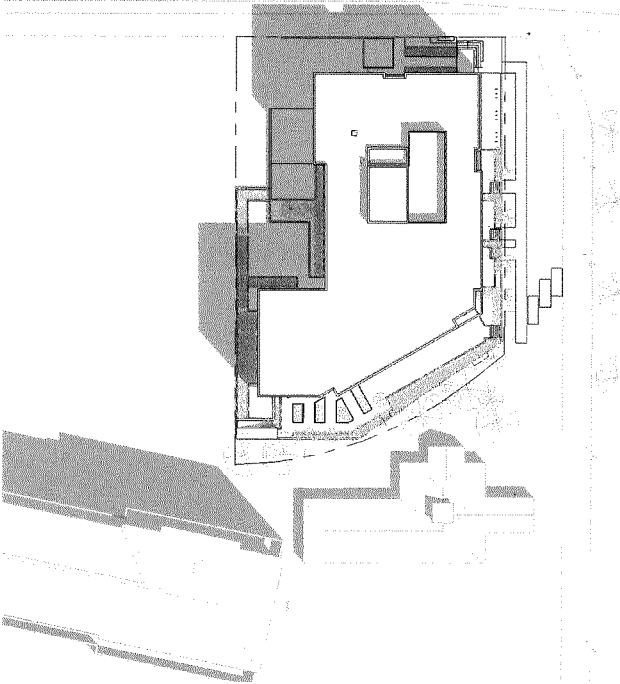
3 SPRING EQUINOX - 2PM



4 SUMMER SOLSTICE - 10AM



5 SUMMER SOLSTICE - 12PM



6 SUMMER SOLSTICE - 2PM



To: Development Permit Panel

Date: May 6, 2020

From: Wayne Craig
Director, Development

File: DP 19-876647

Re: Application by Easterbrook Milling Co. Ltd. for a Development Permit at
17720 River Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a single detached house at 17720 River Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers; and
 - b) Increase the maximum height for single detached housing from 9.0 m to 11.5 m.

Wayne Craig
Director, Development
(604-247-4625)

WC:sds
Att. 4

Staff Report

Origin

Easterbrook Milling Co. Ltd. has applied to the City of Richmond for permission to develop a single detached house at 17720 River Road on a site zoned “Agriculture (AG1)” and designated as an Environmentally Sensitive Area (ESA), and vary the provisions of Richmond Zoning Bylaw 8500 to:

- Increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers.
- Increase the maximum height for single detached housing from 9.0 m to 11.5 m.

The site currently contains a single detached house in the northwest corner of the property, which will be demolished. The site also contains active agricultural uses and is associated with the farming operation on the adjacent property (17740 River Road), which is also operated by the applicant.

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:

- North: Across River Road, a lot zoned “Agriculture (AG1)” and the foreshore and north arm of the Fraser River.
- East: Agricultural operation on an approximately 7.5 acre (3.0 ha) property zoned “Agriculture (AG1)” associated with the subject property and operated by the applicant. The property is owned by Port Metro Vancouver (federal jurisdiction) and leased to the applicant for farming purposes.
- South: Across a railyard, properties zoned “Agriculture (AG1)” with active agricultural uses.
- West: Properties zoned “Agriculture (AG1)”, fronting River Road. There is an ESA Development Permit application (DP 19-862460) at 17600 River Road for the construction of a new single-family dwelling, which is currently being reviewed by staff.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the staff comments identified as part of the review of the subject Environmentally Sensitive Area 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 “Agriculture (AG1)” zone except for the zoning variances noted below.

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

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

- 1) Increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers;
 - *The proposed single-family dwelling includes a secondary suite to accommodate farm workers currently living in the existing single-family dwelling on the subject property, which will be demolished.*
 - *The requested variance to increase the maximum farm house footprint is solely to accommodate the secondary suite for farm workers. The remaining portion of the proposed single-family dwelling complies with the maximum 60% footprint in the "Agriculture (AG1)" zone.*
 - *The applicant has indicated that the location of the secondary suite on the ground floor is important to provide the farm workers with direct access to the farm and a covered patio area for cleanup.*
 - *Both the subject property and the associated farm operation on the adjacent property (17740 River Road) contain active agricultural uses (egg farm and berries/vegetables) and are classified as farm as per BC Assessment.*
 - *Despite the increased farm house footprint, the farm home plate area complies with the maximum 1,000 m² (10,764 ft²) in the "Agriculture (AG1)" zone, including the septic field.*
- 2) Increase the maximum height for single detached housing from 9.0 m to 11.5 m.
 - *The proposed single-family dwelling is two-storeys, but includes steeply pitched roofs in order for the applicant to pursue a farmhouse aesthetic.*
 - *The purpose of the requested variance to increase the maximum height to 11.5 m is to accommodate a small portion of the roof and a chimney, the remaining portion of the proposed single-family dwelling complies with the maximum 9.0 m height in the "Agriculture (AG1)" zone.*
 - *The size of the proposed single-family dwelling complies with the maximum floor area of 400 m² (4,306 ft²) in the "Agriculture (AG1)" zone.*
 - *The applicant has also provided letters of support from adjacent neighbours (Attachment 2).*

Analysis

Site Planning

The proposed single-family dwelling complies with the maximum floor area of 400 m² (4,306 ft²) in the "Agriculture (AG1)" zone and is proposed to be located in the northeast portion of the property. Vehicle access is provided from an existing driveway from River Road, which also serves as a farm access road to the subject property and the associated agricultural operation on the adjacent property (17740 River Road). The proposed single-family dwelling also includes a secondary suite for the existing farm workers, with a total floor area of approximately 88.9 m² (957 ft²) and total footprint of 44.6 m² (480 ft²).

The farm home plate is required to be contiguous and rectangular in shape, comprising of one side being in the front property line or the delineation of a Riparian Management Area (RMA) and on one side property line. The proposal includes an alternative location for the farm home plate along the farm access road, located directly adjacent to the 15 m RMA boundary. The farm

access road is currently used to connect the subject property to the associated agricultural operation on the adjacent property to the east, which is also operated by the applicant, allowing farm vehicles to travel between the two properties rather than on River Road. The alternative farm home plate location was presented to the Food Security and Agricultural Advisory Committee (FSAAC) on February 20, 2020 and received unanimous support (Attachment 3).

The existing single-family dwelling on the property currently houses the associated farm workers. The applicant is proposing to retain the existing single-family dwelling until the new single-family dwelling is complete. Prior to issuance of the Development Permit, the applicant will be required to register a legal agreement on title to ensure the existing single-family dwelling is demolished prior to receiving final occupancy for the new single-family dwelling.

