

ISSUED FOR

A 10 May / 18 PRE DP APP
B 01 June / 18 DEVELOPMENT PERMIT APP
C 04 Oct / 18 REVISED DEVELOPMENT PERMIT APP

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VANCOUVER, BC
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LANDSCAPE ARCHITECT
DIALOG
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Tel: 604-255-1169 Fax: 604-255-1790

KEYPLAN

SEAL



2102 KEITH DRIVE

REVISED DEVELOPMENT PERMIT APPLICATION

OCTOBER 04 2018

PROJECT TEAM

DEVELOPMENT MANAGEMENT
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TRAFFIC CONSULTANT
BUNT & ASSOCIATES
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CREUS ENGINEERING LTD.
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NORTH VANCOUVER, BC V7M 3J3
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2102 Keith Drive

COVER SHEET

DRAWN: Author CHECKED: Checker
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2102 Keith Drive

PROJECT DATA & DRAWING LIST

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A0.01-DP

04600V

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PROJECT STATISTICS

LEGAL DESCRIPTION: LOT A BLOCK 82 PLAN VAP9614 DISTRICT LOT 264A NWD EXCEPT PLAN BCP15709

MUNICIPAL ADDRESS: 2102 KEITH DRIVE VANCOUVER, BC V5T 1E6

LAND USE ZONING: I-3

TOTAL SITE AREA: 3,822.77 SM 41,147 SF

TOTAL PROPOSED FLOOR AREA: 15,517 SM / 167,029 SF

EXCLUSIONS: 97.22 SM / 1,076 SF (Building Amenity)
322.34 SM / 3,461 SF (Exterior Balcony)

TOTAL NET: 15,096.44 SM / 162,492 SF

PROPOSED FSR: 3.95

MAX ALLOWABLE FSR: 5.0

Level	Sq M	Sqft
LEVEL 1	480 m²	5,167 SF
LEVEL 2	1,726 m²	18,580 SF
LEVEL 3	1,726 m²	18,580 SF
LEVEL 4	1,726 m²	18,580 SF
LEVEL 5	1,726 m²	18,580 SF
LEVEL 6	1,726 m²	18,580 SF
LEVEL 7	1,726 m²	18,580 SF
LEVEL 8	1,726 m²	18,580 SF
LEVEL 9	1,711 m²	18,415 SF
LEVEL 10	822 m²	8,850 SF
Total	15,096 m²	162,491 SF

SITE COVERAGE: 1726 SM / 3,823 SM = 45.1%

BUILDING HEIGHT: 18.3M OUTRIGHT
45.7M DISCRETIONARY

BUILDING HEIGHT PROPOSED: 44.9M

SETBACKS: FRONT YARD (KEITH DR) PERMITTED: 3.7M
PROPOSED: 4.0M
FRONT YARD (E 6TH AVE) PERMITTED: 3.7M
PROPOSED: 5.5M
REAR YARD (NORTH PL) PERMITTED: 3.1M
PROPOSED: 5.0M

RELEVANT POLICIES: BC BUILDING CODE 2012
VBBL 2014
FALSE CREEK FLATS PLAN

PARKING

OFF STREET PARKING: REQUIRED: 269
PROPOSED: 194

LEVEL	TYPE	DIMENSIONS	COUNT
LEVEL P1	STANDARD SPACE	5500 x 2500mm 90deg	31
LEVEL P1	SMALL SPACE	4600 x 2300mm 90deg	10
LEVEL P1	PARALLEL SPACE	6500 x 2500mm 00deg	03
LEVEL P1	DISABLED SPACE	5500 x 2500mm 90deg	02
P1 TOTAL			46
LEVEL P2	STANDARD SPACE	5500 x 2500mm 90deg	31
LEVEL P2	SMALL SPACE	4600 x 2300mm 90deg	10
LEVEL P2	PARALLEL SPACE	6500 x 2500mm 00deg	03
LEVEL P2	DISABLED SPACE	5500 x 2500mm 90deg	02
P2 TOTAL			46
LEVEL P3	STANDARD SPACE	5500 x 2500mm 90deg	31
LEVEL P3	SMALL SPACE	4600 x 2300mm 90deg	10
LEVEL P3	PARALLEL SPACE	6500 x 2500mm 00deg	03
LEVEL P3	DISABLED SPACE	5500 x 2500mm 90deg	02
P3 TOTAL			46

LEVEL P4	STANDARD SPACE	5500 x 2500mm 90deg	35
LEVEL P4	SMALL SPACE	4600 x 2300mm 90deg	10
LEVEL P4	PARALLEL SPACE	6500 x 2500mm 00deg	03
LEVEL P4	DISABLED SPACE	5500 x 2500mm 90deg	01
P3 TOTAL			49

PARKING STALL PHYSICAL TOTAL 187
+7 FOR DOUBLE COUNT OF DISABILITY STALLS 194

SMALL STALLS: 40 (21.3%OF TOTAL)

EV STALLS: REQUIRED: 10% = 18.7
PROPOSED: 25

LOADING

LOADING CLASS A: REQUIRED: 3
PROPOSED: 2
LOADING CLASS B: REQUIRED: 3
PROPOSED: 2
LOADING CLASS C: REQUIRED: 0
PROPOSED: 0

BICYCLE

CLASS A: REQUIRED: 31
PROPOSED: 47
CLASS B: REQUIRED: 6
PROPOSED: 6

LEVEL	TYPE	DIMENSIONS	COUNT
LEVEL 1	CLASS A VERTICAL	600 X 1000mm	12
LEVEL 1	CLASS A HORIZONTAL	600 X 1800mm	27
LEVEL 1	CLASS A BIKE LOCKER	600 X 1800mm	08
BIKE STALL TOTAL			47

DRAWING INDEX

ARCHITECTURAL

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LANDSCAPE

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L3.01 DETAILS

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KEYPLAN

SEAL

2102 Keith Drive

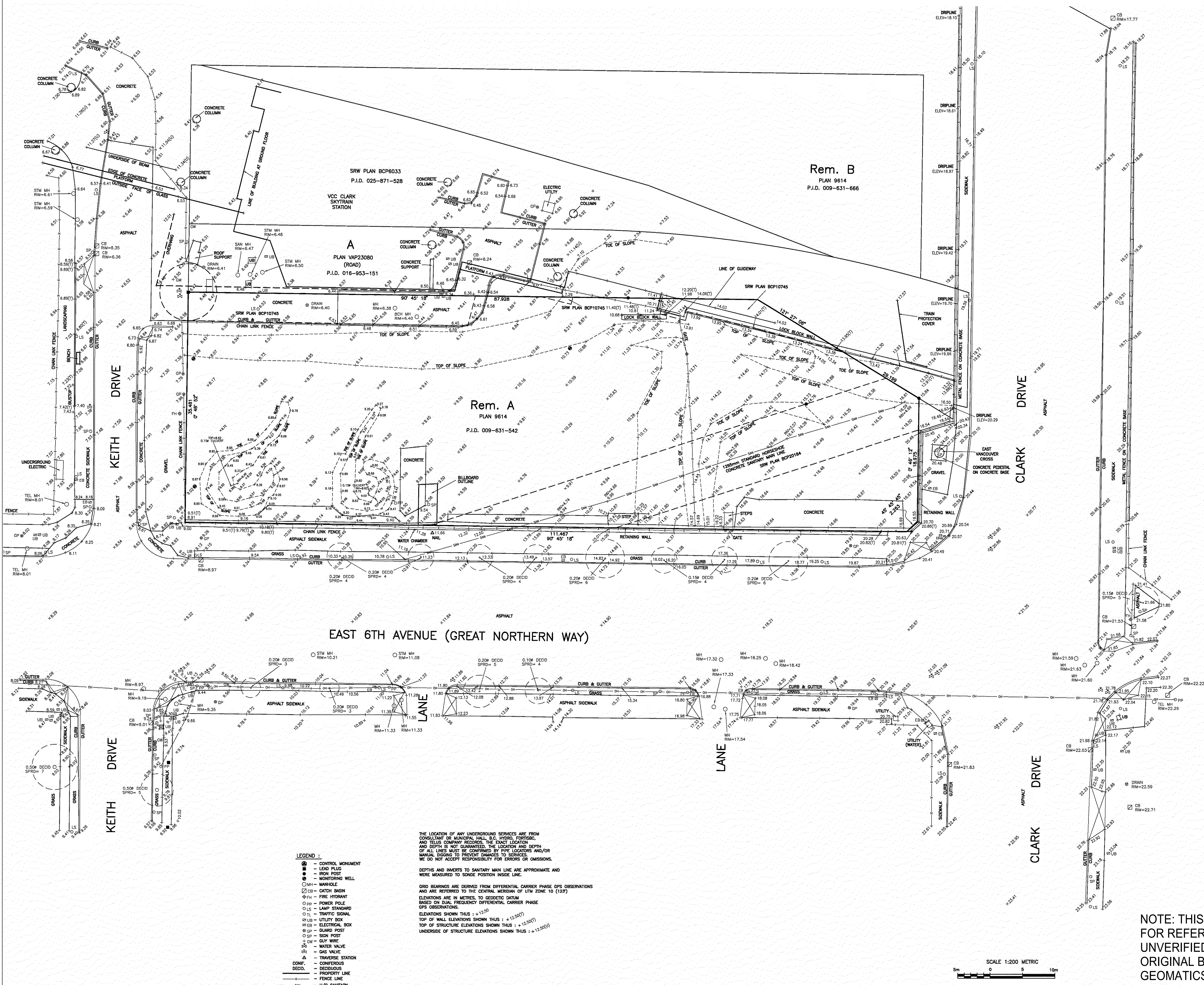
SITE SURVEY

DRAWN: Author CHECKED: Checker
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THE LOCATION OF ANY UNDERGROUND SERVICES ARE FROM CONSULTANT OR MUNICIPAL, B.C. HYDRO, FORTICOR, AND TELUS COMPANY RECORDS. THE EXACT LOCATION AND DEPTH IS NOT GUARANTEED. THE LOCATION AND DEPTH OF ALL LINES MUST BE CONFIRMED BY PIPE LOCATORS AND/OR MANUAL DIGGING TO PREVENT DAMAGES TO SERVICES. WE DO NOT ACCEPT RESPONSIBILITY FOR ERRORS OR OMISSIONS.

DEPTHS AND INVERTS TO SANITARY MAIN LINE ARE APPROXIMATE AND WERE MEASURED TO SONDE POSITION INSIDE LINE.

GRID BEARINGS ARE DERIVED FROM DIFFERENTIAL CARRIER PHASE GPS OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 10 (123°).

ELEVATIONS ARE IN METRES, TO GEODETIC DATUM BASED ON DUAL FREQUENCY DIFFERENTIAL CARRIER PHASE GPS OBSERVATIONS.

ELEVATIONS SHOWN THUS : +12.50

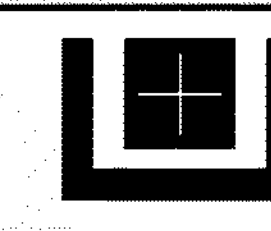
TOP OF WALL ELEVATIONS SHOWN THUS : +12.50(7)

TOP OF STRUCTURE ELEVATIONS SHOWN THUS : +12.50(7)

UNDERSIDE OF STRUCTURE ELEVATIONS SHOWN THUS : +12.50(7)

LEGAL DESCRIPTION: LOT 4 EXCEPT FIRST: THE SOUTH 32.8 FEET, NOW ROAD SECONDLY: PART IN PLAN BCP15708, BLOCK 82, DISTRICT LOT 284A, GROUP 1, NEW WESTMINSTER DISTRICT, PLAN 9614

NO.		CD/AM/TT	REVISION
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UNDERHILL GEOMATICS LTD.
SURVEYORS & SURVEYORS
BURNABY, B.C. V5A 3H4
TEL: (604) 732-5384 FAX: (604) 732-4709

DRAWN BY: JC/KY
JOB NO.: V17039
SCALE: 1:200
DATE: MARCH 30, 2017
TITLE: TOPOGRAPHIC SURVEY OF 2102 KEITH DRIVE VANCOUVER, B.C.
CLIENT: BENTALL KENNEDY (CANADA)

DRAWING NO.: H-3277
REV.: 1
SHEET 1 OF 1

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KEYPLAN

SEAL

2102 Keith Drive

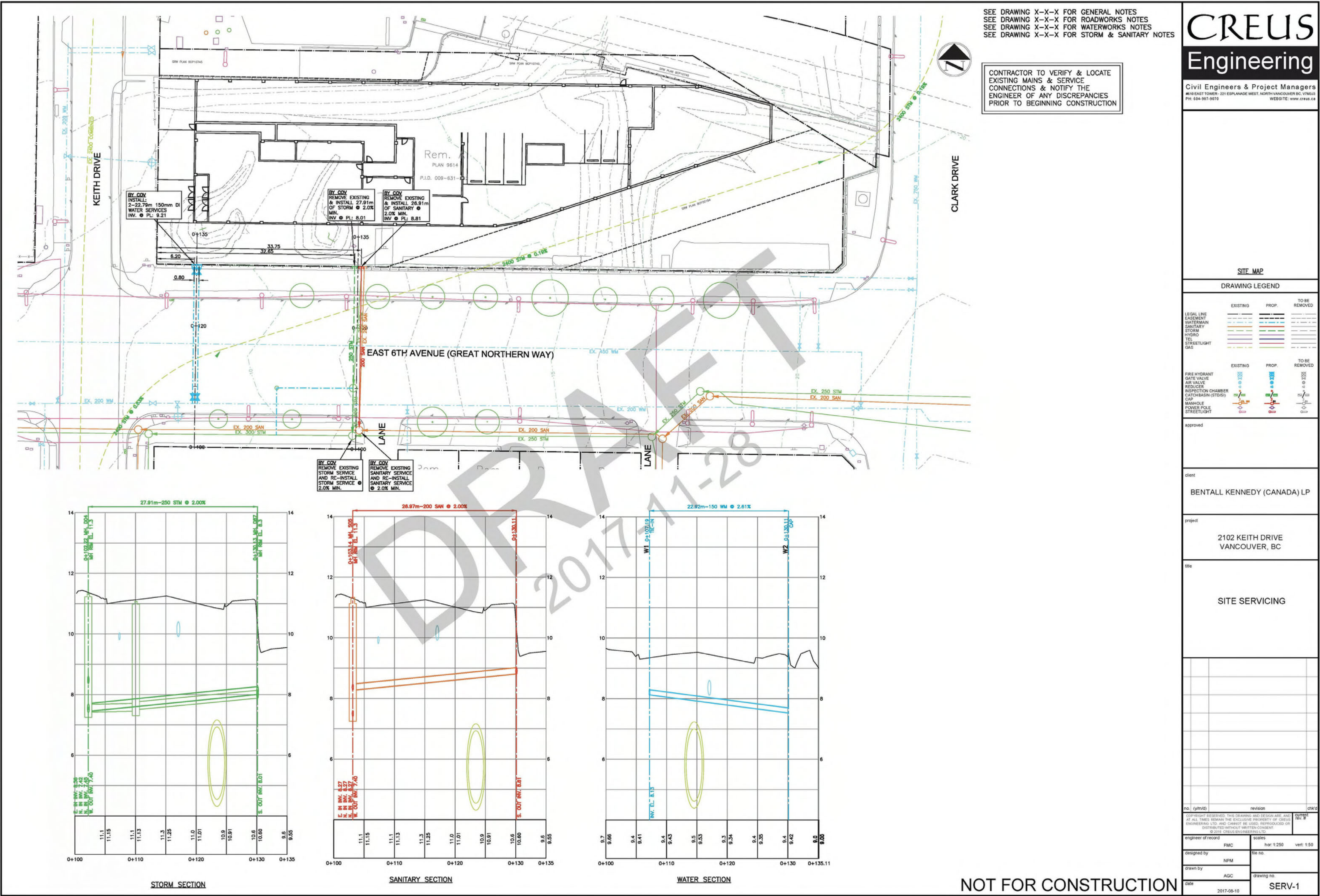
CIVIL SERVICES PLAN

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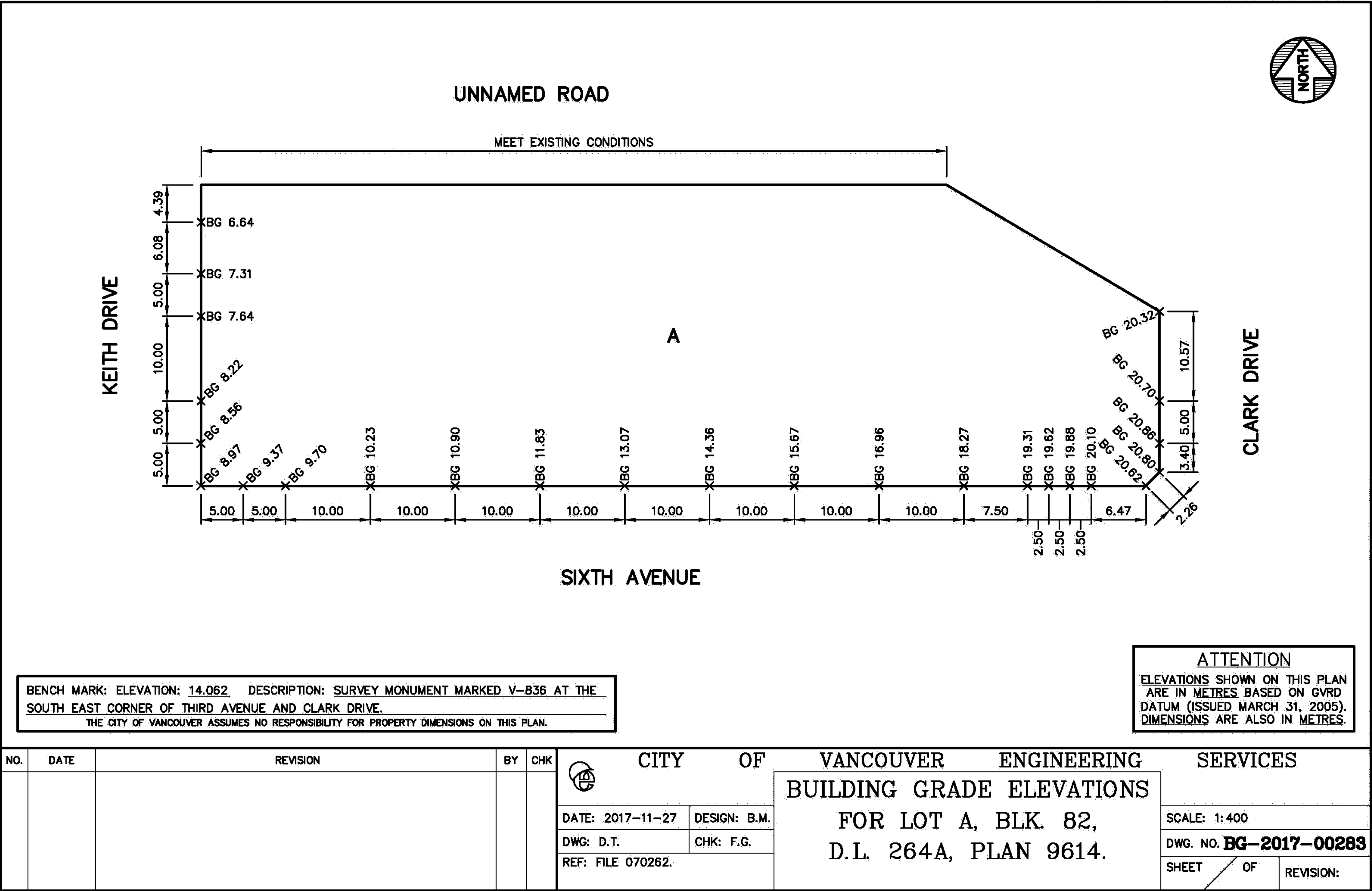
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OFFICIAL BUILDING GRADES

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CONTEXT PLAN

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1
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CONTEXT PLAN
SCALE: 1:1000



FROM KEITH DRIVE LOOKING NORTH-EAST TOWARDS SKYTRAIN STATION



EAST 6TH AVE LOOKING EAST



CORNER OF EAST 6TH & CLARK DRIVE, LOOKING NORTH-WEST



EAST 6TH, LOOKING NORTH

EAST VAN CROSS

The site is adjacent to a public art piece entitled Monument for East Vancouver by artist Ken Lum, erected in 2010. The symbol of the East Van Cross has been adopted as a city icon. At night, the illuminated piece is visible from some vantage points around the neighborhood. The view study provided here inventories the publicly accesible locations in the surrounding area where the artwork is currently visible. These view studies demonstrate a series of existing obstructions to views to the artwork (such as existing buildings) and the limited area where views will be impacted by the proposed building.

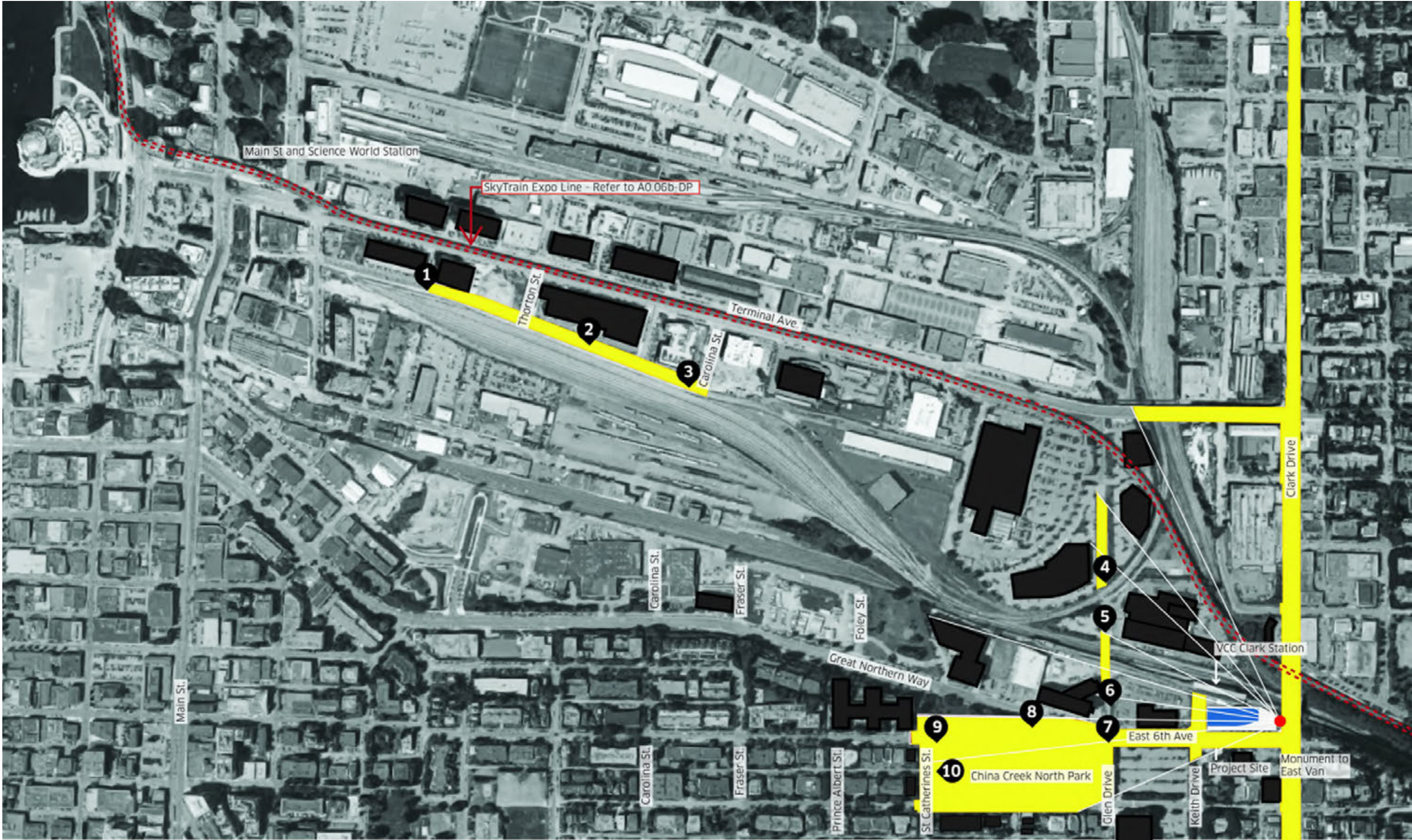


Additionally, the landscape design at the ground plane will consider the adjacency to the artwork and provide design elements that act as a buffer between the building and the artwork.

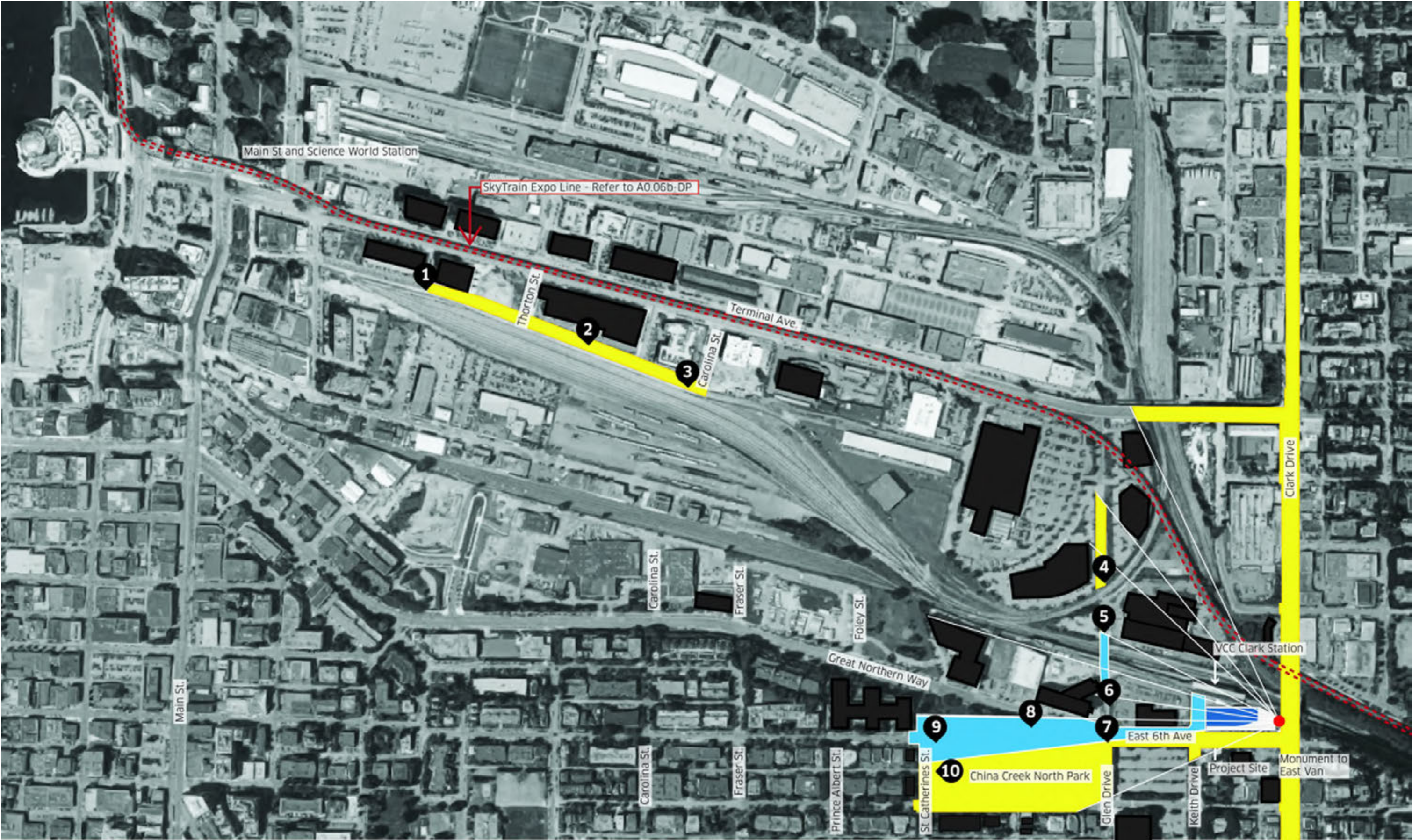
Legend

- Site
- Artwork
- View Marker
- Proposed Building
- View to Artwork
- View Impacted by Proposed Building

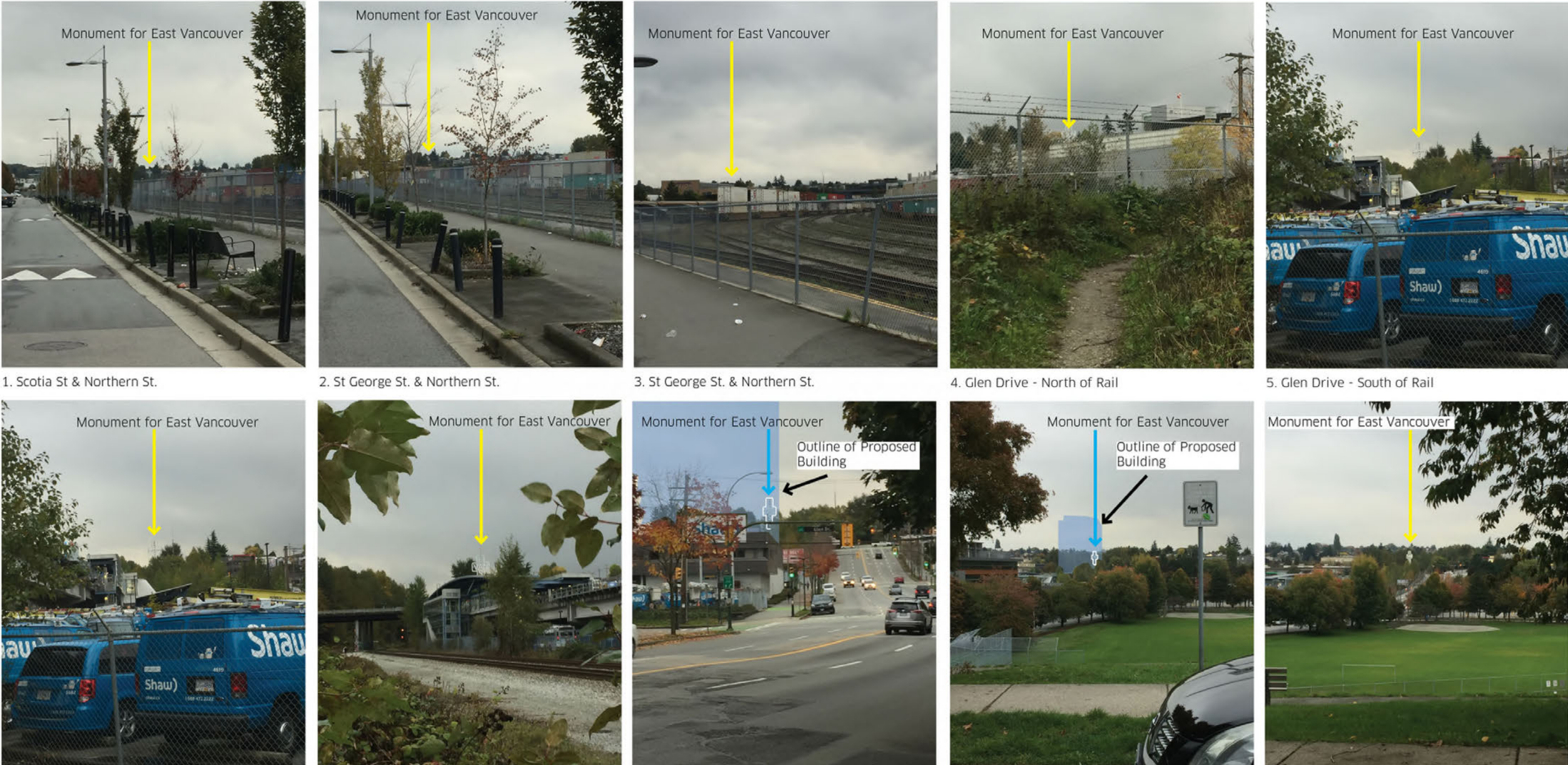
1. Diagram of Existing Views to Artwork from Public Spaces



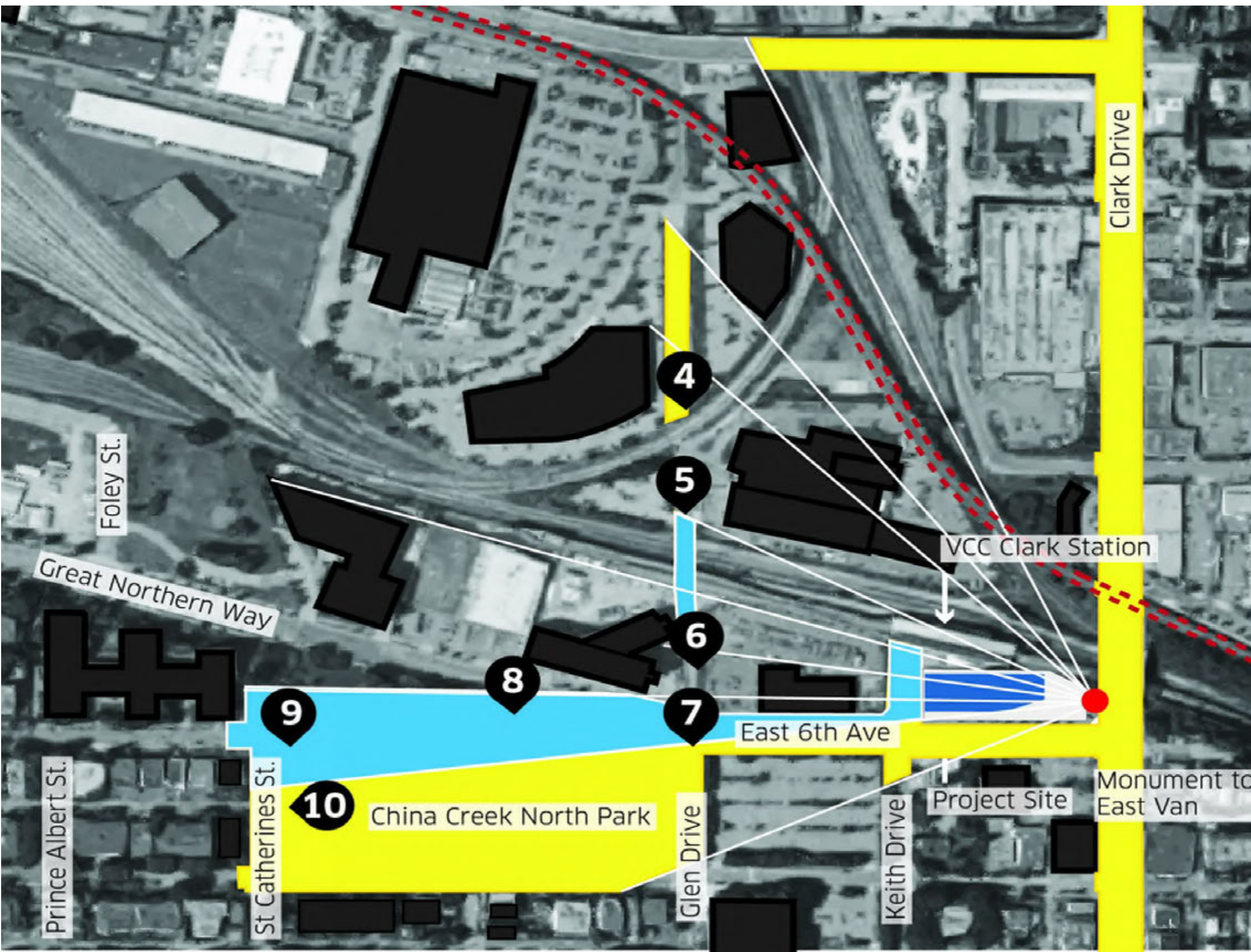
2. Diagram of Impact to Views to Artwork from Public Spaces by Proposed Building



3. Photos of Current Views to Artwork



4. Enlarged Diagram of Impact to Views to Artwork



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KEYPLAN

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VIEW STUDIES

DRAWN: Author CHECKED: Checker
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DP
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EAST VAN CROSS - VIEWS FROM SKYTRAIN

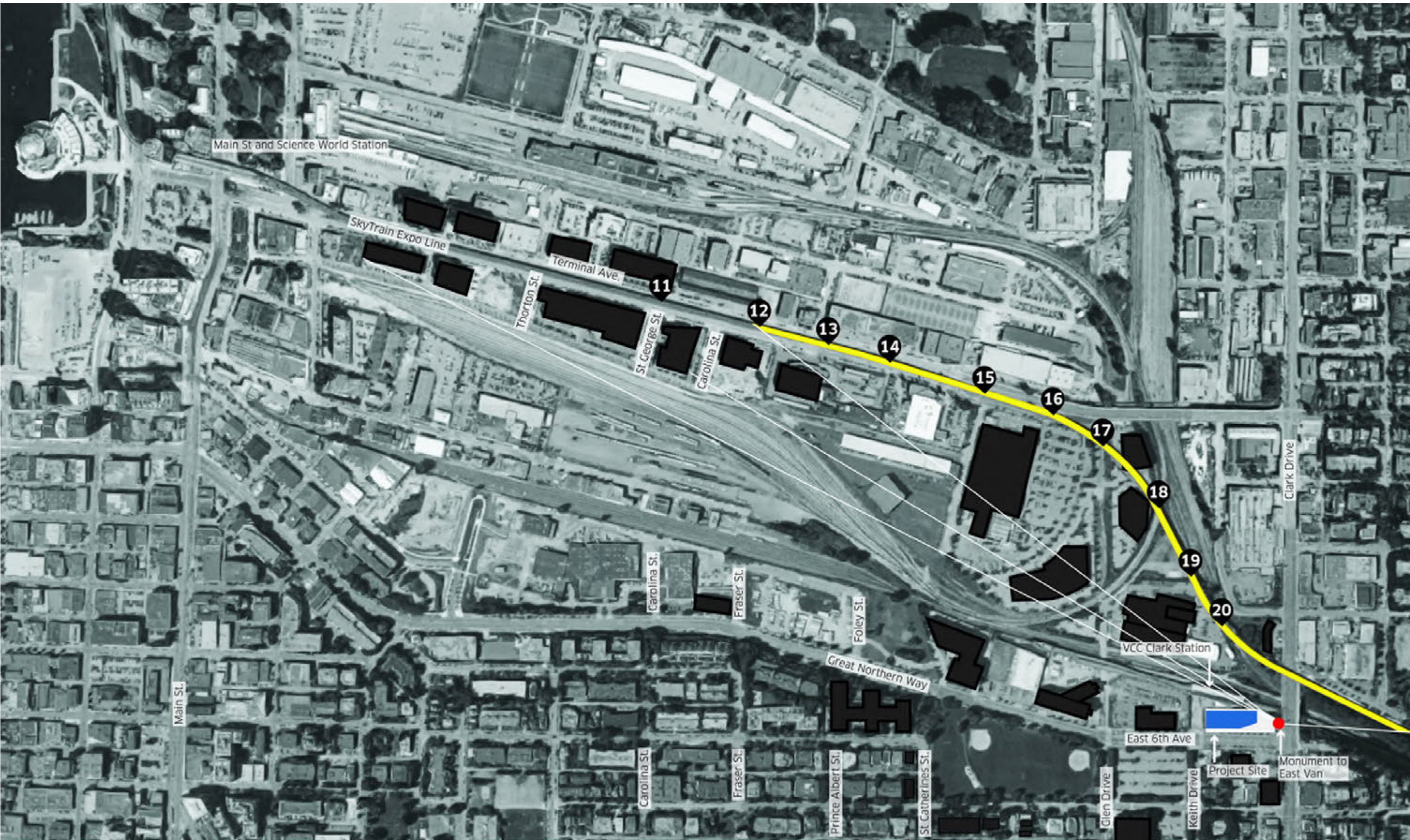
One of the primary ways of experiencing the Monument for East Vancouver artwork is on the SkyTrain. Approximately 300,000 people use the Expo and Millenium Lines daily. The Expo Line heading eastbound provides excellent views to the artwork. The view study undertaken demonstrates that the proposed building will not block the existing views to the artwork from the Expo Line eastbound.



