



Development Permit Panel

Council Chambers

Wednesday, May 29, 2013

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, May 15, 2013.



2. Development Permit 12-622179

(File Ref. No.: DP 12-622179) (REDMS No. 3839332 v.5)

APPLICANT: Wesgroup Properties

PROPERTY LOCATION: 7000 No. 3 Road and 8040 Granville Avenue

Manager's Recommendations

That a Development Permit (DP) be issued which would permit the construction of a 1-storey commercial building at 7000 No. 3 Road and 8040 Granville Avenue on a site zoned "Auto-Oriented Commercial (CA)".



3. Development Permit 12-623994 and Heritage Alteration Permit 12-624406

(File Ref. No.: DP 12 – 623994; HA 12-624406) (REDMS No. 3808522)

APPLICANT: Cotter Architects Inc.

PROPERTY LOCATION: 3531 Bayview Street

Manager's Recommendations

- That a Development Permit be issued which would permit the construction of a new two-storey mixed-use building over one (1) level of parking at 3531 Bayview*

ITEM

Street;

2. *That a Heritage Alteration Permit be issued for the site at 3531 Bayview Street in accordance with Development Permit 12-623994; and*
3. *That Development Permit No. 85-060 for the former building on the site be discharged from the Land Title Record.*



4. Development Permit 12-626615

(File Ref. No.: DP 12-626615) (REDMS No. 3860172 v.2)

APPLICANT: Robert Ciccozzi Architecture Inc.

PROPERTY LOCATION: 7680 and 7720 Alderbridge Way

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a mixed-use development that includes 237 residential units and 457 m² (4915 sq. ft.) of commercial space at 7680 and 7720 Alderbridge Way; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *Reduce the required commercial parking aisle width from 7.5 m to 6.7 m.*



5. Development Permit 13-630238

(File Ref. No.: DP 13-630238) (REDMS No. 3845167)

APPLICANT: Everbe Holdings Ltd.

PROPERTY LOCATION: 11120 and 11200 No. 5 Road

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a one-storey single use commercial building at 11120 and 11200 No. 5 Road on a site to be zoned Community Commercial (CC); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *Reduce the required side yard (south) setback from 6.0 m to 0 m;*
 - (b) *Allow 1 parking space (6.2% of required spaces) to be configured as small car parking;*

ITEM

- (c) *Reduce the required setback for parking spaces from 1.5 m to .3 m, for parking spaces along the east property line only; and*
- (d) *Reduce the required width of the manoeuvring aisle for a non-residential use from 7.5 m to 6.7 m.*



6. New Business

7. Date Of Next Meeting: Wednesday, June 12, 2013

8. Adjournment



**Development Permit Panel
Wednesday, May 15, 2013**

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

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, April 24, 2013, be adopted.

CARRIED

2. Development Permit 09-506645

(File Ref. No.: DP 09-506645) (REDMS No. 3550302)

APPLICANT: Timothy Tse

PROPERTY LOCATION: 7840 Bennett Road

INTENT OF PERMIT:

1. To permit the construction of two (2) back-to-back duplexes on a site zoned "Infill Residential (RI2)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to permit a 0.83 m building projection beyond the vertical height envelope.

Applicant's Comments

Timothy Tse and Keith Ross, Landscape Architect, gave a brief overview of the project highlighting the following salient points:

1.

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- there have been approximately 14 front to back orientated duplex units developed in the area due to lot width;
- the proposed development is compatible in character, form, scale and material to the existing duplex buildings in the area providing a consistent streetscape;
- the variance requested will permit the construction of a gable roof facade that is consistent with other similar projects in the area;
- the landscape design is uniform with the neighbourhood;
- an existing Honey Locust tree on the adjacent property will be protected throughout the construction phase;
- the rear yards are completely fenced and contain a patio, small planting area and privacy screening from the front units;
- individual unit entrances are visible from the public street and delineation of public to private areas is achieved through the use of fences, gates, and landscape features; and
- on site bicycle storage enclosures and parking spaces are provided.

Panel Discussion

In response to queries from the Panel it was noted that no common amenity space is proposed for the development and that there are a total of 3 parking spaces provided per duplex lot.

Staff Comments

Wayne Craig, Director of Development, advised that the development includes a servicing agreement for frontage improvements along Bennett Road (i.e. curb, gutter, boulevard and sidewalk improvements including culvert/ditch infilling) and the construction of the rear lane. The variance is consistent to other variances that have been granted in the area. There are 2 convertible units included in the proposal and all units have Aging-In-Place features.

Correspondence

Rob Bodnar & Norma Miller, 7800 Bennett Road (**Schedule 1**)

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Staff Comments

Mr. Craig acknowledged receipt of the correspondence from Mr. Bodnar and Ms. Miller and confirmed that there is no on-street parking on the north side of Bennett Road and that staff were advised by Community Bylaws that an average of 2 parking complaints are received each year for this area. It is standard procedure that the development drawings not include any proposed frontage improvements as the drawings are intended to reflect the on-site development. The clustering of trees in question at the northwest corner of the site are hedge and shrub plantings and not tree plantings. The last concern related to a desire to have an existing hydro and telephone pole removed; however, until the entire hydro line along Bennett Road has been placed underground BC Hydro is unlikely to remove individual poles.

Gallery Comments

None.

Panel Discussion

The Panel was in support of the project noting the compact design and use of the site.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of two (2) back-to-back duplexes at 7840 Bennett Road on a site zoned "Infill Residential (RI2)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to permit a 0.83 m building projection beyond the vertical height envelope.*

CARRIED

3. **Development Permit 11-575759**

(File Ref. No.: DP 11-575759) (REDMS No. 3820085)

APPLICANT: Oris Development (Kawaki) Corp.

PROPERTY LOCATION: 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 & 13200 No. 2 Road)

INTENT OF PERMIT:

1. To permit the construction of a mixed-use development containing 76 residential units distributed in three levels over a 1,311.0 m² (14,112 ft²) commercial ground floor level and on-site parking for 193 cars on a site zoned "Commercial/Mixed Use (ZMU20) – London Landing (Steveston)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:

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- a) reduce the west side required setback for columns supporting a roof forming part of the building from 1.8 m to 1.6 m and to 0.60 m at the corner of London Road and No. 2 Road; and
- b) reduce the required east side setback for a storey above the first storey from 7.0 m to 6.20 m for the second level of the building only.

Applicant's Comments

Dana Westermarck, Oris Development (Kawaki) Corp., Rob Whetter, Cotter Architects, and Joseph Fry, Hapa Collaborative, provided the following information regarding the salient features of the proposed development:

- the proposed development is directly associated to the design and construction of a waterfront public park and new dike along the south side of the site and the southern end of No. 2 Road;
- the reduction of the west side setback is for columns supporting a roof forming part of the building;
- the setback variance at the corner of London Road and No. 2 Road is due to the corner cut road dedication at London Road and No. 2 Road bringing the building closer to the property line;
- a Montessori School, music studio, and commercial units are proposed in building 'B' while a restaurant space and smaller commercial units wrap around building 'A';
- offsite servicing agreements associated with the development cover the following works: Waterfront Park, Dike, and frontage upgrades on London Landing and Dyke Road;
- the overhead hydro lines along No. 2 Road and London Road will be removed as part of the redevelopment;
- the 2 buildings have been designed to reflect local historical structures (i.e. cannery buildings) and storefronts that have evolved over time;
- the two buildings are separated by a north-south pedestrian Mews and public access of the Mews will be secured by a Public Right-of-Passage Right-of-Way; and
- the proposed development landscaping and open space design is interrelated with and influenced by the public open spaces to achieve a natural integration between the waterfront park/dike public spaces and the outdoor areas of the proposed development.

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Panel Discussion

In response to queries it was noted that public parking is provided within the buildings for the commercial spaces and is accessible at grade level. There are 9 additional public parking spaces along No. 2 Road and underground parking is provided for the buildings. It was further noted that the development will meet LEED Silver standards equivalency through standard features, such as, energy efficient lighting, Low E glazing systems, and eco-friendly paints and sealants. As well, the development proposes the integration of a Geothermal heating and cooling system. The development will be built out in one phase.

Staff Comments

Mr. Craig advised that the proposed development includes 45 Basic Universal Housing units.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel commended the exemplary efforts of the consultants and staff in re-creating a village at London's Landing and were in support of the project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a mixed-use development containing 76 residential units distributed in three levels over a 1,311.0 m² (14,112 ft²) commercial ground floor level and on-site parking for 193 cars at 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 & 13200 No. 2 Road) on a site zoned "Commercial/Mixed Use (ZMU20) – London Landing (Steveston)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the west side required setback for columns supporting a roof forming part of the building from 1.8 m to 1.6 m and to 0.60 m at the corner of London Road and No. 2 Road; and*
 - b) *reduce the required east side setback for a storey above the first storey from 7.0 m to 6.20 m for the second level of the building only.*

CARRIED

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4. Development Permit 13-630025

(File Ref. No.: DP 13-630025) (REDMS No. 3839203)

APPLICANT: Traschet Holdings Ltd.

PROPERTY LOCATION: 9091, 9111 and 9131 Beckwith Road

INTENT OF PERMIT:

1. To permit the construction of two (2) equal-sized buildings with a total floor area of 43,150 ft² (4,009 m²) on a site zoned "Industrial Business Park (IB2)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum parking lot drive aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.);
 - b) reduce the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.) for the buildings; and
 - a) reduce the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.).

Applicant's Comments

David Sanford, Sanford Design Group, & Rob Chetner, Trasolini Chatner Construction Development, gave a brief overview of the development as follows:

- the development proposes the construction of 2 small light industrial buildings on 3 existing lots to be consolidated;
- the buildings will be tilt-up concrete construction style with extensive storefront glazing to provide a commercial look to the development;
- the use of cultured stone and articulation by stepping the panels and entrances provide interest;
- the proposed development will meet LEED Silver equivalency;
- the project will include the development of a rear lane;
- enlarged landscape islands at the front of the buildings will provide great street presentation; and
- the loading area to the rear will be fenced to provide shielding.

Panel Discussion

In response to a query it was noted that the intended uses would be independent small business or light manufacturing.

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Staff Comments

Mr. Craig noted that the servicing agreement will include frontage improvements on Beckwith Road and the rear lane construction. The development will meet LEED Silver equivalency and provide for 2 electrical vehicle parking stalls.

Panel Discussion

Mr. Craig advised that the east yard setback variance is due to the property to the east being residential. A 0.0 metre setback would be permitted provided that adjacent property is not residential. The city has a letter on file from the residential property owner noting that there was no objection to the 0.0 m setback. Beckwith Road is intended to be redeveloped for industrial uses in keeping with the City Centre Area Plan.

Correspondence

None.

Gallery Comments

Helmut Ott, 9151 Beckwith Road, questioned how this proposal would affect any future redevelopment of his property. It was noted that the current project would not affect his redevelopment potential.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of two (2) equal-sized buildings with a total floor area of 43,150 ft² (4,009 m²) at 9091, 9111 and 9131 Beckwith Road on a site zoned "Industrial Business Park (IB2)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum parking lot drive aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.);*
 - b) *reduce the front yard setback to Beckwith Road from 3.0 m (10.0 ft.) to 1.5 m (5.0 ft.) for the buildings; and*
 - (b) *reduce the east yard setback to the adjacent lot with an older single-family residence from 3.0 m (10.0 ft.) to 0.0 m (0.0 ft.).*

CARRIED

5. New Business

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6. **Date Of Next Meeting: Wednesday, May 29, 2013**

7. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:30 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 15, 2013.

Joe Erceg
Chair

Heather Howey
Acting Committee Clerk

**Schedule 1 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
May 15, 2013.**

14 May 2013

Development Permit and Variance – 09-506645
7840 Bennett Road

As owners of the adjacent lot (7800 Bennett), we are unable to support the variance application without resolution of the following items:

- 1) Page two, point one advises street parking is available on both sides of Bennett Road – this is not the case, as there is no parking on the whole north side of Bennett. As can be seen every day, people park their vehicles perpendicular to the road on both Bennett and Acheson, which is an eyesore and an indication that the adequacy of parking spaces has not been addressed. We encourage council to review the number of parking complaints received in this small area.
- 2) Page two, point three indicates that a sidewalk is anticipated, but the drawing on page 12 does not depict any sidewalk – only culverts. Without a sidewalk, perpendicular parking is far more likely to occur on this redeveloped lot.
- 3) Page two, point two advises of additional trees clustered in the north west corner of the west lot (as depicted on page 14). These trees will, with time, diminish the sunlight at the north end of 7800 Bennett. The proposed variance would also diminish the sunlight to our meager green space at the north end and provide an absolute blockage of sunlight to the dwelling (previously good natural light with only a six foot hedge). Therefore, we don't understand the staff comment that the variance would improve the streetscape.
- 4) Page two, point three advises that the utility pole at the west end could be removed, as it is inconsistent with the 16 adjacent lots to the west, which have no utility poles. Yet, there is no firm plan to remove the pole. We encourage the developer to work with BC Hydro, Telus and the City to confirm the removal of this pole, which detracts from the appeal of both 7840 and 7800 Bennett.

Frankly, all points west of 7840 Bennett are consistent with the official community plan. Council has a clear opportunity to extend its vision for the subdivision.

We are willing to meet with the developer, and a city representative, to address our concerns.

Rob Bodnar
Norma Miller
215 Creekside Drive
Saltspring Island V8K2E4





City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: May 6, 2013


From: Wayne Craig
Director of Development

File: DP 12-622179

Re: Application by Wesgroup Properties for a Development Permit at
7000 No. 3 Road and 8040 Granville Avenue

Staff Recommendation

That a Development Permit (DP) be issued which would permit the construction of 1-storey commercial building at 7000 No. 3 Road and 8040 Granville Avenue on a site zoned "Auto-Oriented Commercial (CA)".


Wayne Craig
Director of Development

WC:bg
Att. 4

Staff Report

Origin

Wesgroup Properties has applied to the City of Richmond for permission to develop a 1-storey commercial building at 7000 No. 3 Road and 8040 Granville Avenue on a site zoned "Auto-Oriented Commercial (CA)". The proposed gross floor area is 929 m² (10,000 ft²) with a proposed 0.31 FAR and is intended to accommodate a financial institution as a single tenant. This site was formerly a Shell Canada gas and service station and the site currently vacant. The applicant previously submitted a rezoning application (RZ 11-580385) for this site, which consisted of a mixed-use (residential/commercial) high-rise tower but this application was subsequently withdrawn and the current Development Permit (DP) application was submitted. It is now understood that the currently proposed 1-storey commercial building is intended as a long-term (approximately 20 year) interim use for the site. This site is not being rezoned.

A Servicing Agreement for frontage works along Granville Avenue and No. 3 Road and site servicing is required prior to Building Permit issuance.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, across Granville Avenue is an older, 1-storey commercial building fronting No. 3 Road with at-grade parking in the rear of the lane, zoned as "Downtown Commercial (CDT1)" with Urban Centre T6 (45) designation on the City Centre Area Plan (CCAP) Specific Land Use Map for Brighthouse Village (2031);
- To the east, is the east portion of the 'L' shaped mixed-use, mid-rise residential/commercial development referred to as the 'Centro' zoned "Residential/Limited Commercial (ZMU6) – St Albans Sub Area (City Centre)" with Urban Centre T6 designation on the CCAP Generalized Land Use Map (2031);
- To the south, is the south portion of the 'L' shaped, mixed-use, high-rise residential/commercial development referred to as the 'Centro' zoned "Residential/Limited Commercial (ZMU6) – St Albans Sub Area (City Centre)" with Urban Centre T6 designation on the CCAP Generalized Land Use Map (2031); and
- To the west, across No. 3 Road is Brighthouse Park with "School & Institutional Use (SI)" with Park designation on the CCAP Generalized Land Use Map (2031).

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 process for the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the "Auto-Oriented Commercial (CA)" zoning.

Advisory Design Panel Comments

The Advisory Design Panel was in support of this proposed development. A copy of the relevant excerpt from the Advisory Design Panel Minutes from April 4, 2013 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

1. **To the North:** The applicant proposes to extend similar, recently constructed boulevard greenway improvements from the adjacent 'Centro' site across the Granville Avenue frontage of the development site including paving, lighting and planting enhancements.
2. **To the East:** A portion of the 'Centro' building extends over the north-south lane and is supported by columns along the east property line of the proposed development site. The existing north-south lane (SRW) on the 'Centro' site allows for future vehicle cross access with the development site at 1 location, midway along the lane. The applicant has agreed to grant a parallel approximately 6 m wide SRW for a future lane, if and when the proposed building is demolished or the development site is rezoned.
3. **To the South:** The residential amenity area of the adjacent Centro development is located on the ground floor with large windows facing north to the proposed development. There are north facing residential units on the 2nd floor and above with distant views over the development site. The applicant proposes a landscape treatment along the south property line including fencing and planting that is sympathetic and compatible with the existing 'Centro' development. The proposed planting and semi-transparent fence adequately addresses the screening of the parking area but also allows sufficient visibility to the existing walkway along the property line with the 'Centro' development to enhance pedestrian safety and security.
4. **To the West:** The applicant proposes to extend similar recently constructed boulevard improvements from the 'Centro' site north across the No. 3 Road frontage of the development site including paving, lighting and planting enhancements. There are 3 existing BC Hydro poles and overhead wires along the No. 3 Road frontage of the development site, which will remain however, the applicant will install pre-ducting for future undergrounding of the overhead pole lines together with 3 decorative pedestrian lights plus cash in lieu for a future replacement decorative roadway light (see Urban Design and Site Planning section of this report together with the Development Permit considerations for details).

Environmental Contamination and Remediation

Background: The site was operated as a Shell gasoline retailer for approximately 40 years and was closed in November, 2008 then sold to Wesgroup in December, 2009 for redevelopment. The redevelopment site was subsequently remediated by Wesgroup, including the removal of the source and impacted soils by excavation, which received a MOE Certificate of Compliance (C of C) in September, 2012. However, there are outstanding contamination and legal issues related to the on-going remediation. Issues can be categorized as either on-site (7000 No. 3 Road and 8040 Granville Avenue) or off-site (areas within No. 3 Road and Granville Avenue, required development site SRW's, called the 'City Lands').

1. On-site: There is a MOE, C of C for the development site. Wesgroup is not required to dedicate any land to the City however, there are required SRW's for the City including a corner cut at the No 3 Road and Granville Avenue intersection as well as SRW's along both No. 3 Road and Granville Avenue for road and utility purposes. In addition, Wesgroup has submitted a report from a qualified environmental professional (Hemmera) indicating that the proposed development conforms to the MOE, C of C including the Schedule B requirements. In addition, the standard City SRW legal agreements include an indemnity to protect the City and third parties from legal liability and financial risk related to any existing on-site contamination within SRW's or from environmental contamination.
2. Off-site: There is a MOE, Approval in Principle (AIP) for the 'City Lands'. Shell currently proposes a risk assessment approach due the difficulty of excavating around underground utilities and infrastructure. The City continues to prefer that the hydrocarbon-impacted soils be removed but the City recognizes that the risk assessment approach will likely be successful at achieving a C of C. This C of C will likely include several Schedule B conditions. The City has detailed these concerns to Shell, and several conversations ensued between the three parties involved (Shell as the 'Persons Responsible' - the City as an impacted third party and Wesgroup as the developer of the on-site lands). In discussion, it was proposed that Shell provide indemnity to the City and address through legal agreement the City's remaining concerns regarding the remediation of the City lands. The remediation of the off-site 'City Lands' remains an outstanding issue between the City and Shell. Accordingly, the City continues to seek appropriate legal agreements with Shell Canada (as the "Persons Responsible") that these costs will not be borne by the City and that the City will not have to exercise the onerous process of cost recovery through the Courts afforded by the *Environmental Management Act*.

Urban Design and Site Planning

1. Design Guidelines: This application conforms with the appropriate design guidelines. A copy of this documentation is contained in the Development Permit file.
2. Urban Design: While the proposed development represents an under utilization of the potential site density and as such represents a relatively low-density proposal for this lot within the City Centre, it is understood that this is an interim use with a 10 year lease plus two 5-year extensions. The applicant has addressed the continuity of the retail/commercial streetwall along Granville Avenue, which is a design guideline in the City Centre Area Plan (CCAP) by extending the pedestrian canopy and columns to the east property line.
3. Site Planning: The applicant has located the building adjacent to the cross street intersection with the parking located at the rear of the building and has agreed to shift the location of the building entry to the intersection corner to better recognize pedestrian traffic along No. 3 Road and to help activate the public pedestrian realm along both street frontages.
4. BC Hydro Pole Line: This is a high profile, prominent site in the City Centre located across the intersection from City Hall and the 3 existing BC Hydro poles and overhead wires along the No. 3 Road frontage of this site, have a negative visual impact on the streetscape experience. The existing BC Hydro poles, overhead pole lines and transformers will remain in place along No. 3 Road due to the disproportionate cost of undergrounding relative to size of the proposed development. However, the applicant will install pre-ducting for future undergrounding of the overhead pole lines together with 3 decorative pedestrian lights plus cash in lieu for a future replacement decorative roadway light.

Architectural Form and Character

1. Building Massing: The architect has increased the building mass at the corner to create a stronger street presence and helps to anchor the corner, which also better calls attention to the building entry and adds some volumetric variety and visual interest to the form of the building.
2. Architectural Design: The proposed built form is simple and modern in character, which is appropriate for this pavilion type building that is visible from all sides. The double volume glass element at the corner presents an attractive feature from a distance. The exterior finishes are appropriate in terms of type, quality, texture and the proposed subdued colours. The use of wood soffits will complement the subtle colour scheme and provide warmth to the cooler concrete and metal panels.
3. Streetscape Continuity: The applicant has agreed to extend the pedestrian canopy and columns along Granville Avenue and No. 3 Road in order to better bridge the gap between the proposed building and existing buildings on adjacent properties, which in the interim will extend the apparent visual continuity of the retail streetwall at-grade along this block frontage.
4. Rooftop Visibility: The applicant proposes bands of coloured roof ballast to improve the overlook views of this flat roof from the adjacent residential tower including vertical screening of the rooftop mechanical equipment to block views of this equipment from the street.
5. Signage: The applicant has submitted a detailed assessment of the proposed signage but a separate sign permit application will be required to confirm compliance with the City's Sign Bylaw. The proposed 4.3 m high pylon sign along Granville Avenue has been relocated to eliminate the sight lines concerns in the vicinity of the Granville Avenue vehicle driveway.

Transportation and Traffic

1. Land Requirements: The applicant has agreed to the following land requirements:
 - a. Granting of an approximate 4.0 m by 4.0 m triangular Statutory Right-of-Way (SRW) for road and utility purposes at the southeast corner of the No. 3 Road and Granville Avenue intersection;
 - b. Granting an approximate 2.0 m wide Statutory Right-of-Way (SRW) for road and utility purposes (future vehicle right turn lane and/or layby area) along No. 3 Road;
 - c. Granting an further approximate 3.0 m wide Public Rights of Passage Statutory Right-of-Way (PROP-SRW) for road purposes (boulevard improvements) along the entire No. 3 Road frontage;
 - d. Granting an approximate 2.0 m wide Statutory Right-of-Way (SRW) for road and utility purposes (boulevard and greenway improvements) along the entire Granville Avenue frontage; and
 - e. Granting an approximate 6.0 m wide Statutory Right of Way (SRW) for future lane and utility purposes along the entire east property line of the consolidated development site.

Note: Separate legal agreements will be required for the above SRW requirements and the details are provided in the Development Permit considerations at the end of this document.

2. Site Access: Staff supports both the requested interim vehicle right-in and right-out site access/egress driveways along both No. 3 Road and Granville Avenue provided that if the currently proposed building is demolished or the development site is rezoned then the only site access in the future will be via a shared one-way couplet laneway system along the entire east property line to be shared with the adjacent 'Centro' development.
3. On-Site Parking: The required number of parking spaces for this development is 40 spaces and the applicant proposes 44 spaces including 22 regular, 20 small car and 2 accessible parking spaces.
4. Loading: As required, the applicant is proposing one (1) loading/service space for a medium sized vehicle (SU9 size) on-site and has demonstrated that there is adequate service vehicle manoeuvrability to access/egress this space.
5. Bike Parking: The Zoning Bylaw requires 3 - Class 1 and 2 - Class 2 bike parking spaces while the applicant proposes 3 - Class 1 within the building as tenant improvements and 5 - Class 2 bike parking spaces along Granville Avenue.
6. Other Bylaw Requirements: The applicant has confirmed that all drive aisle widths and parking space dimensions are in accordance with the Zoning Bylaw with typical dimensions included on the site plan.

Engineering and Servicing

1. The applicant has agreed with and executed the Development Permit consideration, which outline the intent of the City's required scope of work for both frontage and servicing upgrades. The general description of the works includes:
 - a. Confirmation of adequate water supply and submission of fire flow calculations signed and sealed by a professional engineer at Building Permit stage;
 - b. Provision of a fire hydrant along Granville Avenue, subject to BC Building Code requirements and the satisfaction of the Building Department and the Richmond Fire Rescue;
 - c. Provision of a cash contribution in the amount of \$3,086.00 as cash in-lieu of construction for a downstream undersized sanitary sewer;
 - d. Removal of the existing 200mm rear yard sanitary main located along the south property line of 8040 Granville Avenue and discharge of the SRW;
 - e. Installation of pre-ducting in anticipation of the future removal of the BC Hydro pole line.
 - f. Provision of City Centre decorative pedestrian luminaire poles along No. 3 Road in the ultimate alignment and location (1 as an interim pedestrian light with a base adaptor installed on a roadway light base) including cash-in-lieu for the future replacement decorative road/pedestrian pole and luminaire;
 - g. Roadway lighting will be assessed in detail at the Servicing Agreement stage to determine if the existing lease light on the BC Hydro pole should be retained and whether another City Centre Type road/pedestrian luminaire pole is required at the Granville Avenue and No. 3 Road intersection.
 - h. Provision of decorative pedestrian luminaire poles along Granville Avenue;

- i. Adjustments to other telecommunications equipment to accommodate the future undergrounding of the overhead lines with a pad mounted transformer to service the development site to be located on private property.

Note: See the DP considerations at the end of this document for details.

2. A separate Servicing Agreement is required for this proposed development.

Landscape Design and Open Space Design

1. Existing Trees: The applicant has submitted an arborist report including an inventory and assessment of all existing trees on site. The location of existing trees has also been superimposed on the site plan. This information demonstrates that none of the existing site trees including 1 deciduous hedgerow, 1 coniferous hedgerow and 2 large deciduous trees can or should be retained. The applicant's arborist and landscape architect recommend the removal of a boulevard tree and replacement with a 20 cm (8") caliper maple tree. This assessment and recommendation is now supported by the arborist in the Parks Department.
2. Granville Avenue Greenway: Road is a designated greenway and the applicant proposes to extend the continuation of the identical greenway landscape treatment from the neighbouring Centro development to the east across the development site along Granville Avenue.
3. Landscape Design:
 - a. The applicant proposes street trees along No. 3 Road on private property within the proposed SRW's along this frontage while street trees are proposed in the public realm along Granville Avenue. The applicant's environment consultant has provided a report indicating that the proposed development including both proposed on-site and off-site street tree planting complies with the MOE C of C including the Schedule B requirements with the comment that horse chestnut trees should not be planted since they have a deeper tap root.
 - b. The landscape design incorporates a perimeter landscape treatment with small tree, shrub and groundcover plantings in combination with a semi-transparent fence along the south property line, which provide adequate visual screening from the parking lot on the development site to the neighbouring 'Centro' development but also provides acceptable visibility and security for pedestrians along the walkway on the adjacent site to the south.
 - c. The site landscape design includes the continuation of existing boulevard planting along both No. 3 Road and Granville Avenue with additional planting islands incorporated along the Granville Avenue frontage.
 - d. The applicant proposes the incorporation of decorative paving consisting of coloured (dark grey) cast-in-place concrete with saw-cut joints, which will complement the proposed extension of existing sidewalk paving treatments from the adjacent boulevards across the No. 3 Road and Granville Avenue frontages of the development site.
 - e. The landscape design also incorporates a small pedestrian plaza area adjacent to the intersection including 2 benches and a covered walkway connection to the parking area as well as a free standing bike rack along the Granville Avenue frontage.

Crime Prevention Through Environmental Design (CPTED) and Sustainability

1. The applicant has provided a comprehensive list of CPTED features including:
 - Extensive glazing at the entry with surveillance to other site areas from the building;
 - All exterior building elevations visible from at least one street frontage;
 - Street frontages are designed to encourage pedestrian presence and activity;
 - Parking area is visible from the street;
 - Suitable exterior site lighting will supplement visibility at night; and
 - Landscape and groundcover planting is low profile with no hidden areas.See **Attachment 3** for the detailed summary of CPTED features.
2. The applicant has provided a comprehensive list of sustainability features including:
 - Glazing placement ensures maximum light penetration and minimizes solar heat gain;
 - Carefully considered sun shades over glazing exposures;
 - High performance double glazed sealed units in thermally broken curtain wall system;
 - High performance wall and roof assemblies, ensures thermal performance of the building;
 - Light coloured roof membrane and coverings to reduce the heat island effect;
 - Low VOC interior finishes to improve indoor air quality; and
 - Materials specified with high recycled content wherever possible.See **Attachment 4** for the detailed summary of sustainability features.

Refuse and Recycling

The applicant has agreed to include a roof structure over the refuse and recycling enclosure to the address overlook concerns from the adjacent residential development. The applicant also proposes to provide space within the enclosure for the required number of containers and carts.

Conclusions

While this development proposal does not achieve the ultimate vision contained with the CCAP it is a handsome, small building that can comfortably co-existing with the surrounding higher density development during the interim until such time as a higher density development proposal become more feasible. The architectural design contributes to the streetscape character along both street frontages and accommodations have been included to facilitate the future removal of the BC Hydro poles and the undergrounding of the overhead wires. Staff supports this development proposal as presented.



Brian Guzzi
Senior Planner/Urban Design

BG:cas

Attachment 1 – Development Application Data Sheet
Attachment 2 – Advisory Design Panel Comments
Attachment 3 – CPTED Features
Attachment 4 – Sustainability Features

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

1. Consolidation of all the lots into one development parcel.
2. Receipt of a Letter of Credit for landscape installation in the amount of \$83,090.00 (based on a detailed cost estimate provided by a BC registered landscape architect).
3. Provision of a voluntary cash contribution in the amount of \$3,086.00 for sanitary sewer upgrades, as indicated in Westgroup Properties' email of April 9, 2013.
4. Provision of an approximate 2.0 m wide Statutory Right-of-Way (SRW) for road and utility purposes (future vehicle right turn lane and/or layby area) along the entire west property line of the consolidated development site. The final configuration and width of the SRW is to be determined by the functional road design plan to the satisfaction of the Director of Transportation and confirmed by legal survey. The owner is responsible for the design, construction and maintenance of the required improvements in the SRW.
5. Provision of an approximate an approximate 3.0 m wide Public Rights of Passage Statutory Right-of-Way (PROP-SRW) for road purposes (boulevard improvements) along the entire west property line of the consolidated development site. A canopy encroachment is an allowable encroachment within this SRW as described in the respective and associated explanatory plans until such time as this SRW is required at the discretion of the City for City purposes including but not limited to road or boulevard improvements. The final configuration and width of the SRW is to be determined by the functional road design plan to the satisfaction of the Director of Transportation and confirmed by legal survey. The owner is responsible for the design, construction and maintenance of the required improvements in the SRW.
6. Provision of an approximate 2.0 m wide Statutory Right-of-Way (SRW) for road and utility purposes (boulevard and greenway improvements) along the entire Granville Avenue property line of the consolidated development site. The final configuration and width of the SRW is to be determined by the functional road design plan to the satisfaction of the Director of Transportation and confirmed by legal survey. The owner is responsible for the design, construction and maintenance of the required improvements in the SRW.
7. Provision of an approximate 4.0 m by 4.0 m triangular corner-cut Statutory Right-of-Way (SRW) for road and utility purposes from the intersection of the property lines at the southeast corner of the No. 3 Road and Granville Avenue intersection frontage streets. The final configuration and width of the SRW is to be determined by the functional road design plan to the satisfaction of the Director of Transportation and confirmed by legal survey. The owner is responsible for the design, construction and maintenance of the required improvements in the SRW.
8. Provision of a minimum 6.0 m wide Statutory Right of Way (SRW) for future lane and utility purposes along the entire east property line of the consolidated development site. A pylon sign and a refuse/recycling enclosure are allowable encroachments within this SRW according to the respective explanatory plans until such time as this SRW is required at the discretion of the City for City purposes including but not limited to a lane. The owner is responsible for the design, construction and maintenance of the improvements within the SRW.
9. Provision of a report from a qualified environmental professional that the proposed development complies with the MOE Certificate of Compliance including the Schedule B requirements.
10. Registration of a flood indemnity covenant on title.
11. Discharge of any appropriate title charges required or supported by the City Law Department.

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

1. Enter into a Servicing Agreement* for the design and construction of service connections and frontage improvements. Works include, but may not be limited to:

A. Frontage Improvements:

- a. Granville Avenue: The existing Granville Avenue curb is to remain in the current location and the required greenway improvements on the boulevard are described as follows from the back of the existing curb (refer to Servicing Agreement drawings SA 06-336128 regarding the Centro development for more detail):
 - an approximate 3.0 m wide boulevard strip (i.e., for grass and street trees),
 - an approximate 2.5 m wide sidewalk with decorative paving (i.e., to match existing sidewalk to the east on the Centro development), and
 - an approximate 3.485 m wide additional boulevard strip (i.e., with grass, shrubs, street trees and decorative paving to the satisfaction of the Director of Development.
- b. No. 3 Road: The existing No. 3 Road curb is to remain in the current location. The required boulevard improvements along the No. 3 Road frontage shall be consistent with frontage improvements on the adjacent site to the south (refer to Servicing Agreement drawings SA 06-336128 regarding the Centro development for more detail) but in general shall include the following:
 - an approximate 2.0 m wide landscape strip for road/boulevard improvement purposes including grass, unit pavers and street trees, and
 - an approximate 3.0 m wide PROP-SRW for road/boulevard purposes (i.e., a minimum 3.0 m wide sidewalk adjacent to the proposed building and a minimum 2.0 m wide sidewalk when not adjacent to the proposed building).

B. Servicing Improvements:

- a. Drainage Works Servicing:
 - No upgrade required.
- b. Water Works Servicing:
 - Using the OCP Model, there is 976 L/s available at 20 psi residual at the hydrant located 8060 Granville and 1,415 L/s available at 20 psi residual at 7080 No 3 Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s. Water analysis is not required. However, once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
 - Provide a fire hydrant at Granville Avenue frontage to comply with the required hydrant spacing for commercial areas subject to BC Building Code requirements and the satisfaction of the Building Department and the Richmond Fire Rescue.
- c. Sanitary Works Servicing:
 - Remove the existing 200mm rear yard sanitary main located along the south property line of 8040 Granville Avenue and cap at east property line of the proposed site. Discharge portion of the existing SROW after the rear yard sanitary remain is removed. An appropriately sized Inspection Chamber is required at property line.
- d. Pre-ducting and Lighting along No. 3 Road and Granville Avenue:
 - Install remaining 20 m of hydro, telephone and cable pre-ducting from capped end of existing pre-ducts on No 3 Road to south property line of proposed site) through this DP to complete the pre-duct on No 3 Road frontage, in anticipation of the future removal of

the BC Hydro pole line. Any pad mounted transformers required to service the proposed development must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths.

- Provide City Centre Type pedestrian luminaire poles and bases along No. 3 Road at the ultimate locations including an interim City Centre Type pedestrian luminaire pole complete with adaptor plate on a roadway pole base in the ultimate location of any roadway light (i.e., to suit with the existing street lights located south of the proposed development). In additional, provide cash-in-lieu for 1 replacement City Centre Type road/pedestrian luminaire pole to be installed in the future when the BC Hydro poles are removed and the overhead pole lines are installed underground. Roadway lighting will be assessed in detail at the Servicing Agreement stage to determine if the existing lease light on the BC Hydro pole should be retained and whether another City Centre Type road/pedestrian luminaire pole is required at the Granville Avenue and No. 3 Road intersection.
- Provide City Centre type pedestrian luminaire poles along Granville Avenue frontage.
- Provide hydro, telephone and cable pre-ducting.
- Telecommunication equipment (i.e., SAC Pad, kiosks, etc.) must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. It is recommended that the developer contact the private utility companies to learn of their requirements.

e. General:

- 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.
 - The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.
2. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, occurring on-site.
 3. The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
 4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
 5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional

City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

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.

(see a signed copy in the development file)

Signed

Date



DP 12-622179

Attachment 1

Address: 7000 No. 3 Road and 8040 Granville Avenue

Applicant: Wesgroup Properties

Owner: Wesgroup Properties

Planning Area(s): City Centre Area Plan (CCAP)

Floor Area Gross: 930 m²

Floor Area Net: 930 m²

	Existing	Proposed
Site Area:	3014.7 m ²	3014.7 m ²
Land Uses:	vacant (former gas station)	commercial
OCP Designation:	Urban Core T6	Urban Core T6
Zoning:	Auto-Oriented Commercial (CA)	Auto-Oriented Commercial (CA)
Number of Units:	Not Applicable (NA)	NA

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.31	none permitted
Lot Coverage:	Max. 50 %	31%	none
Setback – Front Yard:	Min. 2.0m	3.0m	none
Setback – Side Yard:	Min. 0 m	16.4m	none
Setback – Side Yard:	Min. 5.0m	5.0m	none
Setback – Rear Yard:	Min. 6.0m	22.35m	none
Height (m):	Max. 11.98 m	6.7m	none
Lot Size:	3014.7 m ²	3014.7 m ²	none
Off-street Parking Spaces – Regular (R) and Small (S) spaces:	39	22 – R and 20 S	none
Off-street Parking Spaces – Accessible:	1	2	none
Total off-street Spaces:	40	44	none
Tandem Parking Spaces	not permitted	none	none
Amenity Space – Indoor:	not required	none	none
Amenity Space – Outdoor:	not required	none	none

Excerpt from the Minutes from
The Design Panel Meeting

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

2. **DP 12-622179 – 1-STOREY, RETAIL COMMERCIAL BUILDING (BANK)**

Applicant: Wesgroup Properties

Property Location: 7000 No. 3 Road & 8040 Granville Avenue

Applicant's Presentation:

Architect Craig Taylor, Taylor Kurtz Architecture and Design, Inc., and Landscape Architect Jennifer Stamp, Durante Kreuk, Ltd., presented the project on behalf of the applicant.

Panel Discussion: Comments from the Panel were as follows:

1. Appreciate the simple urban form of the building with low density; *Noted*
2. Like the urban treatment of the paving; it is simple and ties in with the building; *Noted*
3. Consider adding another bench similar to the one proposed along No. 3 Road; *The architect and landscape architect have reviewed and have added an additional bench similar to the one proposed along No. 3 Road along Granville Avenue at the corner plaza, next to the building entry, and adjacent to the new planting.*
4. Proposed treatment of the roof is fine considering the scale and urban context of the development; a green roof may not be necessary; *Noted (Refer to comments below)*
5. Site layout is simple and efficient; like the architecture of the building; materials are good; *Noted*
6. Don't like the roof; consider light screening for the roof top units; would be nice to see a 3D rendering of the roof; *The landscape architect has reviewed and proposed a non-vegetated roofscape, which integrates with the architectural screening developed by the architect for the rooftop unit area. Decorative pebbles in shades of grey and brown are proposed to add colour and interest to the roofscape. Consideration was given to views from above.*
7. Appreciate the provision for accessible parking spaces; concern that a parked car in one of the accessible parking spaces may block the common pedestrian walkway; note that the accessible parking spaces are close to the City sidewalk; *We believe that this comment was based on a misunderstanding of the drawing. The accessible parking stall does not block the pedestrian walkway.*

8. Architectural form and character is well resolved; appreciate the canopies and columns; *Noted*
9. The corner is celebrated very well; overall, a great scheme; *Noted*
10. the rooftop is sufficient; a green roof would be difficult to integrate in view of the small size and scale of the building; *Noted (See comments above)*
11. Look at the size of the roof top units and how it will impact the roofscape; consider appropriate screening if necessary; *See above response*
12. Architecture is clean and clear; share the City's concern regarding the hierarchy of ground plane material quality; further design development is needed for the concrete paving at the back of the building; *Completed as per staff comments.*
13. Consider some tint on the concrete paving to add warmth and relate to the finishing materials on the façade; *The landscape architect has reviewed and further developed the concrete special paving, adding a tint to the concrete to add warmth to the architectural finishing materials.*
14. Agree with comment regarding the need for additional furniture considering the size and scale of the outdoor spaces; *Comment addressed – see response above*
15. Concern on the long-term survivability of the narrow planting strip on the east side of the building; stepping stones need to be aligned; *The landscape architect has reviewed and re-aligned the stepping stones with the parking stalls. Wheel-stops have been added to the parking stalls which are adjacent to the planting strip, as well as the parking stalls along the southern edge of the site to protect plants.*
16. Consider a different colour/green area in one portion of the roof to provide more interest to the neighbouring developments; *Comment addressed – see response above*
17. Overall, a very well developed scheme; appropriate context for a small commercial building; applicant should follow through on details of how different materials and planar elements meet as it requires good resolution and construction quality or the building may look like a box with random elements; *The applicant agrees with the above comment and will commit to providing well considered details to ensure the intent of the overlapping planes is maintained in the constructed building.*
18. The roof is a big concern; different rock placements are not strong enough; further design development of the roof is needed, e.g. consider a simple reflective white roof and screen roof top units or a green roof; *See comments above.*
19. Exterior finishes are appropriate in terms of quality, texture, and subdued colours; use of wood soffits will complement the subdued colours and provide some warmth to the cooler concrete block and metal panels; *Acknowledged*
20. The building looks different from typical retail square box projects; *Noted*
21. Southwest canopy will provide sun shading and energy benefits to the building; *Noted*

22. Green roof would be a good idea; however, agree with comments that in view of the size of the project, it would be economically difficult; *Noted*
23. Consider rooftop mechanical system with a heat recovery feature; *The applicant will work with the mechanical consultant and encourage the use of a heat recovery feature with the mechanical system.*
24. Overall, a good energy conservation approach to the building; *Noted*
25. Appreciate the open safe design of the development; *Noted*
26. Custom wood bench top is prone to use by skateboarders; provide spacers on the bench for protection; *Skateboard deterrents have been incorporated into the design of the seating*
27. Site is located in a very prominent corner and high density area; proposed development is a nice one-storey bank; has a nice pavilion feel to it; double volume glass element at the corner looks striking from a distance; quality of materials is good; building canopies are nice; interesting variety of elevations; and *Noted*
28. Consider screening for roof top units on the roof considering their size and provide a better ballast design. *Repeat comment – See response above.*

Crime Prevention Through Environmental Design (CPTED) Features:

Policy Reference:

- Development Permit Guidelines, Section 14.2.11: Crime Prevention Through Environmental Design

Natural Access Control:

- Canopies and landscaped walkways guide people naturally from parking lot to public street frontages and on toward building entry;
- Building is served by a single entry vestibule with highly visible glazed doorways on the west and east elevations. Building entry orients the public to the street;
- Building signage naturally orients the public toward the entry vestibule;

Natural Surveillance:

- Extensive glazing in the entry vestibule as well as all other building elevations provide easy visibility to exterior activities;
- All exterior building elevations and landscaping are designed to be visible from at least one street frontage and are also visible from neighbouring high rise residential units;
- Building is oriented tightly to the street and is generously glazed, improving visibility to interior activity;
- Landscape and groundcover planting is low profile with no hidden areas

Territoriality – Defensible Space:

- Street frontages are designed to encourage pedestrian presence and activity;
- Parking area is visible from the street; parking separation from the street is implied by hard and soft landscape elements; avoiding construction of fences.
- Suitable exterior site lighting will supplement visibility at night; full cut-off fixtures will ensure lighting glare does not fall on neighbouring properties.

Maintenance:

Grounds, landscape, fixtures and lighting will be maintained to ensure visibility and safety.