Environmentally Sensitive Area and Riparian Management Area

The property is partially designated Environmentally Sensitive Area (ESA), specifically “Upland Forest (UPFO)”, which typically includes forested areas comprised of native and non-native trees. The property also contains a 15 m wide Riparian Management Area (RMA) along the north property line associated with a drainage canal along River Road. There is an existing farm crop patch within the RMA, which is proposed to be retained. No development is proposed within the RMA.

An Environmental Impact Assessment (the “Report”) was submitted by AquaTerra Environmental Ltd. The Report characterized the site as primarily developed and disturbed (existing residence, active farming areas and gravel parking areas), with some areas undisturbed (southern portion of the property). Trees within the ESA include Black Cottonwood, Western Redcedar and Red Alder. The large majority of the site is dominated by low-growing vegetation, including invasive species (primarily Reed Canarygrass and Himalayan Blackberry). No sensitive habitats, mammals, birds, amphibians/reptiles or invertebrates were observed during the field assessment. The area proposed to be developed for the new single-family dwelling is not forested habitat and currently consists of primarily low lying grasses and shrubs, dominated by invasive species, and active farming areas.

The total area of the ESA designation on the property is approximately 15,404 m² (165,807 ft²). As per the ESA Development Permit exemption criteria specified in the OCP, agricultural activities are not subject to the ESA Development Permit requirements. The applicant is a bonafide farmer and is actively farming the subject property and the associated agricultural operation on the adjacent property to the east (egg farm and berries/vegetables). The applicant intends to continue farming both properties and live in the proposed single-family dwelling on the subject property. Both properties are classified as farm as per BC Assessment. For the portion of the property proposed to be developed for residential uses (including the single-family dwelling, parking and septic field), approximately a total area of 1,000 m² (10,764 ft²), an ESA Development Permit is required to be issued prior to construction.

To compensate for removal of 1,000 m² (10,764 ft²) of ESA to develop the proposed residential uses, the applicant proposes to add 990 m² (10,656 ft²) of new ESA on site, and complete landscape restoration and enhancement as follows:

- Removal and maintenance of invasive species within the entire property (19,263 m² (207,345 ft²)).
- Native planting within the RMA, adjacent to the existing farm crop patch, with a total planting area of 450 m² (4,844 ft²), providing better quality habitat (Plan #3.A), including:
 - 23 trees, including 5 Paper Birch, 8 Red-osier Dogwood and 10 Western Hemlock; and
 - 420 shrubs, including 50 Dull Oregon-grape, 195 Hardhack, 100 Salmonberry and 75 Ocean Spray.
- Native tree planting along the eastern boundary of the property (180 m length with 3 m of tree spacing) for a total of 60 Western Redcedar trees and a total planting area of 540 m² (5,812 ft²) (Plan #3.B).
- Enhancement of the functional upland forest habitat, invasive species management and native planting that will increase foraging opportunities and wildlife utilization.

Proposed tree species to be planted in the ESA were recommended by a Qualified Environmental Professional (QEP) and are consistent with the “Upland Forest (UPFO)” ESA designation and the “Suitable Trees for Replanting in the City of Richmond” list.

Table 1: Balance Sheet

ESA Existing (Subject to a Development Permit)	ESA Loss	ESA Gain	Final ESA
1,000 m ² (10,764 ft ²)	1,000 m ² (10,764 ft ²)	990 m ² (10,656 ft ²)	990 m ² (10,656 ft ²)

The proposal represents a ~1:1 ratio in habitat area, with a net gain in function by replacing relatively low quality habitat (including a significant amount of invasive species) and replacing with a new densely planted natural area to be protected as ESA. Enhancement will support the utilization by a variety of terrestrial species, including small mammals, birds and invertebrates. Improvements are anticipated to provide habitat through hedgerows, perches and roosting sites.

To ensure that the proposed enhancements have the best chance of survival and that invasive species are controlled, monitoring and annual reporting by a Qualified Environmental Professional (QEP) will occur for three years following completion.

Development Permit considerations include bonding for the landscape costs in the amount of \$16,994.67, a contract between the applicant and a QEP to provide monitoring and reporting, and the registration of legal agreements to ensure protection and retention of the new ESA.

Flood Plain Designation and Protection Bylaw

The proposed development must meet the requirements of the Flood Plain Designation and Protection Bylaw 8204. Registration of a floodplain covenant on title identifying a maximum habitable elevation of 3.1 m GSC is required prior to Development Permit issuance.

Site Servicing

A Servicing Agreement will not be required for this development. Utility connections and minor frontage improvements will be addressed at Building Permit stage via Work Order. These improvements are detailed in the Development Permit Considerations.

The property is located along River Road, which forms part of the City's perimeter dike, as per the City's Dike Master Plan. To support future dike upgrades along River Road, the registration of a legal agreement is required, prior to Development Permit issuance, prohibiting the construction of any buildings or structures within 16 m of the north property line, including residential and agricultural buildings and structures.

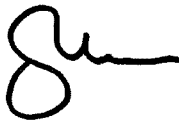
Financial Impact

This development application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusions

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.

The list of Development Permit Considerations is included in Attachment 4, which has been agreed to by the applicant (signed concurrence on file).



Steven De Sousa
Planner 1

SDS:sds

Attachment 1: Development Application Data Sheet

Attachment 2: Letters of Support

Attachment 3: Excerpt from the Meeting Minutes of the FSAAC (February 20, 2020)

Attachment 4: Development Permit Considerations

**DP 19-876647****Attachment 1**Address: 17720 River RoadApplicant: Easterbrook Milling Co. Ltd.Owner: Easterbrook Milling Co. Ltd.Planning Area(s): East Richmond

	Existing	Proposed
Site Area:	19,263 m ² (4.76 ac / 1.93 ha)	No change
Land Uses:	Single-family residential and agriculture	No change
OCP Designation:	Agriculture (AGR)	No change
Zoning:	Agriculture (AG1)	No change
Number of Units:	1	No change

	Bylaw Requirement (AG1)	Proposed	Variance
Floor Area:	Max. 400 m ² (4,306 ft ²)	400 m ² (4,306 ft ²)	None permitted
Farm Home Plate Area:	Max. 1,000 m ² (10,764 ft ²)	1,000 m ² (10,764 ft ²)	None
Farm House Footprint:	Max. 60%	72%	Variance requested
Setback – Farm Home Plate:	Max. 75 m	55 m	None
Setback – Single Detached Housing Building	Max. 50 m	50 m	None
Setback – Front Yard:	Min. 6.0 m	Complies	None
Setback – Side Yard:	Min. 1.2 m	Complies	None
Setback – Side Yard:	Min. 6.0 m	Complies	None
Setback – Rear Yard:	Min. 10.0 m	Complies	None
Height:	Max. 9.0 m (2 storeys)	11.5 m (2 storeys)	Variance requested

To: City of Richmond

February 28, 2020

Development Permit Panel

Re: DP 19-876647 Home Plan for 17720 River Road

To Whom It May Concern,

I am the neighbor immediately to the west of the subject property. I was shown the building plan including elevations of the proposed residence that is intended to be built subject to an approved Development Permit and Building Permit being issued by the City of Richmond.

