



Development Permit Panel

Council Chambers

Wednesday, June 12, 2013

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, May 29, 2013.

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2. Development Permit 13-629421

(File Ref. No.: DP 13-629421) (REDMS No. 3851612)

APPLICANT: Yamamoto Architecture Inc.

PROPERTY LOCATION: 9111 Williams Road

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of four (4) townhouse units at 9111 Williams Road on a site zoned Low Density Townhouses (RTL4); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *Reduce the minimum lot width from 40.0 m to 20.1 m; and*
 - (b) *Allow two (2) small car parking stalls in two (2) of the townhouse units.*

☐

3. Development Permit 13-629846

(File Ref. No.: DP 13-629846) (REDMS No. 3862134)

APPLICANT: Cressey (Gilbert) Development LLP

PROPERTY LOCATION: 5640 Hollybridge Way

ITEM

Manager's Recommendations

That a Development Permit be issued which would:

- 1. Permit the construction of a mixed-use development that includes 245 residential units, approximately 6,559 m² (70,605 ft²) of commercial space and an approximately 465 m² (5,000 ft²) childcare facility at 5640 Hollybridge Way on a site zoned "Residential / Limited Commercial (RCL3)"; and*
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback to Hollybridge Way from 3.0 m to 0.0 m for a portion of the partially below-grade parking structure.*



4. New Business

5. Date Of Next Meeting: Wednesday, July 10, 2013

6. Adjournment



**Development Permit Panel
Wednesday, May 29, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Dave Semple, Chair
John Irving, Director, Engineering
Victor Wei, Director, Transportation

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, May 15, 2013, be adopted.

CARRIED

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

INTENT OF PERMIT:

That a Development Permit 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)".

Development Permit Panel

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Applicant's Comments

Craig Taylor, Taylor Kurtz Architecture & Design Inc., and Adam Donnelly, Wesgroup Properties, provided a brief overview of the proposed commercial development at the corner of No. 3 Road and Granville Avenue highlighting the architectural form and character and the landscape design.

Panel Discussion

In response to queries it was noted that the applicant does not propose to roof the mechanical enclosure and 7 cm calliper trees are proposed along the streetscapes.

The Panel suggested that the mechanical enclosure be dealt with sensitively due to its high visibility by a number of neighbouring high-rise developments and to mitigate noise.

In response to a query Wayne Craig, Director of Development, advised that the proposed drive aisle meets the minimum requirements of the zoning bylaw and that any reduction to the aisle would require a variance.

Staff Comments

Mr. Craig stated that the site is being under developed in terms of development potential in the City Centre Area Plan but is consistent with the existing zoning on the site. The project is designed to meet the City's Urban Design objectives and will be continuing the off-site improvements along both No. 3 Road and Granville Avenue frontages. The applicant has also provided the required statutory rights-of-way to allow for future short-term and long-term transportation improvements.

Panel Discussion

In response to queries Mr. Craig noted that the previous owner is legally bound under the Contaminated Sites Act to resolve any off-site contaminated soils. The Ministry of Environment has issued a Certificate of Compliance for the on-site soils. He further noted that the project will be installing pre-ducting for future undergrounding of the overhead hydro lines as B.C. Hydro has indicated a preference to deal with the entire block on a comprehensive basis in the future.

Correspondence

None.

Gallery Comments

None.

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Panel Discussion

The Panel supported the project with the recommendation that the applicant be sensitive to the noise level from the roof-top mechanical units for neighbouring residential development.

Panel Decision

It was moved and seconded

That a Development Permit 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)".

CARRIED

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

INTENT OF PERMIT:

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.

Applicant's Comments

Architect Rob Whetter, Cotter Architects, Landscape Designer Johnny Zhang, Rod Maruyama & Associates Inc., provided a summary of the mixed commercial/residential development accenting urban design in compliance with the Steveston Area Plan and the Steveston Village Conservation Strategy. Particular detail was given to the architectural form and character and to the landscape and open space design.

Panel Discussion

In reply to queries it was noted that the proposed benches are manufactured 6-foot benches and to increase the number of benches on the site may encroach into the right-of-way. The proposed trees on Bayview Street were not in the original proposal and were added as a result of input from the Advisory Design Panel but can be removed from the landscape plan at the Panel's discretion.

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Barry Konkin, Planner, advised the Panel that the Heritage Commission and the Advisory Design Panel recommended softening of the paved area through additional landscaping.

In response to a query Mr. Craig advised that the landscape drawings showing planting and steps over the property line are conceptual as the Steveston Streetscape Study is currently underway and the Bayview Street frontage along the subject property is to be determined. Staff has worked with the applicant to ensure that any structures along Bayview Street are removable. The maintenance of the landscaping will be the responsibility of the property owner or the future strata.

Following discussion from the Panel Mr. Craig noted that there is a Servicing Agreement associated with the rezoning which deals with the off-site improvements. The treatment of the Bayview Street frontage will be coordinated with the Servicing Agreement and the Bayview Streetscape Study. The Panel will be approving the on-site building and landscaping. Any spill over onto the public property and road right-of-way will be coordinated through the Servicing Agreement process.

The Panel encouraged the applicant to incorporate more or longer benches on the site and that any proposed trees not form part of the streetscape, but be located close to the building.

In response to a Panel query, it was noted that the proposed building would not be as tall as the Cannery.

Staff Comments

Mr. Craig advised that the project was reviewed and endorsed by the Heritage Commission and the Advisory Design Panel. The proposal is consistent with the Steveston Conservation Strategy. One residential unit has been designed with adaptable features including elevator access and wider doors and hallways. All the residential units have Aging-In-Place features. The overall on-site parking exceeds the minimum parking requirements of the zoning bylaw. There is an additional resolution requested with this project in relation to the discharging of a previous Development Permit for the site issued in 1985.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel was in support of the development with the recommendation to increase the proposed seating area and that the landscaping concerns are addressed.

Development Permit Panel
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Panel Decision

It was moved and seconded

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.*

CARRIED

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

INTENT OF PERMIT:

1. To 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. To 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.

Applicant's Comments

Robert Ciccozzi, Robert Ciccozzi Architecture Inc., Mark van der Zalm, van der Zalm & Associates Inc., Landscape Architect, gave a brief overview of the proposed residential development with respect to (i) architectural form and character, (ii) landscaping and open space design; and sustainability. Urban design and off-site improvements related to the Lansdowne Linear Park frontage were highlighted.

Panel Discussion

In reply to queries from the Panel the following additional information was provided:

- the gated entrances to the parkade are slightly recessed and expected to be open during the day, minimizing impact to vehicular traffic flow from Alderbridge Way and Cedarbridge Way;
- exterior lighting to emphasize the curvature of the buildings is not proposed;

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- the pool and outdoor amenity space is a well sought after marketing feature and the long term maintenance of the outdoor amenity space will be the responsibility of the Condominium Strata;
- the children's play area consists of natural, loose, fit and balance elements for adventure play with ample seating for parents; and
- there are gardening plots between the towers with tool storage shed and a small orchard at the amenity building.

Staff Comments

Mr. Craig advised the Panel that the Lansdowne Linear parkway will be designed through a Servicing Agreement with the appropriate letters of credit being posted. The proposed development (i) is District Energy Utility ready, (ii) includes 14 Affordable Housing Units designed with the Basic Universal Housing features, (iii) incorporates Aging-In-Place features in all 237 residential units, and (iv) includes a comprehensive Transportation Demand Management package where 20% of the parking stalls will be electrical vehicle ready and electrical outlets are provided in all of the bicycles rooms for electric bicycles. An interim pathway will be established on Alderbridge Way from Lansdowne Road to Cedarbridge Way. There are extensive green roofs on portions of the buildings and the buildings have been designed to achieve the City's Aircraft Noise Management Policy objectives related to interior noise quality.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

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.*

CARRIED

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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

INTENT OF PERMIT:

1. To 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. To 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.

Applicant's Comments

Vivek Menon, JM Architecture Inc., and Jenny Liu, JHL Design Group Inc., provided an overview of the proposed commercial development with regards to urban design, landscaping, and crime prevention elements.

Panel Discussion

In reply to a query it was noted that due to the reduced south lot line setback the applicant is actively pursuing an alternative solution to allow glazing of the south facade.

A discussion ensued and it was recommended that the applicant redesign the landscaping at the northeast corner of the building to address safety concerns related to access from the parking area to the pedestrian walkway. It was suggested that the applicant post signage related to the City's Anti-Idling initiative near the drive-thru aisle.

Staff Comments

Mr. Craig advised that the rear lane is not a city-owned lane. The site directly to the east has a legal agreement registered on a portion of their surface parking area to provide for cross access. Staff recommended that access to the site be directly from a City road rather than from the parking area of the adjacent property.

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Mr. Craig stated that there are four (4) variances associated with the development. One variance is in relation to the reduced side yard setback previously discussed. The other three (3) variances are associated with the parking lot layout, manoeuvring aisle, and small car parking on site. All three variances were reviewed and acceptable to the City's Transportation Division. The small car variance is primarily a function of the limited number of parking stalls on the site. The reduced parking setback and landscaping to the east is mitigated through the provision of the fence and shrub planting, and faces a servicing and parking area on the neighbouring property.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel supported the project with the recommendation that the applicant revise the landscaping to accommodate pedestrian access from the parking area.

Panel Decision

It was moved and seconded

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;*
 - 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.*

CARRIED

6. New Business

Development Permit Panel
Wednesday, May 29, 2013

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

8. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 5:12 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 29, 2013.

Dave Semple
Chair

Heather Howey
Committee Clerk



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: May 15, 2013

From: Wayne Craig
Director of Development


File: DP 13-629421

Re: Application by Yamamoto Architecture Inc. for a Development Permit at
9111 Williams Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of four (4) townhouse units at 9111 Williams Road on a site zoned Low Density Townhouses (RTL4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum lot width from 40.0 m to 20.1 m; and
 - b) Allow two (2) small car parking stalls in two (2) of the townhouse units.


Wayne Craig
Director of Development
EL:blg
Att.

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to develop four (4) two-storey townhouse units at 9111 Williams Road with vehicle access from 9071 Williams Road. The subject site is being rezoned from Single Detached (RS1/E) to Low Density Townhouses (RTL4) for this project under Bylaw 8963 (RZ 12-613927).

The site currently contains a single-family dwelling. There is no City standard Servicing Agreement required in association with this development proposal. Removal of the existing driveway on Williams Road and re-instating continuity of the sidewalk will be achieved via Works Order at Building Permit stage. Site analysis for service connections will also be required at Building Permit stage.

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: Existing single-family homes on lots zoned Single Detached (RS1/E).

To the East: Recently developed nine (9) unit townhouse project with access from Williams Road.

To the South: Across Williams Road, three (3) single-family homes on lots zoned Single Detached (RS1/E) and South Arm Park.

To the West: A nine (9) unit townhouse complex with access from Williams Road. A cross-access easement is registered on Title of this site (9071 Williams Road) to provide access to the subject site.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on December 17, 2012. No concerns regarding the rezoning were expressed at the Public Hearing.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Low Density Townhouses (RTL4) zone except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

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

- 1) Reduce the minimum lot width from 40.0 m to 20.1 m.

(Staff supports the proposed variations since the subject site is an orphan lot located between two (2) existing multiple-family developments.)

- 2) Allow two (2) small car parking stalls in two (2) of the townhouse units.

(Staff supports the proposed variance to allow one (1) small car parking stall in each of the back units in order to accommodate the main pedestrian entries of these two (2) back units to front onto the internal drive aisle. Due to the narrow width of this orphan lot and the minimum side yard setback requirements, there is a limit building frontage along the internal drive aisle. By allowing a small car parking stall in each of the back units (all with side-by-side parking arrangement), the width of the garages could be reduced to make room for the main entrances to these units being located adjacent to the garage and front onto the internal drive aisle; otherwise, the unit entries will be located on the side of the building with limited visibility from the internal drive aisle. This proposal increases opportunity for passive surveillance in keeping with CPTED principles.)

Advisory Design Panel Comments

The subject application was not presented to the Advisory Design Panel on the basis that the project generally met all the applicable Development Permit Guidelines, and the overall design and site plan adequately addressed staff comments.

Analysis***Conditions of Adjacency***

- The subject proposal is an infill development on an orphaned lot landlocked by the adjacent developments with a cross access easement from 9071 Williams Road. It can be considered as an extension of the townhouse development at 9071 Williams Road.
- The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes and townhouse developments adjacent to the site.
- The small scale two-storey duplex units fit well to the existing single-family homes to the north as well as the two-storey end units at the adjacent townhouse complexes.
- The proposed 4.5 m rear yard setback is consistent with the rear yard setbacks provided on the adjacent townhouse developments and provides a reasonable interface with the single-family lots to the north.

Urban Design and Site Planning

- The layout of the townhouse units is organized around one (1) driveway providing access to the site from the adjacent townhouse development to the west (9071 Williams Road). Access to Williams Road will be through the existing Access Easement (BB709772) on 9071 Williams Road. No direct vehicle access to Williams Road is permitted.

- One (1) duplex is oriented towards Williams Road and the units will have their main pedestrian entrances off Williams Road. The other duplex is situated on the north end of the site with main pedestrian access through the internal driveway.
- All units have two (2) vehicle parking spaces. One (1) standard visitor parking space is provided within the east side yard setback adjacent to the street fronting building. Accessible visitor parking space is not required for this small development.
- Outdoor amenity space is provided at the northwest corner of the site and is adequately sized based on Official Community Plan (OCP) guidelines. This outdoor amenity space is to be consolidated with the outdoor amenity area of the adjacent development to the west. This arrangement was envisioned when the original rezoning and Development Permit applications for the adjacent townhouse development at 9071 Williams Road were approved by Council. Cross-access easements on both properties have already been secured.

Architectural Form and Character

- A pedestrian scale is achieved along the public street and internal drive aisle with the inclusion of projections, recesses, entry porches, gable roofs, varying material combinations, a range of colour finishes, landscape features, and individual unit gates. All units along Williams Road have direct access from the street.
- The roof lines and massing have all been incorporated into the design to align and fit with the neighbouring townhouse developments.
- The proposed building materials (Hardie-Plank siding, board and batten, horizontal vinyl siding, wood trim, and asphalt roof shingles) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with the existing multi-family character being introduced along Williams Road.
- A lighter choice of colours is presented to showcase the “West Coast craftsmen expression”.
- The impact of blank garage doors has been mitigated with panel patterned doors, transom windows, and planting islands.

Landscape Design and Open Space Design

- All three (3) bylaw-sized trees identified on site are in poor condition and are to be removed. Six (6) replacement trees are required.
- The applicant is proposing to plant two (2) conifer and 13 deciduous trees on-site; hedges, an assortment of shrubs and ground covers, as well as perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- A low metal fence with individual gate entrances will be introduced to demarcate private space and individual grade level unit entrances along the street frontage.
- Fence along the street frontage is set back 1.0 m from the property line to allow for a landscaped area between the fence and the edge of the public sidewalk.
- The combined outdoor amenity space is redesigned to enlarge the children’s play area. Consent from the Strata Council of 9071 Williams Road has been obtained by the developer.
- New children’s play equipments intended to develop experimenting and climbing skills as well as engaging interactions between children are proposed.

- An additional bench is proposed adjacent to the children's play area to enhance passive surveillance opportunity of the outdoor amenity area.
- Indoor amenity space is not proposed on-site. A \$4,000 cash-in-lieu contribution has been secured as a condition of rezoning approval.
- In order to ensure the landscaping works are undertaken, the applicant is required to provide a landscape security of \$18,807.00 in association with the Development Permit.

Crime Prevention Through Environmental Design

- The site plan and individual unit design create opportunity for passive surveillance of both of the street frontage, outdoor amenity space, and internal drive aisle.
- Individual unit entrances are visible from either the public street or the internal drive aisle.
- Low planting is proposed along edges of buildings to keep the entry area open and visible.
- Combined open amenity area to increase space for unobstructed views within.

Sustainability

- Drought tolerant and native planting materials are incorporated into the landscaping design.
- Deciduous trees are proposed throughout the development to provide shade in summer and natural light in winter.
- Black top surface area is minimized (15.2% of lot coverage) to reduce heat island effect.
- Large operable windows for natural light and ventilation are incorporated into the design.
- Low E-glass windows, Energy Star appliances and low flow fixtures are provided in all units.

Accessible Housing

- The proposed development includes one (1) convertible unit that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a chair lift, which the staircase has been dimensioned to accommodate this (see Reference Plan attached to this report).
- 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.

Conclusions

The applicant has satisfactorily addressed staff's 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 into the existing context. Therefore, staff recommend support of this Development Permit application.



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

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 \$18,807.00 (based on total floor area of 9,403.4 ft²).

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

- Incorporation of accessibility measures and sustainability features in Building Permit (BP) plans as determined via the rezoning and/or Development Permit processes.
- 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 13-629421

Attachment 1

Address: 9111 Williams Road

Applicant: Yamamoto Architecture Inc.

Owner: Ken C. Phuah

Planning Area(s): Broadmoor

Floor Area Gross: 873.6 m² (9403.4 ft²)

Floor Area Net: 543.4 m² (5,849.2 ft²)

	Existing	Proposed
Site Area:	919.7 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	1	4

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Coverage – Non-porous Surfaces	Max. 65%	56.2%	none
Lot Coverage – Landscaping:	Min. 25%	34.8%	none
Setback – Front Yard (m):	Min. 6 m	6.0 m	none
Setback – Side Yard (East) (m):	Min. 3 m	4.5 m	none
Setback – Side Yard (West) (m):	Min. 3 m	3.0 m	none
Setback – Rear Yard (m):	Min. 3 m	3.0 m	none
Height (m):	12.0 m (3 storeys)	9.14 m	none
Lot Size (min. dimensions):	Min. 40 m wide x 35 m deep	20.1 m wide x 45.7 m deep	variance requested
Off-street Parking Spaces – Residential (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	8 (R) and 1 (V)	8 (R) and 1 (V)	none
Tandem Parking Spaces:	50% of Residential Stalls	none	none

Small Car Parking Spaces:	Max. 50% when 31 or more spaces are provided on site.	2	variance requested
Off-street Parking Spaces - Accessible	0	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.5 (Class 1) and 0.5 (Class 2) per unit	none
Off-street Parking Spaces – Total:	5 (Class 1) and 1 (Class 2)	6 (Class 1) and 2 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$4,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	54 m ²	none



No. DP 13-629421

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 9111 WILLIAMS ROAD

Address: 2386 OAK STREET
VANCOUVER, BC V6H 4J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) reduce the minimum lot width from 40.0 m to 20.1 m; and
 - b) allow two (2) small car parking stalls in two (2) of the townhouse units.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 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 \$18,807.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 12-629421

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 9111 WILLIAMS ROAD

Address: 2386 OAK STREET
VANCOUVER, BC V6H 4J1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