Sustainability Features

Overview:

Site & Orientation:

- Oriented on site to ensure maximum day lighting benefit
- Increased area of shrub, perennial and tree planting to reduce heat island effect and to provide additional habitat for birds and insects.
- The selected plants are adaptable to temporary drought and wet periods and will be irrigated using a high efficiency irrigation system
- The plants are chosen for their robustness in the urban environment and their minimal need for irrigation
- Full cut off fixtures ensures lighting glare does not fall on to neighbouring properties

Access & Transportation

- Located 500m South of Brighthouse Station (Canada Line)
- Local and commuter bus routes extending in all four directions from intersection
- Visitor bike racks for minimum 5 bikes
- Strengthens and promotes pedestrian and bike pathways

Architecture:

- Glazing placement ensures maximum light penetration and minimizes solar heat gain
- Carefully considered sun shades over glazing exposures
- High performance double glazed sealed units in thermally broken curtain wall system
- High performance wall and roof assemblies, ensures thermal performance of the building
- Light collared roof membrane / coverings to reduce the heat island effect
- Low VOC interior finishes / attention to indoor air quality
- Materials specified with high recycled content wherever possible

Building Systems:

- Energy efficient mechanical systems
- Low flow plumbing fixtures
- Energy efficient lighting fixtures



No. DP 12-622179

To the Holder: Wesgroup Properties
Property Address: 7000 No. 3 Road and 8040 Granville Avenue
Address: 2000 - 1055 Dunsmuir St., Vancouver BC V7X1J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #10 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$83,090.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 12-622179

To the Holder: Wesgroup Properties
Property Address: 7000 No. 3 Road and 8040 Granville Avenue
Address: 2000 - 1055 Dunsmuir St., Vancouver BC V7X1J1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

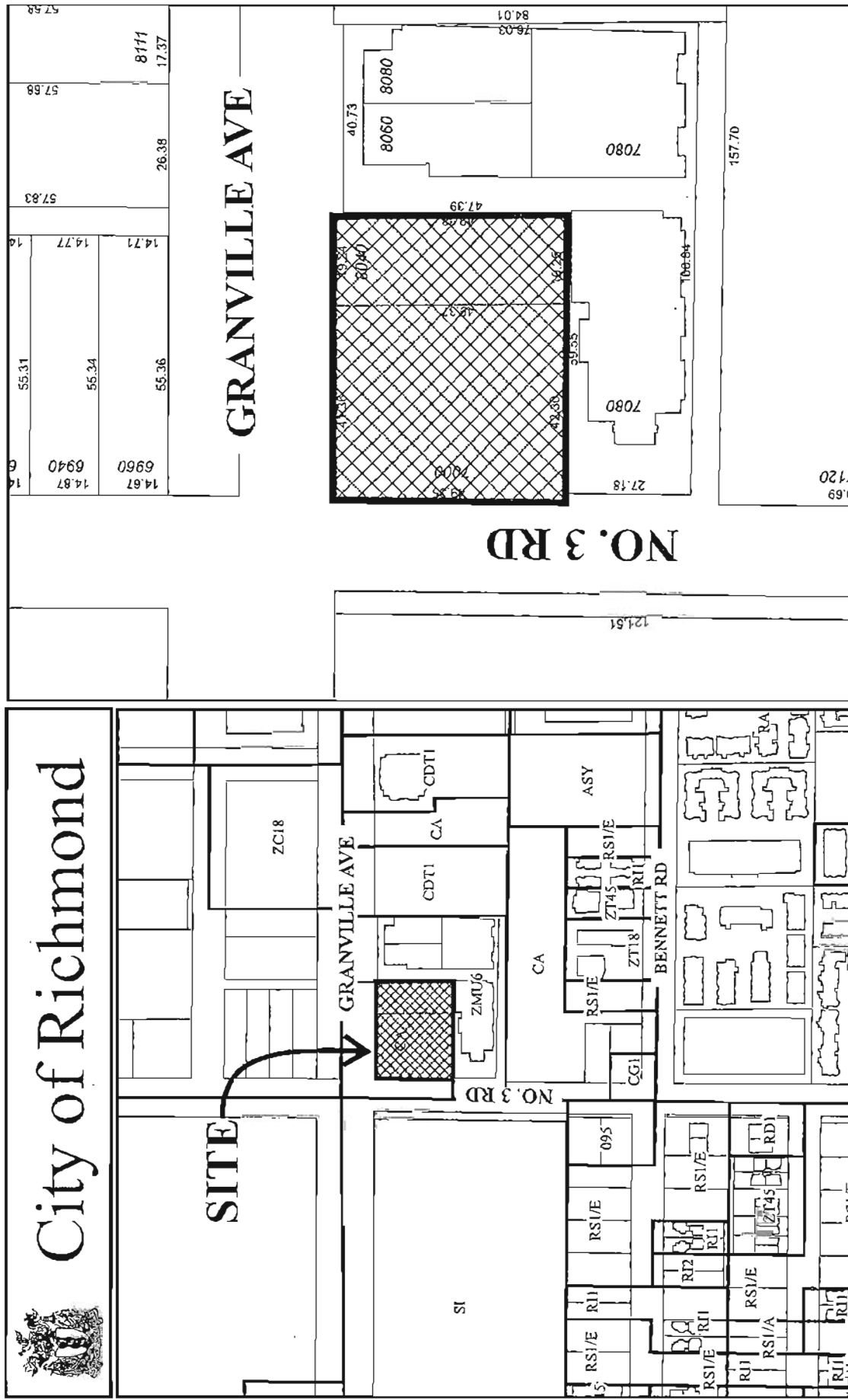
MAYOR



Original Date: 10/19/12

Revision Date:

Note: Dimensions are in METRES



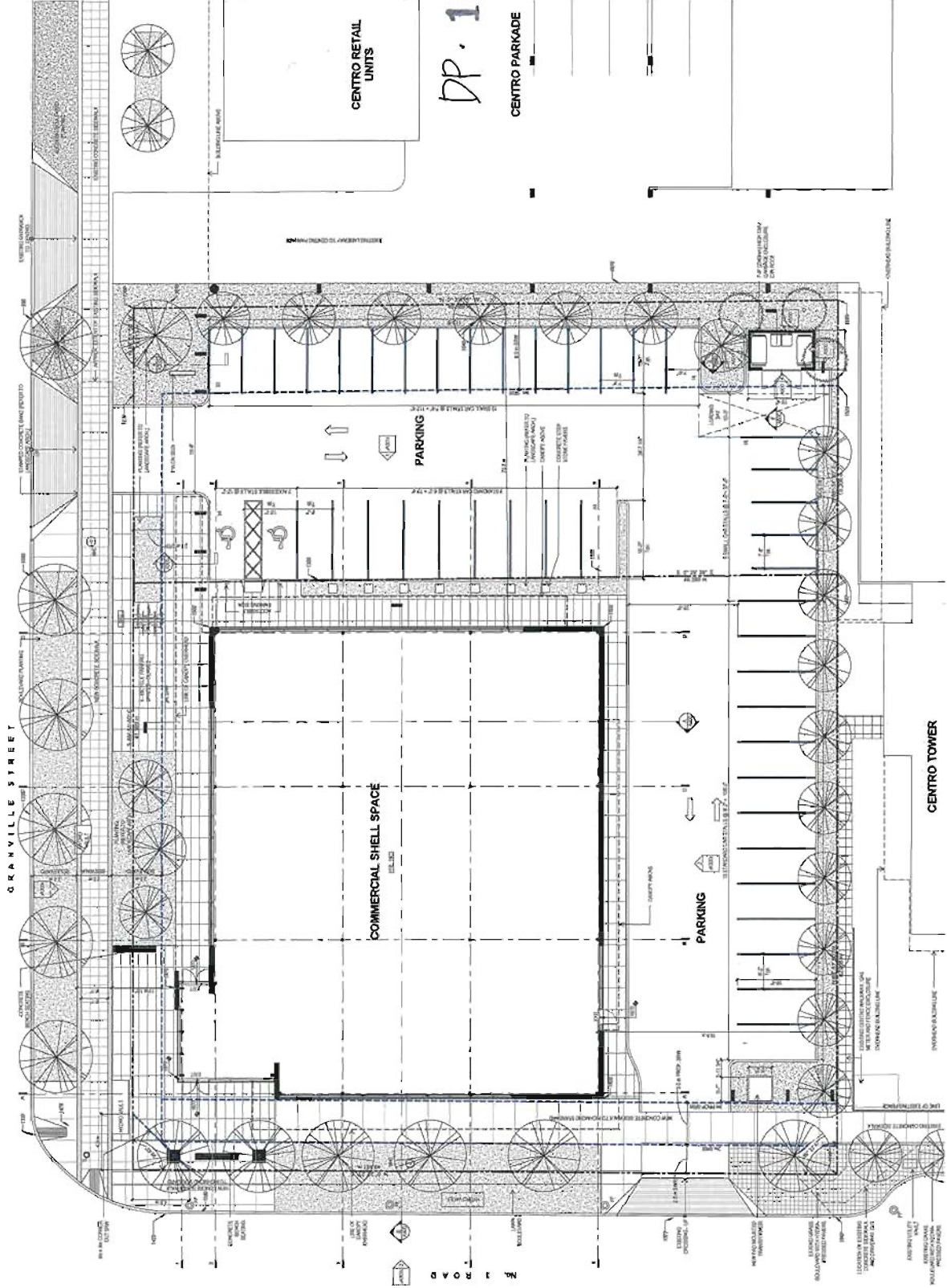
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MAY 06 2013

DP. 12622179

CENTRO PARKADE

CENTRO RETAIL UNITS



#3

MAY 06 2013

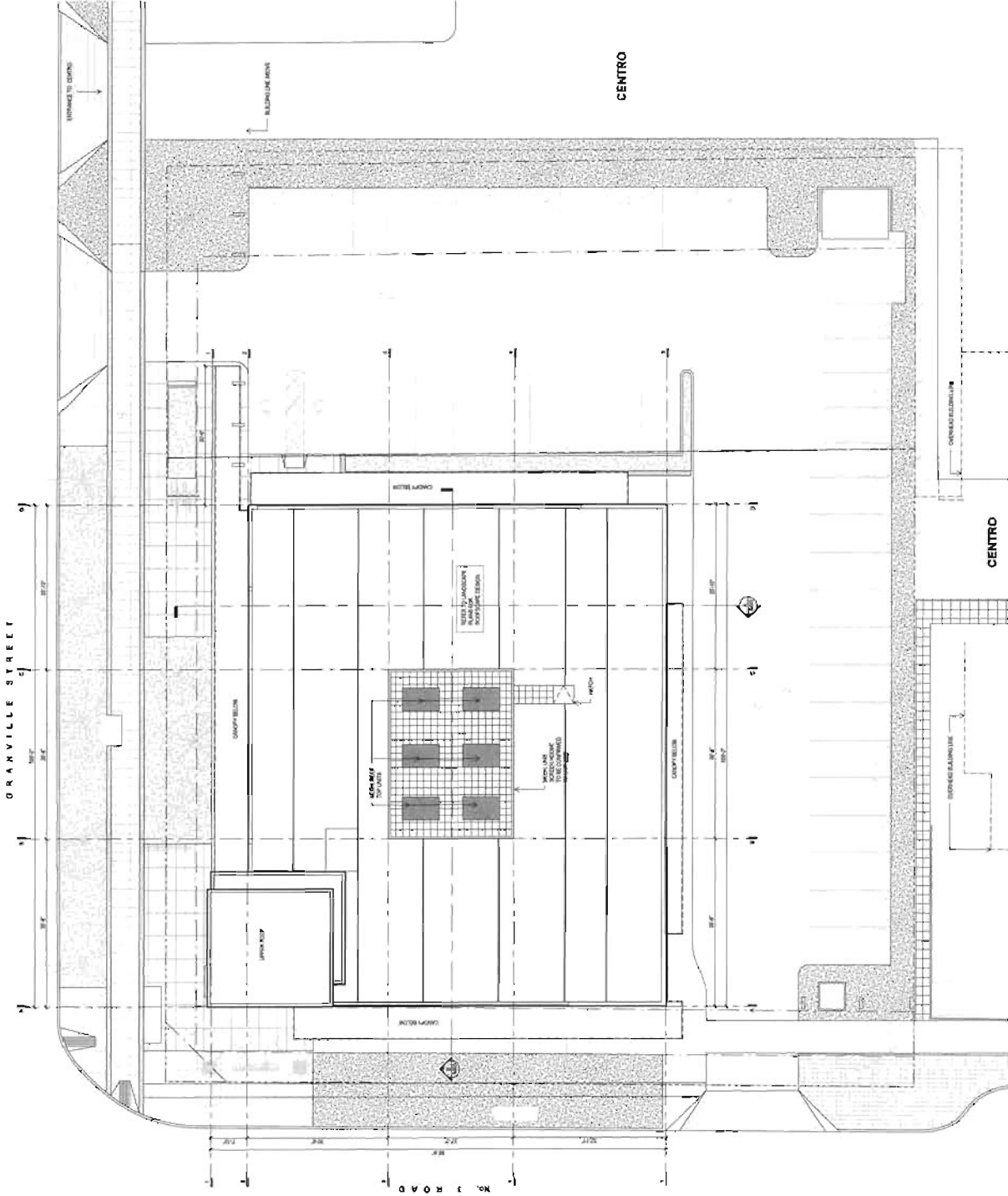
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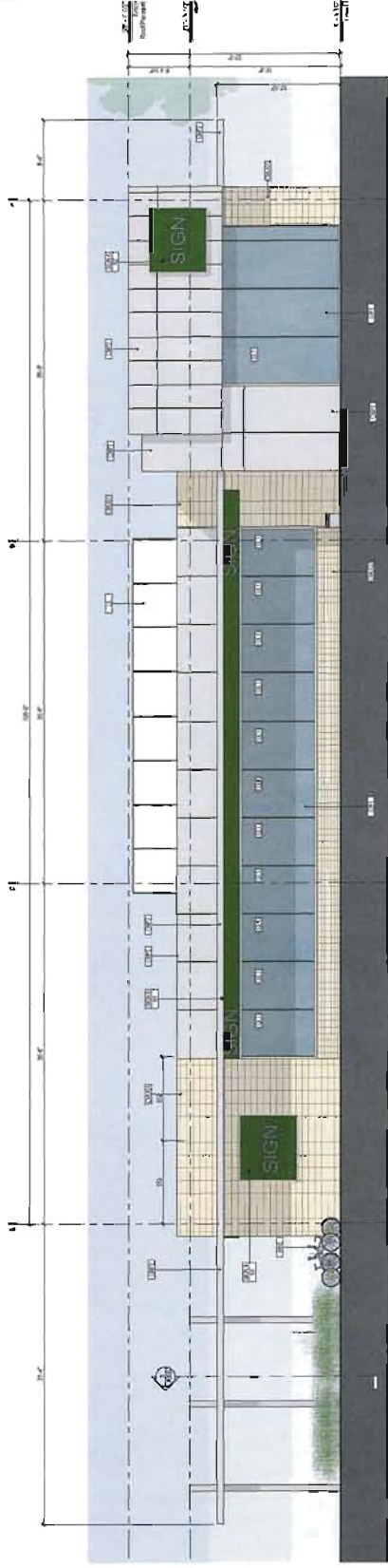
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2	ISSUED	05/06/2013
3	ISSUED	05/06/2013
4	ISSUED	05/06/2013
5	ISSUED	05/06/2013
6	ISSUED	05/06/2013
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98	ISSUED	05/06/2013
99	ISSUED	05/06/2013
100	ISSUED	05/06/2013

TAYLOR KURTZ
ARCHITECTS
1000 No. 1 Road, Richmond BC
V6V 1A1
Tel: 604.273.1111
Fax: 604.273.1112
www.taylorkurtz.com

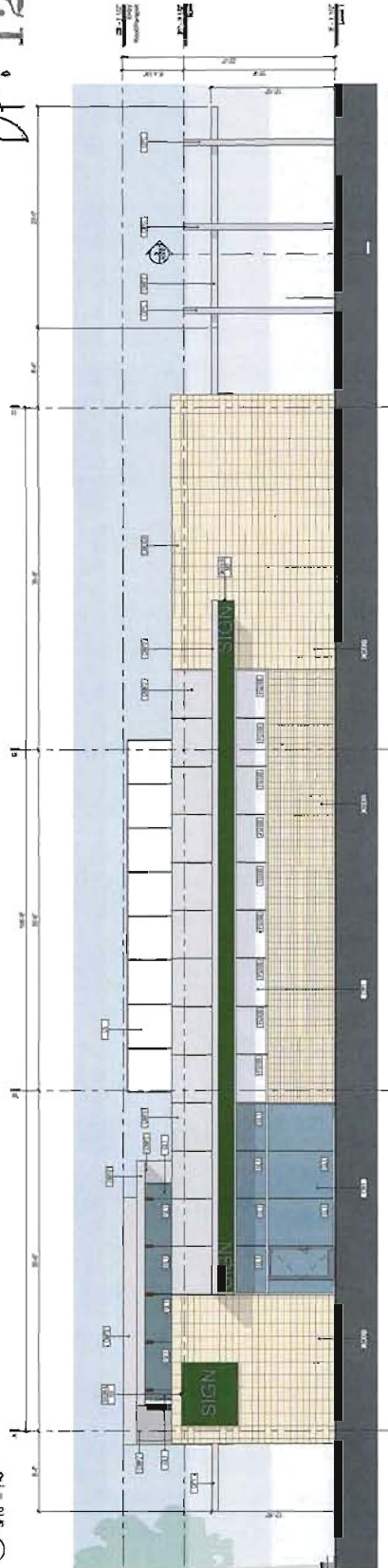
wesgroup
Richmond Commercial
Building
1000 No. 1 Road, Richmond BC
Roof Plan

A102

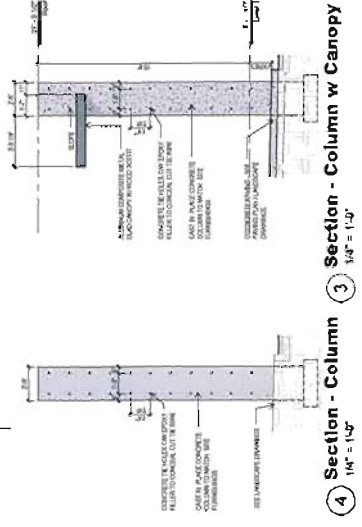




① North Elevation
3/16" = 1'-0"



② South Elevation
3/16" = 1'-0"



③ Section - Column
1/4" = 1'-0"

TAYLOR KURTZ
 ARCHITECTS PLLC
 wesgroup
 Richmond Commercial
 Building
 1000 Ave J East, Richmond, VA
 Building Elevations

NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	05/06/2013
2	ISSUED FOR PERMITTING	05/06/2013
3	ISSUED FOR PERMITTING	05/06/2013
4	ISSUED FOR PERMITTING	05/06/2013
5	ISSUED FOR PERMITTING	05/06/2013
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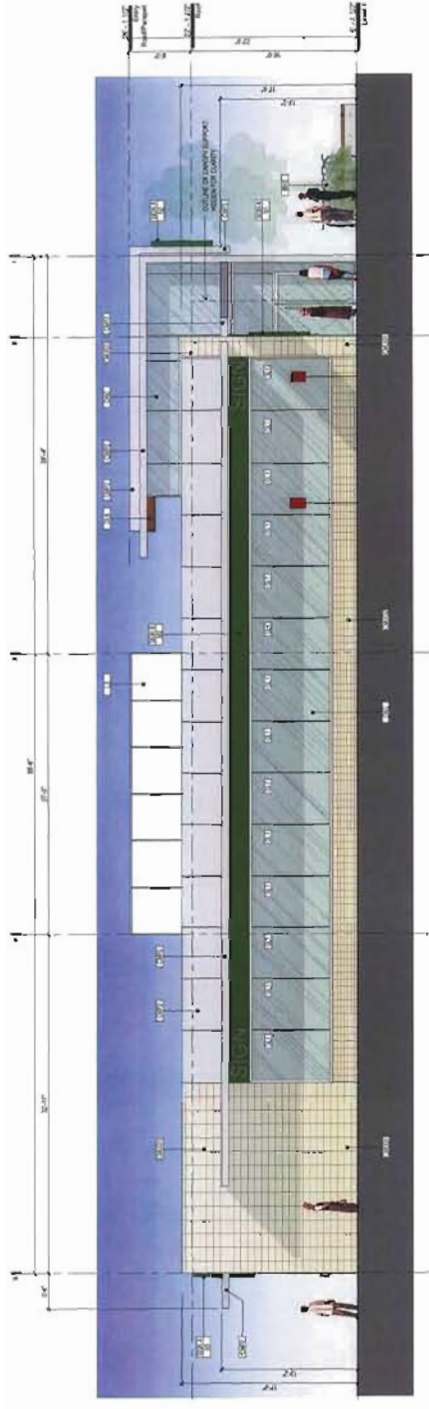
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MAY 06 2013

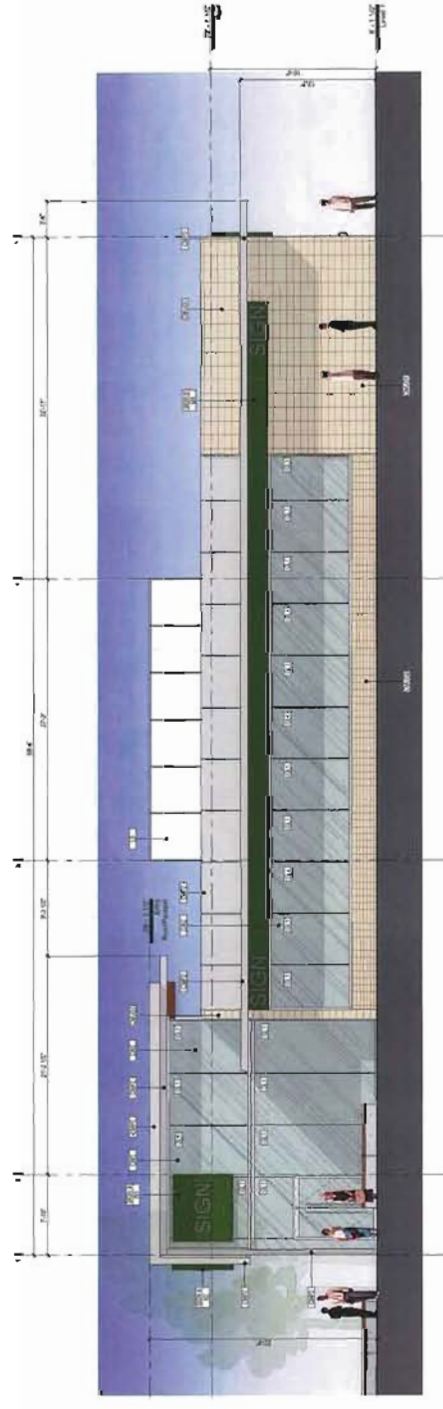
DP-12622179

1	ISSUED FOR PERMITTING	05/06/2013
2	ISSUED FOR PERMITTING	05/06/2013
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18	ISSUED FOR PERMITTING	05/06/2013
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20	ISSUED FOR PERMITTING	05/06/2013

TAYLOR KURTZ
wesgroup
 Richmond Commercial
 Building Elevations
 1000 No. 5 Road, Richmond BC
A301



1 East Elevation
3/16" = 1'-0"



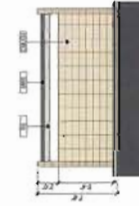
2 West Elevation
3/16" = 1'-0"



7 South Elevation - Garbage Enclosure
3/16" = 1'-0"



6 East Elevation - Garbage Enclosure
3/16" = 1'-0"



5 North Elevation - Garbage Enclosure
3/16" = 1'-0"

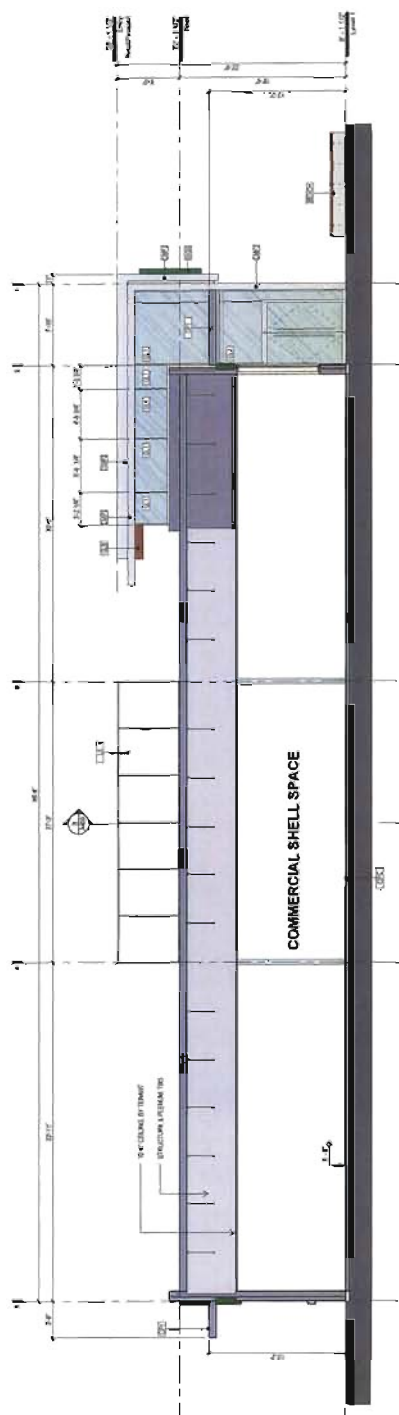


8 West Elevation - Garbage Enclosure
3/16" = 1'-0"

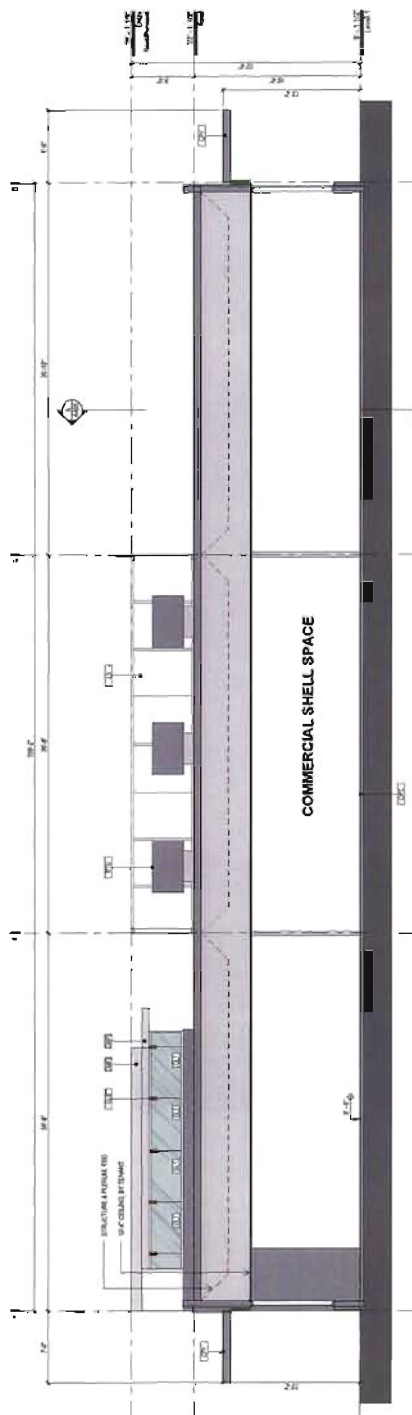


MAY 06 2013

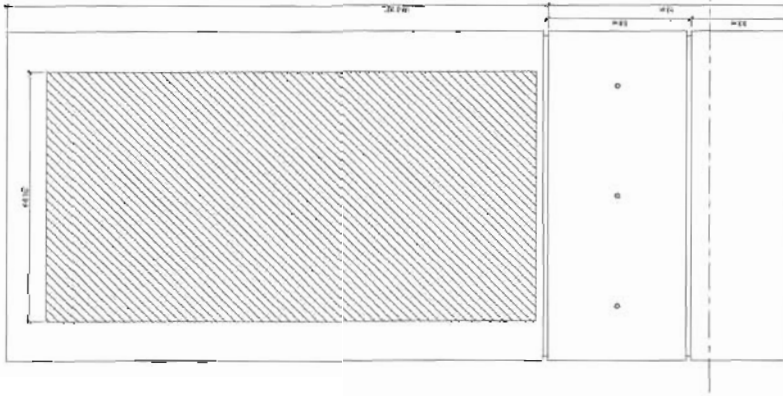
D. 12622179



Section A
3/15 = 1/5



Section B
3/16" = 1'-0"



CONCRETE BASE AND POST SHALL BE CONCRETE. SIGN SHALL BE ALUMINUM. SIGN SHALL BE ALUMINUM. SIGN SHALL BE ALUMINUM.

① Freestanding Sign
1" = 1'-0"



④ Fascia Sign - B
1" = 1'-0"

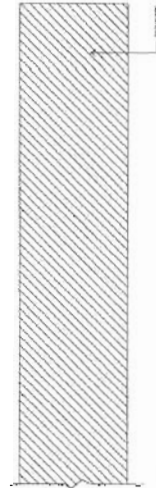


② Fascia Sign - A
1" = 1'-0"

SIGNAGE SCHEDULE									
Type	Qty	Type	Height	Width	Area	Sign Area	Sign Area	Sign Area	Comments
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2	1	2	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
3	1	3	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
4	1	4	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
5	1	5	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
6	1	6	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
7	1	7	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
8	1	8	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
9	1	9	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
10	1	10	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
11	1	11	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
12	1	12	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
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18	1	18	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
19	1	19	4'-0"	20'-0"	80.00	20.00	20.00	20.00	
20	1	20	4'-0"	20'-0"	80.00	20.00	20.00	20.00	

CONCRETE BASE AND POST SHALL BE CONCRETE. SIGN SHALL BE ALUMINUM. SIGN SHALL BE ALUMINUM. SIGN SHALL BE ALUMINUM.

[FACIA SIGN]



CONCRETE BASE AND POST SHALL BE CONCRETE. SIGN SHALL BE ALUMINUM. SIGN SHALL BE ALUMINUM. SIGN SHALL BE ALUMINUM.

TKA+D

#7

MAY 06 2013

DP, 12622179

TAYLOR KURTZ
wesgroup
Richmond Commercial
Building
1000 No. 3 Road, Richmond BC
Tenant Signage
A700

TP. 12622179



1	April 17	Received for
2	April 17	Received for
3	April 17	Received for
4	April 17	Received for



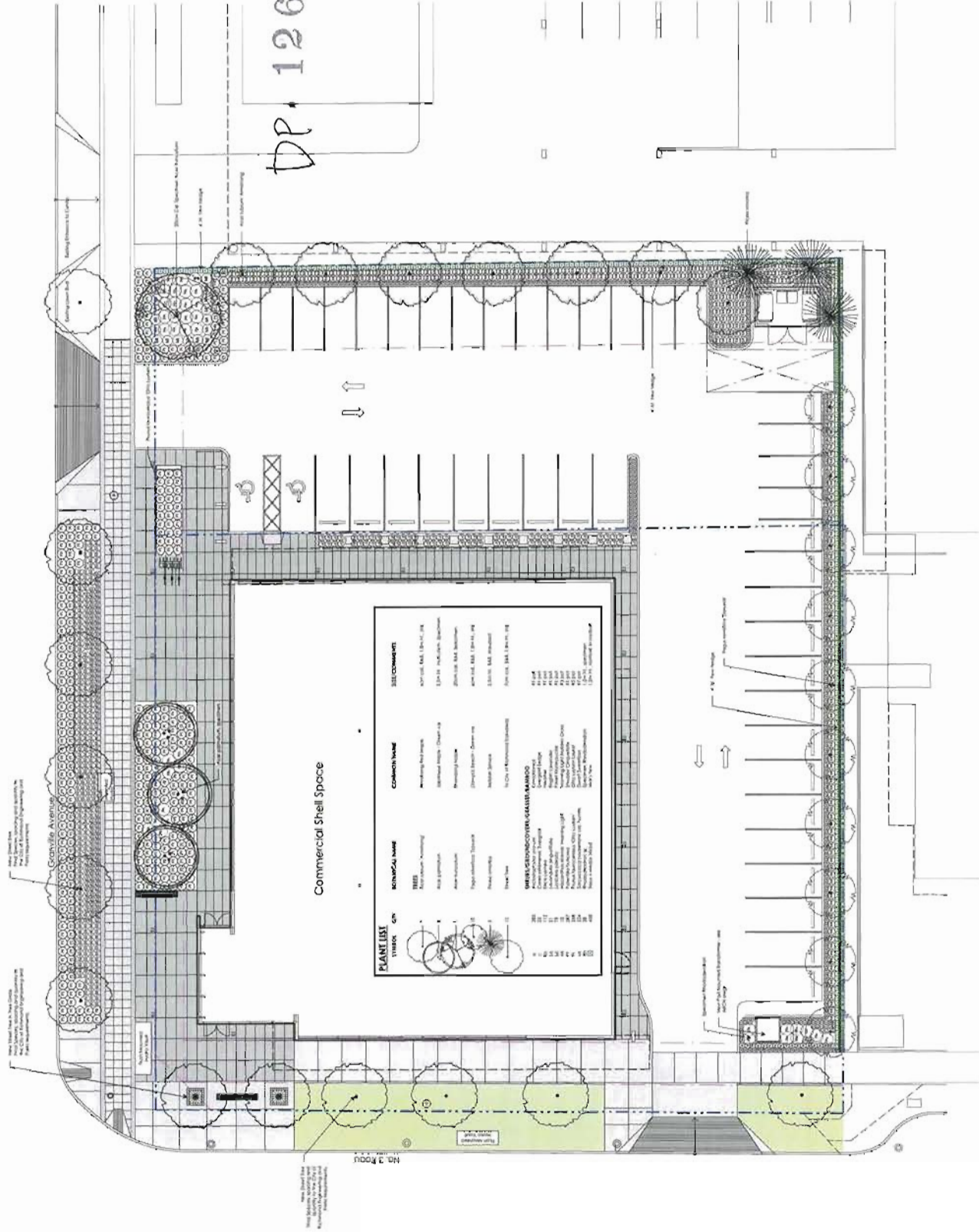
**RICHMOND COMMERCIAL
BUILDING
7000 No. J Road,
Richmond, BC**

[illegible]

Plotting Plan

Ground Level
12065 Planting Plan

1-2 3





① PANORAMA VIEW - GRANVILLE STREET & No.3 ROAD



② AERIAL VIEW



③ SOUTH - WEST VIEW



④ NORTH - WEST VIEW



⑤ NORTH - WEST VIEW



⑥ NORTH - EAST VIEW



⑦ NORTH - EAST VIEW
(GRANVILLE STREET &
No.3 ROAD)



⑧ NORTH - WEST VIEW
(RICHMOND CITY HALL)



⑨ NORTH - WEST VIEW
(RICHMOND CITY HALL)



⑩ NORTH - EAST VIEW
(GRANVILLE STREET)

REFERENCE PLAN

MAY 06 2013

DP.

12622179



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: May 1, 2013

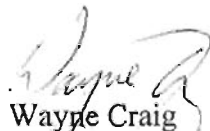
From: Wayne Craig
Director of Development

File: DP 12 - 623994
HA 12 - 624406

Re: Application by Cotter Architects Inc. for a Development Permit and a
Heritage Alteration Permit at 3531 Bayview Street

Staff Recommendations:

1. That a Development Permit be issued which would permit the construction of a new two-storey mixed-use building over one (1) level of parking at 3531 Bayview Street;
2. That a Heritage Alteration Permit be issued for the site at 3531 Bayview Street in accordance with Development Permit 12 – 623994; and
3. That Development Permit No. 85-060 for the former building on the site be discharged from the Land Title Record.



Wayne Craig
Director of Development

BK:kt

Att.

Staff Report

Origin

Cotter Architects Inc. has applied to the City of Richmond for permission to develop a two-storey mixed use building with one (1) level of parking for 30 cars provided under the building at 3531 Bayview Street, on a site currently zoned IL Light Industrial. The building would feature six (6) ground oriented commercial units with a total commercial retail area of 708.76 sq. m (7,629 sq. ft.), and six (6) dwelling units. The site is currently vacant as the building formerly occupying the site was demolished in May 2011.

The site is being rezoned from “Light Industrial (IL)” to “Commercial Mixed Use (ZMU22) – Steveston Commercial” for this project under Bylaw 9001 (application RZ 12 - 615239). Bylaw 9001 received Third Reading following the Public Hearing on March 18, 2013 and the conditions associated with Final Adoption of the Rezoning are being addressed by the owner.

A Servicing Agreement for road improvements on Bayview Street, 3rd Avenue and the lane to the east, including a crosswalk on Bayview Street is a condition of Final Adoption of Bylaw No. 9001.

Development Information

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

Background

The site is located at the north-east corner of Bayview Street and 3rd Avenue in the Steveston Village. To the east of the site is a municipal lane. Under the Steveston Village Conservation Strategy (the Strategy) the site can be developed at a maximum density of 1.6 FAR, and a height of three-storeys. The proposed development is consistent with the provisions of the Strategy, although the proposal is only for a density of 1.18 FAR.

The designation of the Steveston Village Core as a Heritage Conservation Area requires a Council-issued Heritage Alteration Permit in tandem with the Development Permit.

Development surrounding the subject site is as follows:

- To the North: Existing commercial buildings: zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;
- To the East: Existing commercial building: zoned “Steveston Commercial (CS2)”, maximum height two (2) storeys;
- To the South: Vacant remediated parcel zoned “Light Industrial (IL)”; and
- To the West: Historic site zoned “Light Industrial (IL)” occupied by the Gulf of Georgia Cannery National Historic Site.

- The proposed building would introduce a character with a strong urban retail frontage on the south and west of the site, and upper storey residential units, generally in keeping with recent developments in the Steveston Village.

- The proposal meets the size and massing requirements contained within the Steveston Area Plan and the Steveston Village Conservation Strategy. The site has a land use designation of "Heritage Mixed Use (Commercial-Industrial with Residential & Office Above). The finishes on the building facades would be in keeping with the Development Permit guidelines in the Area Plan.

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage. Adjustments and further design development undertaken during the Development Permit review process have addressed the issues raised and are described in italics.

- Bayview Street elevation with further articulation of the facade, and design changes to strengthen the reference to the historic lot lines;
The articulation of the facade has been increased and a varied palette of materials has been proposed. The result is an improved facade design and a stronger reference to the historic lot lines.
- Roof pitch and massing to be further detailed;
The proposed roof form and pitch have been simplified and roof line variation has been introduced to minimize the roof massing impacts.
- Glazing on north facade (main entrance to second floor apartment) to be revisited;
The project architect has introduced additional window division and details, including a narrow horizontal band that helps to break up the dominance of this design feature.
- Signage to be reviewed by staff to ensure compliance with the Steveston Village Conservation Strategy and the Sign Regulation Bylaw.
The proposed signage appears to be consistent with the Sign Regulation Bylaw and the Strategy. Individual Sign Permit applications will require issuance of a separate Heritage Alteration Permit, delegated to the Director of Development.

The Public Hearing for the rezoning of this site was held on March 18, 2013. At the Public Hearing, there were no concerns expressed about rezoning the property.

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, the proposal complies with the intent of the applicable sections of the Official Community Plan and the Steveston Area Plan.

Previous Development Permit

Development Permit No. 85-060 was registered on the title of the property in 1985 to control the development of the previous building on the site. As this building has been demolished and the proposed building requires a new development permit, it is recommended that Council authorize the discharge of Development Permit No. 85-060 from the title of the property.

Advisory Design Panel Comments

The project was reviewed by the Advisory Design Panel (ADP) on April 4, 2013. The ADP was generally supportive of the development and stated that the proposal presented an effective mixed-use design in the heritage context of the Steveston Village. The palette presented by the architect was supported by the ADP as a departure from typical colour schemes for commercial buildings and was considered appropriate within the Steveston Village. Roofing material was discussed and the architect has proposed a high quality shake profile roof shingle as a reference to traditional cedar roofing used in the past. A copy of the relevant excerpt from the Advisory Design Panel Minutes from April 4, 2013 is attached for reference (**Attachment 2**).

The ADP provided comments and direction to the architect to work on two specific aspects of the design: resolution of the impervious surface along Bayview Street; and the use of materials to strengthen the link between the project and the industrial character of the area. The landscape plan has been amended to introduce a variety of paving materials and colours to break up the paved area, and landscaped areas have been shown along the frontage of the site.

Specific building materials discussed by the ADP focused on the roofing material and the use of cultured stone veneer on the base of the building. The roofing material will be a shake profile asphalt shingle, and the building base will feature real stone to address the ADP comments. It was suggested that board finished concrete be used, echoing the industrial character of the area, but staff noted opposition to exposed concrete had been raised at a public information meeting and at the review of the project by the Richmond Heritage Commission.

The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Staff are satisfied with the design development undertaken by the architect in response to the ADP comments and recommendations.

Analysis

Conditions of Adjacency

- The proposed building would introduce a strong urban retail frontage to the site, with residential on the upper floor, consistent with other recent developments in the Steveston Village.
- A strong character –defining site feature is the site grade, which falls approximately 1.8 m from south the north. The south portion of the eastern adjacent property has been excavated during the past and a parking lot has been constructed beneath the building.
- Properties to the north are all one-storey older commercial buildings, with rear parking areas, providing separation from the three-storey facade of the proposed building.
- The Steveston Village Conservation Strategy encourages mixed-use buildings with residential above commercial, at a height of two and three storeys. Ultimate re-development of Moncton Street to the north of site will likely features some two-storey buildings, addressing adjacency and compatibility issues.

Urban Design and Site Planning

- The proposed development meets the intention of the Steveston Area Plan Design Guidelines for new development in the Steveston Village Heritage Conservation Area. The type, scale and character of the building is also compatible with the requirements and guidelines of the Steveston Village Conservation Strategy.
- The proposed building addresses the site grade change which occurs across the property, with the north of the site approximately 1.8 m lower than the south portion of the site.
- The building presents a two-storey pitched roof facade on the south, fronting onto Bayview Street, and three-storey facade with a varied roof line to the north of the site. The third storey on the north facade results from the under-building parking structure, and a commercial unit that fronts onto 3rd Avenue to the west.
- Pedestrian access to the commercial units is achieved with direct street access to the units fronting Bayview Street and 3rd Avenue.
- Two (2) residential units – one (1) large apartment and self-contained house-keeper's unit within the apartment – would be accessed from the 3rd Avenue side of the site, the lowest portion of the site.
- The remaining four (4) residential units would have access from the lane on the east side of the site, secondary access for the house-keeper's unit is also provided from the lane.
- The exact configuration of off-site works including the location of the sidewalk and boulevard configuration is undetermined at this time. The Transportation Division is in the process of public consultation regarding potential streetscape improvements on Bayview Street that might have an impact on the sidewalk location and alignment, and planting configuration. The ultimate design will be constructed through a Servicing Agreement with the City or through a cash-in-lieu contribution, subject to the outcome of the Transportation Division's streetscape study for Bayview Street.
- The proposed landscaping design shows planting areas which extend off-site into the public road rights-of-way. The location of planting at the south-west and south-east corners of the site is proposed to help manage the transition in grade as the sidewalks turn these corners. Ultimate design of these planting areas will be coordinated with frontage works through the Servicing Agreement.
- The subject property is encumbered by 5.0 m wide Servicing Right-of-Way for an existing box drainage culvert which runs along the entire south edge of the site. This right-of-way pushes the building back from the south property line by the proposed 5.6 m setback.
- Five (5) of the six (6) apartment units would have some dedicated private outdoor space in the form of patios or second floor deck space, and three (3) of the units would have access to private roof-top amenity areas. The sixth dwelling unit is the housekeeper's located within the large apartment, and has no dedicated outdoor area.
- Vehicle parking for residents is provided in a parking structure under the building. It is proposed that 10 of the residential parking spaces would be provided in enclosed garages, and the balance of required residential and commercial parking – an additional 20 spaces – provided in the shared parking area under the building.
- Residential visitors' stalls are shared with the commercial parking, consistent with the Zoning Bylaw. The size and configuration of parking stalls meets the minimum requirements of the Zoning Bylaw.

- Actual parking provided is:
 - 1.8 spaces per dwelling unit for a total of 11 residential spaces plus 1 visitors' space.
 - 2 spaces per 100 sq. m of commercial area, or 18 commercial spaces, consistent with the provisions of the Steveston Village Conservation Strategy.
- Long term bike storage is provided in a storage area in the parking structure, and within the private garages, and two additional locking storage areas are provided in the parking garage. Six Class 2 spaces (a bicycle rack) will also be provided on the south of the site, near the proposed commercial units. The number of bike parking spaces proposed would meet the requirements of the Zoning Bylaw.
- The garbage and recycling area is provided within the parking level. The number of containers needed for this development meets City requirements. Garbage collection services will be provided by private contract.

Design Guidelines Compliance

- The development would meet the development permit guidelines for the Steveston Village with the varied roof line proposed, and the clear articulation with a strong base to the building differentiated from the upper floor. Residential windows are proposed to have a design reminiscent of windows used in the past and overall high quality of materials is proposed.
- Weather protection is provided for commercial units in the form of flat metal and panel glass canopies, which are well integrated into the building design and meet the guidelines for the area.
- The proposed building design achieves a functional reference to the historic lot lines for the property, as required in the Steveston Area Plan.
- An articulated roof line is proposed and functional roof top deck areas would be provided, consistent with the Development Permit guidelines.
- Commercial unit entrances are well articulated and are recessed from the front wall of the building, breaking up the facade and echoing a historical pattern of individual store-fronts.

Architectural Form and Character

- The overall height and massing of the proposal meets the guidelines of the area plan and the Steveston Village Conservation Strategy.
- The Steveston Village Conservation Strategy identifies the fine grain of development as a key heritage feature of the Village. Building design should reflect the historic lot lines in the Village. The proposed building reflects and reinforces this heritage character through articulation of the building, colour and materials. There is adequate articulation along the street frontages, in particular on Bayview Street, with a variety of material types and projections from the main building envelope.
- Proposed materials would vary across the facade, and features hardie lap siding and shingle siding, consistent with the design guidelines in the Steveston Area Plan. The proposed cultured stone base helps to ground the building.
- Duroid shingles in a grey shake profile and colour will finish the roof.
- The exterior colours are drawn from the Benjamin Moore Vancouver heritage palette: Strathcona Gold is proposed for the shingle siding for approximately one-third of the

building, and Point Grey grey for the balance of the building. The white trim shown is a traditional colour choice and works well with the proposed design. A colour board will be presented at the Development Permit Panel meeting.

- Windows are proposed to be charcoal grey, providing contrast in the facade. A large feature glazed area on the north side of the building is also proposed. A variety of windows are proposed for the building, with commercial units featuring powder-coated aluminum commercial windows.
- For the residential units, two-thirds of the windows will be real wood framed windows with a metal veneer on the exterior. One-third of the windows would be a high-quality vinyl windows painted to match the other windows used in the building. The use of the vinyl windows is limited to the east and north of the building.

Landscape and Open Space Design

- The former site configuration featured a parking lot on the east portion of the site, set at approximately 1.8 m below the elevation of Bayview Street, and a building occupying the west portion of the site. Landscaping was limited to a small grass boulevard on the Bayview street frontage. Accordingly, there are no existing trees or other landscaping on the site which could be incorporated into the landscape design.
- The Steveston Area Plan provides guidelines for landscaping in this area, which suggest that the frontage of sites fronting on Bayview Street have low planted areas and planters, without large trees, maintaining the historic open feel of the waterfront areas and preserving views to the Fraser River. The proposed landscaping responds well to this public realm objective.
- As most of the areas fronting Bayview Street will have pavement as a dominant feature, the applicant is proposing concrete unit pavers at the commercial frontage in contrasting colours and accent bands. A soldier course of unit pavers will be used as a band to define the commercial frontages. The paved area south of the building is proposed to be broken up with contrasting bands of pavers. The stairway at the west will be a semi-permanent modular stair unit that can be removed for access to the culvert if required.

Sustainability measures

A range of sustainability measures are proposed by the applicant including:

- Brownfield redevelopment;
- Multiple uses into one development;
- Close proximity to neighborhood service centre and recreation amenities;
- Adjacent to transit;
- On-site bicycle storage;
- Secure common areas for recycling, organics and garbage storage;
- Rapidly renewable wood-frame construction for upper stories;
- High-albedo roofing;
- Low-emissions paints and sealers;
- Low-E double pane windows;
- Drought-resistant planting requiring minimal irrigation;
- Energy-efficient LED lighting;
- Energy star appliances;
- Adaptable housing compliance; and

- Programmable thermostats

Crime Prevention through Environmental Design

- The proposed building design features considerable glazing of lower floor commercial units, providing opportunities for casual surveillance of the outdoor spaces of the building.
- There is good casual surveillance to the ground floor area and surrounding streets from the proposed residential units and the street to provide a sense of additional security.
- In order to enhance security on the east side of the site, a locking entrance gate is proposed at the bottom of the stairs leading to the residential access.
- An entrance gate is also proposed for the residential entrance from 3rd Avenue. Gates are proposed to be a decorative black metal, consistent with the materials and design proposed for the building.
- To increase safety at night, wall mounted marine-style lamps are proposed along the retail – commercial frontage.

Accessible Housing

- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
 - Stairwell hand rails.
 - Lever-type handles for plumbing fixtures and door handles.
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.
- The largest proposed apartment will also feature wider hallways and has elevator access directly to the unit, achieving some of the adaptable housing guidelines.

Heritage Alteration Permit


- The development site is located within the Steveston Village Heritage Conservation Area and all new development requires a Heritage Alteration Permit (HAP) issued by Council. The HAP has been drafted to require construction to be as per the Development Permit issued for the site.
- The proposed building design meets the design guidelines for new development in the Village, and would be compatible with the existing character of the surrounding area.

Conclusions

The proposed development is consistent with the Development Permit Guidelines for Steveston Village, as outlined in the Steveston Area Plan. The proposal also meets the guidelines, density provisions, and parking reductions of the Steveston Village Conservation Strategy.

The proposed massing and scale of the building would be a good fit with the existing character of the surrounding area, and would contribute to the on-going re-development of the

Steveston Village as a high-quality mixed use area. Staff support the proposed development.


Barry Konkin
Planner 2

BK:kt

Attachment 1: Development Application Data Sheet

Attachment 2: Advisory Design Panel Minutes & Applicant responses (in italics)

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

- Payment of cash in-lieu of on-site indoor amenity space in the amount of \$2,000; and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$112,155.12.
- Discharge of Development Permit 85-060 for the former building on the site.
- Registration of a legal agreement to ensure that the shared commercial / residential parking is not assigned to any specific tenant.

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

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



DP 12 – 623994 / HA 12 - 624406

Attachment 1

Address: 3531 Bayview Street

Applicant: Cotter Architects Inc.

Owner: Penta Bayview Holdings Ltd.

Planning Area: Steveston Village

Floor Area Gross: 1,901 m²

Floor Area Net: 1,901 m²

	Existing	Proposed
Site Area:	1,619 sq. m (17,426 sq.ft)	1,611 sq. m (17,342 sq.ft) after dedication
Land Uses:	Vacant site	2-storey mixed-use building over a partially in-ground parking structure
OCP Designation:	Neighbourhood Service Centre	No change
Zoning:	Light Industrial (IL)	ZMU22 – Commercial Mixed - Use Steveston Commercial
Number of Units:	Vacant	6 Commercial units including Retail 6 Residential

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.2	1.18	none permitted
Lot Coverage:	Max. 70%	67%	None
Setback – Front Yard (west):	Min. 0 m	0	None
Setback – Side Yard (north):	Min. 1.5 m	1.5 m	None
Setback – Side Yard (south):	Min. 5.6 m	5.6 m	None
Setback – Rear Yard:	Min. 0 m	0	None
Height (m):	Max. 15 m gsc	15 m gsc	None
Lot Size:	1,619 sq. m (17,426 sq.ft)	1,611 sq. m (17,342 sq.ft) after dedication	None
Off-street Parking Spaces – Residential	8 spaces (R) 1 spaces (V) (shared with commercial)	12 spaces (R) 1 spaces (V) (shared with commercial)	None
Residential Visitors'/Commercial:	17	18	

Off-street Parking Spaces – Accessible:	1	1	None
Total off-street Spaces:	25	30	None
Amenity Space – Indoor:	Cash in lieu	Cash in lieu	None
Amenity Space – Outdoor:	NA	NA	None

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

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

DP 12-623994 – 2-STOREY MIXED USE BUILDING WITH 6 DWELLING UNITS AND 6 CRUS

APPLICANT: Cotter Architects Inc.

PROPERTY LOCATION: 5351 Bayview Street

Applicant's Presentation

Architect Rob Whetter, Cotter Architects, Landscape Designer Johnny Zhang, Rod Maruyama and Associates Inc., and Dana Westermarck, President, Oris Consulting, presented the project and answered queries from the Panel.

Panel Discussion

Comments from the Panel were as follows:

- Don't favour mixing commercial with residential uses in a development as they have different CPTED standards and types of security requirements; the joint walkway from the outside going to the common courtyard on the east side of the building would also be accessible by non-residents; should be properly gated to prevent outsiders from straying into the courtyard.

There are a great many examples of successful mixed use buildings that integrate sound CPTED strategies. The design of the East courtyard has been revised, with more clarity around public/private separation. In order to provide optimal privacy and security for residents the fence and gate at the East property line will be full height and securely locked. Thus there is no need for an added gate within the courtyard.

- Appreciate the development on two (2) grids which mirrors the streets; like its subtlety; adds to the presence of the street.
- Concern on the use of asphalt shingles; consider pressure-treated shingles or cedar shingles for more aesthetic and heritage-appropriate character.

Based on this comment we selected a different, thicker asphalt shingle for the roofing. This is a 3-ply product that has more texture and relief than a typical asphalt shingle. The product selected is CertainTeed Landmark TL.

- Good to see that Residence 1 is adaptable.
- Stairs provide alternate access for visitors of apartments and residences that are accessed by the elevator in the southeast corner.
- Site plan and elevations work well.
- Concern on the long corridor entry into Residence 3; the space is deep and narrow and elevated off the lane.

Please see response to first comment from the ADP.

- There is lack of connectivity between CRUs and the lane; consider breaking up (1) the retaining wall adjacent to CRU 2 and add stairs to help CRU 1 and reduce the size of the dead ended terrace off CRU 2; and (2) the retaining wall adjacent to CRU 6 and add stairs to provide connectivity to the lane and the edge.