I confirm I do not have any concern regarding the height of the residence.

Yours Truly,



G. Tull
(Senang Corp. Ltd.)
17700 River Road. Richmond

Cell: 604 275 2221

To: City of Richmond

February 28, 2020

Development Permit Panel

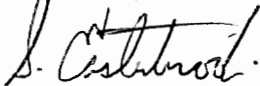
Re: DP 19-876647 Home Plan for 17720 River Road

To Whom It May Concern,

I am the neighbor immediately to the east of the subject property. I was shown the building plan including elevations of the proposed residence that is intended to be built subject to an approved Development Permit and Building Permit being issued by the City of Richmond.

I confirm I do not have any concern regarding the height of the residence.

Yours Truly,

A handwritten signature in black ink, appearing to read "S. Easterbrook". The signature is written in a cursive style with a large initial "S" and a stylized "E".

S. Easterbrook

17740 River Road. Richmond

Cell: 778 668 8848

To: City of Richmond

February 28, 2020

Development Permit Panel

Re: DP 19-876647 Home Plan for 17720 River Road

To Whom It May Concern,

I am the neighbor immediately to the north of the subject property. I was shown the building plan including elevations of the proposed residence that is intended to be built subject to an approved Development Permit and Building Permit being issued by the City of Richmond.

I confirm I do not have any concern regarding the height of the residence.

Yours Truly,



Darcy Valley Building Supplies

17671 River Road. Richmond

Cell: 604 834 0583

**Excerpt from the Meeting Minutes of the
Food Security and Agricultural Advisory Committee (FSAAC)**

**Thursday, February 20, 2020 – 7:00 p.m.
Rm. M.2.002
Richmond City Hall**

Alternative Farm Home Plate Location – 17720 River Road (DP 19-876647)

Committee Chair, Steve Easterbrook, declared a conflict of interest with the subject application, indicated he is the applicant, and recused himself from the Committee. As a result, the Committee passed the following motion:

That Kent Mullinix serve as the Food Security and Agricultural Advisory Committee Vice Chair.

Carried Unanimously

Steven De Sousa, Planner 1, introduced the development application and provided the following comments:

- The purpose of the application is to allow the construction of a single-family dwelling within an Environmentally Sensitive Area (ESA);
- The application is being presented to the Committee due to the request for an alternative farm home plate location;
- The farm home plate is required to be contiguous and rectangular in shape, comprising of one side being along the front property line or riparian management area boundary and one side property line;
- The proposal includes an alternative location for the farm home plate area along the farm access road, instead of the riparian management area boundary; and
- The purpose of the farm access road is to connect the subject property to the associated agricultural operation on the property to the east, which is also operated by the applicant, and maximize the remaining area for active agricultural production.

Steve Easterbrook, Applicant, provided additional information on the existing single-family dwelling, adjacent egg farm operation, and future plans for expansion of the agricultural operation.

In response to questions from the Committee, Planning staff clarified the Provincial ALR Regulation and City's Zoning Bylaw currently permit one dwelling per property, as per the changes associated with Bill 52.

Discussion ensued regarding environmentally sensitive area designations, housing for farm workers, and previous provisions for an additional dwelling.

The Committee passed the following motion:

That the Food Security and Agricultural Advisory Committee support the Alternative Farm Home Plate Location at 17720 River Road (DP 19-876647) as presented.

Carried Unanimously



Development Permit Considerations

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

Address: 17720 River Road

File No.: DP 19-876647

Prior to forwarding the application to Council for approval, the developer is required to complete the following:

1. Receipt of a Letter-of-Credit for landscaping and monitoring of the Environmentally Sensitive Area (ESA) over a three year period in the amount of \$16,994.67.
2. Submission of a Contract entered into between the applicant and a Qualified Environmental Professional (QEP) to monitor and provide annual reporting to the City on the ESA for three years following City approval of substantial completion.
3. Registration of a legal agreement on title to identify the ESA and to ensure that landscaping is planted and retained as identified in the submitted Environmental Impact Assessment (EIA) prepared by AquaTerra Environmental Ltd. dated April 2020, and will not be abandoned or removed. The legal agreement will also include language to allow City access to the property in case the ESA works identified in the submitted EIA are not completed, maintained or monitored as proposed.
4. Registration of a legal agreement on title requiring the demolition of the existing single-family dwelling on the property prior to obtaining final occupancy for the proposed single-family dwelling.
5. Registration of a legal agreement on title prohibiting the construction of any buildings or structures within 16 m of the north property line, including residential and agricultural buildings and structures, to support future dike upgrades.
6. Registration of a floodplain covenant on title identifying a minimum habitable elevation of 3.1 m GSC.

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

1. At the Developer's cost via City Work Order*, design and construct/install utility connections and frontage improvements, works include, but may not be limited to the following:

Water Works:

- a) Using the OCP Model, there is 429 L/s of water available at a 20 psi residual at the River Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
- c) At Developer's cost, the City will:
 - i) Cut and cap the existing water service connection at main.
 - ii) Install a new 25 mm water connection complete with meter and meter box.

Storm Sewer Works:

- d) At Developer's cost, the Developer is required to:
 - i) Assess the condition of the existing privately owned culvert crossing and confirm whether repairs or replacement is necessary and complete an application for a watercourse permit for the new driveway and culvert. All work to be in conformance with the Watercourse Protection and Crossing Bylaw 8441. Contact Antoni Macalisang at AMacalisang@richmond.ca or 604-247-4632 for any proposed modifications of the culvert crossing.
- e) At Developer's cost, the City will:
 - i) Confirm the capacity and condition of the existing storm connection. If the existing storm connection is adequate to be reused, it may be retained; if not, it shall be replaced by the City at the developer's cost.

Initial: _____

- ii) Provide inspection chamber for existing storm connection.

Sanitary Sewer Works:

- f) At Developer's cost, the Developer is required to:
 - i) No connection to the City's sanitary sewer system is permitted to properties within the Agricultural Land Reserve. An On-site Sanitary Disposal System is required as per City of Richmond Policy 7401, to be designed by a Professional Engineer at the developer's cost.
 - ii) Install the On-site Sanitary Disposal System.