Note: Dimensions are in METRES



PARKING PLAN

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

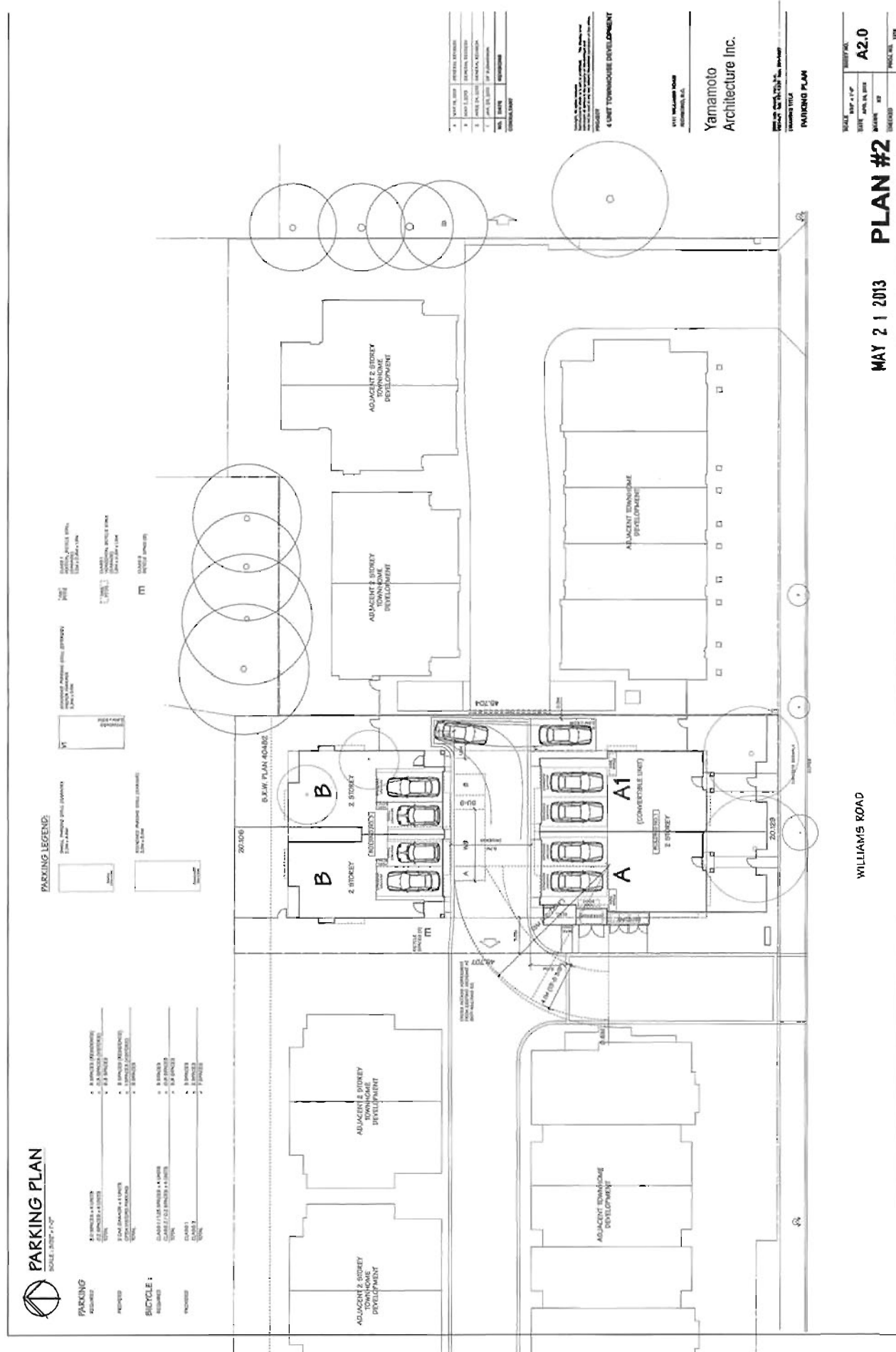
PARKING

4 SPACES + 4 SPACES
TOTAL: 8 SPACES (RESERVED)
8 SPACES (RESERVED)
8 SPACES (RESERVED)
8 SPACES (RESERVED)
8 SPACES (RESERVED)

BICYCLE

4 SPACES + 4 SPACES
TOTAL: 8 SPACES (RESERVED)
8 SPACES (RESERVED)
8 SPACES (RESERVED)
8 SPACES (RESERVED)
8 SPACES (RESERVED)

PARKING LEGEND



NO.	DATE	REVISIONS
1	10/10/12	PRELIMINARY
2	11/15/12	REVISIONS
3	12/10/12	REVISIONS
4	12/10/12	REVISIONS
5	12/10/12	REVISIONS
6	12/10/12	REVISIONS
7	12/10/12	REVISIONS
8	12/10/12	REVISIONS
9	12/10/12	REVISIONS
10	12/10/12	REVISIONS

PROJECT: 4 UNIT TOWNHOUSE DEVELOPMENT
SHEET: 1 OF 1
DATE: 12/10/12
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

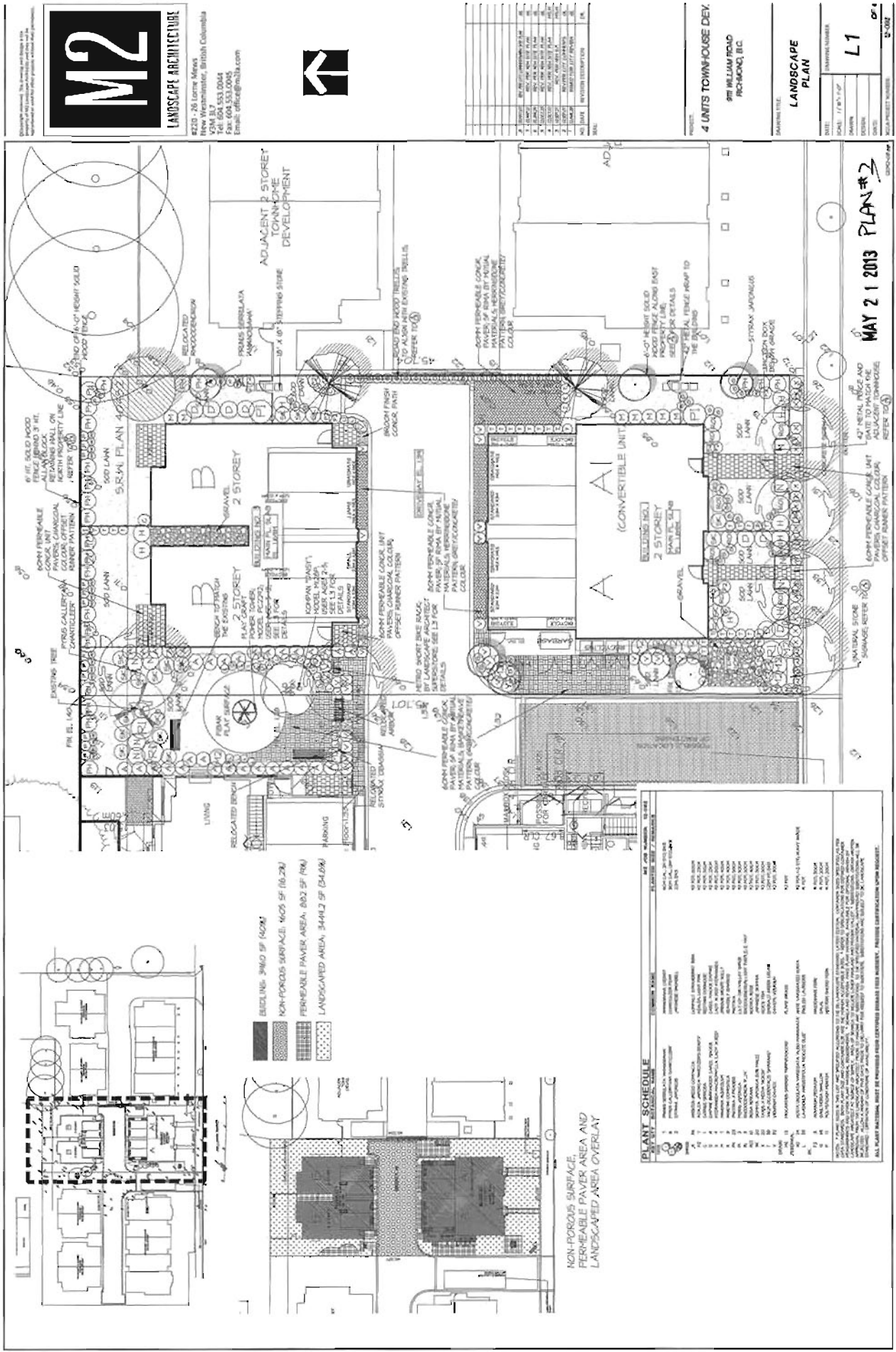
Yamamoto
Architecture Inc.

PROJECT: 4 UNIT TOWNHOUSE DEVELOPMENT
SHEET: 1 OF 1
DATE: 12/10/12
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

SCALE	DATE	BY	NO.
1/8" = 1'-0"	12/10/12	[Name]	1
1/4" = 1'-0"	12/10/12	[Name]	2
1/2" = 1'-0"	12/10/12	[Name]	3
3/4" = 1'-0"	12/10/12	[Name]	4
1" = 1'-0"	12/10/12	[Name]	5

MAY 21 2013 PLAN #2
DP13629421

WILLIAMS ROAD



DP13629421

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#220 - 26 Lorne Mews
New Westminster, British Columbia
V3L 3Y1
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



1	EXISTING SITE PLAN	1/8" = 1' - 0"
2	PROPOSED LANDSCAPE PLAN	1/8" = 1' - 0"
3	PROPOSED PLANTING PLAN	1/8" = 1' - 0"
4	PROPOSED IRRIGATION PLAN	1/8" = 1' - 0"
5	PROPOSED LIGHTING PLAN	1/8" = 1' - 0"
6	PROPOSED FENCE PLAN	1/8" = 1' - 0"
7	PROPOSED DRIVEWAY PLAN	1/8" = 1' - 0"
8	PROPOSED SIDEWALK PLAN	1/8" = 1' - 0"
9	PROPOSED BIKEWAY PLAN	1/8" = 1' - 0"
10	PROPOSED PLAY AREA PLAN	1/8" = 1' - 0"
11	PROPOSED SEATING PLAN	1/8" = 1' - 0"
12	PROPOSED BIKE RACK PLAN	1/8" = 1' - 0"
13	PROPOSED BIKEWAY PLAN	1/8" = 1' - 0"
14	PROPOSED SIDEWALK PLAN	1/8" = 1' - 0"
15	PROPOSED DRIVEWAY PLAN	1/8" = 1' - 0"
16	PROPOSED FENCE PLAN	1/8" = 1' - 0"
17	PROPOSED LIGHTING PLAN	1/8" = 1' - 0"
18	PROPOSED IRRIGATION PLAN	1/8" = 1' - 0"
19	PROPOSED PLANTING PLAN	1/8" = 1' - 0"
20	PROPOSED LANDSCAPE PLAN	1/8" = 1' - 0"

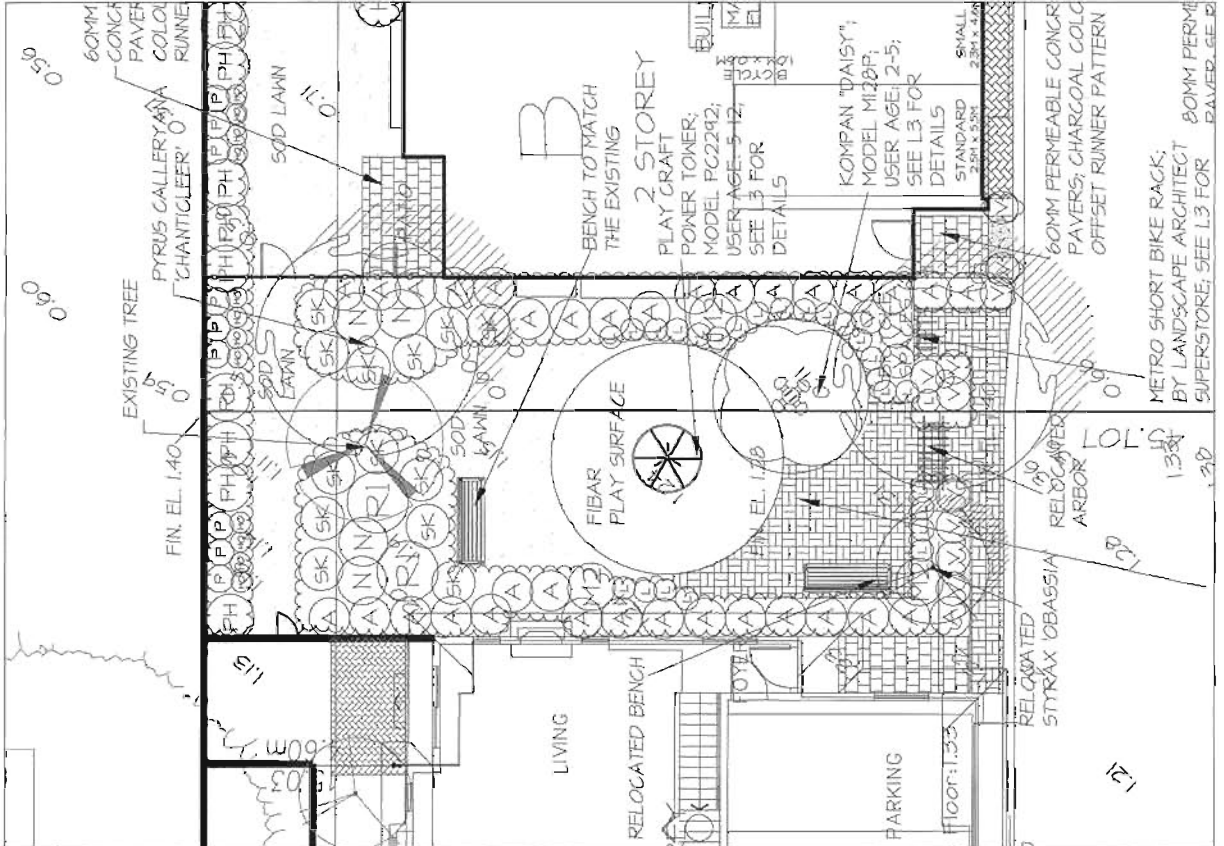
4 UNITS TOWNHOUSE DEV.
571 WILLIAM ROAD
RICHMOND B.C.

AMENITY AREA
ENLARGEMENT

DATE	17.05.2013
SCALE	1/8" = 1' - 0"
DRAWN	L2
CHECKED	
DATE	17.05.2013

MAY 21 2013 PLAN 3a

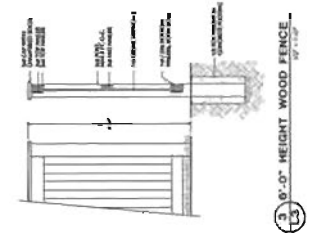
DP13629421



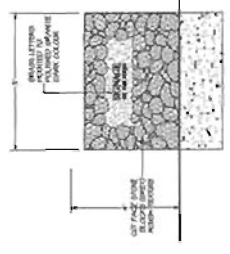
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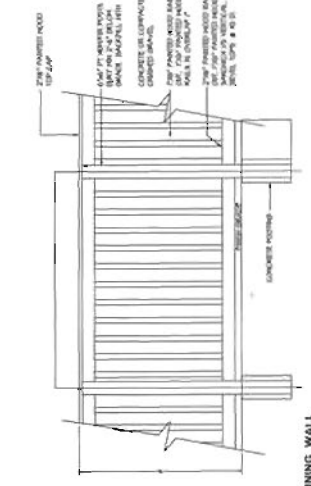
#220 - 25 Lorne Mews
New Westminster, British Columbia
V3L 3Y1
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



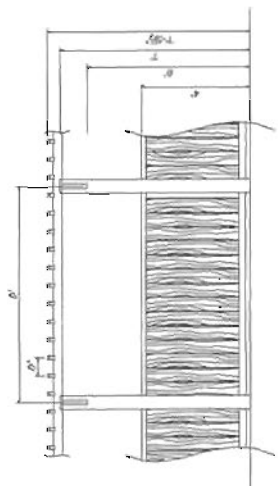
③ 9'-0" HEIGHT WOOD FENCE
10' x 10'



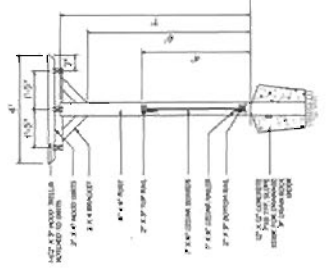
② 4 FT. HEIGHT NATURAL STONE SIGNADE
10' x 10'



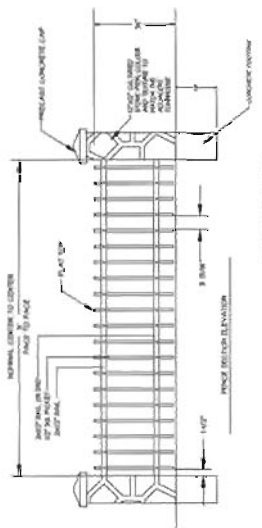
① WOOD FENCE AND ALLAN BLOCK RETAINING WALL
10' x 10'



④ ROAD END WOOD TRELLIS
10' x 10'



⑤ 38" METAL FENCE/GATES AT STREET FRONTAGE
10' x 10'



PLAYCRAFT POWER TOWER,
MODEL PG22912; USER AGE:
5-12



METRO SHORT BIKE RACK



KOMPAN 'DAISY', MODEL
M28P; USER AGE: 2-5

NO.	REVISION DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	04/11/13
2	REVISED FOR COMMENTS	04/11/13
3	REVISED FOR COMMENTS	04/11/13
4	REVISED FOR COMMENTS	04/11/13
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99	REVISED FOR COMMENTS	04/11/13
100	REVISED FOR COMMENTS	04/11/13

PROJECT: 4 UNITS TOWNHOUSE DEV.
880 MILLIKEN ROAD
RICHMOND, BC

DATE: 04/11/13
SCALE: 1/8" = 1'-0"
DRAWN: J. M2
CHECKED: J. M2
DATE: 04/11/13

LANDSCAPE DETAILS

DATE: 04/11/13
SCALE: 1/8" = 1'-0"
DRAWN: J. M2
CHECKED: J. M2
DATE: 04/11/13

NO. 13 629421

Client: [Name]
Project: [Name]
Address: [Address]
City: [City]
State: [State]
Zip: [Zip]
Phone: [Phone]
Email: [Email]



8220 - 26 Street NW
New Westminster, British Columbia
V3L 2G4
Tel: 604.533.0044
Fax: 604.533.0045
Email: office@m2a.com

NO.	DATE	DESCRIPTION
1	2013.05.21	Initial site visit and conceptual design.
2	2013.06.05	Site plan and landscape plan.
3	2013.06.15	Planting schedule and material list.
4	2013.06.25	Final design and construction details.
5	2013.07.15	Construction start.
6	2013.08.15	Construction progress.
7	2013.09.15	Construction progress.
8	2013.10.15	Construction progress.
9	2013.11.15	Construction progress.
10	2013.12.15	Construction progress.
11	2014.01.15	Construction progress.
12	2014.02.15	Construction progress.
13	2014.03.15	Construction progress.
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100	2021.06.15	Construction progress.

NO. 1045 - 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0111
(SUBJECT SITE)
SOUTH ELEVATION - WILLIAMS ROAD

Experiment		Sketch
1	Sketch of a point	
2	Sketch of a line	
3	Sketch of a plane	
4	Sketch of a solid	

4. **UNIT 10** *Compassionate*

Yamamoto
Architecture Inc.

STREETSCAPE
1000 10th Ave. S.
Minneapolis, MN 55404
Tel: 612-338-1000
Fax: 612-338-1001

DATE	REF #140	INSTRUMENT NO.
DATE	APRIL 14, 2013	A4.0
DESIGN	SP	
ENGINEER		PAGE NO. 1318

MAY 21 2013

DP 13 629421.

LUTERUS and REMAN: "SOME OF THE BEST IDEAS" ⑤
 LUTERUS, JOYCE, and REMAN: "HOLD THEM OFF!" ⑥
 BUSH: "THEY'RE IN ACHING DESIRE TO USE CARRY FORWARD" ⑦
 LUTERUS and REMAN: "I REMEMBER SOME 'BUSH' FROM MY OWN YOUTH" ⑧
 LUTERUS and REMAN: "I REMEMBER 'BUSH' FROM MY OWN YOUTH" ⑨
 LUTERUS and REMAN: "HOLD THEM OFF!" ⑩
 LUTERUS and REMAN: "HOLD THEM OFF!" ⑪
 BUSH: "WE'RE NOT GOING TO LET ANYONE AT" ⑫
 REMAN: "HOLD THEM OFF!" ⑬

NO	DATE	DESCRIPTION
1	04/01/2024	opening of
2	04/01/2024	initial deposit
3	04/01/2024	initial deposit
4	04/01/2024	initial deposit

4 UNIT TOWNSHOUSE
DEVELOPMENT

የግንባታ ስራ ላይ የሚሳተፉት ሰራተኛ ሰዎች በጥቅምት 2017 ዓ.ም. ለግንባታ ስራ ላይ የሚሳተፉት ሰራተኛ ሰዎች በጥቅምት 2017 ዓ.ም.

Yamamoto
Architecture Inc.