Along both East and West sides the retaining wall has been shortened to provide a smoother transition to the CRUs. Along the West property line a new set of stairs has been added for better access between the CRUs and 3rd Ave. New planted bermed areas at both corners mediate the grade transitions from the raised CRU entries and the decline of 3rd Ave and the Lane.

- Form and character work well; project broken into two (2) small elements and respectful to the Steveston heritage.
- Rendering shows a darker finishing/cladding that has a bluish tint as opposed to the colour sample board which shows a very gray colour; the bluish tone will add vibrancy to the architectural character of the building.
- Agree with comments regarding how the building resolves itself with the street; scale, form and character seems to be incrementally built over time; pitched roof is great; appreciate the articulation and scale of the commercial frontage.
- Do not like the use of cultured stone at the ground level; consider alternative material, e.g., board form concrete which would be a more honest and functional material, which respects the heritage of the Steveston village.

Real stone facing will be used instead of cultured stone.

- Difficult to comment on landscaping in view of the still ongoing studies on the public realm along Bayview Street; however, consider incorporating more soft landscaping along Bayview Street and provide stronger swaths of planting with informal clump/s of trees to provide shade/canopy; consider pioneer species of trees; look at informal planting at Granville Island.
- Agree with comments regarding concern on cultured stone clad retaining walls.
- Like the architecture of the building.

- Concern on the scale of the public realm along Bayview Street; proposed four (4) planters are too small in relation to the magnitude of the public realm and will be difficult to maintain; look at opportunity to introduce more appropriate scale of landscaping.

Large planted areas have been added at both corners along Bayview. An additional planted area has been added mid-block to further break up the plaza and demarcate the location of the historical lot line. A contrasting paving pattern has been added to provide a sense of scale and texture to the ground.

- Find the project interesting but also difficult; building type is difficult to ascertain; residential feel of the building looks odd in an area that has a commercial/industrial heritage; similar to the nearby development with Waves Coffee House but the subject development has a different feel.

Generally speaking the design direction is well-liked and supported.

- Building is well resolved in terms of articulation and use of the site.
- Fishing shed/cannery building forms would be more appropriate for the subject development; steel clad roofs would be more appropriate than asphalt shingles.

See roof details above.

- There is a lack of green landscaping in the proposed development; the building has a very residential feel but is not carried through in the landscaping, e.g. should have front yards, picket fence, etc.

As explained above more green landscaping has been added.

- Prefer more robust commercial or industrial type of materials versus the faux type of applied finishes that are being proposed; more honest materials will work well.

All proposed materials offer good quality, durability, and appearance.

- Gas meters located in Level P1 is a fire protection concern.
- Low exhaust termination of the parkade should be studied to ensure that residents and surrounding properties will not be impacted.
- A great looking project which is completely in keeping with the heritage of Steveston.
- The project is a good addition to the neighbourhood.
- Concern on the well glazed grand staircase facing a commercial establishment.

Through the interior design process it is anticipated that an interior screen or film will be used to ensure appropriate privacy for the residents.

- Appreciate the use and combination of bold colours in the proposed development which should be used more in developments in Richmond and other municipalities in lieu of a beige palette.
- A good example of a multi-use building.

Panel Decision

It was moved and seconded

That DP 12-623994 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel and (1) working with staff towards resolution and development of the impervious surface along Bayview Avenue where there is support for the introduction of soft informal landscaping including trees, and (2) to work with staff to consider alternative and appropriate materials to strengthen the link between the project and the industrial heritage of the area, specifically reviewing the roof , retaining structures and parkade walls.

CARRIED



City of Richmond

Development Permit

No. DP 12 - 623994

To the Holder: COTTER ARCHITECTS INC.

Property Address: 3531 BAYVIEW STREET

Address: #235 - 11300 NO. 5 ROAD, RICHMOND, BC V7A 5J7

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans DP 12-623994 #1 to DP 12-623994 #14 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$ 112,155.12 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 12 - 623994

To the Holder: COTTER ARCHITECTS INC.

Property Address: 3531 BAYVIEW STREET

Address: #235 - 11300 NO. 5 ROAD, RICHMOND, BC V7A 5J7

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , 2013.

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , 2013.

MAYOR

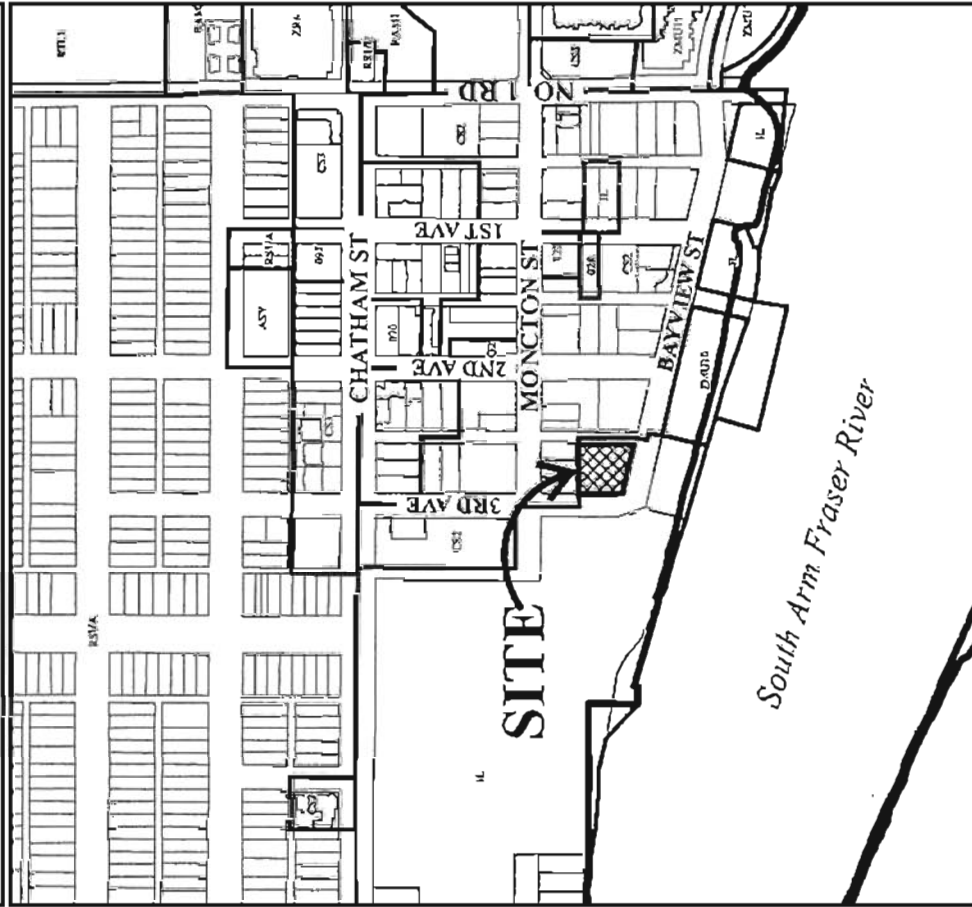
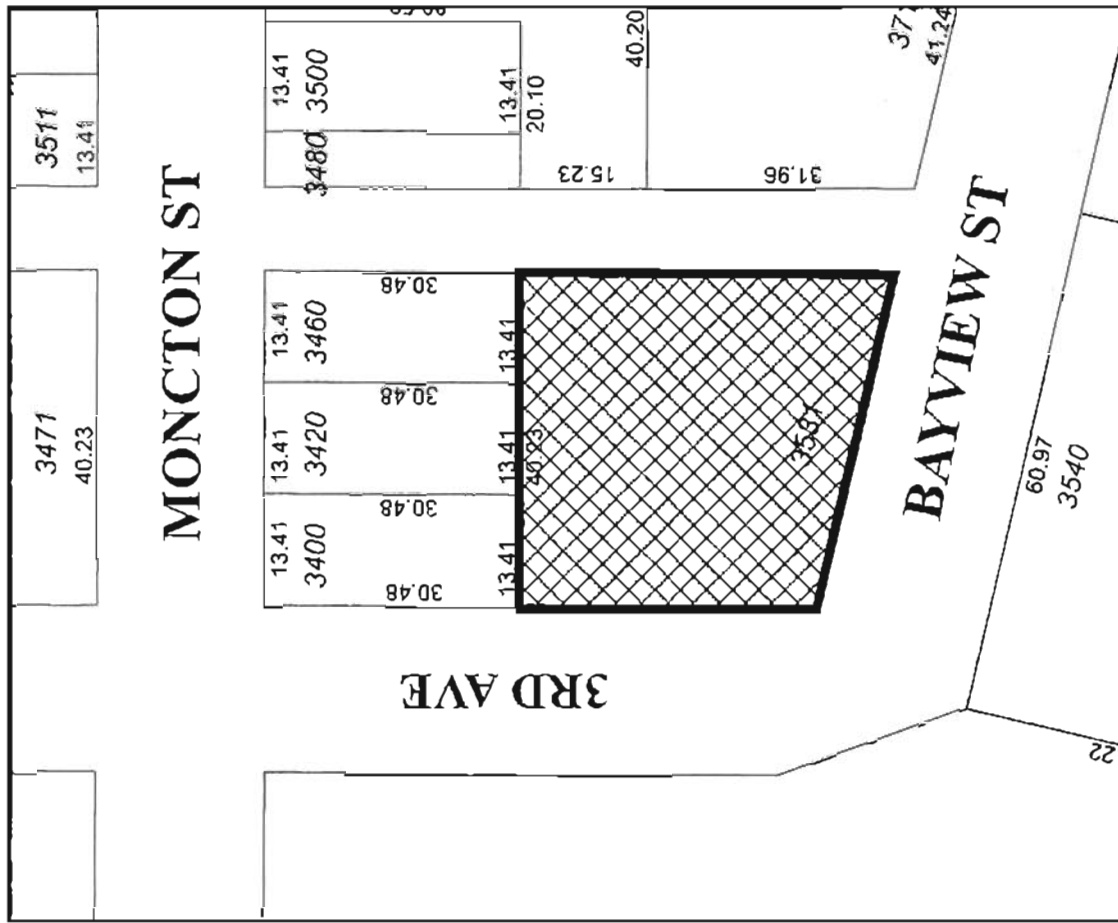


DP 12-623994
SCHEDULE "A"

Original Date: 11/02/12

Revision Date:

Note: Dimensions are in metres





City of Richmond

Heritage Alteration Permit

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

File No.: HA 12 - 624406

To the Holder: Penta Bayview Holdings Ltd.

Property Address: 3531 Bayview Street

Legal Description: Parcel Identifier: 001-618-555
Lot "A" (Y60944E) Block 6 Section 10 Block 3 North Range 7 West
New Westminster District Plan 249

(s.972, Local Government Act)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.967)
 - ☐ Property Subject to Temporary Protection (s.965)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.972)
 - ☒ Property in Heritage Conservation Area (s.971)
 - ☐ Property Subject to s.219 Heritage Covenant
2. This Heritage Alteration Permit is issued in accordance with Development Permit DP 12 – 623994.
3. This Heritage Alteration 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.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. <Resolution No.> ISSUED BY THE COUNCIL THE DAY OF
xxx, 2013

DELIVERED THIS <Day> DAY OF <Month>, 2013

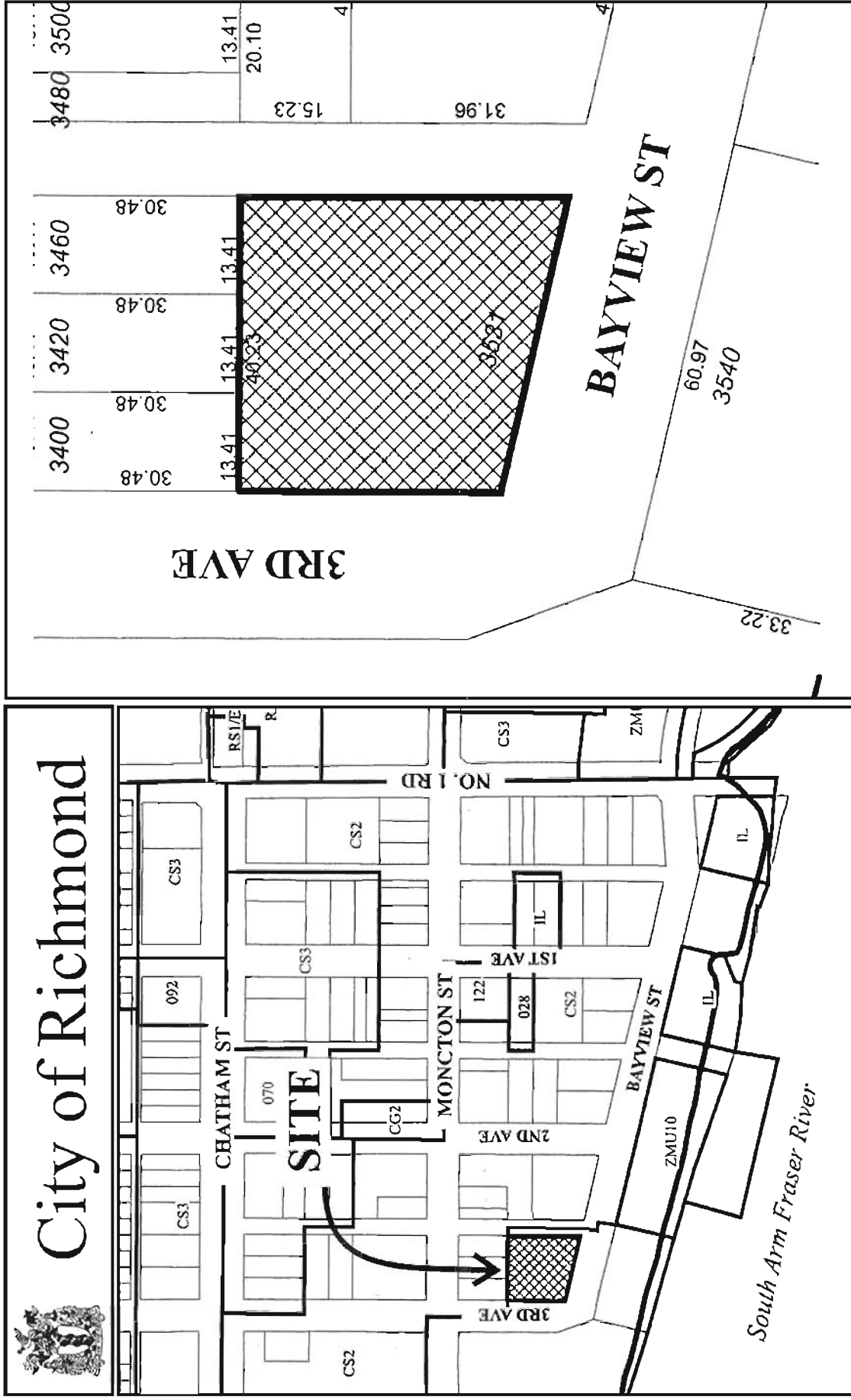
MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE LOCAL GOVERNMENT ACT, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.



Note: Dimensions are in METRES



PROJECT INFORMATION

CLIENT ADDRESS:
3531 Bayview Street, Richmond, BC

LEGAL ADDRESS:
lot "A" Block 6 section 10 Block 3 north range 7 section 9, W.A.
plan 249

PARCEL ID:
06-1414695

APPLICANT:
COTTER ARCHITECTS

CURRENT ZONING:
L (Light Industrial)

PROPOSED ZONING:
CMLR2 (Commercial Mixed-Use Showroom Commercial)

DP:
DP 1642394

DRAWING LIST

ARCHITECTURAL:
A-000 Cover Sheet
A-010 Development Data/ General Notes
A-011 Site Plan
A-101 Site Plan
A-111 Level P1 Parking
A-112 Level L1 Floor Plan
A-113 Level L2 Floor Plan
A-114 Level L3 Roof Deck
A-115 Roof Plan
A-201 Building Elevations
A-202 Building Elevations
A-301 Building Sections

PROJECT DIRECTORY

CLIENT:
Penta Bayview Holdings Ltd
1011 3rd Street
Richmond, BC
T(604) 264-6994, F(604) 244-2734

ARCHITECTURAL:
Cotter Architects Inc.
1115-1150 West Georgia Street
Vancouver, BC V6E 4E6
T(604) 272-1477, F(604) 272-1477

LANDSCAPE:
Rod Maruyama & Associates Inc.
880 C-101 West 10th Avenue
Vancouver, BC V6C 6B3
T(604) 874-5967, F(604) 874-5937

SUPPLIER:
Olsen & Associates
2000-10000 10th Avenue
Surrey, BC V4A 2A4
T(604) 531-4067, F(604) 631-5911

CIVIL:
MPT Engineering Co. Ltd
8201-11220 Huxford Way
Richmond, BC V7A 1P7
T(604) 272-5531, F(604) 272-4437

STRUCTURAL:
Wolter Smith Bowers
118-3459 Herring Drive
Burnaby, BC V5C 6N3
T(604) 294-3753, F(604) 294-7714

MECHANICAL & ELECTRICAL:
Williams Engineering Canada Inc.
400-1077 Glenview Avenue
Vancouver, BC V6C 2B1
T(604) 855-7965, F(604) 255-1581

ENVIRONMENTAL:
Pottinger Gahery Environmental
Consultants Ltd.
1205-135 West Georgia Street
Vancouver, BC V6E 4E6
T(604) 682-3217, F(604) 682-3217

GEOTECHNICAL:
GeoPacific Consultants Ltd.
215-1205 West 10th Avenue
Vancouver, BC V6C 6B3
T(604) 436-6022, F(604) 436-3189

BUILDING DEVELOPER:
XXX
Address
City, BC
T(604) 500-0000, F(604) 500-0000

CONSULTING ENGINEER:
CFT Engineering
100-1801 Fraser Avenue
Burnaby, BC
T(604) 664-2384, F(604) 664-2622

INTERIOR DESIGNER:
Martina Interiors & Co.
1178H Main Street
Richmond, BC
T(604) 251-4477, F(604) 500-0000

RESIDENTIAL / COMMERCIAL DEVELOPMENT

3531 Bayview Street, Richmond, BC



LOCATION MAP



Project Site

DP-1262394-1



DEVELOPMENT PERMIT SUBMISSION
MAY 3, 2013



1262394-3

NOTES

NOT FOR
CONSTRUCTION

1. OWNER	Bayview Holdings Ltd.
2. PROJECT	Bayview Residential/Commercial Mixed Use Development
3. LOCATION	3rd Avenue, Richmond, BC
4. SCALE	1/8" = 1'-0"
5. DATE	2014-01-15
6. DRAWN BY	Architects
7. CHECKED BY	Architects
8. APPROVED BY	Architects
9. PROJECT NO.	1262394-4
10. SHEET NO.	A-101

cotter
ARCHITECTS

4030 - 11300 RD 1, Suite 100, Richmond, BC V6V 2P7
Tel: 604-271-1130 Fax: 604-271-1131 Email: info@cotterarchitects.com

BAYVIEW
RESIDENTIAL/ COMMERCIAL
MIXED USE DEVELOPMENT
3031 Bayview Street, Richmond, BC

Project: Bayview Holdings Ltd.

1262394-4

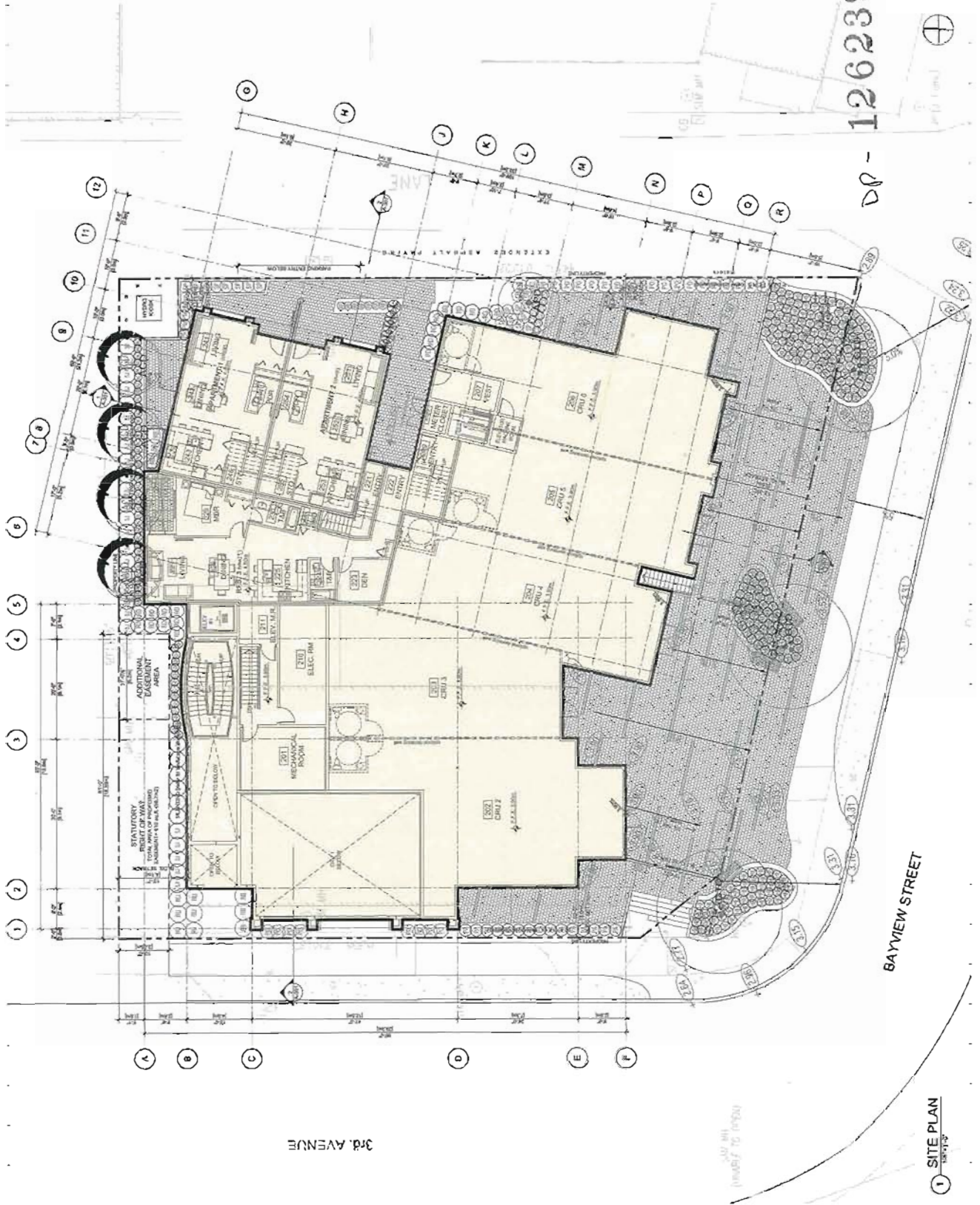
1. OWNER	Bayview Holdings Ltd.
2. PROJECT	Bayview Residential/Commercial Mixed Use Development
3. LOCATION	3rd Avenue, Richmond, BC
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8. APPROVED BY	Architects
9. PROJECT NO.	1262394-4
10. SHEET NO.	A-101

SITE PLAN

1262394-4

A-101

1 SITE PLAN



[illegible]

NOT FOR
CONSTRUCTION

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**BAYVIEW
RESIDENTIAL/ COMMERCIAL
MIXED USE DEVELOPMENT**
2531 Bayview Street, Richmond, BC

Penta Bayview Holdings Ltd.

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LEVEL P1 FLOOR PLAN

DP-1262394-5

LEVEL P1

A-111



QUESTION: What is the difference between a **union** and a **syndicate**?

NOT FOR
CONSTRUCTION

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**BAYVIEW
RESIDENTIAL COMMERCIAL
MIXED USE DEVELOPMENT**
3531 Bayview Street, Richmond, B.C.

Penta Bayview Holdings Ltd.

Fitted model		Log-likelihood	AIC
Full	100	100	100
Reduced	95	95	95

LEVEL 2 FLOOR PLAN

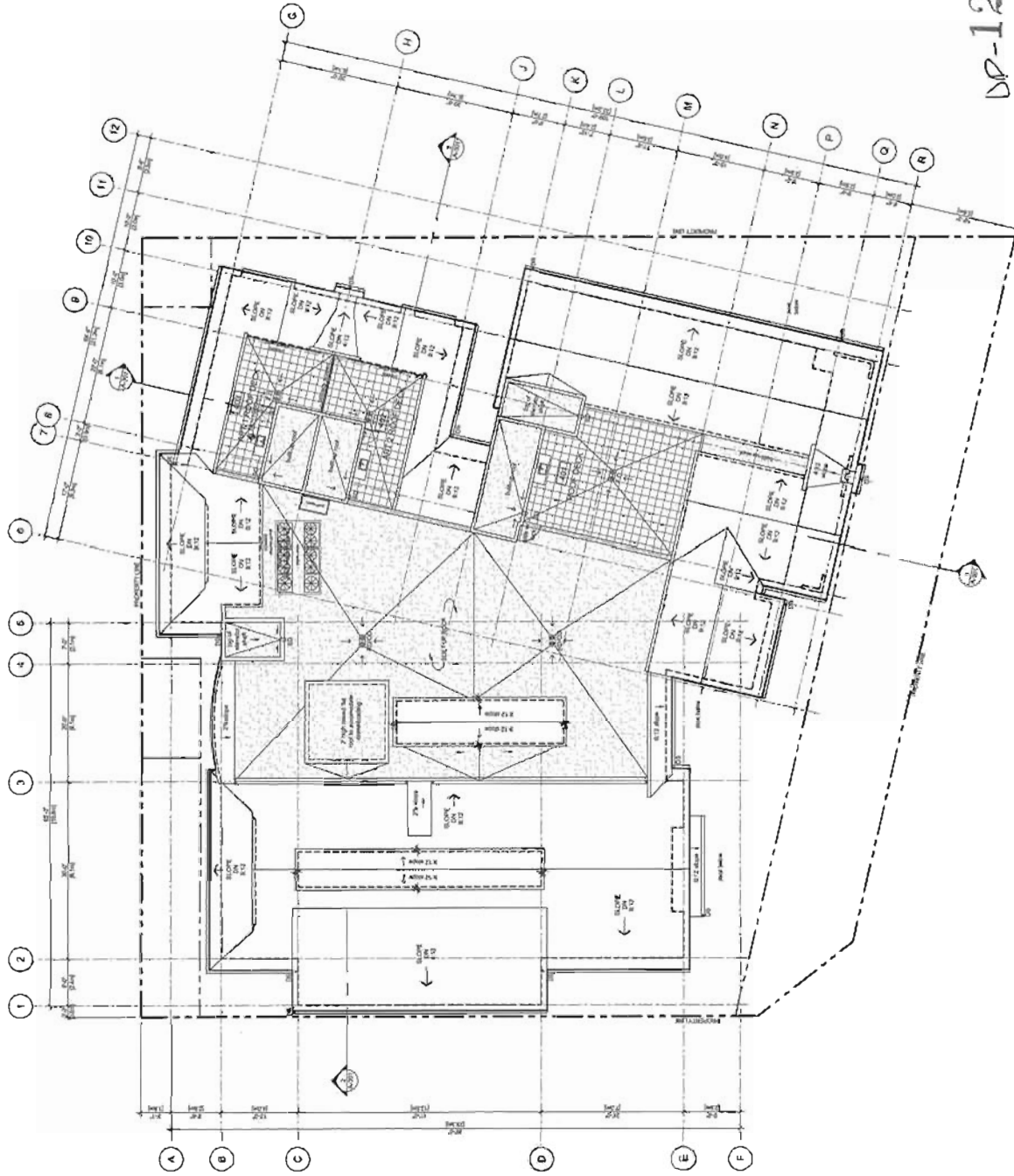
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LEVEL 2

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NOTES



1 ROOF PLAN

NO.	DESCRIPTION	DATE
1	REVISION	
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3033 11th Street, Richmond, VA 23220
703.351.1111
www.cotterarchitects.com

BAYVIEW
RESIDENTIAL COMMERCIAL
MIXED USE DEVELOPMENT
1537 Bayview Street, Richmond, VA

Client: Perini Bayview Holdings Ltd.

NO.	DESCRIPTION	DATE
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ROOF PLAN

DP-1262394-7

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A-115

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NOTES

MATERIAL LEGEND

- 1. JACOBI & COATING
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- 100. JACOBI & COATING

Notes to be used in conjunction with the General Notes.

NO.	DESCRIPTION
1	General Notes
2	Foundation Notes
3	Structural Notes
4	Roofing Notes
5	Exterior Notes
6	Interior Notes
7	Mechanical Notes
8	Electrical Notes
9	Plumbing Notes
10	HVAC Notes
11	Fire Protection Notes
12	Security Notes
13	Accessibility Notes
14	Other Notes

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4200-133RD AVE. S.W. #100, RICHMOND, BC V6X 3V7
604-271-1111 | www.cotterarchitects.com

BAYVIEW
RESIDENTIAL COMMERCIAL
MIXED USE DEVELOPMENT
3051 Bayview Street, Richmond, BC

Prepared By: Bayview Holdings Ltd.

NO.	DESCRIPTION
1	General Notes
2	Foundation Notes
3	Structural Notes
4	Roofing Notes
5	Exterior Notes
6	Interior Notes
7	Mechanical Notes
8	Electrical Notes
9	Plumbing Notes
10	HVAC Notes
11	Fire Protection Notes
12	Security Notes
13	Accessibility Notes
14	Other Notes

BUILDING ELEVATIONS

Scale: 1/8" = 1'-0"
A-202



DP-12623994-11

NOTES

1. WALL FINISHES (SEE FINISH SCHEDULE)

2. 3/4" FOR SEPARATION

3. 1/2" FOR SEPARATION

4. 1/4" FOR SEPARATION

5. 3/8" FOR SEPARATION

6. 1/2" FOR SEPARATION

NOT FOR
CONSTRUCTION

NO.	DESCRIPTION	DATE
1	REVISION	
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ARCHITECTS
4230 - 11800 31ST AVE. S.W.
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TEL: 604-271-1180
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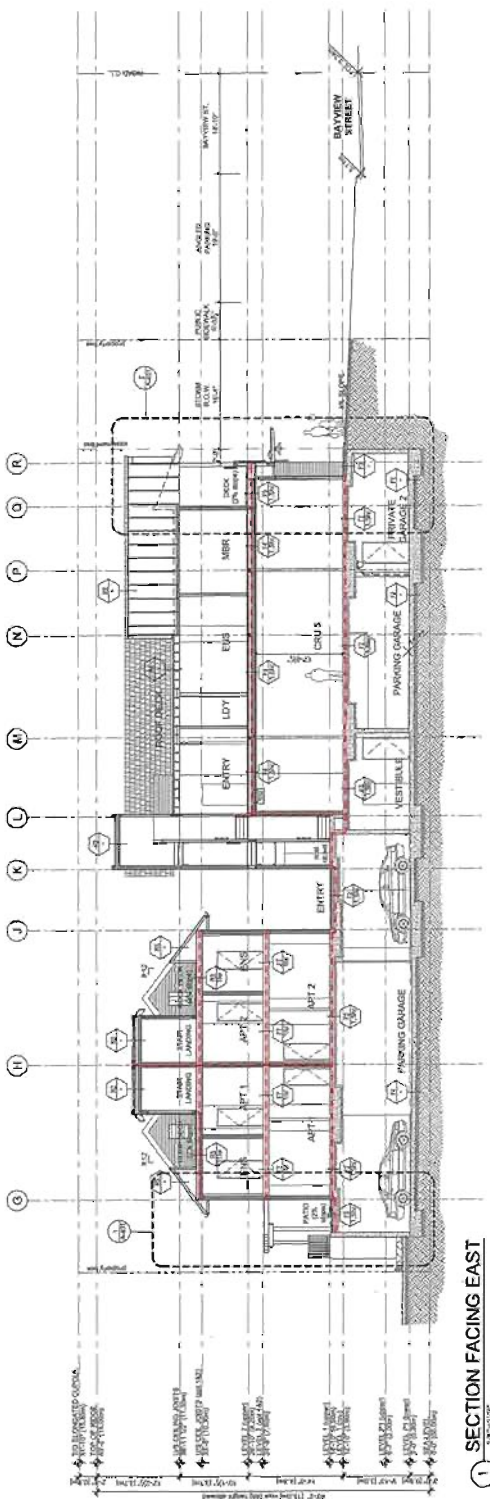
BAYVIEW
RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
3551 Bayview Street, Richmond, BC

Panda Bayview Holdings Ltd.

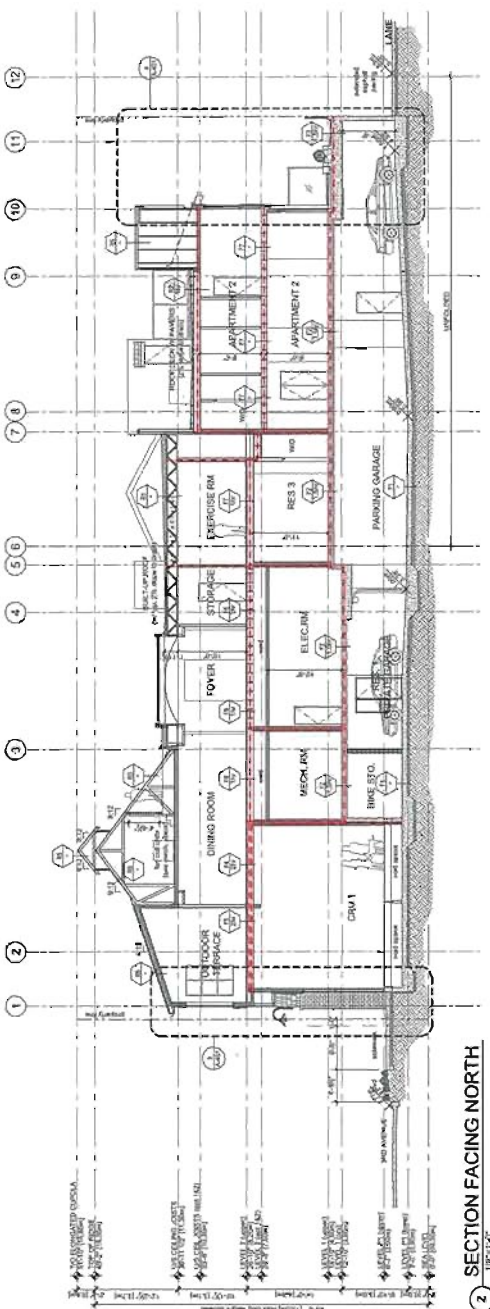
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APPROVED: [Signature]

BUILDING SECTIONS

A-301

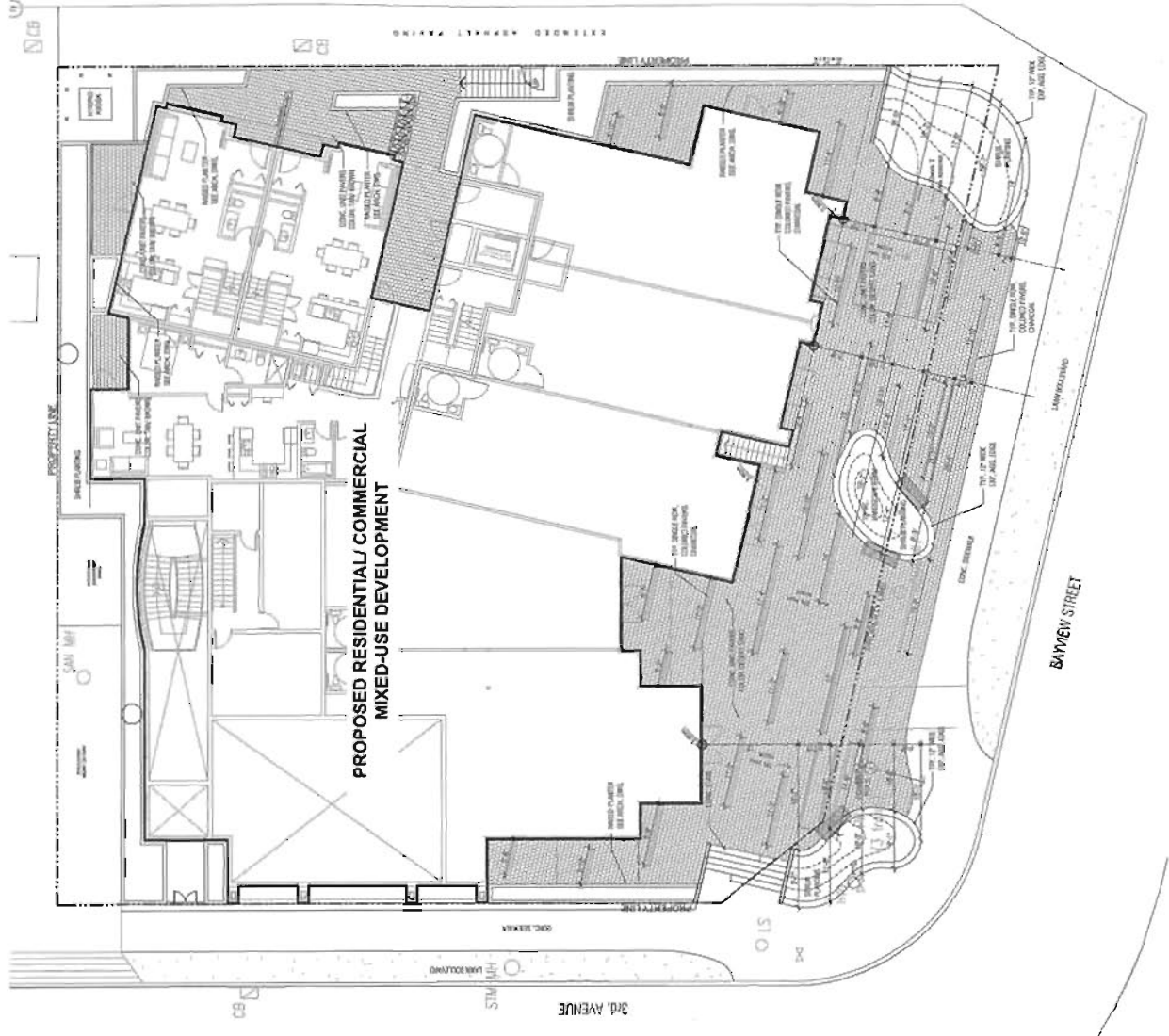


1 SECTION FACING EAST
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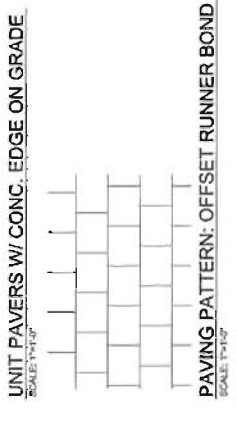
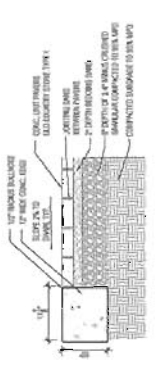
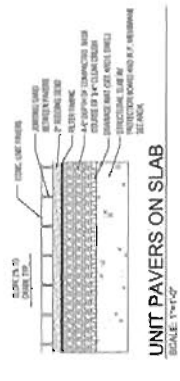


2 SECTION FACING NORTH
1/8" = 1'-0"

00-12623994-12



- NOTES:**
1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE (IRC).
 2. ALL DIMENSIONS ARE IN FEET AND INCHES.
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Fax: 604.278.1235
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NO.	DESCRIPTION	DATE
1	CONCEPT DESIGN	10/10/2012
2	PRELIMINARY DESIGN	11/10/2012
3	FINAL DESIGN	12/10/2012
4	CONSTRUCTION DOCUMENTS	01/10/2013
5	AS BUILT DOCUMENTS	02/10/2013

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BAYVIEW

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
300 Bayview Street
Richmond, BC

Portia Bayview Holdings Ltd.

DATE	10/10/2012
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CHECKED	MM
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BY	MM
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DATE	12/10/2012
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LAYOUT PLAN

AS UPDATED APR. 30, 2013

L1



LAYOUT PLAN
SCALE 1/8" = 1'-0"

90-12623994-03



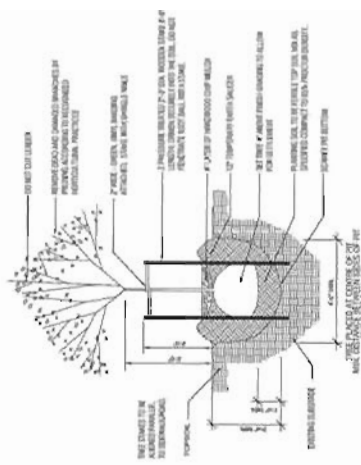
PLANTING PLAN
SCALE: 1/8" = 1'-0"

GENERAL LANDSCAPE NOTES:

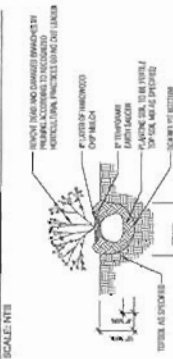
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PLANT LIST:

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SHRUB PLANTING DETAIL



DP-12623994-14

NOTES

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BAYVIEW

RESIDENTIAL / COMMERCIAL
MIXED USE DEVELOPMENT
301 Bayview Street
Arlington, VA

PLANTING PLAN

AS UPDATED APR. 30, 2013

L2



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: May 13, 2013

From: Wayne Craig
Director of Development

File: DP 12-626615

Re: Application by Robert Ciccozzi Architecture Inc. for a Development Permit at
7680 and 7720 Alderbridge Way

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a mixed-use development that includes 237 residential units and 457 m² (4915 sq. ft.) of commercial space at 7680 and 7720 Alderbridge Way; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the required commercial parking aisle width from 7.5 m to 6.7 m.



Wayne Craig
Director of Development

MM:kt

Att.

Staff Report

Origin

Robert Ciccozzi Architecture Inc. has applied to the City of Richmond for permission to develop 237 residential units distributed in three (3) multi-story residential buildings ranging from seven (7) to 11 stories, 457 m² (4915 sq. ft.) of commercial space and two-level parkade and podium enclosed by townhouses, located at 7680 and 7720 Alderbridge Way.

Currently, this 0.99 ha (2.45 acre) development site, now occupied by the Grimms Fine Foods plant, is composed of two (2) lots bounded by Lansdowne Road, Alderbridge Way and Cedarbridge Way.

The site is being rezoned from “Industrial Retail (IR1)” to “Residential/Limited Commercial (RCL2)” for this project under Bylaw 8946 (RZ 11-593705).

There is also a Servicing Agreement (SA 13-630300) for water, sanitary and storm and street frontage works within these road allowances and the Lansdowne Linear Park (as discussed below) that needs to be entered into and secured before adoption of the zoning amendment bylaw.

Development Information

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

Background

Development surrounding the subject site is as follows:

To the North: Across Alderbridge Way, there is a mix of older warehouses and light industrial uses. Most recently, a rezoning application by Onni Construction Ltd. at 7731 and 7771 Alderbridge Way (RZ 11-585209) has been approved to rezone that site to “High Density Low Rise Apartments (RAH2)” to allow for the construction of four (4) six-storey, wood-frame buildings containing 659 dwellings.

To the West: Also across Alderbridge Way, as it curves northeast, the former “V-Tech” light industrial building is located on a site that is now zoned “Industrial Retail (IR1).”

To the East: Across Cedarbridge Way, there are light industrial, office and retail uses on sites now zoned “Industrial Retail (IR1)” with one (1) site which is under a rezoning application for a 160-unit development at 5600 Cedarbridge Way (RZ 12-620370).

To the South: Across the narrow, half-width section of Lansdowne Road there is a site with car storage, light industrial, office and retail uses which is now zoned “Industrial Retail (IR1).”

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on November 19, 2012. At the Public Hearing, one (1) letter was received from a local resident that expressed concerns about view loss and traffic as well as with noise during the constructions phase. In this regards, the City requires traffic management plans and site preparation plans to address site excavation and to be provided by developers at the time of building permit. The City Centre Transportation Plan and the upcoming Translink City Centre Transit Plan are designed to address road and transit improvements related to the growth of the City Centre.

During the rezoning process, staff identified the following design issues which have been resolved at the Development Permit stage:

- Improving the green wall and water features on the Lansdowne elevation of the building to better integrate these features into the overall building form and into the adjacent planned Lansdowne Linear Park.
- Increasing spacing between the front patios of the townhouse units and adjacent sidewalk within the planned Lansdowne Linear Park.
- Changing the building articulation of the north-west elevation of Building A to improve privacy and increase light penetration to the affordable housing units within this building.
- Refining the balcony railings, concrete overhangs and ledges on the upper floors of each of the three (3) buildings above the podium level.
- Including additional architectural elements that visually associate the amenity building to the green wall and waterfall on the south side of the podium, including a trellis with climbing plants and additional windows.
- Increasing the size and improving form of the canopies for each of the building lobbies facing the streets.
- Making refinements to the podium landscape by adjusting the relationships of the pool and amenity building with the adjacent buildings, landscaped areas, seating areas and the private patios.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and staff comments identified during the Development Permit review process. In addition, it complies with the intent of the “Mixed Use” designation of the City’s Official Community Plan (OCP) and the “Urban Centre T5 (25 m)” designation within the City Centre Area Plan’s (CCAP) “Lansdowne Village Specific Land Use” map.

Of note, the CCAP includes the proposed Lansdowne Linear Park extending from No. 3 Road to Elmbridge Way, running along the southern 10 m (33 ft.) of the proposed development site. The proposed development's edge condition along its south side has been designed to achieve a good relationship to the future Linear Park as discussed further below.

Although the proposed development exceeds the 25 m (82 ft.) height identified in the CCAP, the proposal meets the related CCAP policy. The CCAP states that buildings may exceed the 25 m (82 ft.) height identified for a site, provided that the form of development contributes towards a varied, attractive skyline, does not compromise privacy or sunlight to public area areas and provides improved views over what would otherwise be provided. Staff are supportive of the proposed heights for Buildings A and B because this facilitates the development to include buildings of varied heights, allowing the development to meet the 2.0 FAR density set out for the area in the CCAP. In addition, this condition contributes to the following development features:

- Increased common outdoor amenity space on larger podium garden that occupies 3,996 m² (approximately 1.0 acre) or 45% of the net development site; and
- Building heights of seven (7) to 11 storeys for Buildings A, B and C contributing to spacing between these buildings facing the Lansdowne Linear Park on the south side of development, and by providing breaks in the building masses facing the street frontages.

Zoning Compliance/Variances (staff comments in bold)

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

- 1) Reduce the required commercial parking aisle width from 7.5 m to 6.7 m.

Planning and Transportation staff support the proposed variance given the small parking 19-space lot needed for the limited commercial 4915 sq. ft. (457 m²) floor area, the short aisle sections subject to the variance and configuration of the aisles that provide for additional room for vehicles backing out.

Advisory Design Panel Comments

The Advisory Design Panel (ADP) reviewed the proposed development at their meeting on February 20, 2013 and was generally supportive of the proposed development design. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific ADP comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

Surrounding Development

The development's triangular site is bounded on the south side by a current narrow half-width section of Lansdowne Road, and respectively by the full-width (with two (2) travel and two(2) parking lanes) Alderbridge and Cedarbridge Ways to the west and east that each curve to form a point at the northern end of the site. Conditions of adjacency for the proposed development are discussed in relation to the current light-industrial buildings (with typical heights of one (1) to

two (2) stories) in the area and the future development of the area envisioned by the CCAP. The CCAP policies support the development of a compact, engaging and urban Lansdowne Village with typical building heights of 25 m. (82 ft.) or six (6) stories and densities of 2.0 FAR under the Urban Centre (T5) land-use designation.

Specifically, the proposed development addresses the conditions of adjacency as follows.

- The varied building heights and massing of the three (3) buildings ranging from seven (7) to 11 stories provide for improved views to the Fraser River overlooking the low-rise six (6) storey buildings such as Onni's Riva development located to the north of Alderbridge Way. Furthermore, the proposed development's varied building heights above six (6) stories provide for a variety of building massing in the area that combines well with the six (6) storey building forms with a comparable 2.0 FAR.
- The proposal also achieves a good relationship between the proposed development and the public streetscape and future residential buildings planned for the surrounding area. In particular, the street-oriented townhouses with front entries opening out onto the majority of the Alderbridge and Cedarbridge Way street frontages will establish the desired urban, pedestrian-oriented character of the streetscape.
- The location of the three (3) buildings at each corner anchors the development, yet reduces the overall mass of the proposed development and provides for potential view corridors for future adjacent developments.
- The proposed Buildings A and B, respectively at eight (8) and 11 stories are positioned so as to provide view corridors and good building separation from a proposed 14 storey tower located at across Cedarbridge Way, currently under rezoning application RZ 12-620370.

Lansdowne Linear Park:

The CCAP designates a 10m (33ft.) wide strip of land for a linear park within the development site that extends along the north side of Lansdowne Road from No. 3 Road to Elmbridge Way. The City is currently undertaking the Lansdowne Corridor Plan (LCP) which will include a general Concept and a more detailed Implementation Plan with a "kit of parts" for the Lansdowne Linear Park and adjacent streetscape. While the LCP had been planned to be completed in January 2013, it is now anticipated that the LCP will be completed and brought forward to Council for consideration later in 2013.