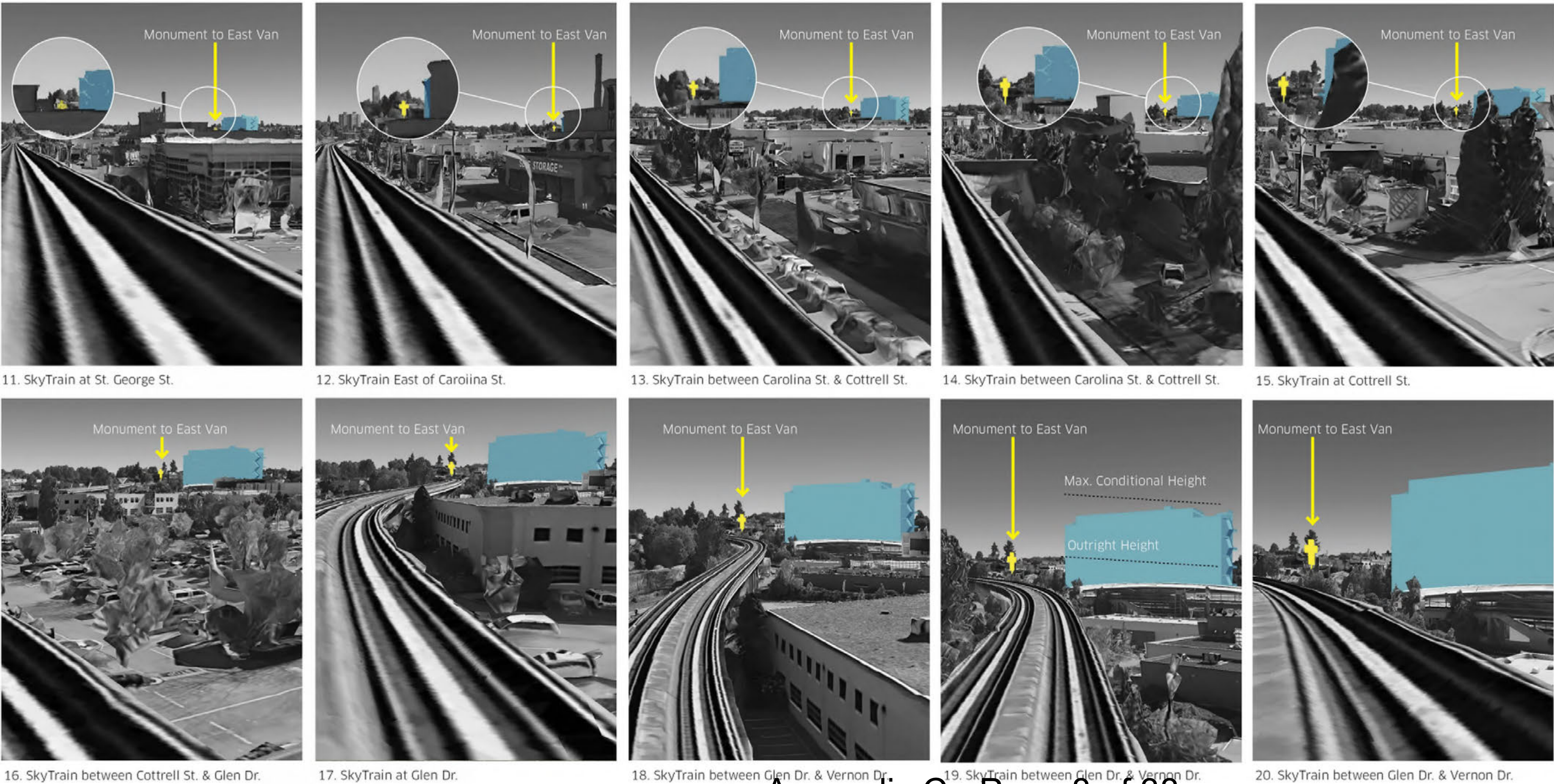
Legend

- Site
- Artwork
- View Marker
- Proposed Building
- View to Artwork
- View Impacted by Proposed Building

1. Diagram of Views to Artwork from SkyTrain Expo Line



2. View Study to Artwork from SkyTrain Expo Line (10 Storey Proposed Building)



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KEYPLAN

SEAL

2102 Keith Drive

VIEW STUDIES

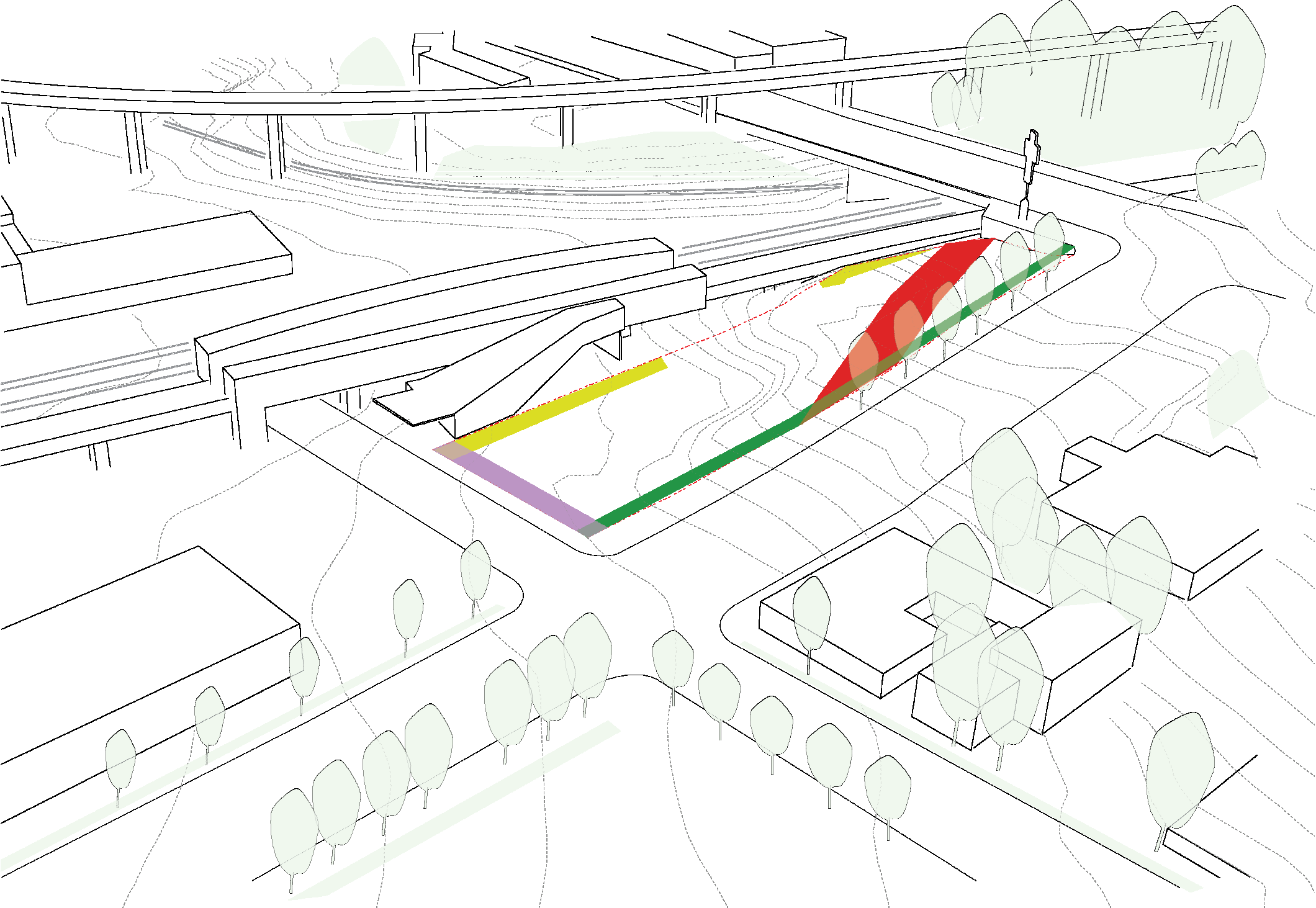
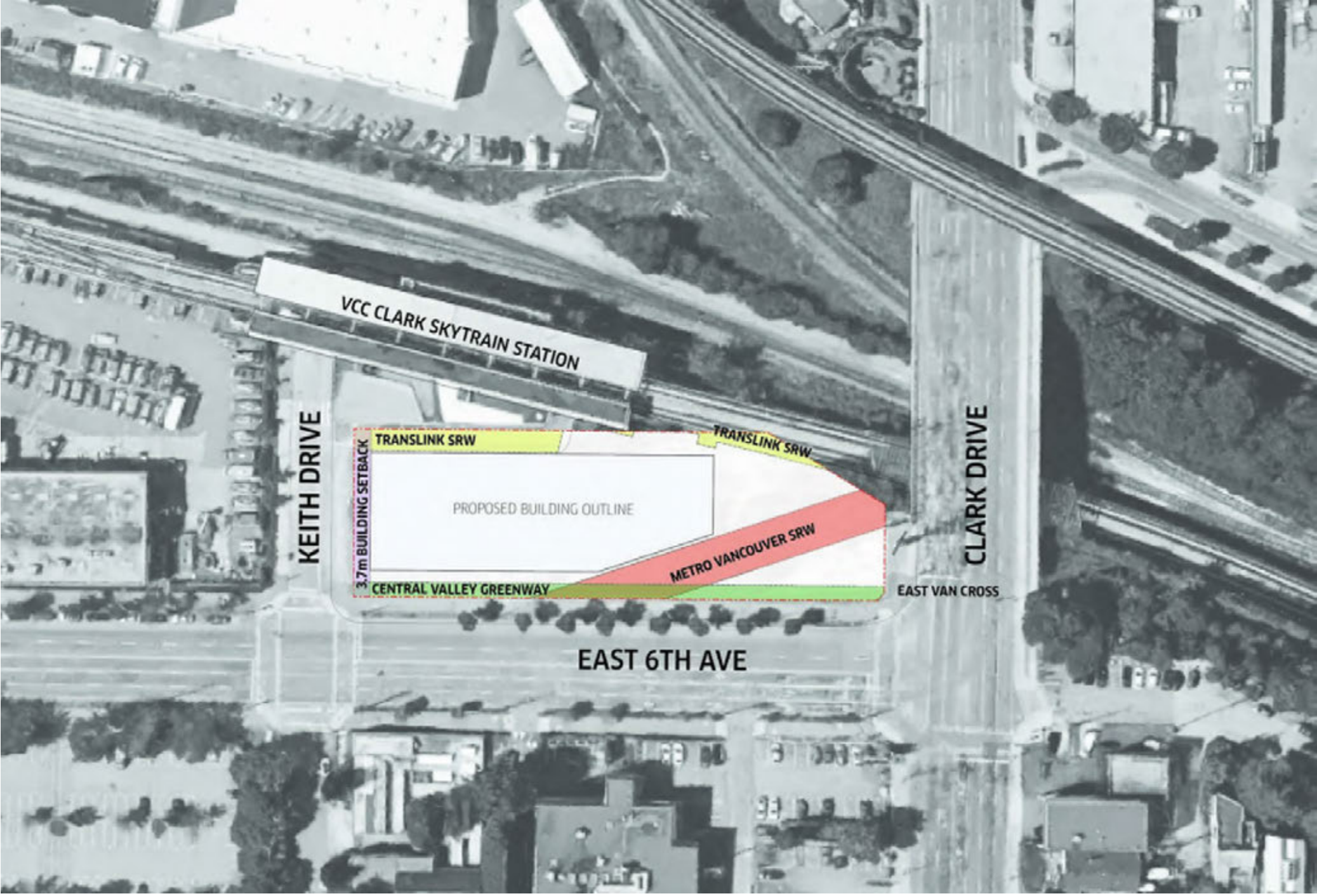
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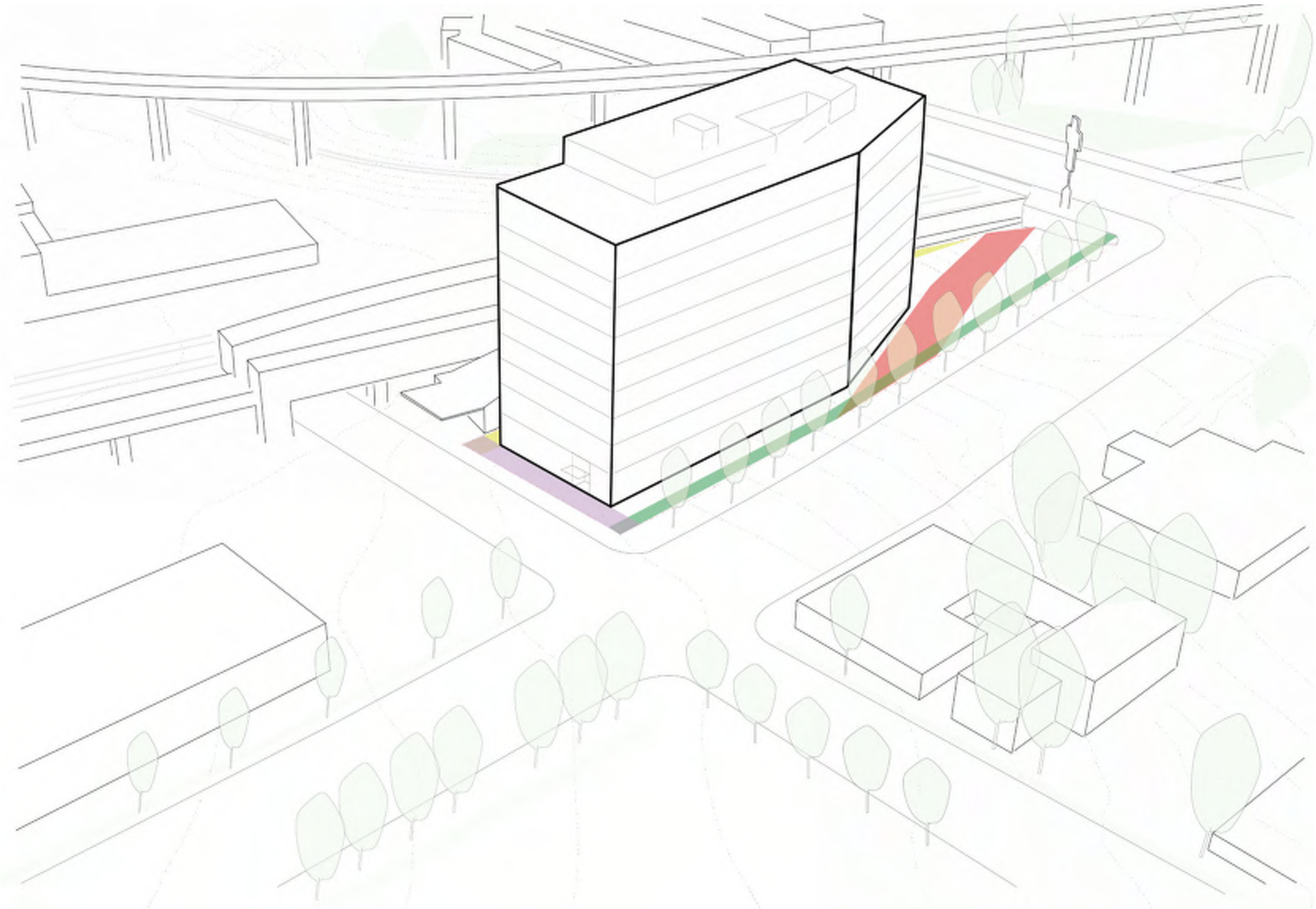
SITE CONSTRAINTS

The site contains several encumbrances in the form of easements and required setbacks. These include a BC Transit SRW of +/- 4 meters at the North boundary, a +/- 3m meter Central Valley Greenway setback at the South boundary, and a Metro Vancouver Sewer SRW Way running diagonally through the SE corner at +/-10 meters in width. The total resulting buildable footprint after right of ways is approximately 23,500 Sq Ft (a 40% reduction from the total site area).

There is a significant grade difference of approximately 12 meters in elevation gain from the Keith Drive property line to Clark Drive. The only viable vehicular access to the site is from the Keith Drive frontage. The existing Central Valley Greenway is a dedicated bike lane that runs across the south of the site along East 6th Ave.



Translink SRW, Metro Vancouver SRW, Central Valley Greenway and Keith Drive Setbacks



Resulting Building Footprint Setback from East Van Cross

DESIGN RATIONALE

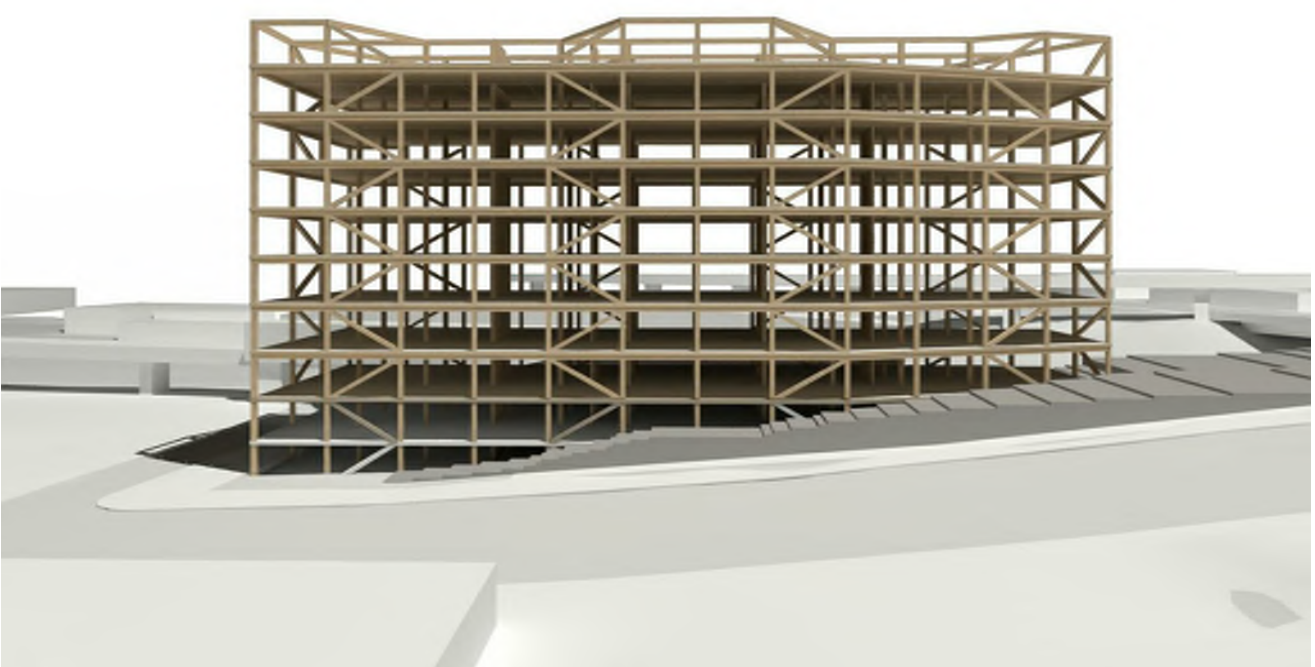
Located at the prominent eastern gateway to the False Creek Flats area, the massing of the 2102 Keith Drive building responds to the constraints of the site; rectangular in plan, the south face of the building is angled to match the Metro Vancouver Sewer SRW. The first floor of the building has been integrated into the sloping grade of the site, creating a building that emerges from the landscape. To the north, the ground floor relates to the industrial character of the False Creek Flats area through robust materials, service access and overhead doors. To the west and south interfaces of the building, a dynamic landscape design connects to the Great Northern Way Greenway and park spaces located to the south of the site. With the building lobby prominently located at the south-west corner of the site at Keith Drive and East 6th Ave, the building engages with the streetscape through a highly-glazed first floor facade that steps to match a series of landscaped terraces that animate the public realm at street level. Above the landscape-oriented ground floor, the building is constructed with mass-timber, a contemporary update of the typology of mass-timber buildings that were historically built for commerce and industry in East Vancouver.

The structural design of the building utilizes an innovative perimeter structural system of diagonally oriented braces which are integrated into the architecture of the building to create the primary expression of the building. These diagonal elements are celebrated within the facade as an expression of the way that the building resists the lateral and seismic forces of the site. By mirroring the orientation of the brace bays as facing pairs and alternating their orientation floor by floor, a repeating two-storey cellular pattern emerges, breaking down the overall scale and mass of the building. The expression of the building reflects the interests of the client through biomimicry of cellular organizations found in nature. The cellular expression on the façade wraps around the building and is continuous to all elevations of the building. Locating balconies between brace bays on the south, west and east elevations results in an alternating outdoor space on each floor - a unique feature for a high-rise office building. At the top of the building, the facade extends beyond the top office floor to create a windscreen and guard for an open-air roof deck with planting, urban agriculture, and views to the North Shore mountains and the Downtown Vancouver skyline. At an urban scale, the distinctive design is a unique statement within the Vancouver skyline, and the three-dimensional façade creates a unique experience from each direction as people travel past the building by Skytrain, on the adjacent streets and Central Valley Greenway.

Diagram of Architectural Concept



1. Structure in a traditional concrete core



2. Perimeter braced frame structure as proposed in 2102 Keith Drive building

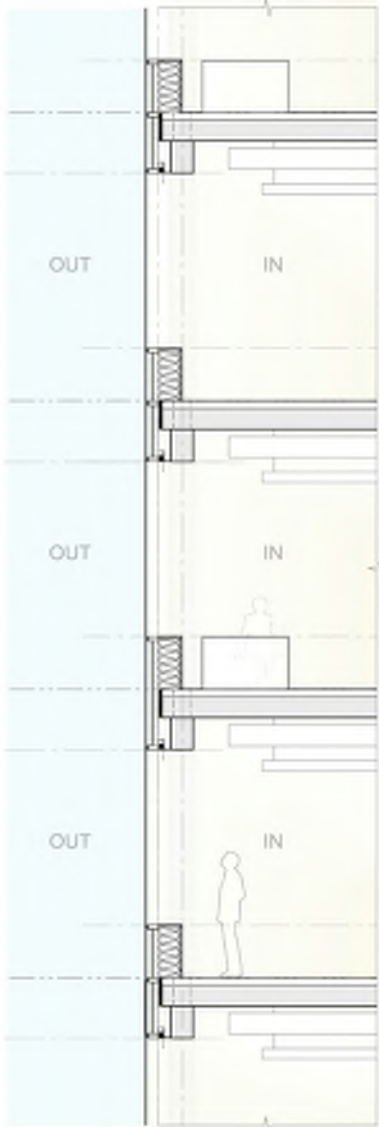


3. Balconies accentuate the braced frame structure as in the 2102 Keith Drive building

BUILDING ENVELOPE

This project has high sustainability targets that reflect the values and philosophies of the client. A high performance building envelope is integral to the project. It consists of a high performance curtain wall with approximately 50% glazing to solid ratio. The south facade contains integrated solar shading.

The balconies are connected by a diagonal strut visually aligned with the timber braced frames, creating a self-supported balcony structure that does not rely on cantilevers from the primary building structure. This allows the balcony elements to be pinned back to the primary structure, therefore reducing thermal breaks through the building envelope. The balconies also provide solar shading for the glass facade.



North Facade Section



South Facade Section



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KEYPLAN

SEAL

2102 Keith Drive

DESIGN RATIONALE

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KEYPLAN

SEAL

2102 Keith Drive

STREETSCAPE ELEVATIONS

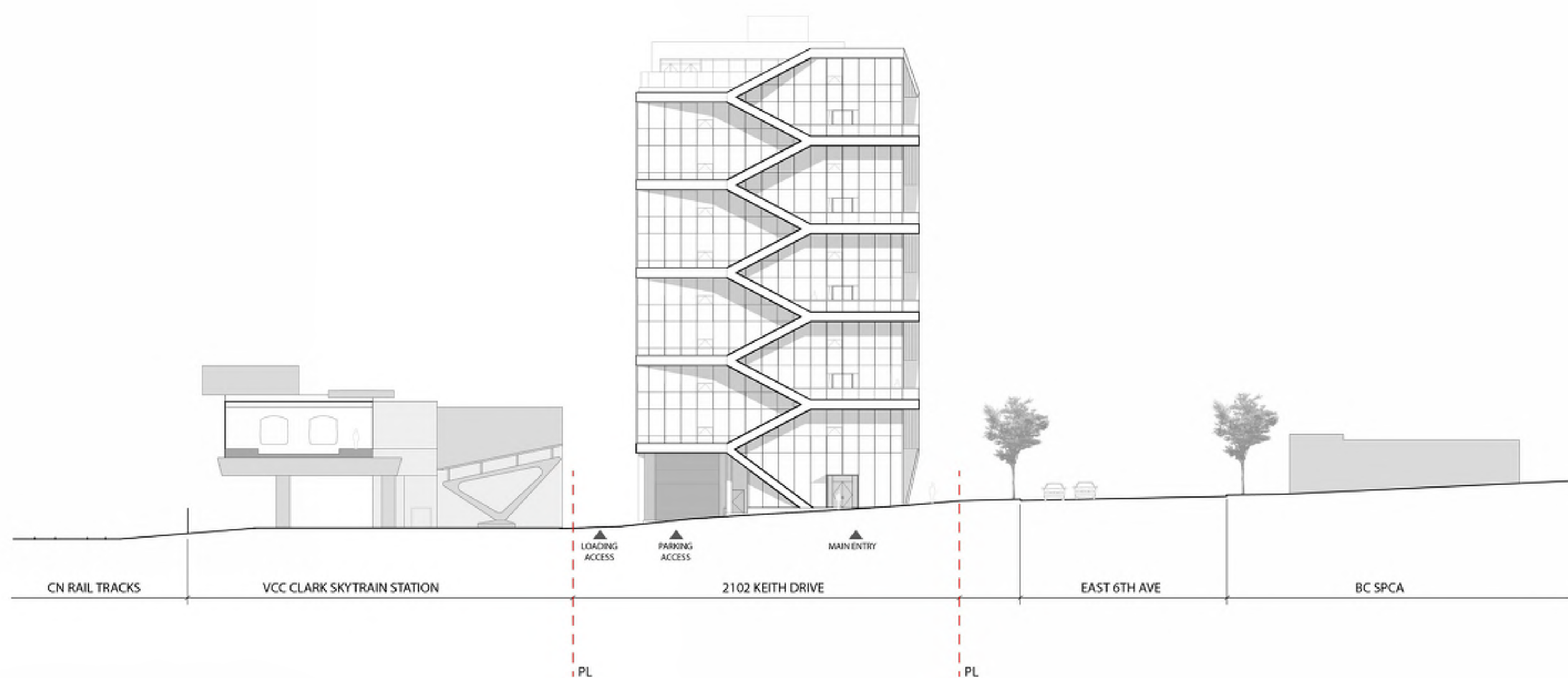
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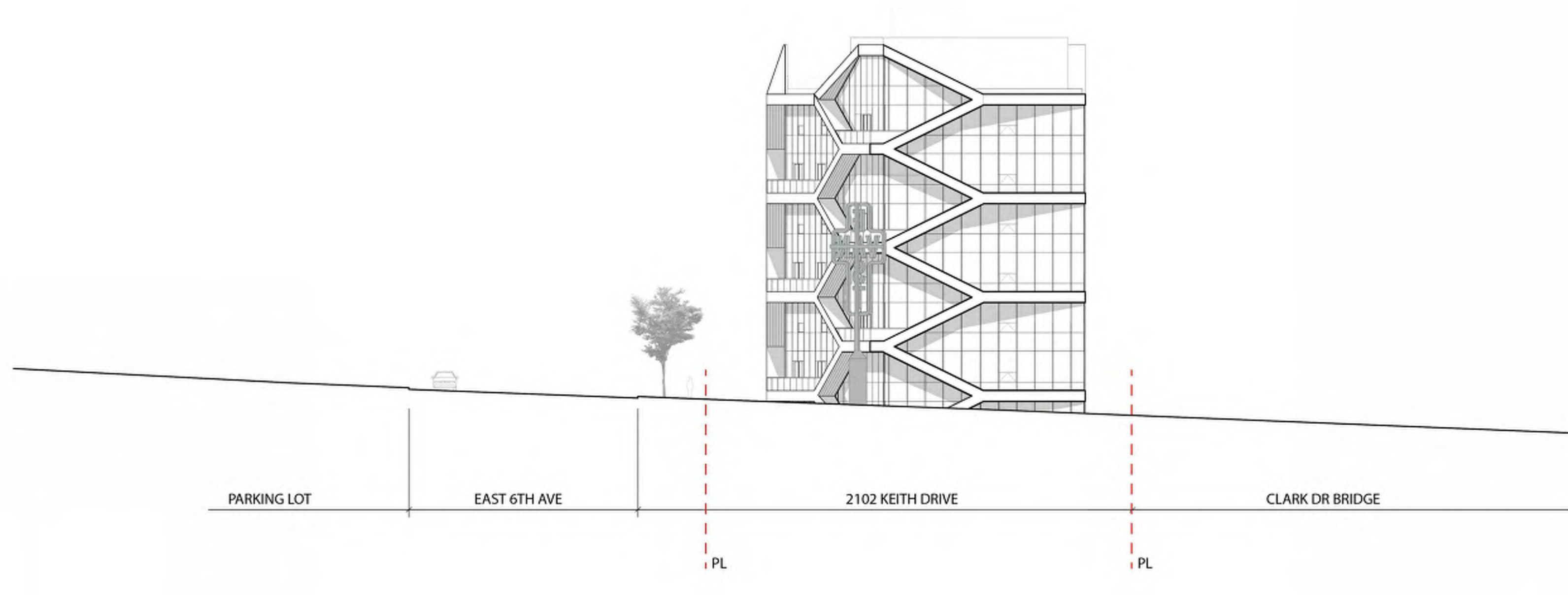
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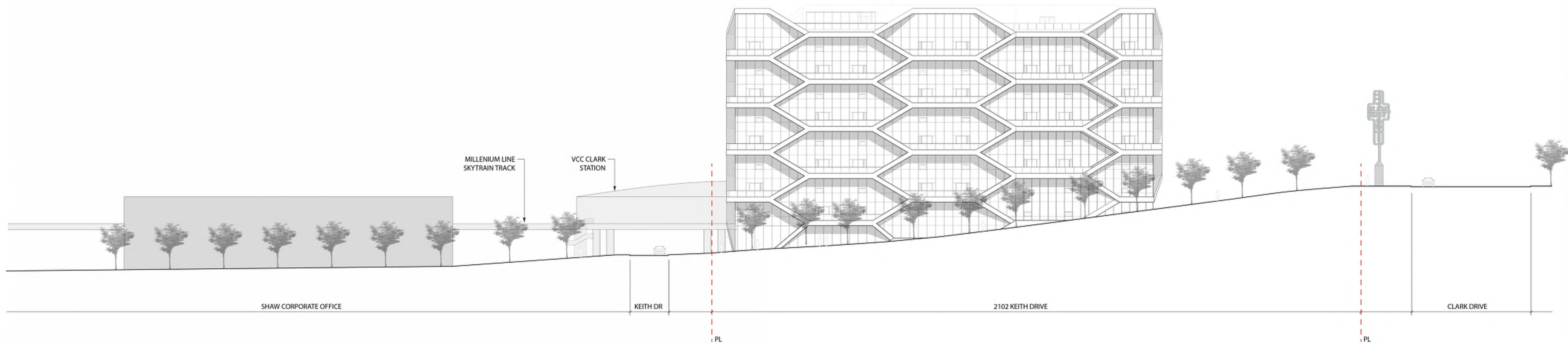
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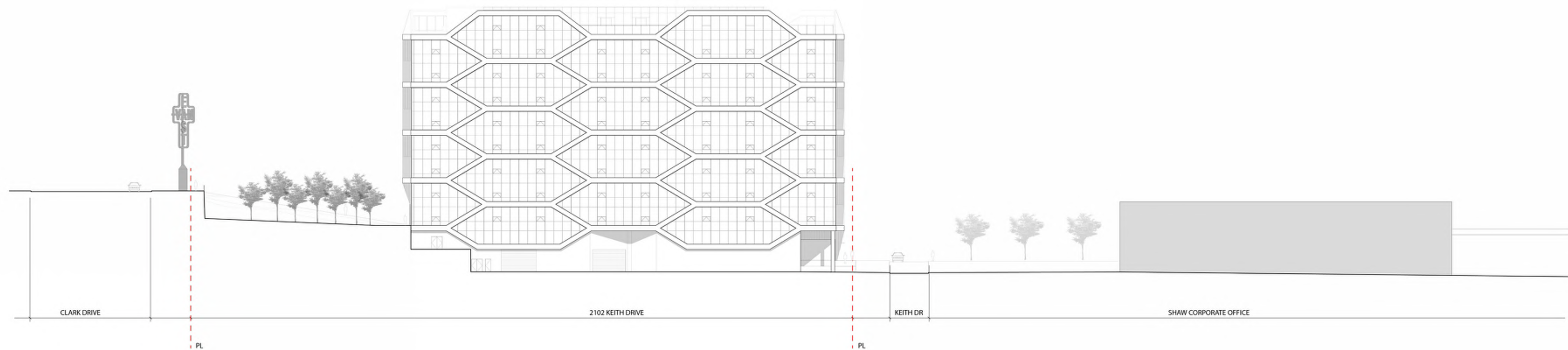
STREETSCAPE ELEVATION: KEITH DR, LOOKING EAST



STREETSCAPE ELEVATION: CLARK DR, LOOKING WEST



STREETSCAPE ELEVATION: EAST 6TH AVE, LOOKING NORTH



STREETSCAPE ELEVATION: TRANSLINK SRW TO SOUTH

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KEYPLAN

SEAL

2102 Keith Drive

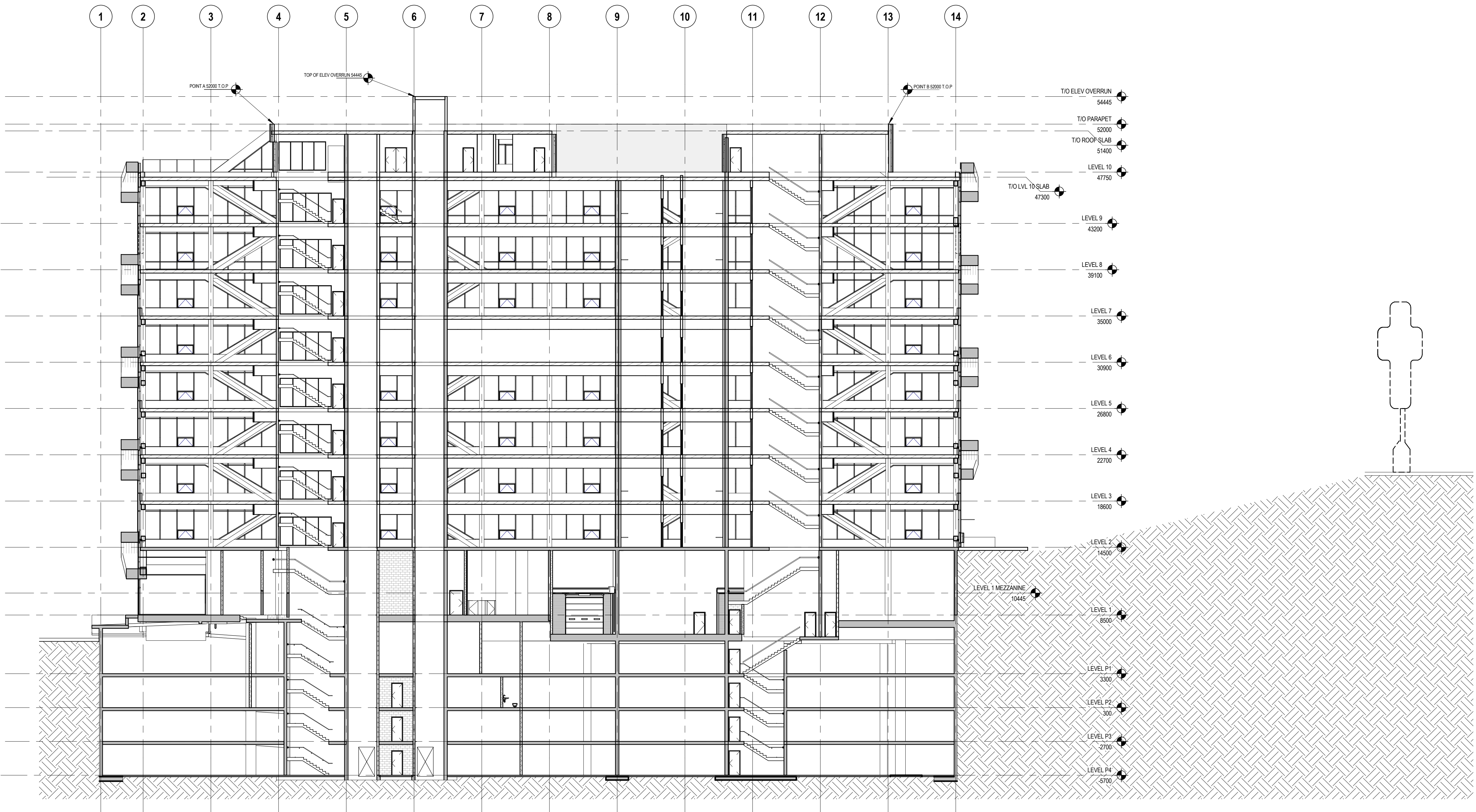
BUILDING HEIGHT

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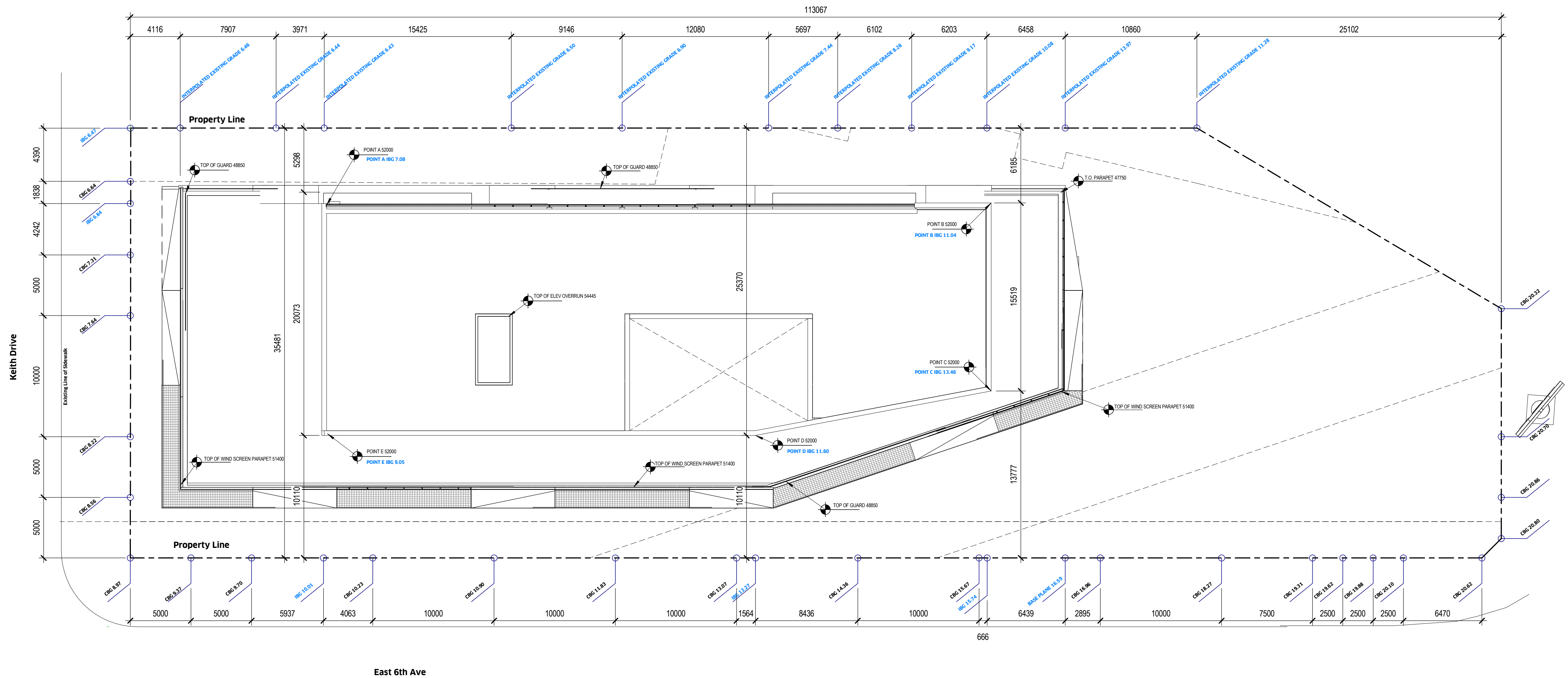
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Note: Interpolated existing grades along north property line based on survey (A0.02)