ELEVATIONS

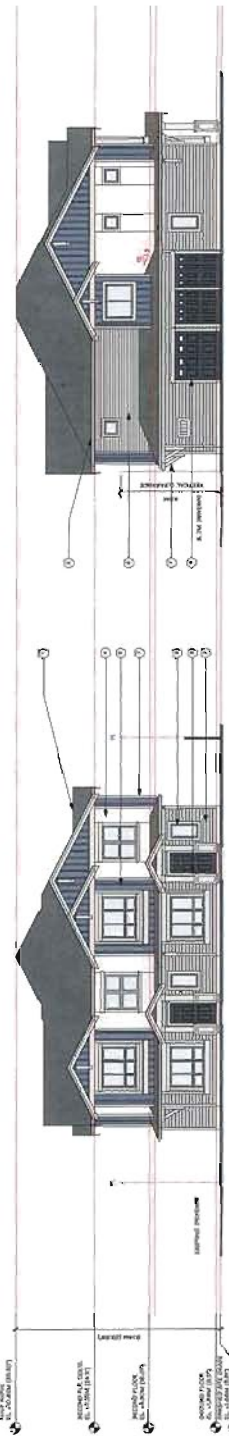
Full elevation 1713

Full elevation 1713

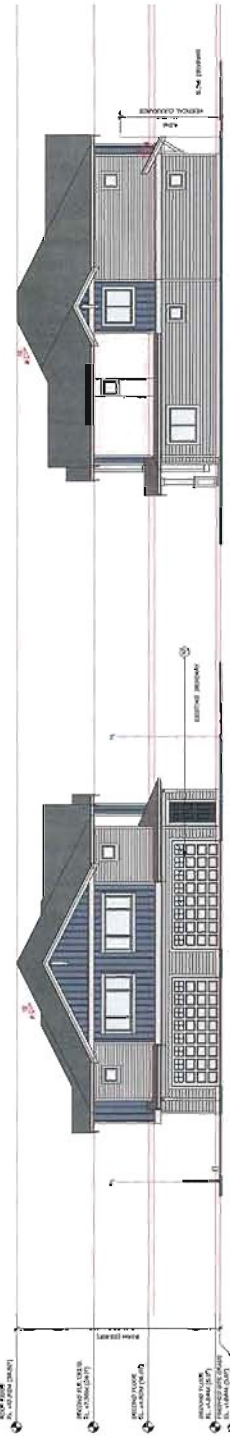
DATE	TIME	NAME	ROOM	DATE
10/10/19	10:00	A4.1		

MAY 21 2013 PLAN #4a

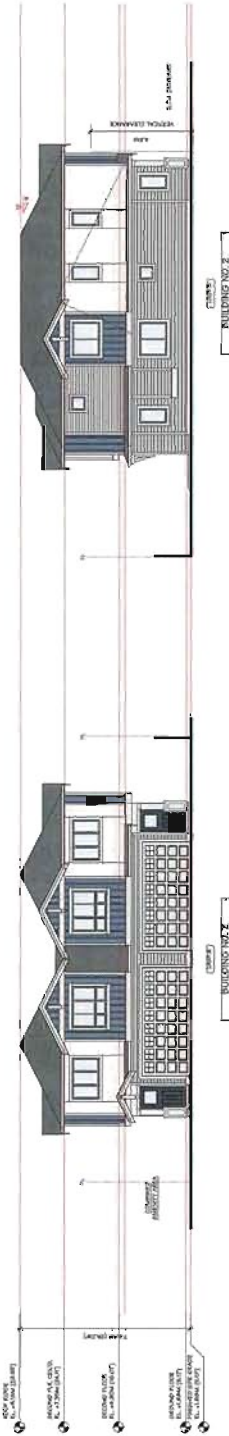
DP 13629421



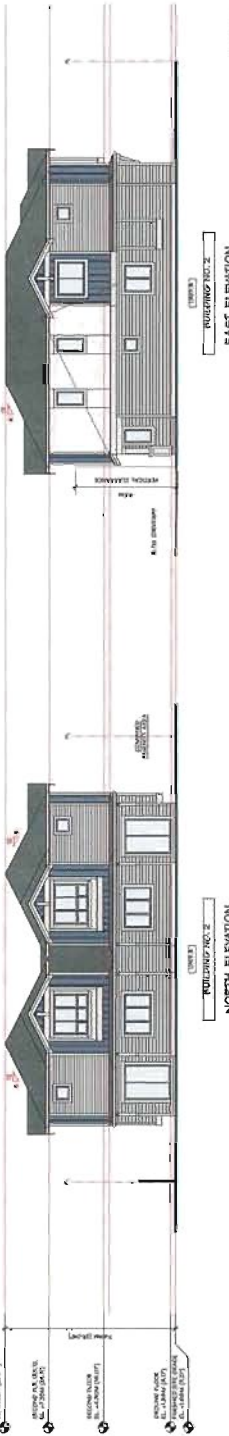
BUILDING NO. 1
WEST ELEVATION



BUILDING NO. 1
EAST ELEVATION



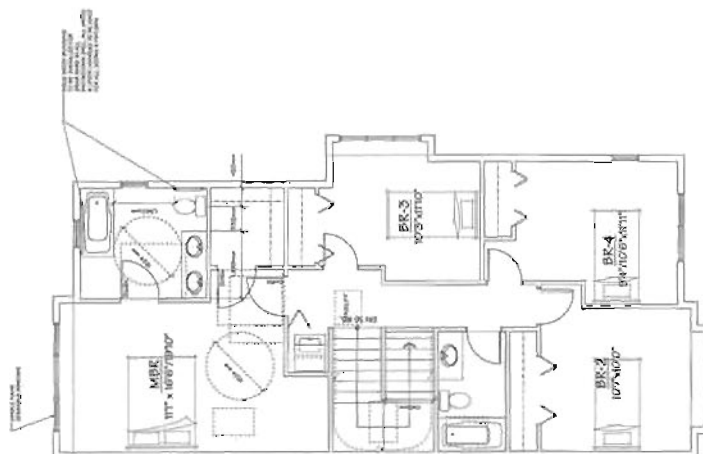
WEST ELEVATION



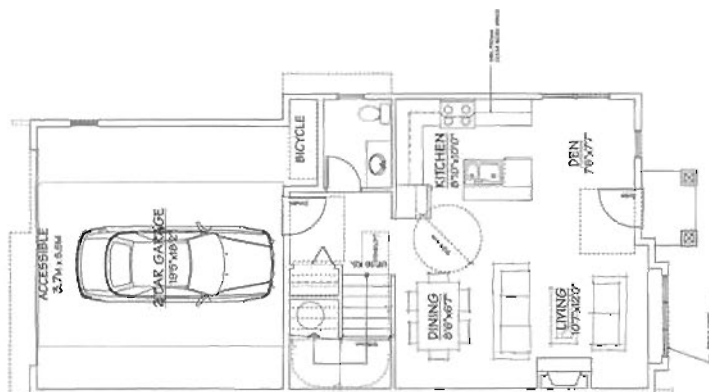
PROJ. ELEVATION

2136271

AGING IN PLACE FEATURES
 (TO BE PROVIDED IN ALL UNITS))
 • SHOWER SEATING
 • SHOWER SEATING WITH RECLINE
 • SHOWER SEATING WITH RECLINE AND FOOT REST
 • SHOWER SEATING WITH RECLINE AND FOOT REST AND WHEELS



SECOND FLOOR PLAN



GROUND FLOOR PLAN
Scale: 1/8" = 1'-0"

[illegible]

Measurement	Rating	Year
Communication	good to great	1
Top Management	good to great	1
Business Processes	good to great	1
Customer Relations	good to great	1
Financial Performance	good to great	1

12. PERSON

UNIT FOUNDATION DEVELOPMENT

THE

Yamamoto
Architecture Inc.

THE

CONVERTIBLE UNIT

DATE	10/10/2018	TIME	10:00
NAME	A6.0		
ADDRESS	1000 1st St		
CITY	1000 1st St		
STATE	1000 1st St		
ZIP	1000 1st St		

CONVERTIBLE UNIT PLAN

MAY 21 2013 REFERENCE PLAN

13629421



City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: May 23, 2013

From: Wayne Craig
Director of Development

File: DP 13-629846

Re: Application by Cressey (Gilbert) Development LLP for a Development Permit at
5640 Hollybridge Way

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a mixed-use development that includes 245 residential units, approximately 6,559 m² (70,605 ft²) of commercial space and an approximately 465 m² (5,000 ft²) childcare facility at 5640 Hollybridge Way on a site zoned "Residential / Limited Commercial (RCL3)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback to Hollybridge Way from 3.0 m to 0.0 m for a portion of the partially below-grade parking structure.


Wayne Craig
Director of Development

MM:blg

Att.

Staff Report

Origin

Cressey (Gilbert) Development LLP has applied to the City of Richmond for permission to develop a mixed-use development that includes 245 residential units, approximately 6,559 m² (70,605 ft²) of commercial space and an approximately 465 m² (5,000 ft²) childcare facility at 5640 Hollybridge Way on a site zoned "Residential / Limited Commercial (RCL3)" (**Attachment 1**).

The site is being rezoned from "Industrial Business Park (IB1)" to "Residential / Limited Commercial (RCL3)" for this project under Bylaw 8957 (RZ 12-602449). The 1.05 ha (2.59 acre) development site, is now occupied by an industrial and an office/retail building that contains the Richmond Fitness World.

There is also a Servicing Agreement (SA 13-628171) for water, sanitary, storm and street frontage works and the Hollybridge Pocket 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: Lansdowne Road forms the boundary to the subject site; with the Richmond Winter Club and surface parking lot facing the street on a site that is now zoned "Industrial Business Park (IB1)."

To the West: Hollybridge Way bounds the subject site; with the property across the street being currently redeveloped for Onni's Ora development which includes 324 units within three (3) towers and approximately 6225 m² (67,000 ft²) of retail space on a site zoned "Residential Limited Commercial (RCL3)".

To the East: Gilbert Road lies to the east; with a high-density development on the east side of the road that includes three (3) residential towers which were constructed in 2005 on a site that is zoned "Downtown Commercial (CDT1)" and a hardware store site zoned "Industrial Retail (IR1)".

To the South: Elmbridge Way is to the south; with the Work Safe BC complex and its large surface parking lot facing Elmbridge Way on a site zoned "Downtown Commercial (CDT 1)".

Rezoning and Public Hearing Results

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

- Revising the proportions of architectural frame components in relationship to the mass of the towers and achieving consistency in the architectural vocabulary in all facades.
- Achieving better capping at the top of the towers.
- Improving the colour palette and resolving compatibility between materials and architectural expression among towers, parkade and lower residential blocks.
- Achieving architectural compatibility between the parkade and east end of affordable housing block.
- Undertaking work on the Lansdowne Road and Hollybridge Way elevations to ensure that the appropriate articulation and architectural vocabulary is carried along these streets and also reflected on the affordable housing block.
- Further developing the large metal screen and possible Public Art elements that clad the two (2) stories of parkade forming the middle section of the Gilbert Road elevation.
- Further developing the podium landscape with particular attention to the outdoor open and covered areas associated with the childcare facility and weather protection over the pedestrian route to this facility.
- Further refining of the streetscape landscaping to reinforce the role and presence of the pocket park at the corner of Hollybridge Way and Lansdowne Road.
- Scaling back the underground parkade below the sidewalk along the Gilbert Road frontage so that part of the statutory right-of-way (SRW) (with public access and owner maintenance) is not located above the parkade.

The Public Hearing for the rezoning of this site was held on February 18, 2013. At the Public Hearing, the following concerns about rezoning the property were expressed:

- A resident expressed concerns regarding the concrete canyon effect created by high-rises, particularly along the waterfront, and was concerned that a proliferation of high-rise development that diminishes the vibrancy of the neighbourhood.

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

- Ensuring that the City Centre Area Plan's (CCAP's) land use policies are implemented for the development which require a mix of land uses that provides for up to 1.0 FAR of commercial and community uses in addition to the maximum 2.0 FAR in residential uses.
- Ensuring that the CCAP's Development Permit Area Design Guidelines are implemented so that the development includes pedestrian-oriented, glass-clad retail spaces that open out onto the surrounding streets.
- Including additional seating and landscaped areas on the Gilbert Road and Hollybridge Way frontages to the development.

- Improving the design of the glass parapet walls of each of the towers to better screen the mechanical penthouses and to be more coordinated with the other parts of the development.
- Refining the architectural metal screen facing Gilbert Road with more articulation and subtle back lighting.
- Making refinements to the fine architectural elements of each different component of the development and changing the colour palette to provide for more cohesion within the development.
- Re-designing the childcare to meet the City's childcare requirements and changing the shape of the outdoor play area to achieve a better relationship to the landscaped podium.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other 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 City Centre Area Plan's (CCAP) "Oval Village Specific Land Use" map. In this regard, the western portion of site is designated as "Urban Centre T5 (45 m)" and eastern portion of site is designated as "Urban Centre T5 (25 m)" as shown on **Attachment 2**. The CCAP states that building height may exceed that specified within the designation, provided that the form of development contributes towards a varied, attractive skyline, does not compromise private views, allows sunlight to amenity areas and provides community views. While the proposed development exceeds the 25 m (82 ft.) height identified in the CCAP for the east portion of the site, the proposal complies by providing for:

- More common outdoor amenity space on a larger podium garden that occupies approximately 4,131 m² (approximately 1.0 acre) or 42% of the net development site.
- A tall 15-storey tower located at the north-east corner of the site, forming a landmark for those vehicles and pedestrians heading south along the gentle bend of Gilbert Road, framing this important entrance to the City Centre.

The proposed development also achieves the CCAP policies by providing for:

- Residential land use with a FAR of 1.2, which can be increased to a maximum 2.0 FAR, with the provision of an affordable housing density bonus with 5% of this 2.0 FAR provided for affordable housing units.
- Commercial land use of up to 1.0 FAR is permitted above the 2.0 residential FAR with the provision of a "Village Centre Bonus" with an area equal to 5% of the actual commercial floor area being provided for community amenities, including childcare facilities, being constructed and transferred to the City. This development includes a childcare facility in keeping with these CCAP policies as discussed later in this report.

- A Greenway along the Gilbert Road frontage and small pocket park and pedestrian linkage on the extra-wide road dedication within Hollybridge Way.

Regarding zoning, the proposed development is in compliance with the “Residential/Limited Commercial (RCL3)” zone, including the zone’s maximum height of 47.0 m (154.2 ft.) geodetic.

Zoning Compliance/Variations (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback to Hollybridge Way from 3.0 m to 0.0 m for a portion of the partially below-grade parking structure. This proposed variance was noted in the Staff Report on the rezoning to Planning Committee at which time no concerns were raised.

(Staff supports the proposed minor variance for a short section of the below-grade parkade that extends along Hollybridge Way beneath five (5) street-oriented townhouse units. In this section of frontage, the top of the parkade rises above the sidewalk level, appearing as a two (2) stepped landscape wall forming the base for the front patios of these townhouses that are 1.4 m (4.66 ft.) above street grade.)

Advisory Design Panel Comments

The Advisory Design Panel meeting was held on April 4, 2013. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 3**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in ‘*bold italics*’.

Analysis

Conditions of Adjacency

The site occupies an entire small block bounded by Gilbert Road, Lansdowne Road, Hollybridge Way and Elmbridge Way. Conditions of agency 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 envisioned by the CCAP.

The CCAP policies support the development of a compact high density Oval Village with typical building heights of 45 m (147.6 ft.) under the Urban Centre (T5) and land-use designation on the west part of the development site and to west of the proposed development. Slightly lower densities with typical building heights of 25 m (82 ft.) or six (6) stories are provided under the Urban Centre (T4) land-use designation for the east part of the development site and to east of the proposed development.

Specifically, the proposed development addresses the conditions of agency as follows:

- The varied building heights and massing of the project’s three (3) main buildings, ranging from six (6) to 15 stories, provides for improved views from and to the surrounding building sites envisioned under CCAP.
- The proposed development’s higher eastern 15 storey residential tower allows for a larger landscaped podium with larger building separations than if this building had been kept at

25m (82 ft.) or six (6) stories and the permitted 2.0 FAR residential density. Thus, the proposed project's building massing better provides for potential view corridors for future current and adjacent developments.

- The proposal also achieves a good relationship between the development at street level with the public streetscape and future residential and mixed-use buildings planned for the surrounding area.
- The street-oriented townhouses with front entries opening out onto Hollybridge Way and the pocket park establish the desired urban, pedestrian-oriented character of the streetscape.
- The location of the two (2) 14 and 15 storey residential towers at the northwest and northeast corners of the site anchors the development along Lansdowne Road and at its intersection with Gilbert Road in particular.

Urban Design and Site Planning

This development includes towers at the northwest and northeast corners of the site with 14 and 15 storeys respectively that rise out of the four (4) storey podium that includes commercial space and loading zones at street grade, one (1) level of below-grade commercial parking and two (2) levels of additional residential parking. Parking areas are screened from street view by a combination of commercial uses and residential townhouses units at grade with apartment units and architectural treatments screening the upper parking levels. More specifically, the development contains:

- At street level, there are double-height open retail spaces with glazing facing the majority of all street frontages enclosing the loading zones and parkade located within the centre of the development and below the podium garden. The parkade and loading area have entrances accessing Hollybridge Way and Lansdowne Road, each with exterior garage doors.
- Also at street level, there are five (5) townhouse units fronting Hollybridge Way and lobby entrances for each of the residential towers facing Lansdowne Road.
- On the second level, there is the second floor of the five (5) ground-oriented townhouse units facing Hollybridge Way, a commercial recreation club space overlooking Lansdowne Road and the upper part of the double-height commercial spaces with glazing facing the remainder of the street frontages.
- On the third level, there is residential parking, the first residential floors of the two (2) towers and the upper part of the first floor of the double-height commercial recreation club space facing Lansdowne Road, along with the first floor of a second grouping of 10 stacked two-storey townhouse units facing Hollybridge Way. There is also the lower part of a large architectural metal screen facing Gilbert Road enclosing the first residential parking level.
- On the fourth level, there is a second storey of the commercial recreation club space facing Lansdowne Road along with the second residential level of the towers and second floor of the 10 stacked townhouse units facing Hollybridge Way. There is also the upper part of the

large architectural metal screen facing Gilbert Road enclosing the second residential parking level.

- On the fifth level, there is the 4,161 ft² (387m²) residential amenity area with a large terrace opening out onto Lansdowne Road and the landscaped podium (discussed further below) and upper decks for five (5) of the 10 stacked townhouse units facing Hollybridge Way. There is also a separate 1623 ft² (150m²) amenity pavilion that relates well to the adjacent landscaped podium.
- On the fifth level there is also a large 4131m² (1.0 acre) outdoor amenity area between the two (2) residential towers and the child care facility.
- On the fourth through sixth levels facing Elmbridge Way, there is also a low-rise block with three (3) floors that includes the development's 15 affordable housing units. This block also includes a 5000 ft² (465m²) child care space located on the fifth level with an adjacent outdoor play area located on the podium.

In summary, active residential and commercial uses envelop most of the landscaped podium. The main exception to this is where Levels 3 and 4 of the parkade that front onto Gilbert Road. In this section of the development, the building is clad in a metal screen system that will be illuminated at night and may also have part of the development's public art included within this screen as discussed further below.

Architectural Form and Character

Varied Building Masses & Forms:

The proposed development includes varied modern architectural building masses and forms reflecting the variety of uses facing the four (4) fronting streets. These varied forms include:

Residential Towers and the Lansdowne Frontage:

- Each of the two (2) towers being angled towards the adjacent intersections of Lansdowne Road with Hollybridge Way with the northwest (14 storey) tower and Gilbert Road with the northeast (15 storey) tower having angled balcony railings pointing to the intersection.
- The two (2) towers are clad in extensive glazing with strong vertical frames and alternating strips of grey and brown vertical spandrel panels to accentuate the height of the buildings.
- Below the towers, the retail storefronts include extensive glazing interspaced with masonry-clad columns along the centre of the Lansdowne facade. Located below the northeast and northwest towers, there are retail/restaurant units with extensive glass curtain walls with clear and light grey spandrel panels. Adjacent to these corner units, the tower lobby entrances connect each of the towers to the streetscape. The double-height commercial fitness club is located on the third and fourth floors with the fifth-floor private residential amenity space setback behind a landscape patio terrace overlooking Lansdowne Road.

- *Gilbert Road Retail Frontage:* The prominent east elevation of the project facing Gilbert Road includes three (3) architectural forms, the first being the northeast tower as discussed above and the second being the southeast six (6) storey affordable housing building clad with clear glass windows, along with brown and fuschia glass spandrel panels. The third form includes an innovative perforated metal screen located in front of a multi-coloured concrete wall containing two (2) levels of the parkade. There will be night time illumination between this concrete wall and exterior metal screen which will provide for a soft alternating grey and fuschia pattern visible through the screen from Gilbert Road. Below this screened section of wall, there are retail store fronts with extensive glazing at street level.
- *Hollybridge Way:* The west elevation of the project facing Hollybridge Way includes extensive use of glass window walls facing a corner retail/restaurant space. There is also extensive glazing with fuschia spandrel panels and inset balconies on the townhouse units that are included within a bold, brown concrete frame that runs most of the length of the entire elevation terminating at a light glass-clad six-storey stairway tower anchoring the southwest corner of the development.
- *Elmbridge Way:* The south elevation facing Elmbridge Way includes glass-clad street-level retail space with one (1) level of the parkade and three levels of affordable housing clad with clear glass and fuschia panels and inset balconies, all enclosed by a bold, brown concrete frame.

Cohesive Architectural Elements:

The applicant has particularly focused on bringing further cohesion to the project which the ADP noted with the formal project review at the April 4, 2013 ADP meeting (**Attachment 2**). In particular, this coherence between each building form is provided by the use the following elements:

- Strong rectangular brown, fuschia and grey glass elements in each of the building forms.
- Bold grey and brown architectural concrete frame elements in each building form.
- High, glass-clad parapets on each of the two (2) towers facing Lansdowne Road and the southeast affordable housing building facing Gilbert Road.