The subject development will include the creation of the first phase of the linear park, with an area of approximately 1,184 m² (11,989 ft²) that will be transferred by the applicant to the City at no cost as a condition of rezoning. Further discussion of the development's relationship to the Lansdowne Road and Park is included below.

Urban Design and Site Planning

This development includes with three (3) higher buildings (relatively low towers) located in such a way as to anchor each corner of the site that occupies a full triangular block. Specific urban design features include:

Three Towers Anchoring the Corners of the Site

- Buildings A and B follow the curved Alderbridge Way frontage and are located at the southwest corner and northern point of the triangular development. The buildings include eight (8) and 11 storey towers respectively, with lower six (6) storey wings extending towards each other along the Alderbridge Way frontage. These building wings are joined by a wide, elevated solid curved concrete trellis above the podium level to create a sense of connection.
- Building C, located at the southeast corner of the site at the intersection of Lansdowne Road and Cedarbridge Way, is a wider slightly curved, seven (7) storey building that frames the curved Cedarbridge Way.

Central Podium Parkade Enclosed by Street-Oriented Townhouses

- Two (2) storey street-oriented townhouses extend along the street frontages of the majority of the bottom of the three (3) buildings and the central podium that includes the two-level parkade. Each townhouse includes individual entry doors to the street and front patios that add rhythm and enhance street life on the curved Alderbridge and Cedarbridge Way sidewalks and Lansdowne Linear Park onto which they face. These townhouses are setback 3.5 m (11.5 ft.) from Cedarbridge Way, 4.0m (12.1 ft.) from the Linear Park and 4.33 m (14.2 ft.) from Alderbridge Way. The front patios facing Alderbridge and Cedarbridge Ways range from 1.0 m (3.33 ft.) to 1.2 m (4.0 ft.) above the sidewalk level in conformance to the CCAP and OCP DP guidelines.
- Entry lobbies for each of the three (3) taller buildings also front onto Alderbridge and Cedarbridge Ways, introducing desirable breaks in the development's street walls which are largely composed of the townhouse units.
- The (2) parkade entrances and enclosed loading areas are located on the Cedarbridge and Alderbridge Way frontages. The City's proposed sub-grade Minoru sanitary pump station is located within the Cedarbridge building setback adjacent to the first residential parkade entrance; the development's electricity transformer bank is located off of Alderbridge Way adjacent to the second parkade entrance for the residential and commercial parking areas. The respective locations of the pumps station and transformer bank adjacent to the parkade entrances and enclosed loading zones is preferable to being located in front of the street-oriented townhouses or commercial space.

Lansdowne Linear Park Frontage

The proposed development forms an important edge to the Lansdowne Linear Park.

City Parks and Planning staff have provided guidance on the character of the landscape and building elevations along the Lansdowne Linear Park.

In this regard, the applicant has focussed on three (3) distinct sections of the development's south frontage along the Linear Park. There are:

- *Retail Frontage (West)*: The 457 m² (4,915 sq. ft.) commercial space located at the southwest corner of the development includes extensive window walls and continuous canopies along its Lansdowne and Cedar frontages. The adjacent ground plain on-site and immediately adjacent in the proposed Linear Park is composed of decorative paving designed for a possible outdoor seating and formally-treated trees that will convey a more urban character.
- *Pedestrian Gathering Area and Water Feature (Centre)*: There is a widening of the Lansdowne Linear Park with the gap between Buildings A and C that creates a recessed section of the parking podium. This gap is enhanced with the inclusion of a pond and green wall, overlooked by the indoor amenity area located atop the podium. This gap between Buildings A and C forms a focal point on the development's south facade that is inset several metres from the adjacent commercial and residential sections of the development. This section of the development creates a quieter green environment with a large two (2) storey high green wall and a waterfall that enters the pond.

To increase the sense of a natural pond, the grade within the adjacent park has been gradually increased so that the adjacent gathering area within the park is located slightly above the pond. In summary, this gathering area also provides a buffer between the active street-oriented commercial space to the west and the residential townhouses to the east.

- *Residential Townhouses (East)*: Two-storey residential townhouses are located on the eastern one-third of the site up to the intersection of Lansdowne Road and Cedarbridge Way. These townhouses are setback 4.0m (13.1 ft.) from the linear park with front entries leading onto patios located above landscape retaining walls ranging from 0.60 m (2.0 ft.) to 1.0m (3.3 ft.) above a landscaped strip and adjacent sidewalk within the park.

Architectural Form and Character

The proposed building design incorporates some features of the "International Style" of architecture. Major architectural form and character elements are discussed below.

Towers with Rounded and Angular Forms

- Buildings A, B and C are provided with extensive wide, rounded concrete slab overhangs and balconies that give a strong horizontal building expression towards each of their street elevations. In addition, the three (3) building's walls have a light appearance with extensive window walls composed of clear glass and opaque blue glass spandrel panels.
- Buildings A and B also have angular wings with curtain walls composed of clear glass and "Maple Sugar" (mustard colour) metal spandrel panels respectively facing Lansdowne Road and Cedarbridge Way. The vertical shape of the windows and spandrel panels along with the smooth building facades increase the sense of verticality of these building components. The strength of the angular tower elements is in juxtaposition with the adjacent curvilinear building forms of the elevations facing outwards to the streets, contributing to an interesting articulation of the higher building's mass.

- The lower six (6) storey wings of Buildings A and B facing Alderbridge Way include green roofs with sedum ornamental grasses and ground covers as well as large private patios.

Interior-Facing Angular Facades of the Towers

- The three (3) main buildings each have angular facades facing inwards towards the landscaped podium with curtain walls composed of clear glass and “Maple Sugar” (mustard colour) metal spandrel panels with inset balconies with glass clad railings with horizontal mullions.

Street-Oriented Townhouse Units

- At street level, two-storey townhouse units surround the majority of the site perimeter as discussed above to help create an animated streetscape. The townhouses have a strong angular repeating form that contrasts to the lighter, rounded forms of each of the three (3) larger building forms. The concrete townhouses are also predominantly painted “Maple Sugar” with smooth-face ebony brick applied to sections of the townhouse forms that contributes to a finer grain of architectural expression at the pedestrian level.
- All townhouse units have their lower levels elevated by 1.2 m (4.0 ft.) to 1.5m (5.0 ft.) above the street, allowing stepped down terraces/patios for connecting outdoor space from 1.0 m (3.3 ft.) to 1.2m (4.0 ft.) above the street. Concrete and pisa stone landscape walls stepping up to these patios are setback 0.5m (1.66 ft.) from the back of the sidewalk. The glass railings and entry gates have also been provided with horizontal mullions for additional light and transparency.
- The townhouses provide layering of intermediate and semi-private spaces between the private (townhouse) and the public (street), with landscaping to soften the building edges fronting the sidewalks. In summary, the townhouses reflect and frame the curvilinear streets, helping to create the pedestrian-oriented environment envisioned for the area.

Landscape Design and Open Space Design

The landscape and open space components are outlined by geographic area as follows.

Lansdowne Linear Park – Southern Elevation of the Project

- A section of the 10m (33 ft.) wide Lansdowne Linear Park is included within the proposed development with pedestrian and cycle-oriented routes on the south side of the project, following the City’s conceptual design for the Linear Park.
- The proposed development fronts onto the section of the Lansdowne Linear Park that is intended to have a less urban and more residential environment than the sections of the park and street to the east and west of the development. Within this section of the Lansdowne

Corridor, the development includes three (3) distinctly-themed sections as discussed above and as follows: (1) To the east, an urban, hard-surfaced patio and trees facing the commercial space; (2) in the centre, a softer, greener environment focused on the enlarged pond with the waterfall and greenwall that rises out of pond; and (3) to the west, an urban residential character with townhouses facing a more natural Linear Park.

- A linear bioswale have been included along the western-most one-third of the Linear Park.

Podium Level Landscape

The podium level includes a wide range of passive and active common on-site outdoor recreation uses that relate well to the two-storey amenity building on the podium level which include:

- An outdoor pool surrounded by patio area with an adjacent hot tub.
- An outdoor patio seating area with an outdoor kitchen and BBQ located between the amenity building and the feature green wall and cascading waterfall that drop to street-level by the Lansdowne Linear Park.
- As far as active sports areas, there is a sport court that can be used for a variety of informal net sports and a two (2) to five (5) year old play area.
- More passive recreation areas include a Tai Chi lawn, community garden plots, a fire pit and outdoor seating areas.
- Extensive green roofs are specified for approximately half of the roof area of the lower six (6) storey wings of Buildings A and B and most of the roof of the seven (7) storey Building C.
- The podium-level units in each of the three (3) buildings are provided with large patios, substantially larger than the 18.5m (200 ft²) minimum area recommended within the Development Permit Area guidelines.

Crime Prevention Through Environmental Design (CPTED)

The project addresses a number of CPTED principles as follows:

- The project's street frontages include townhouse units that provide for casual surveillance over the adjacent public sidewalks.
- The commercial/restaurant space located at the southwest corner of the site provides for increased pedestrian activity along its frontage, and the amenity area overlooking the Lansdowne Linear Park, provides for more intense surveillance over the park than provided by the residential units.

- The outdoor amenity space on the podium will be visually open, well illuminated, and offer multiple egress options with secured ingress from the public street below.
- Within the parkade, all parking spaces will be well illuminated and overhead security gates will separate resident parking from visitor/commercial parking area.

Public Art

- The developer has offered to voluntarily provide \$159,223 to Richmond's Public Art Program to facilitate the commissioning of public art.
- The proposed adjacent Lansdowne Linear Park includes the "Walk of Art" in the *City Centre Public Art Plan* where the City may commission works of public art.

Accessible Housing and Aging in Place

- The proposed development includes 14 Affordable Housing Units that are provided with the Basic Universal Housing features (detailed in the Development Permit plans) and that are designed to be easily renovated to accommodate a future resident in a wheelchair. These units are required to incorporate all of the accessibility provisions listed in the Basic Universal Housing Features Section 4.16 of Zoning Bylaw 8500, and are permitted a density exclusion of 1.86 m² (20 ft²) per unit.
- All of the proposed development's 237 units also incorporate Aging-In-Place features to accommodate mobility constraints associated with aging, which include:
 - Stairwell hand rails.
 - Lever-type handles for plumbing fixtures and door handles.
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Affordable Housing

Following the City's Affordable Housing Policy, the development will be including 14 affordable housing (low-end market rental) to the satisfaction of the City. The affordable housing units will have a total combined habitable area of at least 5% of the residential floor area ratio (FAR) permitted which equates to 972 m² (10,465 ft²). The units are denoted on the Development Permit plans and summarized on the following table.

Location	1 Bedroom & Den	2 Bedroom	Total
Building A	4		4
Building B	4		4
Building C	4		4
Townhouses		2	2
Overall Total	12	2	14

On-Site Vehicle Parking and Loading

- The proposed project includes a total of 295 parking spaces with 252 resident spaces, 43 visitor spaces (which includes the 17 shared commercial parking spaces) with the permitted TDM parking reduction of 10% set out within Bylaw 8500 with the provision of TDM measures by the development. These include, providing:
 - 120V electric plug-ins for 20% of all parking stalls; and
 - 120V electric plug-ins for electric bikes, one (1) for every 40 bicycle storage racks (if there are fewer than 40 bicycle racks in a storage compound, one (1) 120V electric plug-in is required for each compound).
 - An interim 2 m (6.6 ft.) wide asphalt walkway along the east side of Alderbridge Way, from Lansdowne Road to a lane just north of Elmbridge Way.
- There will be registration of a covenant on title ensuring that the shared residential visitor and commercial parking is not assigned to any specific residential unit / commercial unit nor be designated by the owner or operator for the exclusive use of employees, specific businesses, and/or others.
- There also will be registration of a restrictive covenant allowing only right-in/right-out turning from the driveway on Alderbridge Way.
- The proposed development has also accommodated the required two (2) SU9 (medium-sized trucks) off-street loading spaces within the parkade located below the podium.

Street Frontage Works & Servicing Highlights

Lansdowne Park and Road:

The applicant will be building the Lansdowne Linear Park under the Servicing Agreement and transferring it to the City as a freehold parcel under the Rezoning Conditions. This rezoning condition also stipulates that, while a landscape plan for the park will be required at the Development Permit stage, the final landscape plan may be completed under the Servicing Agreement to ensure that the park meets the final Lansdowne Corridor Plan. In this regard, the applicant has been required to provide a \$400,000 landscape security prior to rezoning adoption. City Parks and Transportation staff have been involved in the review of the Lansdowne Linear Park and adjacent street widening and frontage works and to ensure that the Development Permit meets the LCP's draft concept objectives and the Functional Road Plan requirements for the development.

The applicant will also dedicate land for widening of Lansdowne Road to accommodate the following (from south to north) to include: an eastbound travel lane, a left-turn lane/painted median, 6.45 m (21.5 ft.) wide westbound vehicle travel lanes and a minimum 2.0 (6.6 ft.) m wide sidewalk, 3 m wide two-way bicycle path adjacent to the proposed park.

Alderbridge Way:

The developer will design and complete road widening to accommodate the following: a 2.0 m (6.6 ft.) wide concrete sidewalk; a 1.65 m (5.5 ft.) wide landscaped boulevard and road widening

to accommodate two eastbound/northbound lanes and one left-turn/painted median lane with the remaining space to the for the westbound traffic lanes.

Cedarbridge Way:

The developer will design and complete road widening to accommodate the following: a 1.65 m (5.5 ft.) wide landscaped boulevard and a 2.0 m (6.6 ft.) wide concrete sidewalk.

Sustainability

The development has been designed to meet the Canadian Green Building Council LEED 2009 Silver criteria. In this regard, Econ-Integration has provided a LEED Scorecard confirming how the project meets LEED Silver criteria. The proposed project includes at least 56 points which is within the LEED Silver category of 50 to 59 points out of the maximum 110 points under the LEED Project Checklist attached to the Development Permit.

The CCAP requires two LEED criteria to be met, including *Heat Island Effect: Roof Credit* and *Storm Water Management: Treatment Credit* which have both been met.

Other LEED measures within the development include:

- Transportation features are proposed to encourage the use of alternate travel modes, including bike storage for residents, visitors, convenient on-site delivery/passenger loading in the parkade and Electric vehicle charging stations for 20% of the residential and commercial parking spaces.
- A large part of the development site includes green roofs and permeable, absorbing landscaping on the podium.
- The development's podium landscape is also designed to be able to provide for runoff directed to Lansdowne Linear Park's soft landscape (subject to finalization of the design of the park with the City under the Servicing Agreement).
- Water efficient landscaping with planting that is drought tolerant and includes many native species, reducing water use.
- Domestic water use reduction, including use of low flow fixtures will be specified to conserve water.
- Optimize energy performance with high-performance mechanical and cooling systems.
- Construction waste management, including diverting waste to recycling.
- Use of low-emitting interior finishing materials such as adhesives, sealants, paints and carpets.

A letter of assurance will be required prior to issuance of an occupancy permit confirming that the building has met the LEED Silver score.

District Energy Utility (DEU) Ready

As a rezoning condition, there will be registration of a restrictive covenant that ensures that no building permit will be permitted to be issued until the Developer enters into legal agreements to:

- Design and construct the buildings to facilitate a hook-up to a DEU system (e.g., hydronic water-based heating system); and
- Enter into a Service Provision Agreement and statutory right-of-way that will provide for DEU connection and associated access to the subject development when a DEU is complete.

Noise Management

The applicant has provided sealed letters by registered professionals qualified in acoustics and mechanical engineering respectively from Brown Strachan Associates and SRC Engineering Consultants Ltd. dated April 22, 2013. These letters confirm how the building design accommodates the measures needed to satisfy the "Aircraft Noise Management" standards set out in the OCP and the noise management covenant being registered as a rezoning consideration. As the site is situated in a transitional industrial area and may be subject to noises not typical of other residential neighbourhoods over the short term, a covenant is also being registered on title during the rezoning phase, in this regard.

Conclusions

The subject development is consistent with the OCP and CCAP Development Permit Area guidelines and land-use policies as well as the RCL2 zoning.

In particular, the proposed development's three (3) mid-rise building forms allows for a large podium landscape garden and varied building massing. Furthermore, the townhouses facing all three (3) adjacent streets will relate well to the adjacent public sidewalks, achieving the streetscape and character objectives for the subject development and future adjacent developments envisioned by the CCAP.

In addition, the unique form and character of the subject development the dedication and development of the first section of the 10 m (33 ft.) wide Lansdowne Linear Park and adjacent widening of Lansdowne Road are significant aspects to this project.

Overall, the proposed development will contribute to creating the desired character of Lansdowne Village and broader City Centre area. On this basis, staff supports issuance of the Development Permit for this development.



Mark McMullen
Senior Coordinator-Major Projects

MM: kt

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

- Receipt of a Letter-of-Credit for on-site landscaping in the amount of \$813,230 (based on estimates provided by the landscape architect including 15% contingency).
- The owner entering into a restrictive covenant to be registered on title that stipulates that the development is subject potential loss of views in any direction due to other developments that may be approved in the City Centre and requiring that the owner provide written regarding potential this potential loss of views.

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

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



DP 12-626615

Attachment 1

Address: 7680 and 7720 Alderbridge

Applicant: Robert Ciccozzi Architecture Inc.

Owner: Amacon (Alderbridge) Development Corp.

Planning Area(s): City Centre – Lansdowne Village

Floor Area Gross: 19,905.6 m²

Floor Area Net: 19,879.8 m²

	Existing	Proposed	
Site Area:	10,892 m ²	8,829.9 m ² net area 9,939.9 m ² including park for FAR calc. under Bylaw 8946	
Land Uses:	Industrial / Warehouse	Mixed-Use Commercial / Residential	
OCP / CCAP Designation:	Mixed-Use / Urban Centre T5 (25 m)	Mixed-Use / Urban Centre T5 (25 m)	
Zoning:	"Industrial Retail (IR1)"	"Residential/Limited Commercial (RCL2)"	
Number of Units:	None	237	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	2.0	2.0	none permitted
Lot Coverage:	Max. 90%	45.4%	none
Setback–Front Yard - Lansdowne:	Min. 3.0 m	3.0 m	none
Setback–Side Yard - Alderbridge:	Min. 3.0 m	4.33 m	none
Setback–Side Yard - Cedarbridge:	Min. 3.0 m	3.0 m	none
Height (m):	Max. 35 m	34.62 m	None
Lot Size:	2400 m ²	8829 m ²	none
Off-street Parking Spaces – Regular/Commercial:	241 spaces for 225 market residence; 11 spaces for 14 affordable units, and 43 visitor spaces with 19 shared commercial spaces with the 10%TDM reduction	241 spaces for 225 market residence; 11 spaces for 14 affordable units, and 43 visitor spaces with 19 shared commercial spaces with the 10%TDM reduction	Variance for commercial parking aisle from 7.5 m to 6.7 m
Off-street Parking Spaces – Accessible:	2% (6)	2% (6)	none
Total off-street Spaces:	295	295	none
Tandem Parking Spaces	50%	17.6% (52 spaces)	none
Amenity Space – Indoor:	Min. 474 m ²	474 m ²	none
Amenity Space – Outdoor:	Min. 2296 m ²	3,996 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, February 20, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

APPLICANT: Rob Ciccozzi Architects

PROPERTY LOCATION: 7720 Alderbridge Way

Applicant's Presentation

Architect Rob Ciccozzi, Principal, Robert Ciccozzi Architecture, Inc., and Mark van der Zalm, Principal, van der Zalm + Associates, Inc., presented the project on behalf of the applicant.

Remarks of the Chair

The Chair pointed out that in the preliminary presentation of the project last year, a significant discussion took place in the Panel regarding (a) the need for the City to come up with and present to the Panel a comprehensive plan for the Lansdowne Linear Park, (b) concern associated with development proceeding in advance of developed overall public realm design of adjacent space(s), and (c) the lack of involvement of outside consultants and the Advisory Design Panel in the design of the City's public realm compared to other cities in Metro Vancouver. He added that the Panel reiterates its previous request for more information and looks forward to the presentation of the comprehensive/overall plan for the Lansdowne Linear Park to the Panel and the overall public realm in general.

Panel Discussion

Comments from the Panel were as follows:

- The whole project works; appreciate the form and character and colour; footprint on top of the podium with three individual buildings is great; appreciate the subtleties of the curves.

We appreciate the positive comments.

- Appreciate the two (2) levels of parking inside which are completely hidden.

Noted.

- Applicant could have further developed the landscaping of midrise roofs for semi-shared and semi-private uses they are visible from the higher floors/units.

The following towers have been proposed with greenroofs as per drawing L-05 within the Landscape package:

Building A: 6th Floor only will contain an extensive greenroof and gravel maintenance paths. (Approx 83m2 softscape)

Building B - 6th Floor only will contain an extensive greenroof and gravel maintenance paths. (Approx 124m2 softscape)

Building C - 7th Floor will contain an extensive greenroof and gravel maintenance paths. (Approx 383m2 softscape)

Upper podium - Approximately 4000m2 of intensive green roof (hardscape).

- Would like to see more commercial shops; pushing the loading bay further in will create an opportunity for small shops to wrap around the loading bay area; will create a neighborhood feel in the development.

The suggestion is acknowledged however we note that the parking levels are currently designed to capacity (including a 10% TDM reduction in parking) and although we proposed alternate (off site) loading options, the City requires the on-site loading areas within the structure ; therefore expansion of the commercial area is not feasible.

- Would be nice to see efficient access between the bike lane/bike lockers coming out from the buildings.

An additional access door was added in the P1 level on the south façade (adjacent to the commercial area) with direct access to the Lansdowne frontage. This provides more convenient access to adjacent bike rooms from the bike lanes.

- Provision of 14 affordable units is not enough considering the size of the project.

The City requirement for affordable housing is 5% of market housing, which is met with the 14 Units provided.

- Ensure accessibility of the exercise and fitness area in the amenity building and the public congregation area on the podium; washrooms in these areas should include handicapped stalls.

The facilities in the Amenity building including washrooms, along with the outdoor amenity areas will be designed to meet the requirements for accessibility.

- Consider outward-opening doors/ pocket doors for powder rooms and ensuite washrooms in the residential units to facilitate the movements of the elderly and handicapped residents.

The affordable apartment units have been designed to the Richmond Adaptable Design Standards (Section 4.16) for accessible housing, with all required clearances to facilitate movement within the suites.

- Like the scheme and the height variation of the buildings.

We appreciate the positive comments.

- Relationship to the ground plane on the three (3) sides of the development is excellent.

We appreciate the positive comments.

- Response to the curvatures on the site is excellent.

We appreciate the positive comments.

- Buildings A and B have deep inside corners; however, they present opportunities for private landscaping.

All the corners contain private patios for each unit. The units facing the upper podium also contain private patios, separated by a raised block wall/planter. Please see L-02 for further details.

- Framing of the townhouses is a bit heavy; needs a finer grain treatment.

The robust detailing at the Townhouse entries was intentional to create a strong presence and identity at street level. We do note that finer detailing within the mass is achieved with a pattern of reveals within the concrete façade.

- Curious on the rationale for the bright colours on the corners which is not a usual corner treatment.

The rectilinear vertical elements at the corners were created to ground the overall design with their continuation to the ground plane and juxtaposition against the curved elements. The colour selected reinforces the contrast between the tower elements while identifying with the strong Townhouse entry feature; thus creating continuity at the pedestrian level.

- Very well resolved project; form and character and massing are great; ground plane works well.

We appreciate the positive comments.

- Consider further development on the ground plane along Cedarbridge Way to complement the work done on the Lansdowne Road and Alderbridge Way sides; blank wall at the loading bay and parkade access seems to be a forgotten piece.

- Applicant has responded well to all issues raised by the Panel in the previous presentation of the project.

We appreciate the positive comments.

- Project works well as a stand-alone project; however, more context information would help the Panel evaluate how the subject development will fit in and contribute to the diversity of the architectural character of this district.

We note the comment and will add context into a 3D massing sketch.

- Very interesting mix of curvilinear building forms with rectilinear forms on townhouses and inner tower elements; works very well.

We appreciate the positive comments.

- Overall, the scheme hangs together very well as a “whole block” development.

We appreciate the positive comments.

- Weakest piece of the project is the ribbon that connects the two (2) towers on Alderbridge Way at the podium level; further design development is needed to tie the two (2) towers together, e.g. trellis feature.

This element was further discussed after the close of the panel presentation. Rob Ciccozzi pointed out the strength of the ribbon connecting the two (2) towers was specifically proportioned to create ‘movement’ – and when viewed from below (as demonstrated in street level shots from the 3D model) it was agreed that the mass and scale of the ribbon was very appropriate when viewed as intended at pedestrian level.

- Amenity building changes are good improvements both for making this a special architectural treatment as well as improving the programming at the podium level that includes a mix of activities.

We appreciate the positive comments.

- Careful investigation done by the landscape architect on the project’s interface with the Linear Park is appreciated; would like to see the overall scheme/design of the Lansdowne Linear Park.

Lansdowne linear Park is to be designed is to be completed and built under the Servicing Agreement after the City of Richmond’s further review under the Lansdowne Corridor Process. The applicant will not be part of this work hereafter, apart from integrating both onsite and offsite hardscape and softscape.

- Well resolved project; upper level podium has a lot of programs but is cohesively put together.

We appreciate the positive comments.

- Urban agriculture area on the podium may lack sun exposure based on shadow analysis provided by the applicant.

Revised. Please see drawing L-04 with new planter box locations.

- Consider rolling up the landscape treatment on the podium level to better integrate the raised swimming pool.

Please refer to LS-02 for a cross section. The landscaping does roll up to the pool. (Please note the model did not show the full detail of the finished grades).

- Sport court is interesting but investigate if the materials (e.g. grass) around it will stand up to use and outdoor exposure.

Revised. The sport court will now be artificial turf up to the edge of the concrete path.

- Long term maintenance of planters up on the green wall would be challenging for the future strata management; consider other alternatives such as vines planted in a good soil volume at the bottom.

An irrigation system will be incorporated within each planter. Gravel/pebbles over filter fabric will be added to the top surface layer to suppress weed growth.

- Concur with comments regarding the concern on the maintenance of the green wall; consider/investigate other methods that are not design dependent; appreciate that the landscape architect is moving away from water intensive and more sustainable systems.

Proposed plants are Carex, which will require pruning once a year in Feb/March. Carex are particularly hardy. This is a low maintenance requirement. The strata would be responsible for the occasional maintenance to the planters.

- Landscaping on the podium is interesting and tied together well; however, look at the number of water features on the podium in view of the maintenance issues that might be encountered by the future strata.

Revised. Water feature within the asian garden has been deleted and water feature outside tower B has been deleted. The remaining water feature will require minimal maintenance. Please refer to www.aquascape.ca for further details on the low maintenance/energy requirements of these small water features.

- Applicant has responded well to the previous comments of the Panel during the preliminary presentation of the project.

We appreciate the positive comments.

- International style and curvilinear design of the towers is more eye-catching than the standard Richmond towers.

We appreciate the positive comments.

- Like the idea of carrying the eyebrow/ ribbon across the two (2) buildings facing Alderbridge Way; however, consider a different material or dimension on the street level or in the podium.

Revised. The 'eyebrow' element has been strengthened by creating a thickening at these locations.

- Agree with the comment that the corners are brighter instead of darker; however, they rise above and break up the roofline.

Refer to comments for rationale on colour choice on the corner elements. We also appreciate the positive comments.

- Nice change in the amenity roof; distinct roof of the amenity building can be seen from the street and the podium; like the move of the applicant to pull back the amenity building from the edge of the podium; lay-out of the club is well thought out.

We appreciate the positive comments.

- Landscaping is well developed; a lot of activities going on at the podium level; consider long term maintenance costs when management will be taken over by the future strata; look at the possibility of creating hard surfaces that do not require a lot of maintenance in lieu of some soft landscaping that may not be necessary.

Revised. Please refer to L0-4 following extensive revisions post ADP to provide additional lawn areas and planting areas. The asian garden, the courtyard and water feature outside tower two, two large landscape areas either side of the amenity area have been significantly revised to accommodate more softscape.

- Current design of the green wall requires a lot of maintenance; however, if the design will not work particularly during winter, it will still create interest due to the presence of certain elements, i.e. stainless steel cables, wall planters, and the water feature to the side; water feature should be designed with consideration that it may be turned off and drained.

Acknowledged.

Panel Decision

It was moved and seconded

That DP 12-626615 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



No. DP 12-626615

To the Holder: ROBERT CICCOTZI ARCHITECTURE INC.

Property Address: 7680 AND 7720 ALDERBRIDGE WAY

Address: 2339 COLUMBIA ST SUITE 200
VANCOUVER BC V5Y 3Y3

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 required commercial parking aisle width from 7.5 m to 6.7 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 # DP 12-626615-1 to # DP 12-626615-58 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 \$813,230 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 12-626615

To the Holder: ROBERT CICCOTZI ARCHITECTURE INC.

Property Address: 7680 AND 7720 ALDERBRIDGE WAY

Address: 2339 COLUMBIA ST SUITE 200
VANCOUVER BC V5Y 3Y3

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



DP 12-626615
SCHEDULE "A"

Note: Dimensions are in METRES

7680 & 7720 ALDERBRIDGE WAY, RICHMOND, B.C., V6X 2A2

09 APRIL 2013

PROPOSED RESIDENTIAL AND RETAIL MIXED USE

CONTACT INFORMATION

NAME
#40074
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FAX (604) 682-1175

ADDRESS
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CO.
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GEOTECHNICAL
GEOTECHNICAL CONSULTANTS
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VANCOUVER, BC V6J 2B8
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FAX (604) 438-0923

LANDSCAPE ARCHITECT
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1114
VAN DER SAULT ASSOCIATES INC
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ELECTRICAL
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VANCOUVER, BC V6J 2B8
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PHONE (604) 728-8025
FAX (604) 728-8025

UNIT COURSE AND UNIT CREDIT

Allocation Time (Hours)

100 - 100

101 - 101

102 - 102

103 - 103

104 - 104

105 - 105

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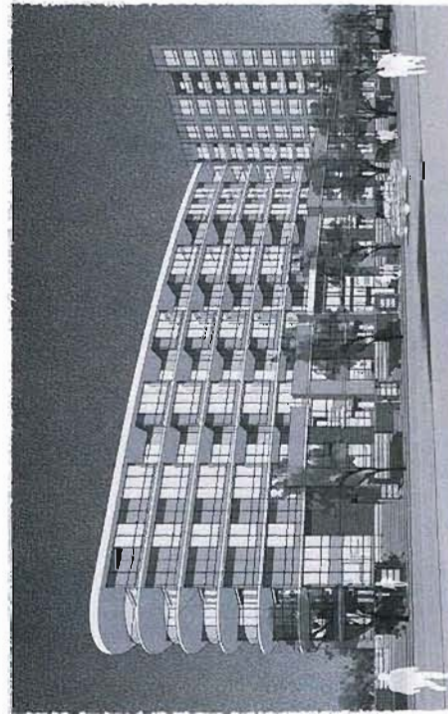
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[illegible]

CONTEXT PLAN:



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AMACON

ALDERBRIDGE/
CEDARBRIDGE

problem	5/18	working on it	✓
books	✓ 1/18	✓ 1/18/19/20	8.5-23.6

cover sheet

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1262615-1

GT 903

GREASE COLLECTION CONTAINER FROM W.C.A.

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1262615-2

CONTRACTOR RESPONSIBILITY: THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.

DATE	DESCRIPTION
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DATE	DESCRIPTION
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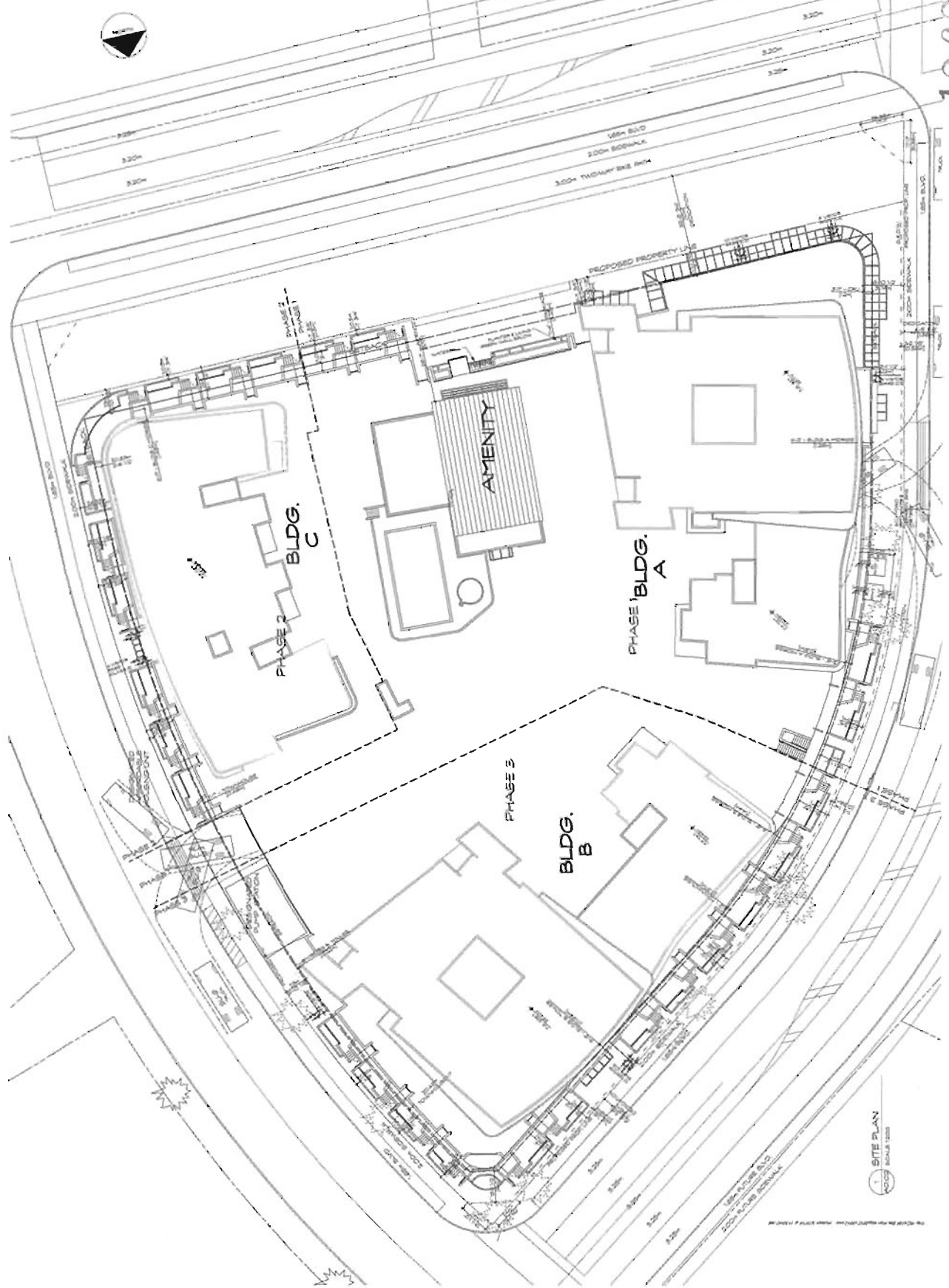
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10/1/18	10% SUBMITTAL

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12626610-3



1 SITE PLAN
SCALE 1:500

PARKING AND LEVEL 1 PLAN

NOTES:
1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
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REVISION	DATE	DESCRIPTION
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2	01/15/10	ISSUED FOR PERMIT

REVISION	DATE	DESCRIPTION
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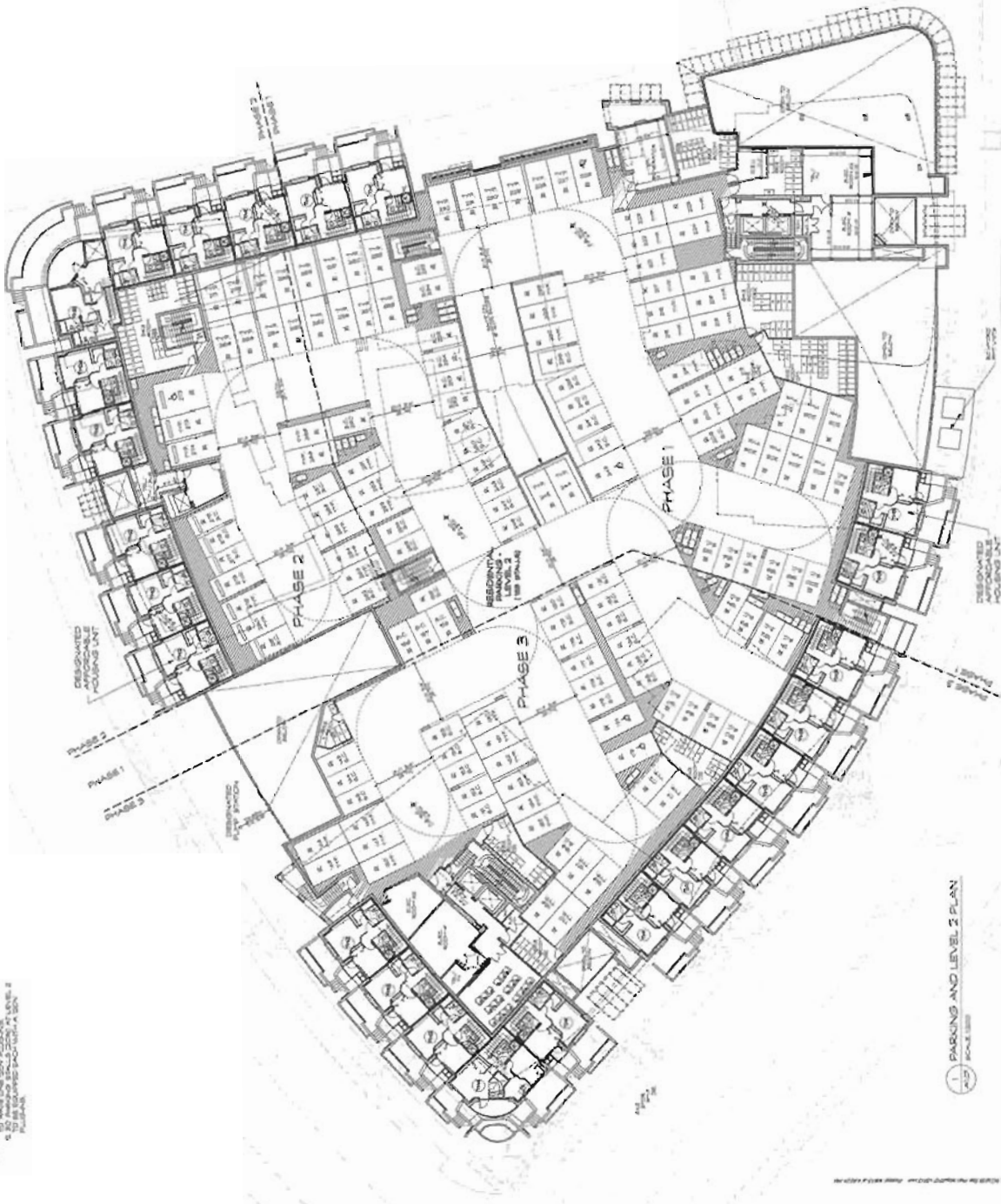
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CEDARBRIDGE
ROYPONG LLC

PARKING &
LEVEL 2 PLAN

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126200105

NOTE: 1. EACH BASE BOTTOM SHOWN ON SITE PLAN
IS TO MATCH THE BASE BOTTOM SHOWN ON
TO BE SURED SHOWN ON A 100'



1 PARKING AND LEVEL 2 PLAN
SCALE: 1/8" = 1'-0"

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REVISION	DATE	DESCRIPTION
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ALDERBRIDGE/
CEDARBRIDGE
RICHMOND B.C.

PROJECT	NO.	DATE
ALDERBRIDGE/ CEDARBRIDGE	1000	01/15/15

LEVEL 3
(PODIUM) PLAN

2 A102

12620615-6



NOTE: UNITS AND BUILDING A AND BUILDING B AND BUILDING C SHOWN BELOW ARE DESIGNATED BASIC UNIVERSAL ACCESSIBLE UNITS (SUITE) TO MEET ALL REQUIREMENTS OF CITY OF RICHMOND SECTION 4.8 ZONING BYLAW 8000.

LEVEL 3 PLAN
A102

CONTRACTOR RESPONSIBILITY: THIS DOCUMENT IS FOR THE EXCLUSIVE USE OF THE CONTRACTOR. IT IS NOT TO BE REPRODUCED, COPIED, OR DISTRIBUTED TO ANY OTHER PARTY WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR COMPLYING WITH ALL APPLICABLE CODES AND REGULATIONS. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE BUILDING AS SHOWN ON THESE DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND FOR THE PROTECTION OF ALL ADJACENT PROPERTIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES.

REVISION	DATE	BY	DESCRIPTION
1	01/15/2010	AL	Initial Design
2	02/15/2010	AL	Revised Design
3	03/15/2010	AL	Final Design

REVISION	DATE	BY	DESCRIPTION
1	01/15/2010	AL	Initial Design
2	02/15/2010	AL	Revised Design
3	03/15/2010	AL	Final Design



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REVISION	DATE	BY	DESCRIPTION
1	01/15/2010	AL	Initial Design
2	02/15/2010	AL	Revised Design
3	03/15/2010	AL	Final Design

**LEVELS 4 - 6
 PLAN**

2 A103

NOTE: UNITS IN BUILDING A, AND BUILDING B, AND BUILDING C SHOWN BELOW ARE DESIGNATED AS UNIVERSAL ACCESSIBLE UNITS (UAU) TO MEET ALL REQUIREMENTS OF CITY OF BOSTON SECTION 4.9 ZONING BY-LAW 8800.



LEVELS 4 THROUGH 6 PLAN
 1/15/2010

12620610-7

NOTE: UNIT AND BUILDING C SHOWN BELOW IS DESIGNATED BASIC UNIVERSAL ACCESSIBLE UNIT (BUAU) TO MEET ALL REQUIREMENTS OF CITY OF RICHMOND SECTION 4.8 ZONING BY JAN 2000.

PHASE 1
PHASE 2
PHASE 3

BLDG. C

BLDG. A

BLDG. B

COURTYARD AT PODIUM LEVEL (S)

AMENITY

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DESIGNATED ACCESSIBLE UNIT (BUAU)

1. LEVELS 7 AND 8 PLAN
PLAN 8-01

REV.	DATE	DESCRIPTION
1	8/2/78	2000-2000-2000-2000
2	10/1/78	2000-2000-2000-2000

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Tel: (604) 687-4761
Fax: (604) 687-3643
edwin@rcaarchitects.com

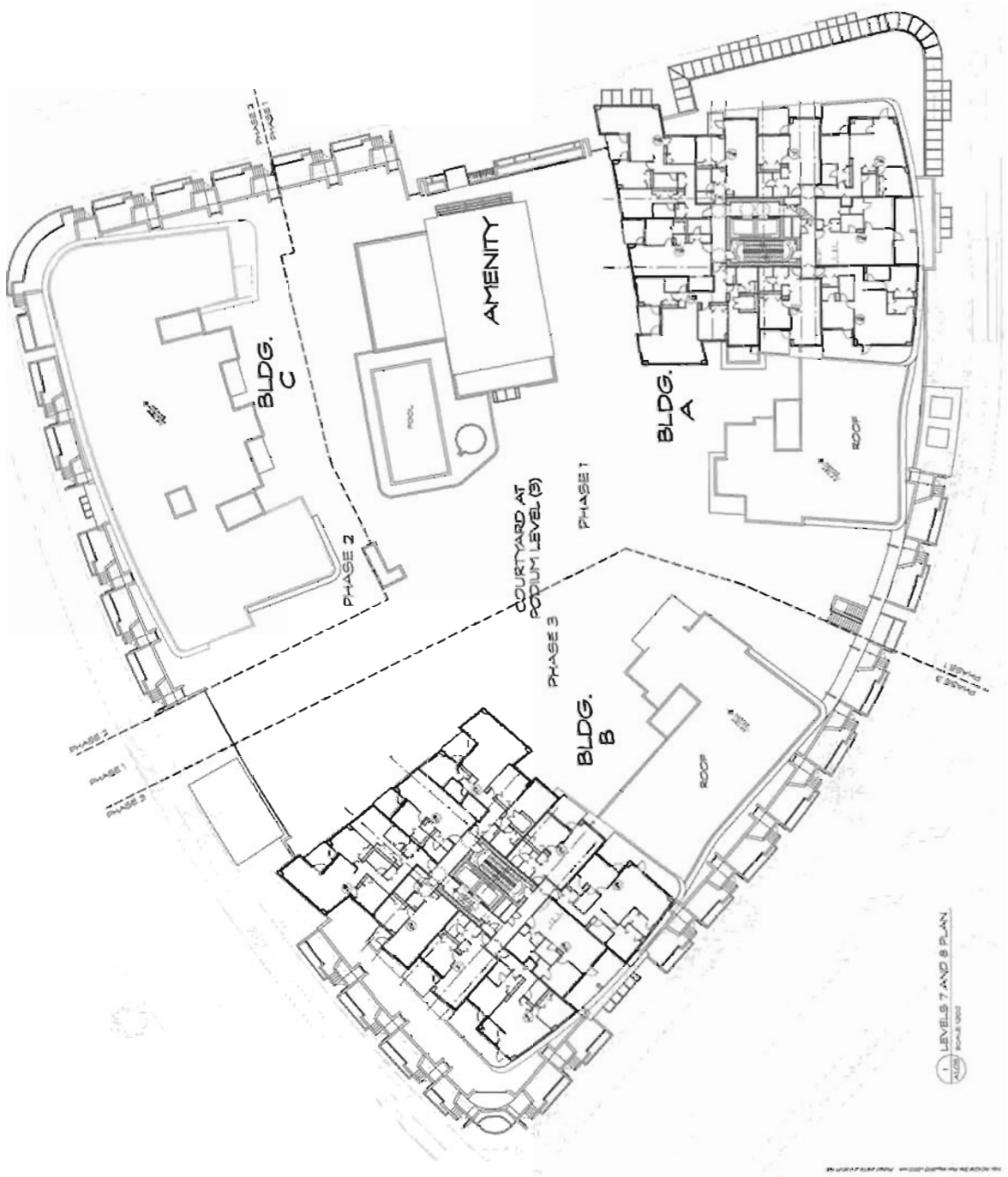
ALDERBRIDGE/
CEDARBRIDGE

RICHMOND B.C.

Project	8th	Project #	802
Date	10-03	Revision	NOV-2018
LEVEL 7 PLAN			
Sheet Title			

2	Al.O4
---	-------

12620610-8



1 LEVELS 7 AND 8 PLAN

ALDERBRIDGE/
CEDARBRIDGE
BIRMINGHAM

DATE	CLASS	TEACHER
10/10/10	10/10/10	10/10/10

LEVEL 5 PLAN

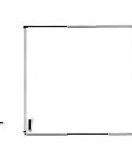
DATE: 10/10/2019
TIME: 10:05
PAGE: 2

12620615-9

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REVISION	DATE	BY	DESCRIPTION
1	01/15/10	AL	Initial Design
2	02/15/10	AL	Revised Design
3	03/15/10	AL	Final Design

REVISION	DATE	BY	DESCRIPTION
1	01/15/10	AL	Initial Design
2	02/15/10	AL	Revised Design
3	03/15/10	AL	Final Design



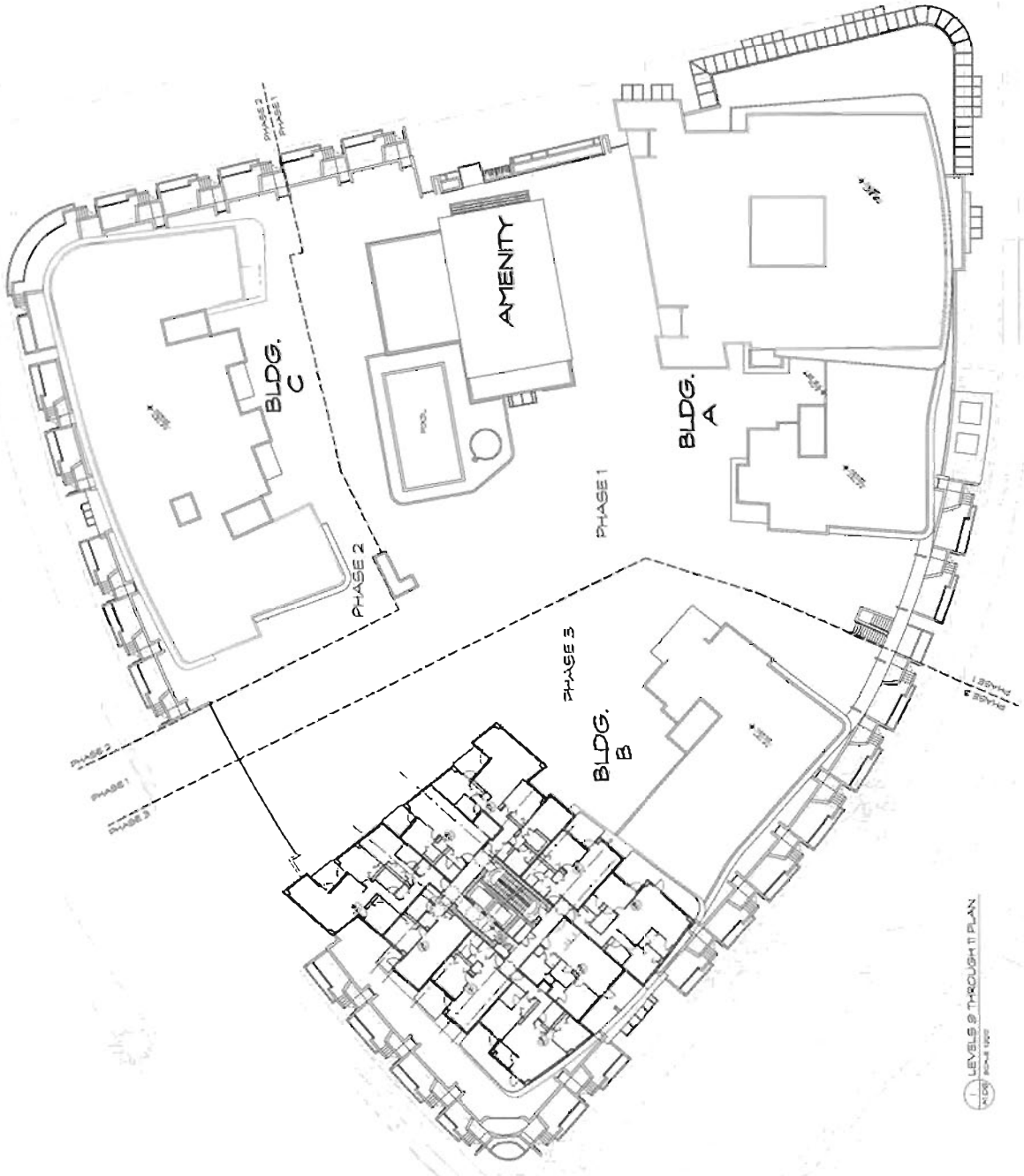
RCA
 200 - 2230 Columbia Street
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 Canada V5T 2T3
 Tel: (604) 681-4441
 Fax: (604) 681-4442
 info@rcaarchitects.com

ALDERBRIDGE/
 CEDARBRIDGE
 SCHOOL B.C.