Frontage Improvements:

- g) At Developer's cost, the Developer is required to:
 - i) Design the proposed driveway to accommodate the future raising of River Road and dike to the 4.7m geodetic elevation. (i.e. the property should still be accessible and with acceptable resulting driveway slopes when River Road is raised to elevation 4.7 m geodetic)
 - ii) Design the proposed driveway to avoid conflicts with BC Hydro Poles, streetlights, and hydrants along the River Road frontage. If it is necessary to relocate the Hydro Pole or streetlight then coordination with BC Hydro is required. Relocation of the hydrant must be done by City crews at the developer's cost, and maintain the City's standard spacing requirements for hydrants.
 - iii) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead service lines.
 - Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - iv) Complete other frontage improvements as per Transportation requirements.
- h) Complete other improvements as per Fire requirements, including, but not limited to, the following:
 - i) Bridge and internal roadway to meet BCBC 3.2.5.5 and 3.2.5.6 and support 80,000 lbs; and
 - ii) Applicant to confirm fire hydrant to truck and truck to principal response point does not exceed 90 m, otherwise the installation of a new fire hydrant is required.

General Items:

- i) At Developer's cost, the Developer is required to:
 - i) Enter into, if required, additional legal agreements, as determined via the subject development's Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, 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.

Initial: _____

- ii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. 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. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. If applicable, 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 Department 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.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

Signed _____

Date _____



No. DP 19-876647

To the Holder: Easterbrook Milling Co. Ltd.
Property Address: 17720 River Road
Address: c/o Stephen Easterbrook
17740 River Road
Richmond, BC V6V 1L9

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) Increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers; and
 - b) Increase the maximum height for single detached housing from 9.0 m to 11.5 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #3 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 \$16,994.67 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 19-876647

To the Holder: Easterbrook Milling Co. Ltd.

Property Address: 17720 River Road

Address: c/o Stephen Easterbrook
17740 River Road
Richmond, BC V6V 1L9

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

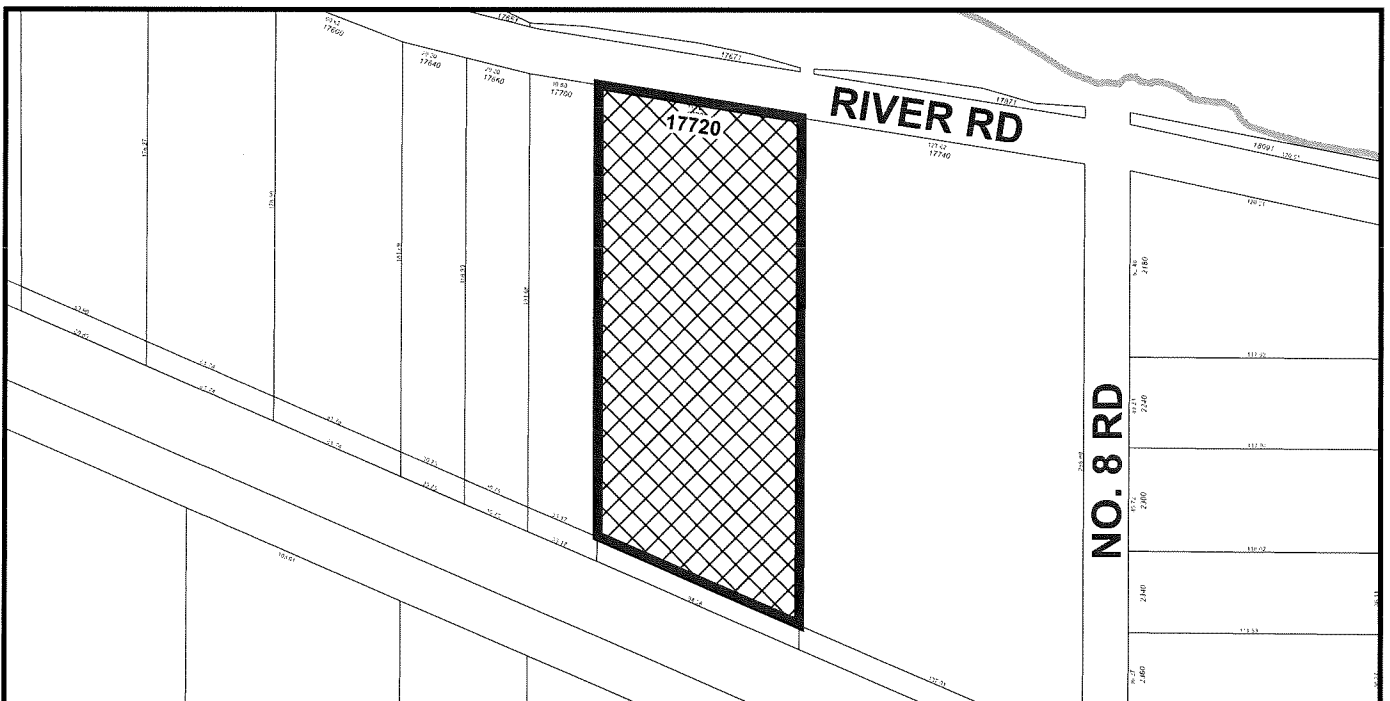
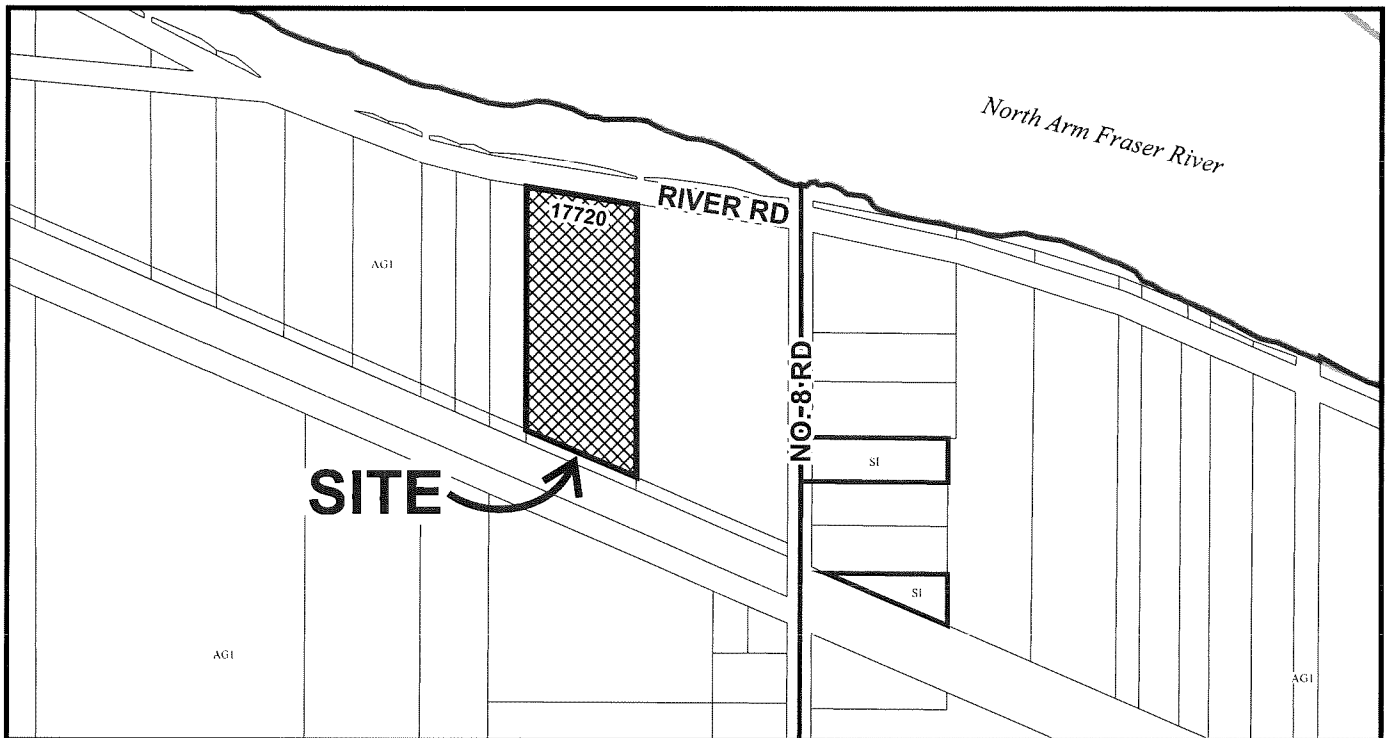
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