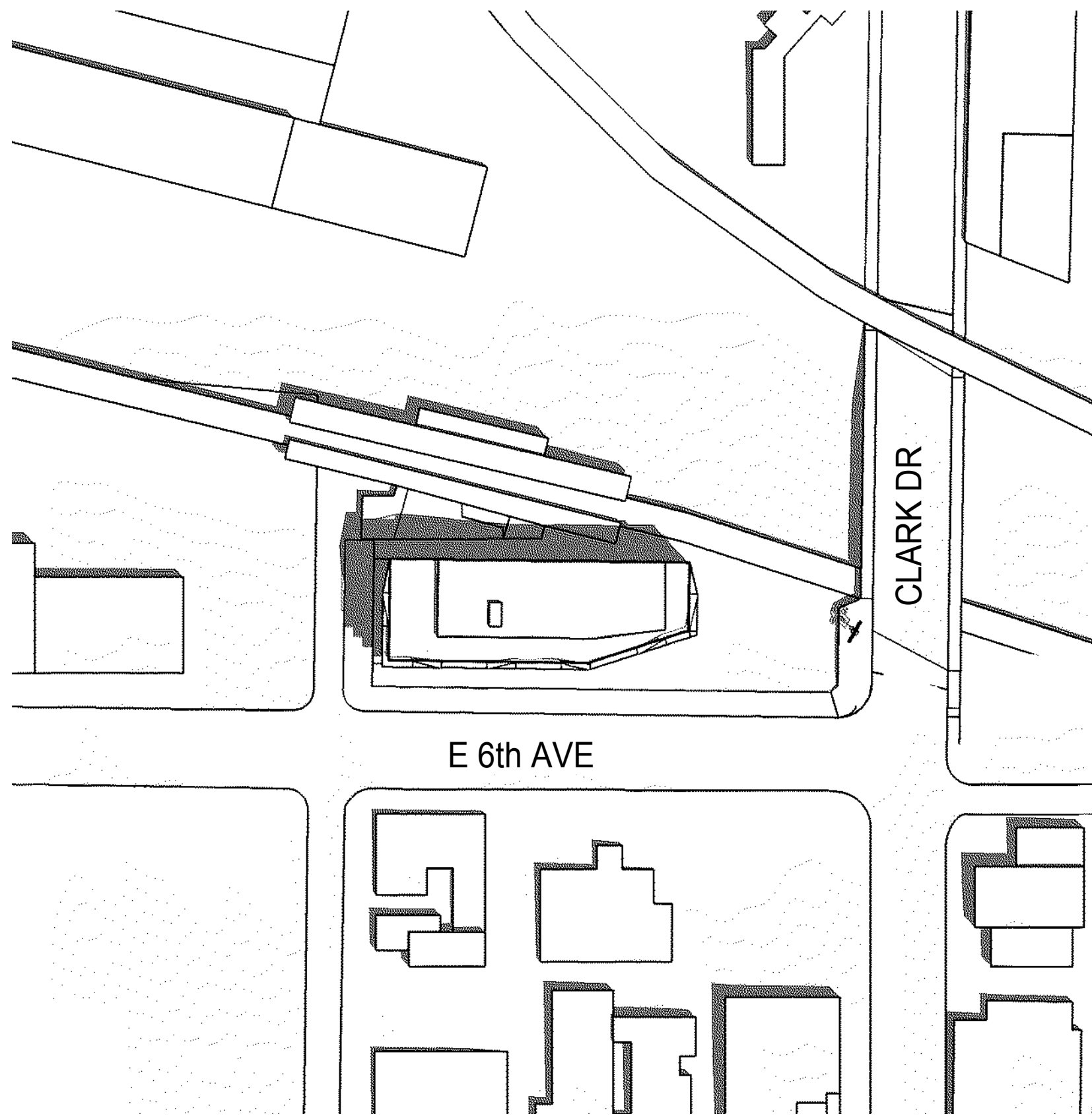


Proposed Height (I-3 4.3.3): 44.90m

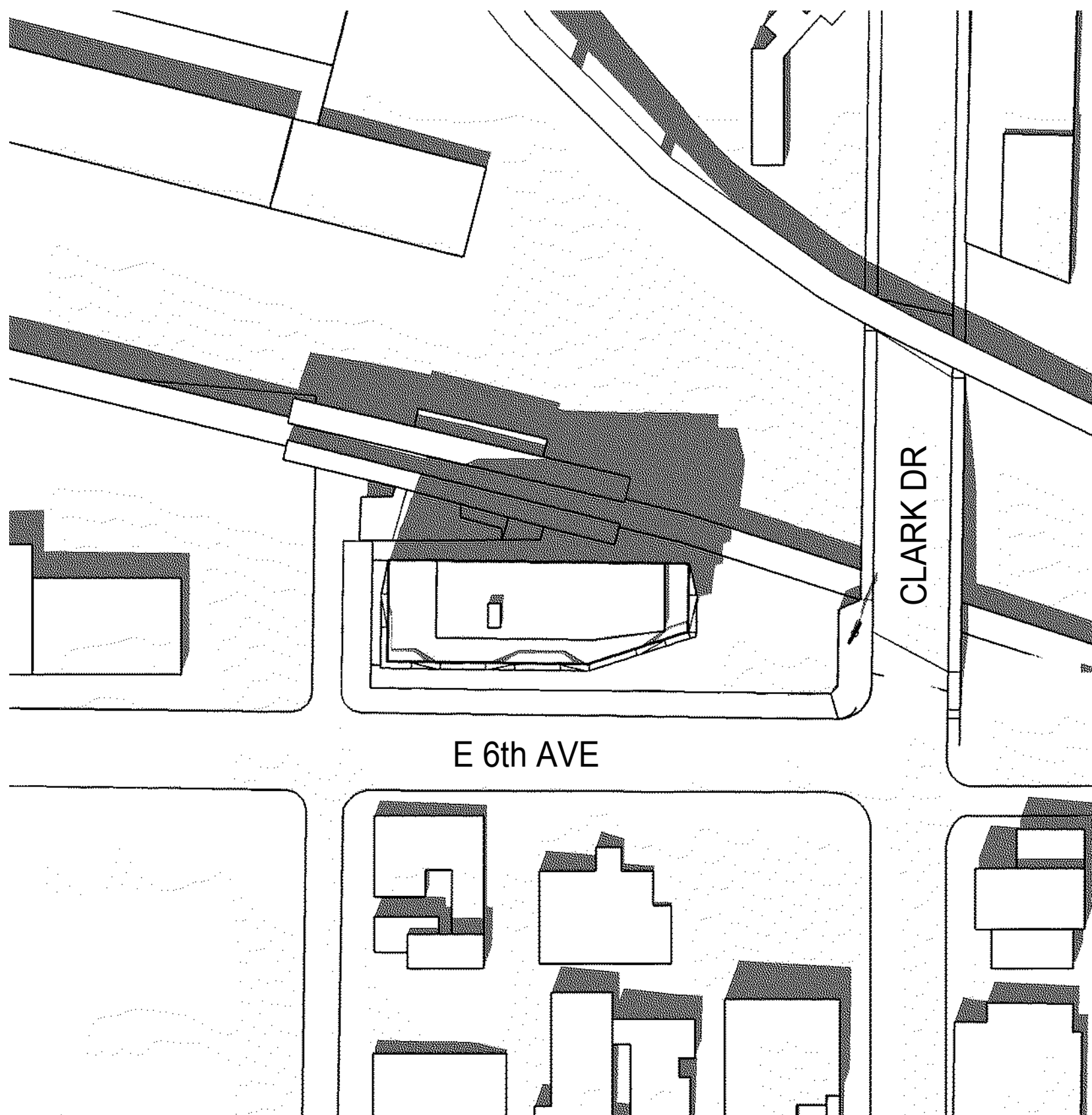
13 Zoning Sub-Area A:
Outright Allowable Height: 18.3m
Discretionary Height (I-3 4.3.2): 30.5m
Discretionary Height (I-3 4.3.3): 45.7m

BUILDING HEIGHT (m)			
Station Point	Building Elevation	Interpolated Building Grade (IBG)	Building Height
A	Top of Parapet: 52m	7.80	44.90
B	Top of Parapet: 52m	11.04	40.96
C	Top of Parapet: 52m	13.46	38.54
D	Top of Parapet: 52m	11.60	40.40
E	Top of Parapet: 52m	9.05	42.95

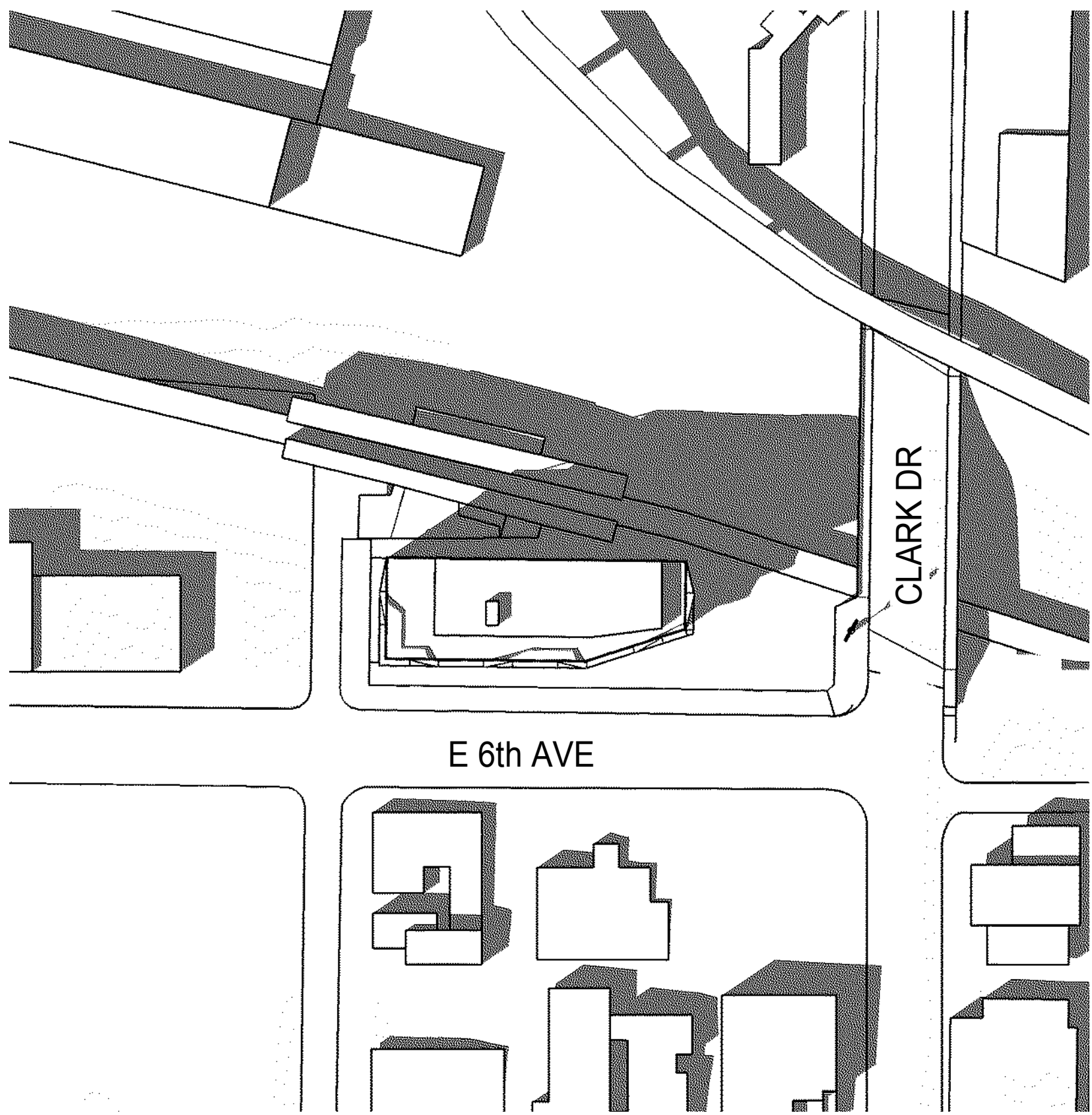
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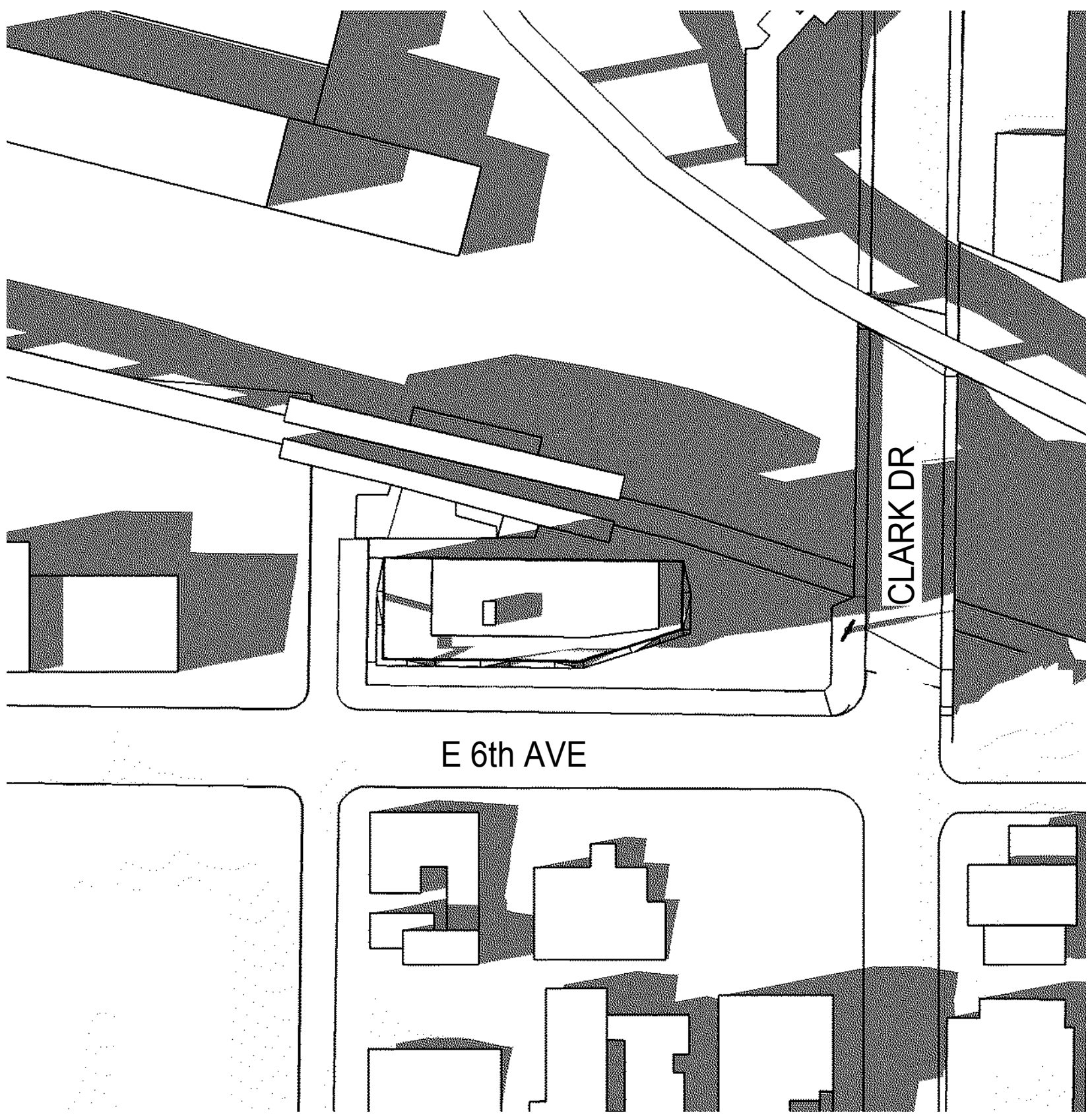
10:00 am



12:00 pm

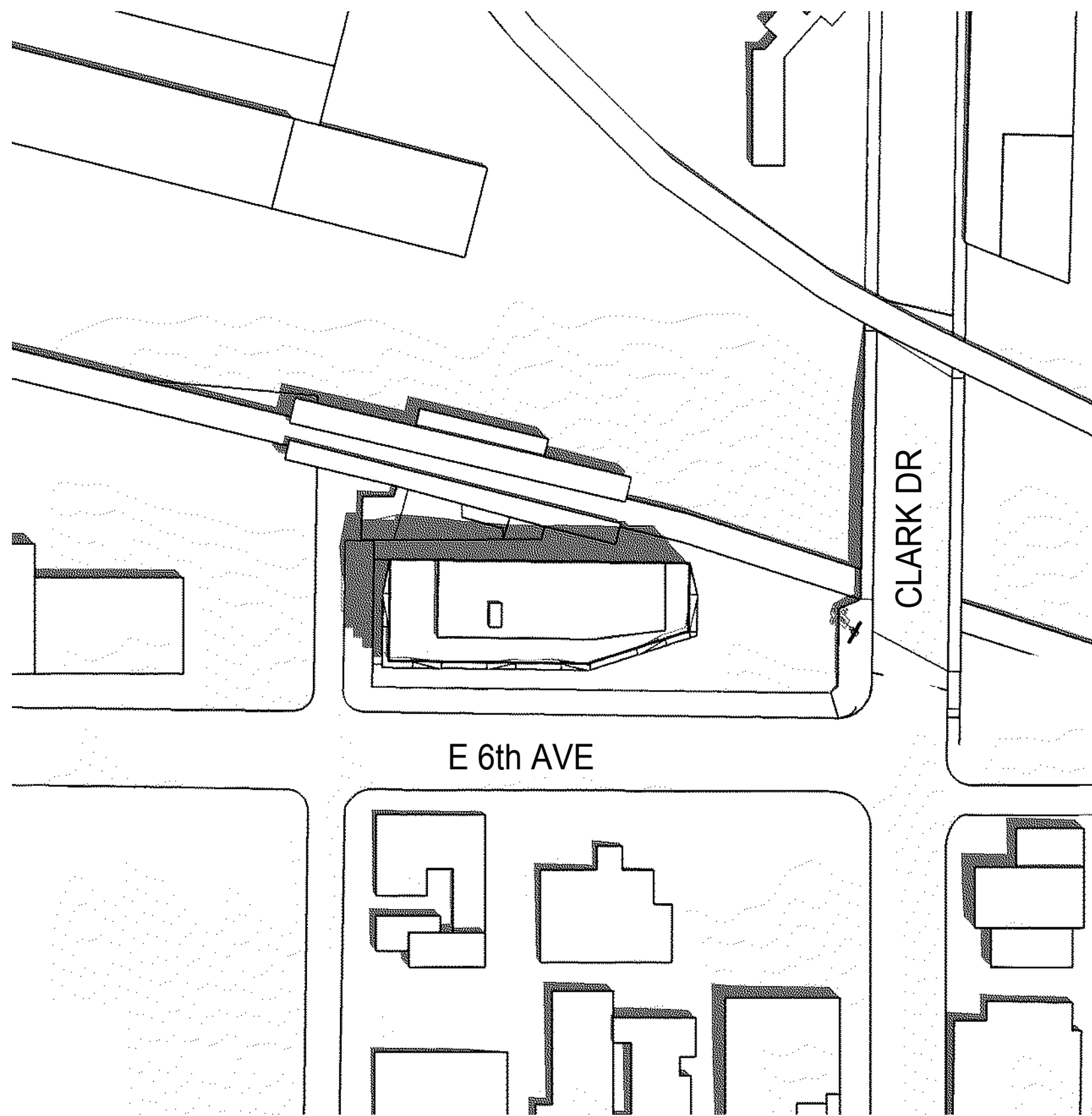


2:00 pm

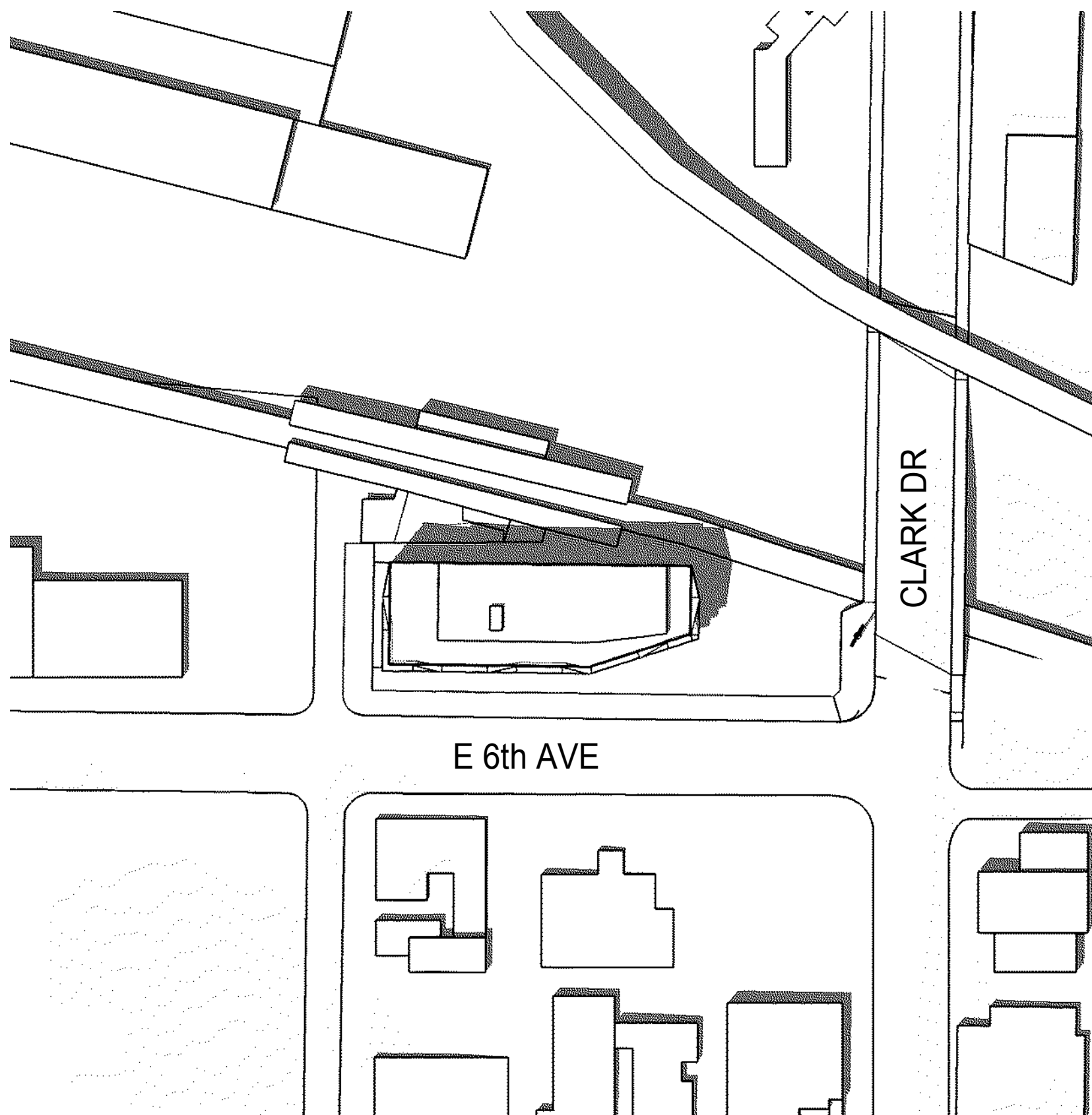


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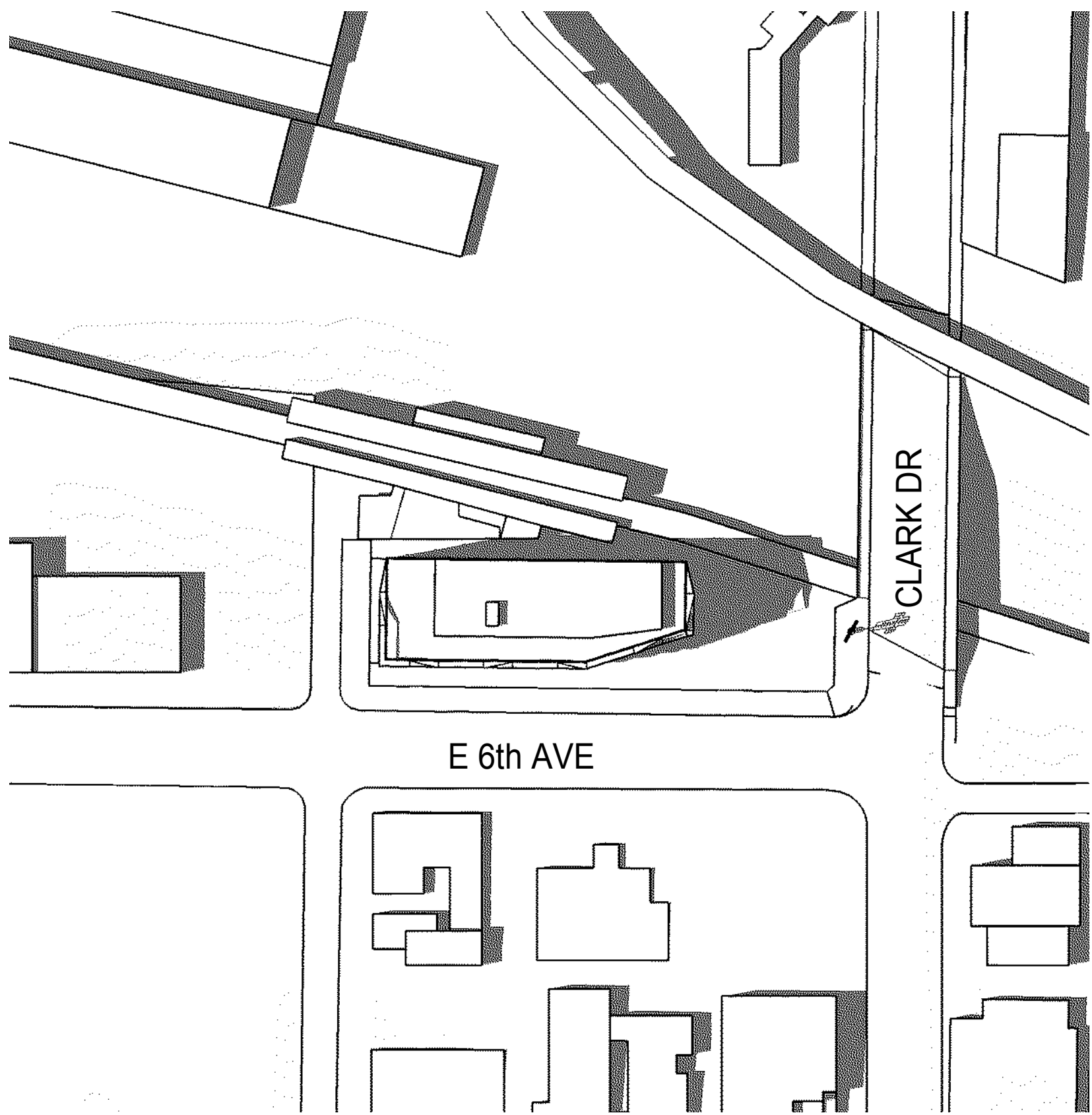
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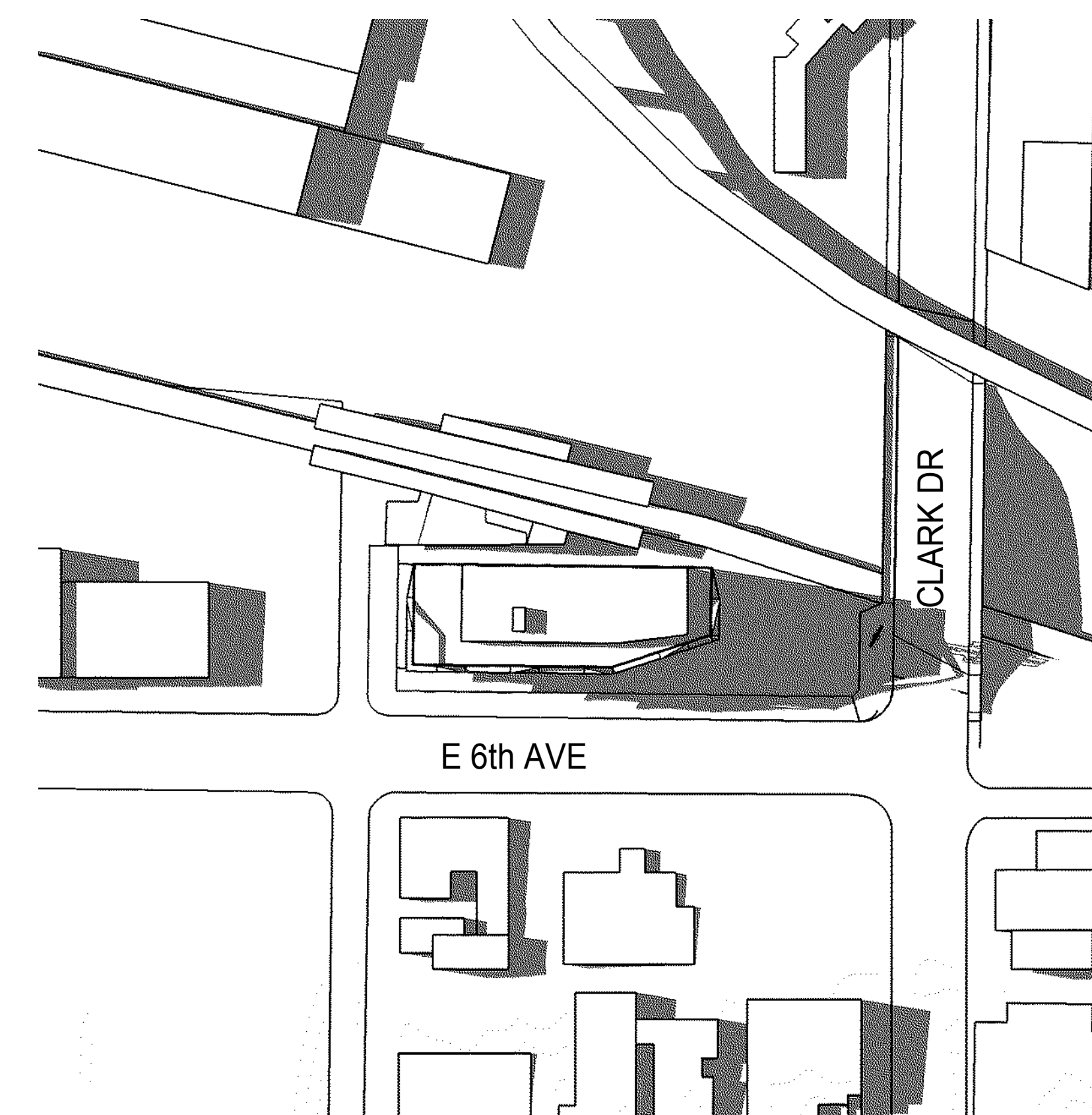
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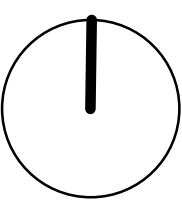
12:00 pm



2:00 pm



4:00 pm



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KEYPLAN

SEAL

2102 Keith Drive

SHADOW ANALYSIS

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SUSTAINABILITY STRATEGIES

The applicant and design team are committed to incorporating green building principles into the design and long term operations of the proposed Commercial development at 2102 Keith Drive. The project has been registered with the Canada Green Building Council's LEED v4 for Core and Shell rating system under the registration number 19905 and will utilize a 60+ point strategy to be equal to a Gold level of design. The following list, along with a LEED checklist, highlights prominent sustainable features which will achieve these points. This commercial development will become a showcase project for energy performance and environmentally responsible building construction through:

Sustainable Site

The project is located on a previously developed infill site, avoiding sensitive habitats and taking advantage of existing infrastructure and surrounding amenities which promote a walkable community. The development's design densifies the existing site to maximize land usage. The site is located within a short walking distance from the China Creek North Park and various other consumer amenities. This location provides optimum connectivity to pedestrian, bicycle and public transit options. The project also offers access to the VCC Clark skytrain station, bus routes 84 and 22 encouraging building occupants to utilize alternative transportation opportunities, reducing dependence on single occupancy vehicles. The location along transit corridors combined with secured storage for bicycles and electric vehicle charging within the proposed building affords a distinct advantage for carless commuters. Landscaping will utilize a selection of vegetation to be native and adaptive, supporting less intensive landscape maintenance. The development's green space will be designed to reduce the heat island effect, minimize erosion, and provide appealing open space to draw occupants out of the building to enjoy the outdoors and better connect to their environment through landscaping. An erosion and sedimentation control plan will be implemented to minimize erosion and sedimentation during demolition, site preparation and throughout construction. Best practices will be implemented during construction to optimize air quality for site workers and the surrounding area, and provide a clean and healthy building for future occupants.

Water Use Efficiency

The project will address water management through two design approaches. Firstly, water conservation through low flow plumbing fixtures. To do this, the project will target a 35% reduction in potable water consumption through the use of aerators and water efficient flush valves in urinals and water closets. Secondly, the selection of native and adaptive plantings will significantly reduce the reliance on irrigation. When irrigation is necessary, a high efficiency irrigation system will be utilized to reduce the building's potable water demand. The goal is for the project to demonstrate a 50% reduction in irrigation water. The combined indoor and outdoor water use strategies support an integrated approach to reduce demand on the City of Vancouver's water services, while limiting the waste of potable treated water supplies. The cooling tower water use for the project will also be taken under consideration to optimize its use as well through carefully studying the concentration of chemicals in its water cycle

Energy Performance

The project's goal is to achieve a significant amount of energy cost savings compared with the ASHRAE 90.1-2010 and will drive the mechanical, electrical and architectural systems selection. High performance systems will be considered throughout design to ensure the project's energy performance is met. To maximize the envelope efficiency of the building, moderate window to wall ratios will be utilized to manage solar heat gains through the exterior glazing, while retaining energy to maintain thermal comfort. The wall systems for the building will be specified to support the window assemblies in their performance and be well insulated to eliminate energy transfer between the interior and exterior spaces. In addition to a high efficiency envelope, the development will further reduce energy, and carbon emissions through a high efficiency HVAC design. To maximize energy efficiency, the building will utilize an air source heat pump as a means of generating building heating and cooling energy using low carbon electricity. This increase in efficiency will directly reduce the amount of natural gas and electricity that would have otherwise been required to condition the buildings, resulting in a reduced carbon footprint. As an industry standard, there will be no use of CFC's in the refrigerants for the project. All throughout its operational life, the energy of the project will not only be metered at the building level, but use advanced metering techniques to monitor energy consumption to ensure the targeted performance is always being delivered. In addition to a high performance system design, the development's mechanical and envelope systems will be commissioned, ensuring the ongoing performance and energy management of the entire development through building operations, ultimately resulting in continued energy savings and environmental benefit beyond the initial design of the project.

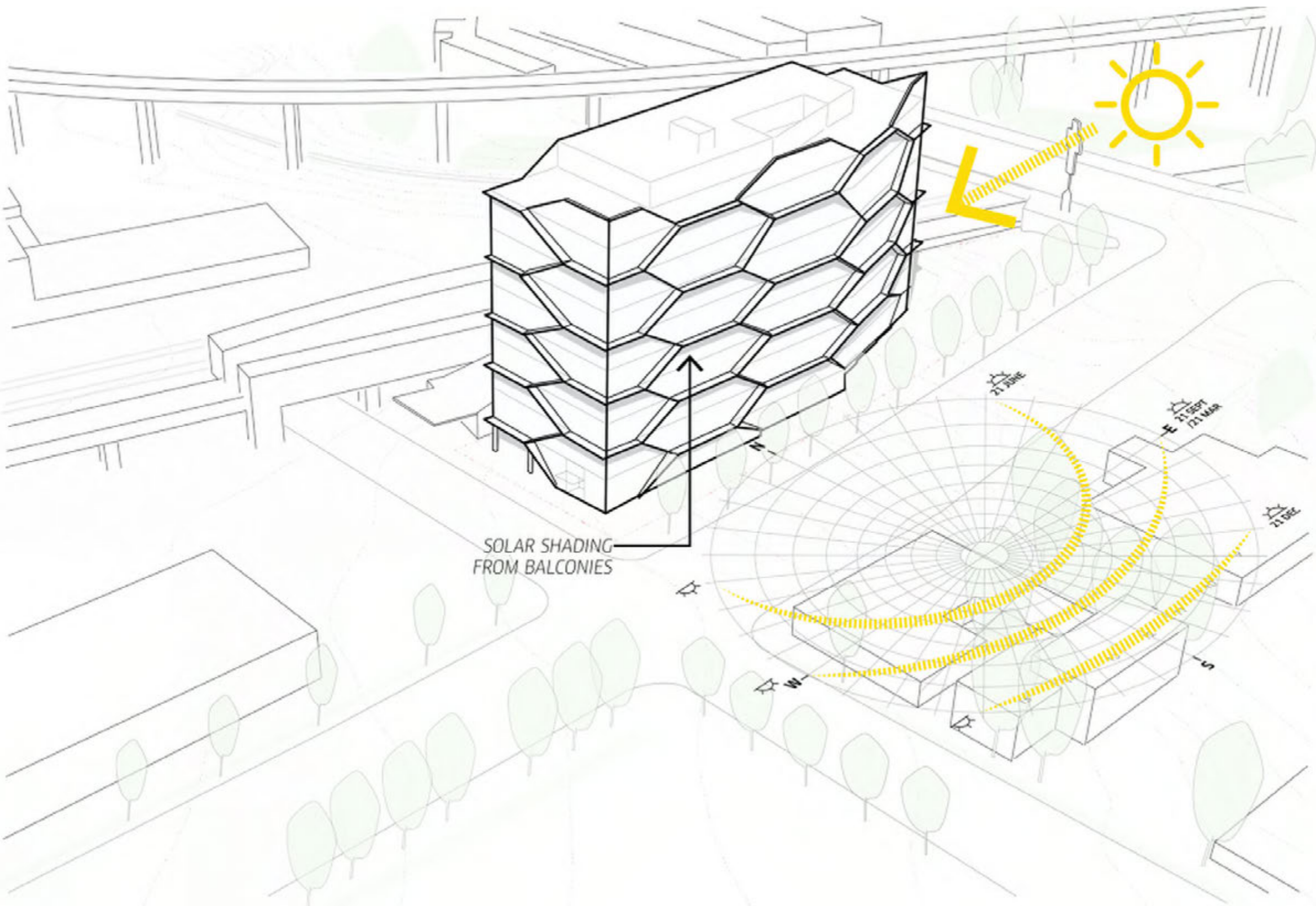
Building Materials

Construction waste management will be an integral part of the building process, firstly through source minimization, smart product selection, packaging and transport. An LCA study for the building to carefully understand its impact from its inception to the end of its operational life would be carried out to handpick the best suited materials for construction. Recycled content and regionally sourced materials will be preferred through the selection process, focusing on steel, concrete and glass components, reducing the impact of extracting of virgin resources. These materials retain their high value in the recycling chain and so once the service life of the proposed building comes to an end, re-use and integration into new building materials is a viable option. Furthermore, waste generated on site during construction will be addressed through a comprehensive waste management plan, detailing recycling facilities and documenting the diversion of standard debris from landfills.