Landscape Design and Open Space Design

Streetscapes

The development is framed by streetscapes that include the City Centre's grey Hestia light standards and 1.5 m (5.0 ft.) grassed boulevards with street trees. Behind the boulevards, the City's standard 2.0 m (6.6 ft.) sidewalks are to be located on the Elmbridge Way and Lansdowne Road frontages with further on-site sidewalk areas extending to retail storefronts. On the Gilbert Road Greenway and Hollybridge Way and Pocket Park frontages, the following site-specific streetscape treatments are applied.

Gilbert Road (East):

- Gilbert Road forms a major entrance into Richmond and is also designated as a Greenway. The Greenway includes street trees along with a rain garden that will receive the development's stormwater and provides a separation between Gilbert Road and the large sidewalk / walkway of up to approximately 6 metres (20 ft.) in width adjacent to the grade-level retail.
- This wide walkway also includes angled widenings or alcoves along the way which provide for seating and bike racks.

Hollybridge Way and Pocket Park (West):

- A pocket park is included within the excess Hollybridge Way road allowance facing the townhouses. Angled landscaped elements provide visual interest for this small space and a buffer to Hollybridge Way.
- The townhouse units have separate front entries leading onto terraced patios approximately 1.4 m (4.66 ft.) above street level.
- There is also outdoor seating/dining area, with decorative concrete paving, located outside of one of the retail units at the northwest corner of the development.
- There is the main driveway access on the centre of the Hollybridge Way elevation.

Lansdowne Road Cedarbridge Way (North) and Elmbridge Way (South):

- Large sidewalks of up to approximately 3.0 m (10.0 ft.) lay behind the standard 2.0 m (6.6 ft.) city sidewalk.
- There is a secondary driveway access to the project from Lansdowne Road.

Podium Level Landscape:

- The fifth storey amenity space on the podium level comprises an area of approximately 4,131 m² (1.0 acre) and includes common amenity patio areas, community garden plots, a common children's play area along with a very central large big common lawn.
- There is a very large pond surrounding the indoor amenity area pavilion and an adjacent outdoor patio, seating area and fireplace.
- There are semi-private patios adjacent to each of the podium-level residential units in the towers and on top of five (5) of the upper stacked townhouse units.
- The amenity pavilion includes an extensive green roof while each of the towers includes roof-top patios, planters and trees.

- The separate childcare play meets the City's and Province's general requirements for open and covered play areas, but will be fully designed in consultation with City staff and the childcare provider, once engaged by the City, prior to issuance of a building permit.

Crime Prevention Through Environmental Design (CPTED)

The project addresses a number of CPTED principles as follows:

- There are extensively glazed retail storefronts providing for increased pedestrian activity and interaction along all four (4) of the project's street frontages.
- The project's private amenity area and the proposed commercial fitness club overlooking Lansdowne Road and the future Linear Park across the street, provide for further surveillance over the park than provided by the residential units in the two (2) proposed towers.
- The street-oriented townhouse units facing the Hollybridge Way pocket park provide for casual surveillance over the park and adjacent public sidewalk.
- The outdoor amenity space on the podium will be visually open and offers multiple egress options with secured ingress from the public streets below.
- Within the parkade, all parking spaces will be well illuminated and overhead security gates will separate resident parking from visitor/commercial parking area, which are also enclosed with outer gates near the sidewalk which will be closed at night.

Public Art

- The developer has offered to voluntarily provide \$170,513 to Richmond's Public Art Program. The applicant has also expressed interest to integrate Public Art into the development's Gilbert Road elevation. This is subject to a public art plan being submitted and accepted by the City.
- As the proposed development bounds the Lansdowne Linear Corridor and Linear Park with the "Walk of Art" envisioned within the *City Centre Public Art Plan*, the City is interested in applying a portion of the Public Art contribution towards commissioning works of Public Art along Lansdowne Road.

Accessible Housing and Aging in Place

- The proposed development includes 35 units (including the 15 Affordable Housing Units) that are provided with the Basic Universal Housing features (detailed in the Development Permit plans). 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 245 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.

- o Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Indoor Shared Amenity Space

The developer proposes to construct two (2) shared indoor amenity areas totaling 5,802 ft² (539 m²) to which all residents in the market and affordable units have access. The first area joins the two (2) market-residential towers on Level L5, opening out onto an extensive terrace above Lansdowne Road and the development's large podium garden area to the south. This first area includes a gym, squash court, saunas and change rooms. The second area is comprised of a 1,623 ft² (150 m²) stand-alone lounge building with adjacent large covered patios areas.

Affordable Housing

The affordable housing units are located on the top three (3) stories of the five (5) storey block facing Elmbridge Way on the south side of the development in which the childcare facility is located on the fifth level.

There are 14 two-bedroom units designed to accommodate single parents with one (1) or two (2) children. The one (1) studio unit would be suitable for expecting mothers and those with young infants. There is also a small 44 m² (470 ft²) amenity room with kitchen for the affordable housing block. The combined habitable floor area of 10,760 ft² (1,000 m²) of the units themselves is now slightly more than the minimum 5% of the subject development's total residential building area.

Child Care Facility

There will also be a large, functional childcare facility of 5,000 ft² (465 m²) located on the fifth level of the affordable housing block facing with the childcare's enclosed outdoor play area included on part of the landscaped podium. Planning, Community Services and Building Facilities staff have worked extensively on the design and layout of the childcare facility. It also required that the outdoor play area and layout of childcare facility will be refined prior to Building Permit when the City engages an operator for the childcare space. This refinement may require a minor amendment to the Development Permit plans for the childcare building roof and elevations facing the podium.

There are also several rezoning conditions pertaining to the childcare facility. Firstly, the airspace parcel containing the childcare and its outdoor play area will also include the stairway and elevator core to the P1 commercial parking level where parking for the childcare is to be located within an easement area in favour of the childcare parcel. There are also a no-occupancy covenant and conditions within a purchase and sale agreement that ensure that the childcare is designed, constructed and completed to the satisfaction of the City before the childcare is transferred to the City or a permit granting occupancy for any part of the development can be issued.

On-Site Vehicle Parking and Loading

- The proposed development includes vehicle entrances from Hollybridge Way and Lansdowne Road that connect through a central driveway on Level L1 at street grade. This level includes the loading spaces and access to the recycling and refuse rooms. Commercial parking is provided on the P1 level below street grade and the resident parking is provided on Level 3 and Level 4.

- There is a total of 512 parking spaces; with 286 resident spaces, 226 commercial spaces (which includes 47 residential visitor parking spaces shared with the commercial spaces) with the permitted Transportation Demand Management (TDM) parking reduction of 10% for the residential and visitor parking and 5% for the commercial parking as set out within Bylaw 8500, with the provision of TDM measures by the development. These include:
 - 240V electric plug-ins for 20% of all resident parking spaces.
 - 240V electric plug-ins for 10% of all commercial parking spaces.
 - 120V electric plug-ins for electric bikes; for 5% of the residential bicycle storage racks or one (1) per bicycle storage compound, whichever is greater.
 - An end-of-trip bicycle facility for each gender that includes a shower change area, wash basin, toilets and lockers accessible to all commercial tenants of the development.
 - An interim 2.0 m (6.6 ft.) wide temporary asphalt walkway along the north side of Lansdowne Road between Gilbert Road and Alderbridge 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 for the exclusive use of employees and specific businesses.
- There also will be registration of a restrictive covenant that prohibits vehicle access onto Gilbert Road and Elmbridge Way.
- The proposed development has also accommodated the required two (2) SU9 (medium-sized trucks) and two (2) WB17 (large-sized trucks) off-street loading spaces within the parkade's enclosed L1 level at street grade.

Sustainability

The development has been designed to meet the Canadian Green Building Council LEED 2009 Silver criteria. In this regard, Kane Consulting Ltd. has provided a LEED Scorecard confirming how the project meets LEED Silver criteria (**Attachment 4**). The proposed project includes at least 53 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 (2) 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 10% of the 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 run-off directed to the Gilbert Road rain garden.
- 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).
- 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, dated April 22, 2013 and MCW Consultants Ltd., dated April 19, 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 RCL3 zoning.

In particular, the proposed development's three (3) varied building forms allow for a large podium landscape garden and articulated building massing. Furthermore, the street-oriented retail units, with additional wide sidewalk areas located on-site facing all four (4) adjacent streets, will create lively streetscapes that relate well to the adjacent public sidewalks as envisioned by the CCAP.

Overall, the proposed development will substantially contribute to the public realm of the Oval 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
(604-276-4173)

MM:blg

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 \$938,217.
- 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/tp/special.htm>).
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.


DP 13-629846
Attachment 1

Address 5640 Hollybridge Way

Applicant Cressey (Gilbert) Development LLP

Cressey (Gilbert)
Owner: Development Ltd.

Planning Area(s): City Centre – Oval Village

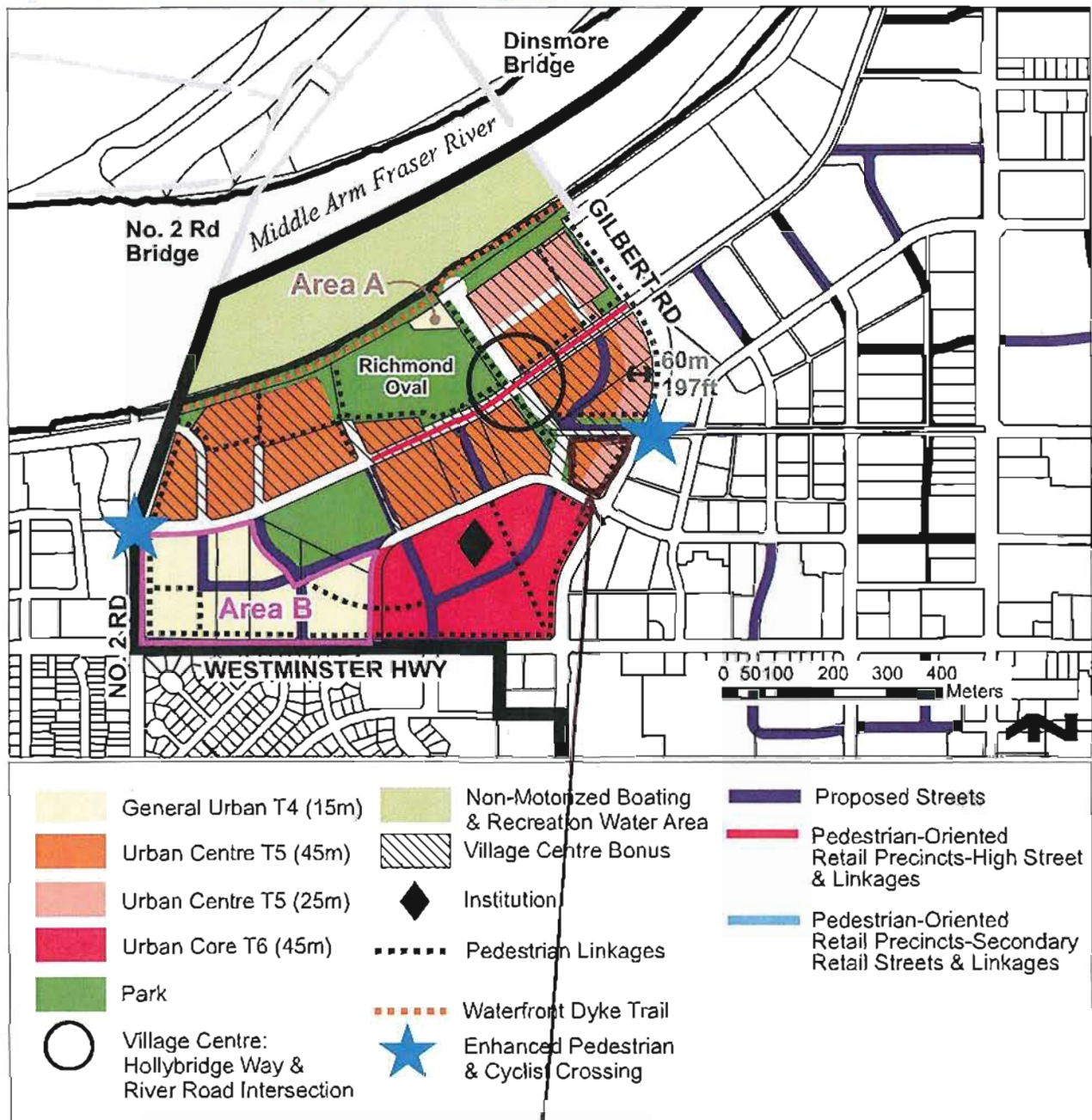
Floor Area Gross: 292,521 ft²

Floor Area Net: 281,370 ft²

	Existing	Proposed	
Site Area:	108,543 ft ² (10,084 m ²)	105,379 ft ² (9,790 m ²)	
Land Uses:	Retail/Office/Light Industrial	Mixed-Use Commercial / Residential	
OCP Designation:	Urban Centre T5 (25 m) / Urban Centre T5 (45 m)	Urban Centre T5 (25 m) / Urban Centre T5 (45 m)	
Zoning:	Industrial Business Park (IB1)	Residential / Limited Commercial (RCL3)	
Number of Units:	None	245	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0	2.68	none permitted
Floor Area Ratio:	2.0 Residential Max. 1.0 Commercial Max.	2.0 Residential 0.67 Commercial / 0.1 Amenity	none permitted
Lot Coverage (Building excluding podium open space):	Max. 90%	30.73%	None
Setback - Front Yard: Hollybridge	Min. 3 m	3.0 m for fully above grade part of building 0.0 m for portion of partially below grade parkade	Variance for a portion of below grade parking
Setback – Ext. Side: Gilbert	Min. 3 m	3.958 m	None
Setback – Ext. Side: Elmbridge	Min. 3 m	3.00 m	None
Setback – Ext. Side: Lansdowne	Min. 3 m	3.011 m	None
Height (m):	Max. 47 m geodetic	47 m for tallest building (east tower)	None
Lot Size:	4000 m ²	9790 m ²	None

Off-street Parking Spaces – Regular/Commercial:	275 resident (50% or 138 tandem maximum) 8 childcare 218 commercial (includes 47 visitor shared with commercial) <u>501 Total</u> (Based on Zoning Bylaw's 10% TDM Reduction for Commercial and 5% Reduction for Residential)	287 resident (46 tandem for 23 units) 8 childcare 218 commercial (includes 47 visitor shared with commercial) <u>513 Total</u> (Based on Zoning Bylaw's 10% TDM Reduction for Commercial and 5% Reduction for Residential)	None
Off-street Parking Spaces – Accessible:	11	11	None
Amenity Space – Indoor: 2 m ² per unit	5,274 ft ² (490m ²) min.	5,802 ft ² (539 m ²)	None
Amenity Space – Outdoor: 2 m ² per unit plus 10% of site area	Min. 15,812 ft ² (1,469 m ²)	47,534 ft ² (4,416 m ²)	None

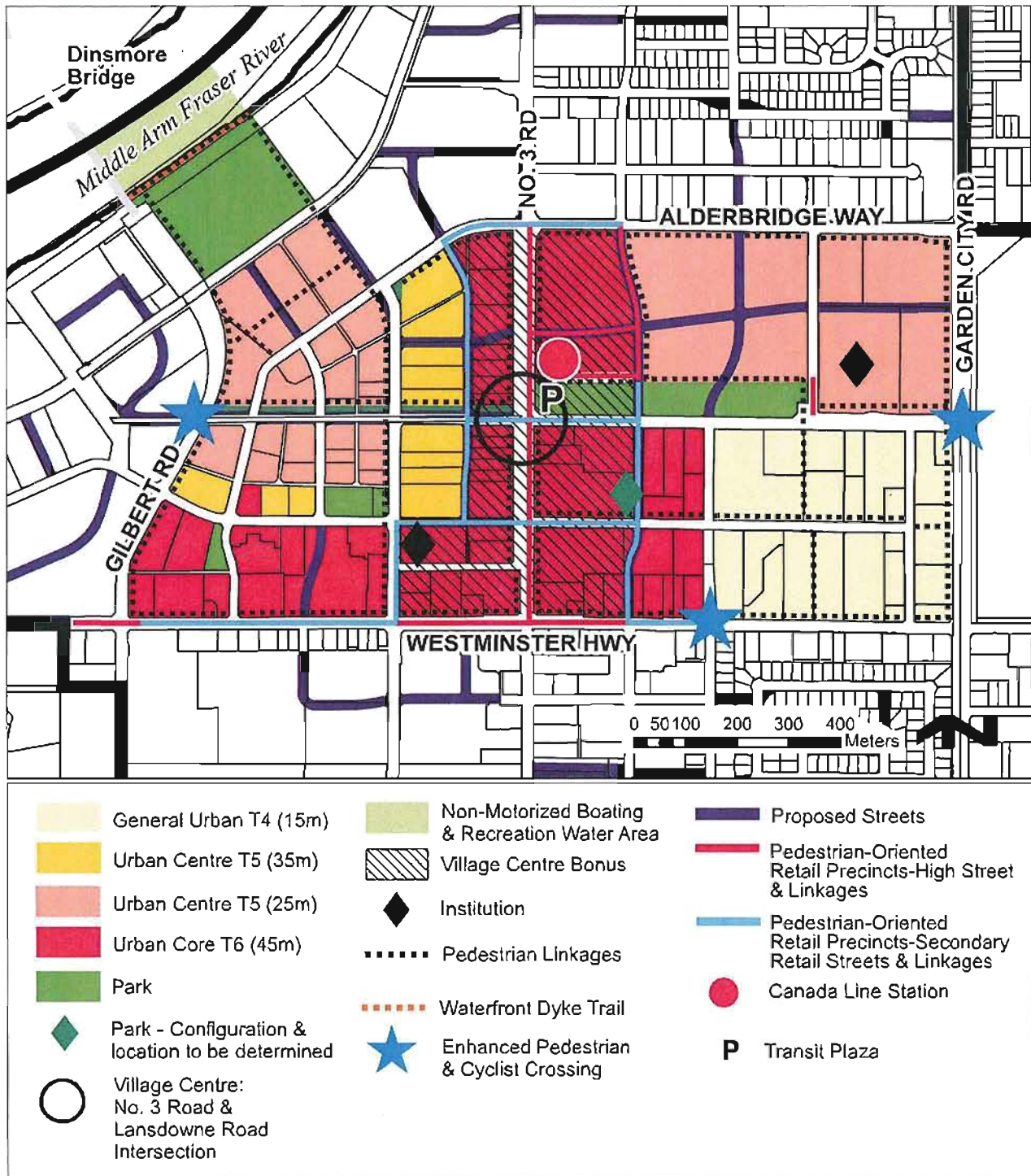
Specific Land Use Map: Oval Village (2031)

Bylaws 8685, 8701
2011/10/24

Subject Property

Specific Land Use Map: Lansdowne Village (2031)

Bylaws 8427 & 8516
2010/09/13



Excerpt from the Minutes from
The Design Panel Meeting

Thursday, April 4, 4:00 p.m.
Rm. M.1.003
Richmond City Hall

**DP 13-629846 – 2-TOWER MIXED-USE HIGH RISE DEVELOPMENT WITH
245 APARTMENTS & 6532 SM COMMERCIAL SPACE AND 465 SM
CHILDCARE**

APPLICANT: Cressey Gilbert Developments

PROPERTY LOCATION: 5640 Hollybridge Way

Applicant's Presentation

Architects Jeffrey Mok and Martin Bruckner, IBU/HB Group, Landscape Architect Jennifer Stamp, Durante Kreuk, Ltd., and David Evans, Development Manager, Cressey, presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- the corner of Lansdowne Road and Gilbert Road is bare; consider a larger natural landscaping to anchor the corner;

This area, while inside the property line, has been developed as public realm through consultation with Richmond Parks Staff. DK will liaise with Parks Staff to review this area.

- appreciate that different uses and characteristics of the project are rationalized internally within one architectural treatment;

Noted

- applicant should address thermal bridging between the exposed balcony and interior slab to minimize energy cost;

**ENERGY MODELING WILL BE COMMISSIONED AT BUILDING
PERMIT PHASE**

- the proposed development has a large podium garden with a lot of landscaping; look at opportunity to use collected rain water from the building for irrigation;

Collected rainwater has been considered but not pursued in light of new regulations by Vancouver Coastal Health. Collected rainwater for irrigation reused for irrigation must be brought up to near potable standards which is not energy efficient nor cost effective.

- architectural massing and façade articulation are good;

NOTED

- the proposed development has shown really good use of scrim walls, glazed elements and frames to break up the facades and massing in order to give the various project elements a different look and feel;

NOTED

- The proposed development is well differentiated from the other residential projects in the area;

NOTED

Good street edge all around the site; each façade has a different character;

NOTED

- The quality of podium level articulation should match the street level articulation;

We feel that the saw tooth layout on the ground floor is captured in the zig zag paths found in the podium garden.