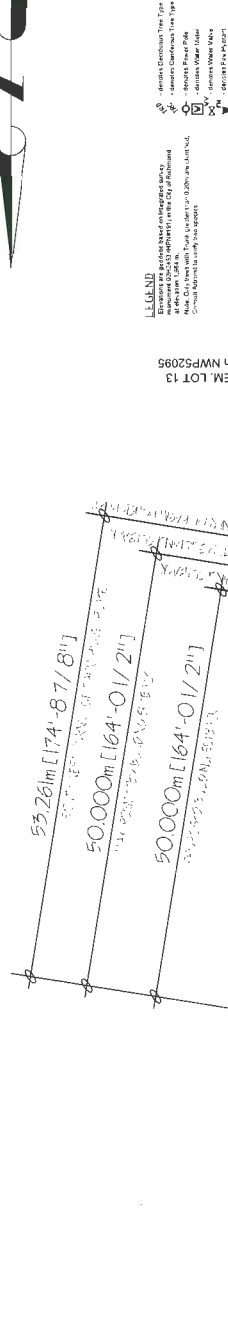


DP 19-876647
SCHEDULE "A"

Original Date: 11/07/19

Revision Date:

Note: Dimensions are in METRES



SCALE: 36x24 SHEET: $\frac{1}{32}'' = 1'-0''$
17x11 SHEET: $\frac{1}{64}'' = 1'-0''$

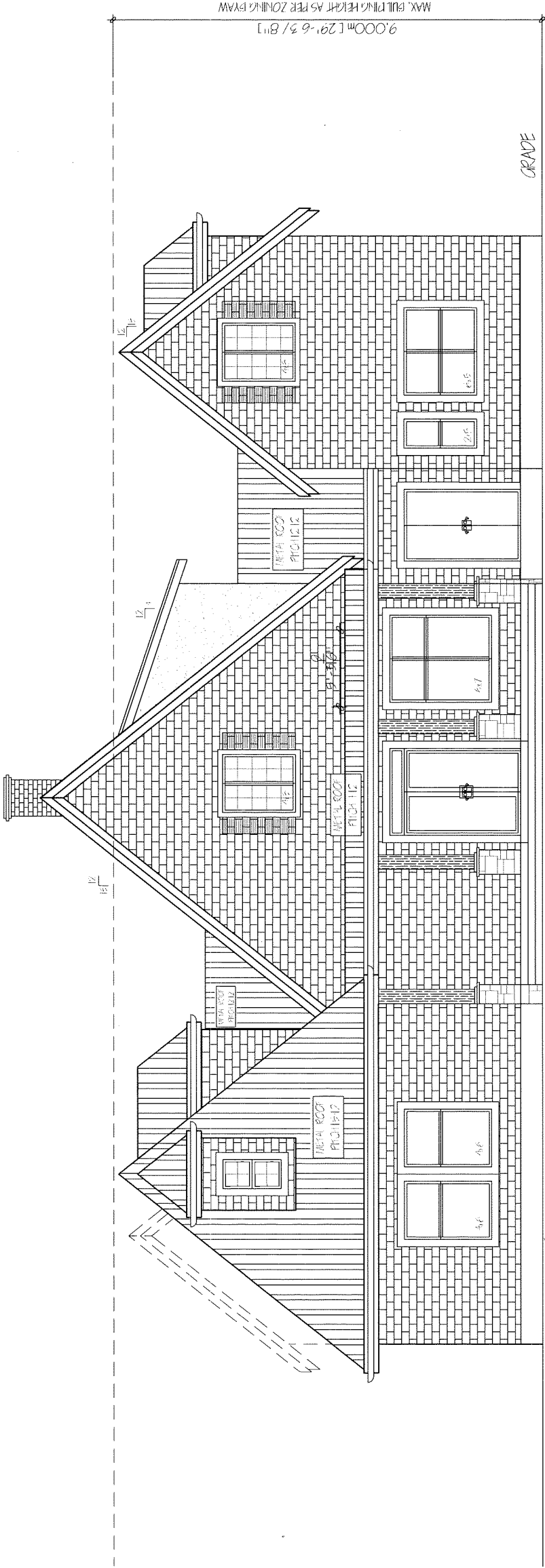
Ventura Design
1772 O RIVER ROAD - SHEET 1
(DP 19-876647)

DP 19-876647
May 6, 2020
Plan #1.A

SCALE: 36x24 SHEET: $\frac{1}{16}$ " = 1'-0"