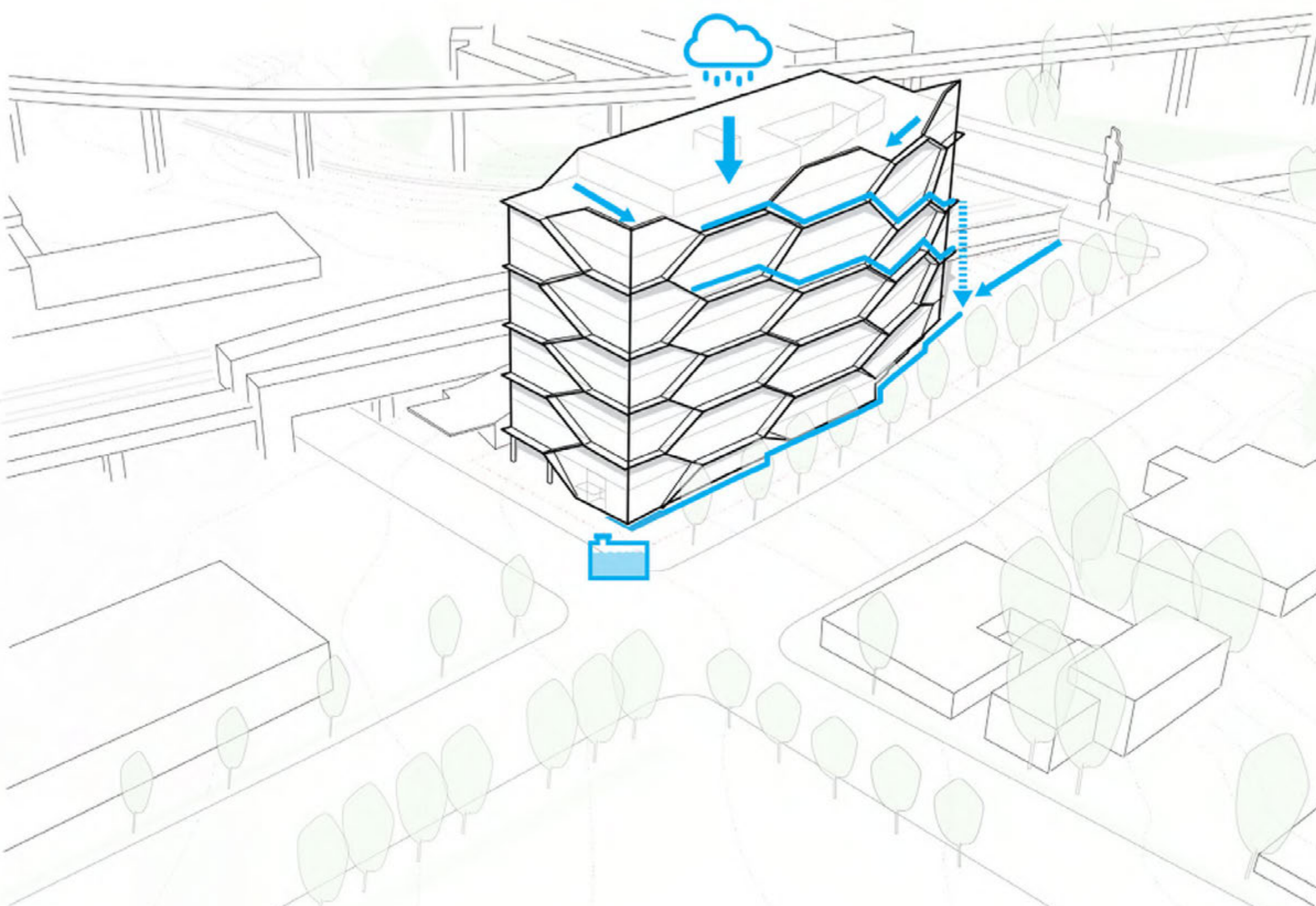
Indoor Environment

Outdoor air ventilation will be implemented, adhering to ASHRAE 62.1-2010 to reduce occupant exposure to indoor pollutants by ventilating with outdoor air. A combination of airflow monitoring and tenant CO2 monitoring equipment will be employed to continually monitor and adjust ventilation rates to mitigate the effects of CO2 build up and sick building syndrome. Where possible, air filters with a minimum efficiency reporting value (MERV) of 13 will be installed to remove particulate matter from the air supply system. To further improve the indoor air quality of the building, interior finishes and coatings will be specially selected to limit the quantities of harmful volatile organic compounds (VOCs) which would be off-gassed after installation. Construction will be managed to minimize dust and other particulates compromising the air quality of adjacent spaces. Prior to occupancy, the spaces will be tested to ensure chemical concentrations are below a reasonable threshold for human health.

The above noted strategies support a holistic approach to addressing the sustainability goals of the design team. Implementing these strategies through design and construction will produce an intelligently designed project capable of delivering enhanced building performance while also improving indoor environmental quality for residents.



SOLAR CONTROL



RAINWATER MANAGEMENT



2102 Keith Drive: Preliminary GOLD-level Checklist LEED v4 BD+C: CORE + SHELL Date Issued: August 16, 2018 USGBC Project No.: 19905			
Project Total Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110 points			
Integrative Process Possible Points: 1			
IPc1 Integrative Process			
Location + Transportation Possible Points: 20			
LTc1 LEED for Neighborhood Development Location LTc2 Sensitive Land Protection LTc3 High Priority Site LTc4 Surrounding Density and Diverse Uses LTc5 Access to Quality Transit LTc6 Bicycle Facilities LTc7 Reduced Parking Footprint LTc8 Green Vehicles			
Sustainable Sites Possible Points: 11			
SSc1 Construction Activity Pollution Prevention SSc1 Site Assessment SSc2 Site Development: Protect or Restore Habitat SSc3 Open Space SSc4 Rainwater Management SSc5 Heat Island Reduction SSc6 Light Pollution Reduction SSc7 Tenant Design and Construction Guidelines			
Water Efficiency Possible Points: 11			
WEc1 Outdoor Water Use Reduction: 30% WEc2 Indoor Water Use Reduction: 20% WEc3 Building-Level Water Metering WEc1 Outdoor Water Use Reduction WEc2 Indoor Water Use Reduction WEc3 Cooling Tower Water Use WEc4 Water Metering			
Energy + Atmosphere Possible Points: 33			
EAc1 Fundamental Commissioning and Verification EAc2 Minimum Energy Performance EAc3 Building-Level Energy Metering EAc4 Fundamental Refrigerant Management EAc1 Enhanced Commissioning EAc2 Optimize Energy Performance: EAc3 Advanced Energy Metering EAc4 Demand Response EAc5 Renewable Energy Production EAc6 Enhanced Refrigerant Management EAc7 Green Power and Carbon Offsets			
Materials + Resources Possible Points: 14			
MRc1 Storage & Collection of Recyclables MRc2 Construction and Demolition Waste Management Planning MRc1 Building Life-Cycle Impact Reduction MRc2 Building Product Disclosure & Optimization: Environmental Product Declarations MRc3 Building Product Disclosure & Optimization: Sourcing of Raw Materials MRc4 Building Product Disclosure & Optimization: Material Ingredients MRc5 Construction & Demolition Waste Management			
Indoor Environmental Quality Possible Points: 10			
IEQc1 Minimum IAQ Performance IEQc2 Environmental Tobacco Smoke (ETS) Control IEQc1 Enhanced Air Quality Strategies IEQc2 Low-Emitting Materials IEQc3 Construction IAQ Management Plan IEQc7 Daylight IEQc8 Quality Views			
Innovation + Design Process Possible Points: 6			
IDc1 Innovation: Green Building Education IDc1.2 Innovation: Purchasing Plan - Lamps IDc1.3 Innovation Pilot: LEED O+M Starter Kit IDc1.4 Exemplary Performance: Access to Quality Transit IDc1.5 Exemplary Performance: Construction Waste Management IDc2 LEED™ Accredited Professional			
Regional Priority Credits Possible Points: 4			
RPr1.1 Regional Priority: Indoor Water Use Reduction (4 pts) RPr1.2 Regional Priority: Enhanced Commissioning (5 pts) RPr1.3 Regional Priority: Building Life-Cycle Impact Reduction (3 pts) RPr1.4 Regional Priority: Outdoor Water Use Reduction (2 pts)			

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KEYPLAN

SEAL

2102 Keith Drive

SUSTAINABILITY

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A0.11-DP

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KEYPLAN

SEAL

2102 Keith Drive

FSR CALCULATION

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A0.12-DP

04600V

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FSR SUMMARY

Total Floor Area: 15,517 SM / 167,029 SF

Exclusions: 99.95 SM / 1,076 SF (Building Amenity)
321.52 SM / 3,461 SF (Exterior Balcony)

Total Area for FSR: 15,096.44 SM / 162,492 SF

Site Area: 3,822.77 SM / 41,147 SF

Proposed FSR: 3.95

Max Allowable FSR: 5.0

NOTE:
Allocation of Uses within the building are subject to change based on tenancing.

CREATIVE PRODUCTS MANUFACTURING (CPM) AND DIGITAL ENTERTAINMENT AND INFORMATION COMMUNICATION TECHNOLOGY (DEICT)

Level	Sq M	Sq Ft
LEVEL 1	184 m²	1,985 SF
LEVEL 2	1,726 m²	18,580 SF
LEVEL 3	1,726 m²	18,580 SF
LEVEL 4	1,726 m²	18,580 SF
LEVEL 7	1,726 m²	18,580 SF
LEVEL 8	1,726 m²	18,580 SF
LEVEL 9	1,711 m²	18,415 SF
LEVEL 10	712 m²	7,659 SF
Total	11,238 m²	120,960 SF

GENERAL OFFICE

Level	Sq M	Sq Ft
LEVEL 1	221.39 m²	2,383 SF
LEVEL 5	1,726.17 m²	18,580 SF
LEVEL 6	1,726.11 m²	18,580 SF
LEVEL 10	110.58 m²	1,190 SF
Total	3,784.25 m²	40,733 SF

NOTE:
GENERAL OFFICE MAXIMUM 33% OF 3.0 FSR WHICH IS 40,735.5 SF

RETAIL STORE (LIMITED SERVICE FOOD ESTABLISHMENT)

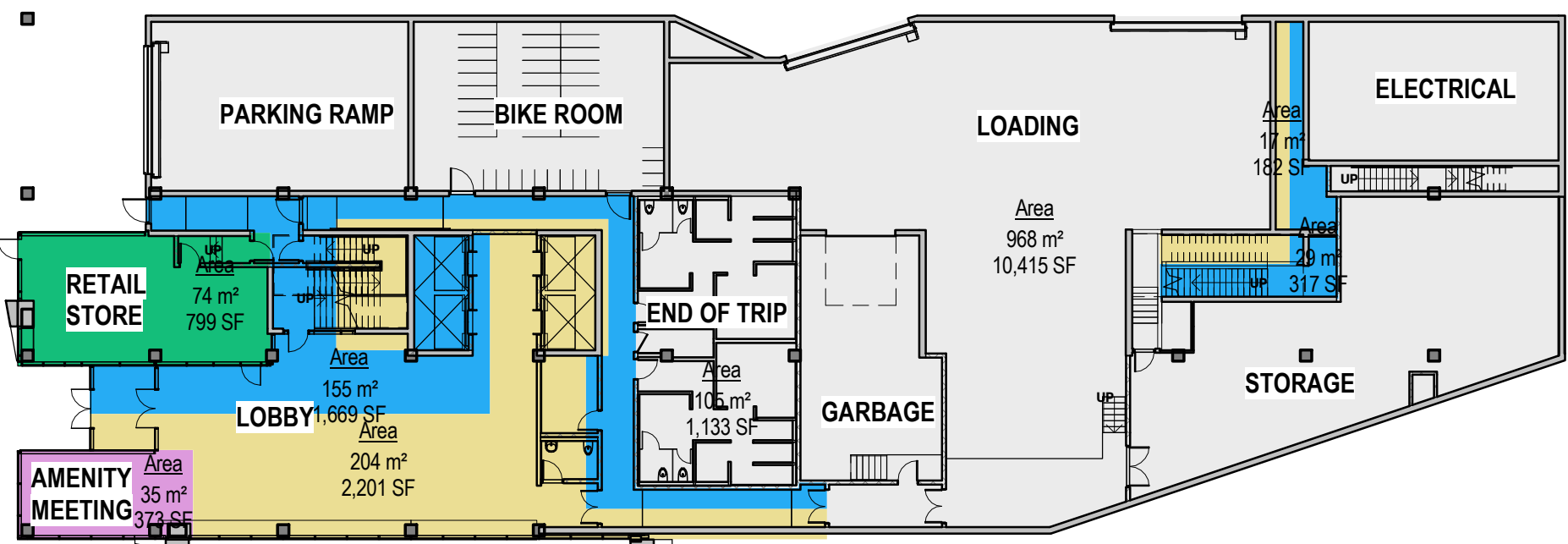
Level	Sq M	Sq Ft
LEVEL 1	74.19 m²	799 SF
Total	74.19 m²	799 SF

AMENITY AREA

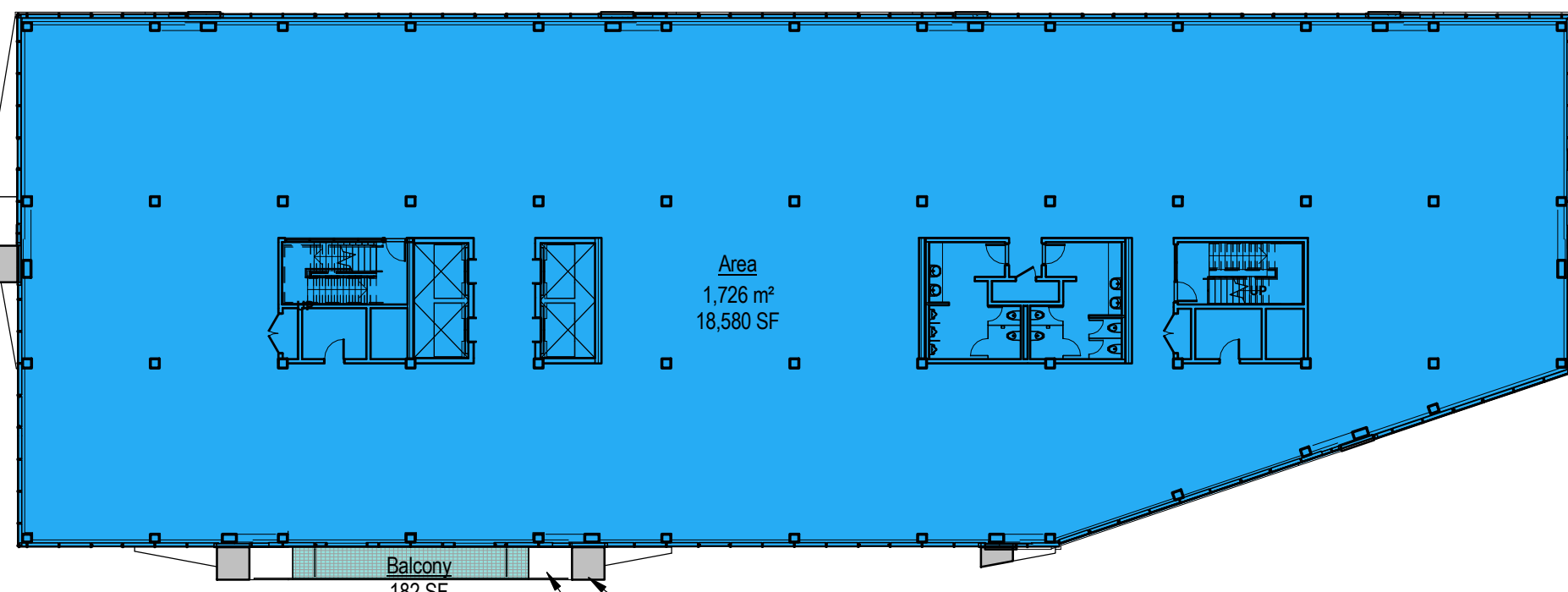
Level	Sq M	Sq Ft
Not Placed	0.00 m²	0 SF
LEVEL 1	34.67 m²	373 SF
LEVEL 10	60.28 m²	653 SF
Total	99.95 m²	1,076 SF

BALCONY AREA

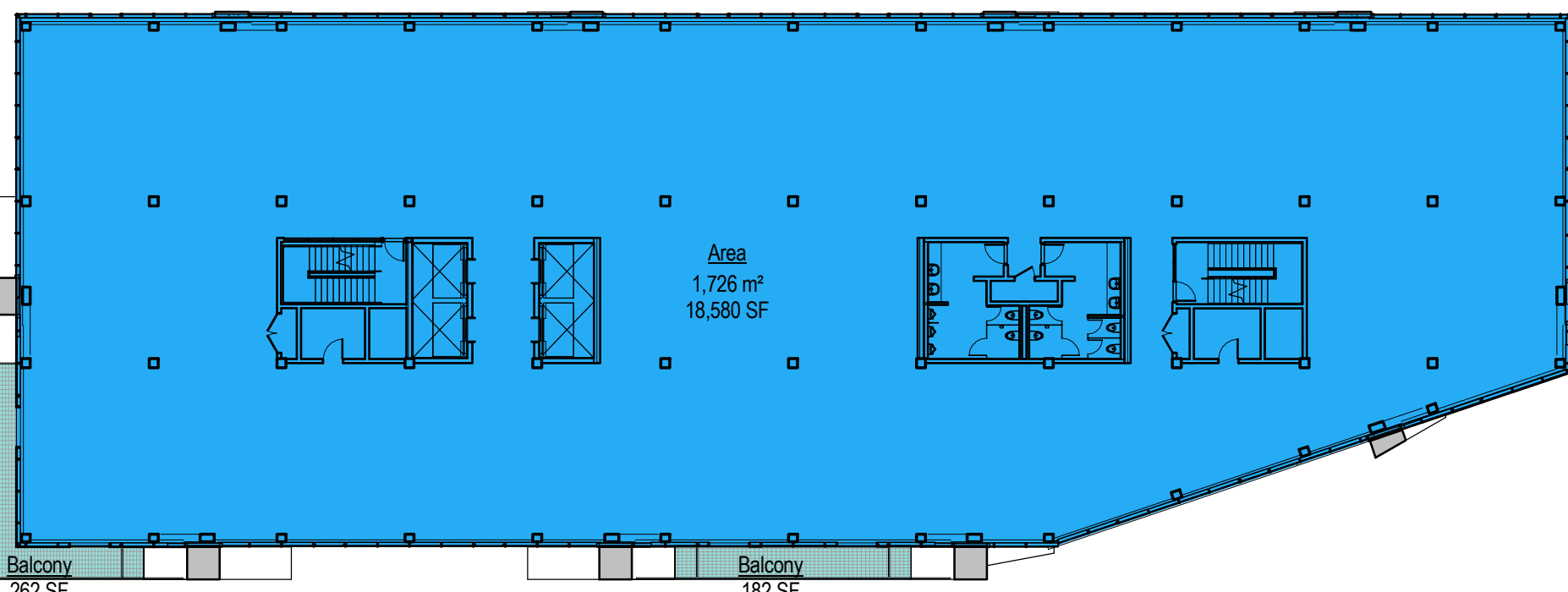
Level	Sq M	Sq Ft
LEVEL 2	16.89 m²	182 SF
LEVEL 3	41.23 m²	444 SF
LEVEL 4	35.39 m²	381 SF
LEVEL 5	52.44 m²	564 SF
LEVEL 6	35.32 m²	380 SF
LEVEL 7	52.28 m²	563 SF
LEVEL 8	35.37 m²	381 SF
LEVEL 9	52.61 m²	566 SF
Total	321.52 m²	3,461 SF



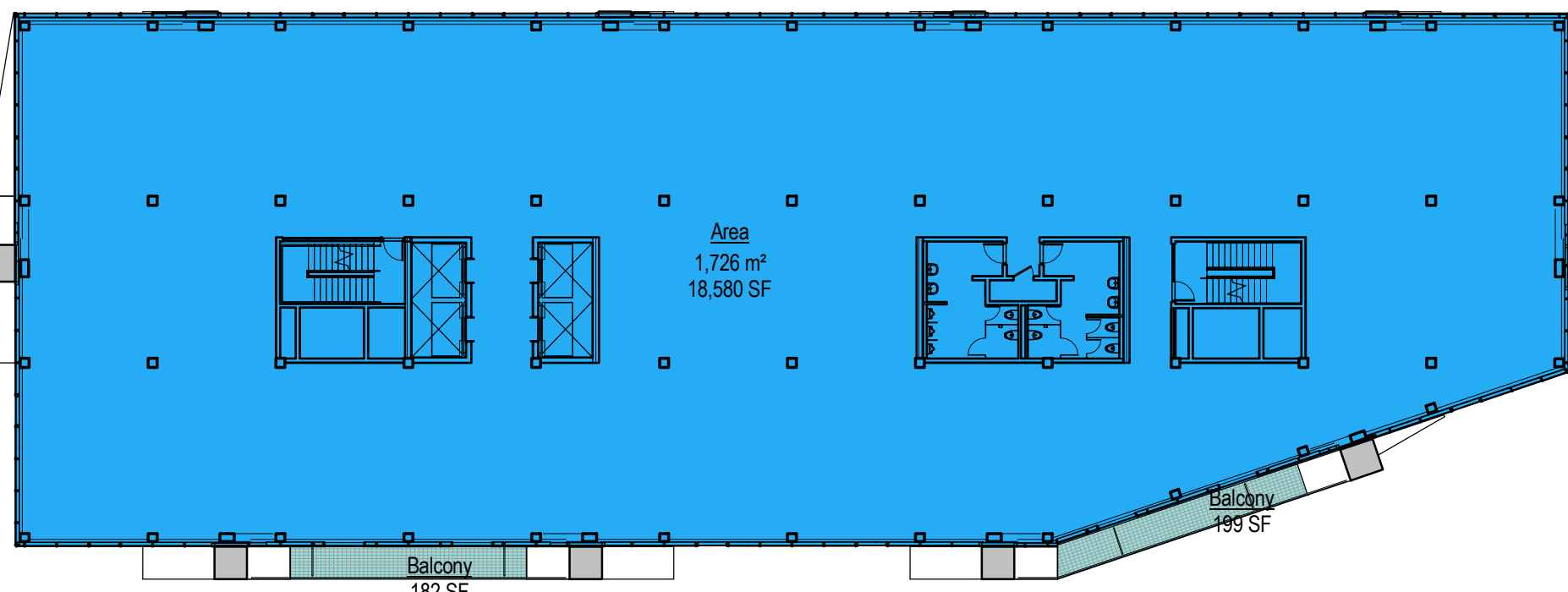
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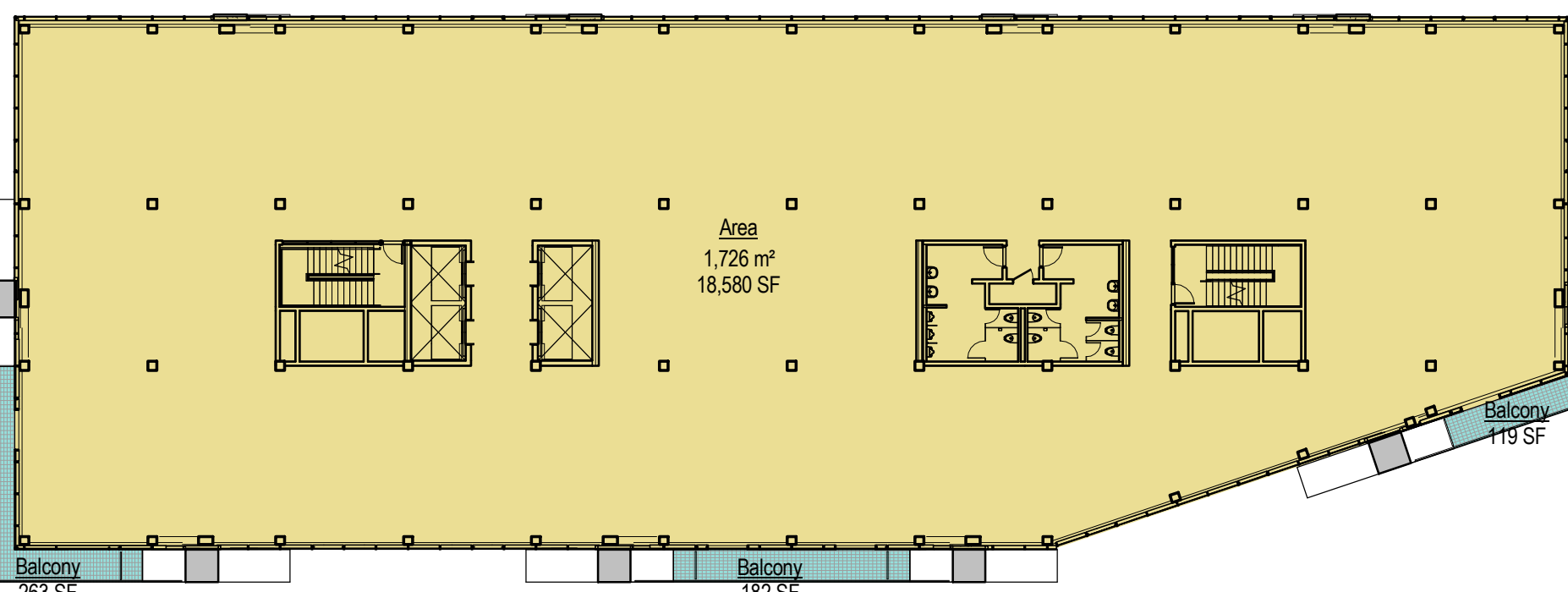
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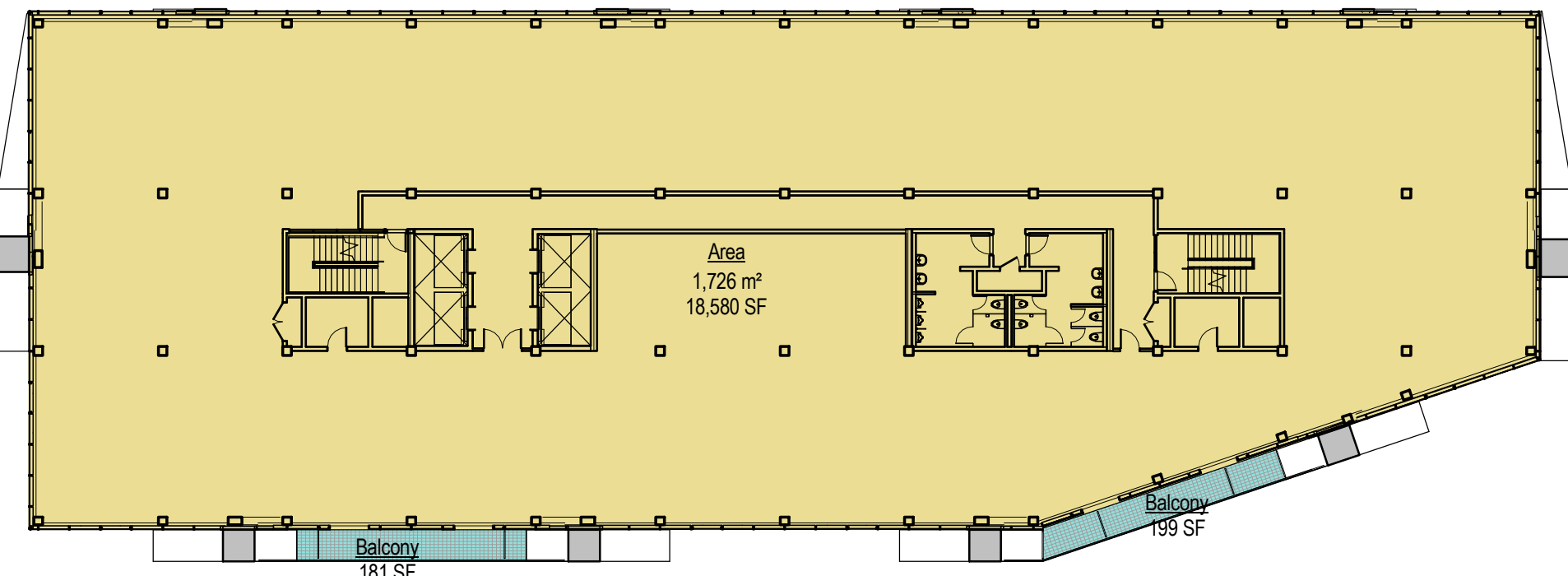
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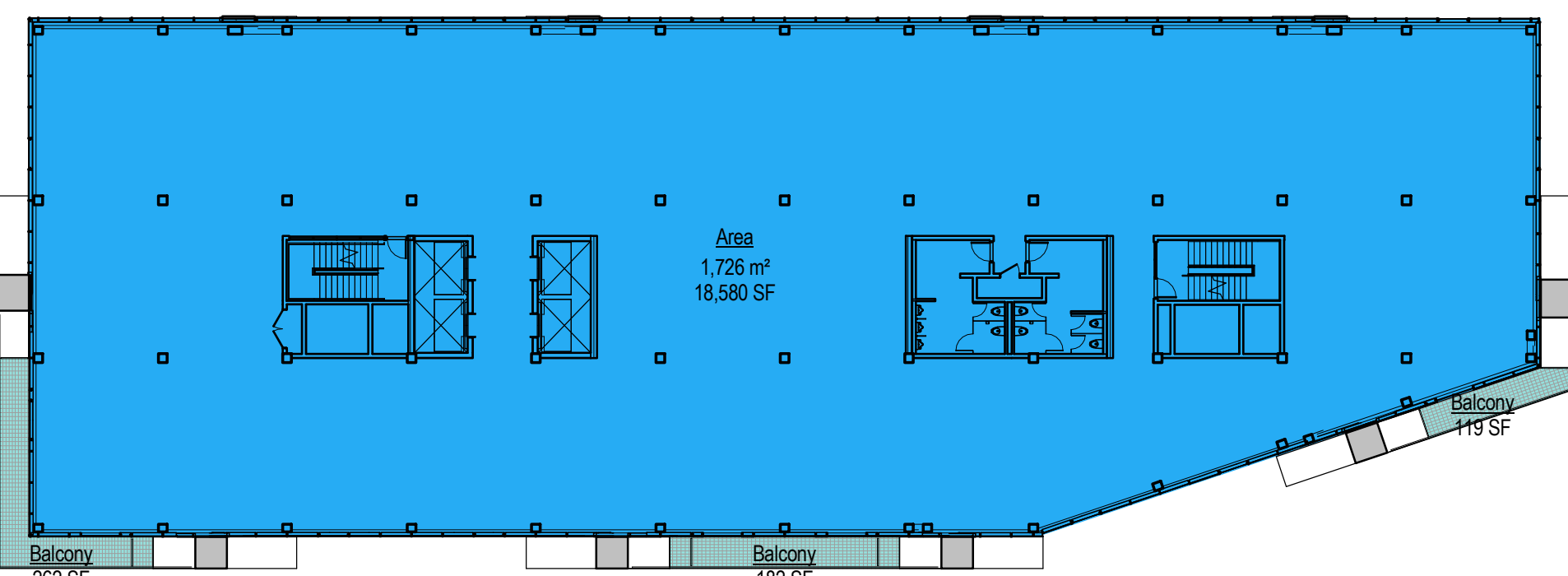
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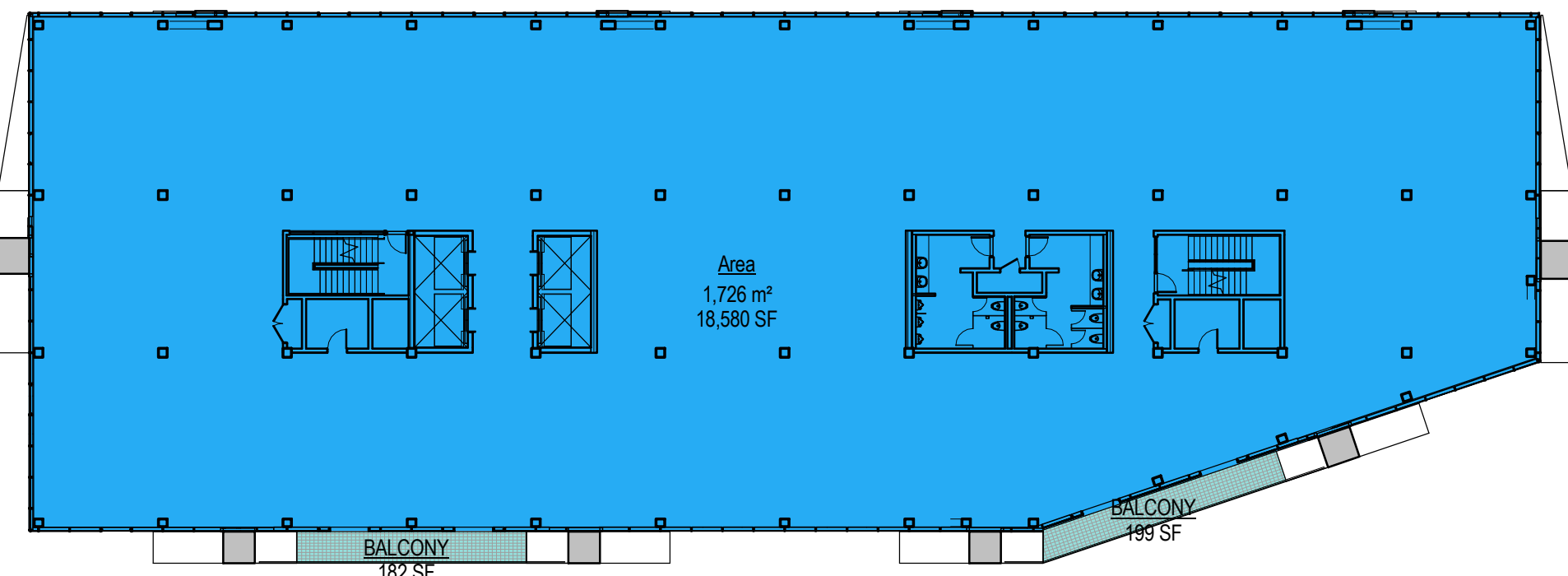
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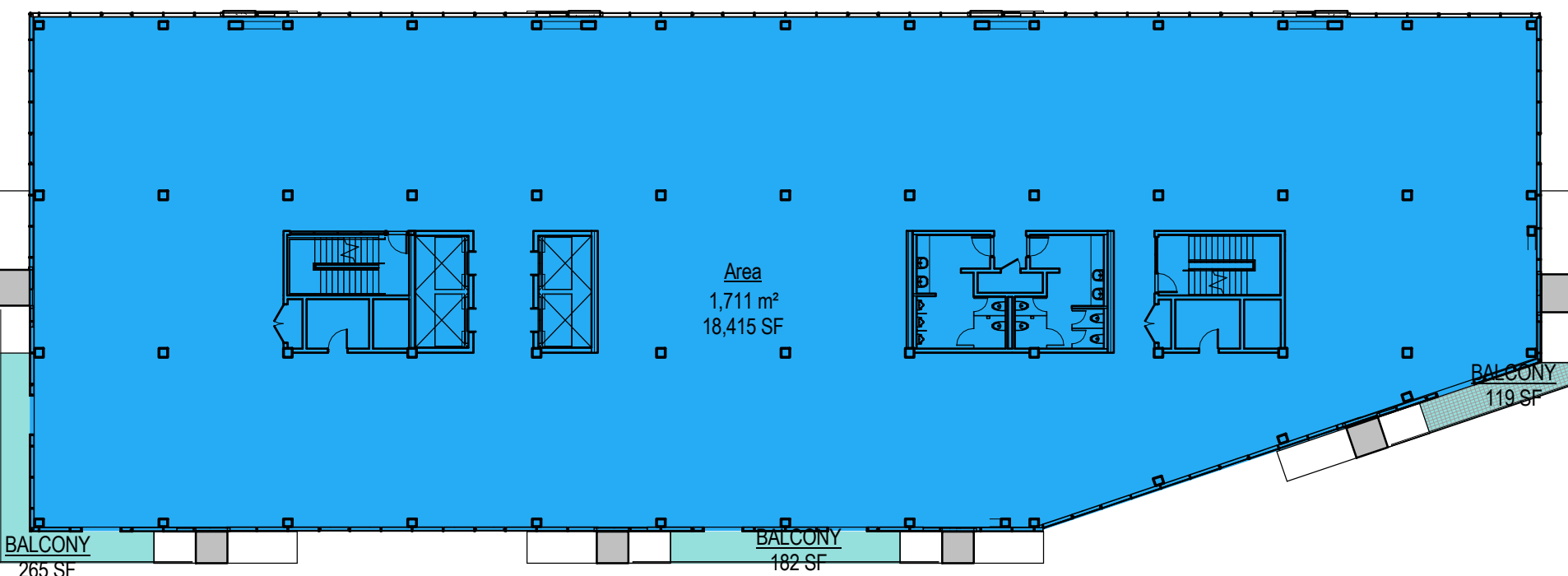
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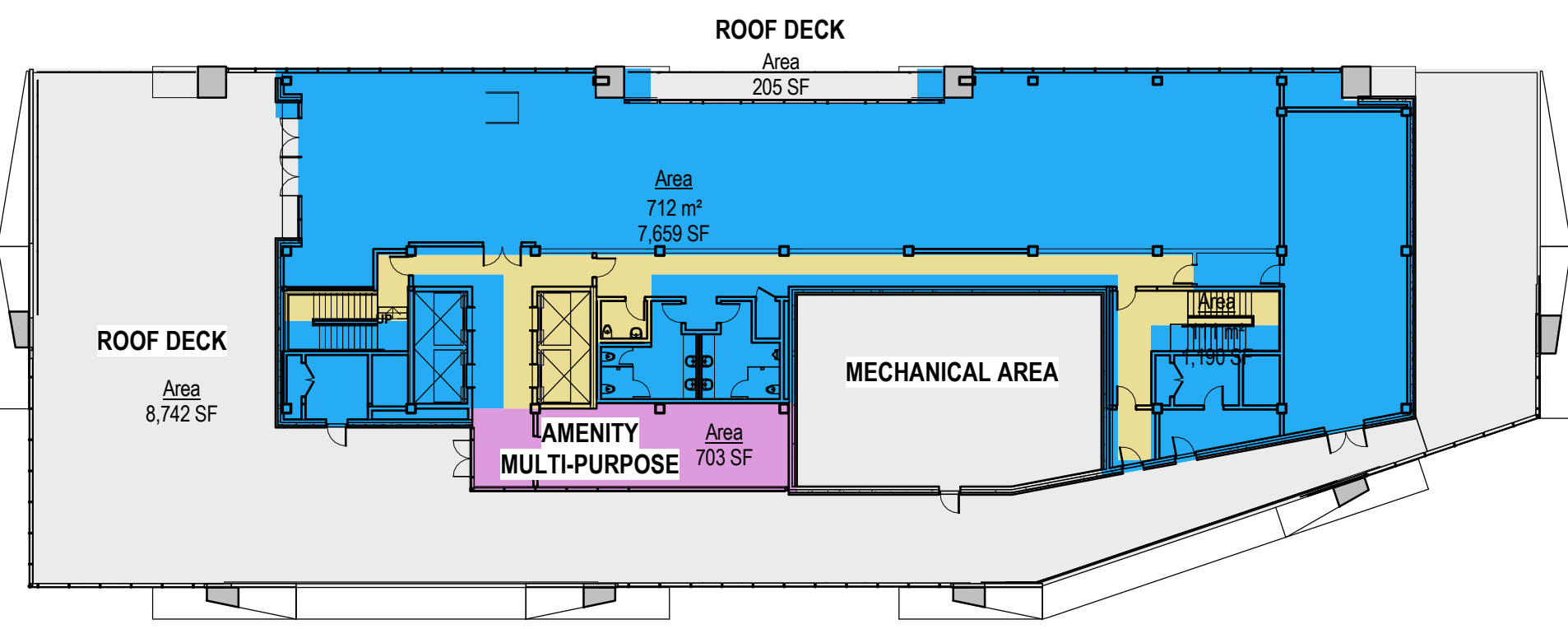
Level 7



Level 8



Level 9



Level 10

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KEYPLAN

SEAL

2102 Keith Drive

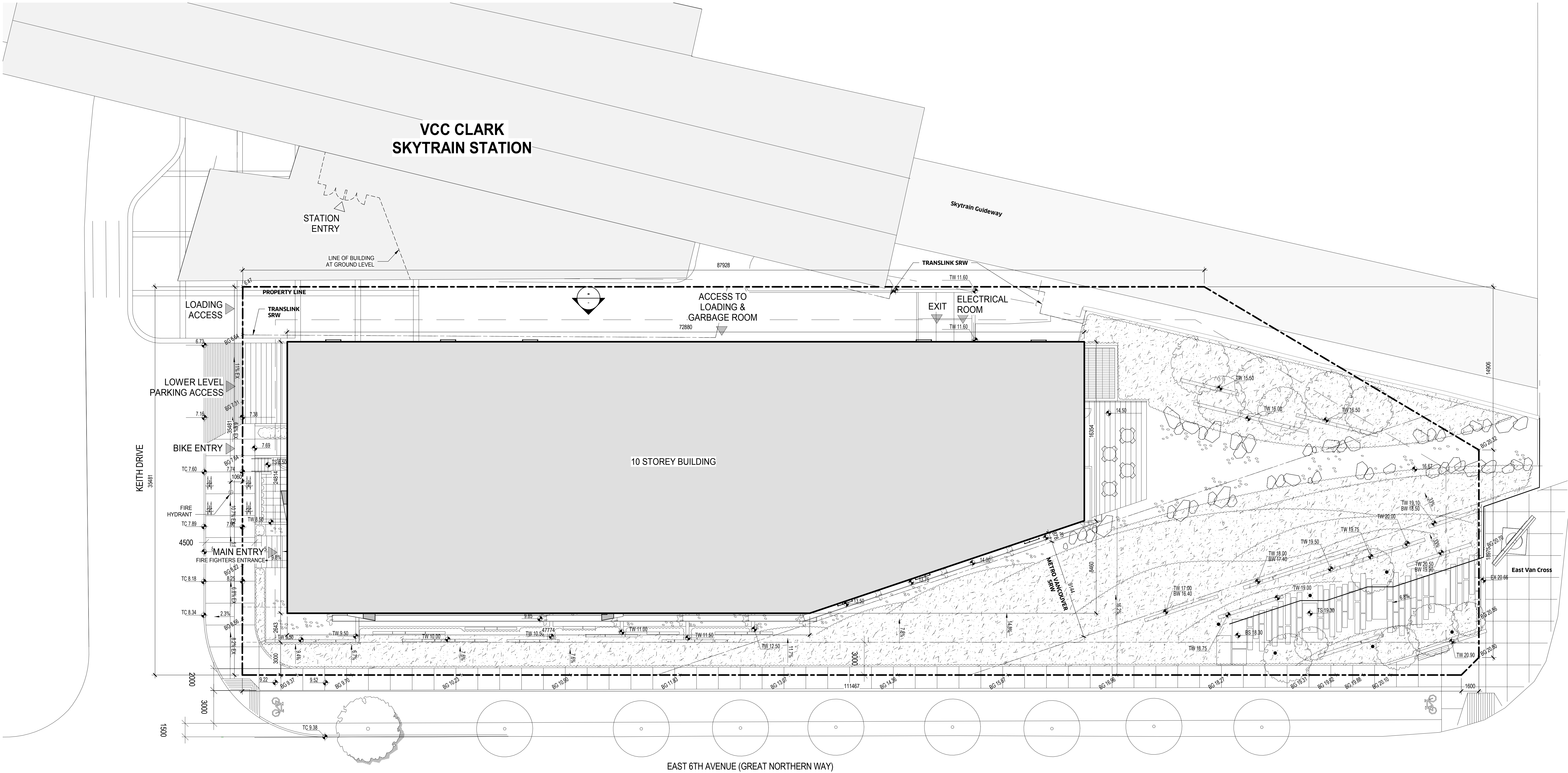
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A1.00-DP