REVISION	DATE	BY	DESCRIPTION
1	01/15/10	AL	Initial Design
2	02/15/10	AL	Revised Design
3	03/15/10	AL	Final Design

LEVELS 9 - 11
 PLAN

2 A1.06



LEVELS 9 THROUGH 11 PLAN
 A1.06

12620615-10

CONTRACTOR: ALDERBRIDGE/ CEDARBRIDGE
 PROJECT: ALDERBRIDGE/ CEDARBRIDGE
 SHEET: 12626615-11
 DATE: 10/20/2011
 DRAWN BY: J. L. LEE
 CHECKED BY: J. L. LEE
 APPROVED BY: J. L. LEE

REVISION	DATE	BY	DESCRIPTION
1	10/20/2011	J. L. LEE	INITIAL DESIGN
2	10/20/2011	J. L. LEE	REVISED DESIGN

REVISION	DATE	BY	DESCRIPTION
1	10/20/2011	J. L. LEE	INITIAL DESIGN
2	10/20/2011	J. L. LEE	REVISED DESIGN



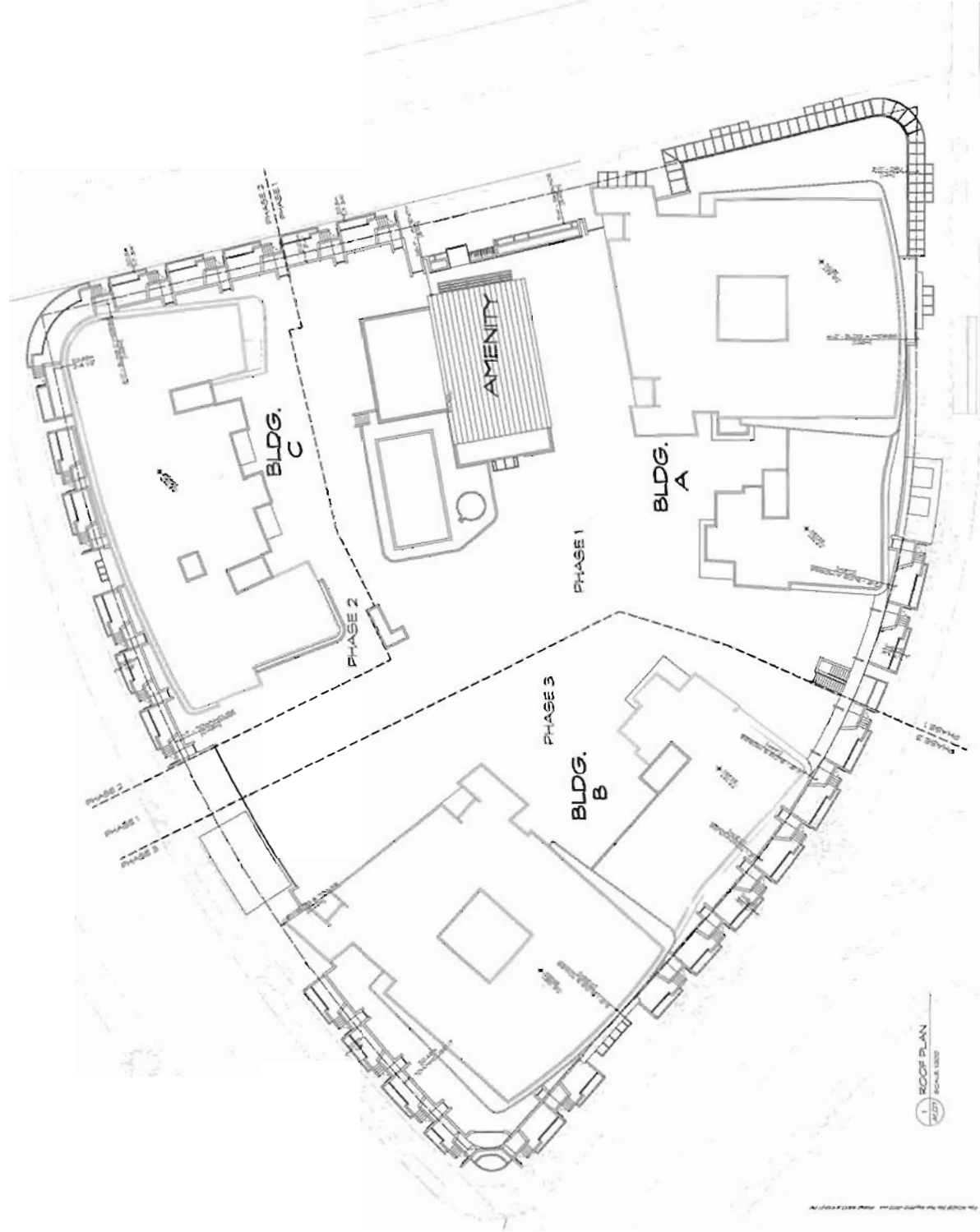
RCA
 Robert Clark Architects Inc.
 200 - 2330 Columbia Street
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 V6H 3Y4
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 Fax: (604) 683-2242
 info@rca-architects.com

ALDERBRIDGE/
 CEDARBRIDGE
 ROYAL B.C.

DATE	10/20/2011
BY	J. L. LEE
CHECKED BY	J. L. LEE
APPROVED BY	J. L. LEE

2 A107

12626615-11



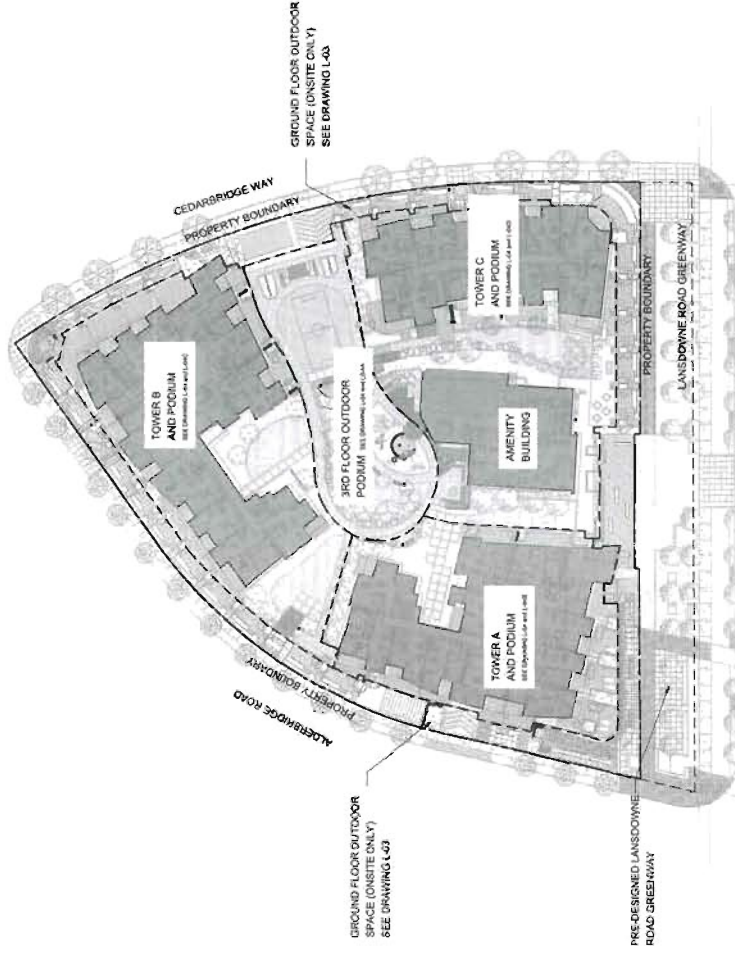
1 ROOF PLAN
 A107 SCALE 1/8" = 1'-0"

ALDERBRIDGE/CEDARBRIDGE

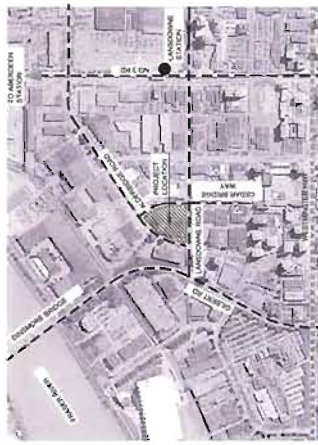
Landscape - Development Permit Application

Contact Information	Other Key Contacts:	Legal Address and Description:
van der Zalm + associates Inc. Suite 1 - 2077 87th Avenue Richmond BC V6V 1K5 Tel: (604) 271-8700 Fax: (604) 271-8701 www.vdz.com Primary contact: Mark van der Zalm mvdz@vz.com Secondary contact: Ryan O'Neil ro@vz.com Alameda contacts (inmate only): Mark van der Zalm mvdz@vz.com Ryan O'Neil ro@vz.com Alameda contacts (inmate only): Mark van der Zalm mvdz@vz.com Ryan O'Neil ro@vz.com	AMCCO 500-688 Howe Street Vancouver BC V6C 2G6 Tel: (604) 682-2000 Fax: (604) 682-2001 www.amcco.com Primary contact: Mark van der Zalm mvdz@vz.com Secondary contact: Ryan O'Neil ro@vz.com Alameda contacts (inmate only): Mark van der Zalm mvdz@vz.com Ryan O'Neil ro@vz.com	RCA 202-2300 Columbia Street Vancouver BC V6C 2G6 Tel: (604) 682-2000 Fax: (604) 682-2001 www.rca.com Primary contact: Mark van der Zalm mvdz@vz.com Secondary contact: Ryan O'Neil ro@vz.com Alameda contacts (inmate only): Mark van der Zalm mvdz@vz.com Ryan O'Neil ro@vz.com

Landscape Sheet Index			
Sheet	Content	Location	Notes
L-00	Cover Sheet	Podium Plan - Tower B	
L-01	Tree Protection and Removal Plan	Podium Plan - Tower C / Amenity	
L-02	Landscape Master Plan	Podium Plan	
L-03	Groundfloor	Water Feature 1-3-4	
L-04	Groundfloor - Alderbridge Rd	Water Feature 2	
L-05	Groundfloor - Alderbridge Rd	Section 1	
L-06	Groundfloor - Alderbridge Rd	Section 2	
L-07	Groundfloor - Alderbridge Rd	Section 3	
L-08	Groundfloor - Alderbridge Rd	Detail 1 - Surfacing	
L-09	Podium Plan - Central	Detail 2 - General Details	
L-10	Podium Plan - Tower A	Detail 3 - General Details	
L-11	Podium Plan - Tower A	Detail 4 - General Details	



Site Plan Overview - 1:400



Site Context - NTS

NOTE:
Final Landsdowne Linear Park and Boulevard design to be completed following City Landsdowne corridor process under the Servicing Agreement



van der Zalm + associates Inc.
Landscape Architecture
Urban Design
Civil Engineering
Construction Management
100-1000
100-1000
100-1000



REVISIONS TABLE FOR DRAUGHTS	
No.	Description
1	Issue for Review
2	Issue for Review
3	Issue for Review
4	Issue for Review
5	Issue for Review
6	Issue for Review
7	Issue for Review
8	Issue for Review
9	Issue for Review
10	Issue for Review
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16	Issue for Review
17	Issue for Review
18	Issue for Review
19	Issue for Review
20	Issue for Review

Project: ALDERBRIDGE/CEDARBRIDGE
Location: 7889 & 7700 ALDERBRIDGE WAY
RICHMOND BC
V6V 2J9

Drawing Information	
Drawn: KJ	Checked: MB
Scale: AS SHOWN	Original Scale: N/A
Project: ALDERBRIDGE/CEDARBRIDGE	Sheet: L-00

L-00

12620615

COVER SHEET

DP2011-35



GENERAL NOTES

1. These drawings are for the proposed development. The owner is responsible for obtaining all necessary permits and approvals from the relevant authorities. The design is based on the information provided by the owner and is subject to change without notice.
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Key Map (N11)

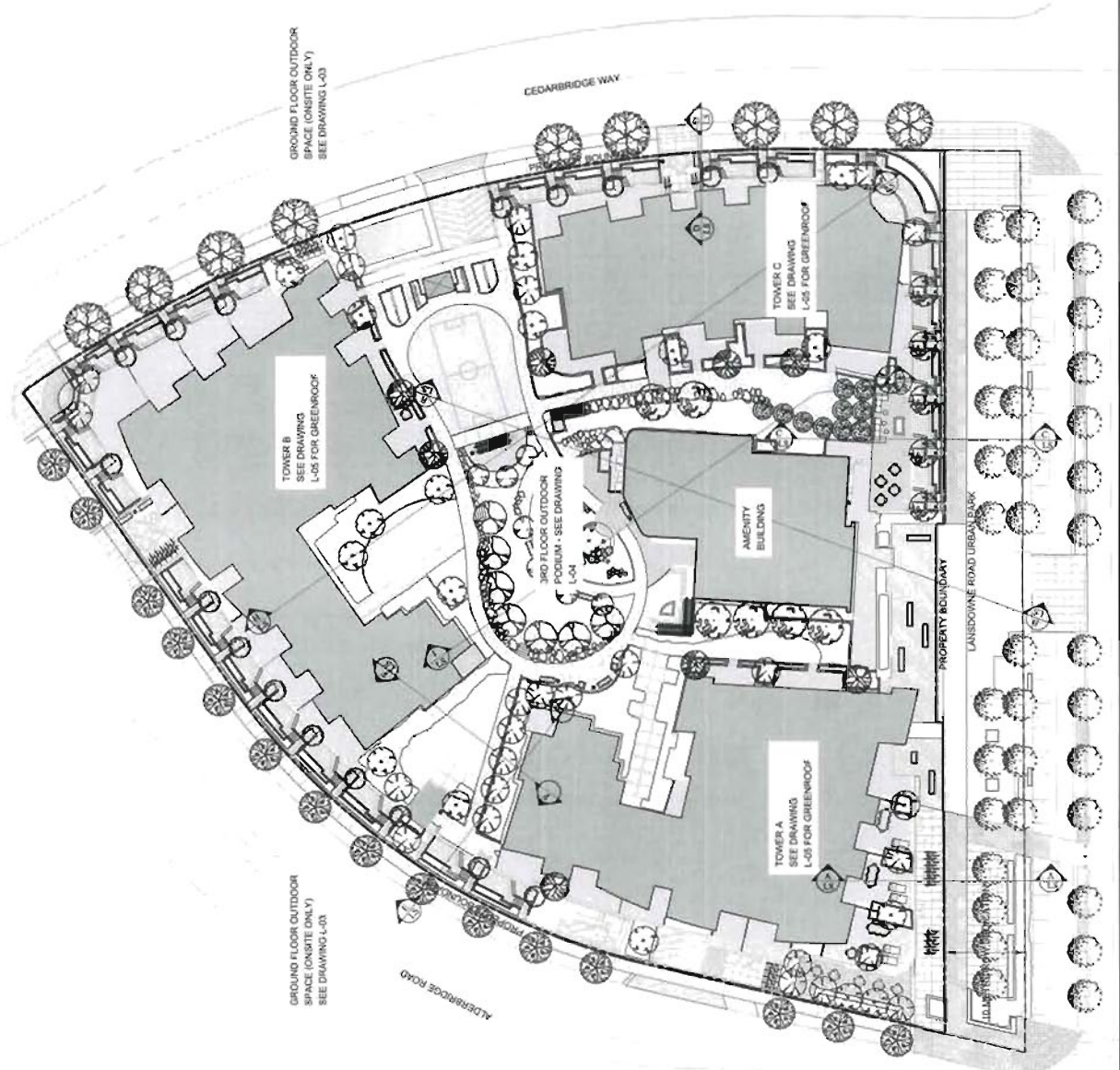


Item	Description	Quantity	Unit
1	Planting of 100 trees	100	each
2	Planting of 50 shrubs	50	each
3	Planting of 100 perennials	100	each
4	Planting of 100 annuals	100	each
5	Planting of 100 ground covers	100	each
6	Planting of 100 vines	100	each
7	Planting of 100 climbing plants	100	each
8	Planting of 100 hanging plants	100	each
9	Planting of 100 trailing plants	100	each
10	Planting of 100 succulents	100	each
11	Planting of 100 cacti	100	each
12	Planting of 100 ferns	100	each
13	Planting of 100 mosses	100	each
14	Planting of 100 lichens	100	each
15	Planting of 100 mushrooms	100	each
16	Planting of 100 fungi	100	each
17	Planting of 100 bacteria	100	each
18	Planting of 100 viruses	100	each
19	Planting of 100 parasites	100	each
20	Planting of 100 predators	100	each

Project: ALDERBRIDGE CEDARBRIDGE
Location: 7860 & 7770 ALDERBRIDGE WAY
 RICHMOND, BC
 V6X 2A2

Drawn	MS
Checked	MS
Approved	MS
Original Date	20-06-2011
Revised	11-09-2011

NOTE:
 Final Landscapes Linear Park and Boulevard design to be completed following City's Landscapes corridor process under the Servicing Agreement.





Podium Level Key Map (NTS)

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Project
ALDERIDGE/CORRIGAN

Описание

location:
680 & 7720 ALDERBRIDGE WAY
RICHMOND, BC
V6X 2A2

Drawn: MS TD	Checked: MS	Original Suppl Date: 27-04-2017	CONNECTED WITH: J. L. J. INSTITUTIONS ON 14/04/2017 AND 15/04/2017. RESEARCHER'S NAME: J. L. J. RESEARCHER'S ADDRESS: J. L. J. RESEARCHER'S PHONE: J. L. J. RESEARCHER'S FAX: J. L. J. RESEARCHER'S E-MAIL: J. L. J. RESEARCHER'S WEBSITE: J. L. J. RESEARCHER'S OTHER: J. L. J.
Approved: MVOZ			

GRASSHOPPER SCHEDULE				
GRADE	STUDENT NAME	STUDENT NUMBER	STUDENT PHONE	STUDENT E-MAIL
1	1. Student Name	1. Student Number	1. Student Phone	1. Student E-MAIL
2	2. Student Name	2. Student Number	2. Student Phone	2. Student E-MAIL
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GRASSHOPPER SCHEDULE				
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27				

PROPOSED BEAM SIZE AND SPACING
12x20 inches, 10 #4 bars

PROPOSED BEAM SECTION
12x20 inches

PROPOSED CONCRETE STRENGTH
 $f'_c = 4000$ psi

PROPOSED STEEL YIELDING STRENGTH
 $f_y = 60,000$ psi









PROPOSED CONCRETE COMPRESSION STRAIN AT YIELDING
 $\epsilon_c = 0.002$










PROPOSED CONCRETE COMPRESSION STRAIN AT ULTIMATE
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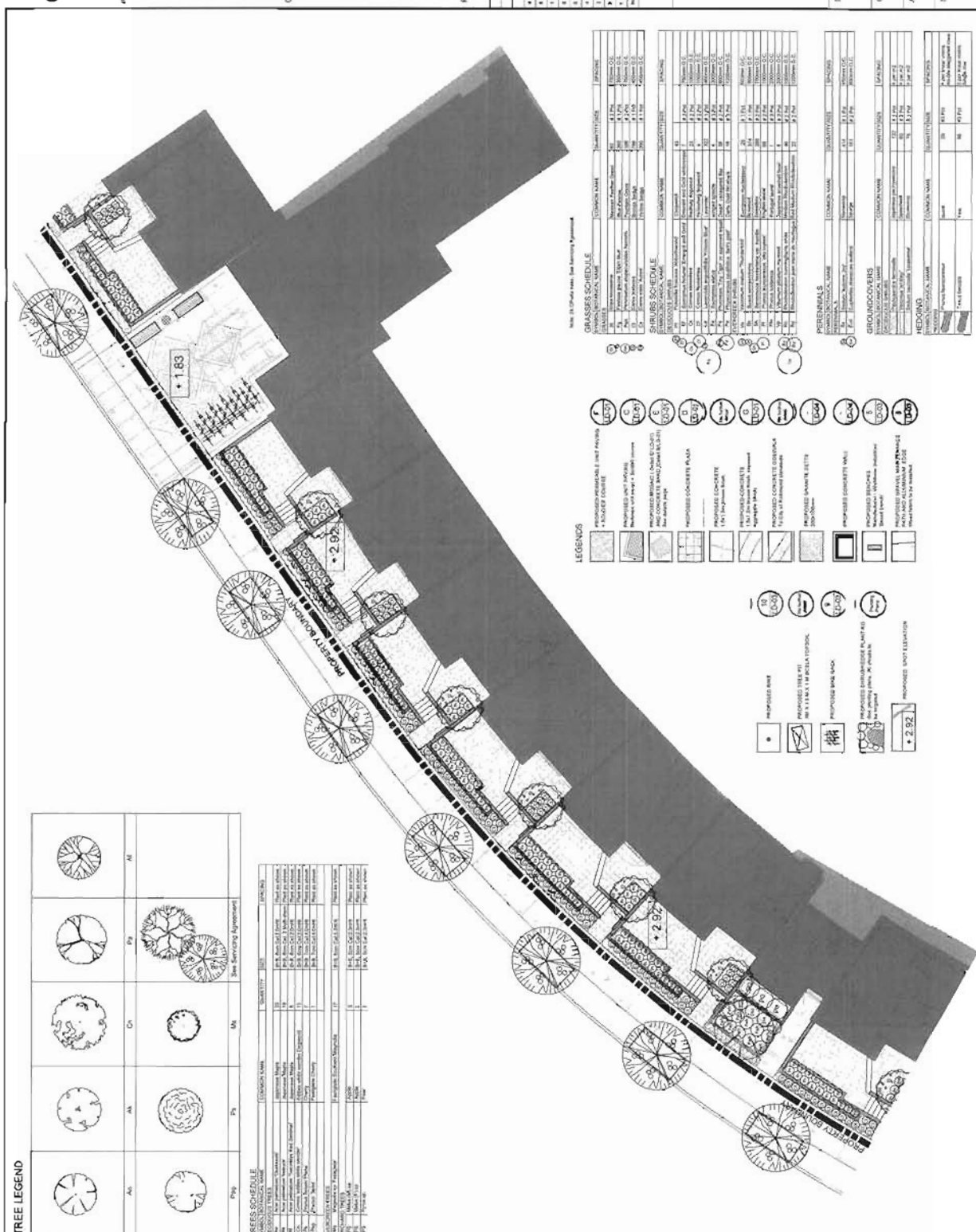
PROPOSED BEAM DESIGN
12x20 inches, 10 #4 bars

PROPOSED BEAM SECTION
12x20 inches

PROPOSED BEAM DESIGN
12x20 inches, 10 #4 bars

	REGISTRATION UNIT	
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	PROCESSED THIS WAY NO FILL IN PENCIL TOPIC	

	20		
	60		See Scoring Agreement
	5		40
	40		50
	40		60

[illegible]

Drawing # L-03B

VDZ Project # DP2011-35

Drawing Title GROUND FLOOR - ALDERBRIDGE/LANDSOWNE



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Ground Level Key Map (NTS)

Podium Level Key Map (NTS)

Room	Room Name	Room Number
1	Podium Level	101
2	Podium Level	102
3	Podium Level	103
4	Podium Level	104
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6	Podium Level	106
7	Podium Level	107
8	Podium Level	108
9	Podium Level	109
10	Podium Level	110

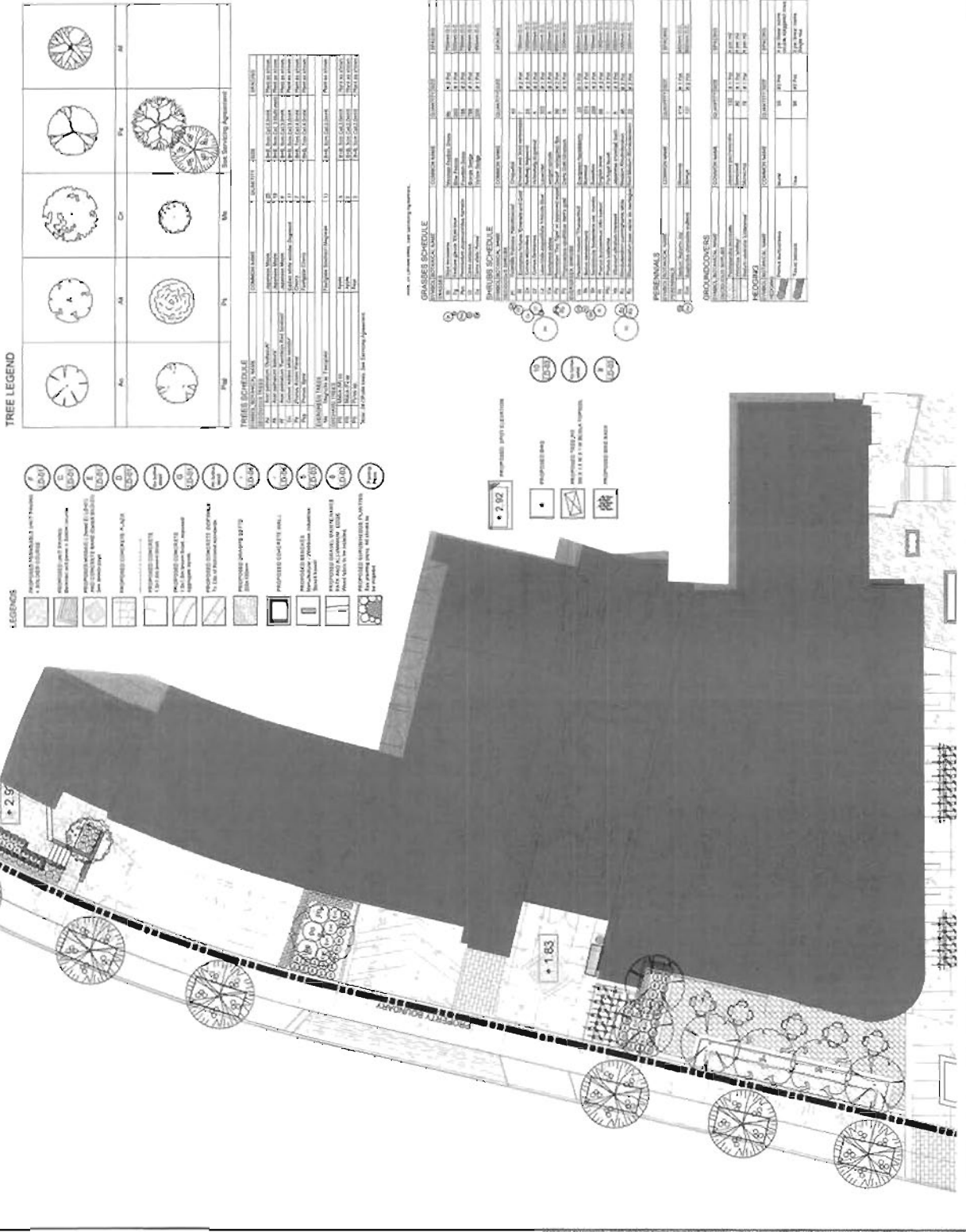
Project: ALDERBRIDGE/CELANESE

DP SUBMISSION

Location: 1000 ALDERBRIDGE WAY
BIRMINGHAM, AL 35202

Stamp

Drawn: [Signature]
Checked: [Signature]
Approved: [Signature]
Date: 1/1/11



TREE LEGEND

Tree Symbol	Tree Name	Quantity
[Symbol]	Acacia	1
[Symbol]	Albany	1
[Symbol]	Almond	1
[Symbol]	Amelanchier	1
[Symbol]	Apple	1
[Symbol]	Ash	1
[Symbol]	Bald Cypress	1
[Symbol]	Basswood	1
[Symbol]	Beech	1
[Symbol]	Birch	1
[Symbol]	Bur Oak	1
[Symbol]	Cashew	1
[Symbol]	Catalpa	1
[Symbol]	Cedar	1
[Symbol]	Chestnut	1
[Symbol]	Cypress	1
[Symbol]	Deciduous	1
[Symbol]	Elm	1
[Symbol]	Ginkgo	1
[Symbol]	Hickory	1
[Symbol]	Holly	1
[Symbol]	Juniper	1
[Symbol]	Larch	1
[Symbol]	Maple	1
[Symbol]	Oak	1
[Symbol]	Palm	1
[Symbol]	Pine	1
[Symbol]	Redwood	1
[Symbol]	Spruce	1
[Symbol]	Taxus	1
[Symbol]	Yew	1

GRASSES SCHEDULE

Grass Name	Quantity
Grass 1	1
Grass 2	1
Grass 3	1
Grass 4	1
Grass 5	1
Grass 6	1
Grass 7	1
Grass 8	1
Grass 9	1
Grass 10	1

SHRUBS SCHEDULE

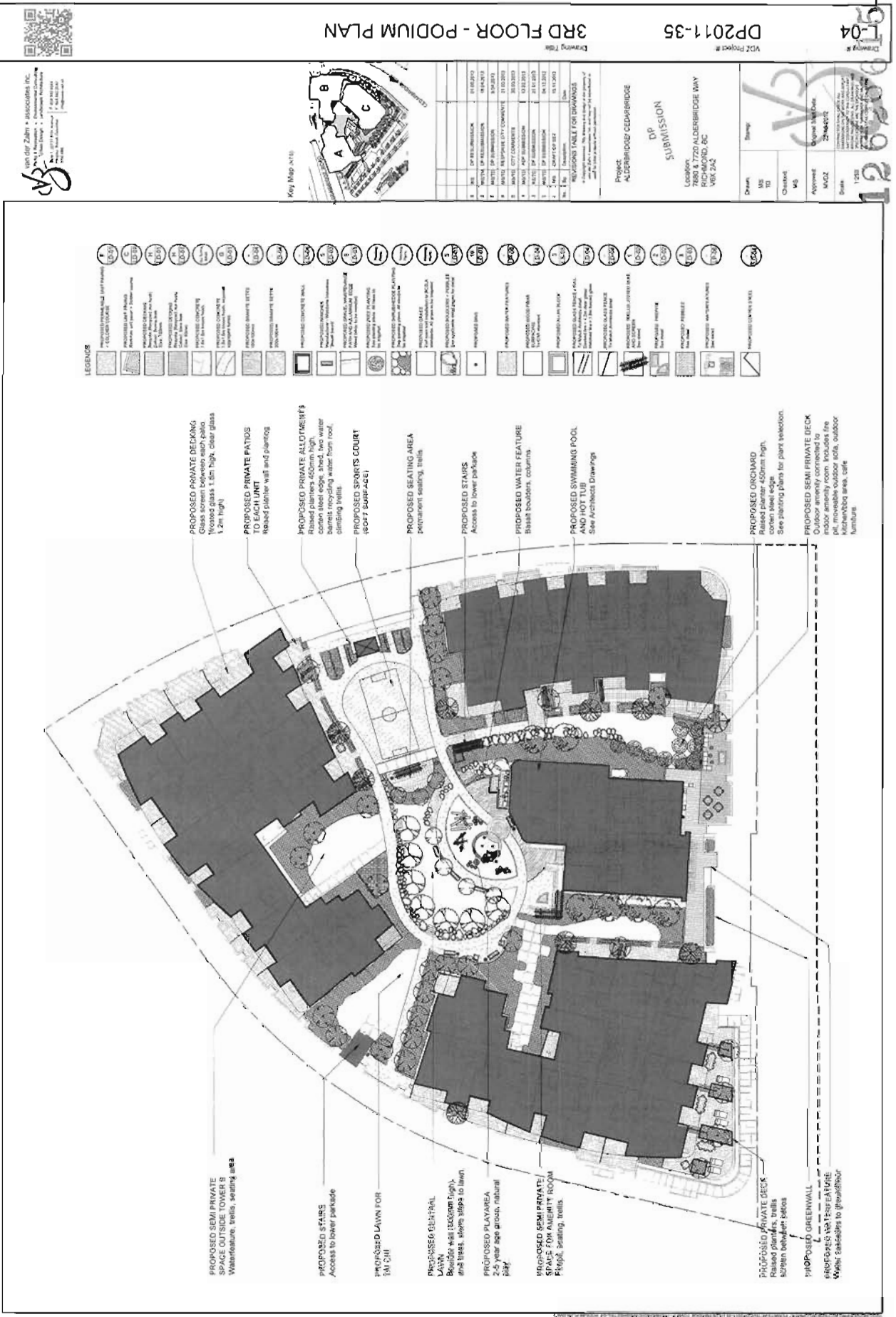
Shrub Name	Quantity
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Shrub 10	1

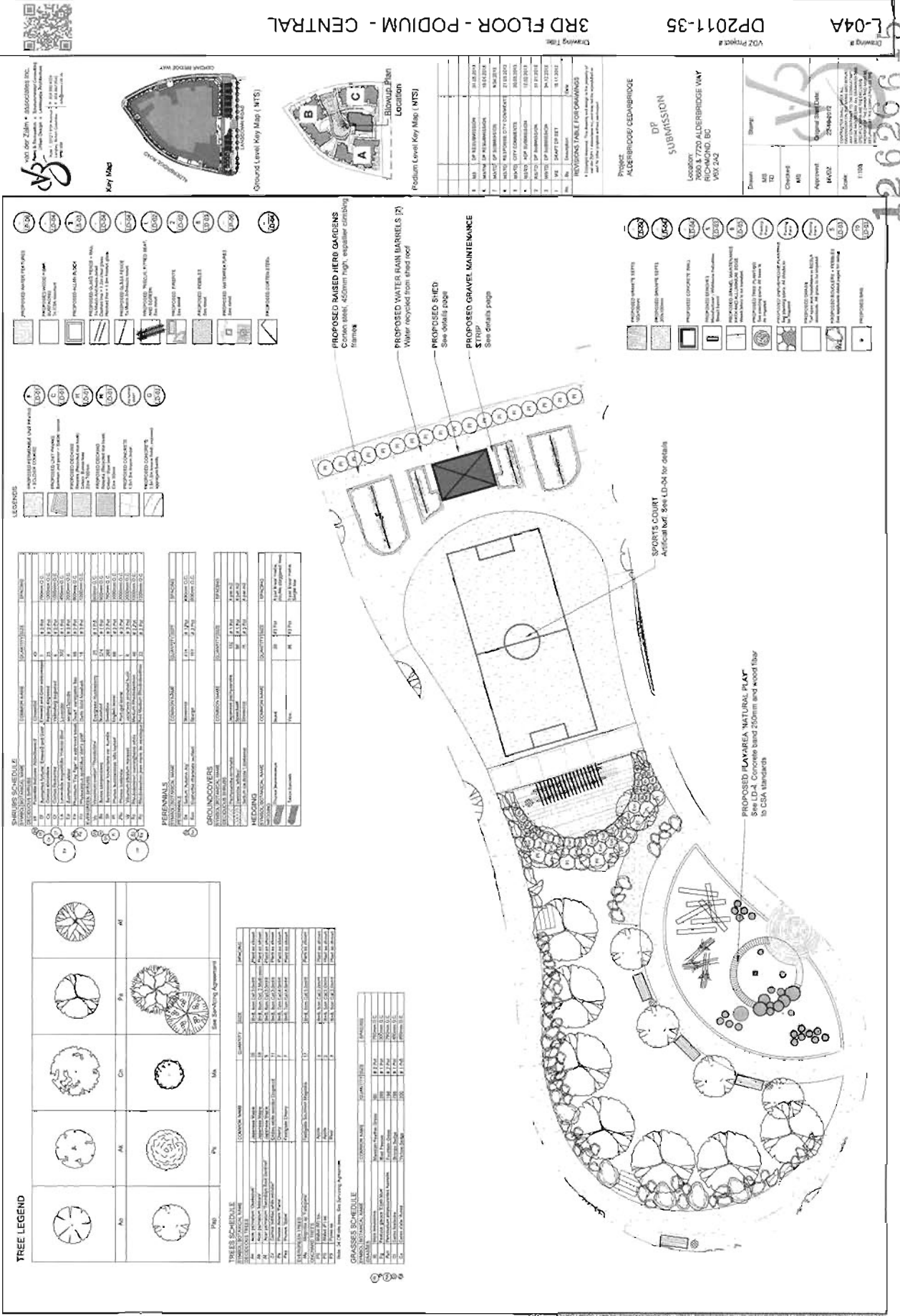
PERENNIALS SCHEDULE

Perennial Name	Quantity
Perennial 1	1
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Perennial 3	1
Perennial 4	1
Perennial 5	1
Perennial 6	1
Perennial 7	1
Perennial 8	1
Perennial 9	1
Perennial 10	1

LEGENDS

Symbol	Description
[Symbol]	Proposed Landscaping
[Symbol]	Proposed Planting
[Symbol]	Proposed Tree
[Symbol]	Proposed Shrub
[Symbol]	Proposed Perennial
[Symbol]	Proposed Grass
[Symbol]	Proposed Hardscape
[Symbol]	Proposed Softscape
[Symbol]	Proposed Water Feature
[Symbol]	Proposed Lighting
[Symbol]	Proposed Signage
[Symbol]	Proposed Fencing
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[Symbol]	Proposed Walkway
[Symbol]	Proposed Driveway
[Symbol]	Proposed Parking
[Symbol]	Proposed Loading Dock
[Symbol]	Proposed Entrance
[Symbol]	Proposed Exit
[Symbol]	Proposed Staircase
[Symbol]	Proposed Elevator
[Symbol]	Proposed Restroom
[Symbol]	Proposed Kitchen
[Symbol]	Proposed Dining Room
[Symbol]	Proposed Living Room
[Symbol]	Proposed Bedroom
[Symbol]	Proposed Bathroom
[Symbol]	Proposed Hallway
[Symbol]	Proposed Closet
[Symbol]	Proposed Storage
[Symbol]	Proposed Utility
[Symbol]	Proposed Laundry
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[Symbol]	Proposed Parking
[Symbol]	Proposed Loading Dock
[Symbol]	Proposed Entrance
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[Symbol]	Proposed Hallway
[Symbol]	Proposed Closet
[Symbol]	Proposed Storage
[Symbol]	Proposed Utility
[Symbol]	Proposed Laundry
[Symbol]	Proposed Garage





LEGEND

SYMBOL	DESCRIPTION	QUANTITY
[Symbol]	PROPOSED BASED HERO GARDENS	1
[Symbol]	PROPOSED WATER BAIN BARRELS	1
[Symbol]	PROPOSED SHED	1
[Symbol]	PROPOSED GRAVEL MAINTENANCE STRIP	1
[Symbol]	PROPOSED PLAYAREA NATURAL PLAY	1

PROPOSED BASED HERO GARDENS
Concrete base, 400mm high, regular casting

PROPOSED WATER BAIN BARRELS
Water recycled from shed roof

PROPOSED SHED
See details page

PROPOSED GRAVEL MAINTENANCE STRIP
See details page

PROPOSED PLAYAREA NATURAL PLAY
See LD-4. Concrete band 250mm and wood floor to CSA standards

PROPOSED BASED HERO GARDENS
Concrete base, 400mm high, regular casting

PROPOSED WATER BAIN BARRELS
Water recycled from shed roof

PROPOSED SHED
See details page

PROPOSED GRAVEL MAINTENANCE STRIP
See details page

PROPOSED PLAYAREA NATURAL PLAY
See LD-4. Concrete band 250mm and wood floor to CSA standards

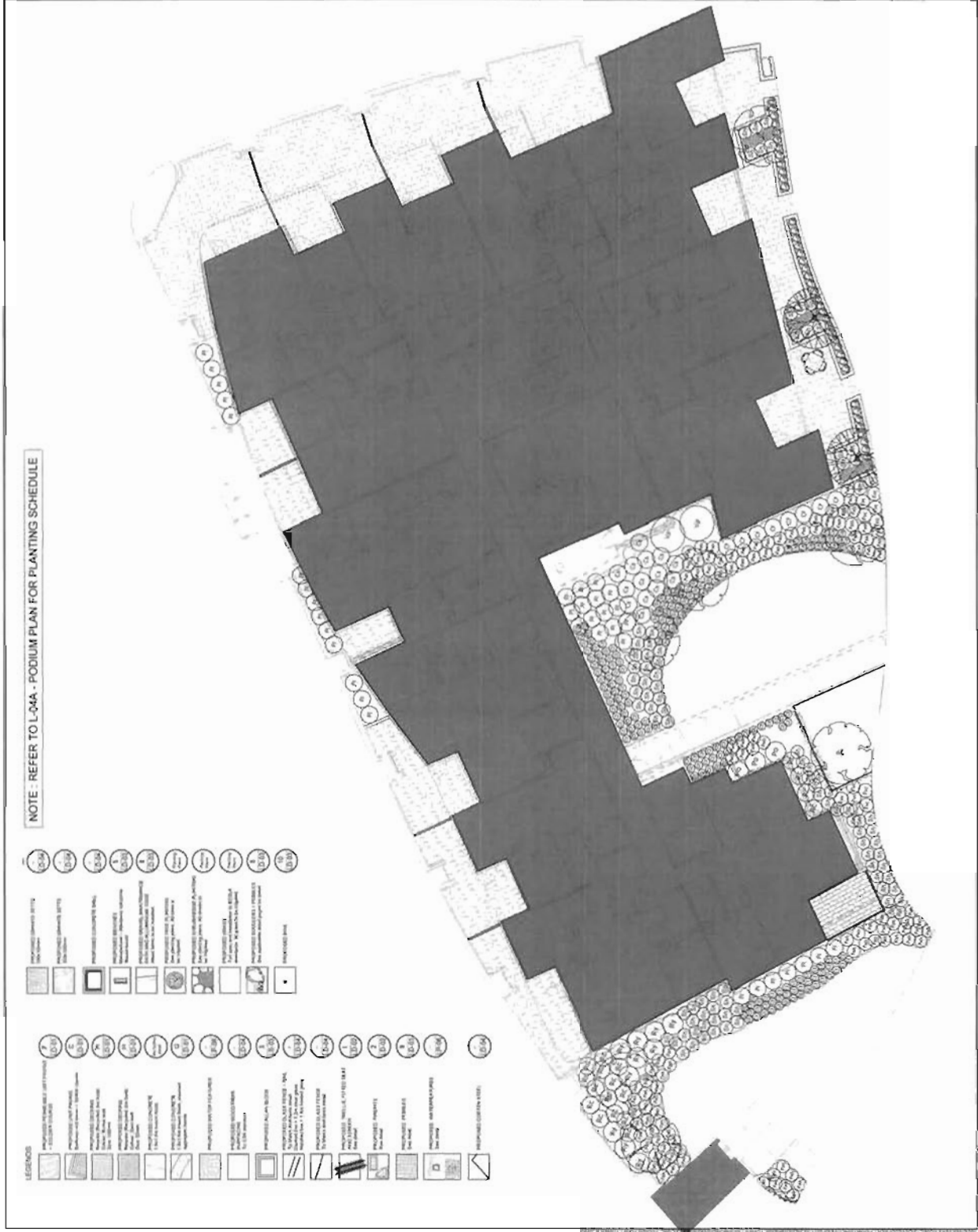
PROPOSED BASED HERO GARDENS
Concrete base, 400mm high, regular casting

PROPOSED WATER BAIN BARRELS
Water recycled from shed roof

PROPOSED SHED
See details page

PROPOSED GRAVEL MAINTENANCE STRIP
See details page

PROPOSED PLAYAREA NATURAL PLAY
See LD-4. Concrete band 250mm and wood floor to CSA standards



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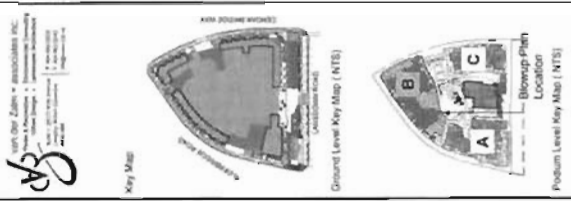
Project:
ALDERBRIDGE CEDARBRIDGE

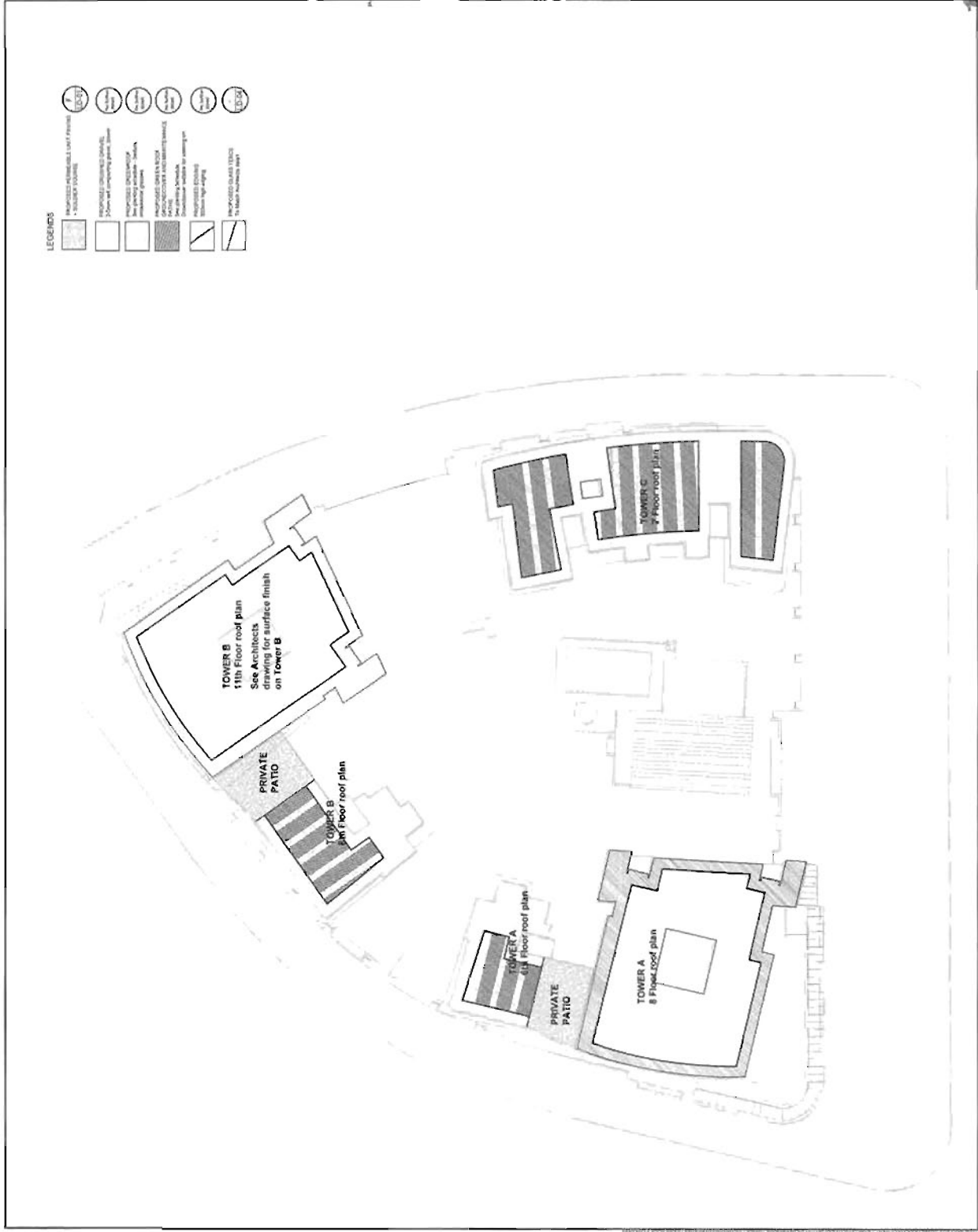
**DP
SUBMISSION**

Location:
7890 & 7720 ALDERBRIDGE WAY
RICHMOND, BC
V6X 2A2

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Checked all	

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126266

1-05

DP2011-35

ROOF PLAN

Drawing Title

Project: ALDENBRIDGE CEDARHEDGE

DP SUBMISSION

Location: 7860 & 7720 ALDENBRIDGE WAY, RICHMOND, BC V6X 2A2

Client: ALDENBRIDGE CEDARHEDGE

Architect: ALDENBRIDGE CEDARHEDGE

Engineer: ALDENBRIDGE CEDARHEDGE

Designer: ALDENBRIDGE CEDARHEDGE

Checker: ALDENBRIDGE CEDARHEDGE

Approver: ALDENBRIDGE CEDARHEDGE

Date: 12/20/2020

Key Map

Revision Table

Rev	Description	Date
1	Initial Design	12/20/2020
2	Revised Design	12/20/2020
3	Final Design	12/20/2020