DP 19-876647
May 6, 2020
Plan #1.B



NATURAL GRADE ELEV. = 2.041M

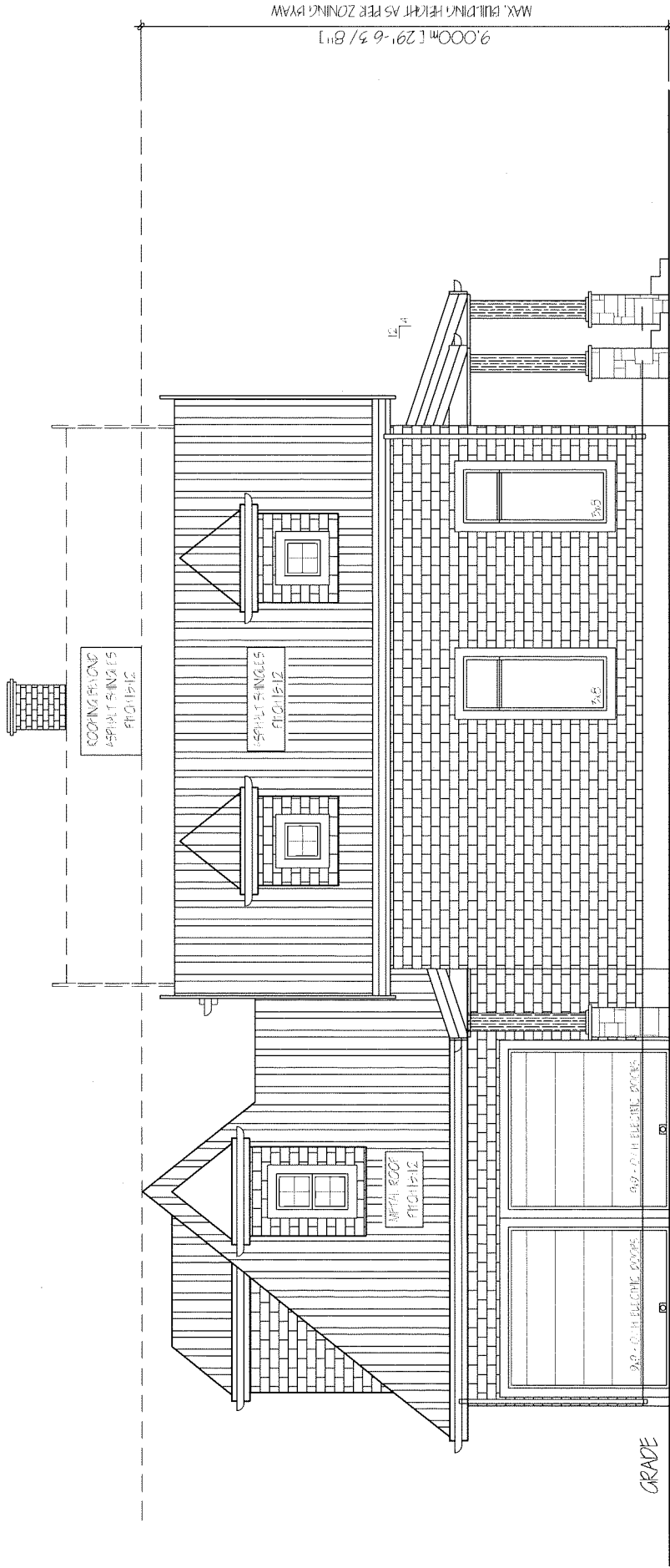
TOP OF SLAB (EXTERIOR PATIOS)
ELEV. = 3.0M

GRADE

MAX. BUILDING HEIGHT AS PER ZONING BYLAW
9.000m [29'-6 3/8"]

FRONT VIEW

SHEET 1 OF 2
1772 RIVER ROAD - SHEET 1



GRADE

MAX. BUILDING HEIGHT AS PER ZONING BYLAW
9.000m [29'-6 3/8"]

WEST SIDE VIEW

SHEET 2 OF 2
1772 RIVER ROAD - SHEET 2

DP 19-876647

May 6, 2020

Plan #2.A

Ventura Design

1772 RIVER ROAD - SHEET 1

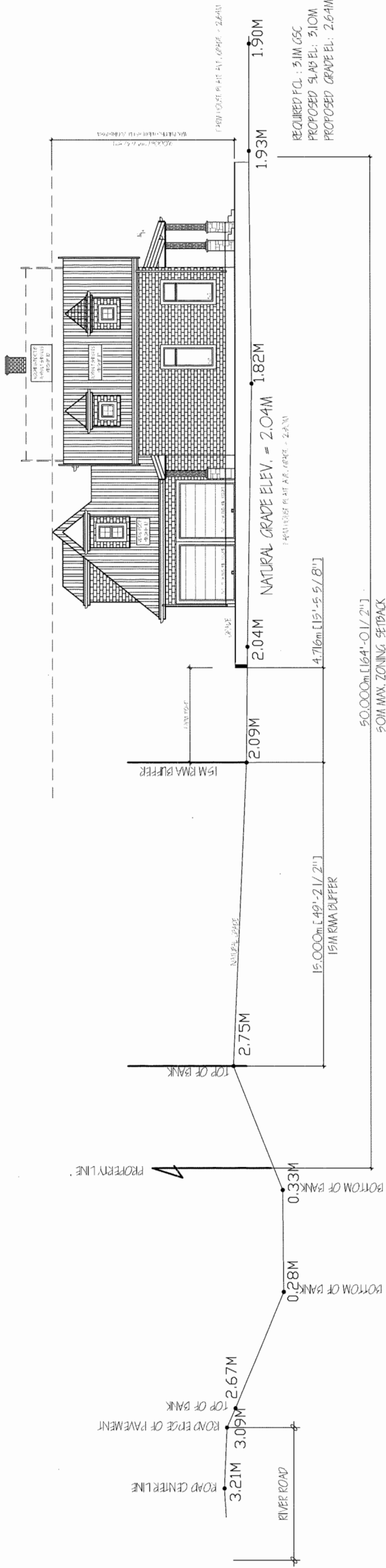
(DP 19-876647)

Figure 7: Habitat Compensation Planting Plan within the Riparian Management Area (RMA) Boundary.



Figure 8: Hedgerow Vegetation Planting Plan – n=60 Western Redcedar Hedge Trees – 3 gallon pot, or larger.