- Good pedestrian and public realm; they appear to connect well to adjacent Lansdowne Linear Park but the comment is tentative pending the completion of the final plan for the park;

NOTED

Like the regular street tree treatment adjacent to the rain garden to provide contrast to the rough materials in the rain garden;

NOTED

- public realm treatment around the site is well resolved;

NOTED

- consider further design development to the upper garden stone; look at opportunities to tie in with the architectural language;

NOTED

- ensure the right mix of sun and shade in the childcare play area on the podium level;

NOTED

- the scheme is interesting; so many things are happening in the project; good form and character;

NOTED

- vertical glass tower element at the south-west corner looks plain; consider further design development to enhance its value to the overall development;

THE CORNER TOWER HAS BEEN REVISED TO MATCH THE FENESTRATION TO RESIDENTIAL TOWER

- consider further landscaping for the south building to match the attention given to the towers and the podium level;

Once an operator has been secured for the daycare DK will commence designing this area.

- appreciate that the applicant has acted on the previous comment by the Panel regarding the enhancement of ensuite washroom accessibility; powder rooms should have outward opening doors to make them more usable;

NOTED

- applicant should have provided unit design details for the affordable units in the drawings submitted to the Panel;

NOTED

- a lot of work done in the project;

AGREE

- like the fact that the project has a lot of commercial uses; appreciate the terraces;

NOTED

- well done, but consider opportunities for big and bold versus highly articulated architecture on Gilbert Road and south-east corner, e.g., on the screen wall;

NOTED

- ensure that public access to the development is controlled in view of the proximity of the subject development to establishments such as Steve Nash Fitness Centre, Mental Health Drop-In Centre and Richmond Food Bank;

NOTED

- furniture in public spaces require seat dividers to prevent damage by skateboarders;

This will be determined by City Parks Staff.

- concern with shared access between child care facility and affordable housing within one building; and

As clarified at ADP, the affordable housing units cater to single mothers and the shared access would be appropriate in this instance.

- applicant has put a lot of thought into the project, e.g. terraces, roofs, glass skin in the angled corners around the parapets, square arches on the townhomes, etc.; the project provides pedestrian interest on all sides.

NOTED

Panel Decision

It was moved and seconded

That DP 13-629846 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

Based on the Arch/Social Drawings dated April 17 2013

[illegible]

* Red text indicates a strategy required by City of Richmond (CoR)



No. DP 13-629846

To the Holder: CRESSEY (GILBERT) DEVELOPMENT LLP

Property Address: 5640 HOLLYBRIDGE WAY

Address: C/O DAVID EVANS
800-925 WEST GEORGIA STREET
VANCOUVER, BC V6C 3L2

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the front yard setback to Hollybridge Way from 3.0 m to 0.0 m for a portion of the partially below-grade parking structure.
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 # DP13-629846-1 to # DP 13-629846-31 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 \$938,217 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 13-629846

To the Holder: CRESSEY (GILBERT) DEVELOPMENT LLP

Property Address: 5640 HOLLYBRIDGE WAY

Address: C/O DAVID EVANS
800-925 WEST GEORGIA STREET
VANCOUVER, BC V6C 3L2

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

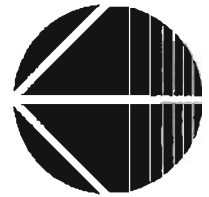
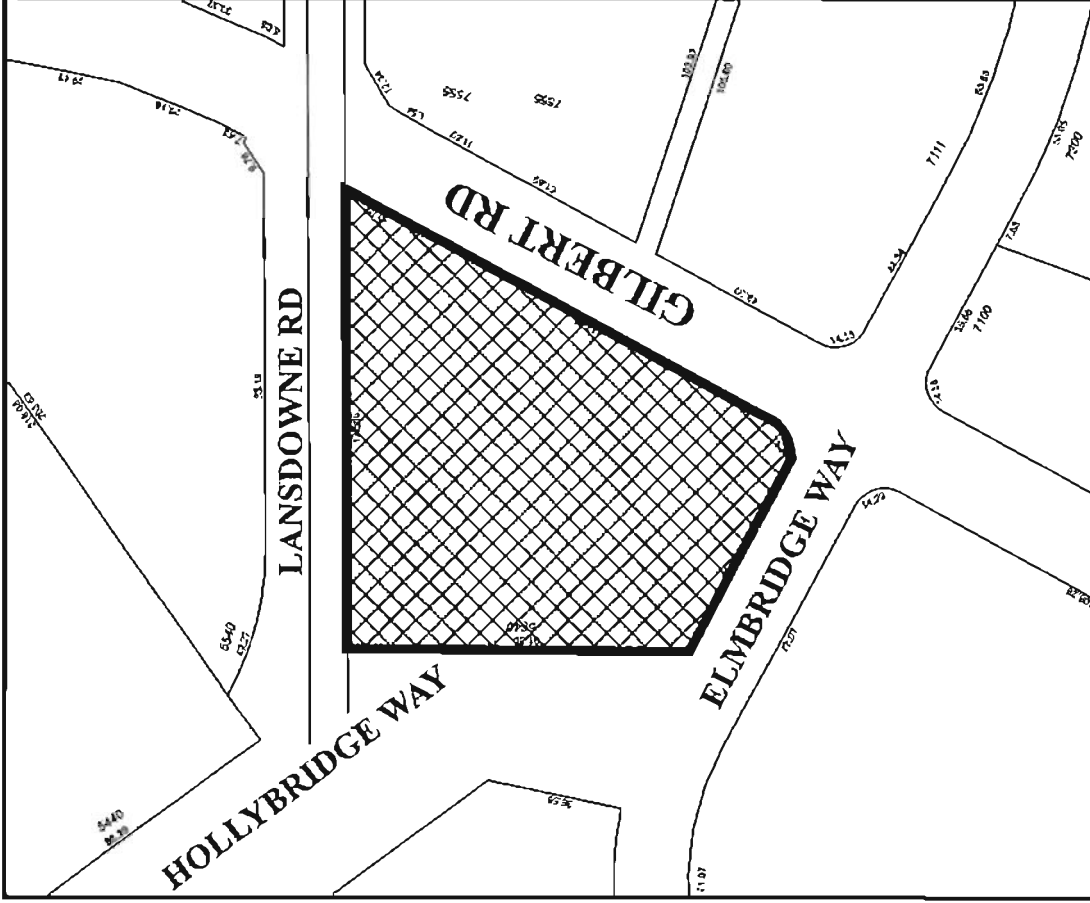
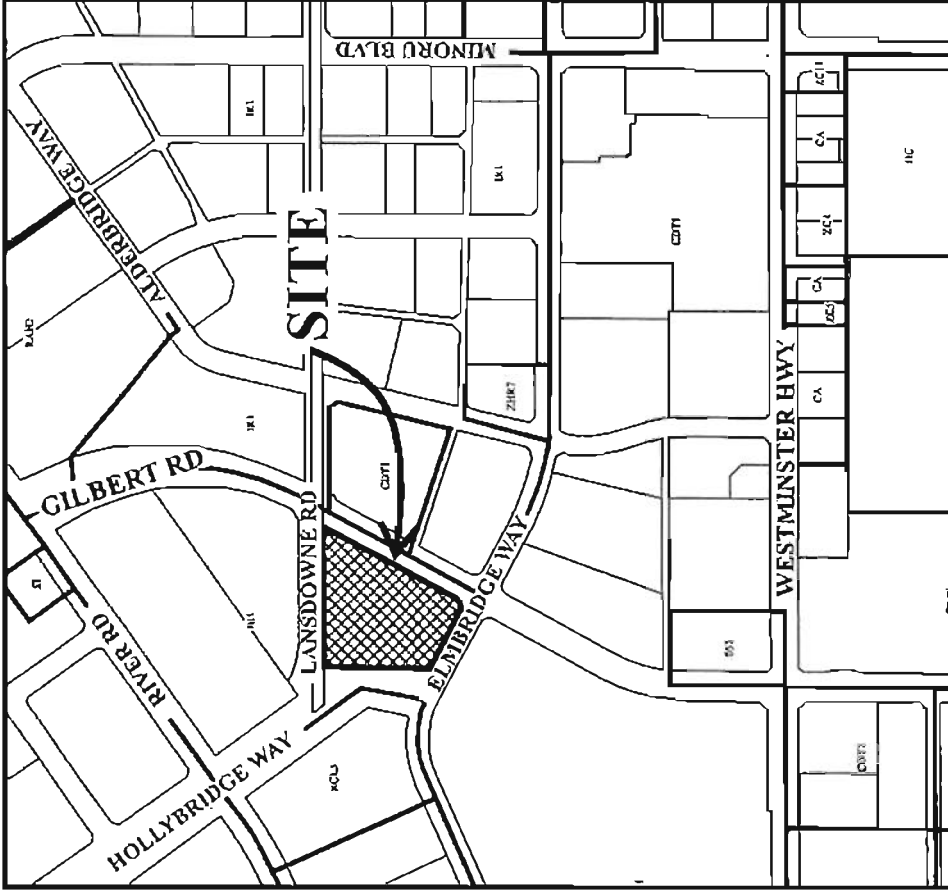
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 13-629846 SCHEDULE "A"

Original Date: 02/08/13

Revision Date:

Note: Dimensions are in METRES



13629846-1

6640 HOLLYBRIDGE
RZ 2012-502449
Date MAY 16, 2013

00



CRESSEY



[illegible][illegible]

13629846-3



EXISTING, CONCEPTUAL, SCENE
RENDERING ONLY
FOR INFORMATION ONLY
NOT TO BE USED FOR
LEGAL, BASE, PARCEL
BOUNDARIES TO BE
OBTAINED BY THE
OWNER

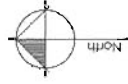
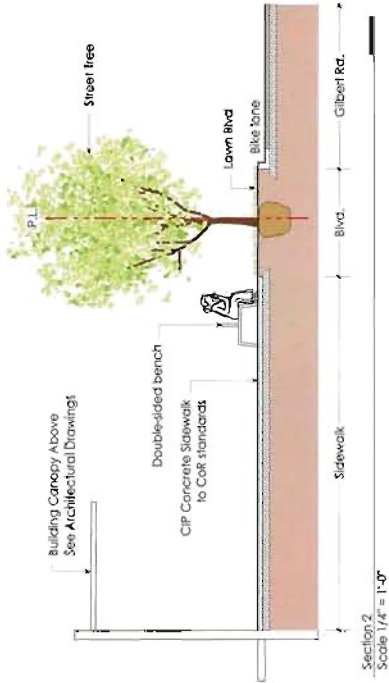
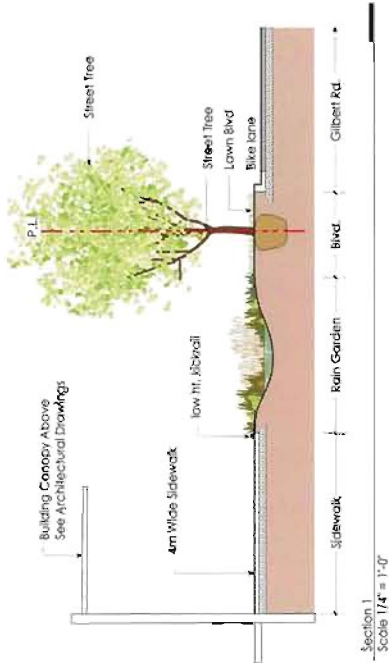


6640 HOLLYBRIDGE
RZ-2012-602449
Date MAY 15, 2013

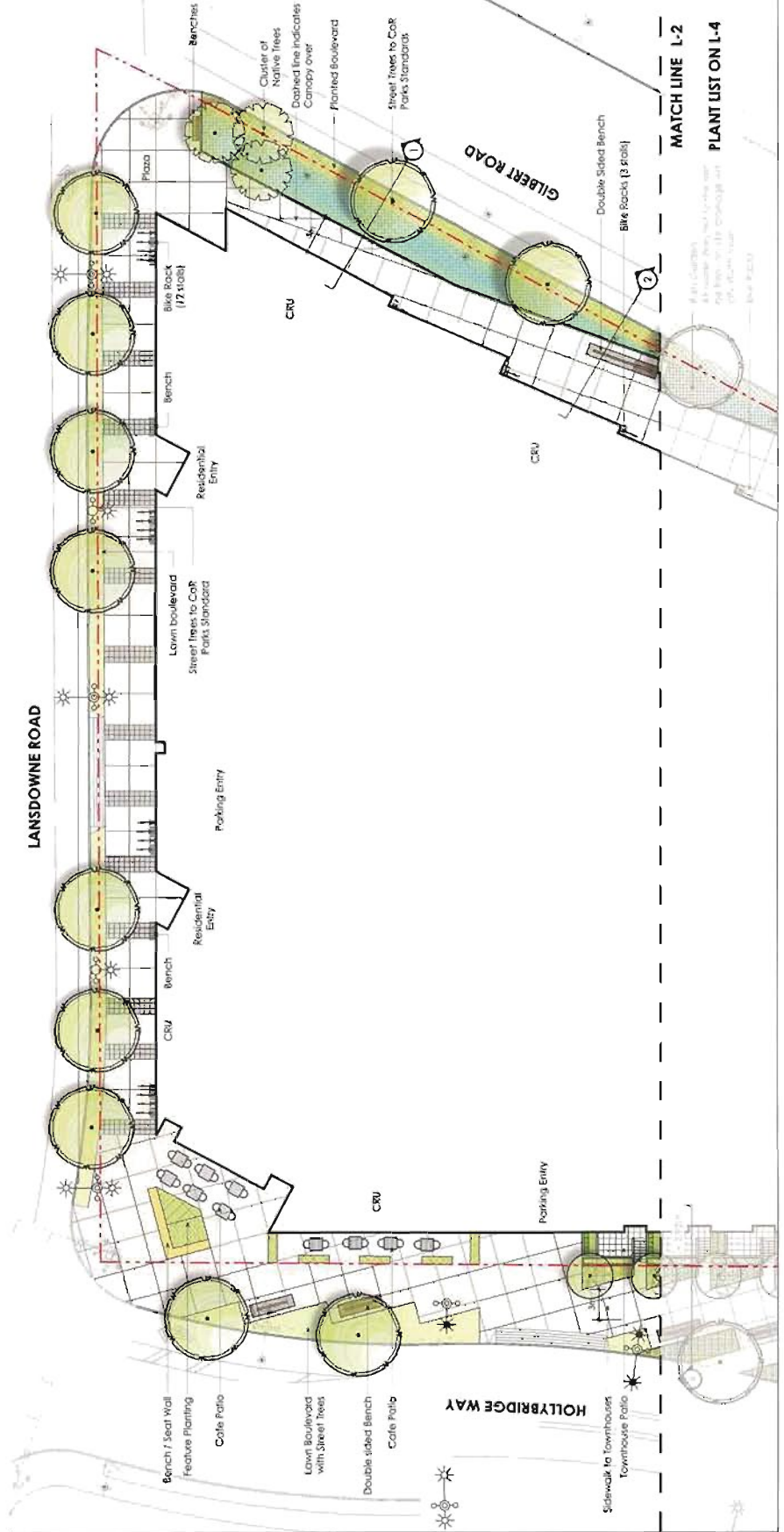


SITE / ROOF PLAN





LANDSDOWNE ROAD



Project: 5440 HOLLYBRIDGE
Richmond, NC

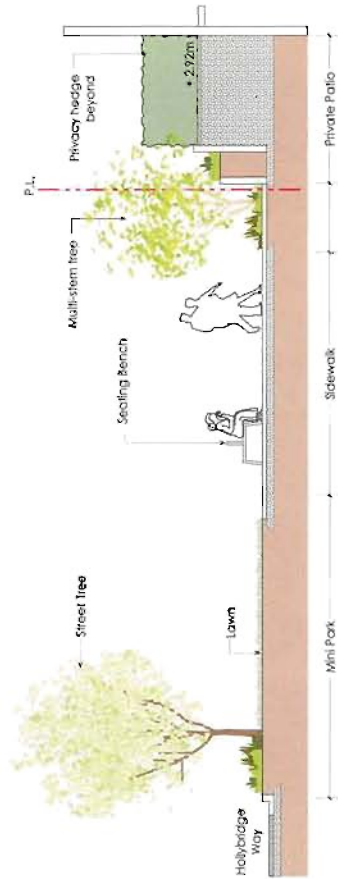
Client: 5440 HOLLYBRIDGE
1000 10th Street, Suite 100
Richmond, NC 23261
Tel: 804.644.4000
www.5440.com

Location	NC
Client	5440 HOLLYBRIDGE
Scale	1/4" = 1'-0"
Drawn	11/14/14

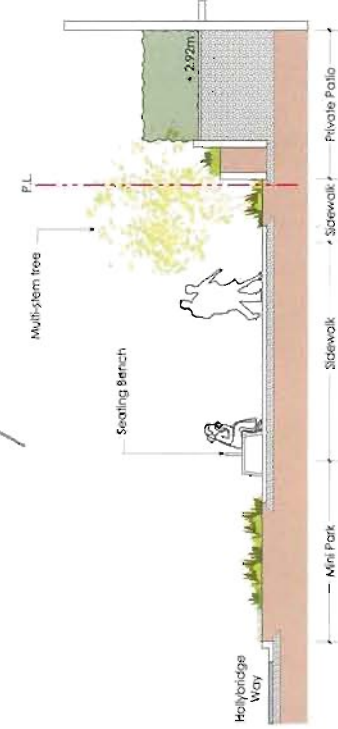
Ground Floor Landscape
North

Project No.	12054
Sheet No.	1
Scale	1/4" = 1'-0"

13629846-4



Section 3
Scale 1/4" = 1'-0"

Section 7.10.395
 $\delta_{-1} = 7/1$ eqs



Q	AAV13-12	CP Subversion
1	APR04-03	APR 13, 2004
2	APR04-03	APR 13, 2004
3	APR04-03	APR 13, 2004
4	APR04-03	APR 13, 2004
5	APR04-03	APR 13, 2004
6	APR04-03	APR 13, 2004
7	APR04-03	APR 13, 2004
8	APR04-03	APR 13, 2004
9	APR04-03	APR 13, 2004
10	APR04-03	APR 13, 2004
11	APR04-03	APR 13, 2004
12	APR04-03	APR 13, 2004
13	APR04-03	APR 13, 2004
14	APR04-03	APR 13, 2004
15	APR04-03	APR 13, 2004
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31	APR04-03	APR 13, 2004
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42	APR04-03	APR 13, 2004
43	APR04-03	APR 13, 2004
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88	APR04-03	APR 13, 2004
89	APR04-03	APR 13, 2004
90	APR04-03	APR 13, 2004



5640 HOLLYBRIDGE
Richmond, BC

Open by	Che
Checked by	JES
Date	Aug 4th, 2013
Index	1/12 of 2

Podium Landscape

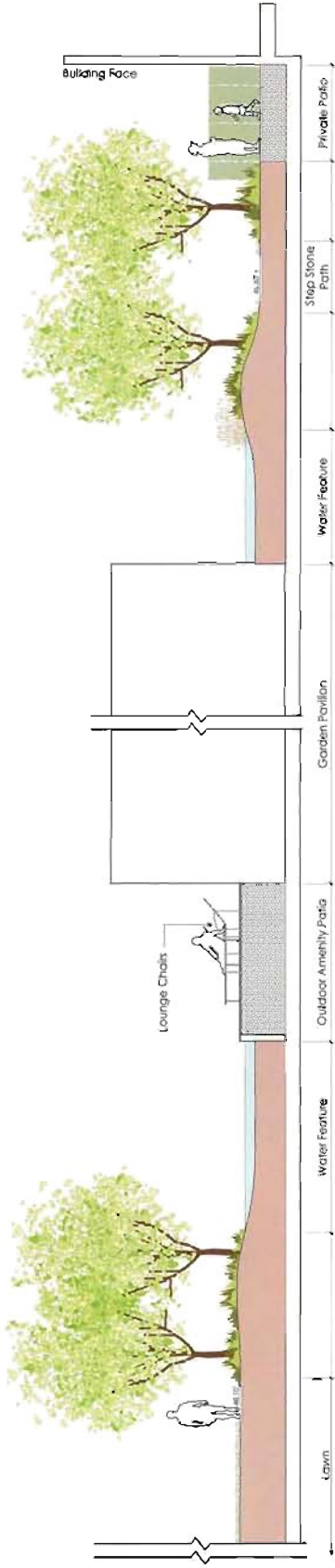
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Sheet No.:	

9
10
3



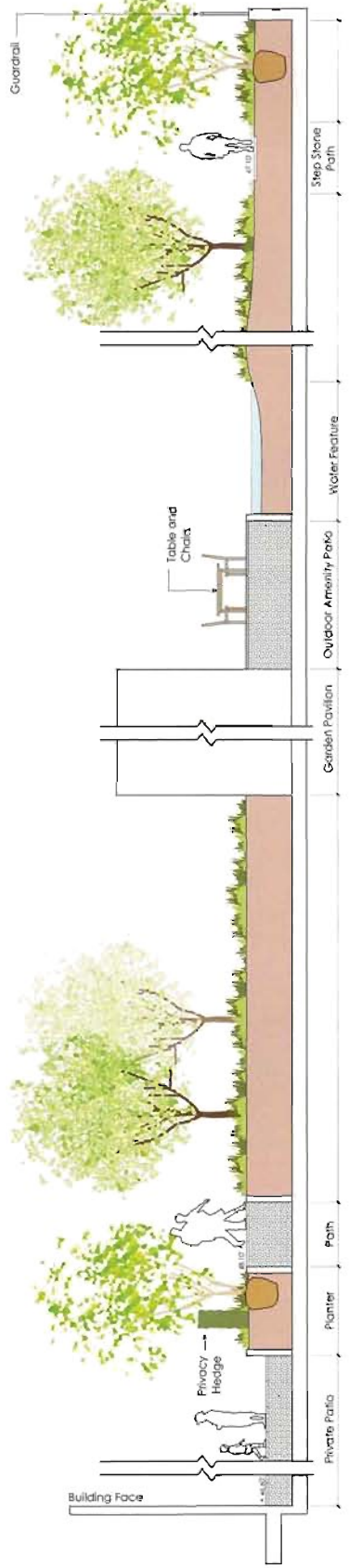


Project: 13629846
Client: S&B HOLLYBRIDGE
Architect: S&B HOLLYBRIDGE
Landscape Architect: S&B HOLLYBRIDGE
Scale: 1/4" = 1'-0"



Podium Section 2
Scale 1/4" = 1'-0"

Note:
For trees, 30" of growing medium is required.
For shrubs, 16" of growing medium is required.