Drawing # L-06A

VPZ Project # DP2011-35



WATER FEATURE 1-3-4



North Star Zoning & Development Inc.
1000 West 10th Avenue, Suite 100
Vancouver, BC V6H 2G6
Tel: 604-278-8888
Fax: 604-278-8889
www.northstarzoning.com



Item	Description	Revision	Date
1	Initial Design	1	10/10/2011
2	Revised Design	2	10/10/2011
3	Final Design	3	10/10/2011
4	Final Design	4	10/10/2011
5	Final Design	5	10/10/2011
6	Final Design	6	10/10/2011
7	Final Design	7	10/10/2011
8	Final Design	8	10/10/2011
9	Final Design	9	10/10/2011
10	Final Design	10	10/10/2011

Project: ALDERBRIDGE/CEANBRIDGE
Location: 7880 & 7720 ALDERBRIDGE WAY
RICHMOND, BC
V6X 2A2

Owner	City of Richmond
Design	North Star Zoning & Development Inc.
Checked	MS
Approved	MS
Scale	AS SHOWN



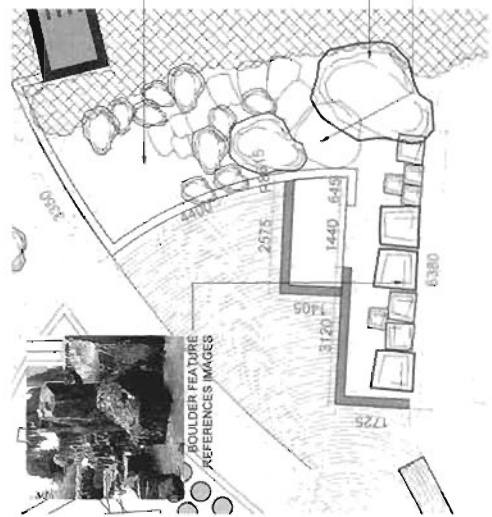
RIVER ROCK - REFERENCES IMAGES



BOULDER - REFERENCES IMAGES



CASCADING WATER FEATURE REFERENCES IMAGES



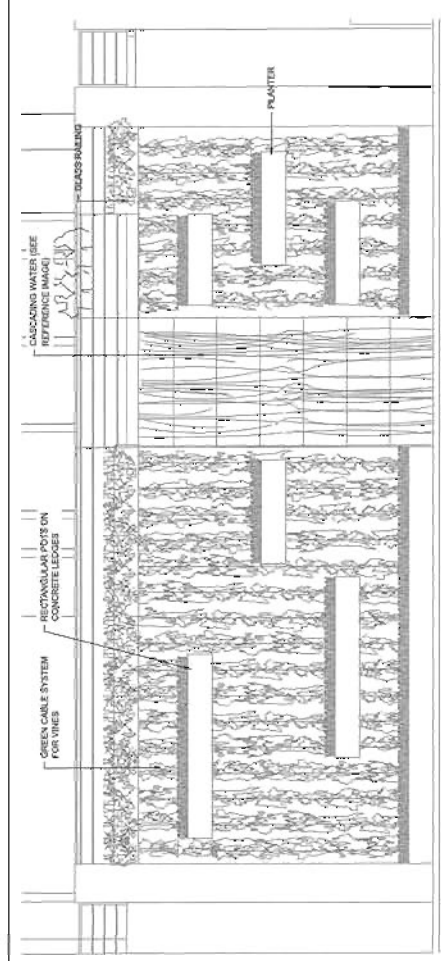
WATER FEATURE 3 - CENTRAL PROJECT - PODIUM LEVEL
SCALE: 1:50



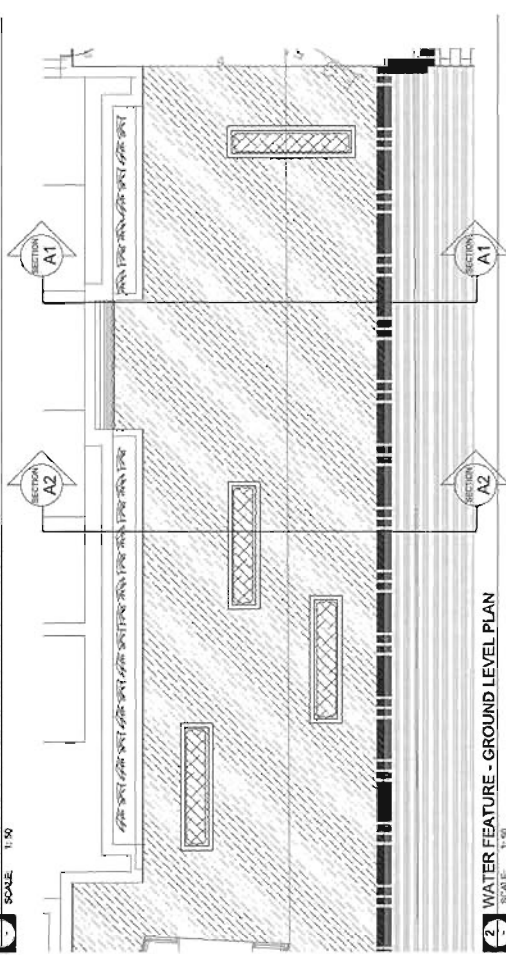
WATER FEATURE - REFERENCES IMAGES



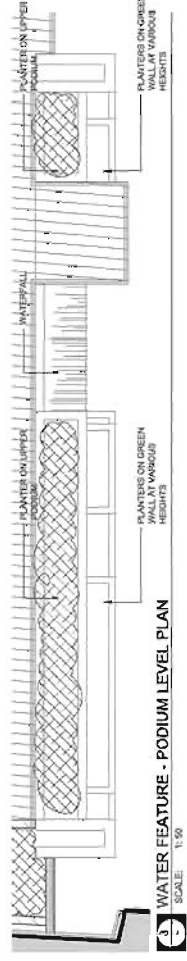
WATER FEATURE 1 - NORTH PROJECT - GROUND LEVEL
SCALE: 1:50



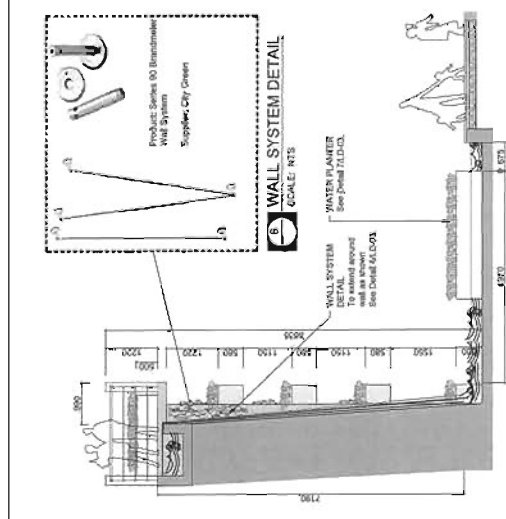
1 WATER FEATURE 2 - SOUTH PROJECT - ELEVATION
SCALE: 1:50



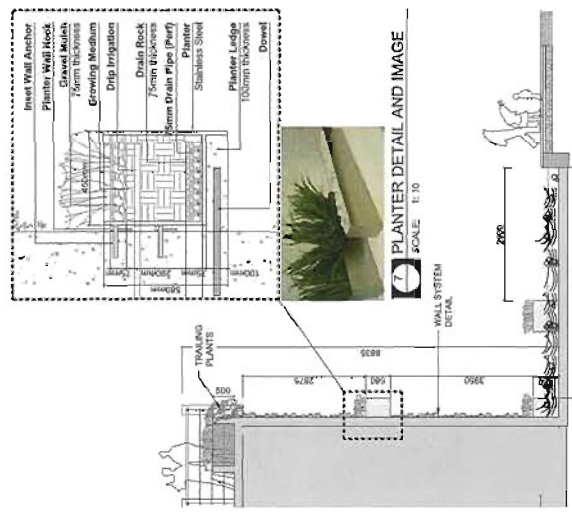
2 WATER FEATURE - GROUND LEVEL PLAN
SCALE: 1:50



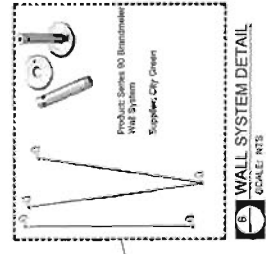
3 WATER FEATURE - PODIUM LEVEL PLAN
SCALE: 1:50



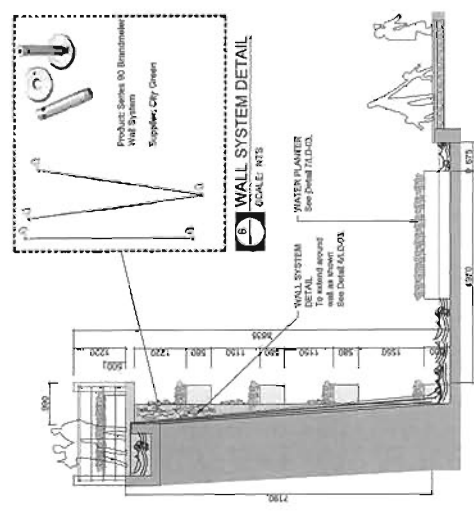
4 WATER FEATURE 2 - SECTION A1-A1
SCALE: 1:50



5 WATER FEATURE 2 - SECTION A2-A2
SCALE: 1:50



6 WALL SYSTEM DETAIL
SCALE: NTS



7 PLANTER DETAIL AND IMAGE
SCALE: 1:10

van der Zalm + associates Inc.

Ground Level Key Map (NTS)

Podium Level Key Map (NTS)

NOTE: Details for water feature are to be further developed and refined along with the detailed design of the park/greenway.

REVISIONS TABLE FOR DRAWING

No.	Rev.	Description
1	1	Initial Design
2	2	Revised Design
3	3	Final Design

Project: ALDERBRIDGE CREEK/BRIDGE

DP SUBMISSION

Location: 7480 & 7720 ALDERBRIDGE WAY RICHMOND, BC V6X 2A2

Drawn: MB, TS

Checked: MB

Approved: MB

Scale: 1:200

Original Red Date: 20-10-2012

DP2011-35

WATER FEATURE 2 - SOUTH PROJECT

L-06B

Drawing #

12626615-27

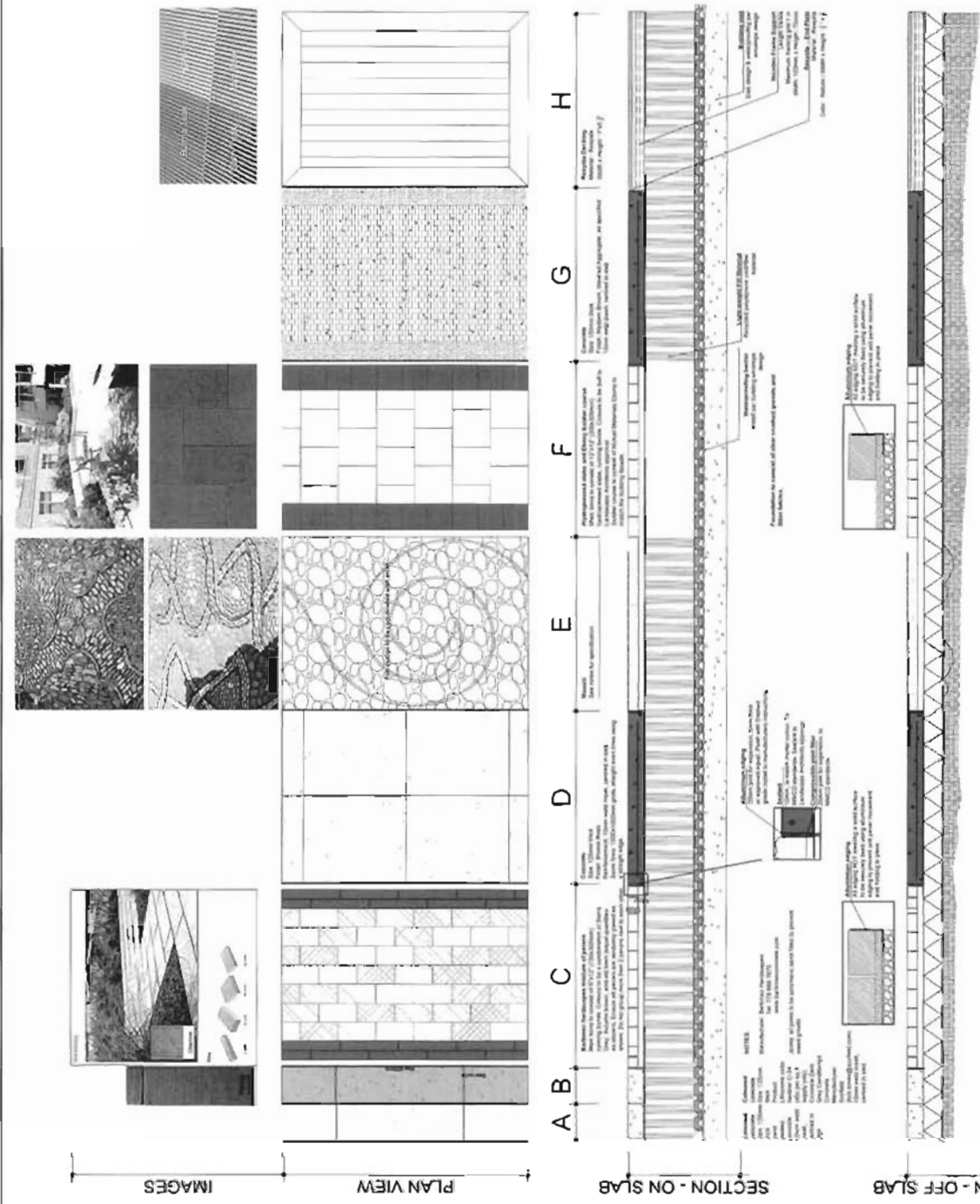
17-5-21
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 126266

DP2011-35

DETAILS 1 - SURFACING



Project: 7880 & 7720 ALDERBRIDGE WAY
 RICHMOND, BC
 V6V 2A2



IMAGES PLAN VIEW SECTION - ON SLAB SECTION - OFF SLAB

Item	Description	Quantity	Unit
1	DP 2011-35	100.00	m ²
2	DP 2011-35	100.00	m ²
3	DP 2011-35	100.00	m ²
4	DP 2011-35	100.00	m ²
5	DP 2011-35	100.00	m ²
6	DP 2011-35	100.00	m ²
7	DP 2011-35	100.00	m ²
8	DP 2011-35	100.00	m ²
9	DP 2011-35	100.00	m ²
10	DP 2011-35	100.00	m ²

Project: 7880 & 7720 ALDERBRIDGE WAY
 RICHMOND, BC
 V6V 2A2

Project: 7880 & 7720 ALDERBRIDGE WAY
 RICHMOND, BC
 V6V 2A2

PLAYGROUND SURFACE
SCALE: 1:20

WATER FEATURE 1
SCALE: 1:10

RAISED PLANTER
SCALE: 1:20

TENNIS COURT SURFACING
SCALE: 1:10

BIKE RACK
SCALE: 1:10

TRASH - Wishbone # BTR-24
SCALE: 1/8"

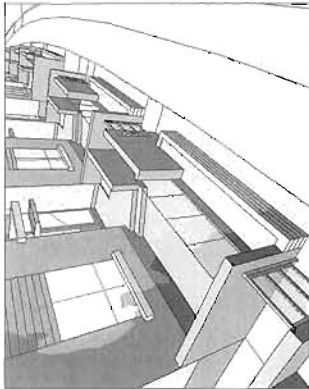
GRAVEL TRENCH
SCALE: 1/8"

TOWNHOME ADDRESS
SCALE: 1/8"

BENCH - Wishbone # RV-6
SCALE: 1/8"

BOULDER BED
SCALE: 1/8"

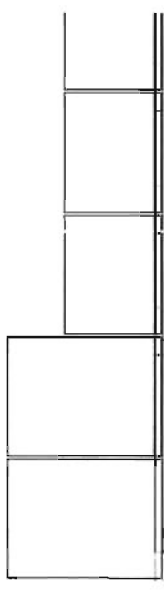
STREETSCAPE (ALL FRONTAGES)
SCALE: 1/8"



1. SAMPLE IMAGE OF THE PROPOSED GARDENS BALCONY, DECK, TERRACE, AND LANDSCAPE (LEFT) SEE MASTERPLAN AND PLANTING PLANS FOR FURTHER DETAIL.

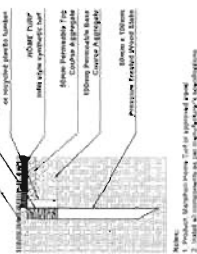
2. REF. BELOW TO BE USED ON ALL THE UPPER BALCONIES ON THE PODIUM AND UPPER LEVELS AS INDICATED ON THE MASTERPLAN. MOST BALCONIES CONTAIN FRAMED GLASS SCREENS 1.1M HIGH AND 1.1M WIDE. GLASS IS 1.1M HIGH REFER TO THE ARCHITECTURE DRAWINGS FOR CLEAR GLASS DETAIL.

1. PRIVATE GARDENS SCALE: NTS

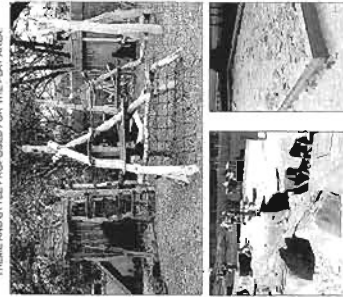


2. GLASS RAILS SCALE: 1:25

3. MULTI-SPORTS COURT WITH SOFT RUBBER SURFACING INCLUDING LUNGMONT, TENNIS, HANDBALL, BASKETBALL.

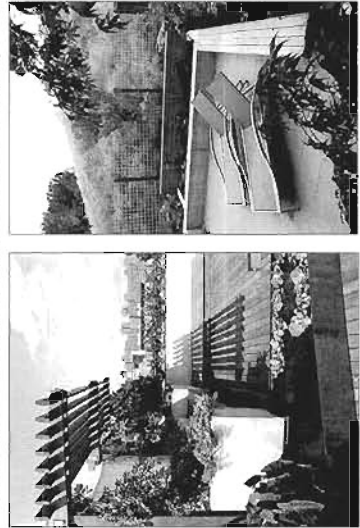
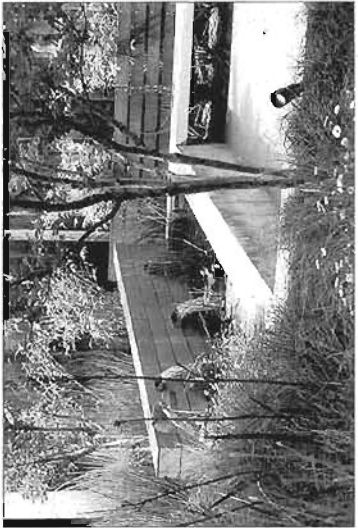


4. MULTI-SPORTS COURT AND ARTIFICIAL TURF SCALE: NTS



5. NATURAL PLAY AREA CONSISTING OF LOG CLIMBING FRAMES, SLIDE AND CLIMBING BOLLERS. THE IMAGES REPRESENT THE THEME AND STYLE PROPOSED FOR THE PLAY AREA.

5. PLAY AREA NATURAL PLAY SCALE: NTS



3. COURTYARDS SCALE: NTS



6. ALLOTMENTS SCALE: NTS

7. SELECTION OF PRECEDENT IMAGES WITHIN THE DRAWING. THE IMAGES REPRESENT THE INTENDED WATER FEATURES, BENCH STYLES, OVERHEAD TRELLIS, AND GRANITE PAVING THEMES AND COLOURS HAVE BEEN SELECTED TO REFLECT THE INTENDED WATER FEATURES, BENCH STYLES, OVERHEAD TRELLIS, AND GRANITE PAVING THEMES.



NO.	DESCRIPTION	DATE
1	1. PRELIMINARY	21.02.2023
2	2. PRELIMINARY	21.02.2023
3	3. PRELIMINARY	21.02.2023
4	4. PRELIMINARY	21.02.2023
5	5. PRELIMINARY	21.02.2023
6	6. PRELIMINARY	21.02.2023
7	7. PRELIMINARY	21.02.2023
8	8. PRELIMINARY	21.02.2023
9	9. PRELIMINARY	21.02.2023
10	10. PRELIMINARY	21.02.2023

Project: ALDERBRIDGE GEMARBRIDGE

DP SUBMISSION

Location: ALDERBRIDGE GEMARBRIDGE WAY, RICHMOND, VIC 3122

Drawing # VZ2 Project # DP2011-35

LD-04

Details 1 - GENERAL DETAILS

12626615-31



126266
LS-01
Drawing #

DP2011-35
VDC Project #

SECTION 1
Drawing Title

PROJECT
ALDERBRIDGE CEMETERY

DP
SUBMISSION

LOCATION
7980 & 7720 ALDERBRIDGE WAY
RICHMOND, BC
V6X 2P4

Drawn
by
TU

Checked
by
ME

Approved
by
MCCZ

Scale
1:250

Original Date
2/14/2015

Revised Date
2/14/2015

Revised Description
2/14/2015

Revised By
TU

Revised For
2/14/2015

Revised Description
2/14/2015

Revised By
TU

Revised For
2/14/2015

Revised Description
2/14/2015

Revised By
TU

Revised For
2/14/2015

Revised Description
2/14/2015

Revised By
TU

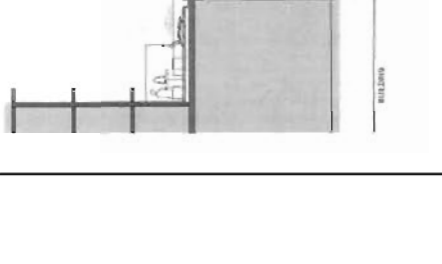
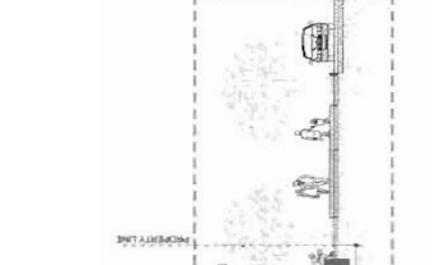
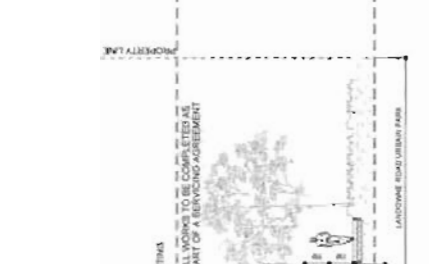
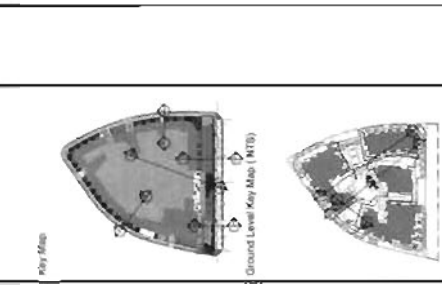
Revised For
2/14/2015

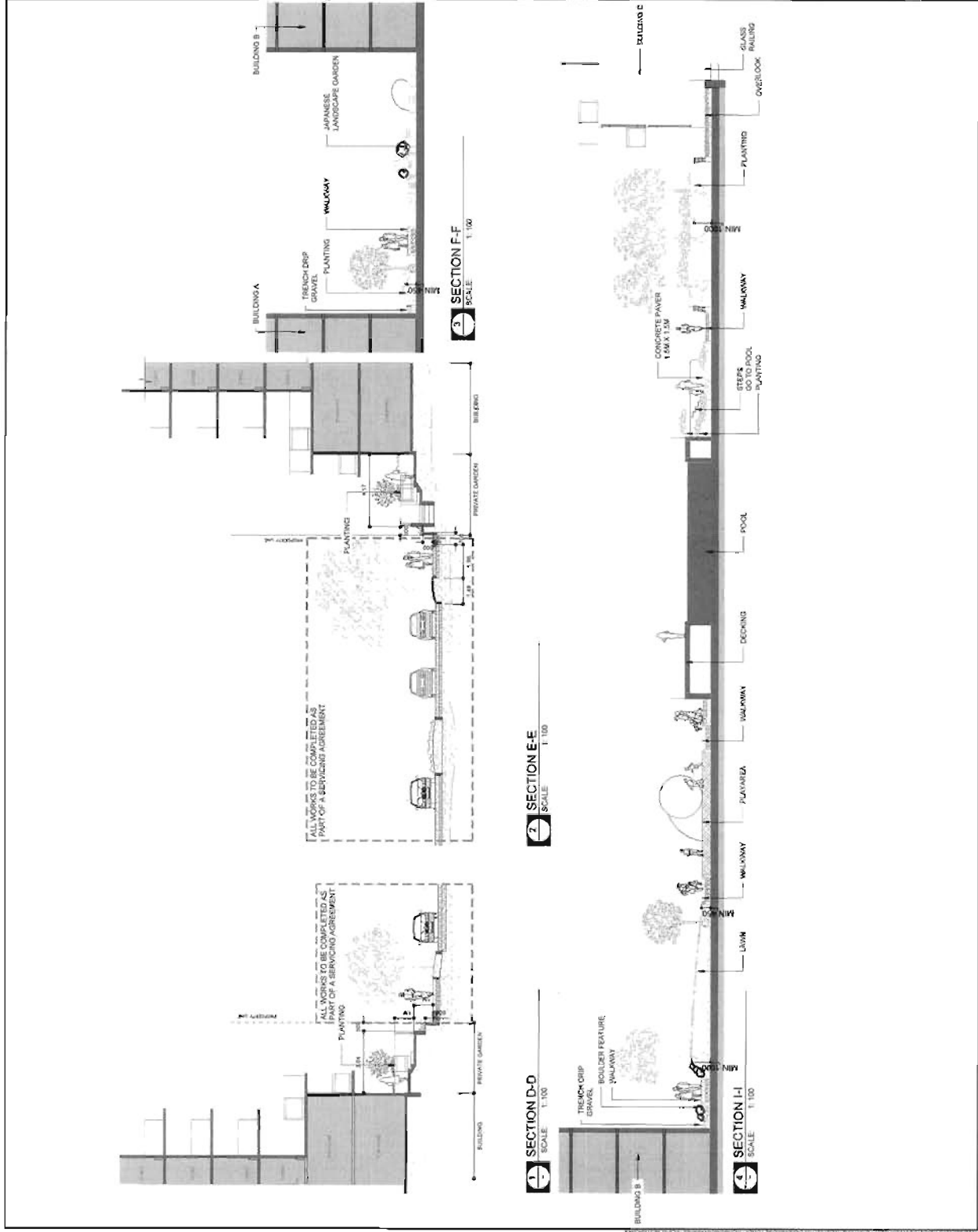
Revised Description
2/14/2015

Revised By
TU

Revised For
2/14/2015

Revised Description
2/14/2015





12626

15-33

LS-02

DP2011-35

SECTION 2

Project: ALDERBRIDGE CEDARBRIDGE

Location: 7888 & 7700 ALDERBRIDGE HWY, RICHMOND, BC V6X 2A2

Submitted: 2011-03-17

Approved: 2011-03-17

Scale: AS SHOWN

Client: M/S TD

Checked: M/S

Approved: M/S

Scale: AS SHOWN

REVISIONS

No.	Rev.	Description	Date
1	1	Initial	11/11/2010
2	2	Revised	11/11/2010
3	3	Revised	11/11/2010
4	4	Revised	11/11/2010
5	5	Revised	11/11/2010
6	6	Revised	11/11/2010
7	7	Revised	11/11/2010
8	8	Revised	11/11/2010
9	9	Revised	11/11/2010
10	10	Revised	11/11/2010
11	11	Revised	11/11/2010
12	12	Revised	11/11/2010
13	13	Revised	11/11/2010
14	14	Revised	11/11/2010
15	15	Revised	11/11/2010
16	16	Revised	11/11/2010
17	17	Revised	11/11/2010
18	18	Revised	11/11/2010
19	19	Revised	11/11/2010
20	20	Revised	11/11/2010

Ground Level Key Map (NTS)

Podium Level Key Map (NTS)

Client: M/S TD

Checked: M/S

Approved: M/S

Scale: AS SHOWN

Client: M/S TD

Checked: M/S

Approved: M/S

Scale: AS SHOWN



Sl. No.	Particulars	Re.	Res.	Chk.
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Project
ALDERBRIDGE/ CEDARBRIDGE

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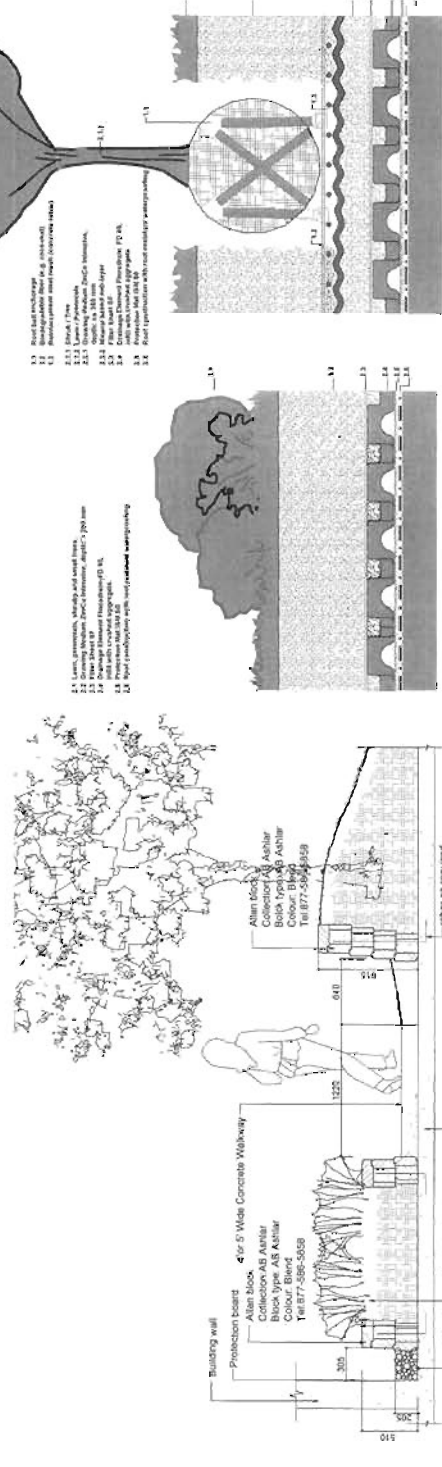
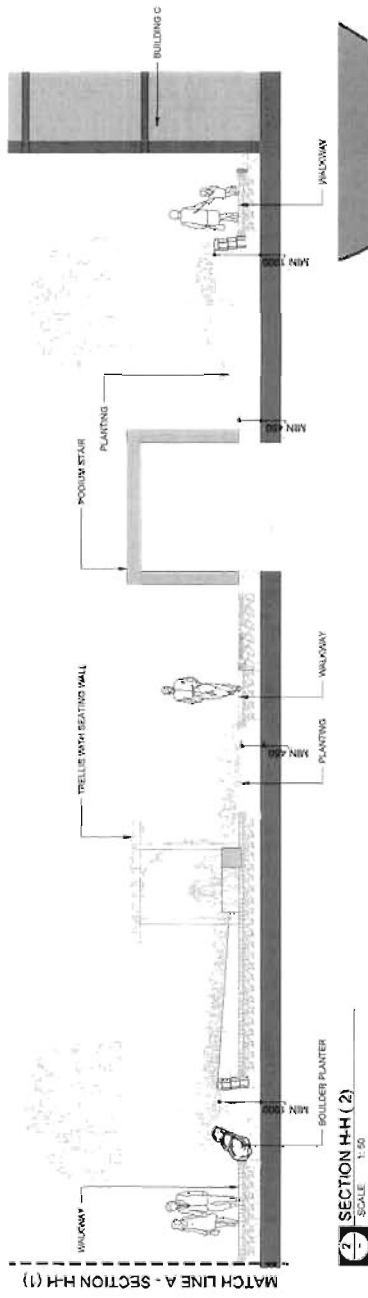
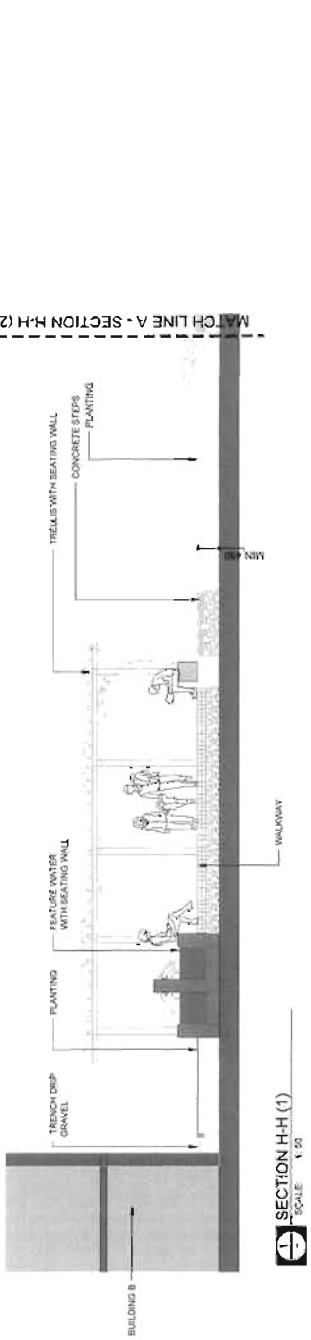
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7680 & 7720 ALDERBRIDGE WAY
RICHMOND, BC
V6X 2Z2

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Approved:	Original Date 22-06-2072
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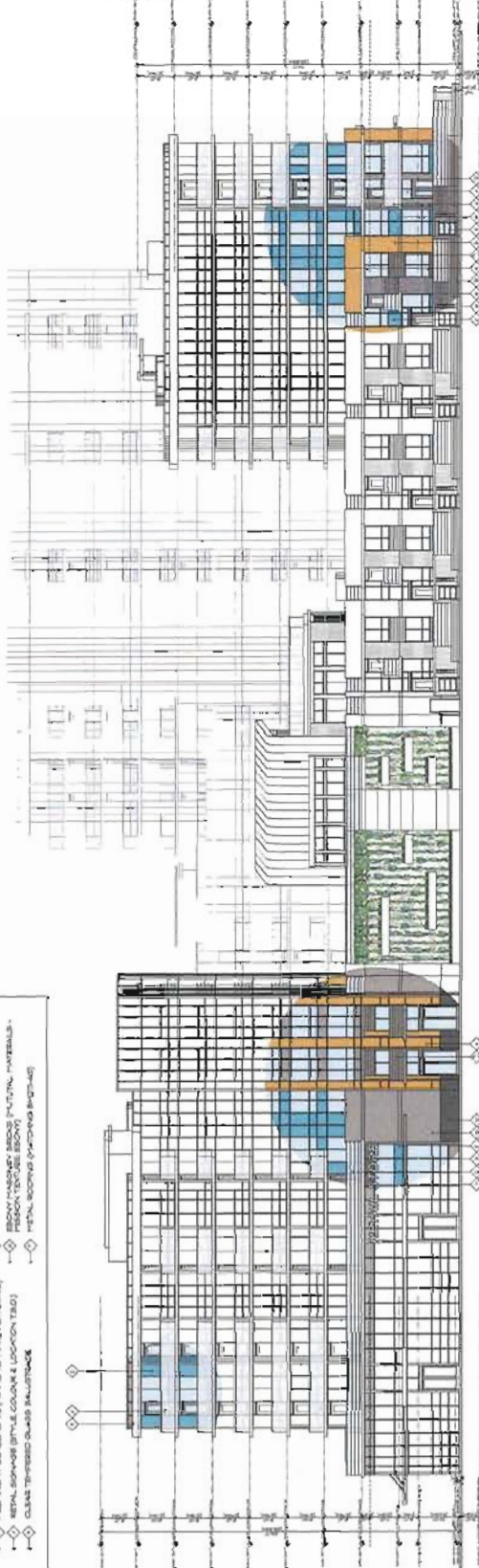
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3 **PLANTER DETAIL**
SCALE 1-20



MATERIALS

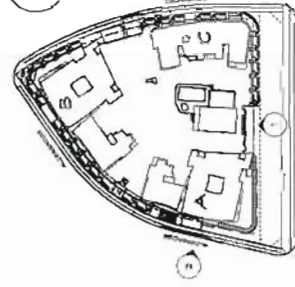
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1 BUILDING A G-C-SOUTH BRIDGEMAN (FACING LANSDOWNE ROAD)



2 BUILDING A WEST LUNEVILLE PACKING AND BOXING WAY



NOTE REFER ALSO TO SHEET A9.0 FOR BUILDING MATERIALS

ALDERRA DGE
CEDARRIDGE

7.2.8 Conclusions

BUILDING
ELEVATIONS

2	A4.00
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12626615-36

Mathematical List

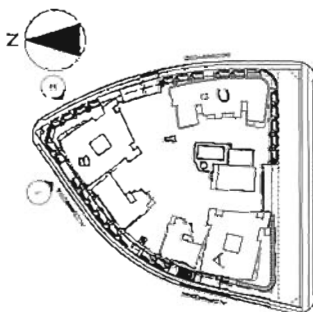
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1 BUILDING B - NORTH ELEVATION (FACING ALDERBRIDGE WAY)



2 BUILDING B - EAST ELEVATION (FACING ALDERBRIDGE WAY)



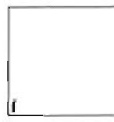
NOTES: REFER ALSO TO SHEET ADD FOR BUILDING MATERIALS.

3 BUILDING 5 - WEST ELEVATION
SCALE 1:100

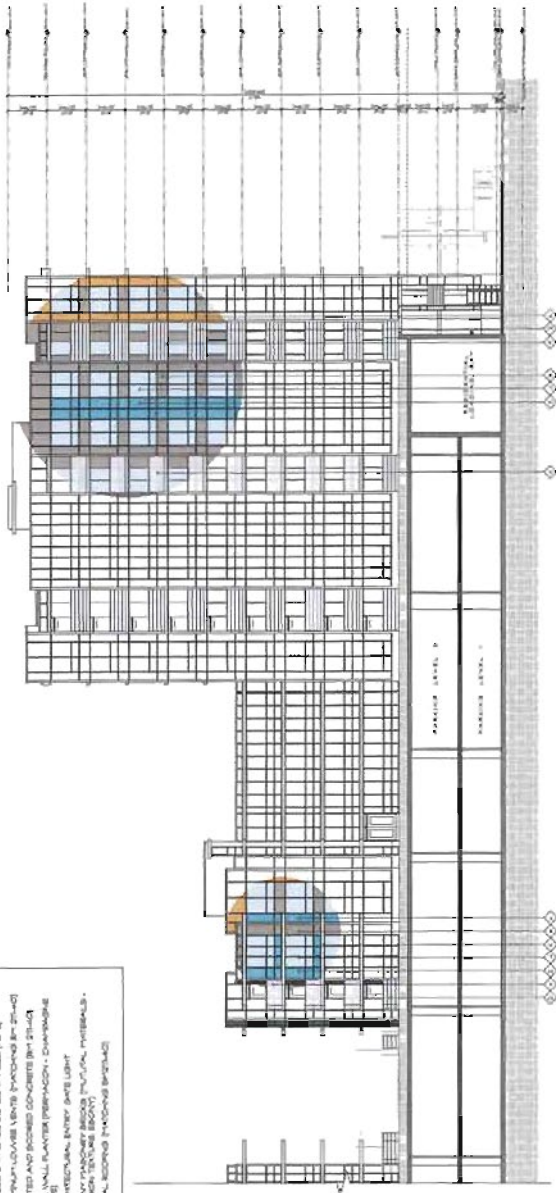
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REVISION	DATE	DESCRIPTION
1	01/15/2024	REVISED PER ARCHITECT COMMENTS
2	01/15/2024	REVISED PER ARCHITECT COMMENTS
3	01/15/2024	REVISED PER ARCHITECT COMMENTS

REVISION	DATE	DESCRIPTION
1	01/15/2024	REVISED PER ARCHITECT COMMENTS
2	01/15/2024	REVISED PER ARCHITECT COMMENTS
3	01/15/2024	REVISED PER ARCHITECT COMMENTS

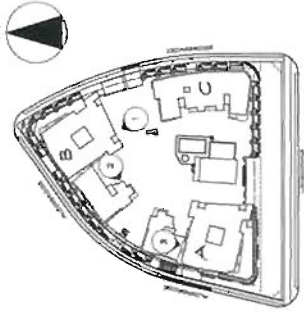


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 200 - 235 Columbia Street
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 Canada V1L 1V1
 Tel: (604) 887-4141
 Fax: (604) 887-4881
 email: rca@rcaarchitects.com



1 BUILDING B - SOUTH ELEVATION
 ALSO SCALE 1/8" = 1'-0"

- MATERIAL LIST**
- 1-1 PAINTED CONCRETE (20' x 20' x 10')
 - 1-2 PAINTED CONCRETE (20' x 20' x 10')
 - 1-3 PAINTED CONCRETE (20' x 20' x 10')
 - 1-4 PAINTED CONCRETE (20' x 20' x 10')
 - 1-5 PAINTED CONCRETE (20' x 20' x 10')
 - 1-6 PAINTED CONCRETE (20' x 20' x 10')
 - 1-7 PAINTED CONCRETE (20' x 20' x 10')
 - 1-8 PAINTED CONCRETE (20' x 20' x 10')
 - 1-9 PAINTED CONCRETE (20' x 20' x 10')
 - 1-10 PAINTED CONCRETE (20' x 20' x 10')
 - 1-11 PAINTED CONCRETE (20' x 20' x 10')
 - 1-12 PAINTED CONCRETE (20' x 20' x 10')
 - 1-13 PAINTED CONCRETE (20' x 20' x 10')
 - 1-14 PAINTED CONCRETE (20' x 20' x 10')
 - 1-15 PAINTED CONCRETE (20' x 20' x 10')
 - 1-16 PAINTED CONCRETE (20' x 20' x 10')
 - 1-17 PAINTED CONCRETE (20' x 20' x 10')
 - 1-18 PAINTED CONCRETE (20' x 20' x 10')
 - 1-19 PAINTED CONCRETE (20' x 20' x 10')
 - 1-20 PAINTED CONCRETE (20' x 20' x 10')



NOTE: REFER ALSO TO SHEET A30 FOR BUILDING MATERIALS

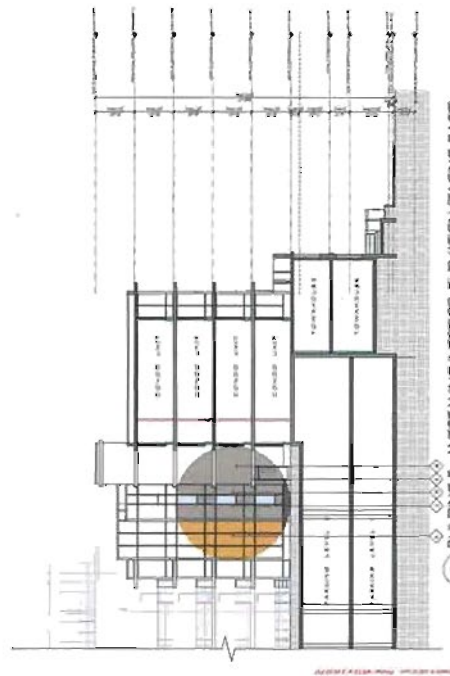
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 1000 B.C.

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2	01/15/2024	REVISED PER ARCHITECT COMMENTS
3	01/15/2024	REVISED PER ARCHITECT COMMENTS

2 A4.03



3 BUILDING A - INTERIOR TOWER ELEVATION (FACING NORTH)
 ALSO SCALE 1/8" = 1'-0"



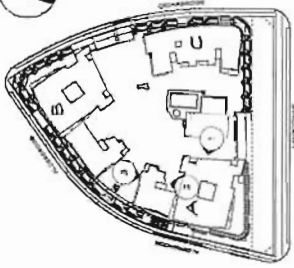
2 BUILDING B - WEST WING INTERIOR ELEVATION (FACING EAST)
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12626615-39

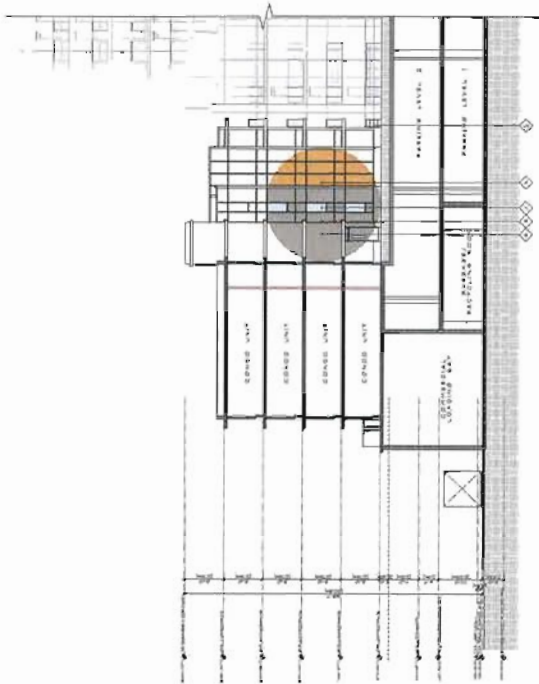
RCA
Robert Clark Architects Inc.
 300 - 2338 Columbia Street
 Vancouver, B.C.
 Canada V5V 3T3
 Tel: (604) 687-4761
 Fax: (604) 687-4641
info@rcaarchitects.com

MATERIALS AND METHOD

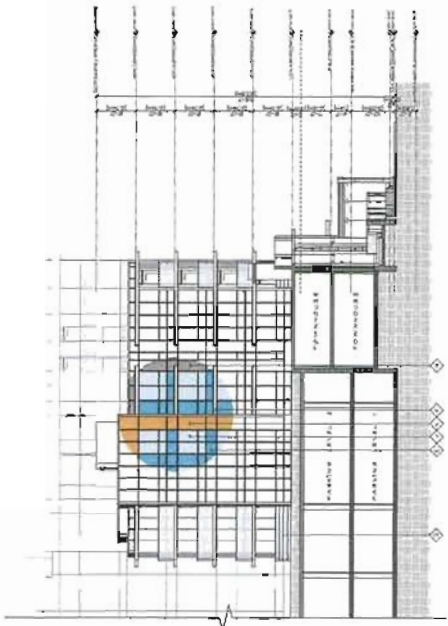
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NOTE: WEIRER ALSO TO SUBMIT A.D FOR BUILDING MATERIALS.