SITE CROSS SECTION

SCALE: 1" = 10'-0" 1/8" = 1'-0"

Ventura Design

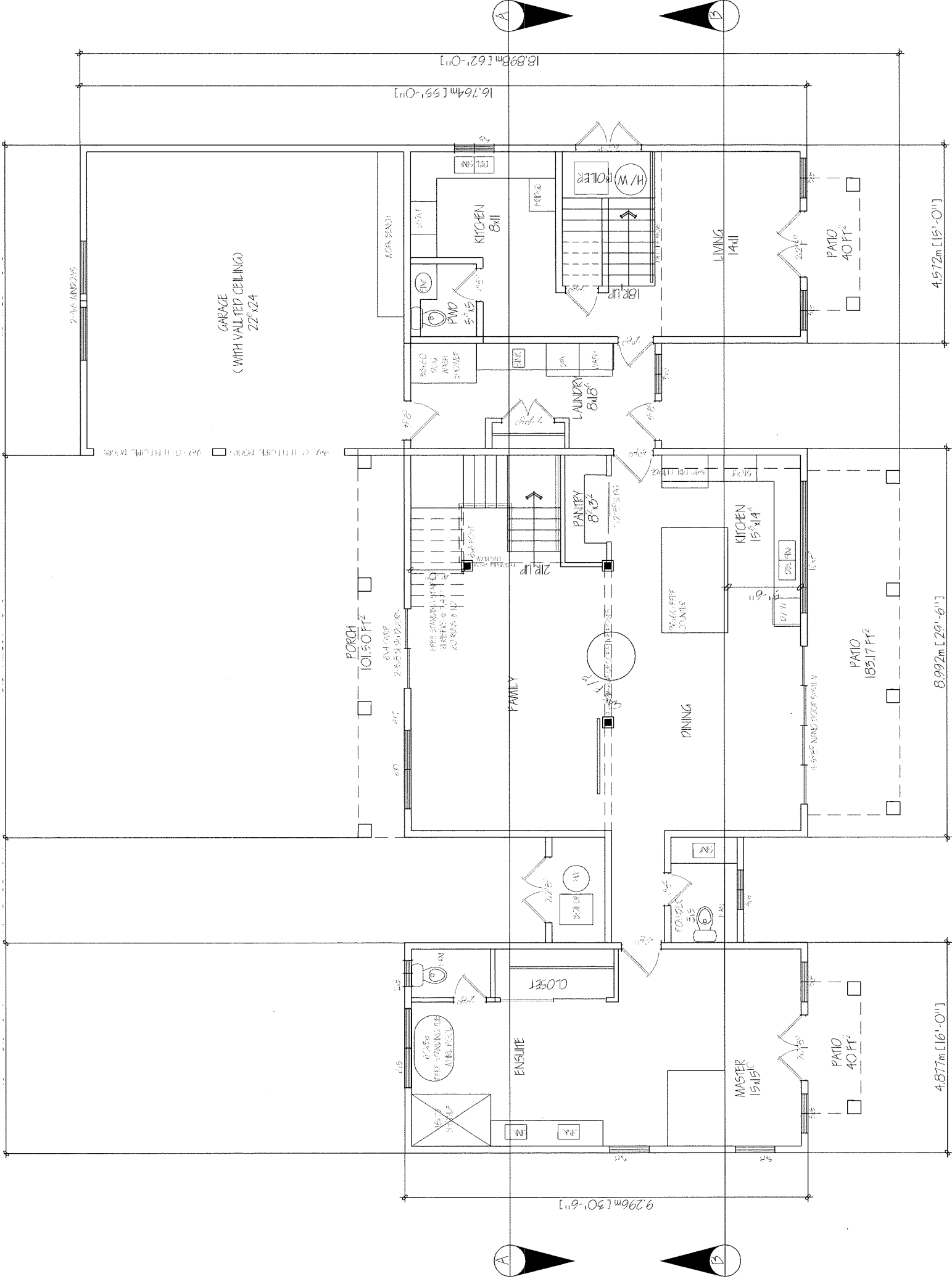
DP 19-876647

1772 O RIVER ROAD - SHEET 3

May 6, 2020

Reference Plan

(DP 19-876647)



LOT AREA: 19,232.72 FT² (1,926.37 M²)
PERMITTED FAR: 4,305.70 FT² (400 M²)
ACTUAL FAR: 4,305.70 FT² (400 M²)
PERMITTED FOOTPRINT (MAIN RESIDENCE ONLY): 2,583.42 FT² (240 M²)
ACTUAL FOOTPRINT (MAIN RESIDENCE ONLY): 2,581.127 FT² (239.787 M²)
SUITE FOOTPRINT: 480.48 FT² (44.636 M²)
TOTAL FOOTPRINT (RES + SUITE): 3,061.607 FT² (284.423 M²)

TOTAL FAR: (INCLUDES DIAL HEIGHT CEILINGS)
MAIN FLOOR: 3,061.607 FT² (284.423 M²)
TOP FLOOR: 1,213.51 FT² (112.35 M²)
TOTAL: 4,275.117 FT² (397.158 M²)

MAIN FLOOR FOOTPRINT (FAR)

MAIN RESIDENCE: 2,581.17 FT² (239.79 M²)
RENTAL AREA: 480.50 FT² (44.64 M²)
TOTAL: 3,061.67 FT² (284.43 M²)

SUITE CALCULATION (FAR)

MAIN FLOOR: 480.48 FT² (44.636 M²)
TOP FLOOR: 476.80 FT² (44.295 M²)
TOTAL: 957.28 FT² (88.931 M²)

NOTE: MAX. PERMITTED SUITE AREA PER BUILDING
CODE: 968.78 FT² (90 M²)