Podium Section 3
Scale 1/4" = 1'-0"

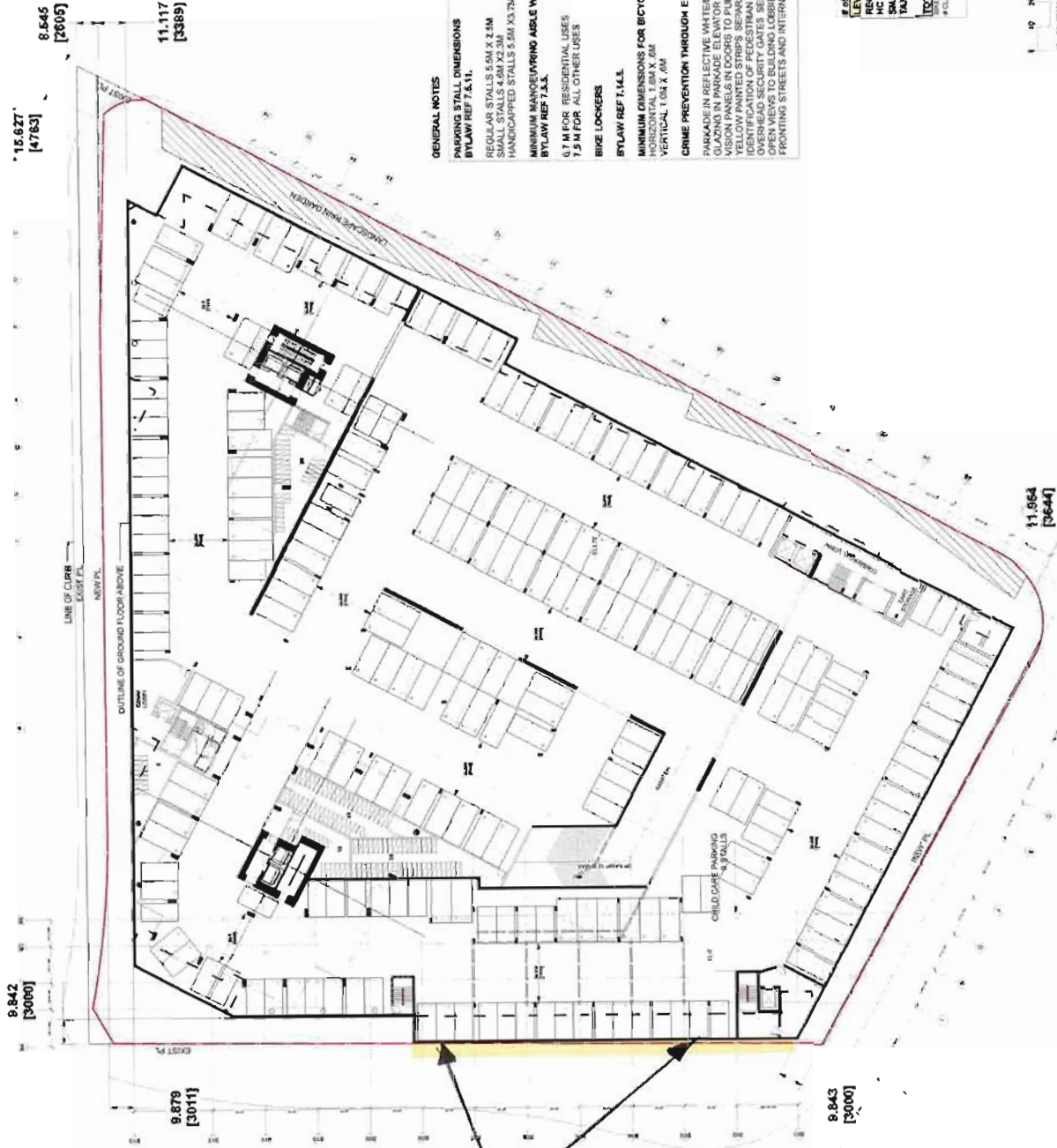
Project: 13629846
Client: S&B HOLLYBRIDGE
Architect: S&B HOLLYBRIDGE
Landscape Architect: S&B HOLLYBRIDGE
Scale: 1/4" = 1'-0"

Discipline	CA
Owner/Client	RES
Date	April 2013
Project	13629846
Drawing Title	Podium Landscape Sections

Podium Landscape
Sections

13629846

Project No: 12034
Sheet No: 1-4 of 6



Section of Parkade with Proposed Front Setback Variance from 3.0 to 0.0 from Hollybridge Way Road Allowance

GENERAL NOTES

PARKING STALL DIMENSIONS

BYLAW REF 7.4.11.

REGULAR STALLS 5.5M X 2.1M

SMALL STALLS 4.5M X 2.1M

HANDICAPPED STALLS 5.5M X 3.7M

MINIMUM MANOEUVRING AISLE WIDTH

BYLAW REF 7.4.11.

6.1M FOR RESIDENTIAL USES

7.5M FOR ALL OTHER USES

BIKE LOCKERS

BYLAW REF 7.4.11.

MINIMUM DIMENSIONS FOR BICYCLE LOCKERS

HORIZONTAL 1.8M X 0.6M

VERTICAL 1.0M X 0.6M

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

PARKADE IN REFLECTIVE WHITE LIGHT PAINT

GLAZING IN PARKADE ELEVATOR LOBBIES

GLAZING IN PARKADE ELEVATOR LOBBIES

GLAZING IN PARKADE ELEVATOR LOBBIES

GLAZING IN PARKADE ELEVATOR LOBBIES

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GLAZING IN PARKADE ELEVATOR LOBBIES

# OF STALLS	LEVEL P1	#
REGULAR	137	
SMALL	95	
TOTAL	232	
# CLASS 2 STALLS		232

1" = 20'-0" WHEN PRINTED @ 24 X 36"

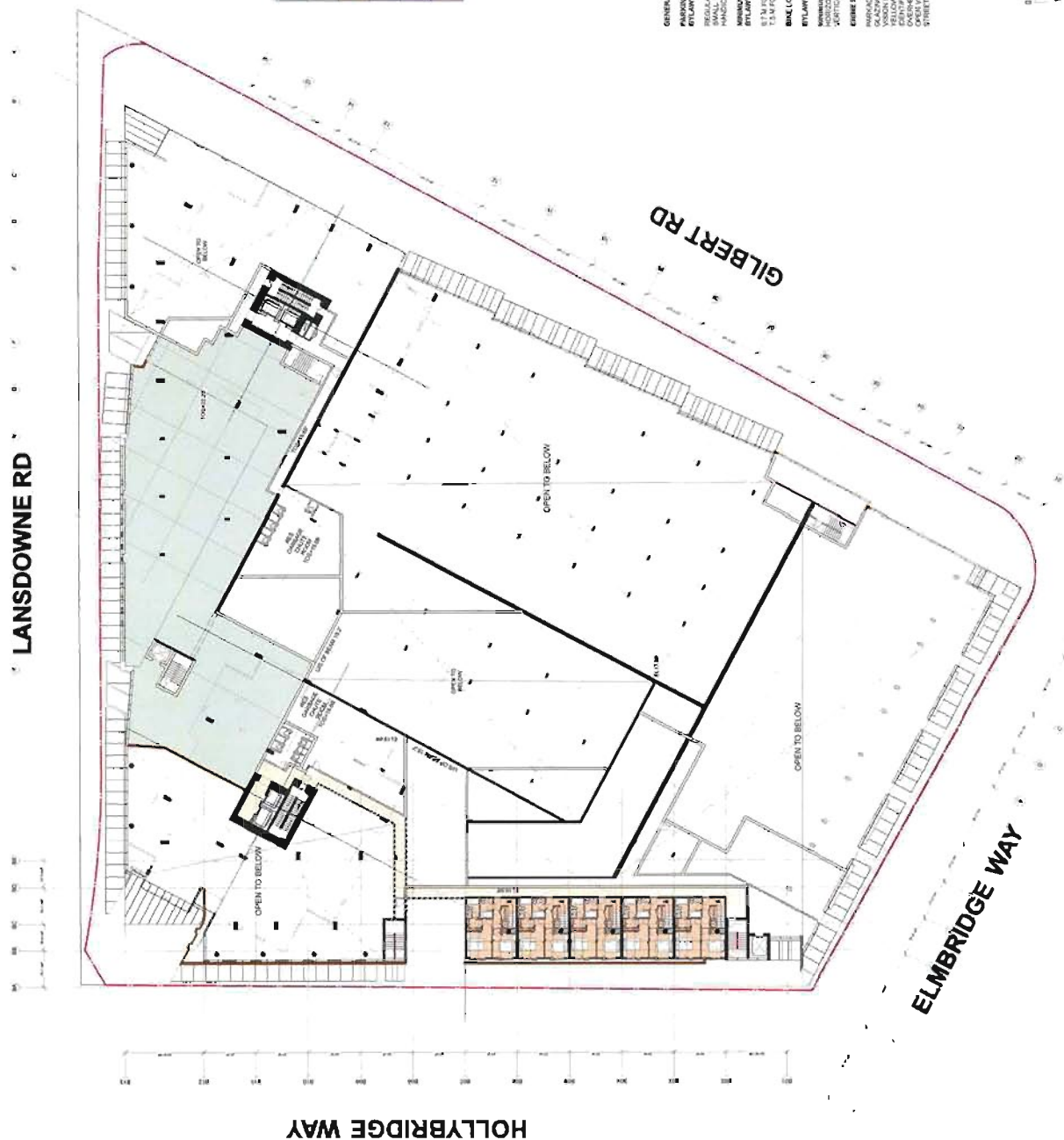
5640 HOLLYBRIDGE
RZ-2012-502449
Date MAY 16, 2013



LEVEL P1 EL -5'0" (-1.5M)

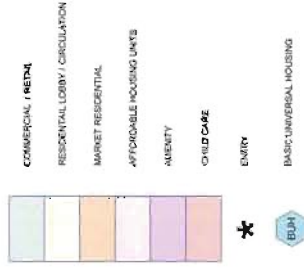
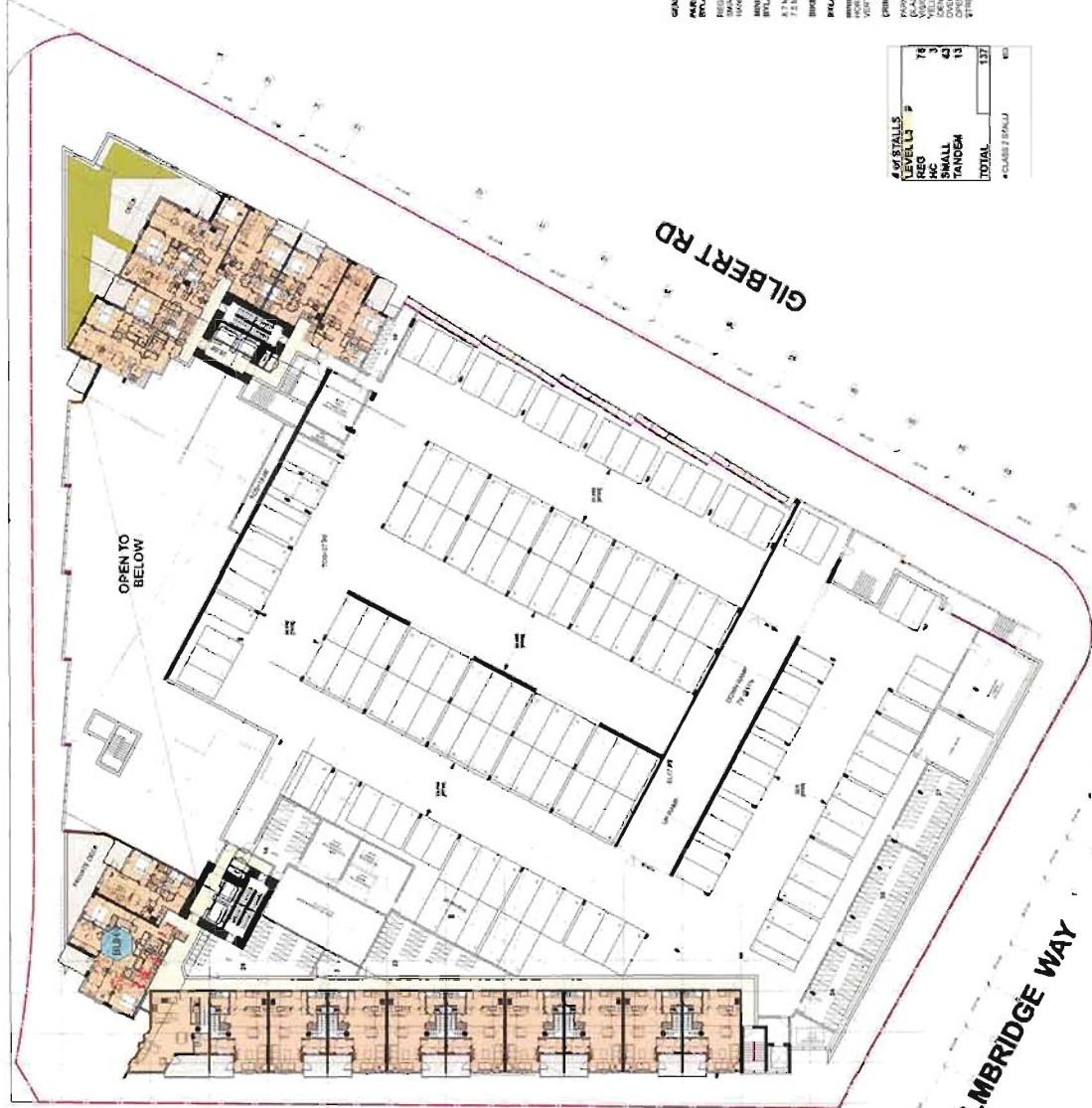


13629846-9



GENERAL NOTE
WORKING STALL DIMENSIONS
WORKING STALL TYPICAL
REGULATED STALLS 3M X 2.5M
REGULATED STALLS 4.0M X 3.0M
REGULATED STALLS 5.0M X 3.0M
WORKING STALL DIMENSIONS
WORKING STALL TYPICAL

LANSDOWNE RD



GENERAL NOTES
 PARKING STALL DIMENSIONS
 STALL REF 7.1.1
 STALL REF 7.1.2
 STALL REF 7.1.3
 STALL REF 7.1.4
 STALL REF 7.1.5
 STALL REF 7.1.6
 STALL REF 7.1.7
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 STALL REF 7.1.95
 STALL REF 7.1.96
 STALL REF 7.1.97
 STALL REF 7.1.98
 STALL REF 7.1.99
 STALL REF 7.1.100

# OF STALLS	#
REG	78
SHALL	3
TANDUM	43
TOTAL	124



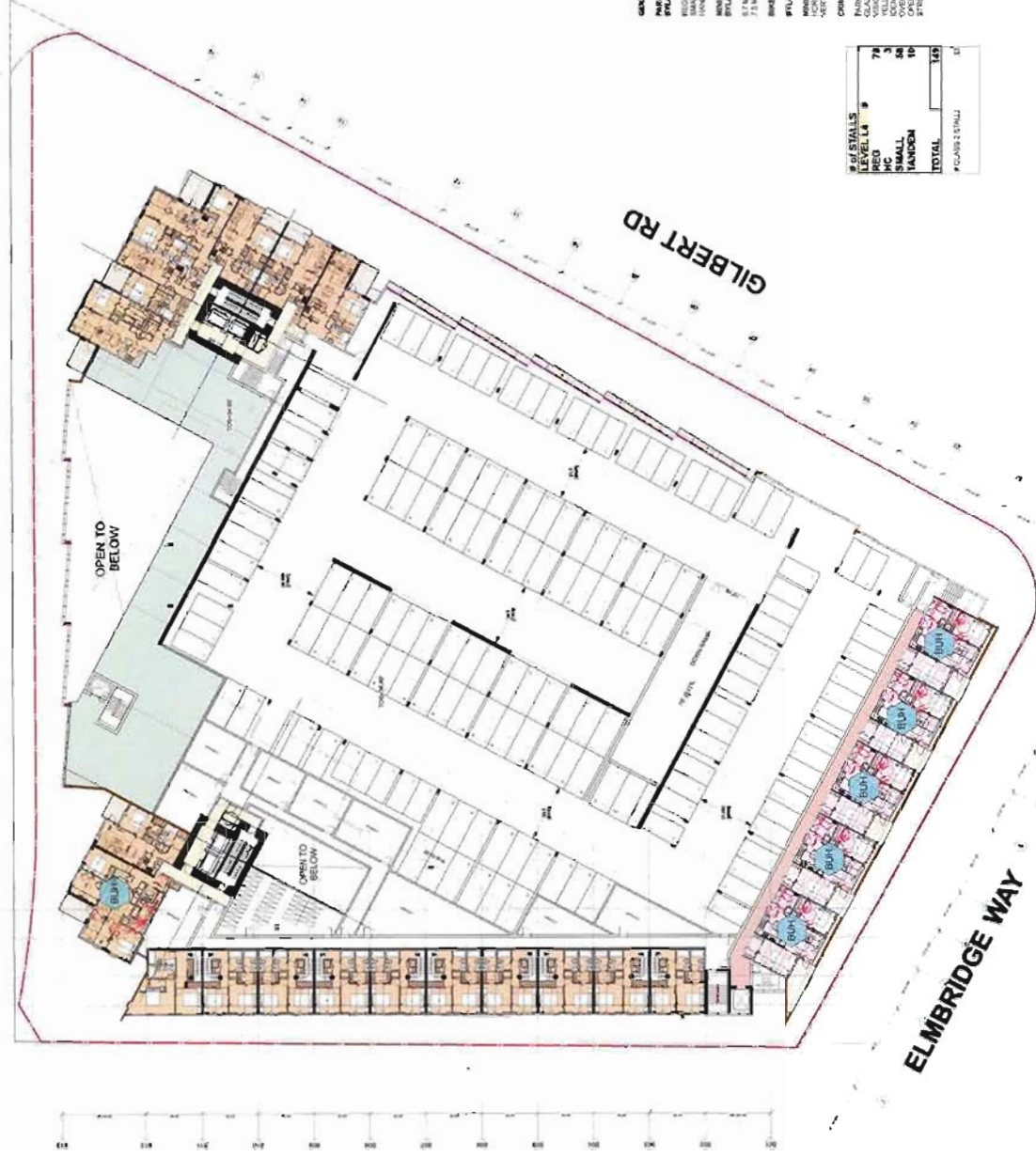
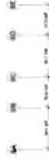
5640 HOLLYBRIDGE
 RZ:2012-502449
 Date MAY 18, 2013



LEVEL L3



LANSDOWNE RD



- COMMERCIAL / RETAIL
- RESIDENTIAL LOBBY / CIRCULATION
- MARKET RESIDENTIAL
- AFFORDABLE HOUSING UNITS
- ADULTITY
- CHILD CARE
- ENTRY
- BASIC UNIVERSAL HOUSING