2 BUILDING C - NORTH WING INTERIOR ELEVATION (FACING SOUTH)
N 1/4" SCALE 1/8" = 1'-0"



9 BUILDING C - NORTH ELEVATION
SCALE 1/8" = 1'-0"

ALDERBRIDGE/
CEDARBRIDGE

NAME	EP	DATE OF BIRTH	6/2
DATE	13/03	DATE OF TEST	16/03/08
<p style="text-align: center;">BUILDING ELEVATIONS</p>			

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Journal of Interpersonal Violence 30(12) 2015

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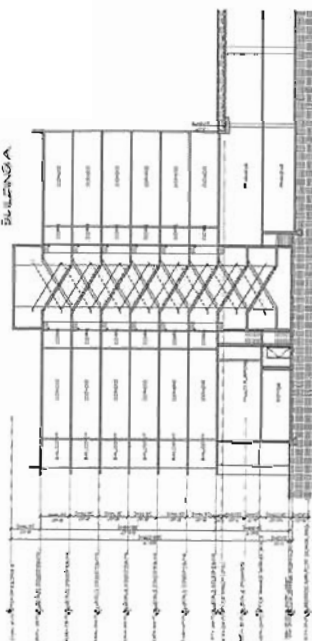
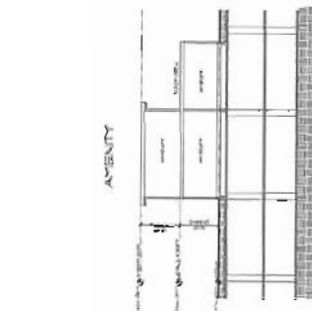
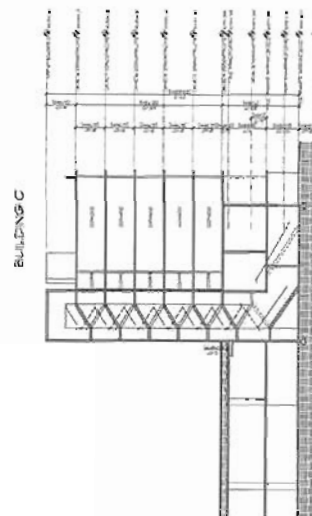
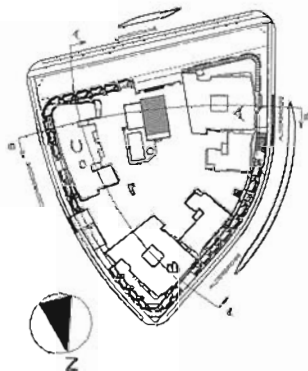
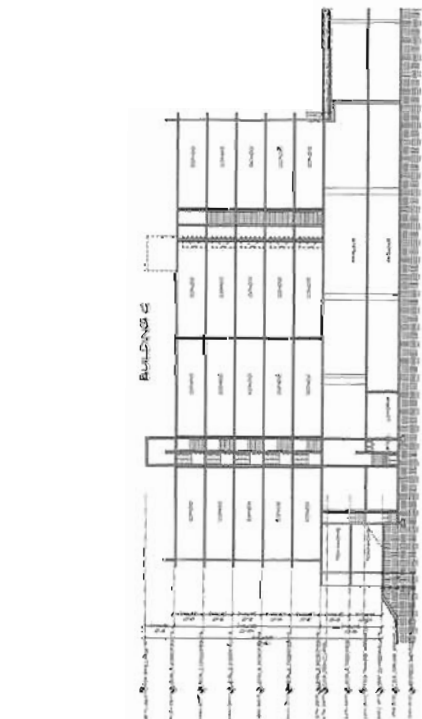
2500 - 2009 Columbia Street
Vancouver, B.C.
Canada V6J 3Y3
Tel: (604) 697-4741
Fax: (604) 617-4541
e-mail: elcico@elcico.net

وہابیہ کے عقائد

BUILDING
SECTIONS

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SECTION A-A
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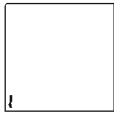
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For details, please visit: www.elsevier.com/locate/ymbs

CONTRACTOR REQUIRED TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND, VIRGINIA, AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) PRIOR TO CONSTRUCTION. THE ARCHITECTS AND ENGINEERS ASSOCIATES, INC. (A/E/C) SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF RICHMOND, VIRGINIA, AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) PRIOR TO CONSTRUCTION.

REVISION	DATE	BY	DESCRIPTION
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2	02/10/2020	AL	REVISED DESIGN
3	03/10/2020	AL	FINAL DESIGN

PROJECT
 100 - 2000 Oakdale Street
 Richmond, VA
 23220-1000
 Tel: (804) 647-4741
 Fax: (804) 647-4742
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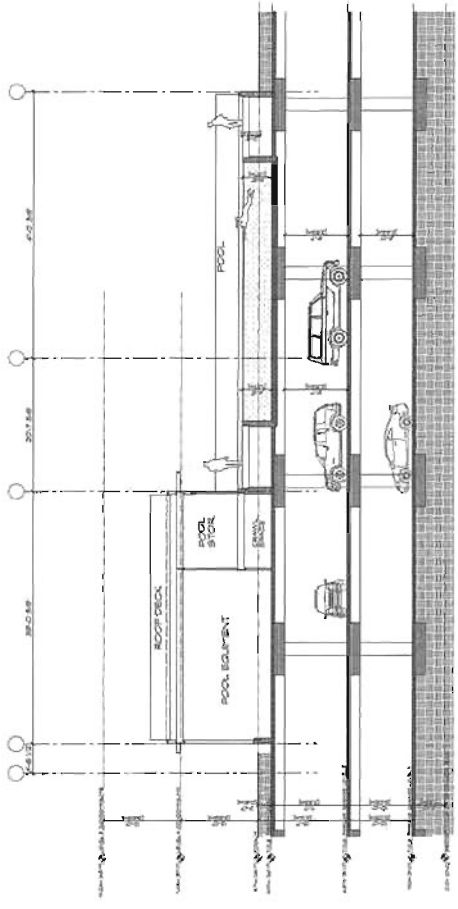
RCA
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 100 - 2000 Oakdale Street
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 23220-1000
 Tel: (804) 647-4741
 Fax: (804) 647-4742
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 CEDARBRIDGE**
 RICHMOND, VA

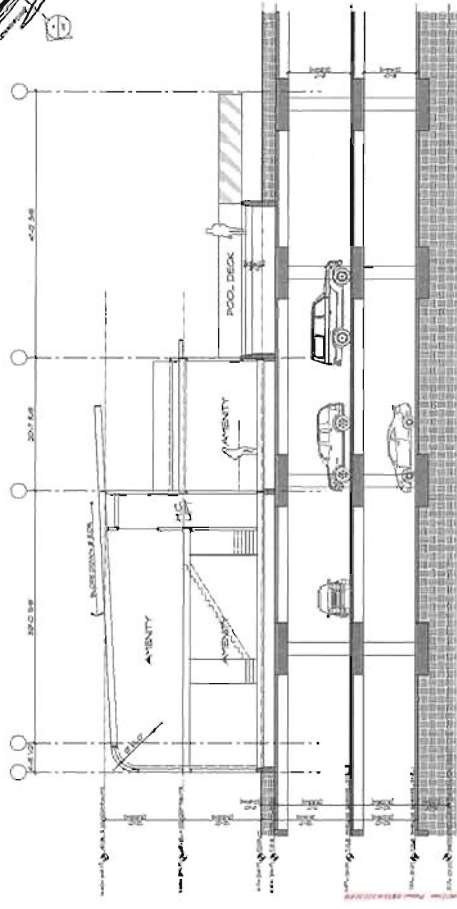
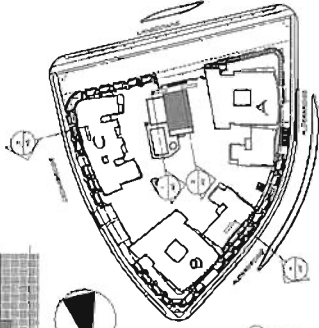
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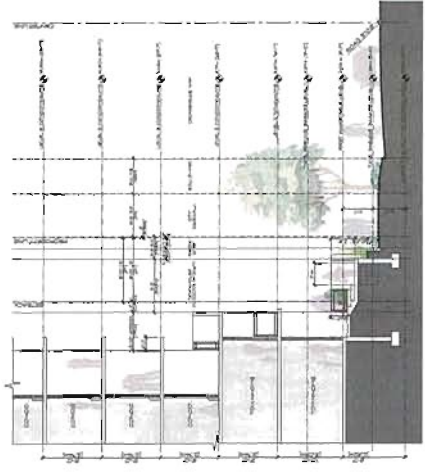
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2 SECTION THROUGH AMENITY
 A.S.C. SCALE: 1/8" = 1'-0"



3 TYPICAL SECTION ALONG CEDARBRIDGE WAY
 A.S.C. SCALE: 1/8" = 1'-0"



4 TYPICAL SECTION ALONG ALDERBRIDGE WAY
 A.S.C. SCALE: 1/8" = 1'-0"

12626615-44



1. HIGH-LEVEL EYE VIEW - BUILDING B (TOWARDS SOUTH)
NAD 83 SCALE 1:50



2. HIGH-LEVEL EYE VIEW - BUILDING A (TOWARDS NORTHEAST)
NAD 83 SCALE 1:50



3. HIGH-LEVEL EYE VIEW - BUILDING C (TOWARDS NORTHWEST)
NAD 83 SCALE 1:50



4. BIRD'S EYE VIEW (LOOKING TOWARDS NORTHWEST)
NAD 83 SCALE 1:50

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PROJECT NO. 12626615-45
SHEET NO. 12626615-45
DATE: 12/15/2015
BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]

REVISION	DATE	DESCRIPTION
1	12/15/2015	Initial Design
2	12/15/2015	Final Design

PROJECT NO. 12626615-45
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DATE: 12/15/2015
BY: [Signature]
CHECKED BY: [Signature]
APPROVED BY: [Signature]



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RCA Group Inc.
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Tel: (604) 687-4741
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CEDARBRIDGE
RICHMOND B.C.

DATE	BY	CHKD BY	APPD BY
12/15/2015	[Signature]	[Signature]	[Signature]

PERSPECTIVE
RENDERING

12626615-45

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REVISION	DATE	DESCRIPTION
1	01/01/2020	INITIAL DESIGN
2	02/01/2020	REVISED DESIGN
3	03/01/2020	FINAL DESIGN

PROJECT	LOCATION
ALDERBRIDGE/ CEDARBRIDGE	ALDERBRIDGE/ CEDARBRIDGE
OWNER	ALDERBRIDGE/ CEDARBRIDGE
DESIGNER	ALDERBRIDGE/ CEDARBRIDGE



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ALDERBRIDGE/
CEDARBRIDGE
RICHMOND B.C.

DATE	BY	FOR
01/01/2020	AL	RCA/200
02/01/2020	AL	RCA/200
03/01/2020	AL	RCA/200

2 AB.02



3 STREET LEVEL VIEW - BUILDING C (TOWARDS WEST)
ALSO SCALE 1/8"



4 STREET LEVEL VIEW - BUILDING B (TOWARDS SOUTHWEST)
ALSO SCALE 1/8"



1 STREET LEVEL VIEW ALONG ALDERBRIDGE WAY (TOWARDS SOUTHEAST)
ALSO SCALE 1/8"



2 STREET LEVEL VIEW ALONG LANSDOWNE (TOWARDS NORTHWEST)
ALSO SCALE 1/8"

12626615-47

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REVISION	DATE	DESCRIPTION
1	2020-01-15	Initial Design
2	2020-02-15	Revised Design
3	2020-03-15	Final Design

REVISION	DATE	DESCRIPTION
1	2020-01-15	Initial Design
2	2020-02-15	Revised Design
3	2020-03-15	Final Design



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**ALDERBRIDGE/
CEDARBRIDGE**
RESIDENTIAL B.C.

REVISION	DATE	DESCRIPTION
1	2020-01-15	Initial Design
2	2020-02-15	Revised Design
3	2020-03-15	Final Design

REVISION	DATE	DESCRIPTION
1	2020-01-15	Initial Design
2	2020-02-15	Revised Design
3	2020-03-15	Final Design

12626615-18



1. STREET LEVEL VIEW - BUILDING B (TOWARDS SOUTH)
NOS SCALE 1/8"



2. STREET LEVEL VIEW - BUILDING A (TOWARDS NORTHEAST)
NOS SCALE 1/8"



3. STREET LEVEL VIEW - BUILDING C (TOWARDS NORTHWEST)
NOS SCALE 1/8"



4. BIRD'S EYE VIEW (LOOKING TOWARDS SOUTHWEST)
NOS SCALE 1/8"

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1	08/14/2024	ISSUED FOR PERMIT
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DATE	DESCRIPTION
08/14/2024	ISSUED FOR PERMIT
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08/14/2024	ISSUED FOR PERMIT



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ALDERBRIDGE/
CEDARBRIDGE
 ROYAL LEPAGE INC.

DATE	08/14/2024
BY	08/14/2024
SCALE	AS SHOWN
PERSPECTIVE RENDERING	

2	A8.04
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3. STREET-LEVEL VIEW - BUILDING ENTRY
 1/8" = 1'-0"



4. STREET-LEVEL VIEW - GREEN WALL & WATER FEATURE
 1/8" = 1'-0"



1. STREET-LEVEL VIEW - BUILDING ENTRY
 1/8" = 1'-0"



2. STREET-LEVEL VIEW - BUILDING ENTRY
 1/8" = 1'-0"

12 6266 15-49

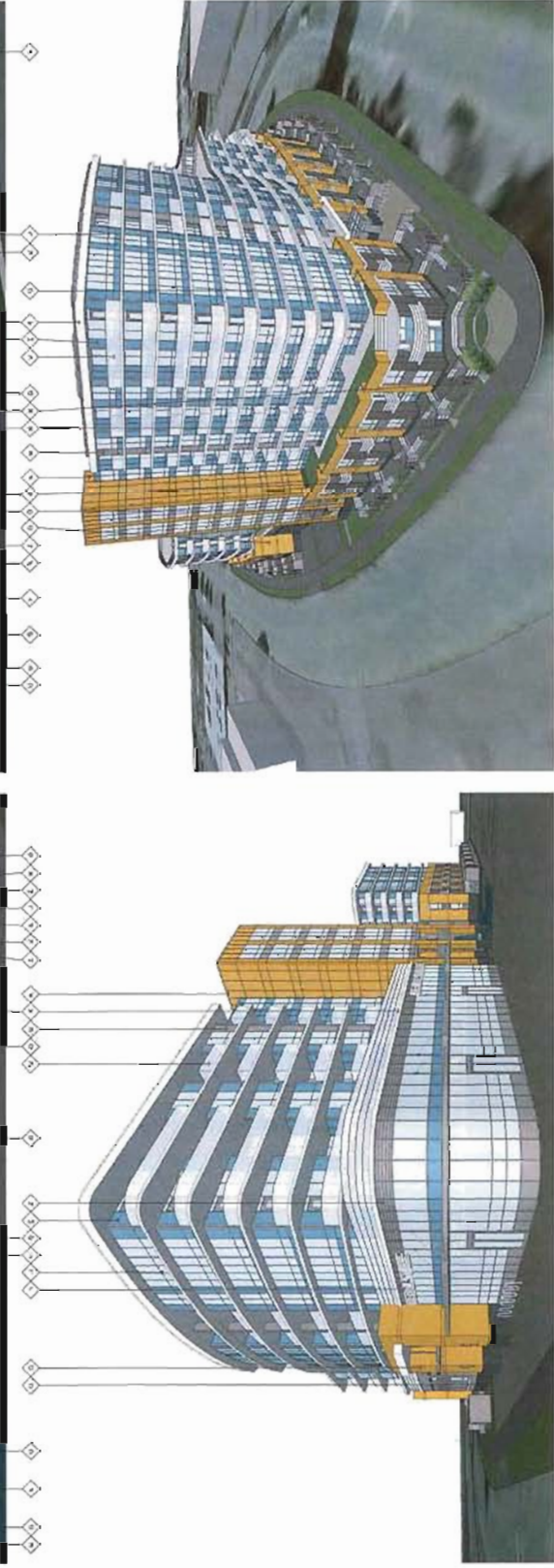
[illegible]

QUESTION	ANSWER
1. A 1000 kg car is moving at 20 m/s. What is its kinetic energy?	200,000 J
2. A 1000 kg car is moving at 20 m/s. What is its momentum?	20,000 kg·m/s
3. A 1000 kg car is moving at 20 m/s. What is its velocity?	20 m/s
4. A 1000 kg car is moving at 20 m/s. What is its acceleration?	0 m/s²
5. A 1000 kg car is moving at 20 m/s. What is its displacement?	0 m

[illegible]

CA
R

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ALDERBRIDGE/
CEDARBRIDGE

NAME	DATE	PERIOD	SCORE

2	A9.00
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12626615-05-

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REVISION	DATE	DESCRIPTION
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2	02/10/2015	ISSUED FOR PERMIT



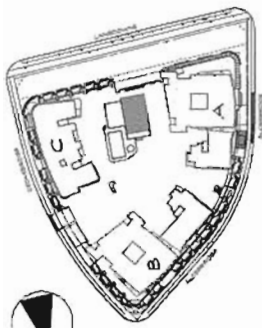
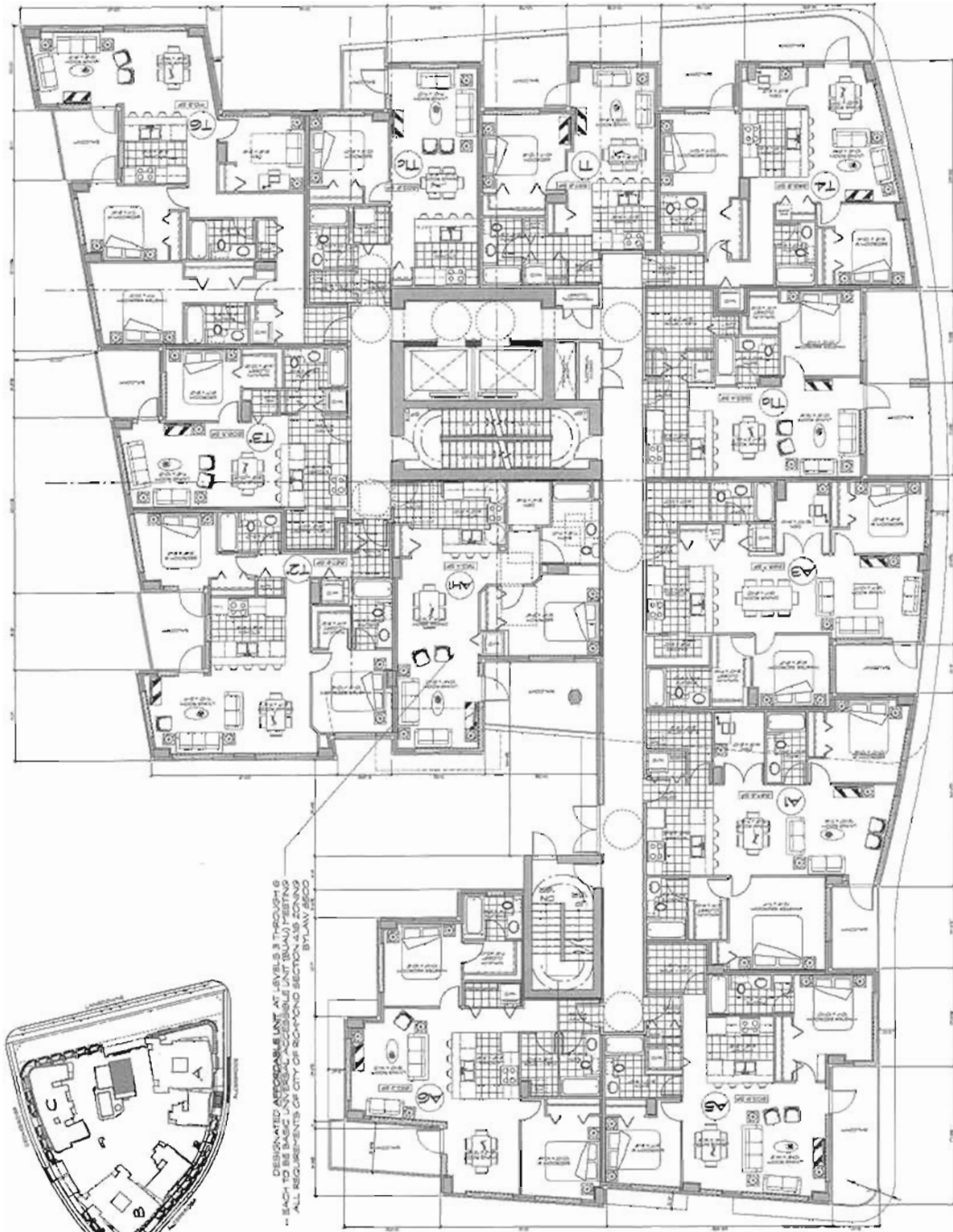
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REVISION	DATE	DESCRIPTION
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**BUILDING A PLAN
 (TYPICAL)**

2 A2.00

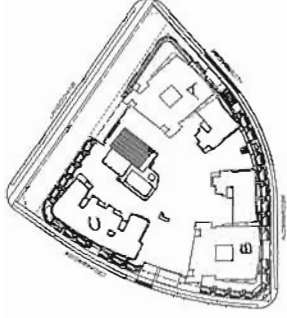
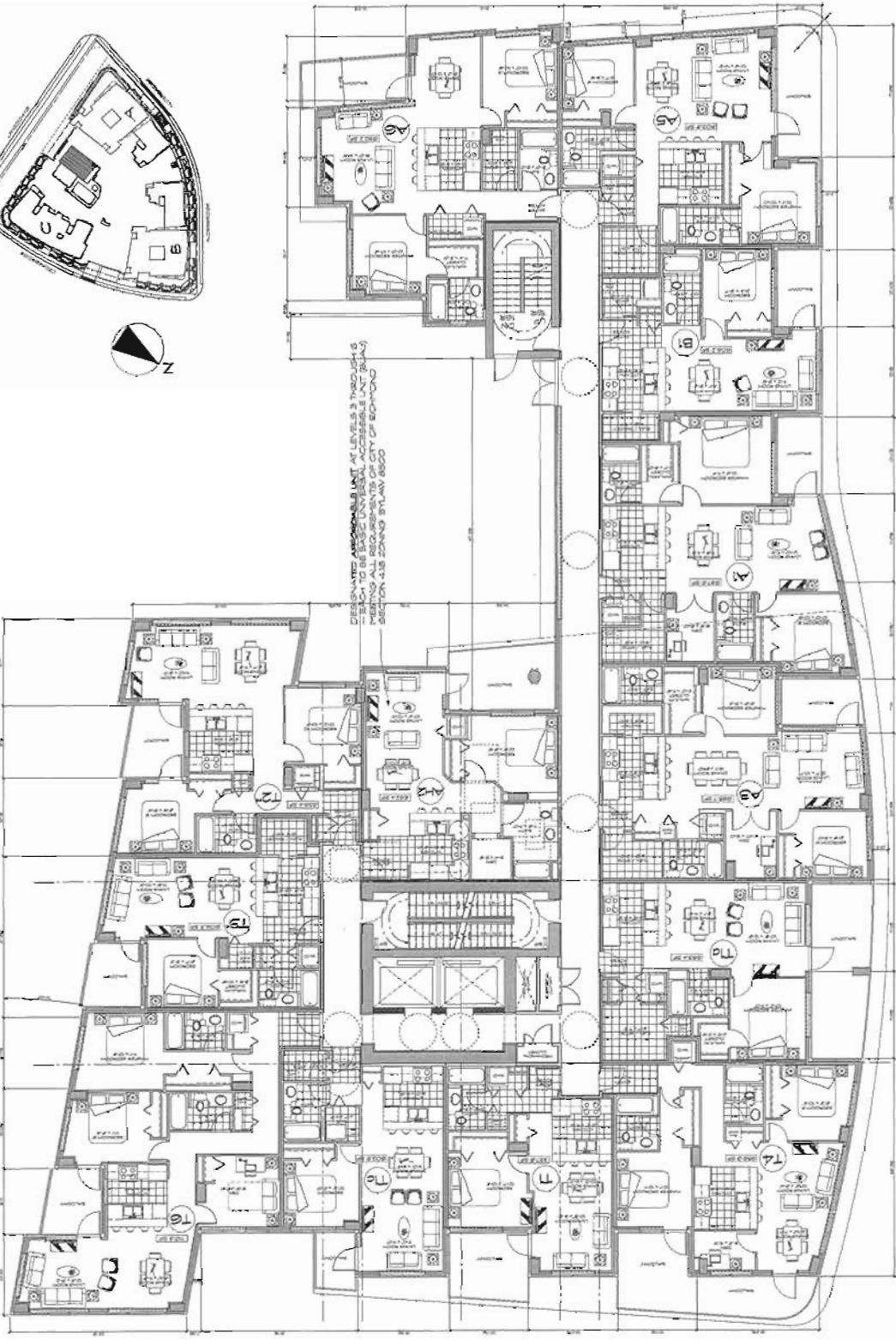


DESIGNATED APPROXIMATE UNIT AT JAVELIN 8 PHASE 4
 - EACH TO BE SUBMITTED TO THE CITY OF RICHMOND FOR PERMITTING
 ALL REQUIREMENTS OF CITY OF RICHMOND SECTION 4.16 ZONING
 BY-LAW 2000

1 BUILDING A FLOOR PLAN (TYPICAL)
 SCALE 1/8" = 1'-0"

12620615-51

1. BUILDING B FLOOR PLAN (TYPICAL)
 SCALE: 1/8" = 1'-0"



DESIGNATED ACCESSIBLE UNIT AT LEVELS 2 THROUGH 6
 MEETING ALL REQUIREMENTS OF CITY OF BOSTON
 SECTION 4.3.5 ZONING BY-LAW 8800

1. BUILDING B FLOOR PLAN (TYPICAL)
 SCALE: 1/8" = 1'-0"

LEGEND:

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

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1. BUILDING B FLOOR PLAN (TYPICAL)	1. BUILDING B FLOOR PLAN (TYPICAL)



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**ALDERBRIDGE/
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 ROYAL LAC

**BUILDING B PLAN
 (TYPICAL)**

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

2

2	A2.01
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12620615-52



REVISION	DATE	BY	REASON	2016-01-20	2016-01-20	2016-01-20
				2016-01-20	2016-01-20	2016-01-20

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345-346	345-346

BA
BR

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ALDERBRIDGE/
CEDARBRIDGE

Model	Q2	Q3
Sample size	40	40

BUILDING PLAN
(TYPICAL)

Weight (kg)	A2.02
Height (cm)	2

12620615-53



1
A029
BUILDING C FLOOR PLAN (TYPICAL)
SCALE: 1/8" = 1'-0"

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1	01/15/15	AL	ISSUED FOR PERMIT
2	01/15/15	AL	ISSUED FOR PERMIT



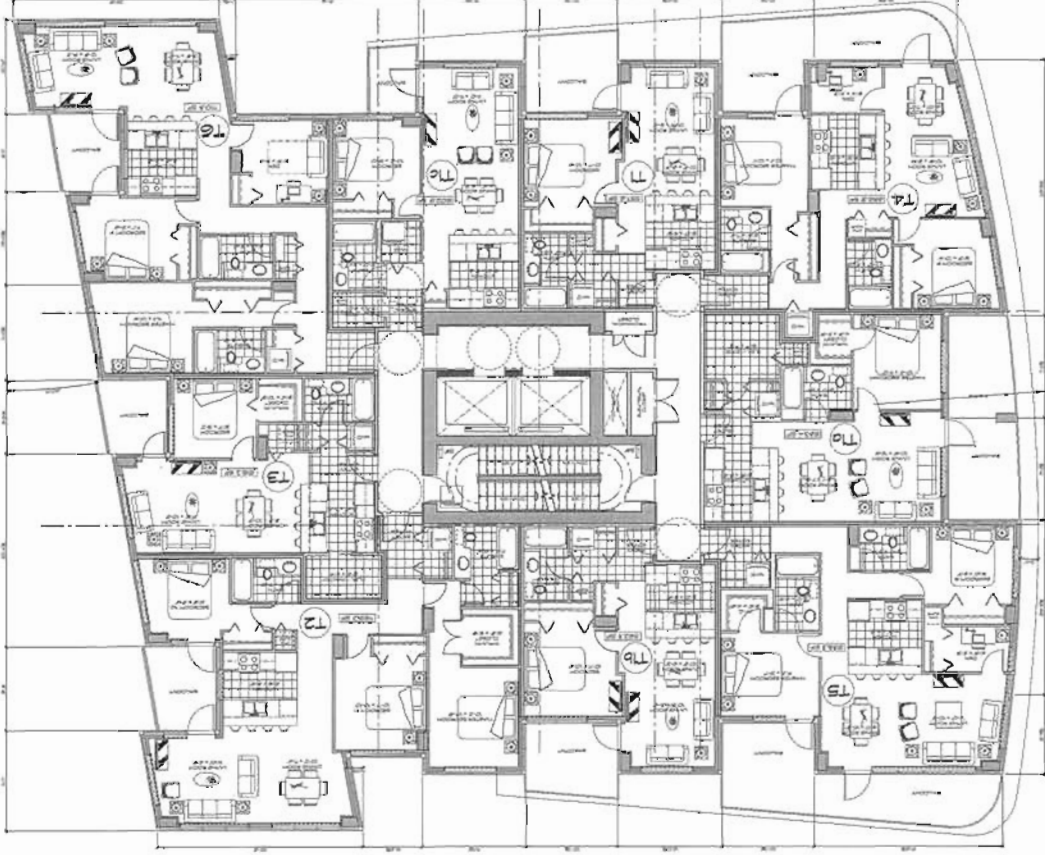
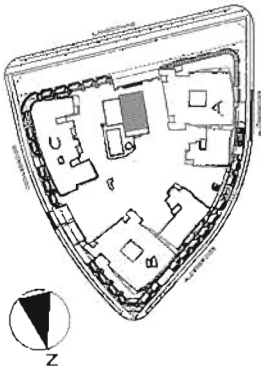
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2	01/15/15	AL	ISSUED FOR PERMIT

**TOWER PLAN
(TYP. BLDG A & B)**

2 A2.03



BUILDING A FLOOR PLAN (TYPICAL)
SCALE: 1/8" = 1'-0"

12620615-54

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1	01/15/10	AL	REVISED PER COMMENTS
2	01/15/10	AL	REVISED PER COMMENTS
3	01/15/10	AL	REVISED PER COMMENTS
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9	01/15/10	AL	REVISED PER COMMENTS
10	01/15/10	AL	REVISED PER COMMENTS

PROJECT	DESCRIPTION
100-100 Columbia Street	REDAVELOPMENT PROJECT
100-100 Columbia Street	REDAVELOPMENT PROJECT
100-100 Columbia Street	REDAVELOPMENT PROJECT
100-100 Columbia Street	REDAVELOPMENT PROJECT
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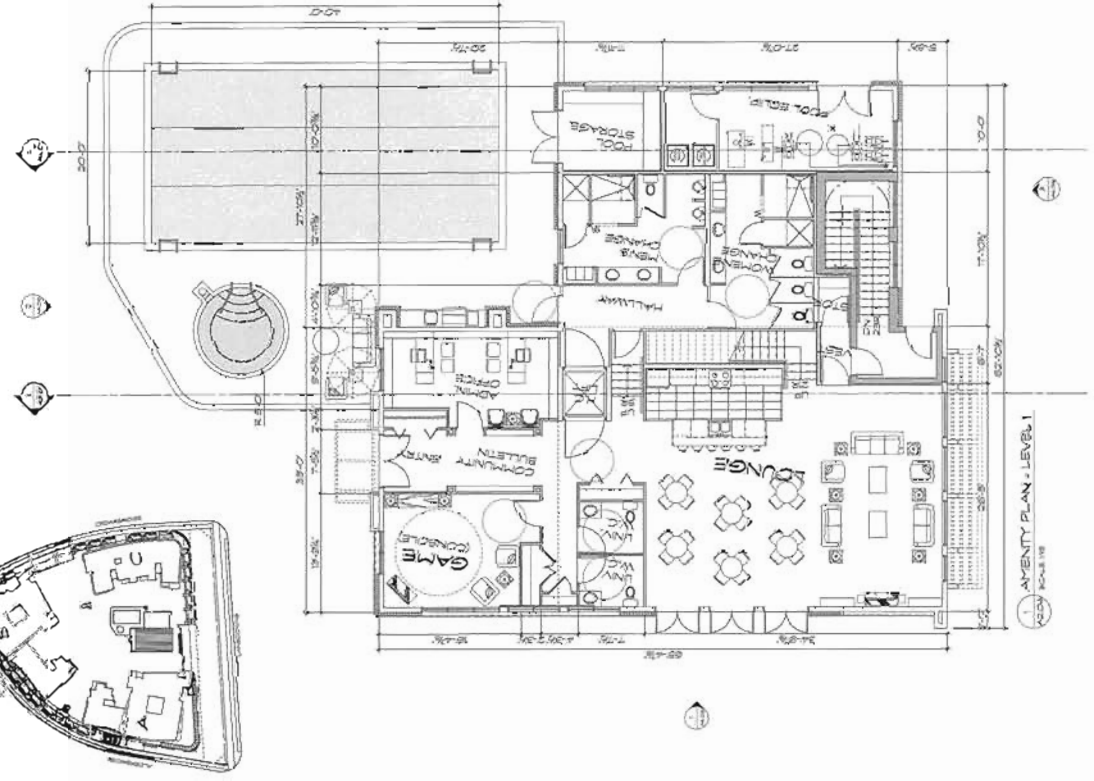
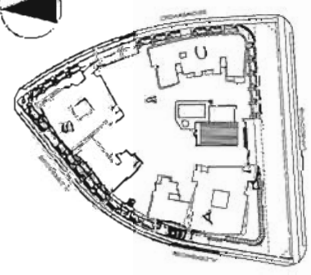
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ALDERBRIDGE/
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REDAVELOPMENT & C.

DATE	BY	DESCRIPTION
01/15/10	AL	REVISED PER COMMENTS
01/15/10	AL	REVISED PER COMMENTS
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2 A204

12620610-55



NOTES:
1. ALL DIMENSIONS ARE IN METERS.
2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
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NO.	DESCRIPTION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	

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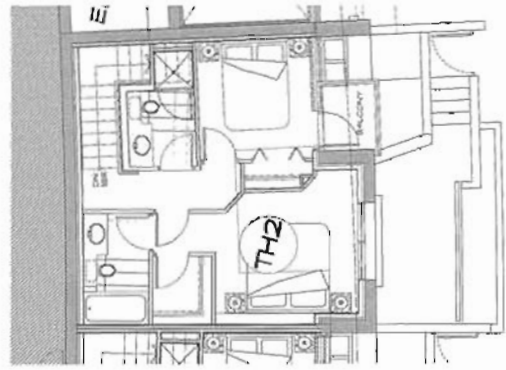
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NO.	DESCRIPTION	DATE
1	REVISION	
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3	REVISION	
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TOWNHOUSE
UNIT PLANS

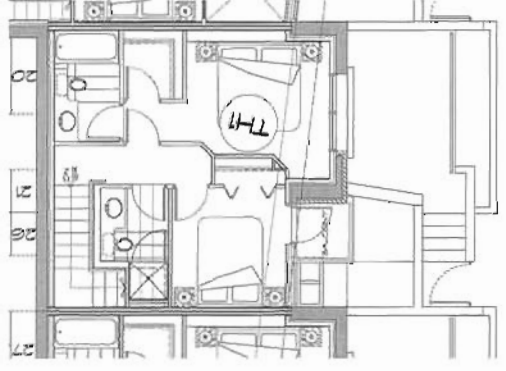
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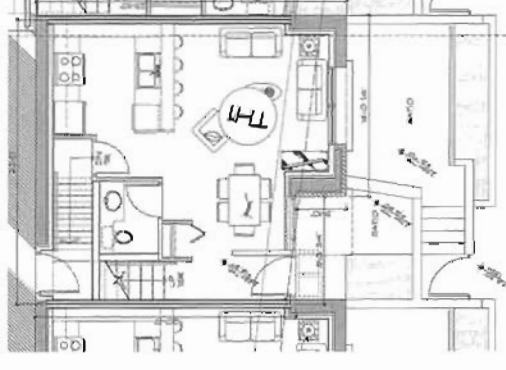
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SCALE 1/8" = 1'-0"



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ISSUE	DATE	EDITORIAL
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116	2088	EDITORIAL SUBMISSION



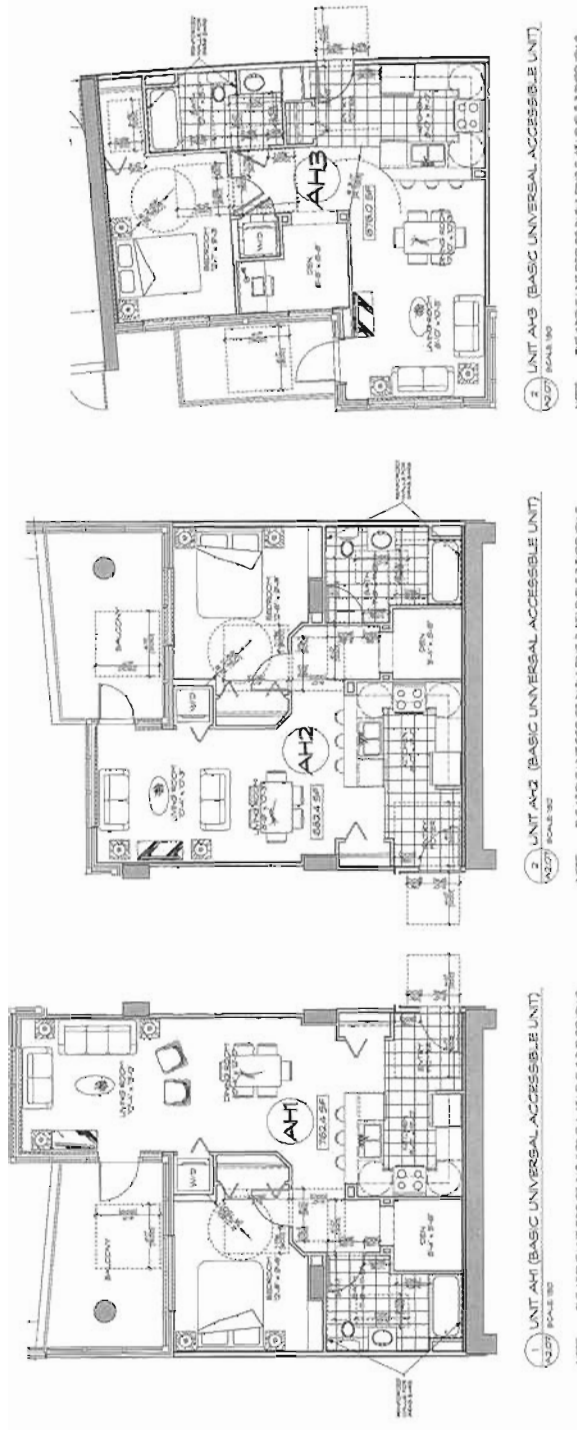
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ALDERBRIDGE/
CEDARBRIDGE
RICHMOND B.C.

Name	Date	Page
UNIT PLANS ACCESS. UNITS		

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1262615-58



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REVISION	DATE	DESCRIPTION
1	01/15/14	Initial Design
2	02/15/14	Revised Design
3	03/15/14	Final Design

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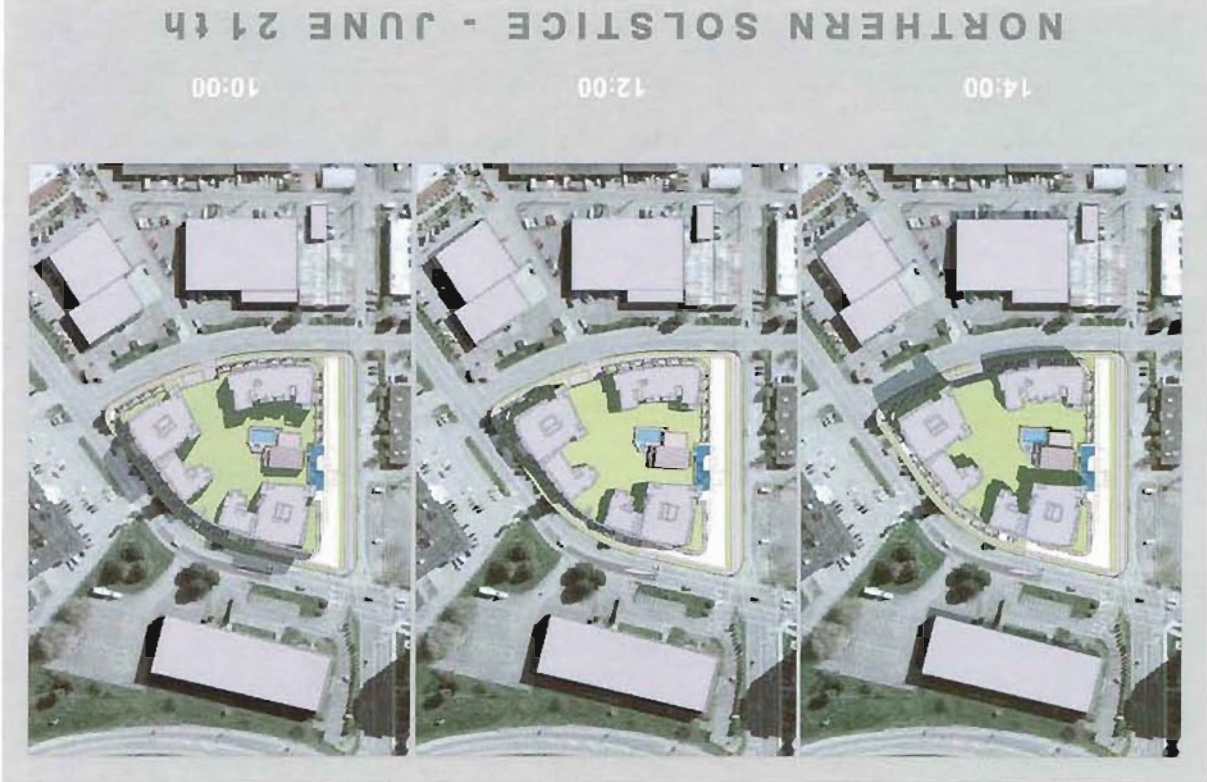


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REVISION	DATE	DESCRIPTION
1	01/15/14	Initial Design
2	02/15/14	Revised Design
3	03/15/14	Final Design

REVISION	DATE	DESCRIPTION
1	01/15/14	Initial Design
2	02/15/14	Revised Design
3	03/15/14	Final Design



Reference
Plan
12626615-1

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REVISION	DATE	BY	DESCRIPTION
1	2008-09-15	AL	INITIAL DESIGN
2	2008-10-15	AL	REVISED DESIGN
3	2008-11-15	AL	FINAL DESIGN

REVISION	DATE	BY	DESCRIPTION
1	2008-09-15	AL	INITIAL DESIGN
2	2008-10-15	AL	REVISED DESIGN
3	2008-11-15	AL	FINAL DESIGN



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REVISION	DATE	BY	DESCRIPTION
1	2008-09-15	AL	INITIAL DESIGN
2	2008-10-15	AL	REVISED DESIGN
3	2008-11-15	AL	FINAL DESIGN

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Reference 12626615-2
 Plan



To: Development Permit Panel

Date: May 1, 2013

From: Wayne Craig
Director of Development

File: DP 13-630238

Re: Application by Everbe Holdings Ltd. for a Development Permit at 11120 and 11200 No. 5 Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of one-storey single use commercial building at 11120 and 11200 No. 5 Road on a site to be zoned Community Commercial (CC); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the required side yard (south) setback from 6.0 m to 0 m;
 - b) Allow 1 parking space (6.2% of required spaces) to be configured as small car parking;
 - c) Reduce the required setback for parking spaces from 1.5 m to .3 m, for parking spaces along the east property line only; and
 - d) Reduce the required width of the manoeuvring aisle for a non-residential use from 7.5 m to 6.7 m.


Wayne Craig
Director of Development

BK:kt
Att.

Staff Report

Origin

Everbe Holdings Ltd. has applied to the City of Richmond for permission to develop a one-storey single tenant commercial building at 11120 and 11200 No. 5 Road on a site zoned Community Commercial (CC).

Bylaw No. 8989 to rezone the property from “Agriculture (A1)” to “Community Commercial (CC)” has received Third Reading, and the conditions associated with Final Adoption of the bylaw are being resolved by the applicant. The proposed commercial building would be consistent with the uses of the “Community Commercial Zone”.

Final adoption of Bylaw No. 8989 is contingent on the approval from the Agricultural Land Commission (ALC) of an application to remove the two (2) subject properties from the Agricultural Land Reserve. Staff at the Land Commission have confirmed that the application has been received and should be considered by the Commission shortly.

The site currently is currently vacant, as the single family dwelling formerly occupying the site was demolished in November of 2010.

A Servicing Agreement for design and construction of frontage works on No. 5 Road and for all required works and services including storm water management is a condition of Final Adoption of Bylaw No. 8989.

Development Information

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

Background

The subject development site is located within the Shellmont Area Plan. The adjacent development to the north and west is largely commercial with a variety of uses. To the east and south are light industrial / business park uses.

Details of the land uses surrounding the subject site are as follows:

To the North: A commercial development zoned Auto-Oriented Commercial and Pub (ZC26) that includes an existing drive-through servicing a financial institution, on a site zoned Auto-Oriented Commercial and Pub (ZC26) – Ironwood Area.

To the East: A two-storey warehousing complex zoned Industrial Business Park (IB1) with off-street parking located on the east side of the site.

To the South: A three-storey office building with surrounding off-street parking zoned Industrial Business Park (IB1).

To the West: On the west side across No. 5 Road, a one and two-storey commercial development containing a variety of retailing and office activities and a restaurant on properties zoned Industrial Business Park (IB1). This commercial complex contains a number of drive-through windows that service a food establishment, coffee shop and a financial institution.

Rezoning and Public Hearing Results

During the rezoning process, staff identified various design issues to be resolved at the Development Permit stage. Adjustments and further design development that address the issues raised are described in italics, as follows:

- Submission of a landscape plan for the whole development site that takes into account landscape screening and fencing for neighbouring properties and implementation of appropriate landscaping along the streetscape to coordinate with the building design and entrance, driveway and proposed frontage upgrades (concrete sidewalk and grass & treed boulevard).
A revised landscape plan and changes to the proposed staircase have been incorporated into the design to address this aspect of the proposal.
- Design refinement to maximize the amount of frontage along No. 5 Road, develop a visual focal point along the streetscape.
The well-glazed entry 'lantern' feature provides a focal point along the frontage. Changes to building materials to include aluminum and composite panels for textural and colour variation also address this issue.
- Review the proposed variance to the side-yard setback along the south edge of the development site for the building from the required 6 m (20 ft.) to within close proximity of the property line. Additional design refinement will be undertaken to address the proposed reduction to the south side-yard in the context of surrounding development through the Development Permit application.
Changes to building materials to include aluminum and composite panels for textural and colour variation also address this issue. Staff also note that the adjacent (south) building is set back approximately 11 m from the shared property line and the setback area is occupied by a drive aisle and on-site parking that expose the western portion of this faced to direct views from No. 5 Road.
- Incorporate storm water management provisions to be implemented to maintain and reduce storm flows into the City's storm system (to be reviewed and approved by City Engineering Staff).
The proposed engineering design currently under review for the Servicing Agreement has addressed this issue.
- Review the overall design and layout of the proposed drive-through component and ensure it complies with applicable General and Specific Ironwood Sub-Area Plan Development Permit guidelines.

There is a single applicable guideline relating to the proposed drive-through ATM. Section 8.2.1 (d) - The design should create defensible spaces, which provide easy surveillance and safety both day and night. The proposed tenant will utilize on-site lighting, landscaping and fencing along with video surveillance to reduce potential safety issues arising from location of the drive-through ATM behind the building.

The Public Hearing for the rezoning of this site was held on February 18, 2003. At the Public Hearing, there were no submissions or comments from the floor, and Council had no comment on the bylaw or proposed land use.

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. The issues identified in the staff rezoning report (and listed above) have been satisfactorily addressed.

In addition, the proposal complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the intent and guidelines of the Shellmont Area Plan, Ironwood Sub-Area plan, except for the zoning variances noted below. The Development Permit Guidelines for the Ironwood Sub Area have largely been met through the revised design.

Zoning Compliance/Variations (staff comments in bold)

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

- 1) Reduce the required side yard (south) setback from 6.0 m to 0 m.

(Staff supports the proposed variance as the building to the south is setback approximately 13.7 m from the common property line. The proposed side yard variance is required to accommodate the proposed building and required parking, and the reduced setback has been mitigated through design revisions including materials and articulation of the south wall).

- 2) Allow 1 parking space (6.2 % of required parking spaces) to be configured as a small car space.

(For sites which provide 31 or more parking spaces, the Zoning Bylaw allows up to 50% of these spaces to be configured as small cars. The site plan indicates that there are 23 parking space provided on-site, 1 of which (6.2 % of spaces) will be a small car space. Staff supports the proposed variance as the small car space is located along the east property line, adjacent to a parking lot to the east. Staff are of the opinion that the location of the small cars on the east property line will have minimal impact on the site layout or the adjacent parking area, and will facilitate better on-site vehicle movement for the drive-through lane. This variance was reviewed and supported by the Transportation Division).

- 3) Reduce the required setback for parking spaces from 1.5 m to 0.3 m, for parking spaces along the east property line only.

(Staff supports the proposed variance as the adjacent portion of the adjacent lot that might be impacted by the variance is occupied by on-site parking and manoeuvring, and a fence and landscaping is proposed along the common property line, mitigating potential impacts of the requested variance).

- 4) Reduce the required manoeuvring aisle width for a non-residential use from 7.5 m to 6.7 m.

(Transportation Division staff has reviewed the requested variance and has no objections. The reduced internal manoeuvring aisle allows for the wider sidewalk on the north side of the proposed building, which would facilitate disabled access from the two proposed accessible parking spaces, and would also allow the development of landscape strip at the interface with the existing building to the north).

Advisory Design Panel Comments

The proposal was considered by the Advisory Design Panel (ADP) on April 4, 2013. The ADP was generally supportive of the development, but did provide a range of comments on the site planning, the landscape design and the building design. A copy of the relevant excerpt from the Advisory Design Panel Minutes from April 4, 2013 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

The Panel's comments focused on several aspects of the design, relating to the simple nature of the structure and the lack of transparency of the building. It should be noted that the ability of the architect to open up the space of the building is constrained by the tenants' standard interior design and security requirements. The second major issue for the Panel was the location and configuration of the proposed drive-through ATM at the rear (east) of the site. The proposed tenant of the building – a CIBC bank – has advised that an ATM is key to the viability of the site, and there is no other location that would permit the drive-through. Various measures including fencing, lighting, and video surveillance of the drive-through have been proposed to deal with potential safety issues associated with the proposed drive-through location, that were of some concern to the ADP.