04600V

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1 OVERALL SITE PLAN
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KEYPLAN

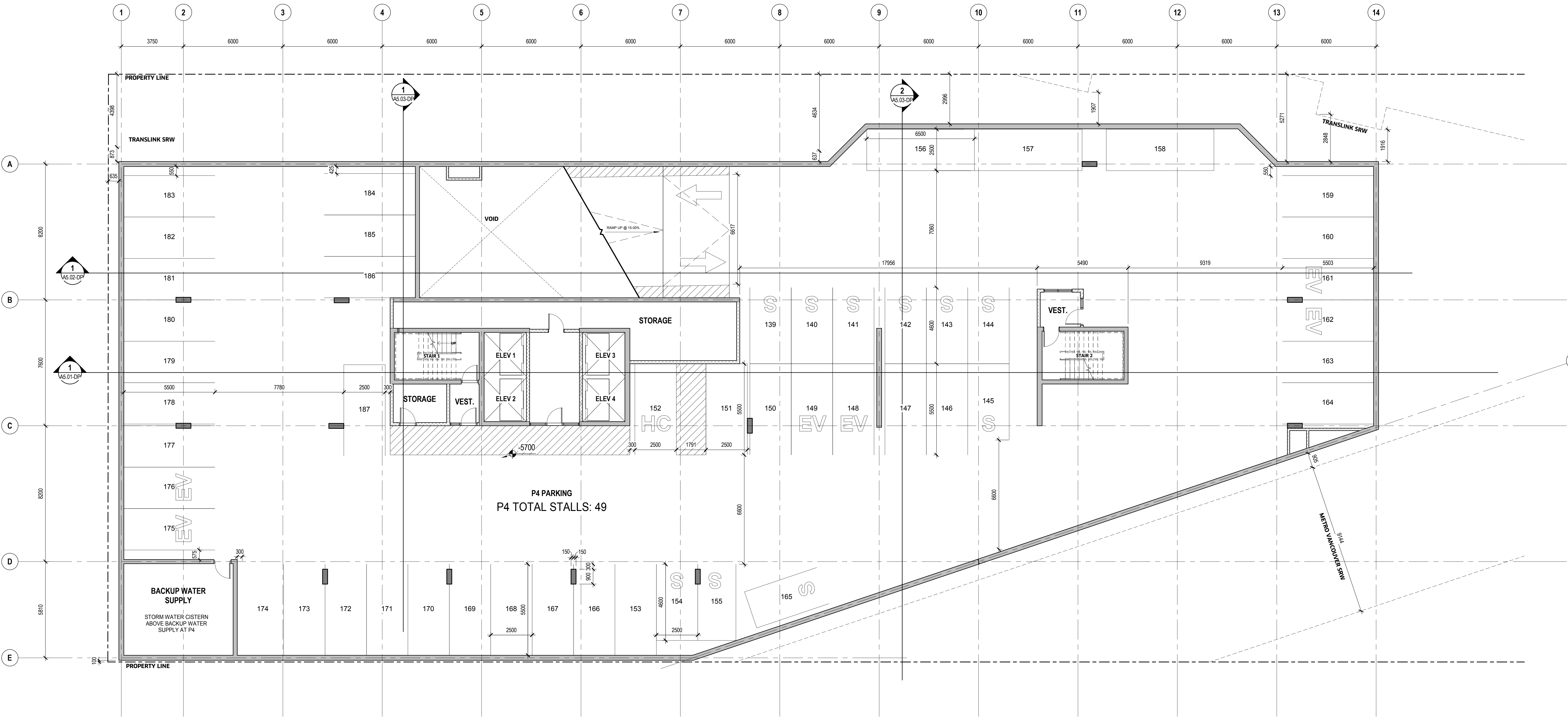
SEAL

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LEVEL P4

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A2.01-DP



1 DP LEVEL P4
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KEYPLAN

SEAL

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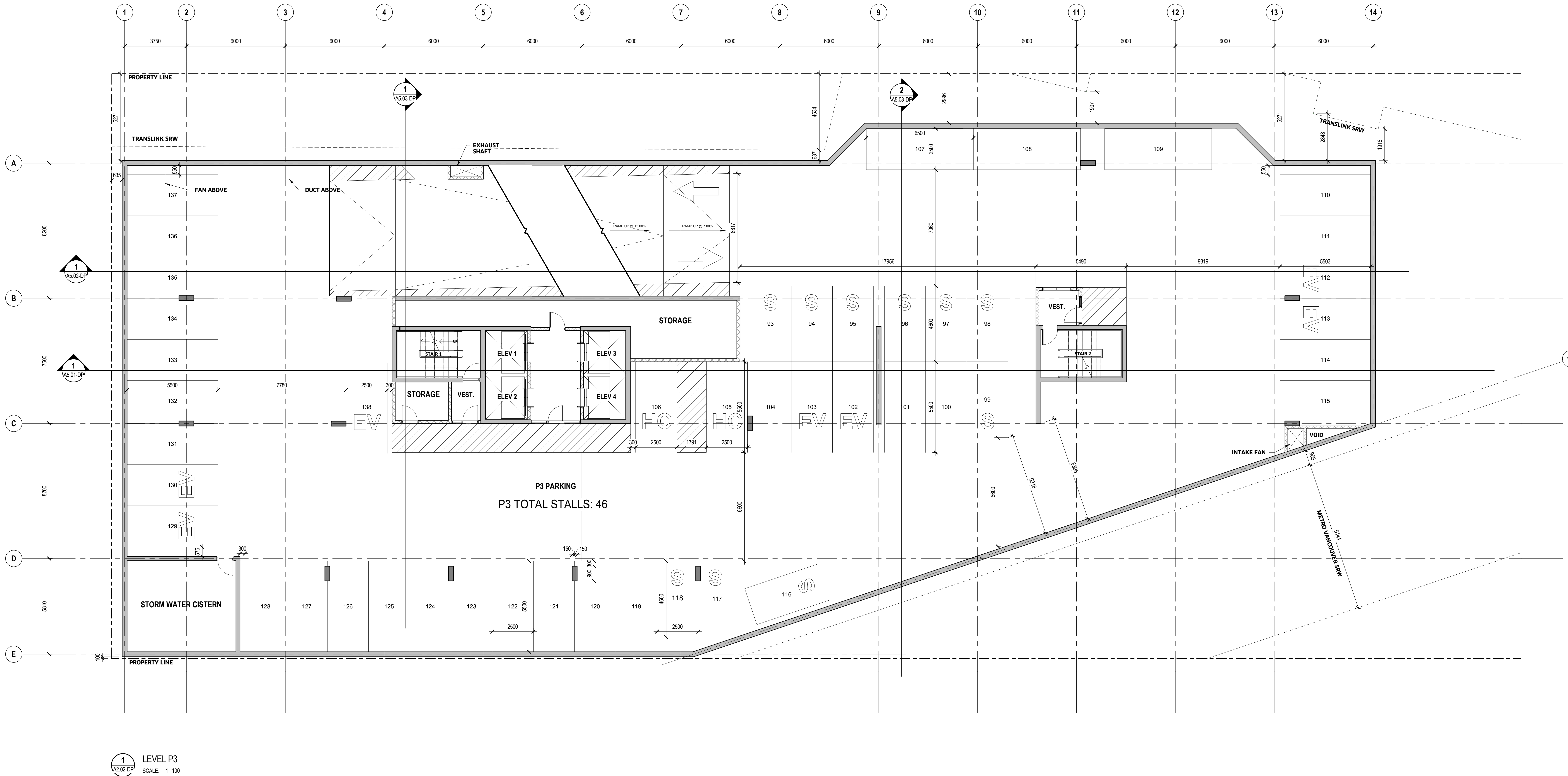
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A2.02-DP

04600V

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KEYPLAN

SEAL

2102 Keith Drive

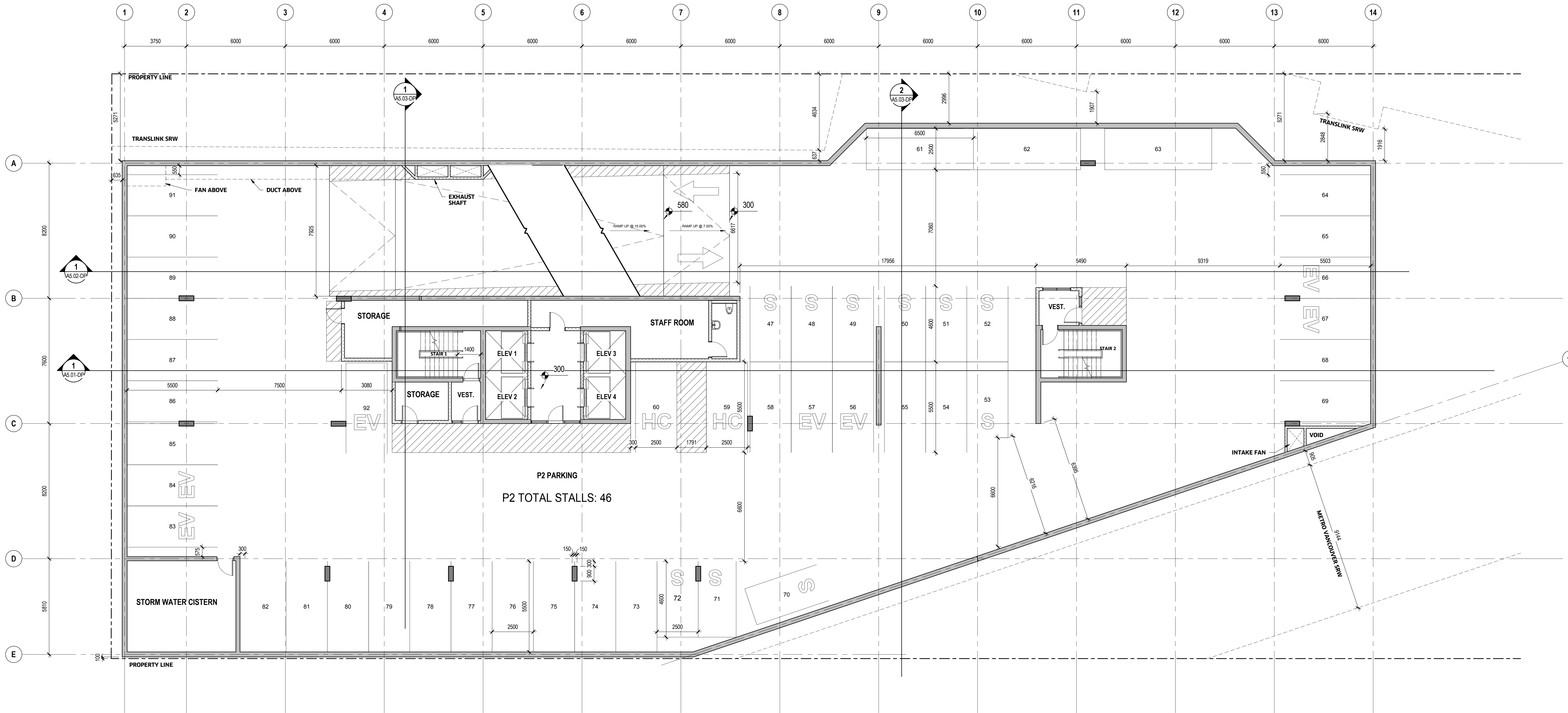
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A2.03-DP

04600V

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1 LEVEL P2
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KEYPLAN

SEAL

2102 Keith Drive

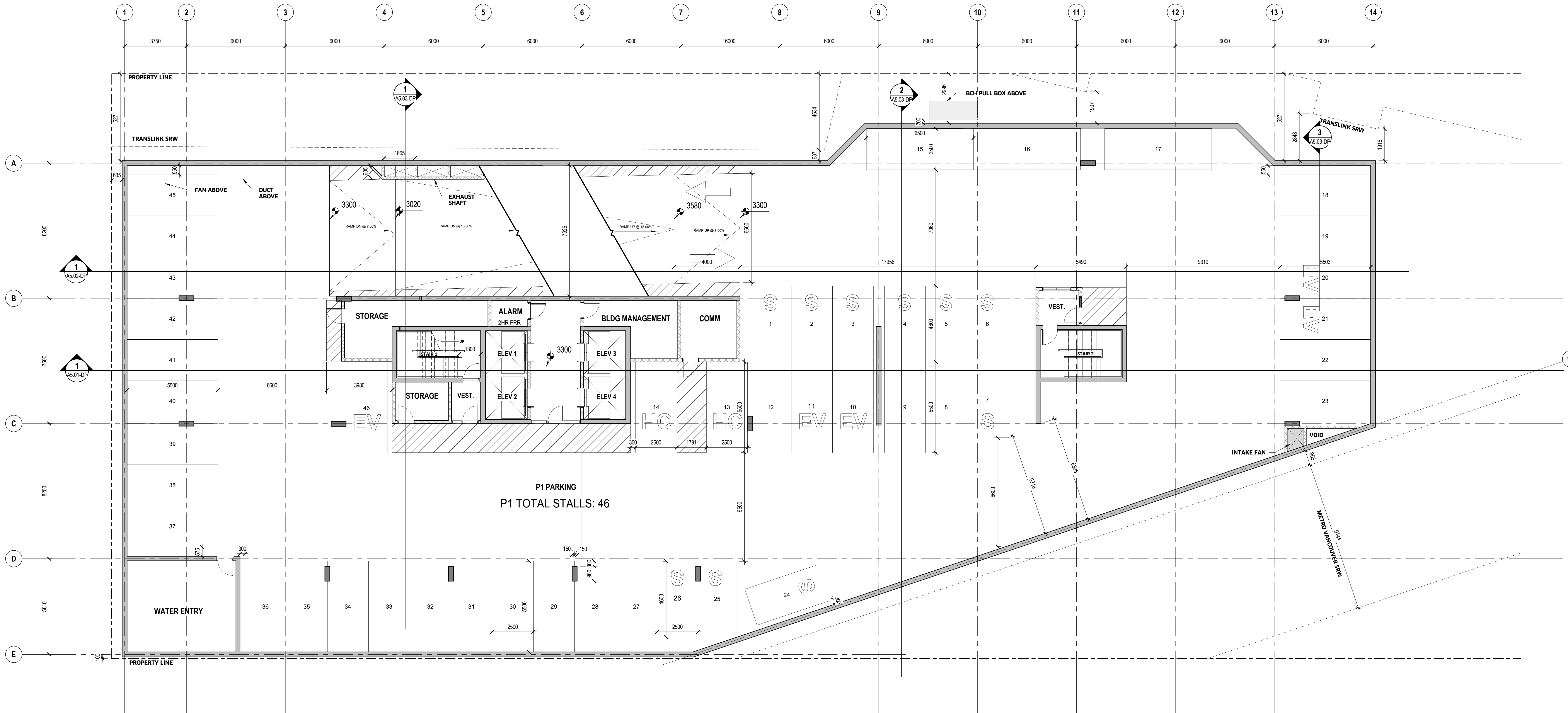
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A2.04-DP

04600V

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1 LEVEL P1
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KEYPLAN

SEAL

2102 Keith Drive

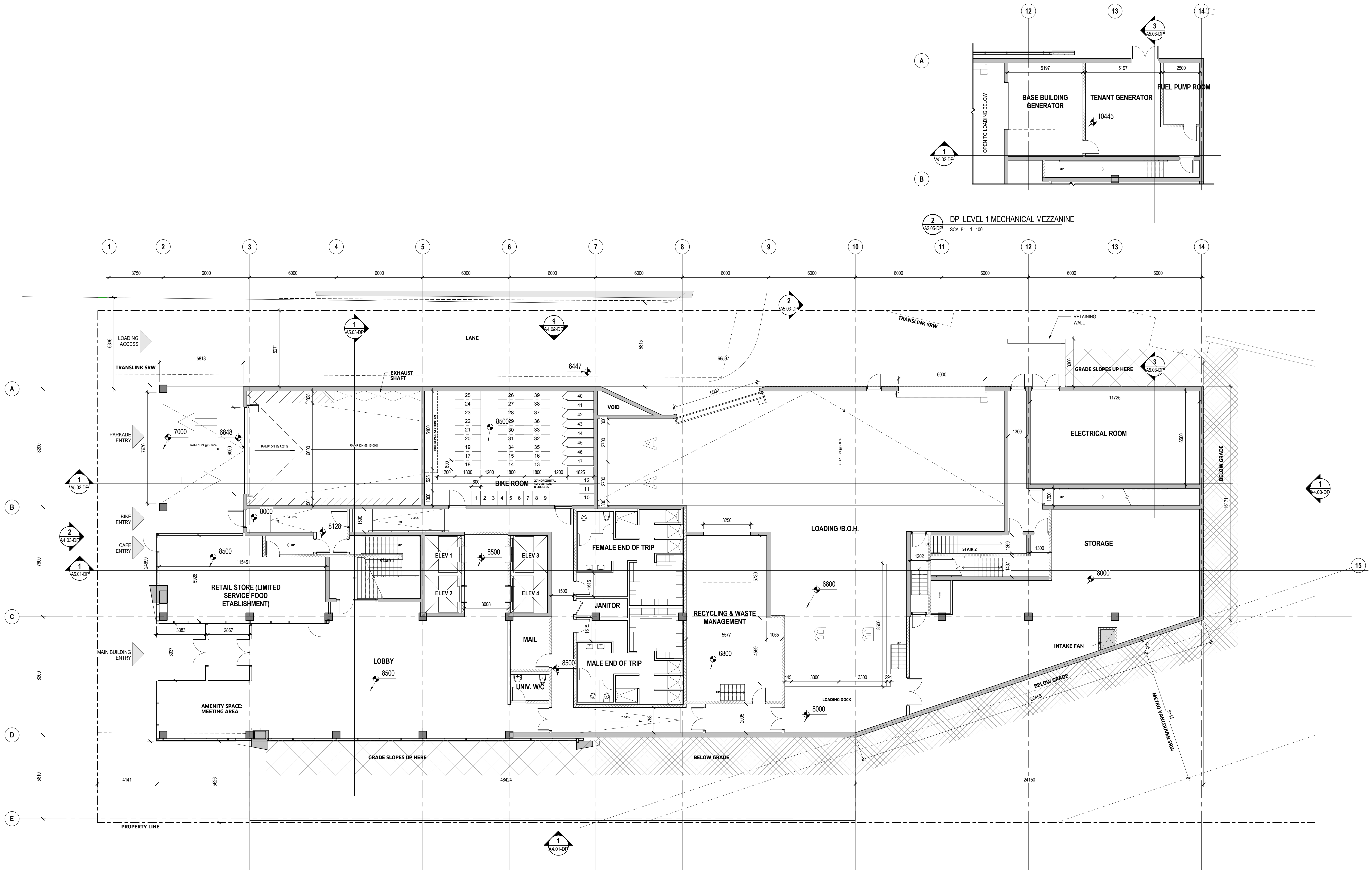
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A2.05-DP

04600V

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1 LEVEL 1
A2.05-DP SCALE: 1:100

2 DP_LEVEL 1 MECHANICAL MEZZANINE
A2.06-DP SCALE: 1:100

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KEYPLAN

SEAL

2102 Keith Drive

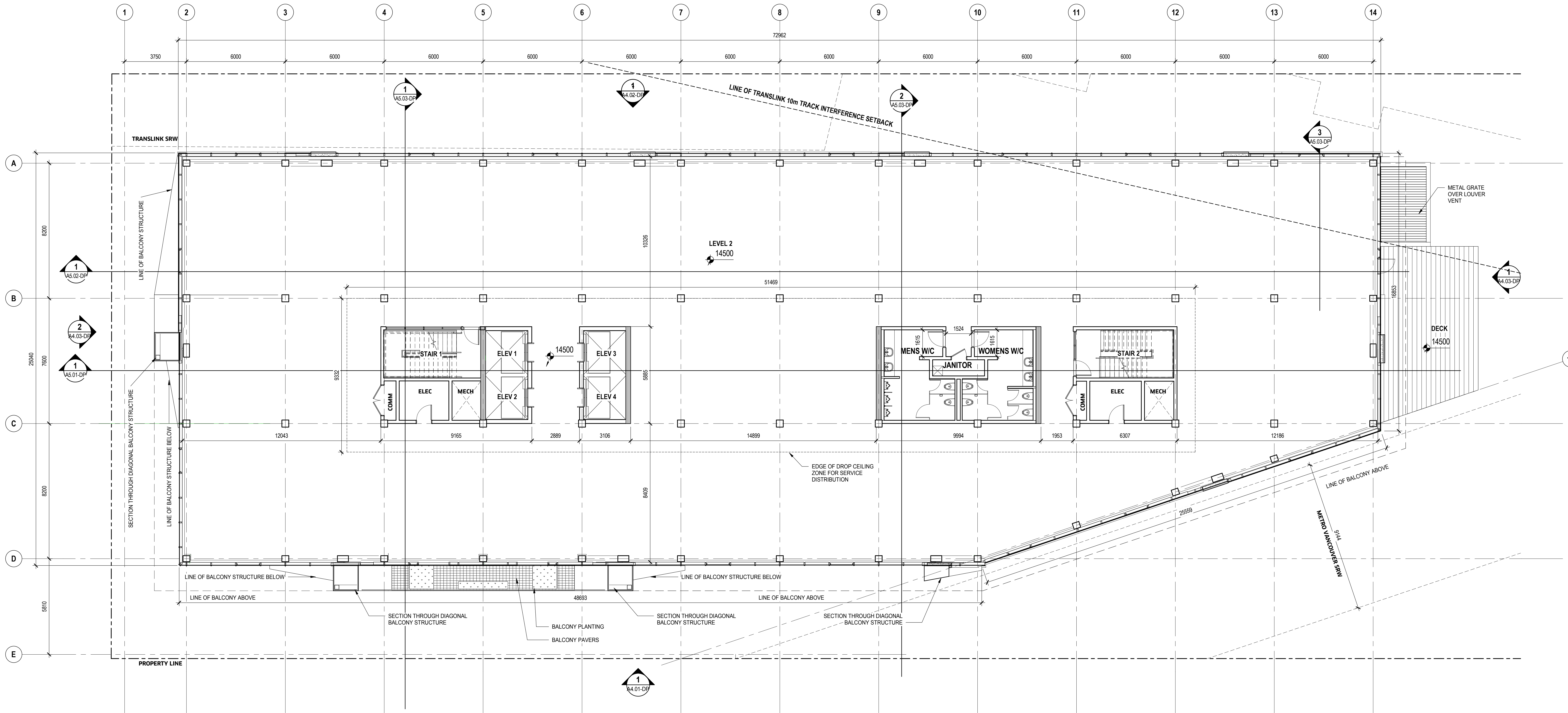
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A2.06-DP

04600V

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1 LEVEL 2
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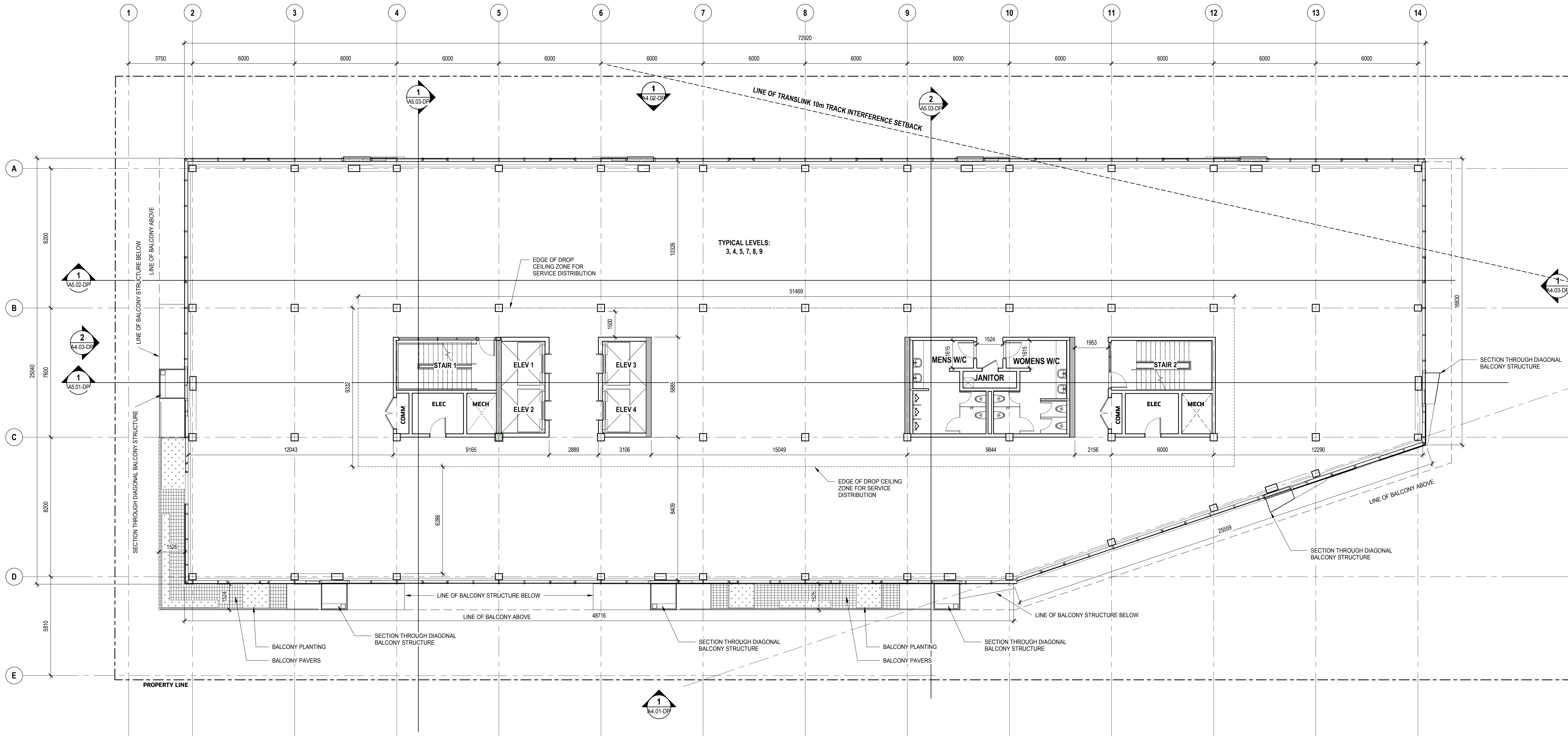
LEVELS 3-5 & 7-9

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A2.07-DP

04600V

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1 LEVELS 3-5 & 7-9
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KEYPLAN

SEAL

2102 Keith Drive

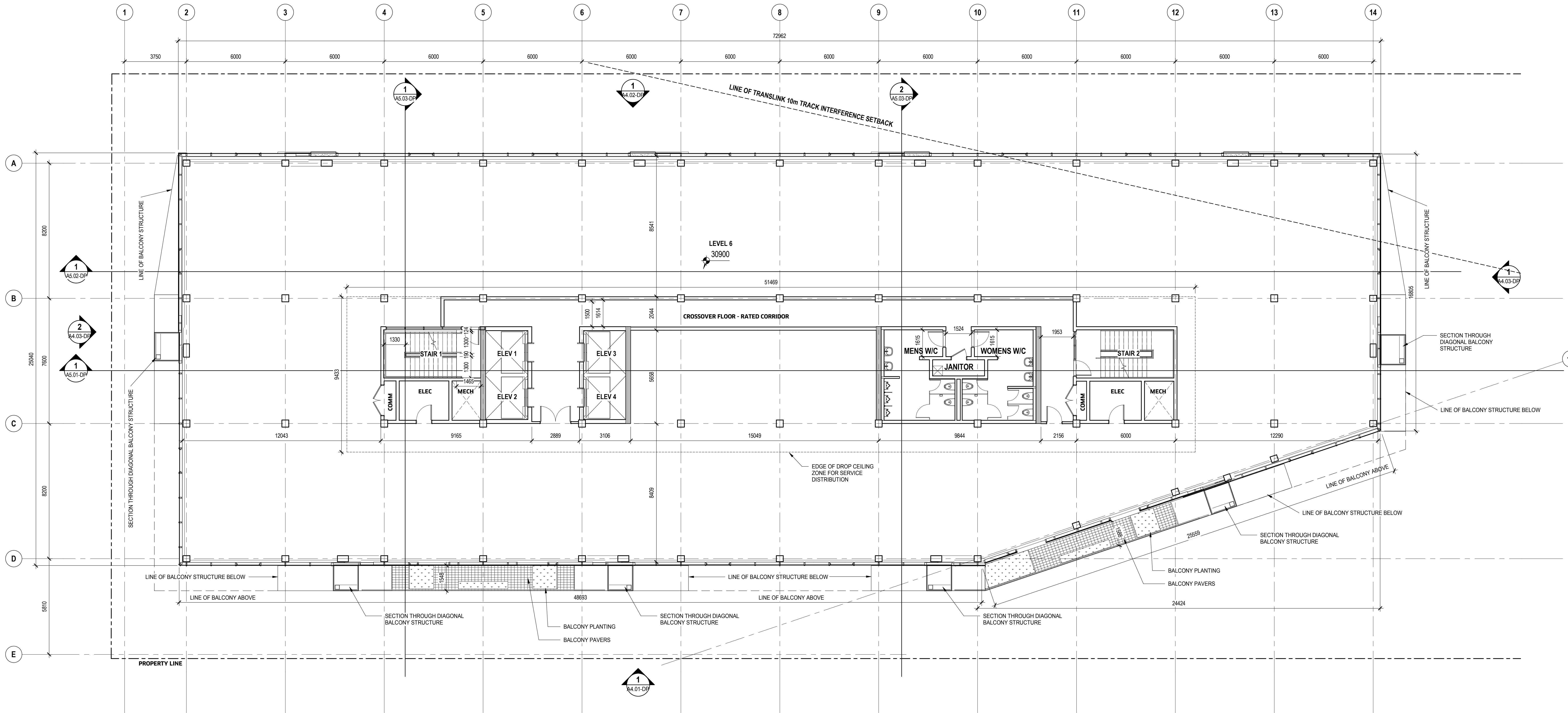
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A2.08-DP

04600V

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1 LEVEL 6
A2.08-DP SCALE: 1:100

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KEYPLAN

SEAL

2102 Keith Drive

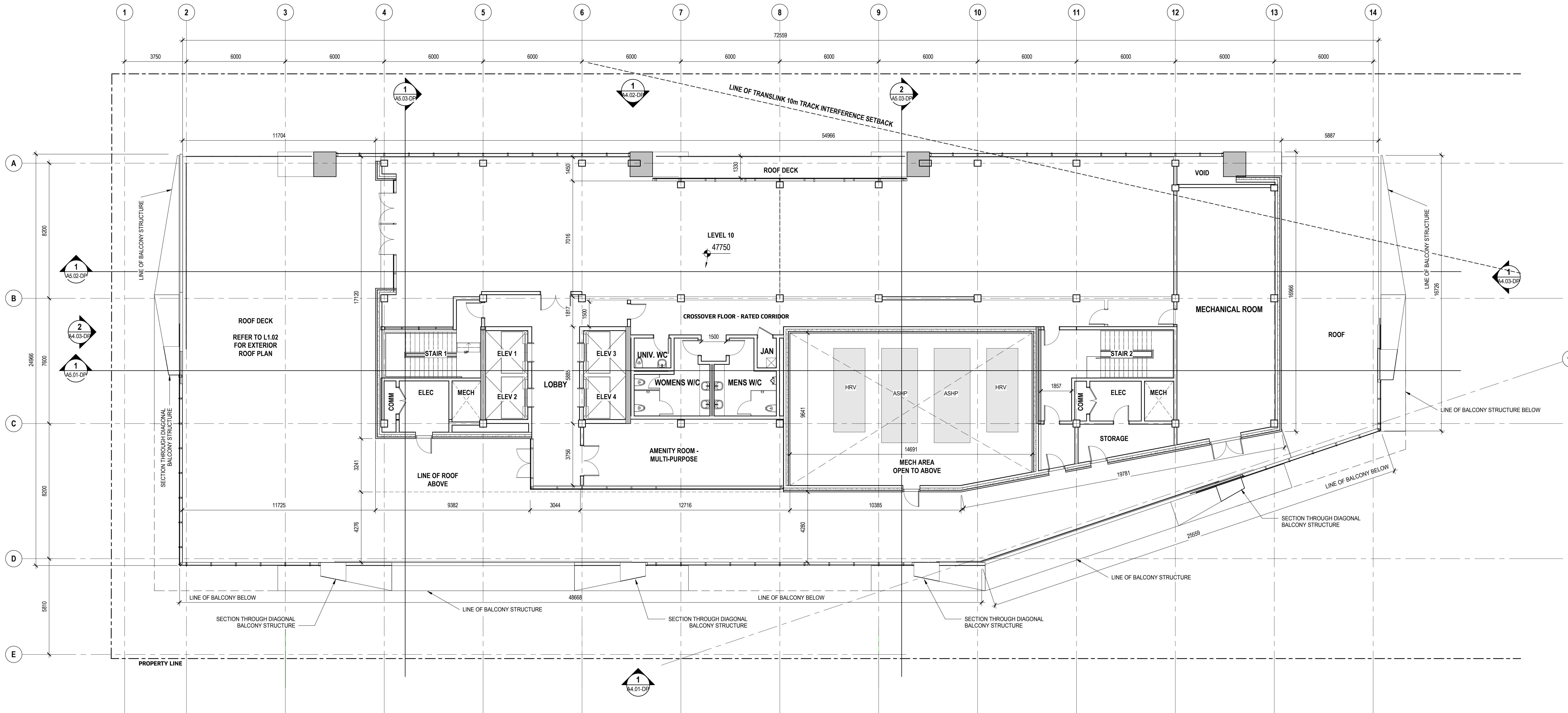
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A2.09-DP

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1 LEVEL 10
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KEYPLAN

SEAL

2102 Keith Drive

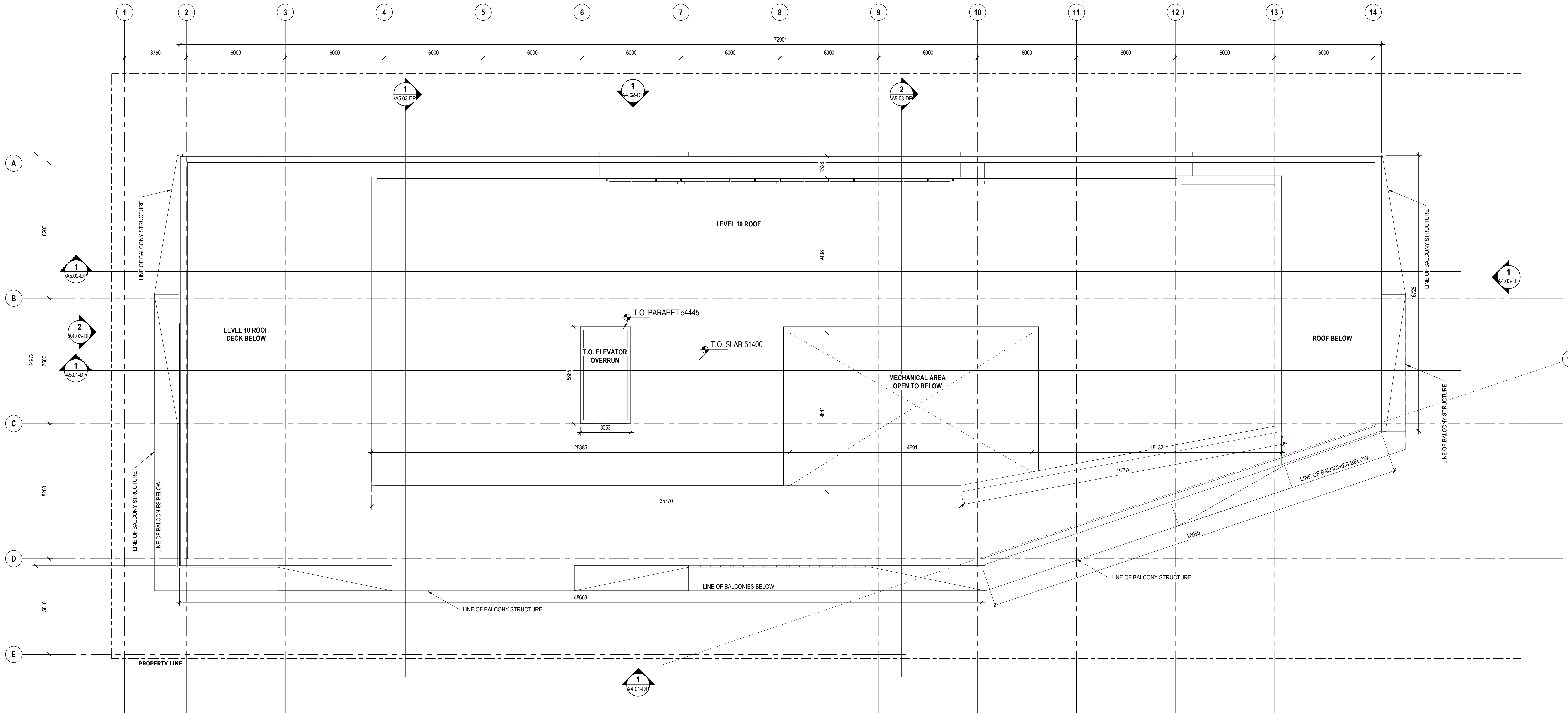
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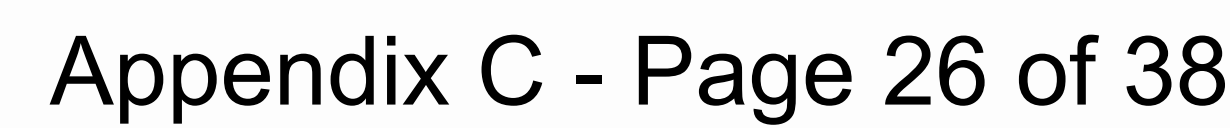
A2.10-DP

04600V

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1 ROOF LEVEL
A2.10-DP SCALE: 1:100