GENERAL NOTES
 PARKING STALL DIMENSIONS:
 STALL #17 7.11'
 STALL #18 7.11'
 STALL #19 7.11'
 STALL #20 7.11'
 STALL #21 7.11'
 STALL #22 7.11'
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 STALL #92 7.11'
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 STALL #94 7.11'
 STALL #95 7.11'
 STALL #96 7.11'
 STALL #97 7.11'
 STALL #98 7.11'
 STALL #99 7.11'
 STALL #100 7.11'

# OF STALLS	STALL TYPE	STALL #
1	LEVEL L4	1
1	LEVEL L4	2
1	LEVEL L4	3
1	LEVEL L4	4
1	LEVEL L4	5
1	LEVEL L4	6
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1	LEVEL L4	41
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1	LEVEL L4	95
1	LEVEL L4	96
1	LEVEL L4	97
1	LEVEL L4	98
1	LEVEL L4	99
1	LEVEL L4	100



13629846-13



LEVEL L4

6640 HOLLYBRIDGE
 RZ:2012-9024-49
 Date MAY 16, 2013

17

CRESSEY

CADENCE

101

101

101

101

101

101

101

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101

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101

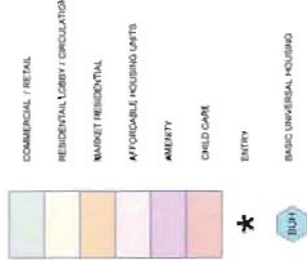
101

LANSDOWNE RD

HOLLYBRIDGE WAY

GILBERT RD

ELMBRIDGE WAY



5640 HOLLYBRIDGE
 RZ-2012-502448
 Date MAY 16, 2013



LEVEL L5

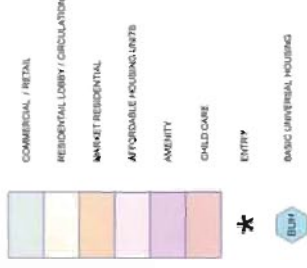


13629846-14

LANSDOWNE RD



HOLLYBRIDGE WAY

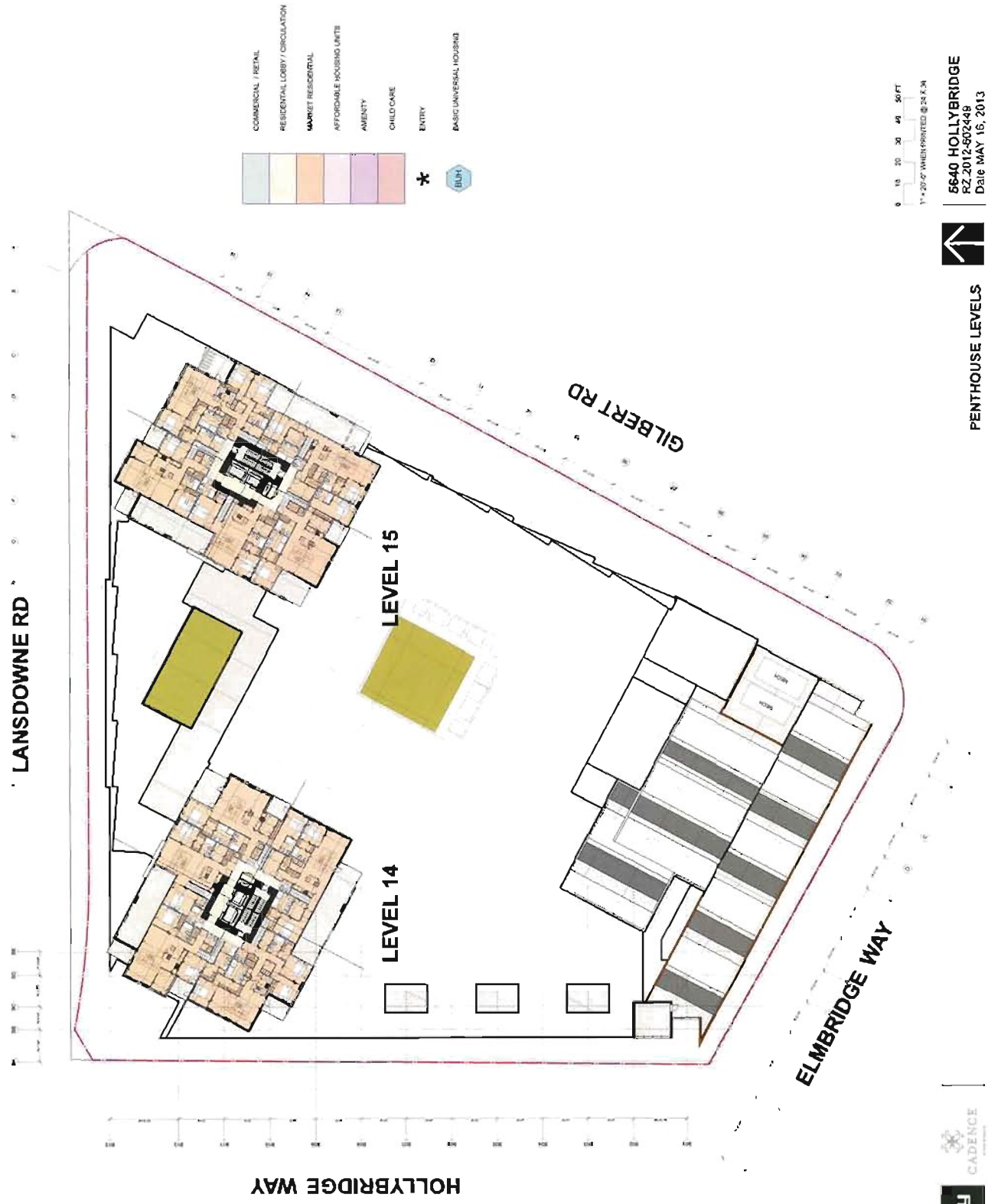


5540 HOLLYBRIDGE
R22-2012-0023440
Date MAY 15, 2013



LEVEL L6, L7-13 SIM





5640 HOLLYBRIDGE
RZ 2012-5024-48
Date MAY 15, 2013



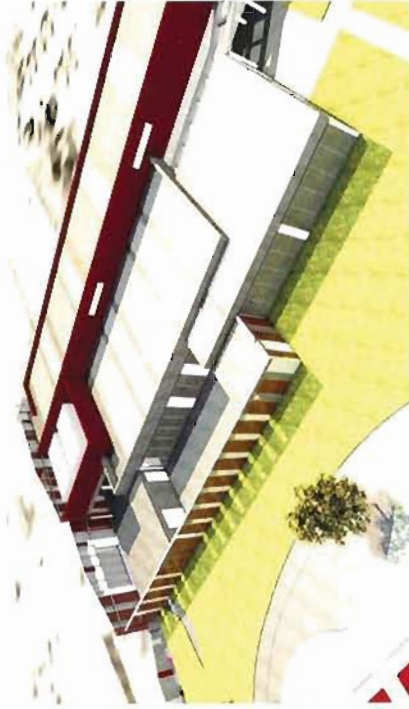
PENTHOUSE LEVELS





METAL PANEL

A



B



C



B

C

CHILD CARE FLOOR PLAN
Scale: 1/8" = 1'-0"



GROSS AREA: 485 SQM

CHILD CARE FLOOR PLAN
Scale: 1/8" = 1'-0"

ARCHITECTURAL CHARACTER

Consistent with the high-quality architecture of surrounding developments in the neighborhood, 5640 Hollybridge Way will use contemporary glass and concrete construction materials and techniques. The project will emphasize sustainable and performance-based design principles, attaining LEED silver equivalent.

The project will feature an extensive landscaped, accessible roof and a screened wall facing Gilbert Road, which will distinguish the development in views from the south and east. A rain garden is proposed along Gilbert Road as a continuation of the existing greenway at Hollybridge and Elmbridge, the treatment is more quiet, whilst Lansdowne is considered a more exuberant shopping street terminating in a plaza at the intersection.

Maintaining a suitable pedestrian scale and character at-grade are of highest priority, and the project aims to enliven streetscapes while remaining sensitive to surrounding land uses and developments. The architectural character is sensitive to the pedestrian experience at-grade, with horizontal and vertical facade articulation of the two towers on a podium consisting of visually appealing elements and activity on all four sides of the development.



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5640 HOLLYBRIDGE
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05

RATIONALE / RENDERINGS



Lansdowne Road

The building edge facing Lansdowne Road consists of the two towers linked with a double-level retail at the ground level and a double-level Recreation fitness facility. A single level residential amenity space is stepped back at the podium level.

There will be a plaza at the Hollybridge and Lansdowne intersection to create a unique sense of place and enhance the Lansdowne Road termination.



13629846-20

6640 HOLLYBRIDGE
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06

RATIONALE / RENDERINGS

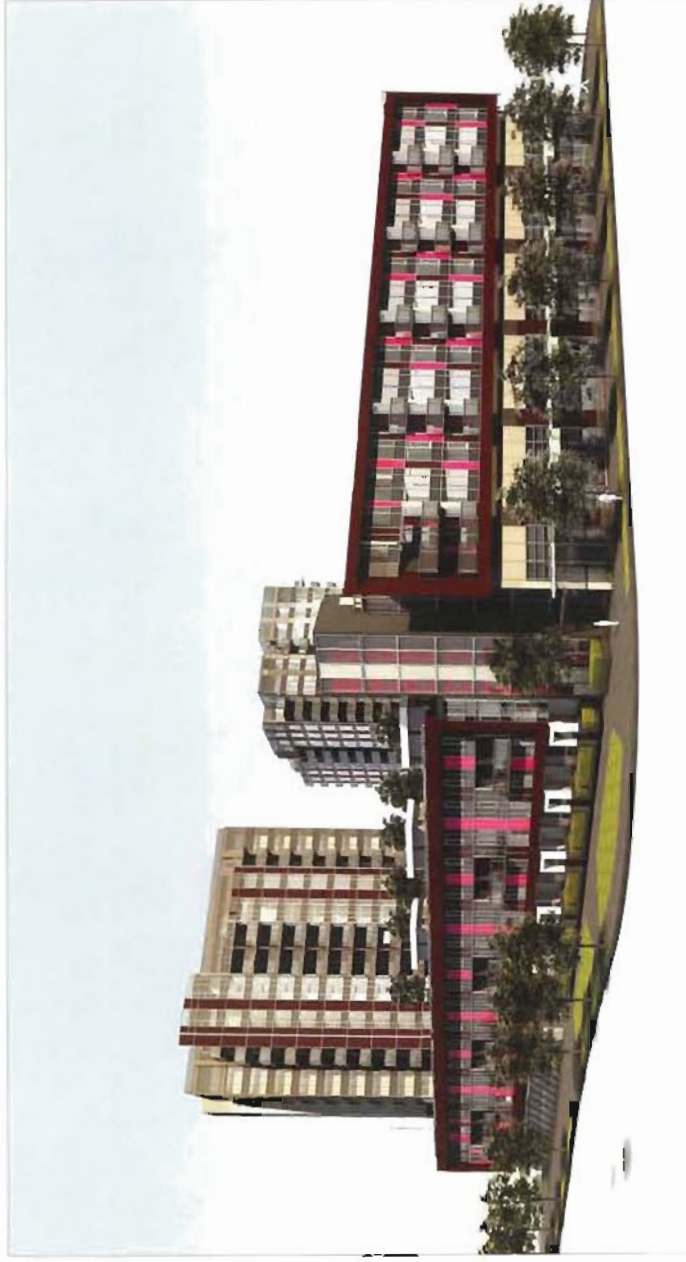


Hollybridge Way

Facing Hollybridge Way on the west side of the site, two double-levels of Townhouse units which will give the street an animated mixed-use nature and complement the frontage of the Ora development on the opposite side of the street.

Elmbridge Way

The Elmbridge Way frontage consists of two-level retail with three levels of affordable housing units above as required by City of Richmond regulations. The corner of the southwestern exposure is punctuated with a shared entrance for affordable housing and child care facilities.



Gilbert Road

The large retail footprint facing Gilbert Road will possibly be occupied by a grocery store and/or a pharmacy that wraps around the side of the development to maintain a commercial character along the edge. In addition to the commercial uses at this edge, rain gardens are proposed at the street frontage as a continuation of the Gilbert road greenway system.



SEE DRAWING 09 FOR TOPOGRAPHY DETAIL



GILBERT ROAD RENDERING

5640 HOLLYBRIDGE
RZ-2012-802449
Date MAY 16, 2013

08

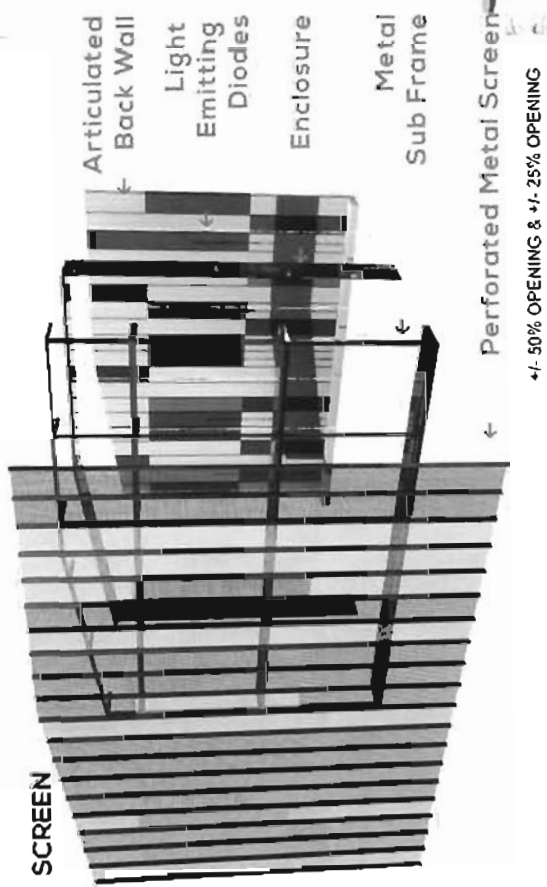
13629846 -22





DAY X NIGHT

SCREEN



Articulated
Back Wall

Light
Emitting
Diodes

Enclosure

Metal
Sub Frame

Perforated Metal Screen
+/- 50% OPENING & +/- 25% OPENING



DETAILS

13629846-23

6640 HOLLYBRIDGE
RZ-2012-602449
Date MAY 2, 2013

09





CANOPY AT PLAZA



- 1) AMENITY PAVILION
- 2) PODIUM ROOF
- 3) OUTDOOR PLAY (CHILDCARE)
- 4) MECH. SCREENING
- 5) ARTICULATED ROOF





- MATERIAL LEGEND**
- A VISION GLASS SPANDREL GREY FRAMES
 - B LIGHT GREY GLASS SPANDREL GREY FRAMES
 - C DARK GREY GLASS SPANDREL GREY FRAMES
 - D BROWN GLASS SPANDREL GREY FRAMES
 - E FUSION GLASS SPANDREL GREY FRAMES
 - F ARCHITECTURAL CONCRETE (SMOOTH)
 - G POLISHED CONCRETE (SMOOTH)
 - H GREY PAINT FINISHED CONCRETE
 - I WHITE PAINT FINISHED CONCRETE
 - J FUSION PAINT FINISHED CONCRETE
 - K MASONRY (BROWN)
 - L ART WALL (PERFORATED METAL PANELS)
 - M GLASS METAL CANOPY
 - N METAL PANELS (GREY)
 - O MISC METALS (GREY)
 - P SIGNAGE

PAVILLION ELEVATION

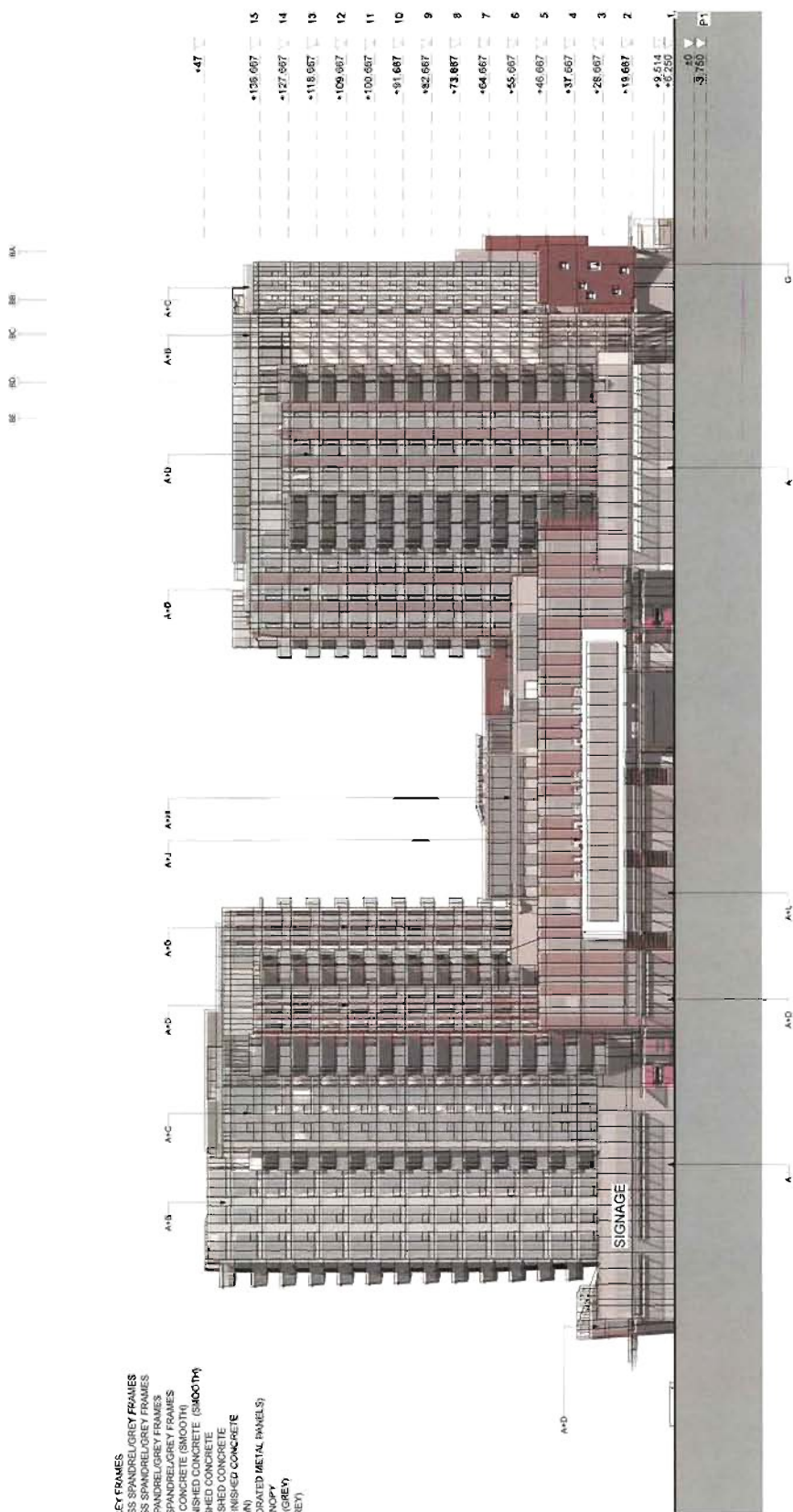


13629846-25

5640 HOLLYBRIDGE
PZ-2012-502449
Date MAY 16, 2013

EAST ELEVATION





MATERIAL LEQEND

- VISION CLASS/GREY FRAMES
LIGHT GLASS SPANDREL/GREY FRAMES
DARK GLASS SPANDREL/GREY FRAMES
BROWN GLASS SPANDREL/GREY FRAMES
FUSCHIA GLASS SPANDREL/GREY FRAMES
ARTICUTURAL CONCRETE (SMOOTH)
BROWN PAINT FINISHED CONCRETE (SMOOTH)
GREY PAINT FINISHED CONCRETE (SMOOTH)
WHITE PAINT FINISHED CONCRETE
FUSCHIA PAINT FINISHED CONCRETE
MASONRY (BROWN)
ART WALL (PERFORATED METAL PANELS)
GLASS METAL CANOPY
METAL LOUVER (GREY)
MISC METALS (GREY)
Sculpture