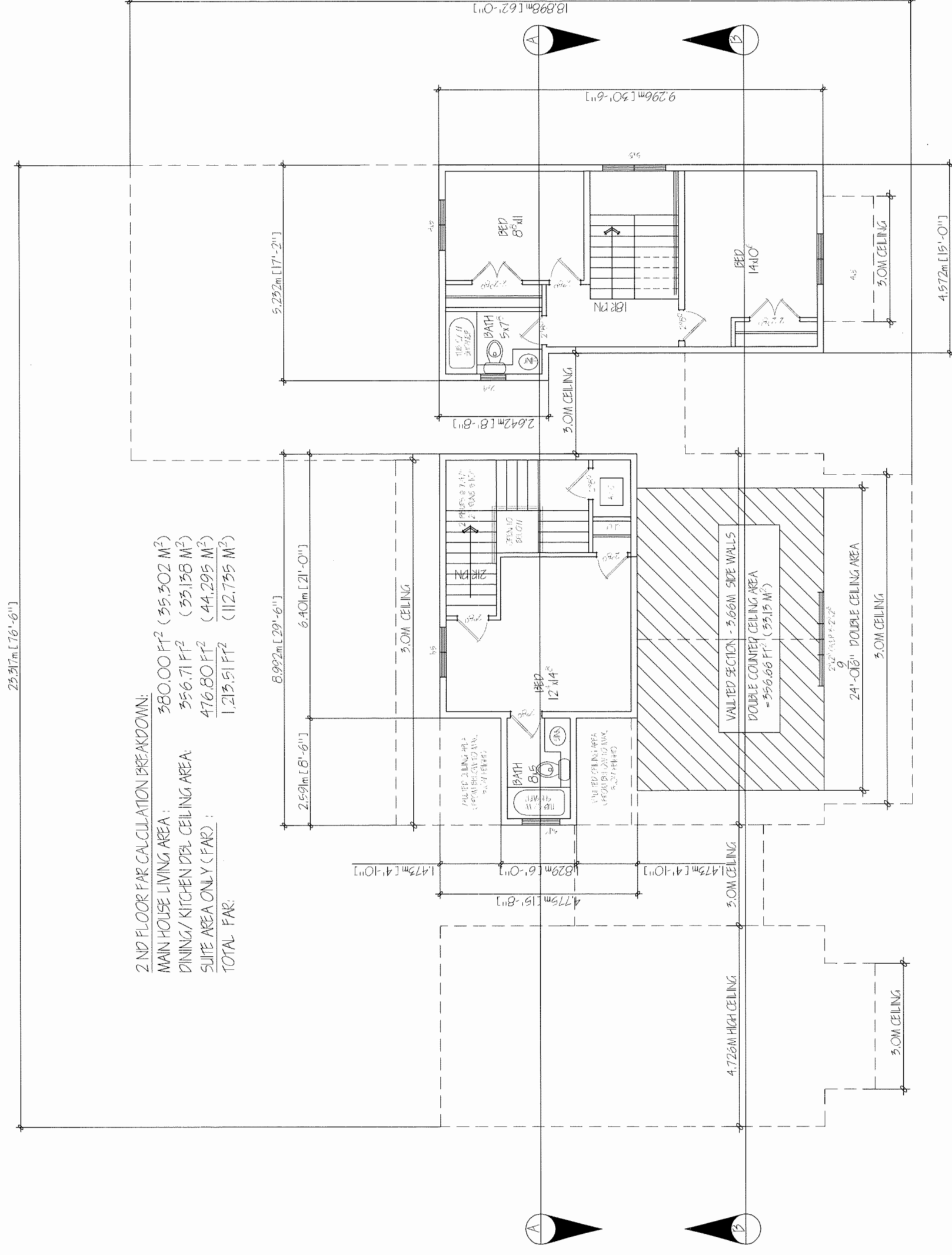
MAIN FLOOR PLAN (10' & 12' CEILINGS)

DP 19-876647
May 6, 2020
Reference Plan

Ventura Design

1772 O RIVER ROAD - SHEET 5

(DP 19-876647)



TOP FLOOR PLAN (10'-0" CEILING)

$$|7_{\text{A}}||9_{\text{B}}||10_{\text{C}}||11_{\text{D}}||12_{\text{E}}||13_{\text{F}}||14_{\text{G}}||15_{\text{H}}||16_{\text{I}}||17_{\text{J}}||18_{\text{K}}||19_{\text{L}}||20_{\text{M}}||21_{\text{N}}||22_{\text{O}}||23_{\text{P}}||24_{\text{Q}}||25_{\text{R}}||26_{\text{S}}||27_{\text{T}}||28_{\text{U}}||29_{\text{V}}||30_{\text{W}}||31_{\text{X}}||32_{\text{Y}}||33_{\text{Z}}||$$

Ventura Design

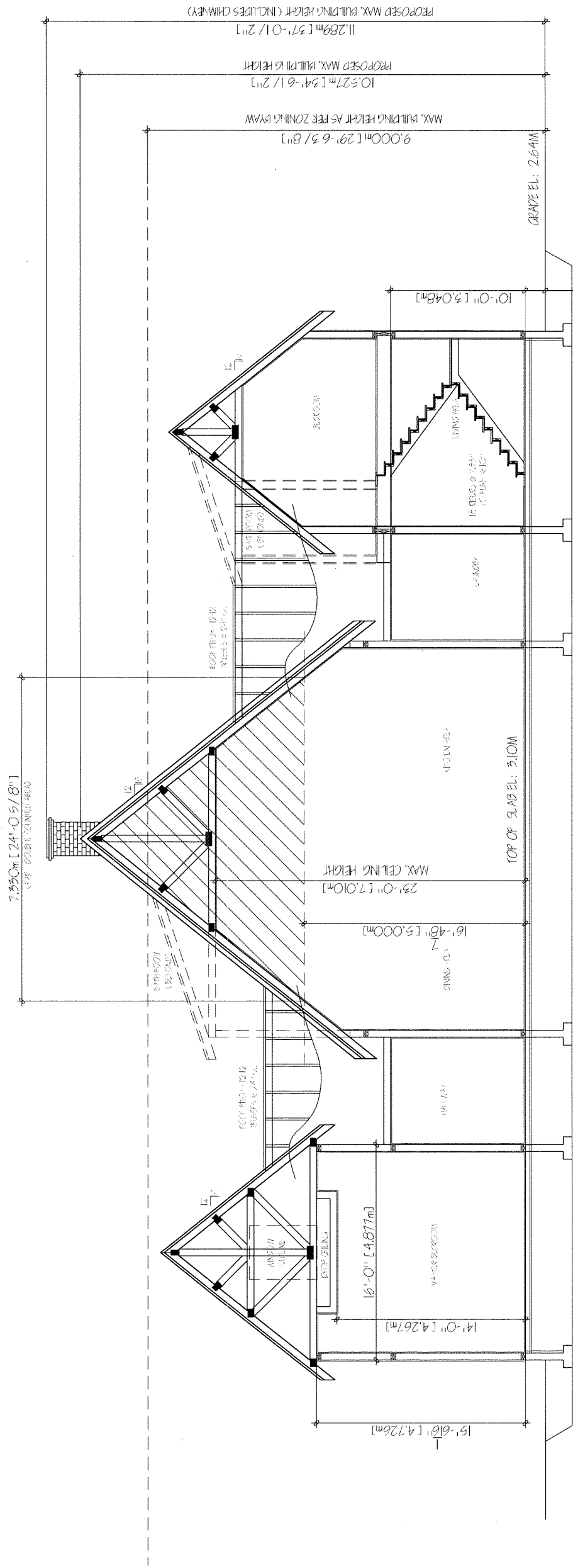
1772 O RIVER ROAD - SHEET 6

(DP 19-876647)

DP 19-876647

May 6, 2020

Reference Plan



DENOTES CEILING HEIGHT GREATER THAN 5.0M

CROSS SECTION (B-B)



BUILDING CROSS SECTIONS

SCALE: ARCH SHEET 1/8" = 1'-0"
LAND SHEET 1/4" = 1'-0"

GRADE EL: 2.64M

CROSS SECTION (A-A)

Ventura Design

1772 O RIVER ROAD - SHEET 4
(DP 19-876647)

DP 19-876647
May 6, 2020
Reference Plan