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KEYPLAN

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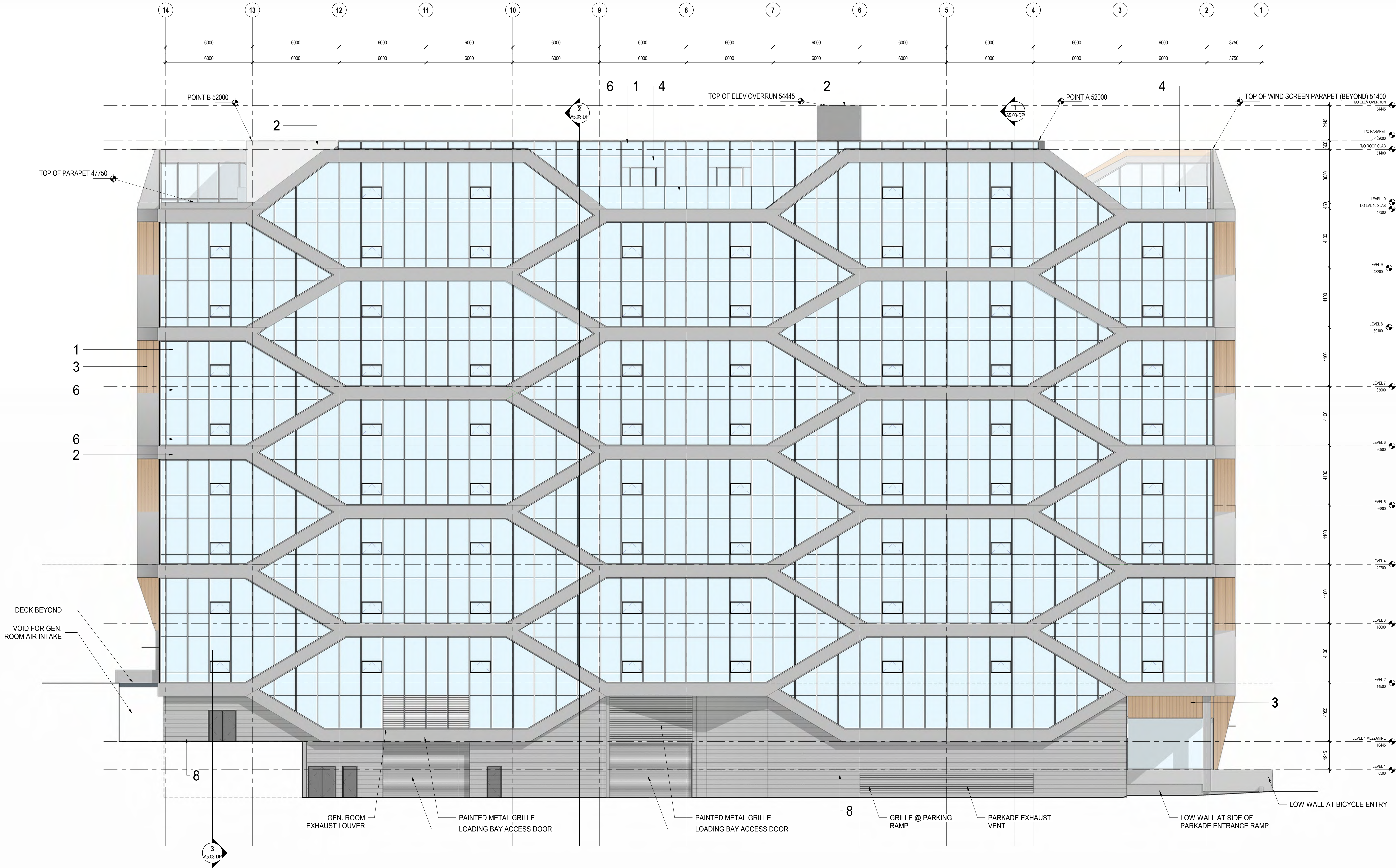
NORTH ELEVATION

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A4.02-DP

04600V

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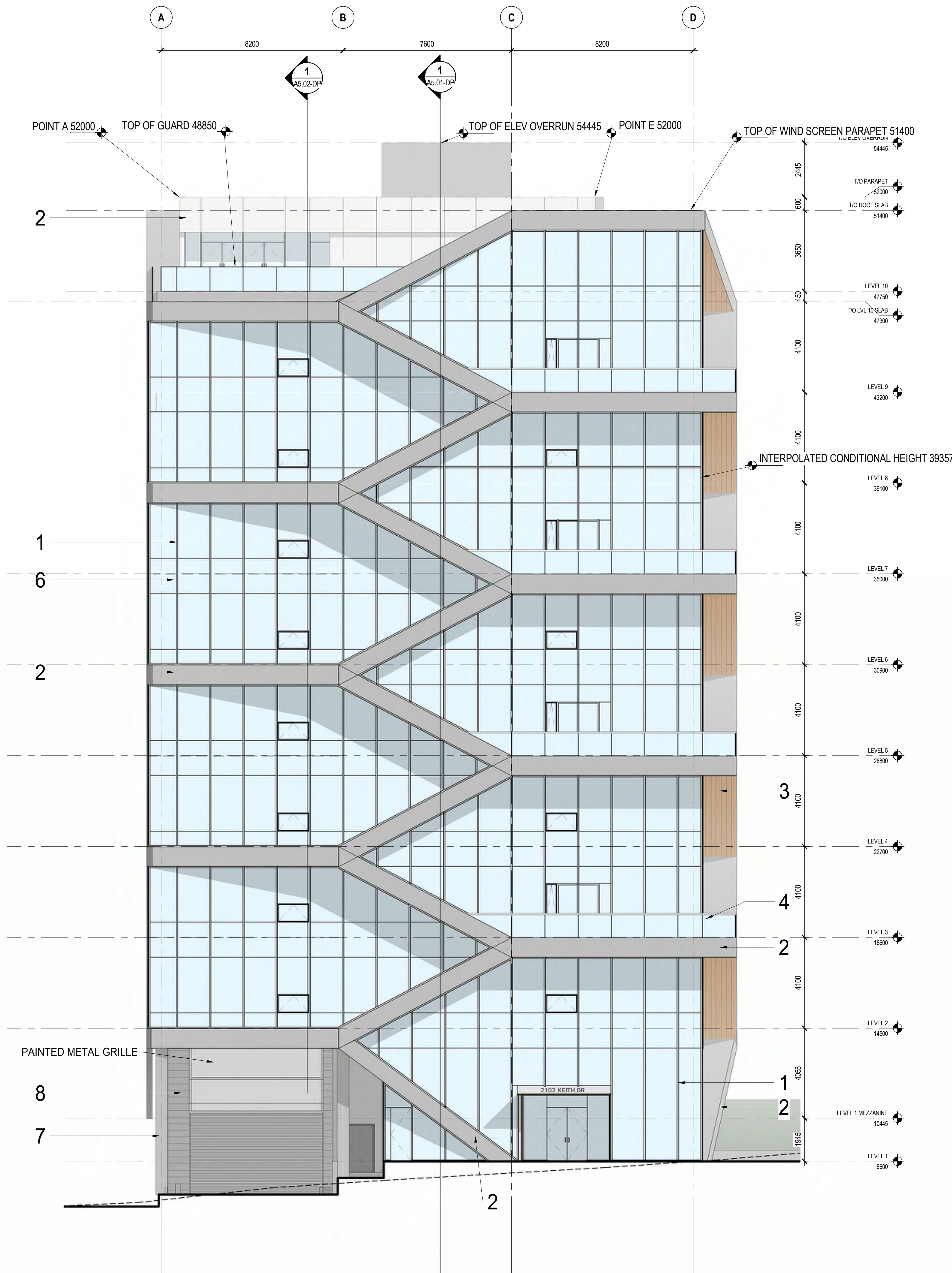
WEST & EAST ELEVATIONS

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A4.03-DP

04600V

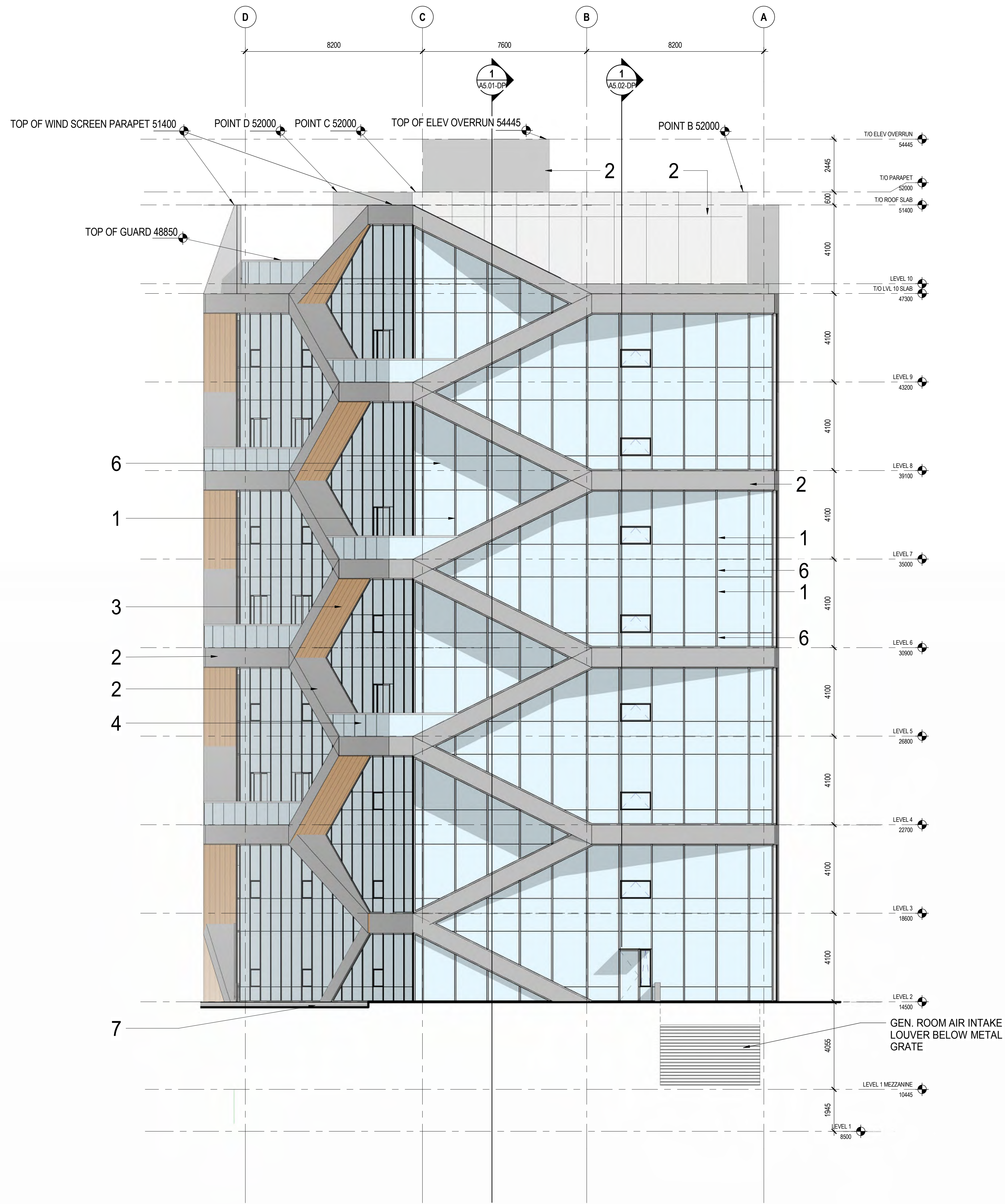
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2 WEST ELEVATION
SCALE: 1:100

MATERIAL LEGEND

- 1 ALUMINUM CURTAIN WALL SYSTEM - STRUCTURAL SILLICONE GLAZING - GREY MULLION
- 2 COMPOSITE METAL PANEL
- 3 WOOD SOFFIT
- 4 GLASS AND METAL GUARDRAIL
- 5
- 6 SPANDREL GLASS
- 7 ARCHITECTURAL FINISHED CONCRETE
- 8 BOARDFORM ARCHITECTURAL CONCRETE
- 9 MECHANICAL SCREEN



1 EAST ELEVATION
SCALE: 1:100

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KEYPLAN

SEAL

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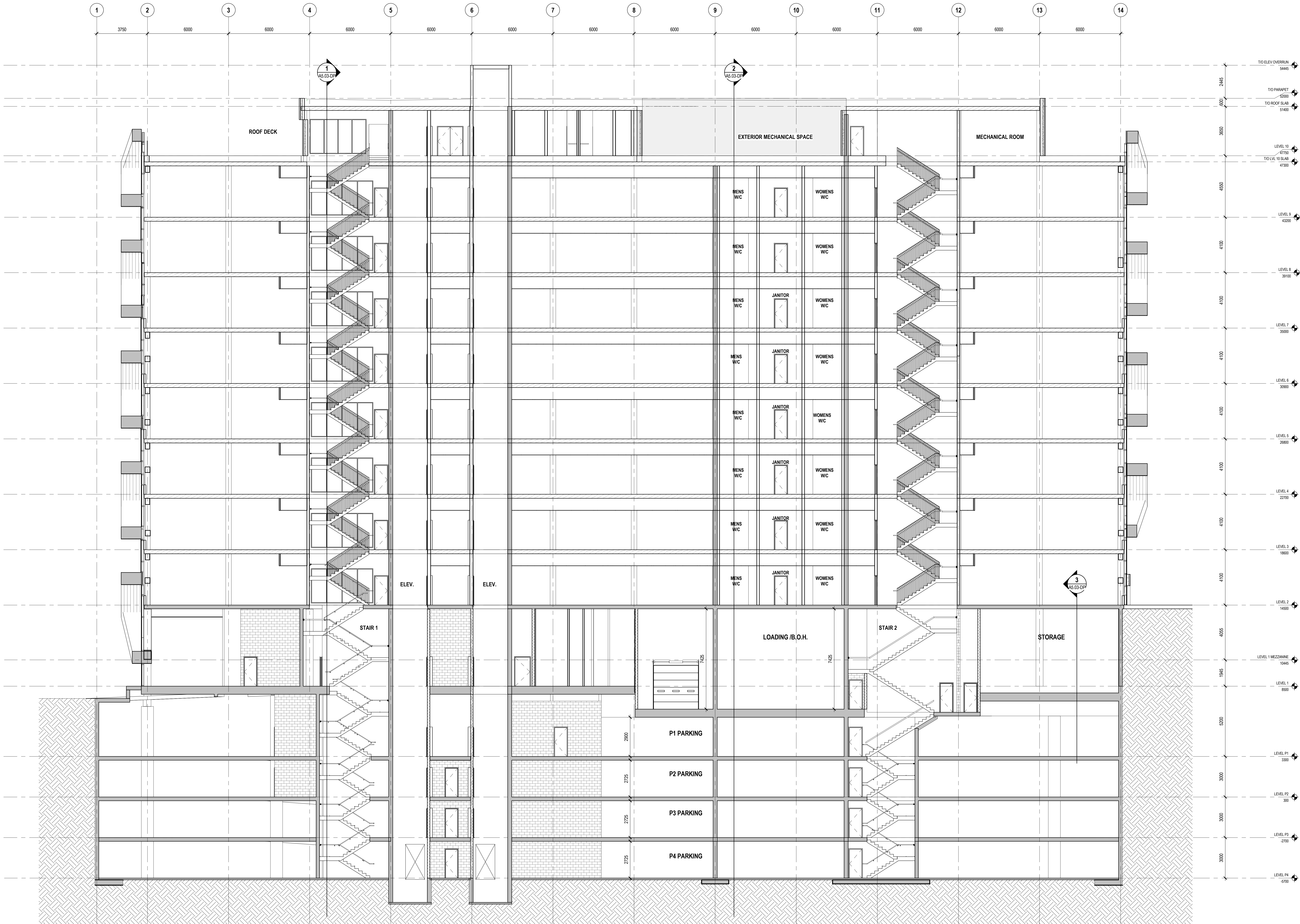
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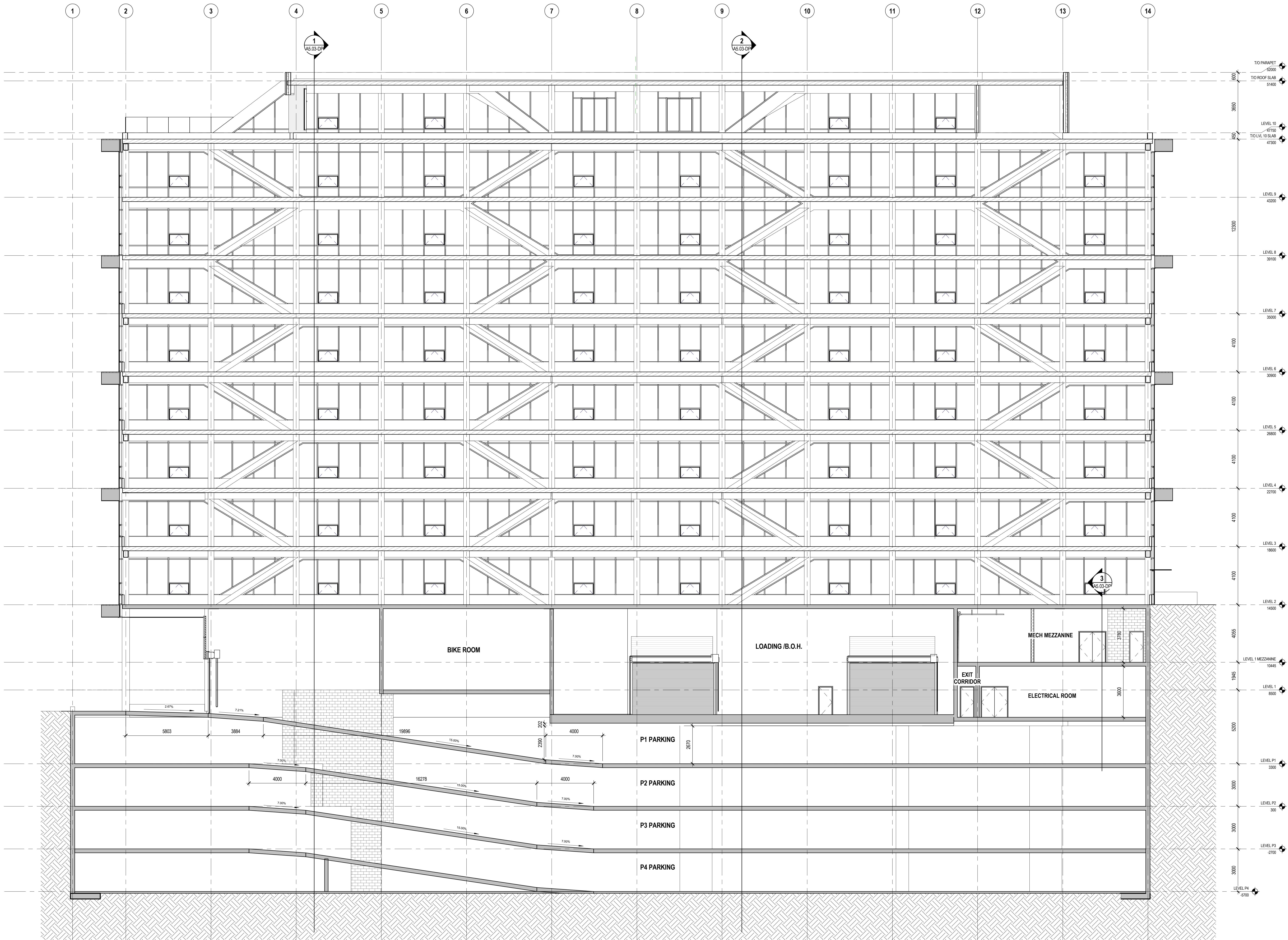
A5.01-DP

04600V

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1 SECTION W-E
A5.01-DP SCALE: 1:100



1
A5.02-DP
SECTION W-E
SCALE: 1:100

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BUILDING SECTION

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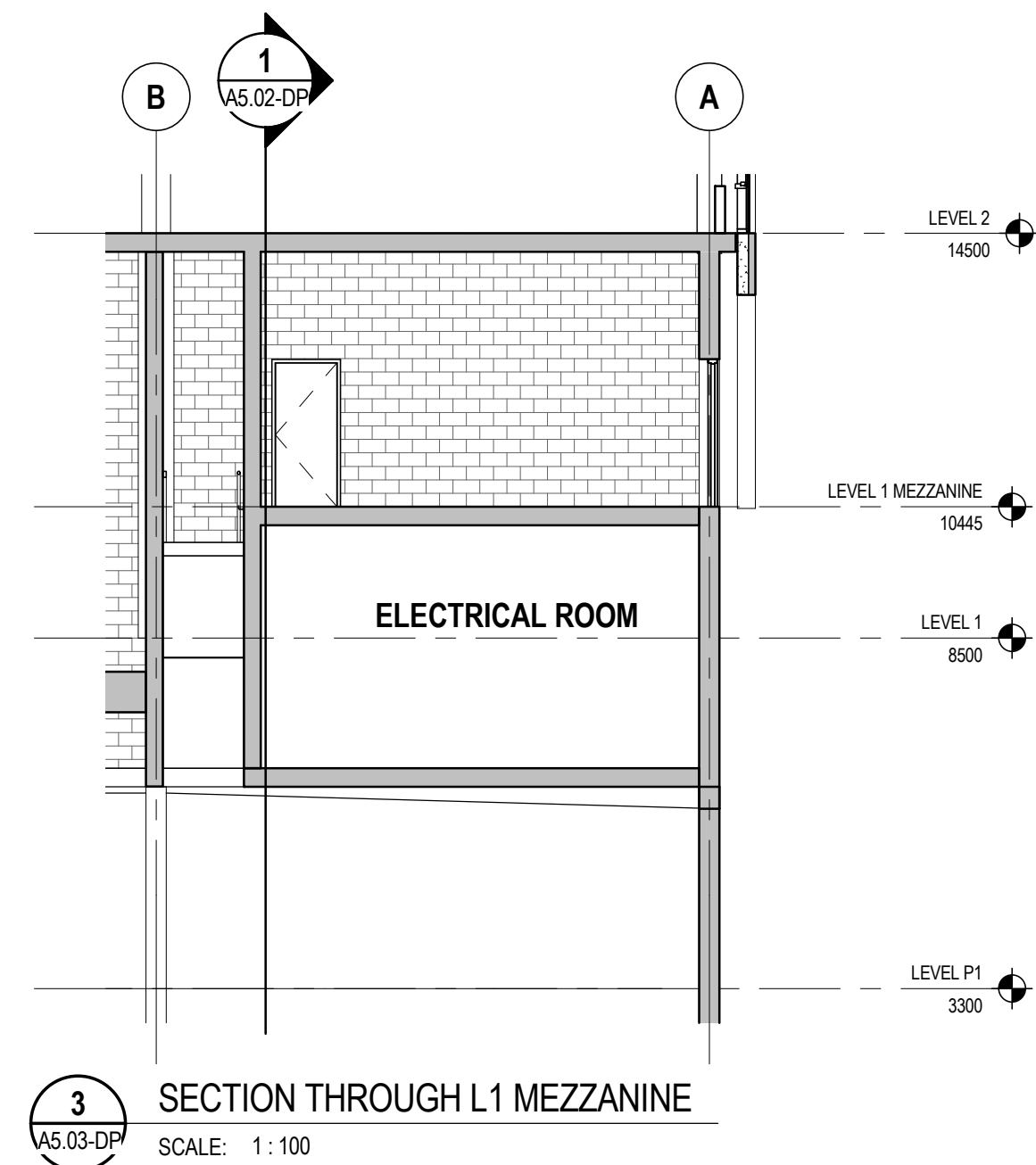
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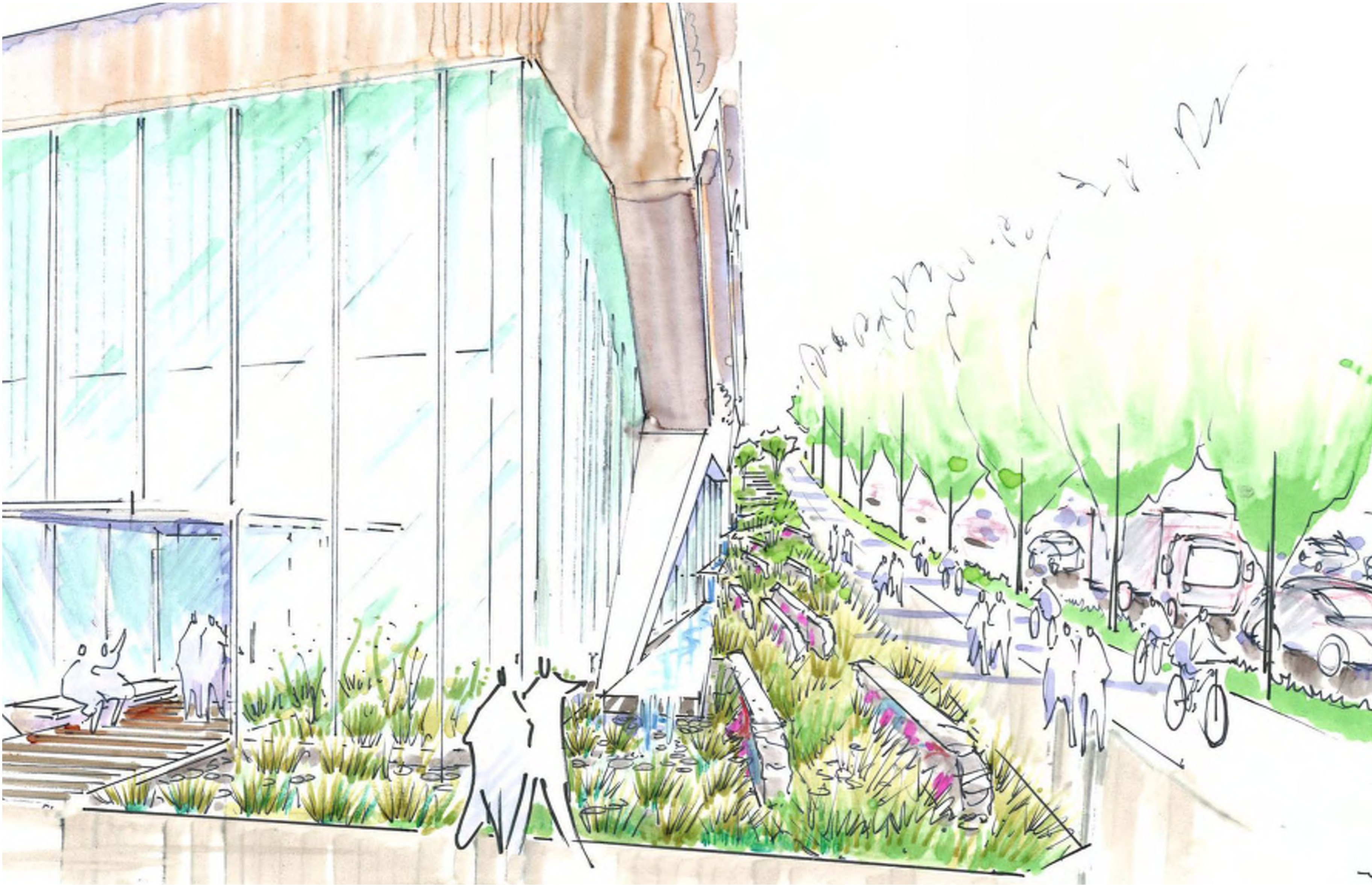
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04600V

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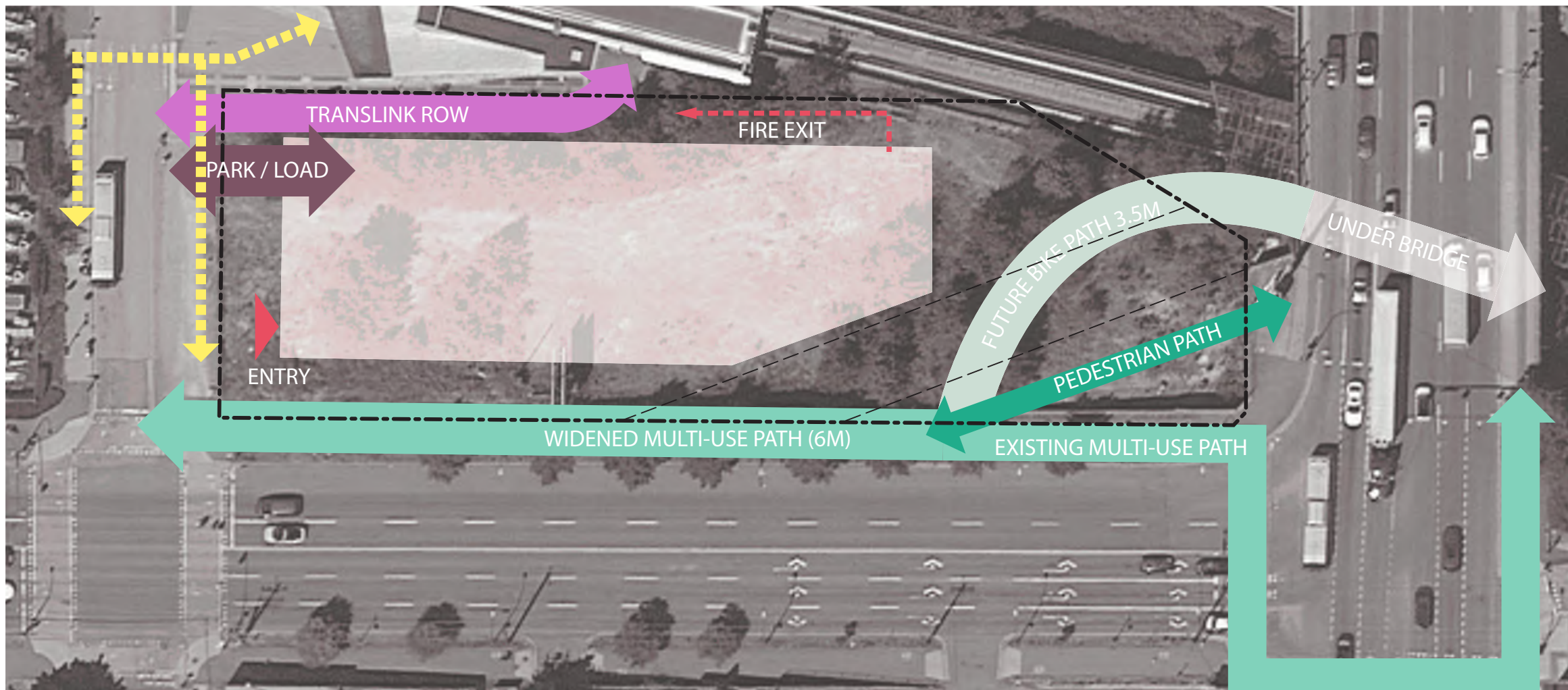
CONCEPT IMAGES



DESIGN RATIONALE

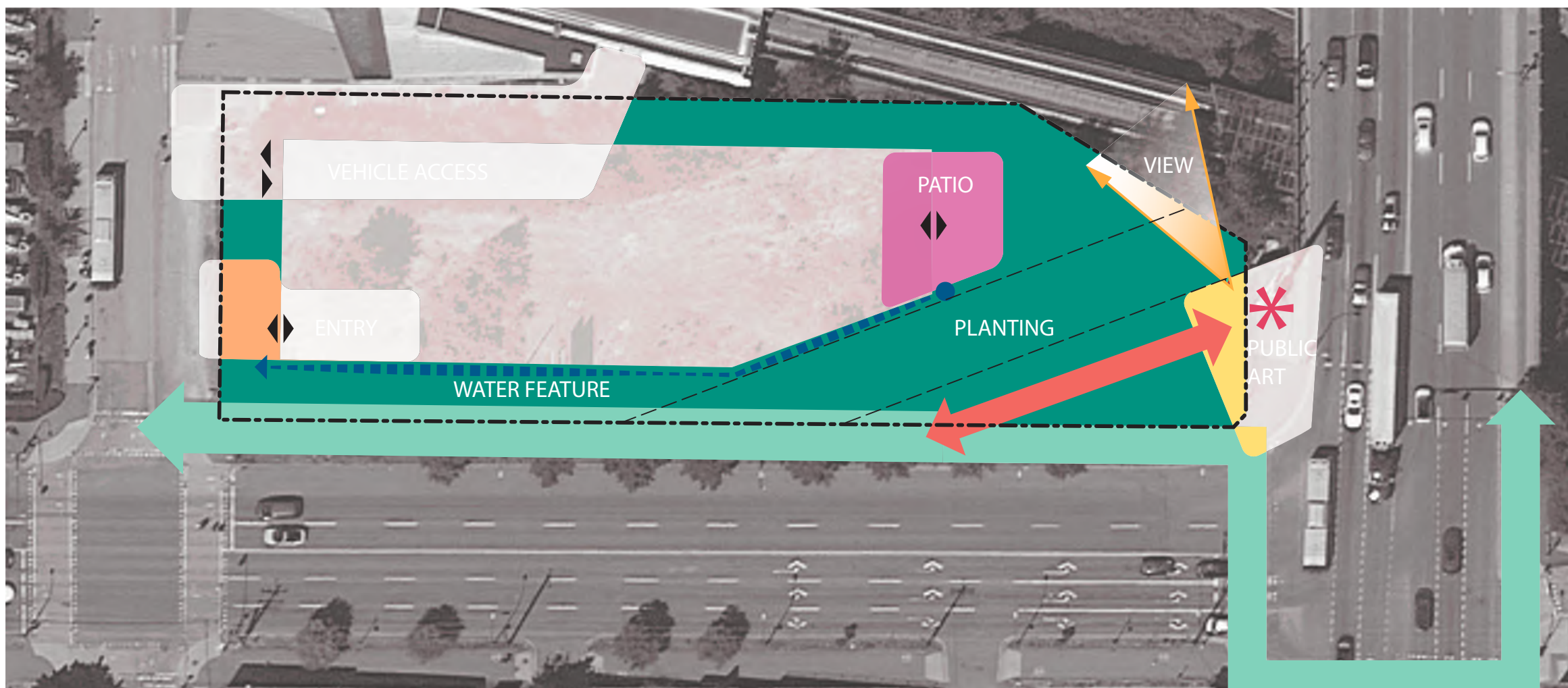
1 CIRCULATION + ACCESS

- improve central valley greenway connections, skytrain and pedestrian
- provide loading for nature's path and maintain translink ROW
- clarify COV's expectations for public realm
- pedestrian axis centred to public art
- maintain space for possible future bike path under clark drive bridge



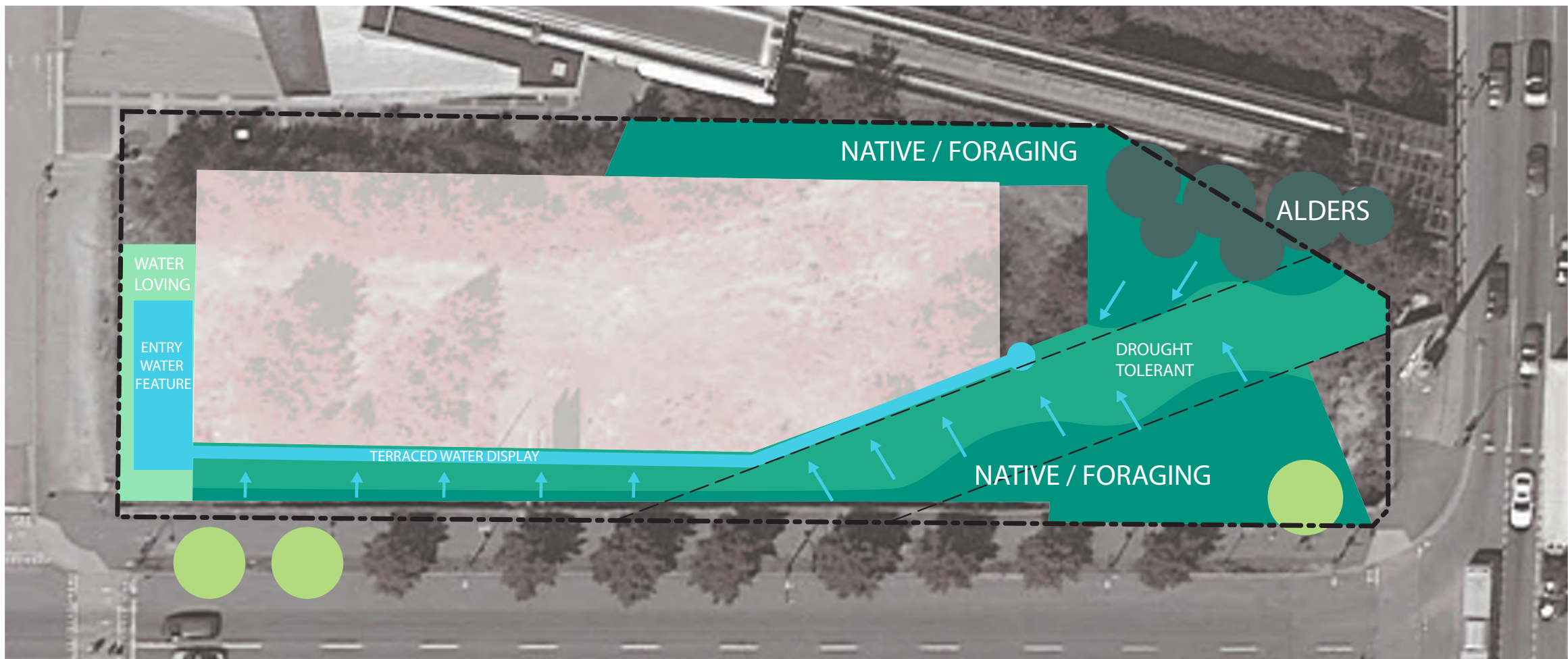
2 PROGRAM

- feature the entry
- provide 2nd level patio for eyes on the back
- create room for public art and opportunity for views to north shore mountains
- improve integration of public art
- abundant greenspace for SRW and to mitigate grade change
- roof program TBD



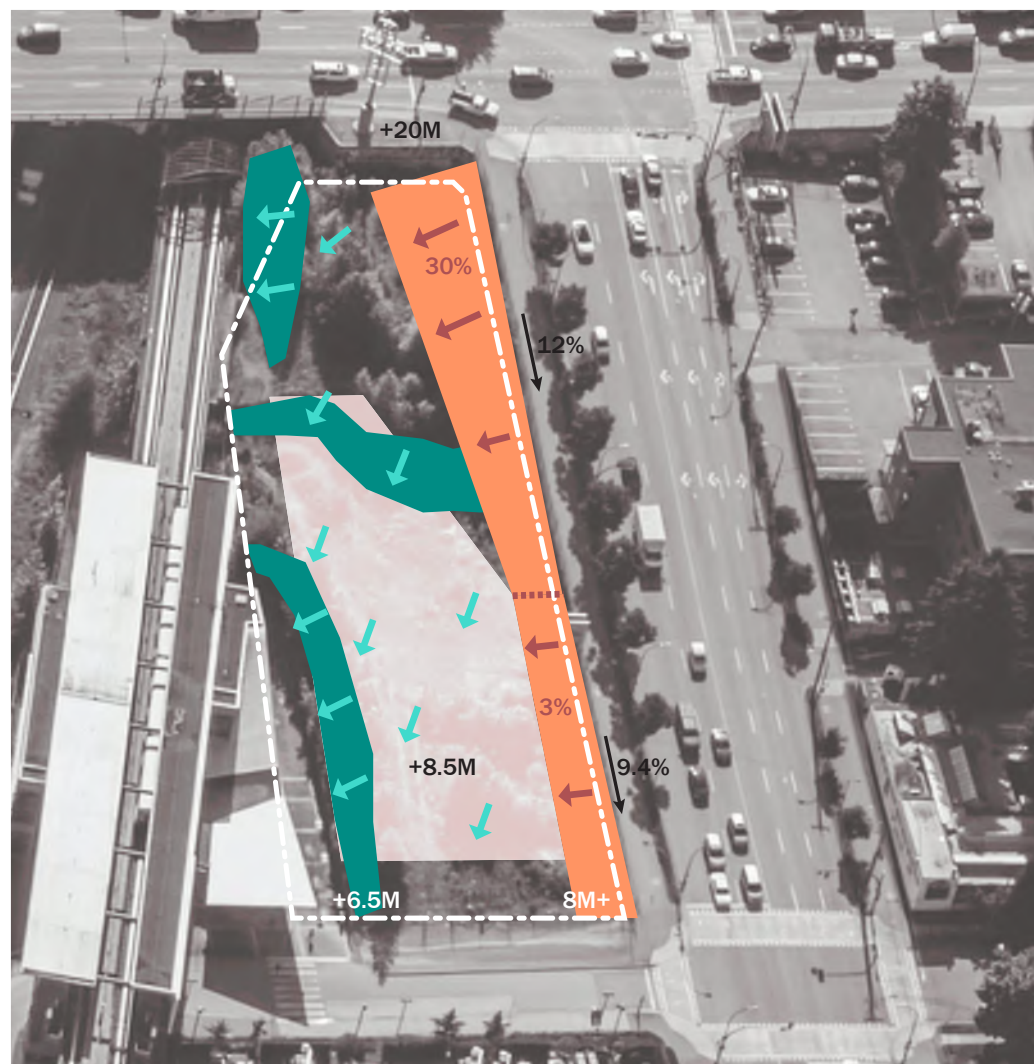
3 GREENSPACE + WATER

- intercept and infiltrate storm runoff from roof into scupper feature
- re-integrate historic drainage patterns of "calm creek"
- utilize reflective qualities of water at public art
- blend edge of building and landscape
- increase tree planting where possible (outside SRW)
- drought tolerant species at raingardens, native species and grasses
- species for habitat, pollinators and biodiversity



4 EDGES + GRADING

- soften edge at southeast corner of site by extending small lookout at plaza, removing fencing and pushing guardrail out, improving circulation
- introduce and max out fill on south edge of site so no guard is required