13629846-27

5640 HOLLYBRIDGE
RZ-2012-002449
Date MAY 16, 2013

WEST ELEVATION



MATERIAL LEGEND

- A VISION GLASS/ GREY FRAMES
- B LIGHT GREY GLASS SPANDREL/ GREY FRAMES
- C DARK GREY GLASS SPANDREL/ GREY FRAMES
- D BROWN GLASS SPANDREL/ GREY FRAMES
- E FUSCHIA GLASS SPANDREL/ GREY FRAMES
- F PINK/ TEAL/ CONCRETE (SMOOTH)
- G BROWN/ PINK/ CONCRETE (SMOOTH)
- H GREY PAINT FINISHED CONCRETE
- I WHITE PAINT FINISHED CONCRETE
- J FUSCHIA PAINT FINISHED CONCRETE
- K MASONRY (BROWN)
- L ART WALL (PERFORATED METAL PANELS)
- M GLASS METAL CANOPY
- N STEEL CLADDING (GREY)
- O MISC. METALS (GREY)
- P STORAGE



SOUTH ELEVATION

13629846-28

6840 HOLLYBRIDGE

RZ 2012-502449

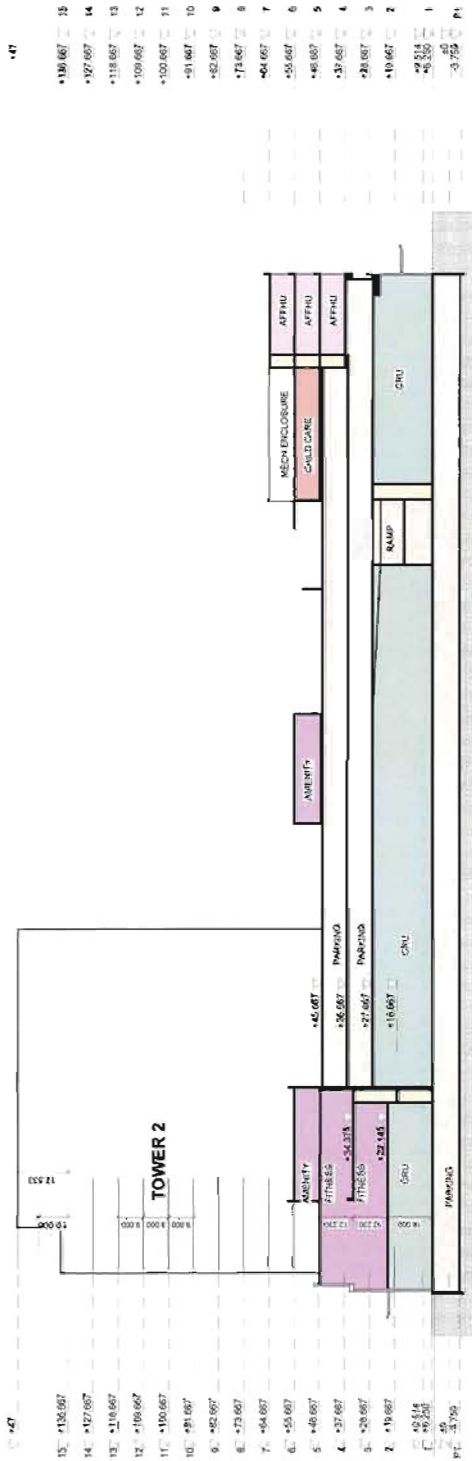
Date MAY 16, 2013

28

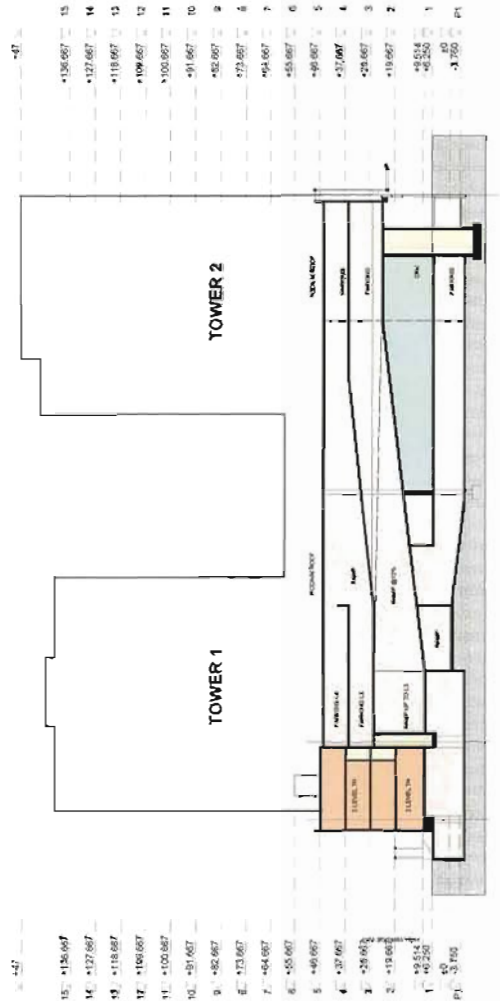
CADENCE

CRESSEY

IBI GROUP



SECTION A-A



SECTION B-B

0 10 20 30 40 50 FT
1"=20'-0" WHEN PRINTED @ 24 X 36

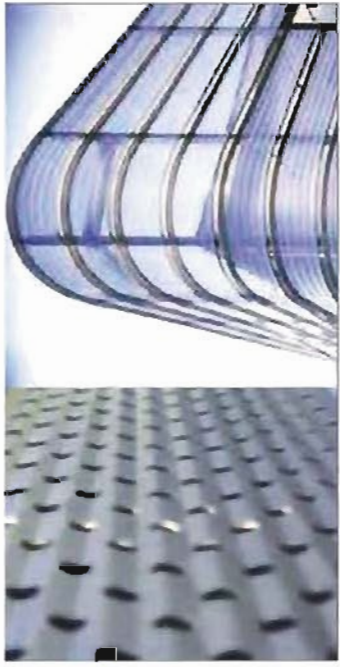
5640 HOLLYBRIDGE
RZ 2012-602449
Date MAY 02, 2013

SECTIONS A-A | B-B



18629846-29

MATERIALS



PERFORATED METAL PANEL



BRICK

METAL PANEL



COMMERCIAL GLASS

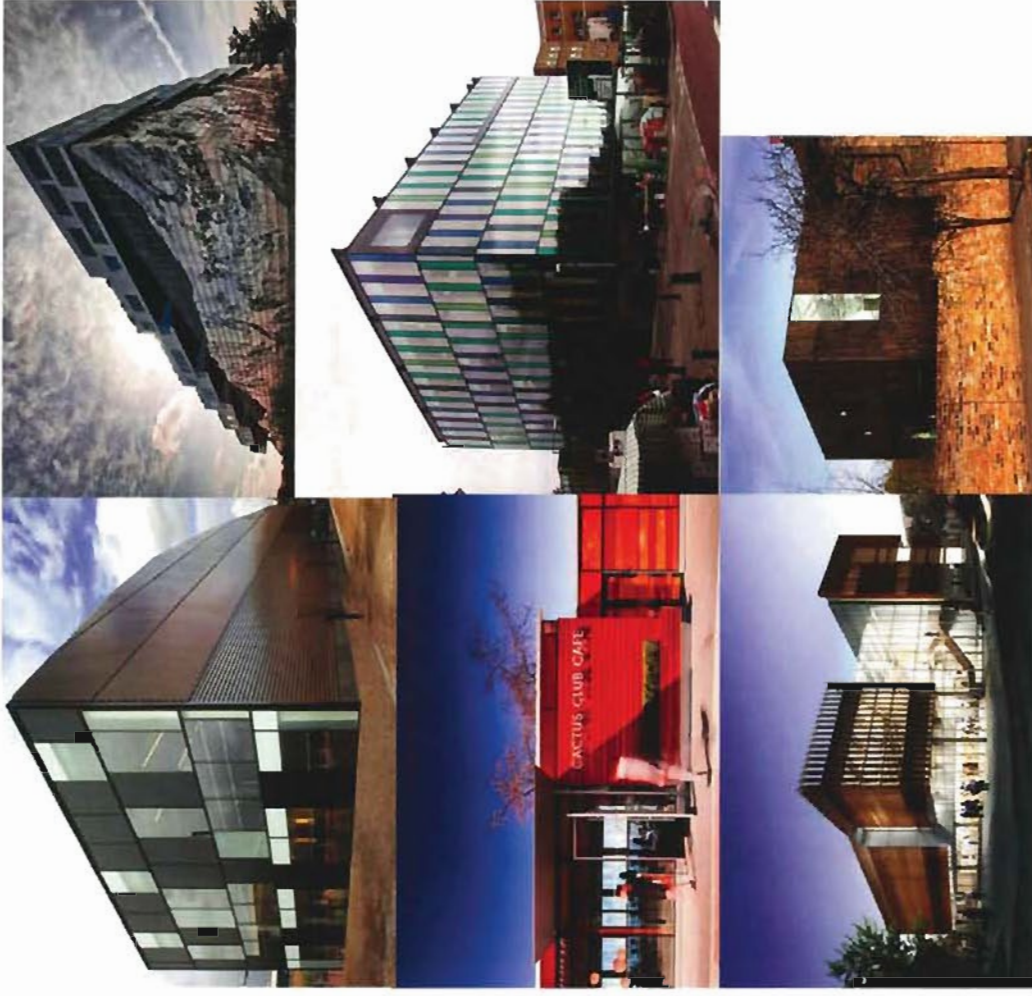
RESIDENTIAL GLASS



SPANDREL GLASS & PAINTED CONCRETE COLOURS



PRECEDENTS



MATERIALS & PRECEDENTS

13629840-20

5640 HOLLYBRIDGE
RZ 2012-602446
Date APR 17, 2013

River Character



Natural Edge



Historic Uses



Working River

Public Realm Materials



Shot Blasted Concrete



Sand Blasted Concrete



Expressed Utilitarian Connections



Sheet Pile Walls



Corten Steel Weirs



Timber Boardwalk



Valued Rain Garden Planting



Habitat Value



River Character Trees

Podium Garden



Amenity Patio



Tai Chi Pavilion



Big Lawn



Kid's Play



Urban Agriculture



North

October 2018
1001 - 1017 West 10th Avenue
Richmond, BC V6X 1M4
Tel: 604 684 8011
Fax: 604 684 8017
www.ok.ca

Project:
5440 HOLLYSBIDGE
Richmond, BC

landscape Concept
Images

1362984631

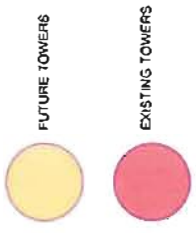
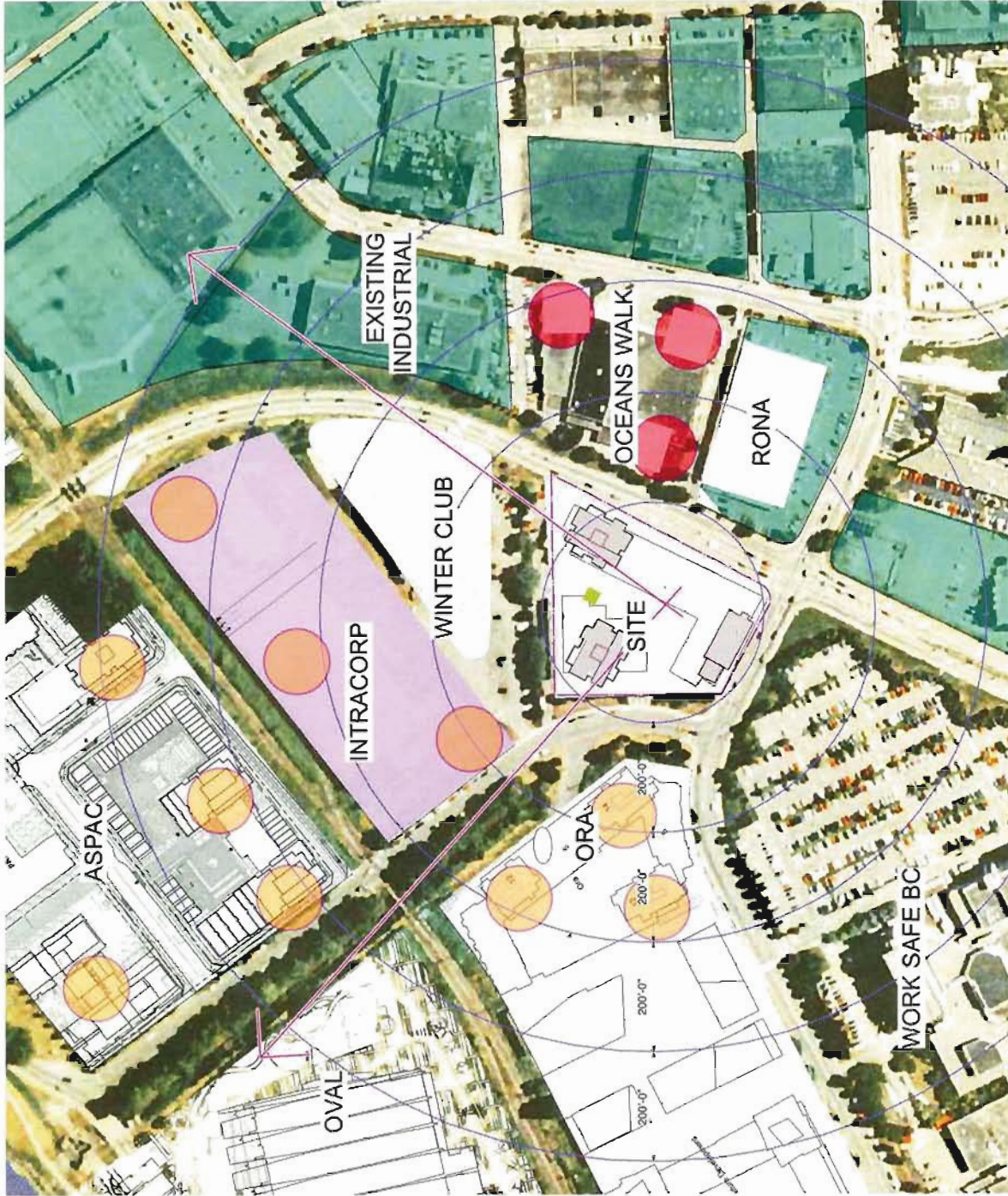
Project No:
12054
Sheet No:

L-6 of 6



DRAWING NO.	DRAWING TITLE	SCALE
0	COVER	N/A
1	DRAWING LIST/CONTEXT	N/A
2	PROJECT STATISTICS	N/A
3	CONTEXT	AS NOTED
4	RATIONALE	N/A
5	RATIONALE	N/A
6	RATIONALE	N/A
7	RATIONALE	N/A
8	RATIONALE	N/A
9	RATIONALE	N/A
10	RATIONALE	N/A
11	SHADOW STUDY	N/A
12	SITE PLAN / ROOF PLAN	1"=40'-0"
13	LEVEL P1	1"=20'-0"
14	LEVEL 1	1"=20'-0"
15	LEVEL 2	1"=20'-0"
16	LEVEL 3	1"=20'-0"
17	LEVEL 4	1"=20'-0"
18	LEVEL 5	1"=20'-0"
19	LEVEL 6	1"=20'-0"
20	PENTHOUSE LEVELS	1"=20'-0"
21	ENLARGED TYPICAL PLANS (TOWER 1)	1/8" = 1'-0"
22	ENLARGED TYPICAL PLANS (TOWER 2)	1/8" = 1'-0"
23	BASIC UNIVERSAL HOUSING	1/8" = 1'-0"
24A	ENLARGED CHILDCARE PLAN	1/8" = 1'-0"
24B	CHILDCARE & RENDERINGS	1/16"=1'-0"
25	ELEVATIONS	1/16"=1'-0"
26	ELEVATIONS	1/16"=1'-0"
27	ELEVATIONS	1/16"=1'-0"
28	ELEVATIONS	1/16"=1'-0"
29	SECTIONS	1"=20'-0"
30	MATERIALS & PRECEDENTS	N/A

Reference Plan 13629846



Reference Plan

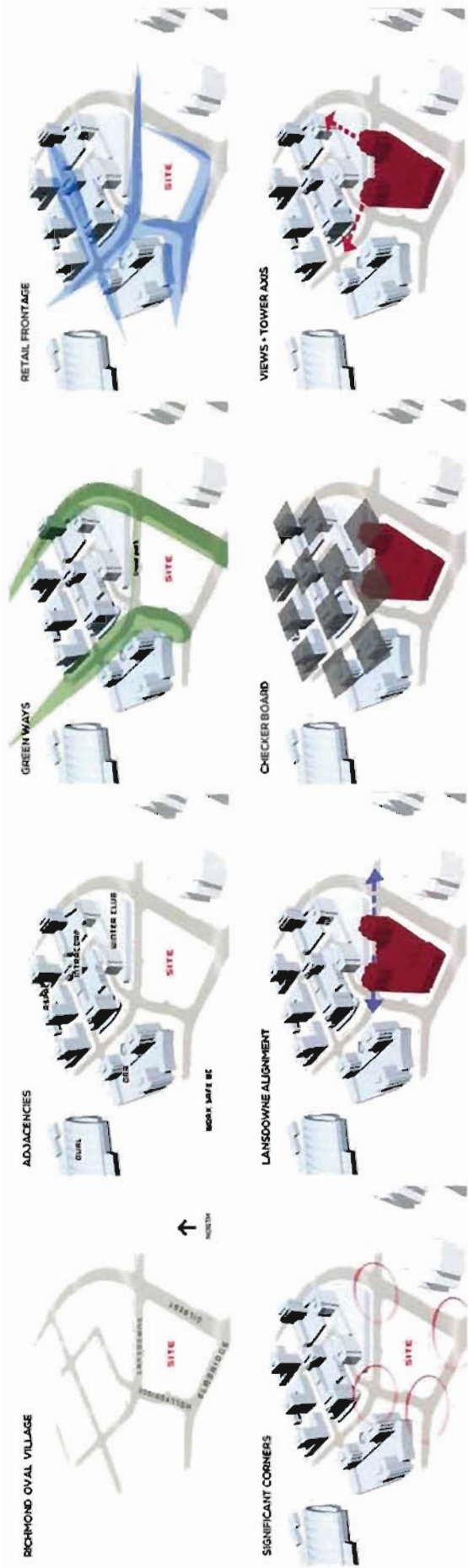
13629846

5640 HOLLYBRIDGE
RZ-2012-602449
Date MAY 2, 2013



CONTEXT





PROJECT DESCRIPTION & RATIONALE

Located in Richmond's emerging Oval Village, the project at 5640 Hollybridge Way proposes 245 residential units and over 70,000 SF of commercial area combined in an attractive mixed-use development. The proposal combines architectural quality and a dynamic reconfiguration of an underutilized site that will contribute to the improvement and liveability of the entire neighbourhood.

The site is flanked by Lansdowne Road to the north where it faces the existing Richmond Winter Club, Hollybridge Way to the west facing Omni's Ora Development, Gilbert Road to the east where it faces the Ocean Walk residential development and Elmbridge Way to the south where the BC workers Compensation is currently located.

MASSING STRATEGY

Consistent with Richmond City Centre Area Plan (CCAP), the towers are placed to minimize impact on existing and proposed buildings within the immediate vicinity. They also maximize near and distant views from the development. Commercial and residential uses are oriented towards the street, engaging residents and shoppers within the neighborhood. The proposed towers are staggered from one another and separated by a minimum distance of 26.5 m, whereas separation from existing towers is a minimum of 24 m. The massing to the south is kept relatively low to avoid excessive shadowing into the interior podium courtyard.

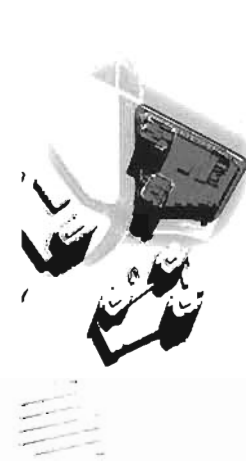
PROJECT ACCESS

Vehicular access to the site is from Lansdowne Road and Hollybridge Way. Loading, garbage and recycling will occur within the parking structure as well. Recycling areas will have a minimum of 6 m of headroom. All primary pedestrian entrances will occur at the street level with access to the towers on Lansdowne Road, townhouses directly off of Hollybridge and access to the affordable housing units from the south-west corner entrance.

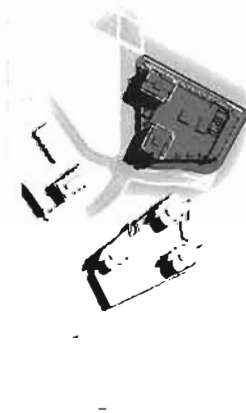


Reference Plan 13-629846

10:00AM



NOON



2:00PM



MARCH 21

JUNE 21

SEPTEMBER 21

DECEMBER 21

CRESSEY



Reference Plan

13629811



SHADOW STUDY

5640 HOLLYBRIDGE
RZ 2012-602449
DATE APR 17, 2013

ENLARGED TYPICAL FLOOR PLANS



Reference Plan
13629846