Staff are of the opinion that the architect has addressed the majority of the comments of staff and the Advisory Design Panel and it is now in order for the Development Permit Panel to review the application.

Analysis

Conditions of Adjacency

- The proposed building achieves the design objectives of the Shellmont Area Plan, Ironwood Sub-area Plan, and is in keeping with the commercial and business park character of the surrounding area.
- The proposed building would have a 0 m setback to the south side lot line. The south adjacent building is set back approximately 14 m from the shared property line.

- The final site grade will be approximately 2 m above the height of No. 5 Road, which requires a sloped driveway into the site. Final site grading will be consistent with the grade of the adjacent north and south lots. Final site grading will also be mitigated by landscaping adjacent to No. 5 Road along the west property line.

Urban Design and Site Planning

- The proposed building is a simple rectangular building, with a glazed entry on the west (No. 5 Road) frontage of the site. The building has been sited to accommodate the required parking and drive-through configuration, while presenting a more urban character as a result of the proposed building frontage on No. 5 Road.
- Pedestrian access from the parking area to the commercial space on the site would be achieved from a walkway at the north of the site that provides direct pedestrian access to the building, and by a staircase from the sidewalk on No.5 Road.
- A ramp is also proposed from the sidewalk on No.5 Road to the front entrance, providing direct access to persons using wheelchairs or other mobility assistance.
- Parking for persons with disabilities would be provided in two (2) dedicated spaces north of the building. These spaces are located so as to facilitate ready access to the level walkway leading from the east end of the building to the front entrance.
- Vehicle parking would be provided in accordance with the requirements of the Richmond Zoning Bylaw. While 17 spaces are required, 23 spaces would be provided. As permitted the Richmond Zoning Bylaw, the on-site manoeuvring aisle will be used for loading purposes. This loading scheme has been approved by the Director of Transportation.
- Short term bicycle storage would be provided in a rack at the front entrance of the proposed bank. No long-term bicycle parking is proposed for the development. The proposed bicycle parking would satisfy the requirements outlined in the Zoning Bylaw.

Architectural Form and Character

Materials and Colour

- The proposed building materials are a tan brick for the majority of wall surface, broken up by a soldier course of brick and anodized aluminum panels. In addition, composite aluminum panels (in the corporate red colour of the proposed tenant) and clear windows with clear anodized frames and door will be used. The same red colour will be used for columns near the entry, the canopy over the entrance and the sign band.

The design has been refined to provide contrast and some visual relief along the south wall, with a soldier course of brick, and the aluminum and composite panels that break up the wall face. The entrance to the building features a canopy providing weather protection for patrons. The canopy has been reduced in area since the design was reviewed by the ADP, based on instructions from the proposed tenant.

- A free-standing proposed pylon sign is proposed to be installed north of the driveway access from No. 5 Road. The design and proposed materials are generally consistent with the building design. All proposed signs will require a sign permit in conformance with the Richmond Sign Regulation Bylaw No. 5560.
- The proposed sign height is approximately 3.2 m, which exceeds the guidelines for sign height in the Ironwood Sub-Area Plan, which suggest a maximum height of 2 m (6.6 ft). It should be noted that signs on adjacent commercial developments to the north and west of the site have exceeded the 2 m guideline. The proposed sign is a simple red and yellow corporate logo on a concrete base, and the materials are consistent with the building, which should mitigate the additional height. Staff are of the opinion that the additional sign height is generally consistent with the character of signs in the surrounding area and have no objection to the sign as proposed.

Landscape Design and Open Space Design

- Landscaping is provided around the perimeter of the subject site, with a focus on the front (No.5 Road frontage) of the site.
- Staff note that the Design Guidelines in the Shellmont Area Plan, Ironwood Sub-Area Plan include recommended tree species and shrub species, some of which have been utilized in the proposed landscape design.
- A 1.5 m landscape strip featuring a combination of low ground cover and shrubs is proposed for the north property line, softening the interface to the building to the north, which is built at a reduced setback. The proposed landscape strip also features three trees which will serve to break up the parking area.
- The clearing of the site resulted in the removal of three (3) trees in 2010. Tree preservation staff reviewed the clearing plan and noted that all trees on the site were diseased or in poor condition. The developer was required to replace the removed trees with a minimum of six (6) new trees. The landscape plans provided indicate that 12 trees will be planted on the site.

Parking, Loading and Waste Collection

- Under the proposed "Community Commercial Zone" a total of 16 parking spaces are required for the development, plus one (1) accessible parking space. The proposed site plan indicates that 21 parking spaces plus two (2) accessible stalls are proposed. One loading space is required, and as mentioned above, the applicant has proposed that the manoeuvring aisle be used for loading, which has been approved by Transportation Division.

- The site plan has been developed to indicate a 'future' waste collection location along the east property line. This garbage collection area will not be provided at this time. For security reasons, the bank has daily collection of all waste material generated, including shredded material and general office garbage. The site plan shows parking in excess of the requirements of the zoning bylaw, and if the bank ceased to operate on site, the garbage location shown on the plan could allow the location of a garbage container enclosure while still providing sufficient parking for other commercial uses.

Crime Prevention through Environmental Design

- A chain-link fence is proposed for the east property line, and which would wrap around the north-east corner of the site. The landscape design features low shrub plantings to maintain visibility into the site, in conjunction with the fence, enhancing site surveillance.
- Site lighting and on-building lighting, combined with video surveillance of the rear of the building / ATM location may address the CPTED concerns raised by staff and by the Advisory Design Panel.

Accessibility / Barrier-free Access

- The two (2) accessible parking spaces are located at the east end of the building. While these parking spaces are not in close physical proximity to the main entrance, the configuration of ramps for persons using a wheelchair is simpler and presents an easier access from the east of the site.

Conclusions

The applicant has satisfactorily addressed staffs' comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits well into the existing context. Therefore, staff recommend support of this Development Permit application.



Barry Konkin
Planner 2

BK:kt

Attachment 1: Application Data Sheet

Attachment 2: Advisory Design Panel Minutes and Applicant Responses (in italics)

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$37,715.35.

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

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



DP 13-630238

Attachment 1

Address: 11120 and 11200 No.5 Road

Applicant: Everbe Holdings Ltd.

Owner: 890370 BC Ltd.

Planning Area(s): Shellmont Area Plan; Ironwood Sub-Area Plan

Floor Area Gross: 466.3 m²

Floor Area Net: 465.3 m²

	Existing	Proposed	
Site Area:	2,026 m ²	1,858 m ²	
Land Uses:	Vacant	Single tenant commercial (bank)	
OCP Designation:	Mixed Employment	Commercial	
Zoning:	Agricultural (AG1)	Community Commercial (CC)	
Number of Units:	Vacant site	NA – commercial uses only	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.25	none permitted
Lot Coverage:	Max. 35% for buildings	29%	None
Setback – Front Yard (west):	Min. 3.0 m	4.0 m	None
Setback – Side Yard (north):	Min. 6.0 m	18.0 m	None
Setback – Side Yard (south):	Min. 6.0 m	0.0 m	Yes
Setback – Rear Yard (east):	Min. 6.0 m	15.4 m	None
Height (m):	Max. 9.0 m	8.0 m	None
Lot Size:	2,026 sq.m	1,858 sq.m (after road dedication)	
Off-street Parking Spaces – Commercial:	16	21	None
Off-street Parking Spaces – Accessible:	1	2	None
Total off-street Spaces:	17	23	None
Small Car Spaces	Less than 31 spaces provided, there small car not permitted	1 space / 6.2 % of total required spaces)	Yes
Setback to parking spaces	1.5 m (5 ft)	0.3 m for spaces on east property line only	Yes
Manoeuvring Aisle Width	7.5 m	6.7 m	Yes

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, April 17, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Applicant's responses are shown in bold italics. Note: Applicant's reference top plans submitted April 29, 2013 are the plans provided in Attachment 1.

DP 13-630238 – 1- STOREY COMMERCIAL DEVELOPMENT FOR A 5,000 SQ. FT. FINANCIAL INSTITUTION

APPLICANT: Everbe Holdings Ltd.

PROPERTY LOCATION: 11200 and 11120 No. 5 Road

Applicant's Presentation

Architect Joe Minten and Landscape Architect Jenny Liu presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- Consider increasing the height of the fence. Suggest adding a six-foot chain link fence and landscape hedge with the same height from the southeast corner of the building to the southeast corner of the site and continuing to the north to the northeast corner to enhance the safety and security of people using the ATM drive-through; users of the ATM drive-through should be able to see that nobody is hiding in the surrounding area.

6' high chain-link fence will be provided starting from the south east corner of the building to the north-east corner of the property line. See A-100.1 site plan submitted on April 29.

- Consider additional lighting on the driveway entrance to enhance its visibility in view of the heavy traffic along No. 5 Road; good lighting should also be provided in the drive-through corner of the site.

One pole mounted light has been added to the design at the driveway entrance. See A-100.1 site plan submitted on April 29 for the location of pole mounted lighting and wall mounted lighting.

- Concern on the traffic problems that would be created by the southbound traffic on No. 5 Road making a left turn onto the driveway entrance of the subject development.

Proper medians and road improvements have been implemented by City transportation department on the off-site civil design.

- Appreciate the changes made by the applicant to improve the accessibility to the main entrance of the building; e.g. relocation of accessible parking spaces and widening/ramping of the sidewalk.
- Concern on pedestrian access to the subject development from Ironwood Mall (located across the subject development).

A pedestrian crossing is located approx. 20 m north of the project. See A-100.2 context photos – No.5 Road north view - submitted on April 16.

- Concern on the amount of sun exposure to the two-storey curtain wall located at the southwest corner; consider natural ventilation to mitigate heat gain during summer.

The new type of glass application (¼" tempered glass with low-E coating & ¼" overall laminated heat strengthened glass unit with claret coloured interlayer) in the lantern area may address this issue.

- Consider appropriate screening for roof top mechanical units to mitigate overlook concerns from adjacent developments.

See A-100.1 site plan & A-103.1 roof top view submitted on April 29.

- The site is very challenging.
- Location of the ATM drive-through is a CPTED issue that should be addressed by the applicant.

Three Strategies proposed to address CPTED issue:

1. *6' high chain-link fence has been provided starting from the south-east corner of the building to the north-east corner of the property line. See A-100.1 site plan submitted on April 29.*
2. *Add two (2) wall mounted lights and one (1) pole mounted light in the drive-through area. See A- 100.1 site plan submitted on April 29.*
3. *CCTV system – in the drive through area, the height restriction bar is equipped with CCTV system and a camera pole is provided at the west-south corner of the drive- through area. See A-100.1 site plan submitted on April 29.*

- Appreciate some positive changes to site planning; e.g. location of accessible ramps.
- Box-like form of the building could be enhanced with material articulation;
See revised A-101.1 elevations and A-103.1 renderings submitted on April 29. Revised 'corporate' colour and material scheme introduces a wider range of materials and breaks up the proposed facades.
- Consider transparency for the east façade of the building to mitigate its blandness and enhance the security for the ATM drive-through.
Bank interior functional needs and layout does not allow it happen.
- Consider enhancing the architectural character of the south facade of the building.
See A-101.1 elevations and A-103.1 renderings submitted on April 29.
- Good landscape treatment; appreciate the seasonal variety of the proposed planting.
- Ensure a high quality of landscaping and building materials.
See A-101.1 elevations and A-103.1 renderings submitted on April 29.
- Appreciate the glass in the front of the building; however, consider introducing some more transparency to expose what is done inside the building, what the business is. Also consideration should be given to providing some transparency at the back.
- Don't see the need for the project to go undergo Panel review in view of the prescribed box shape of the building.
- CIBC should develop and present a sustainability agenda which could be tied in with the design of the building, e.g. natural ventilation scheme for the two-storey curtain wall lantern.

Panel Decision

It was moved and seconded

That DP 13-630238 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



No. DP 13-630238

To the Holder: EVERBE HOLDINGS LTD.
Property Address: 11120 AND 11200 NO. 5 ROAD
Address: 8860 SCOTCHBROOK ROAD
RICHMOND, BC V6Y 2M3

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 required side yard (south) setback from 6.0 m to 0 m;
 - b) Allow 1 parking space (6.2 % of required spaces) to be configured as a small car parking space;
 - c) Reduce the required setback for parking spaces from 1.5 m to 0.3 m for parking spaces along the east property line only; and
 - d) Reduce the required width of a manoeuvring aisle from 7.5 m to 6.7 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 DP 13-630238 - 1 to DP 13-630238 - 7 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 \$37,715.35 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.

Development Permit

No. DP 13-630238

To the Holder: EVERBE HOLDINGS LTD.
Property Address: 11120 AND 11200 NO. 5 ROAD
Address: 8860 SCOTCHBROOK RD
RICHMOND, BC V6Y 2M3

7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , 2013.

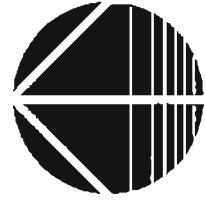
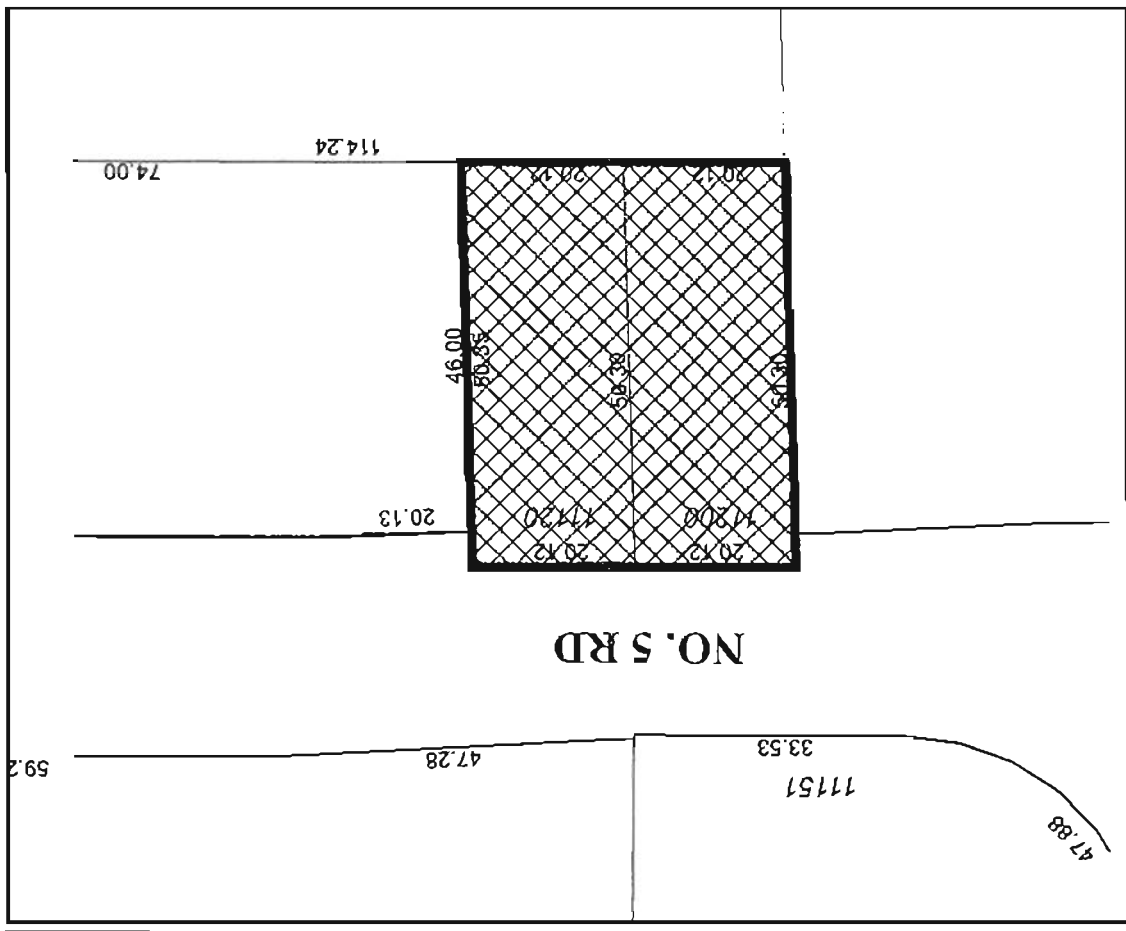
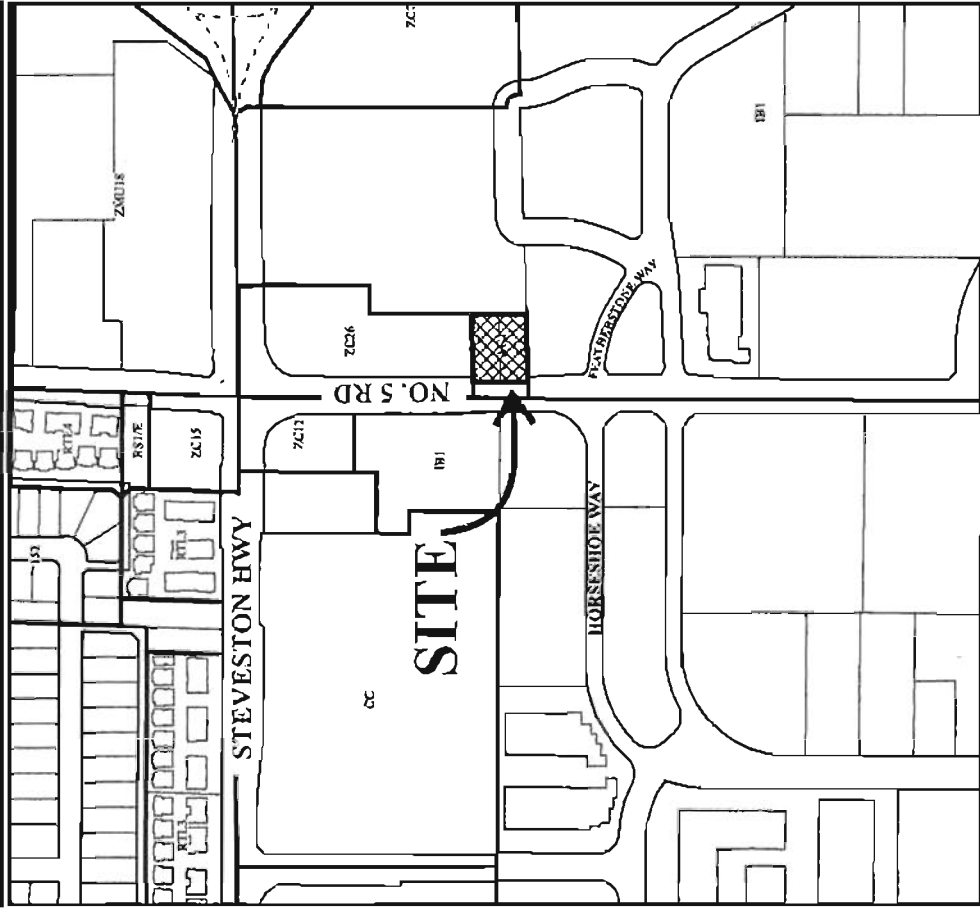
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , 2013.

MAYOR



City of Richmond

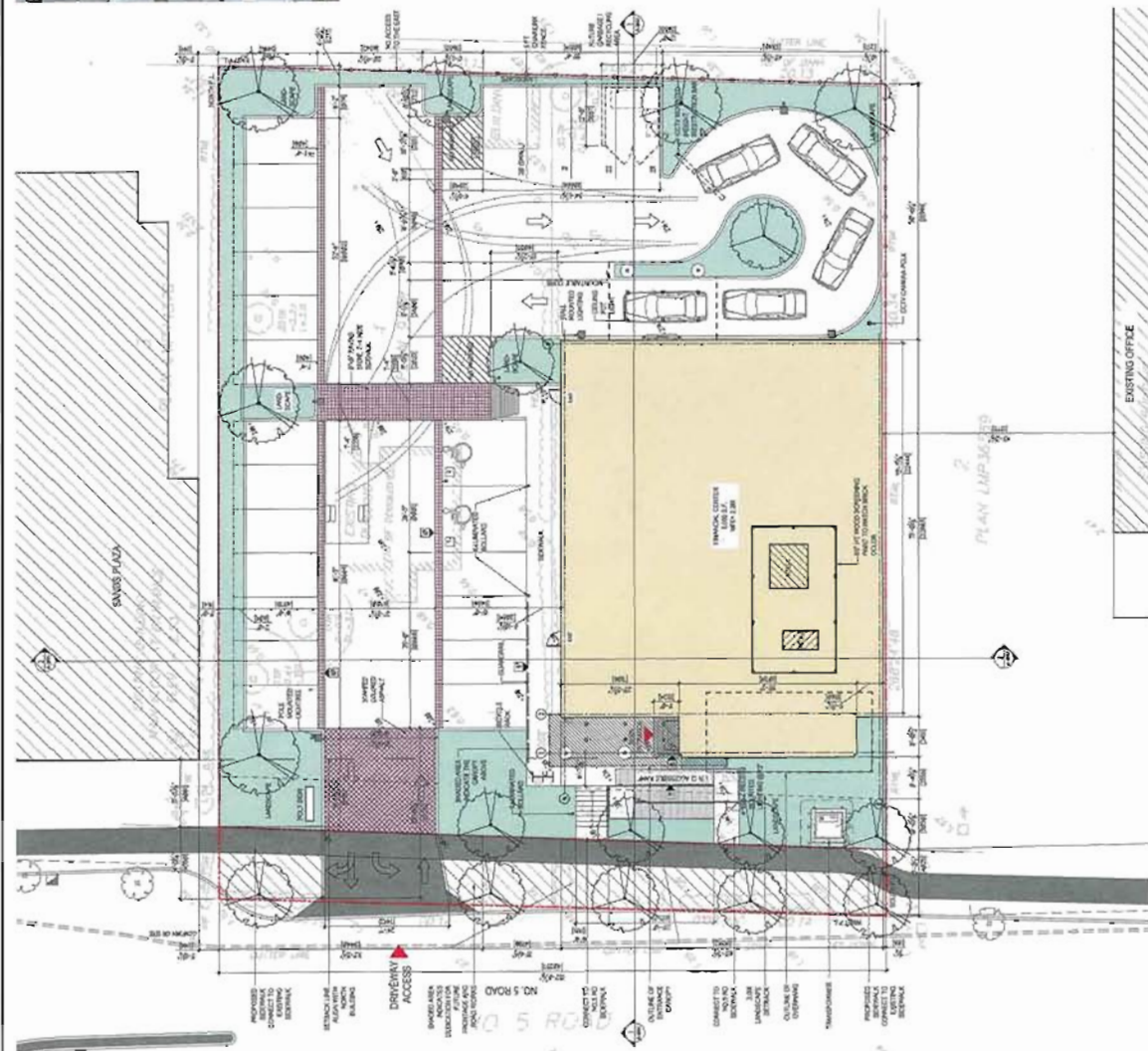


DP 13-630238 SCHEDULE "A"

Original Date: 02/25/13
Revision Date:
Note: Dimensions are in METRES



LOCATION PLAN
SCALE 1/8" = 1'-0"

[illegible][illegible]

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JM Architecture Inc.
 10000 Hwy 104, Suite 100
 Richmond, BC V6V 2G9
 Tel: 604.273.1234
 Fax: 604.273.1235
 Email: info@jmarch.ca
 Website: www.jmarch.ca

DO NOT SCALE DRAWING

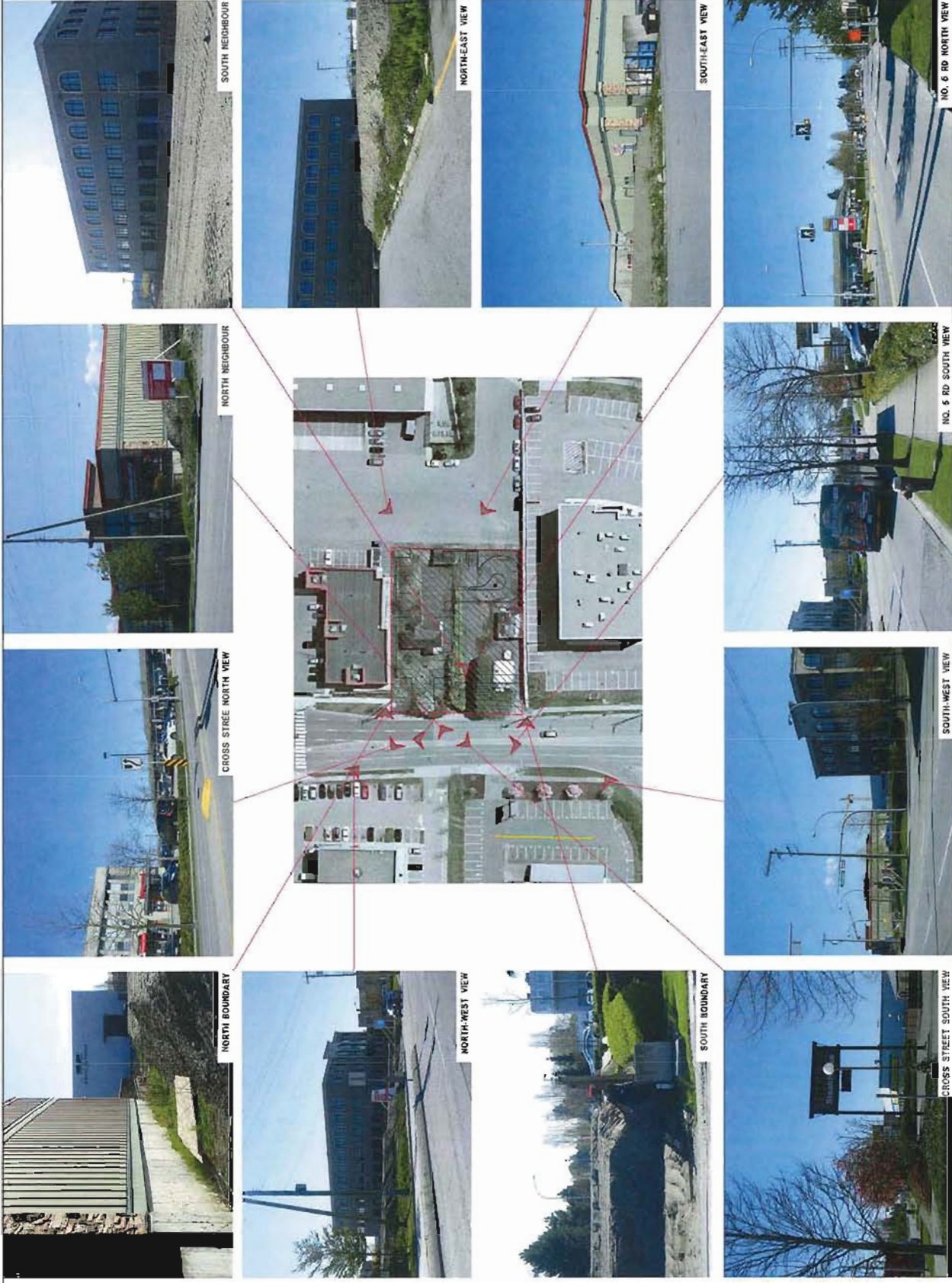
DP - 13630238-2

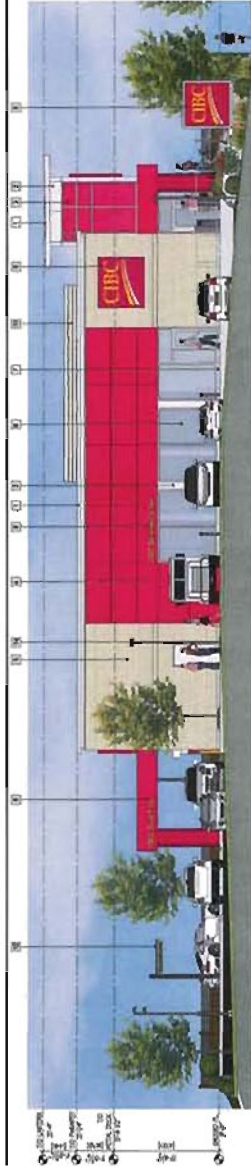
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7	10/10/2018	ISSUED FOR PERMIT
8	10/10/2018	ISSUED FOR PERMIT
9	10/10/2018	ISSUED FOR PERMIT
10	10/10/2018	ISSUED FOR PERMIT

START DATE	10/10/2018
PROJECT NO.	13630238
DATE	10/10/2018
SCALE	AS SHOWN
APPROVED	

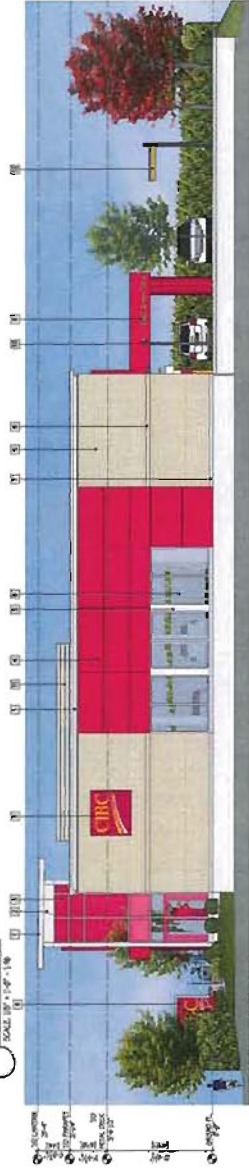
Project Name
 CBC - No. 5 M A Simpson Hwy
 10000 Hwy 104, Suite 100
 Richmond, BC V6V 2G9
 Tel: 604.273.1234
 Fax: 604.273.1235
 Email: info@jmarch.ca
 Website: www.jmarch.ca

CONTEXT PHOTO
 Project No. 13630238
 A-1002





○ NORTH ELEVATION
SCALE 1/8" = 1'-0"



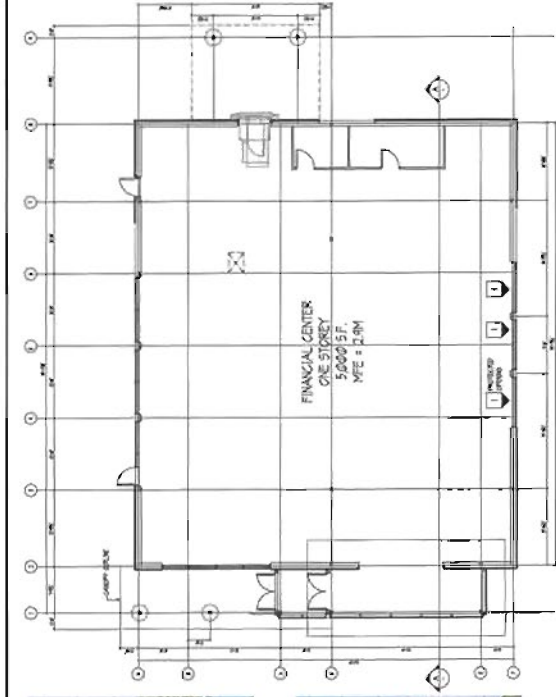
○ SOUTH ELEVATION
SCALE 1/8" = 1'-0"



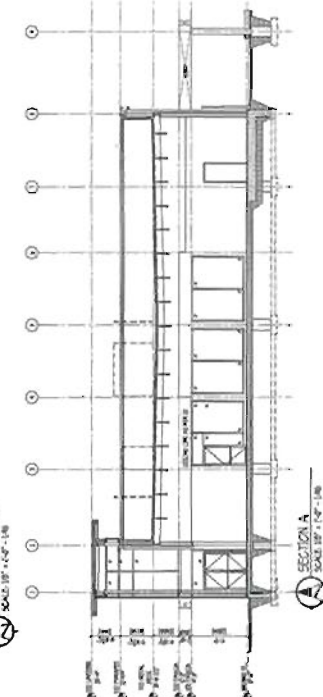
○ EAST ELEVATION
SCALE 1/8" = 1'-0"



○ WEST ELEVATION
SCALE 1/8" = 1'-0"



○ MAIN FLOOR PLAN
SCALE 1/8" = 1'-0"



○ SECTION A
SCALE 1/8" = 1'-0"

EXTERNAL MATERIAL			
DESCRIPTION	MANUFACTURER	FINISH	NOTES
1. EXTERIOR WALLS	CONCRETE	SMOOTH	1. SEE SPECIFICATIONS FOR FINISHES
2. EXTERIOR ROOF	ASPH/FLT	FLAT	2. SEE SPECIFICATIONS FOR FINISHES
3. EXTERIOR FLOORING	CONCRETE	SMOOTH	3. SEE SPECIFICATIONS FOR FINISHES
4. EXTERIOR CEILING	CONCRETE	SMOOTH	4. SEE SPECIFICATIONS FOR FINISHES
5. EXTERIOR DOORS	WOOD	STAINED	5. SEE SPECIFICATIONS FOR FINISHES
6. EXTERIOR WINDOWS	ALUMINUM	PAINTED	6. SEE SPECIFICATIONS FOR FINISHES
7. EXTERIOR LIGHTING	VARIOUS	VARIOUS	7. SEE SPECIFICATIONS FOR FINISHES
8. EXTERIOR SIGNAGE	VARIOUS	VARIOUS	8. SEE SPECIFICATIONS FOR FINISHES
9. EXTERIOR FENCE	VARIOUS	VARIOUS	9. SEE SPECIFICATIONS FOR FINISHES

DR-13630238-3

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1000 W. Main Street
Suite 100
Baltimore, MD 21201
Phone: (410) 552-1234
Fax: (410) 552-1235
Email: info@jma.com

Project Name: CBC - No. 5 St. Stephen Hwy
Address: 1000 W. Main Street, Baltimore, MD 21201
Client: CBC
Architect: J.M. Architecture Inc.
Scale: AS SHOWN
Project No.: 13630238
Sheet No.: 0.0
Project Date: 10/1/18
Project Name: CBC - No. 5 St. Stephen Hwy
Address: 1000 W. Main Street, Baltimore, MD 21201
Client: CBC
Architect: J.M. Architecture Inc.
Scale: AS SHOWN
Project No.: 13630238
Sheet No.: 0.0
Project Date: 10/1/18

ELEVATIONS FLOOR PLAN SECTION
Project No. 13630238
Sheet No. 0.0
Project Date 10/1/18

DO NOT SCALE DRAWING



DP-13630238-4

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JM Architecture Inc.

Architectural & Engineering Services

10000 Highway 101, Suite 100
Mississauga, Ontario L4V 1P9
Canada

Phone: (905) 875-1000
Fax: (905) 875-1001
Email: info@jmarch.com

Project Name: _____

Project No.: _____

Client: _____

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Client: _____

EAST FACIA SIGN

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 8' 11"
- ALLOWABLE FACIA SIGN AREA: 200 SF
- PROPOSED SIGN PROJECT 1

EAST CANOPY SIGN

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 21' 2"
- ALLOWABLE FACIA SIGN AREA: 645 SF
- PROPOSED SIGN PROJECT 2

WEST CANOPY SIGN

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 25' 4"
- ALLOWABLE FACIA SIGN AREA: 15 SF
- PROPOSED SIGN PROJECT 2

WEST FACIA SIGN

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 25' 3"
- ALLOWABLE FACIA SIGN AREA: 833 SF
- PROPOSED SIGN PROJECT 1



NORTH FACIA SIGN

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 7' 8"
- ALLOWABLE FACIA SIGN AREA: 240 SF
- PROPOSED SIGN PROJECT 1

NORTH CANOPY SIGN 1

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 8' 4"
- ALLOWABLE FACIA SIGN AREA: 200 SF
- PROPOSED SIGN PROJECT 2

NORTH CANOPY SIGN 2

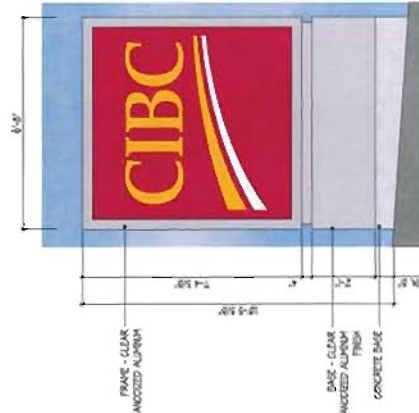
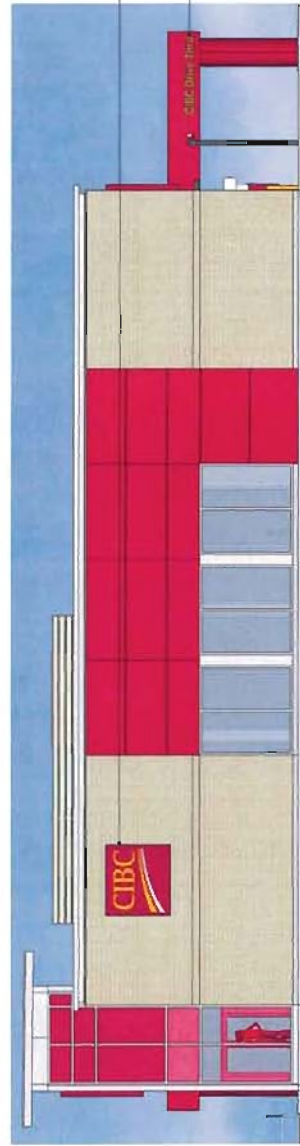
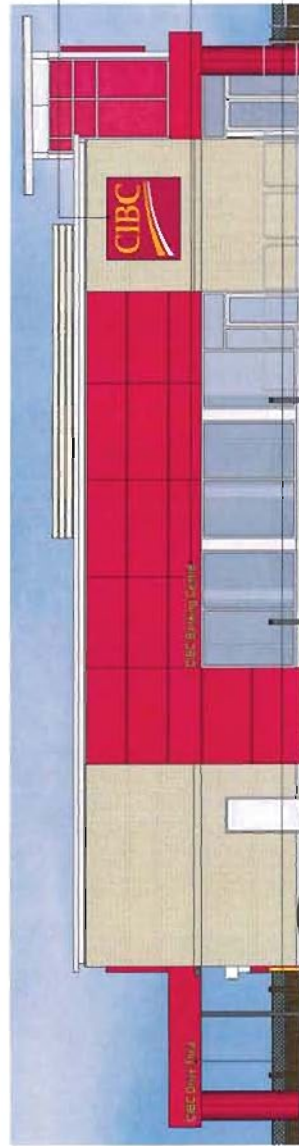
- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 8' 4"
- ALLOWABLE FACIA SIGN AREA: 500 SF
- PROPOSED SIGN PROJECT 2

SOUTH FACIA SIGN

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 7' 8"
- ALLOWABLE FACIA SIGN AREA: 240 SF
- PROPOSED SIGN PROJECT 1

SOUTH CANOPY SIGN

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 8' 4"
- ALLOWABLE FACIA SIGN AREA: 500 SF
- PROPOSED SIGN PROJECT 2



DOUBLE FACE PYLON SIGN

- STANDARD COMMERCIAL ZONE
- REQUIREMENTS: 18.5 SF PER 5.5 F
- MAX. LENGTH: 6' 11"
- ALLOWABLE SIGN AREA: 200 SF
- PROPOSED SIGN PROJECT 1

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Project Name: CIBC - No. 5 M & 3 Stephen M

Project No: 10000 No. 5 M & 3 Stephen M

Client: CIBC

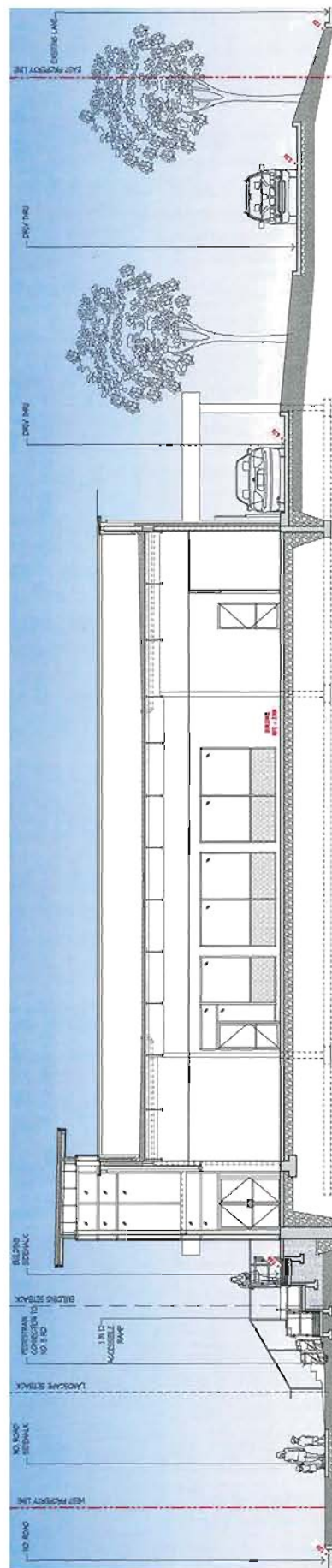
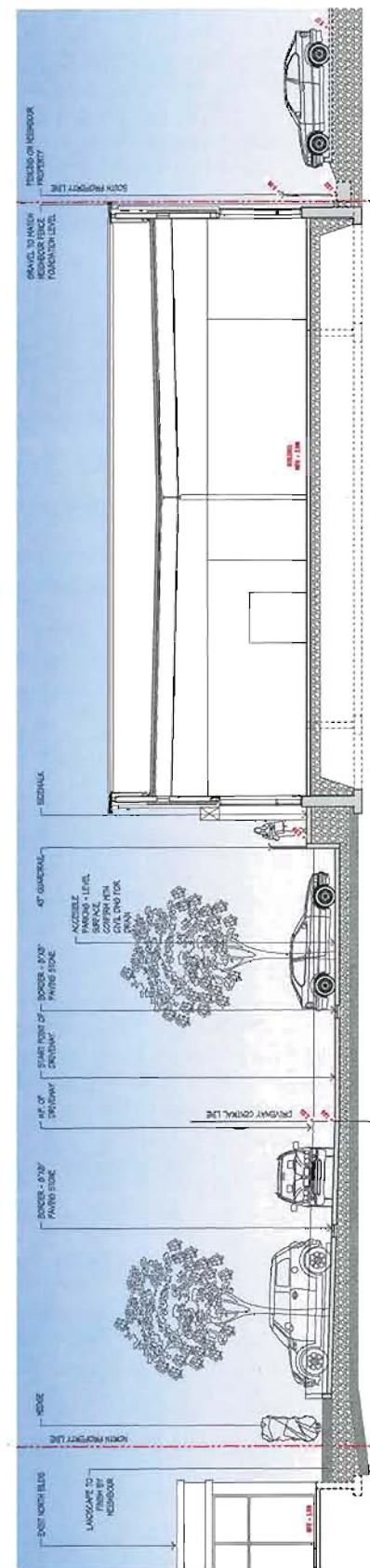
Design: JIM Architecture Inc.

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

Sheet: 1 of 1

Do Not Scale Drawing

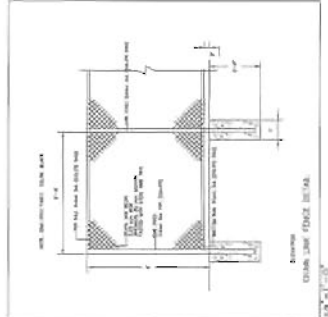
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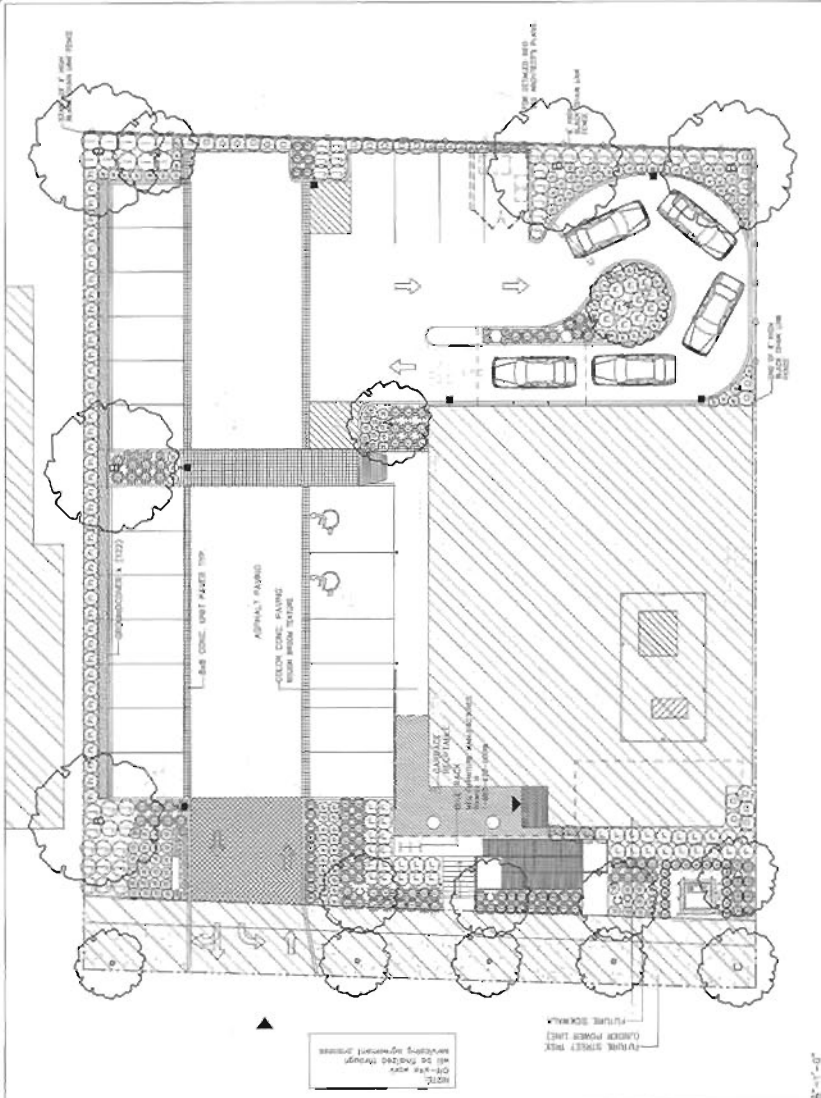
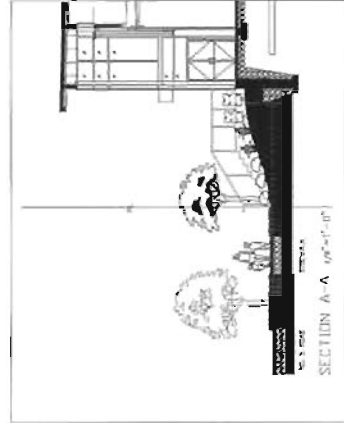
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PLANT LIST	Plant Name	Quantity	Remarks
1	Aspen	20	Aspen 10' x 10' x 10'
2	Aspen	20	Aspen 10' x 10' x 10'
3	Aspen	20	Aspen 10' x 10' x 10'
4	Aspen	20	Aspen 10' x 10' x 10'
5	Aspen	20	Aspen 10' x 10' x 10'
6	Aspen	20	Aspen 10' x 10' x 10'
7	Aspen	20	Aspen 10' x 10' x 10'
8	Aspen	20	Aspen 10' x 10' x 10'
9	Aspen	20	Aspen 10' x 10' x 10'
10	Aspen	20	Aspen 10' x 10' x 10'
11	Aspen	20	Aspen 10' x 10' x 10'
12	Aspen	20	Aspen 10' x 10' x 10'
13	Aspen	20	Aspen 10' x 10' x 10'
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95	Aspen	20	Aspen 10' x 10' x 10'
96	Aspen	20	Aspen 10' x 10' x 10'
97	Aspen	20	Aspen 10' x 10' x 10'
98	Aspen	20	Aspen 10' x 10' x 10'
99	Aspen	20	Aspen 10' x 10' x 10'
100	Aspen	20	Aspen 10' x 10' x 10'

TOTAL 12 REPLACEMENT TREES PROPOSED



- NOTES:
1. Minimum 20' along every tree from building.
 2. All plants and landscape installation to conform to BCSLA (Baltimore County Stormwater Management Manual).
 3. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).
 4. Minimum spacing medium density.
 5. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).
 6. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).
 7. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).
 8. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).
 9. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).
 10. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).
 11. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).
 12. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).



- NOTES:
1. All landscaped areas to be raised to provide 12" high central area.
 2. All planting beds to have filter cloth.
 3. All planting beds to be covered by mulch/mulch system.
 4. All plants to be installed by 10/1/2020 (10/1/2020-10/1/2020).

DP-13630238-7

<p>JHL Design Group Inc. Landscape Architecture + Urban Design 4370, Main Street, Richmond, BC Tel: 604-273-8833 Fax: 604-273-8834 Email: jhl@jhl.ca</p>		<p>FINANCIAL CENTRE 1125-1130 N.S. ROAD RICHMOND, BC DRAWN: JHL DATE: 10/1/2020</p>	<p>L-1</p>
<p>SECTION A-A 1/8" = 1'-0"</p>		<p>LANDSCAPE PLAN/NOTES/SECTION DETAIL</p>	