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KEYPLAN

SEAL

2102 Keith Drive

2102 Keith Drive
Vancouver, BC
**LANDSCAPE DESIGN
CONCEPT + RATIONALE**

DRAWN: LL PLOT DATE: 2018-03-26 13:05 CHECKED: MT

L0.01

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KEYPLAN

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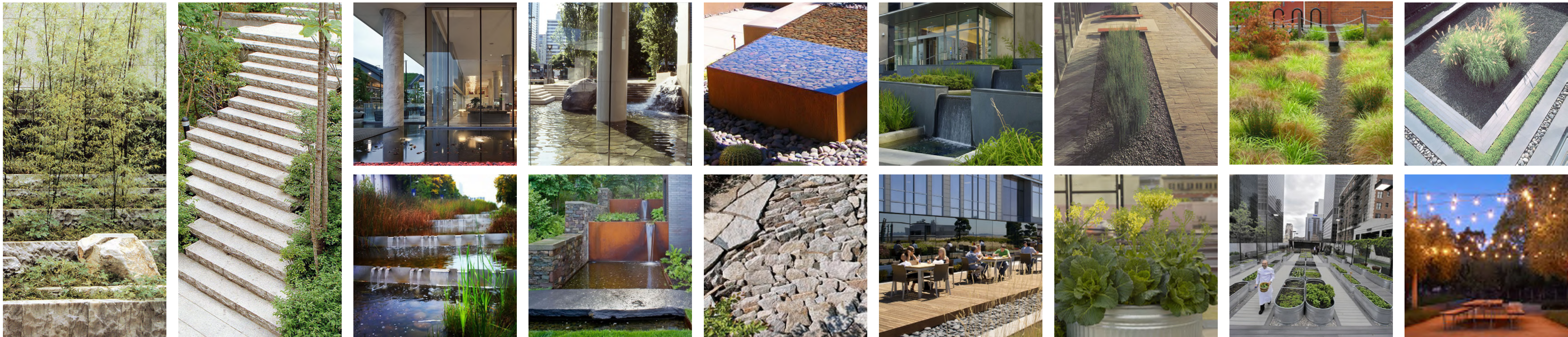
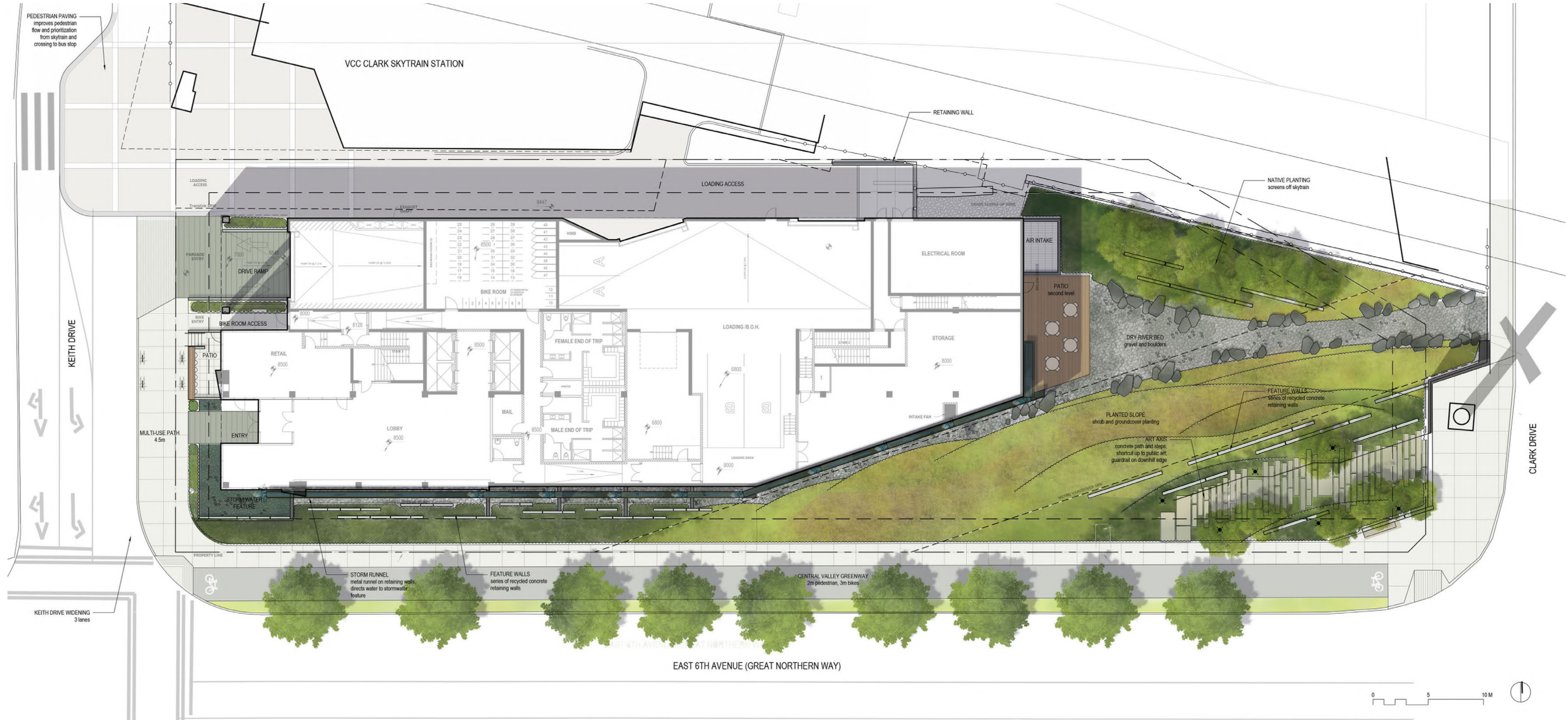
2102 Keith Drive

2102 Keith Drive
Vancouver, BC
LANDSCAPE CONCEPT PLAN

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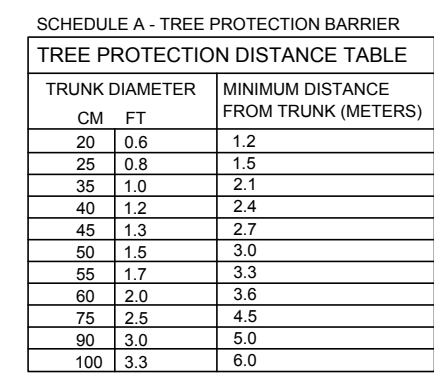
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TREE MANAGEMENT PLAN

DRAWN: LL
PLOT DATE: 2018-03-28 13:05

L1.01

04600V



NOTE:
TREE PROTECTION BARRIERS
MUST BE AT LEAST 1.20m IN
HEIGHT AND CONSTRUCTED OF
EITHER SNOW FENCING SECURELY
FASTENED TO 2x4 TIMBER STAKES,
OR METAL STAKES SPACED NO
FURTHER THAN 1.00m APART.

2 TREE PROTECTION FENCING
L1.01 SCALE: NTS

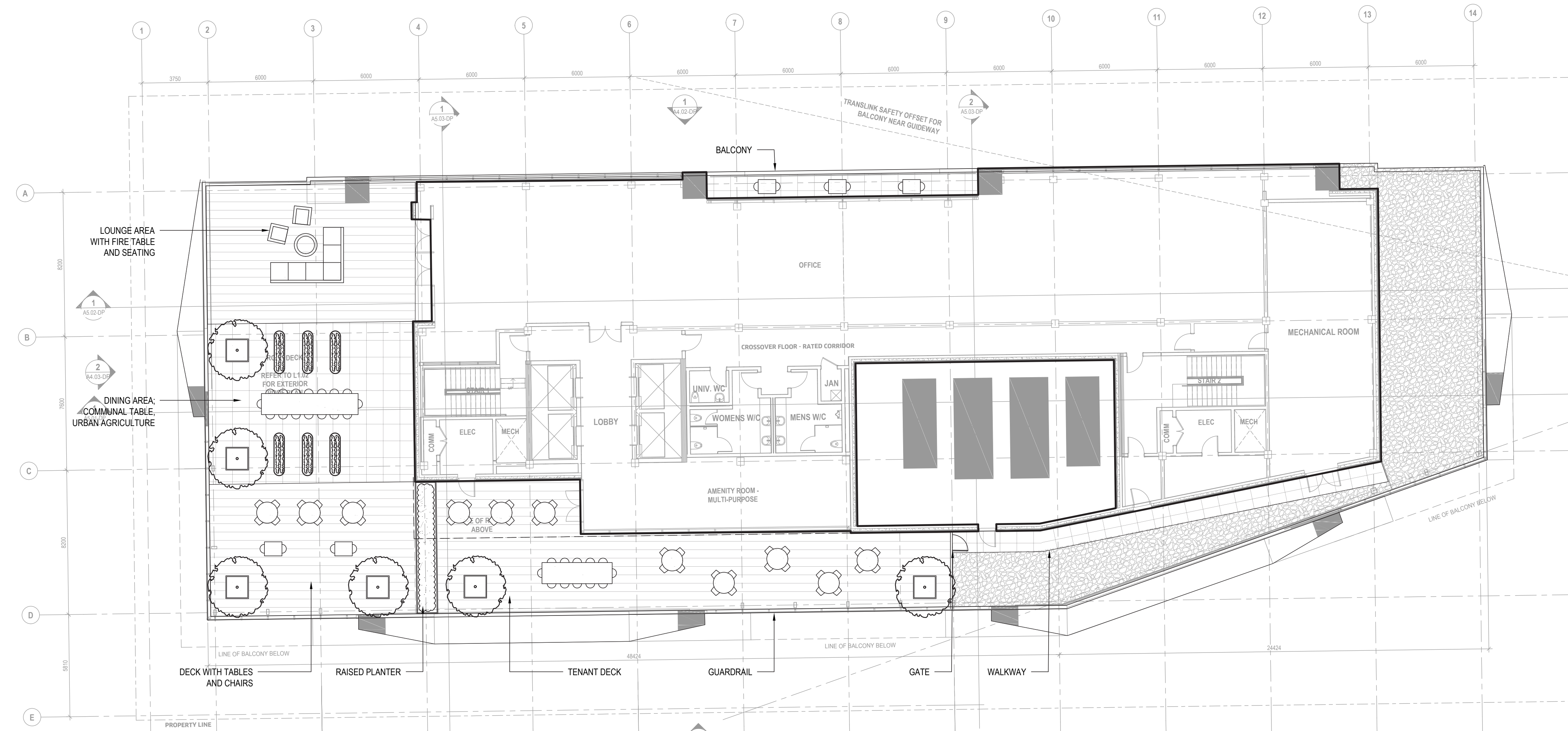
PROPERTY LINE
SETBACK / SRW

TREE PROTECTION FENCING

EXISTING TREE TO BE RETAINED
AND PROTECTED

EXISTING TREE TO BE REMOVED

1.	Tree Management Plan to be as Per Drawings Provided by Arborist Consulting Firm. May 26 2017 and to be read in CONJUNCTION with the ARBORIST CONSULTING FIRM ON THE SAME DATE.
2.	Tree Protection Fencing MUST BE BUILT TO THE CURRENT CITY OF VANCOUVER STANDARDS.
3.	ANY CONSTRUCTION ACTIVITIES OR GRADE CHANGES WITHIN THE ROOT PROTECTION ZONE MUST BE APPROVED BY THE PROJECT ARBORIST.
4.	LOCATION OF THE ROOT PROTECTION ZONE TO BE VERIFIED WITH PROJECT ARBORIST. LA PRIOR TO INSTALLATION. INITIAL TREE PROTECTION FENCING PRIOR TO THE COMMENCEMENT OF CONSTRUCTION STOPPING OR GRADING.
5.	REMOVE ALL STUMPS OF TREES TO BE DEMOLISHED.
6.	PROTECTION FENCING IS NOT TO BE LIFTED OR REMOVED AT ANY TIME FOR VEHICULAR ACCESS OR CONSTRUCTION OF CONSTRUCTION MATERIALS WITHIN OR AGAINST PROTECTION BARRIER.
7.	HAND EXCAVATE ONLY WITHIN DRILLPIE OF TREES TO BE RETAINED. SEVER ROOTS CLEARLY. CONTACT PROJECT ARBORIST FOR APPROVAL. PRIOR TO SEVERING ROOTS RUNNING DEEPER OF 50MM DIA.
8.	ANY PRUNING OF BRANCHES OR ROOTS MUST BE DONE BY AN ISA CERTIFIED ARBORIST.



1 LEVEL 8 - MATERIALS, GRADING AND PLANTING PLAN
SCALE 1:50

GENERAL LEGEND

PROPERTY LINE
SETBACK AND SRW
EXISTING FENCE TO BE RETAINED
PROPOSED FENCE
PROPOSED GUARDRAIL
EXISTING TREE TO BE RETAINED
EXISTING TREE TO BE REMOVED
PROPOSED TREE OR LARGE SHRUB
SHRUB/ GROUND COVER PLANTING
ASPHALT PAVING
CIP CONC. PAVING
BIKE RACK (TYP. OF 3)
LANDSCAPE UPLIGHTS
BUILDING GRADES (COV)
SURVEY GRADES
PROPOSED GRADES
SLOPE

- NOTES**
- DESIGN WORK OVER METRO VANCOUVER SRW AS SHOWN HAS BEEN DEVELOPED THROUGH ONGOING DISCUSSION WITH METRO VANCOUVER ENGINEERING AND IS GENERALLY ACCEPTABLE AS OF MAY 3, 2018. CONTINUED COORDINATION THROUGH THIS AREA IS REQUIRED. REFER TO GEOTECH FOR SOIL LOADS.
 - STREET TREE PLANTING, ROOT BARRIERS, AND PLANTING MEDIUM AS PER CURRENT COV STANDARDS.
 - PROPOSED CENTRAL VALLEY GREENWAY EXTENSION ALONG 6TH AVE: 3M WIDE ASPHALT BIKE PATH AND 2M WIDE CIP CONC. PEDESTRIAN PATH. FUTURE BIKE PATH ACROSS METRO VANCOUVER SRW TO MCLEAN DRIVE TBD BY COV.
 - ALL PLANT MATERIAL TO BONTA AND BCSLA STANDARDS. REFER TO THE BCSLA LANDSCAPE STANDARD, LATEST EDITION.
 - AREA OF SEARCH FOR PLANT MATERIAL: PACIFIC NORTHWEST INCLUDING BRITISH COLUMBIA, WASHINGTON AND OREGON. FURTHER SEARCH TO BE TAKEN IF NECESSARY.
 - NO SUBSTITUTIONS OF ANY PLANT MATERIAL WILL BE APPROVED WITHOUT SUBMITTAL REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT.
 - ALL ON SITE PLANTING TO BE SUPPLIED WITH AUTOMATIC IRRIGATION.
 - ROAD WORKS, PEDESTRIAN CROSSING, PED. AND VEHIC. LETDOWNS, ETC. SHOWN AS ADVISED BY BUNT AND CREUS. REGRADING IS REQUIRED AT THE PROPERTY LINE AS SHOWN WHERE ROAD WIDENING OCCURS ALONG KEITH DRIVE.

PLANT SCHEDULE				
SYM	QTY	BOTANICAL NAME	COMMON NAME	COMMENTS
TREES				
FA	1	FRAXINUS AMERICANA	AMERICAN ASH	6CM CAL. B&B. MATCH OTHER STREET TREES
BN	3	BETULA NIGRA 'HERITAGE'	RIVER BIRCH	MULTI-STEMMED, 8FT. HT.
AC	6	ACER CIRCINATUM	VINE MAPLE	MULTI-STEMMED, 8FT. HT.
CM	3	CORNUS MAS	CORNELIAN CHERRY	MULTI-STEMMED, 8FT. HT.
FC	6	FICUS CARICA	FIG	5 GALL POT, 8FT. HT. ROOF LEVEL
SHRUBS				
Rn	125	ROSA NUTKANA	NOOKTA ROSE	#2 POT, 30" O.C.
Ra	125	RIBES SANGUINEUM	RED FLOWERING CURRENT	#2 POT, 30" O.C.
Ca	125	CORNUS SERICEA	RED-OWER DOGWOOD	#2 POT, 30" O.C.
Ru	125	RUBUS SPECTABILIS	SALMONBERRY	#2 POT, 30" O.C.
Sd	125	SPRAEA DOUGLASII	HARDHACK	#2 POT, 30" O.C.
Vp	125	VACCINIUM PARVIFLORUM	RED HUCKLEBERRY	#2 POT, 30" O.C.
Sh	125	SALIX HOOKERIANA	HOCKER'S WILLOW	#2 POT, 30" O.C.
GROUNDCOVERS				
ge	605	GAULTHERIA SHALLON	SALAL	#2 POT, 18" O.C.
pm	605	POLYSTICHUM MUNITUM	SWORD FERN	#1 POT, 18" O.C.
bs	605	BLECHNUM SPICATUM	DEER FERN	#1 POT, 18" O.C.
GRASSES AND PERENNIALS				
je	974	JUNCUS EFFUSUS	COMMON RUSH	#1 POT, 12" O.C.
co	974	CAREX OBNUPTA	SLOUGH SEDGE	#1 POT, 12" O.C.
eq	974	EQUISETUM SPP.	HORSETAIL	#1 POT, 12" O.C.
ir	974	IRIS TENAX	IRIS	#1 POT, 12" O.C. PURPLE



ISSUED FOR

A. 10 May 18 PRE-CP APP

B. 01 June 18 DEVELOPMENT PERMIT APP

C. 04 Oct 18 REVISED DEVELOPMENT PERMIT APP

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KEYPLAN

SEAL

2102 Keith Drive

2102 Keith Drive
Vancouver, BC

MATERIALS, GRADING & PLANTING PLANS

DRAWN: LL PLOT DATE: 2018-03-26 13:05 CHECKED: MT

L1.02

04600V

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KEYPLAN

SEAL

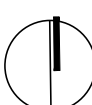
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2102 Keith Drive
Vancouver, BC

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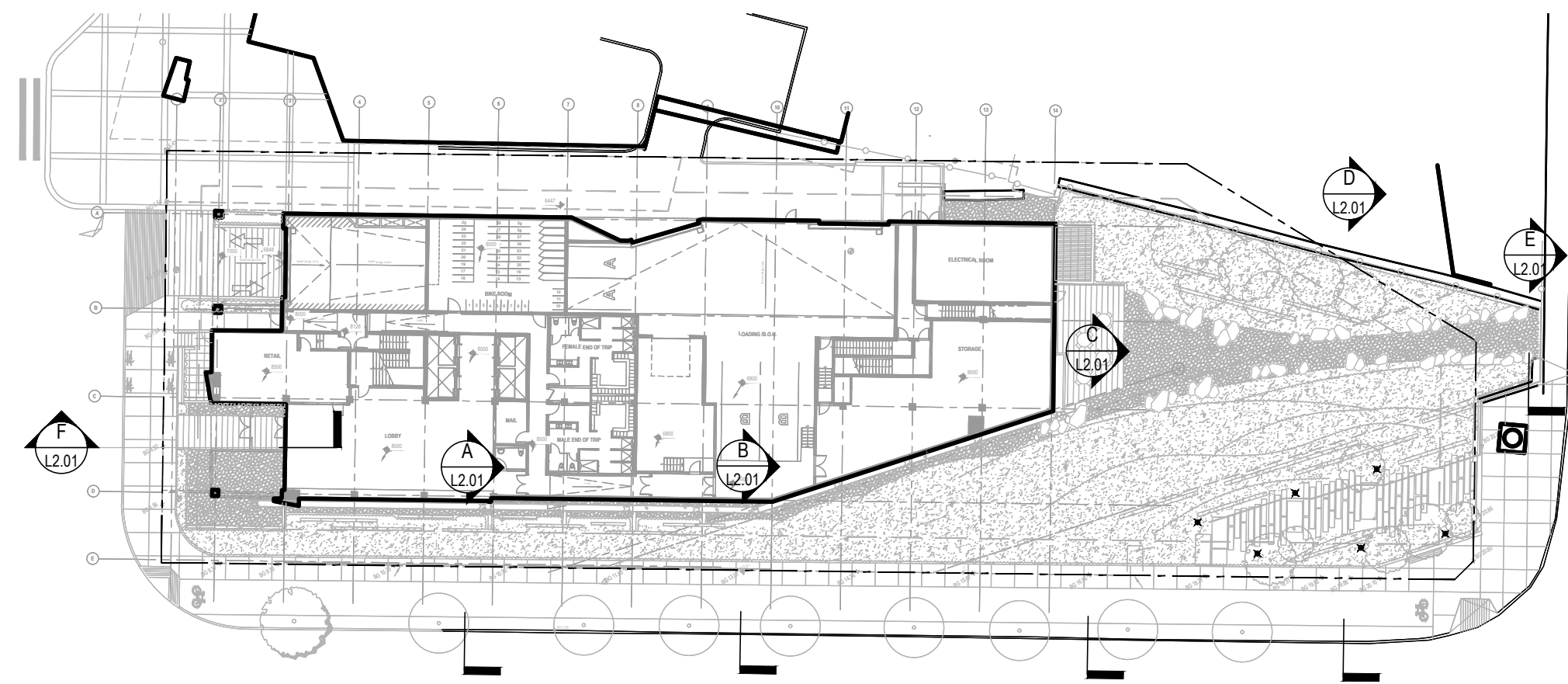
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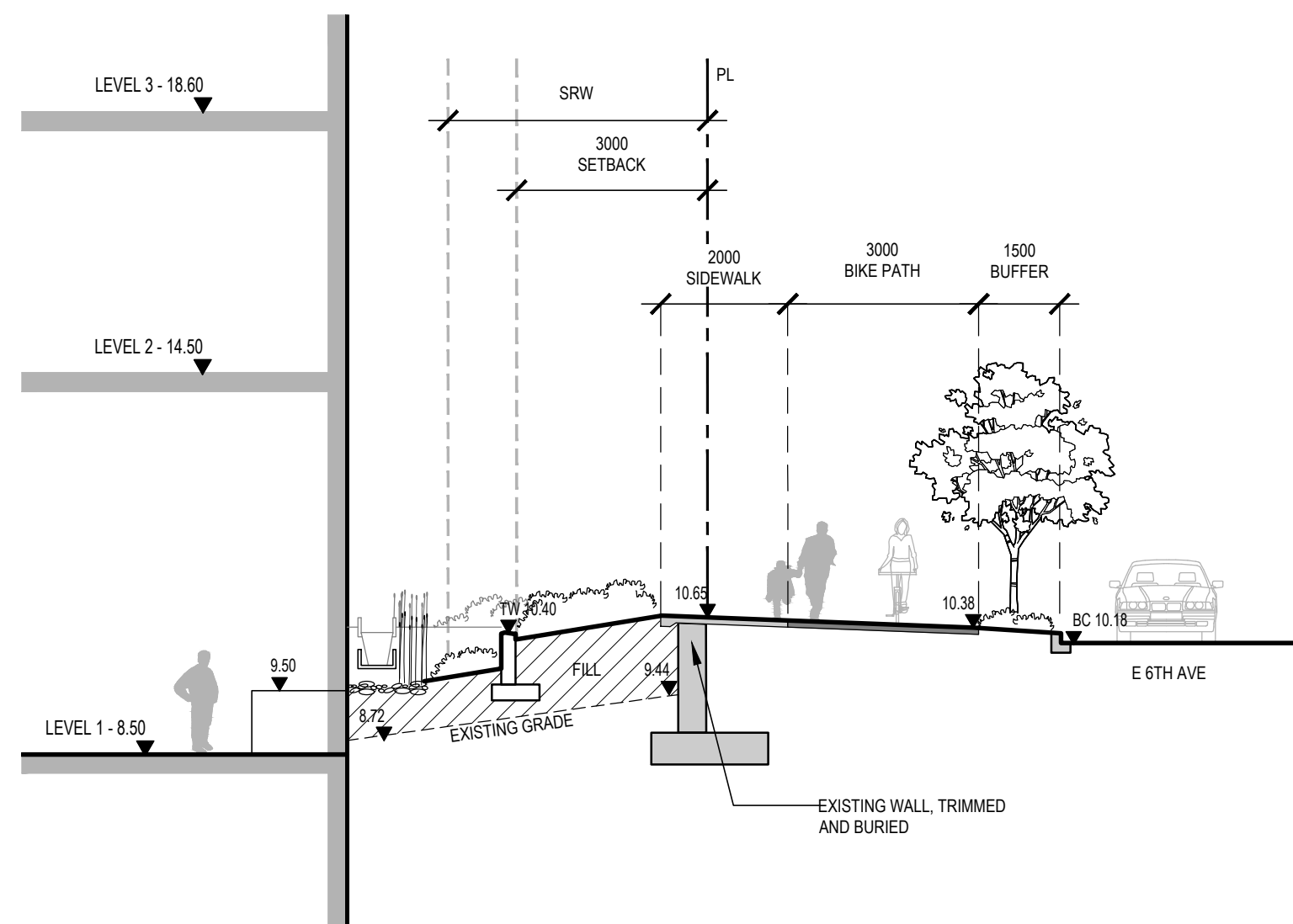


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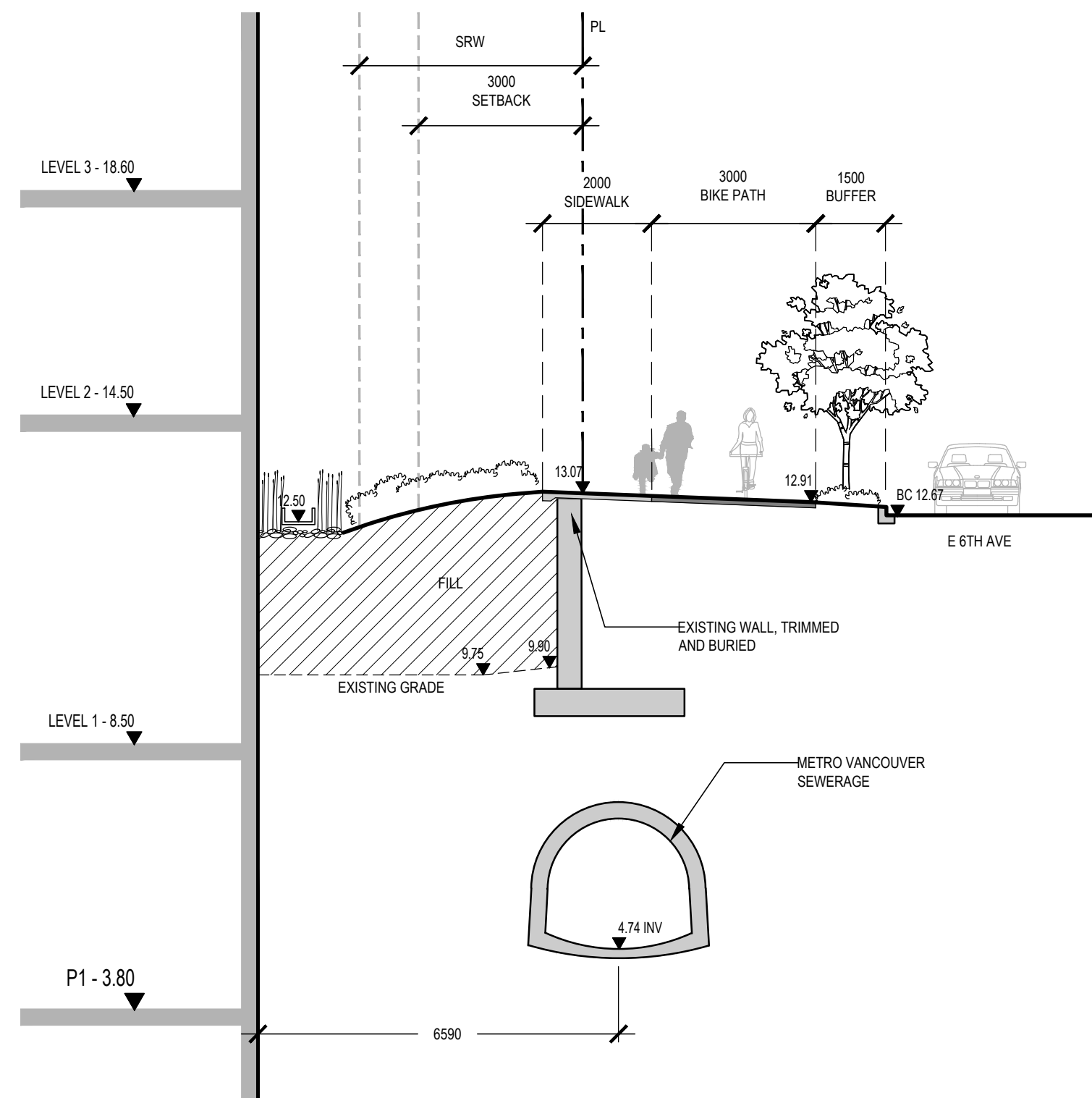
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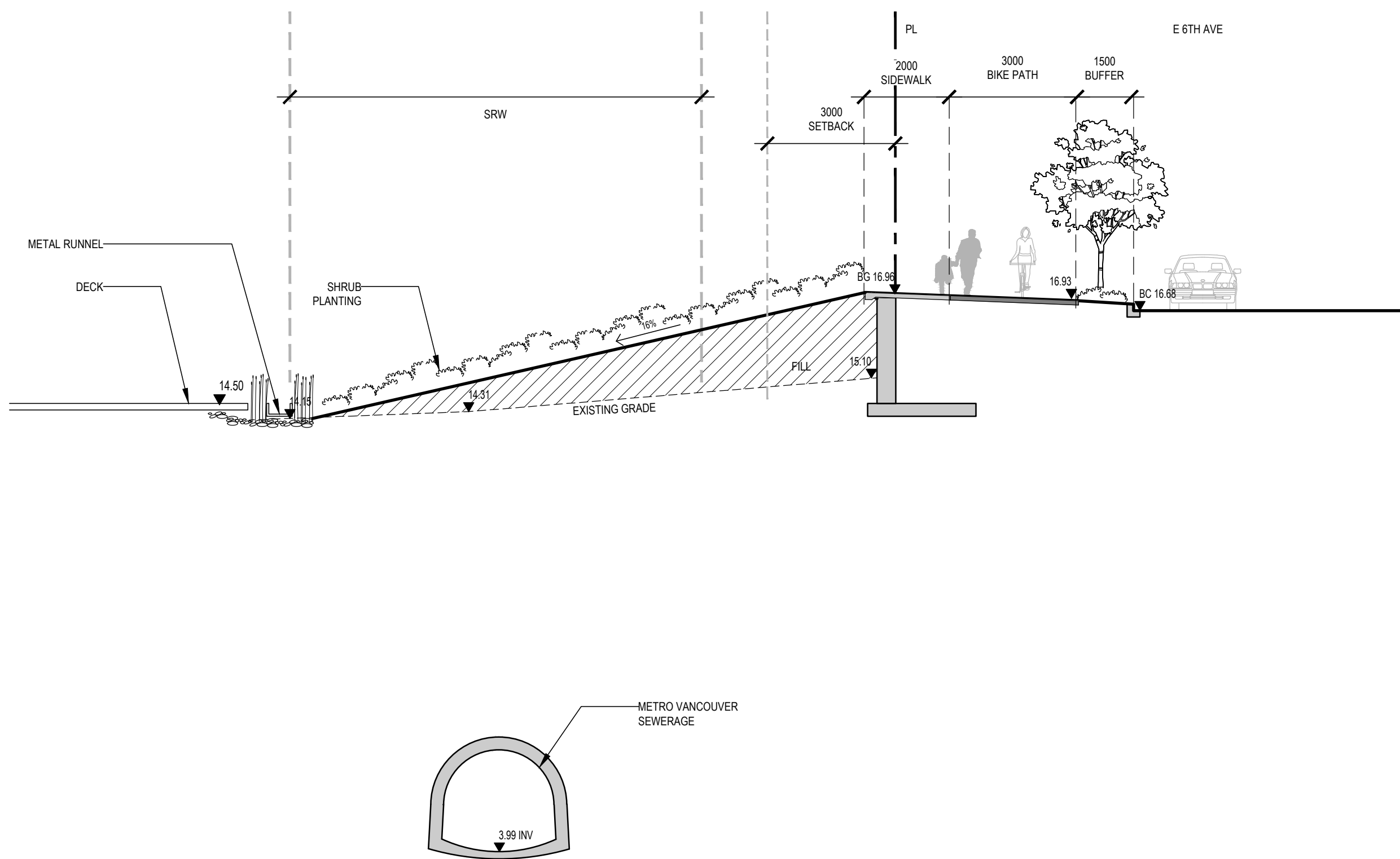
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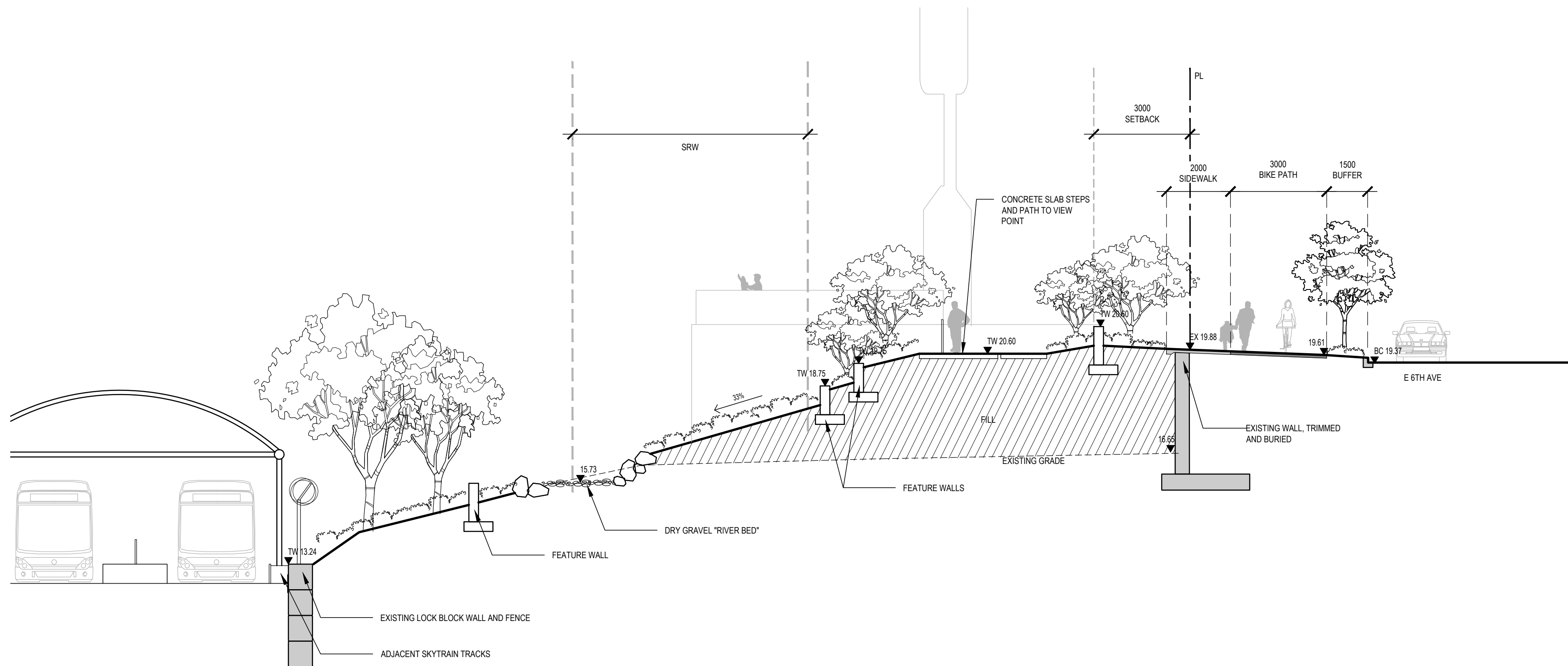
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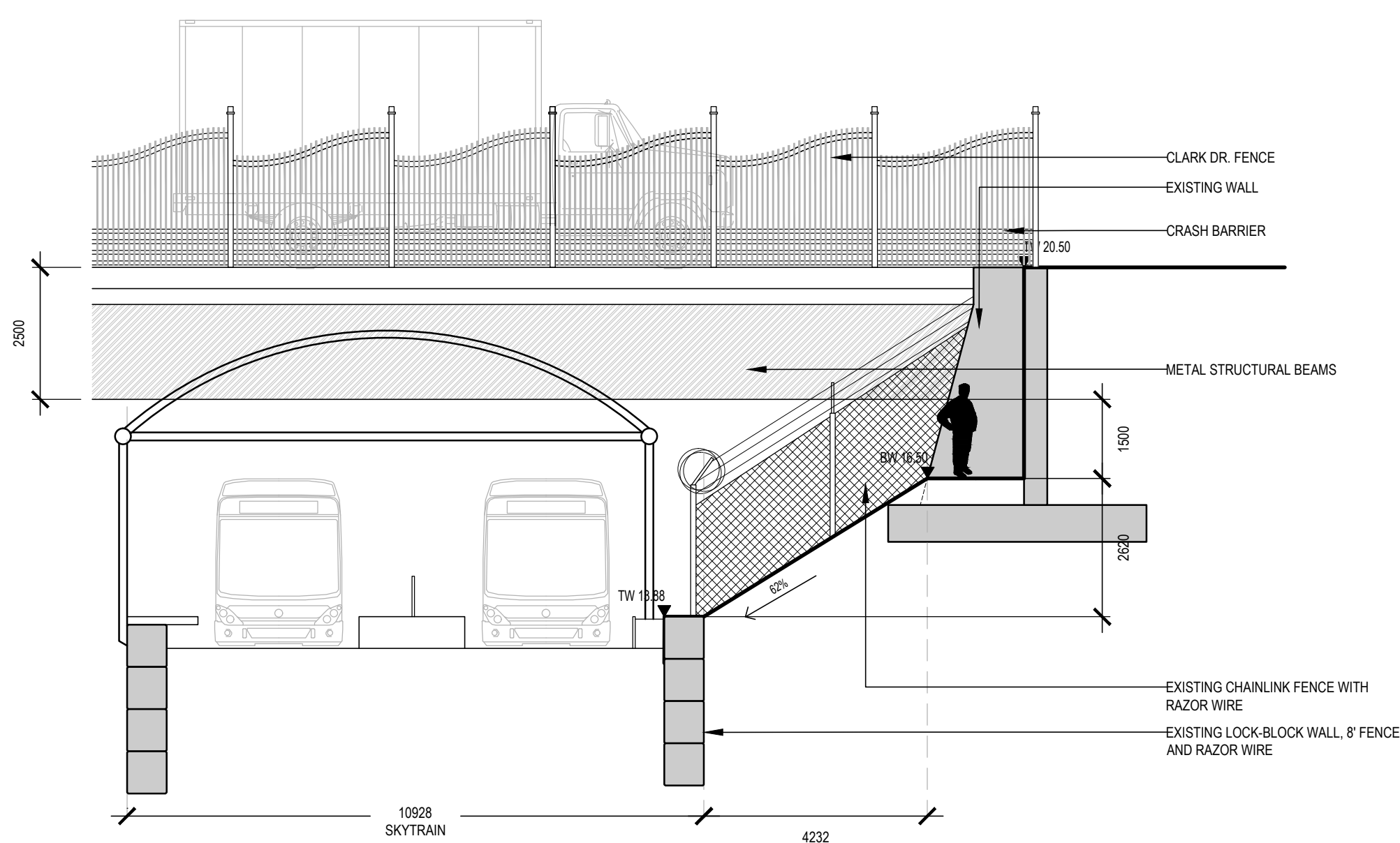
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3 SECTION C
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4 SECTION D
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5 SECTION E
L2.01 SCALE: 1:100



5 SECTION E
L2.01 SCALE: 1:100

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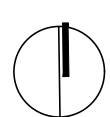
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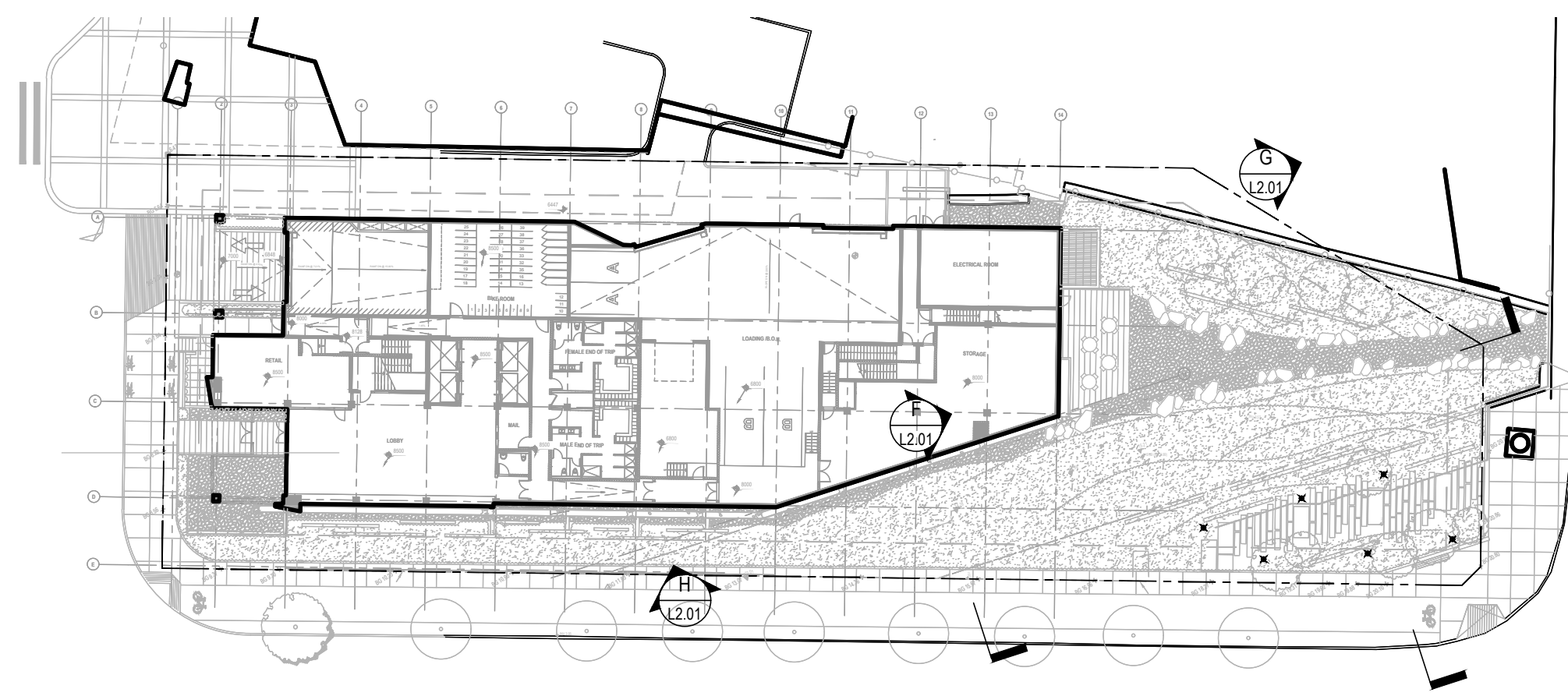
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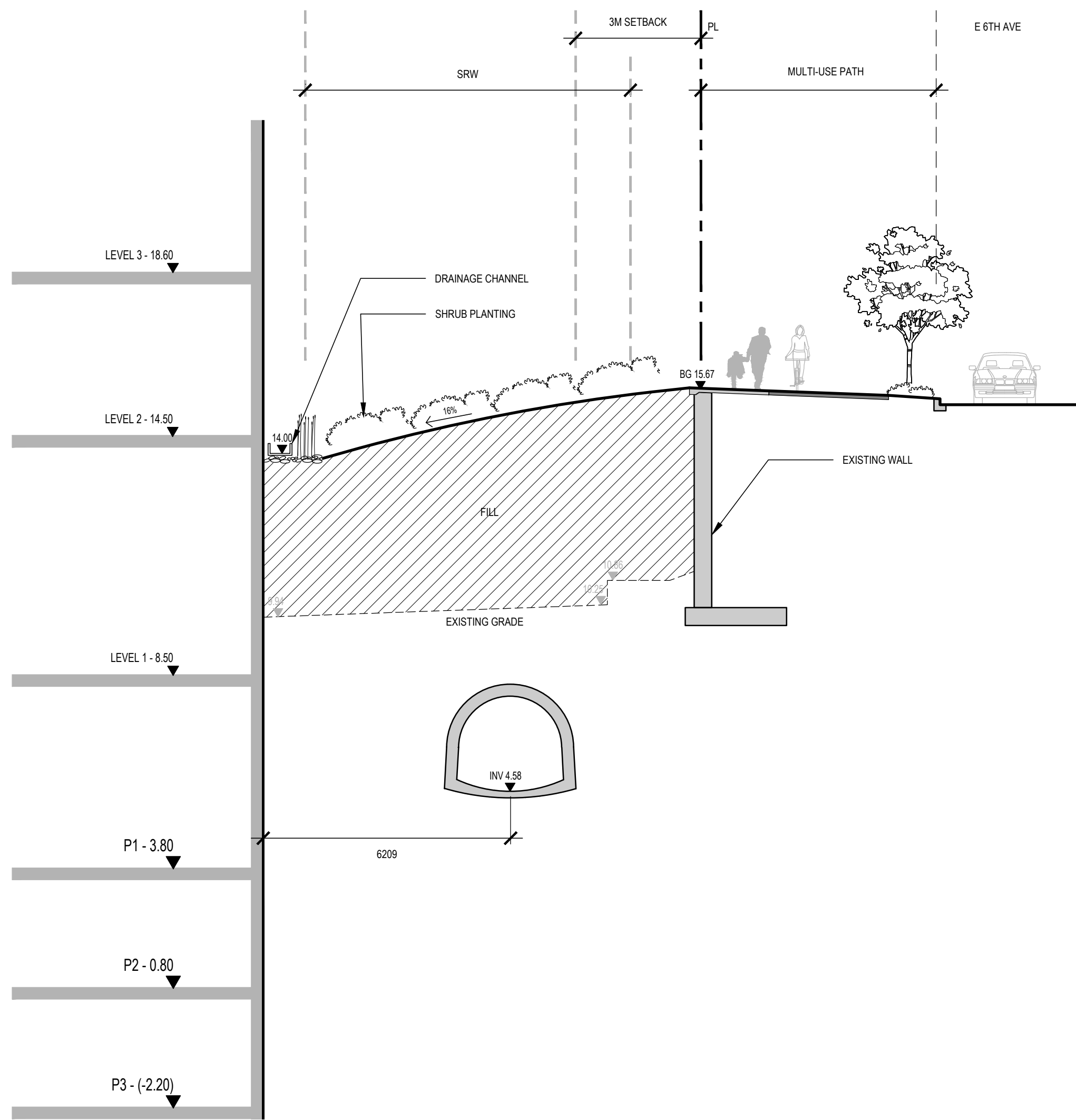


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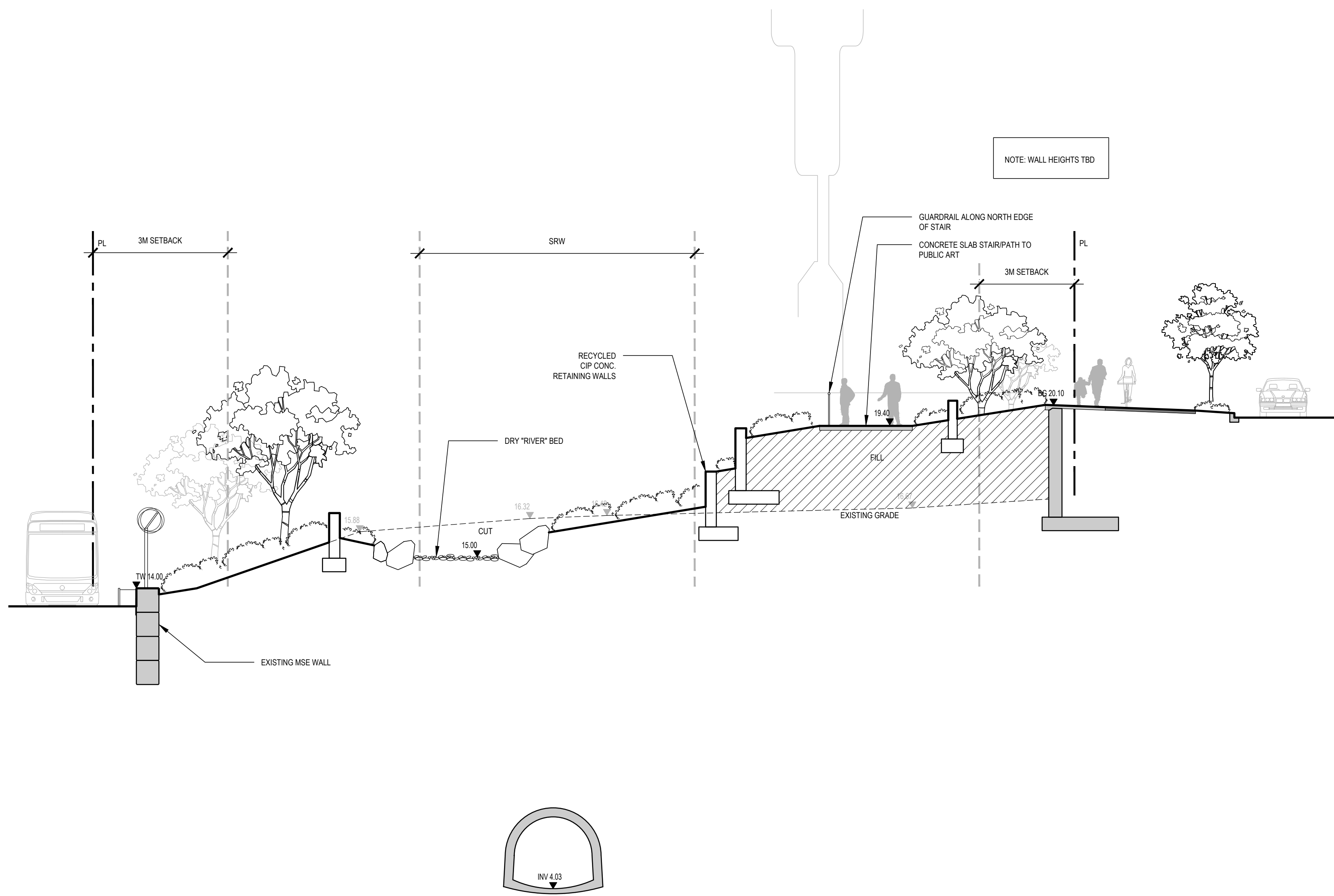
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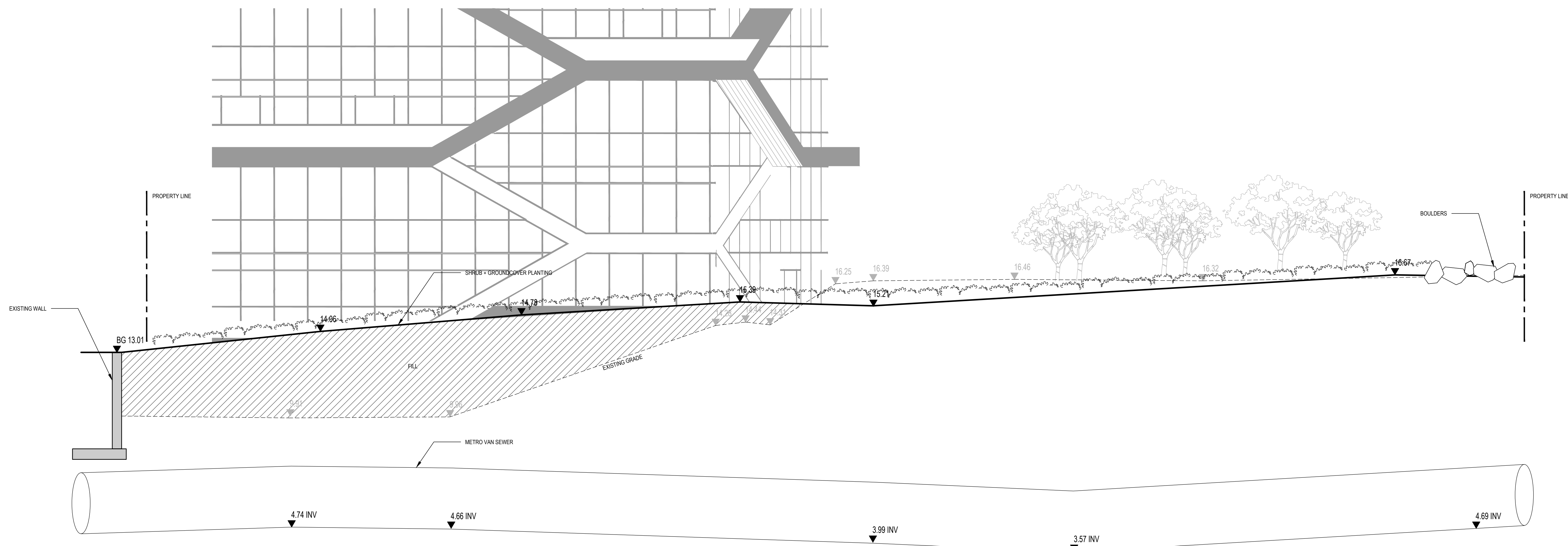
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1 SECTION F
SCALE: 1:100



2 SECTION G
SCALE: 1:100



3 SECTION H
SCALE: 1:100

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KEYPLAN

SEAL

2102 Keith Drive

2102 Keith Drive
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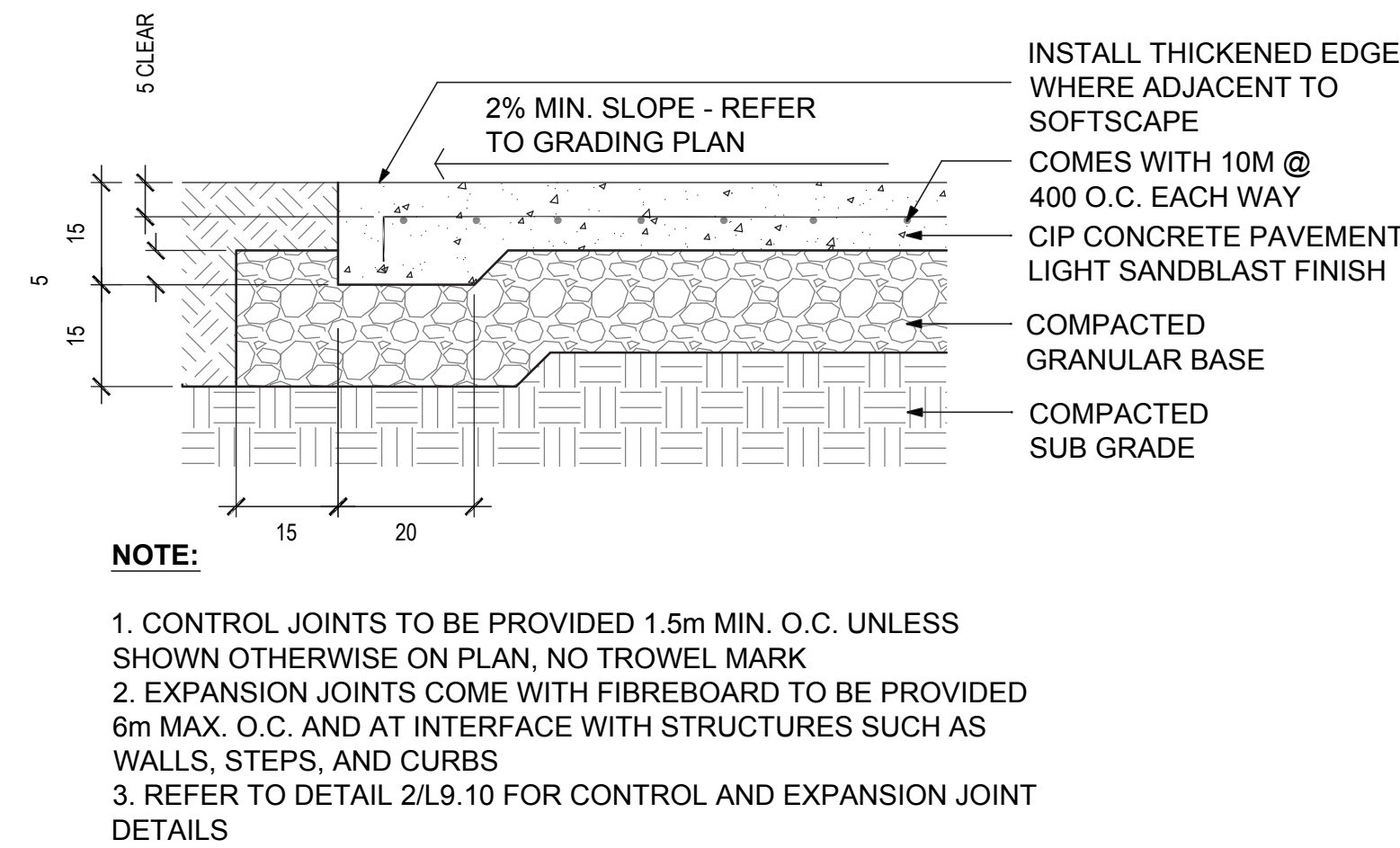
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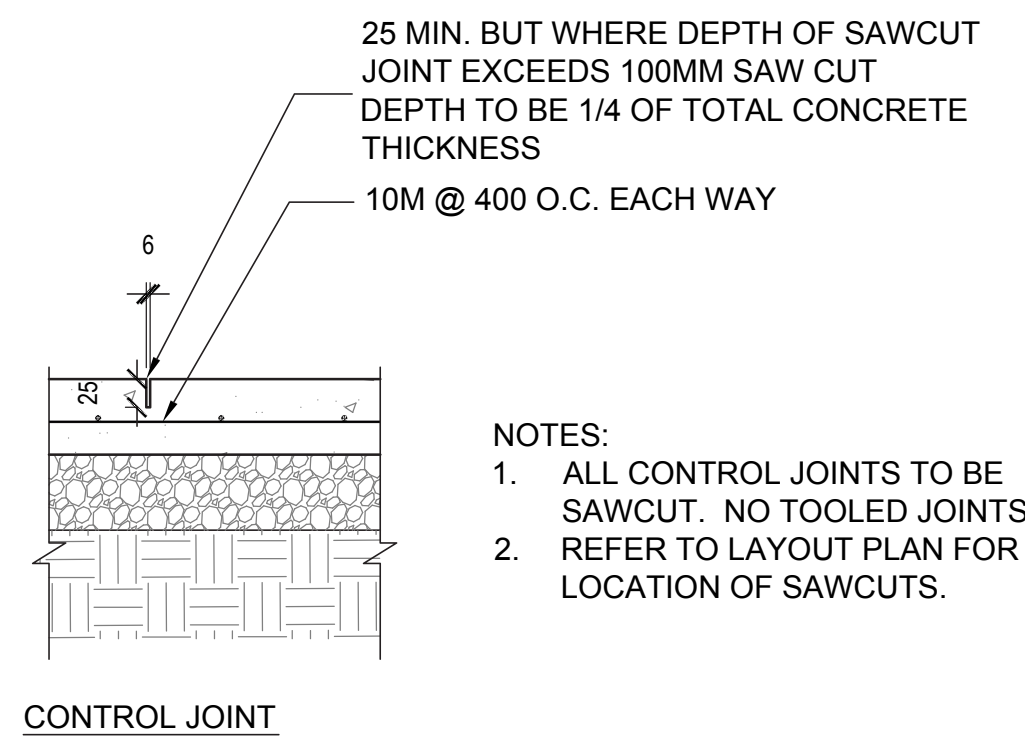
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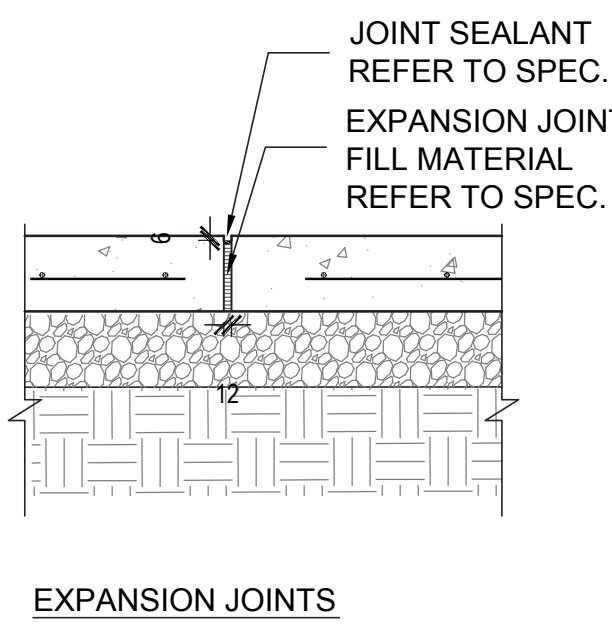
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Last Modified: 2/1/2018



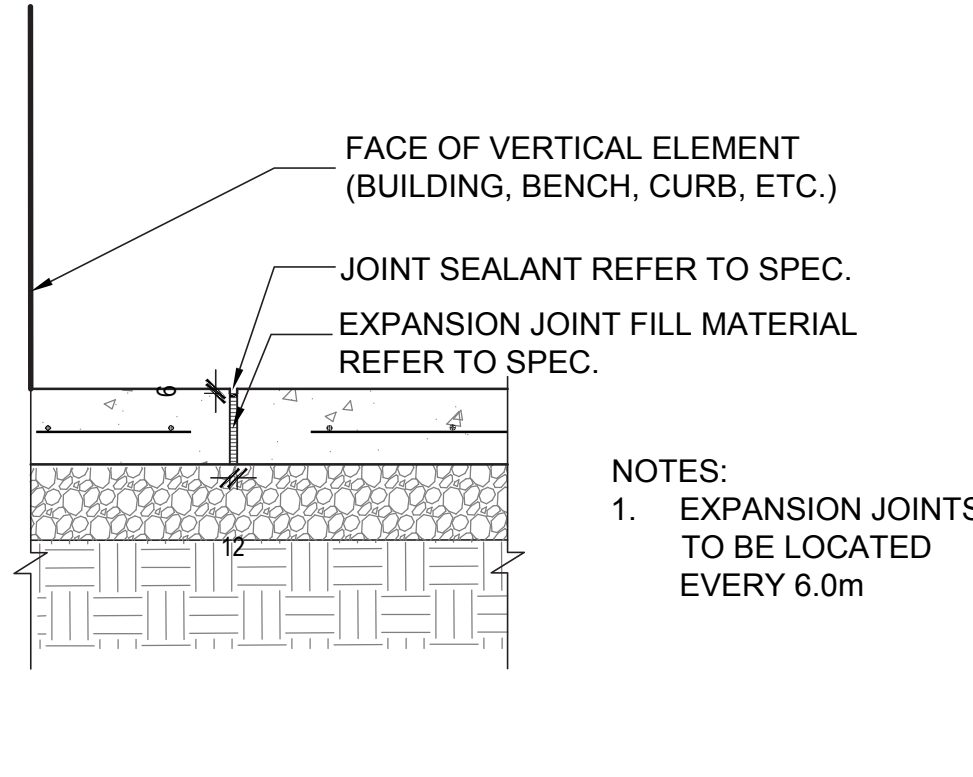
1 CIP CONC. PAVING
L3.01 SCALE



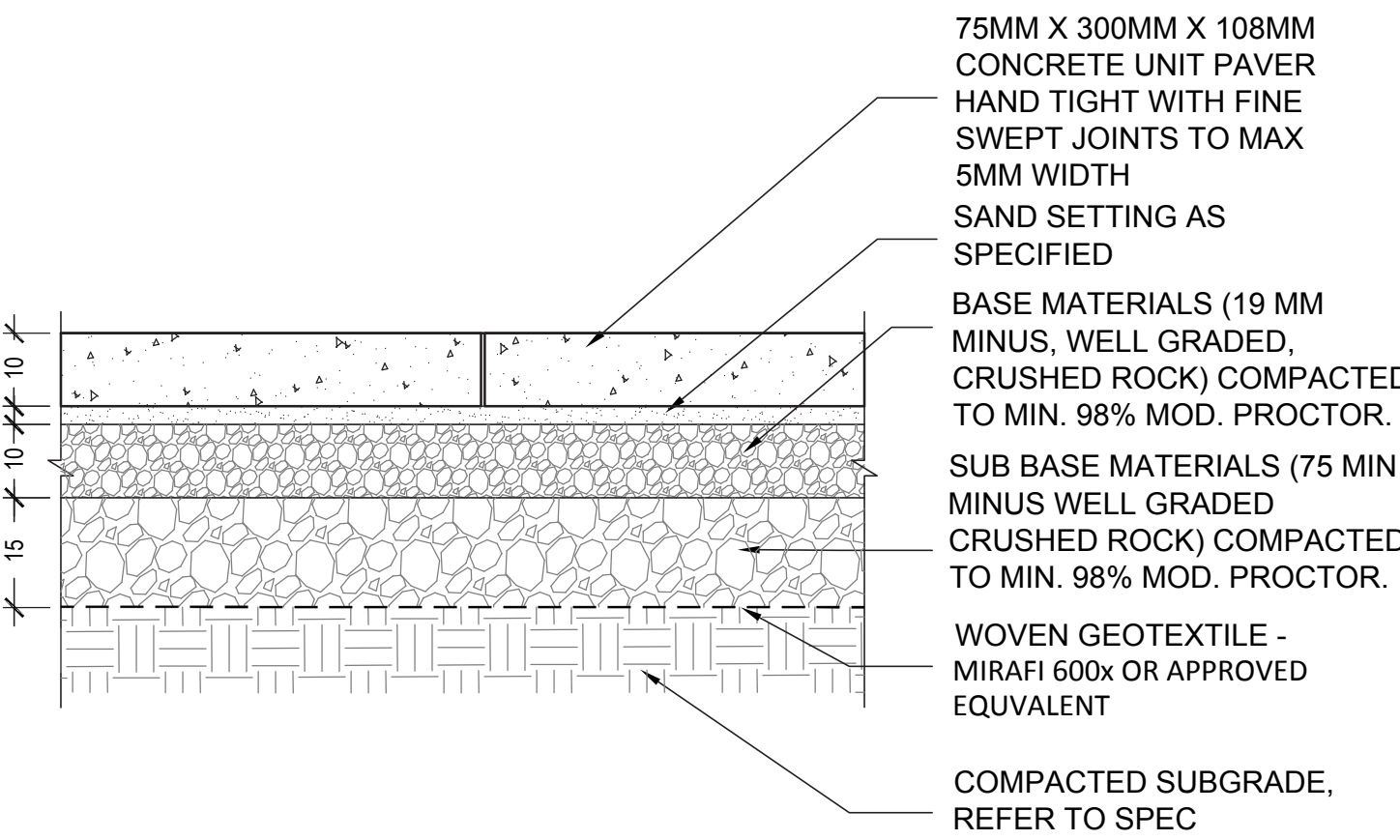
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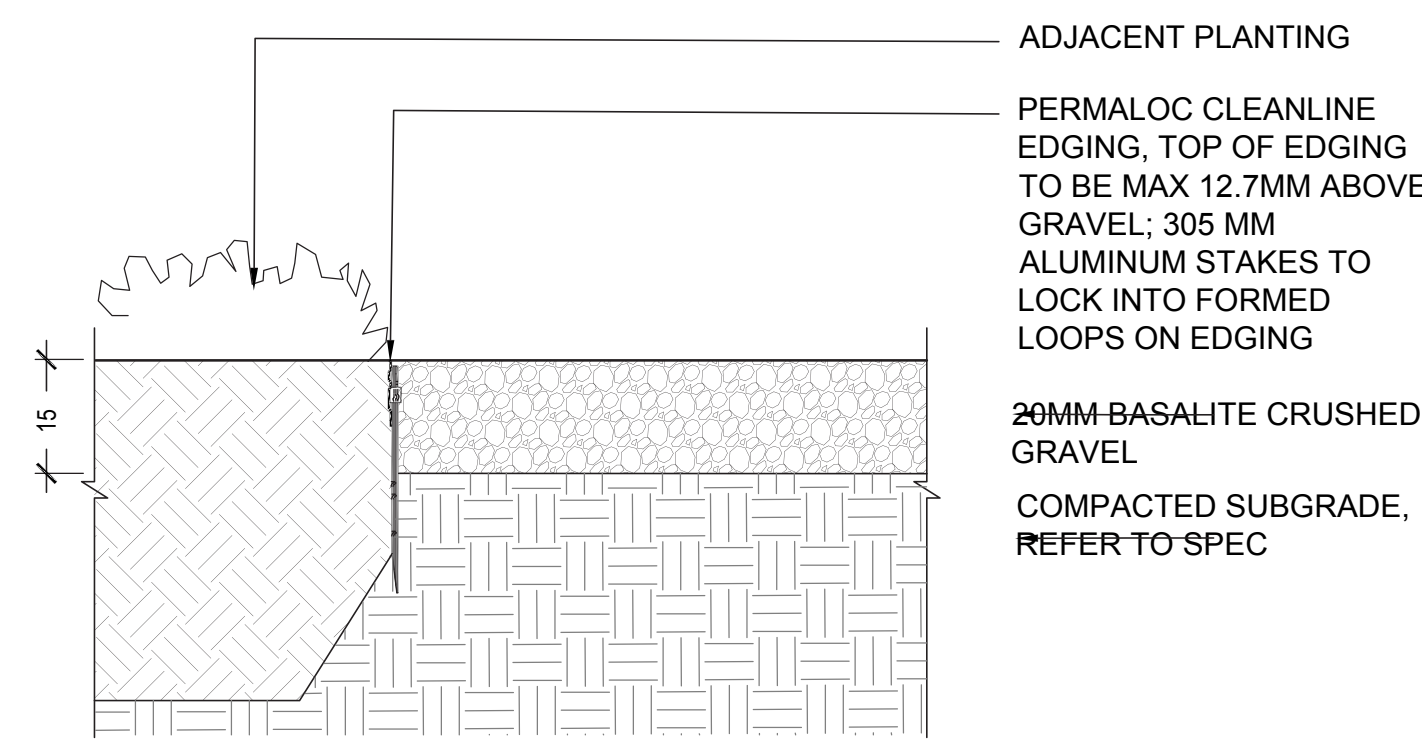
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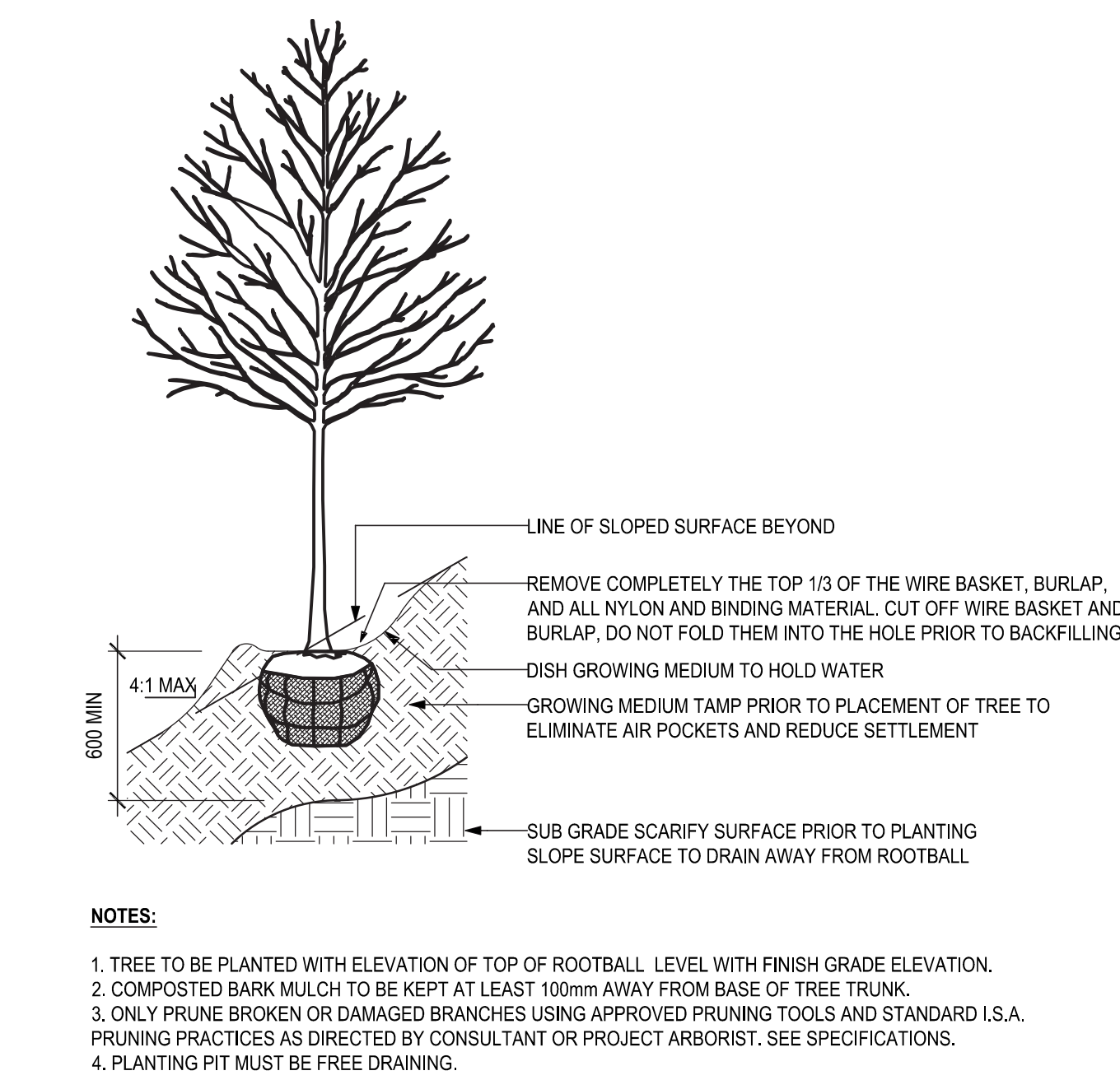
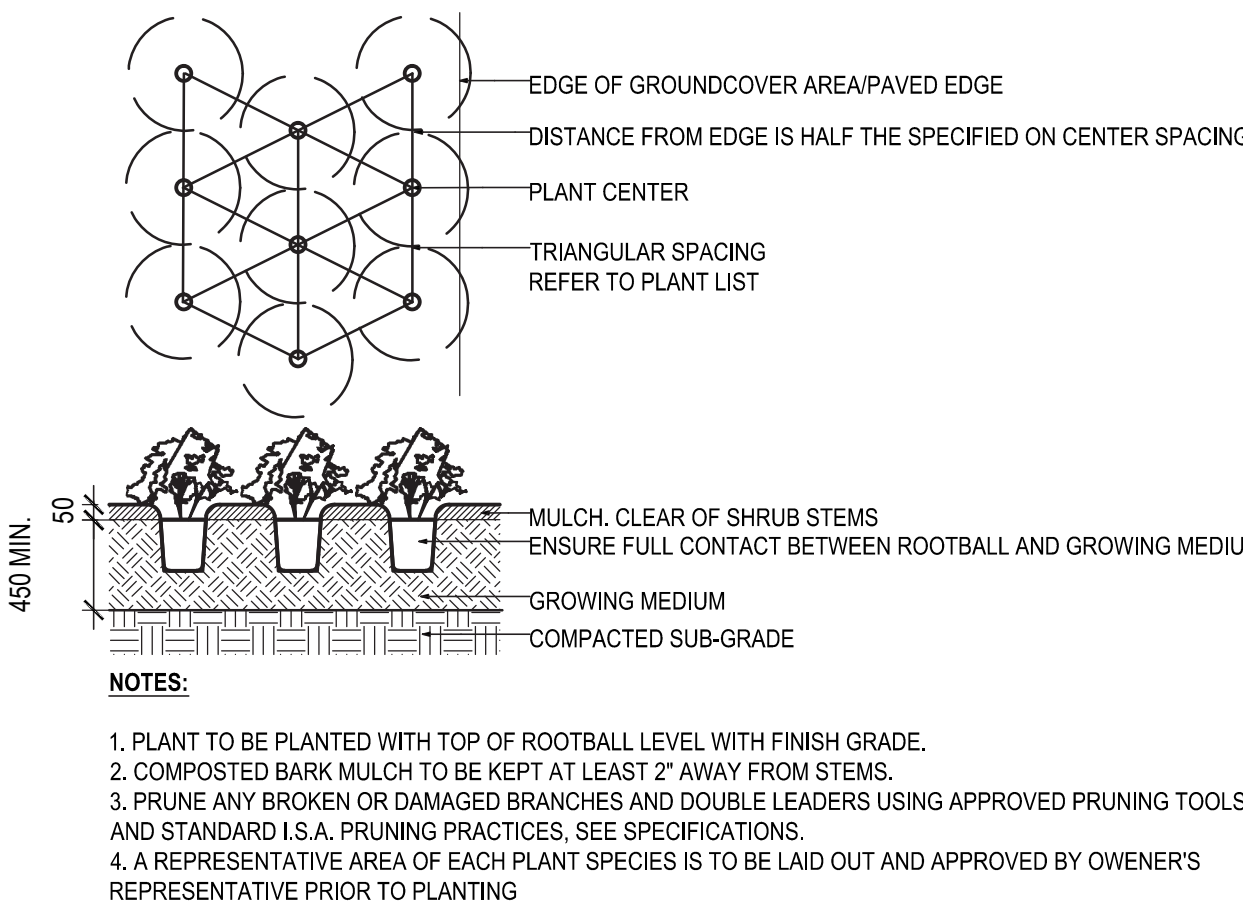
5 GROUNDCOVER PLANTING, TYP.
L3.01 SCALE



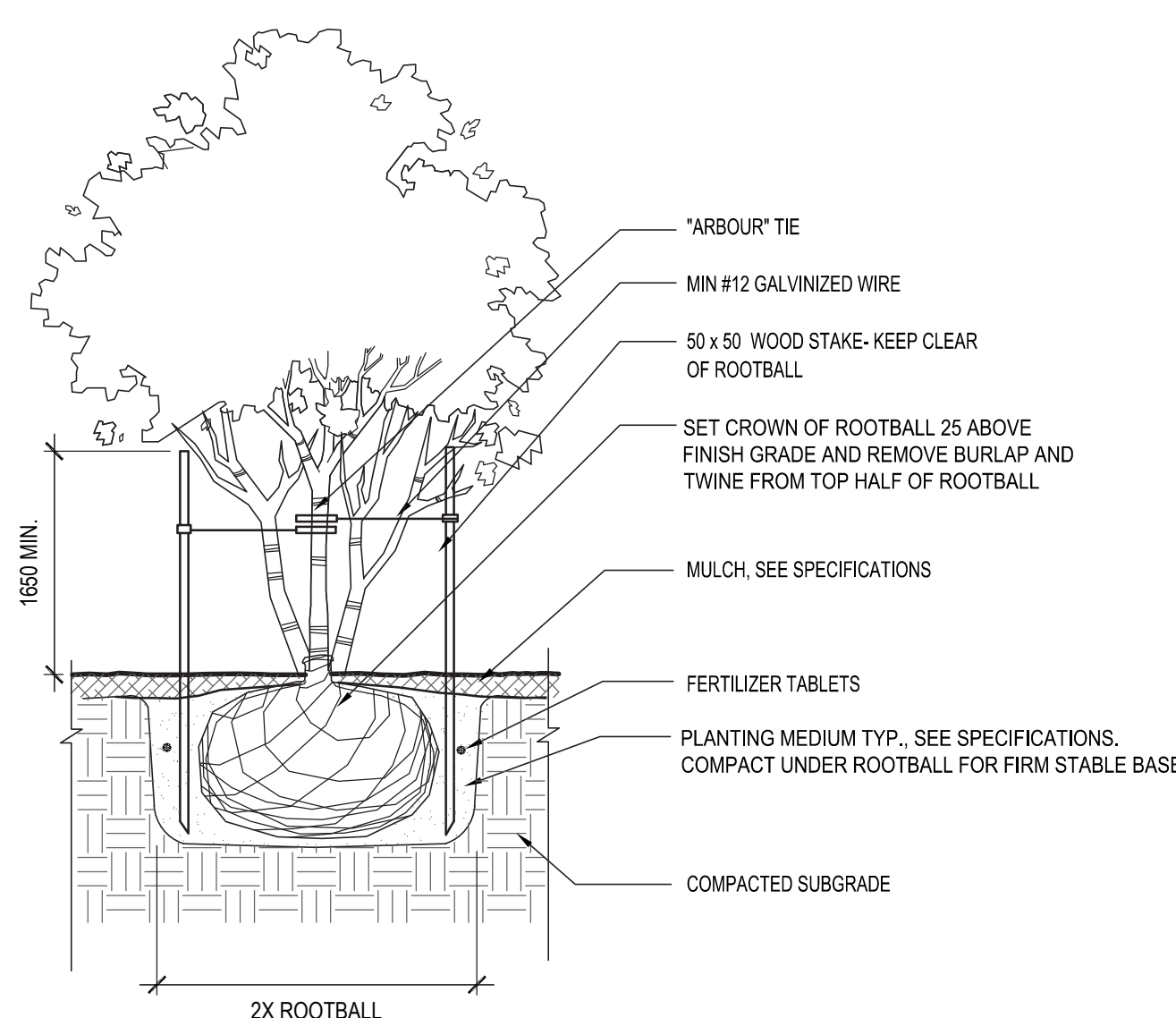
3 PRECAST UNIT PAVERS
L3.01 SCALE



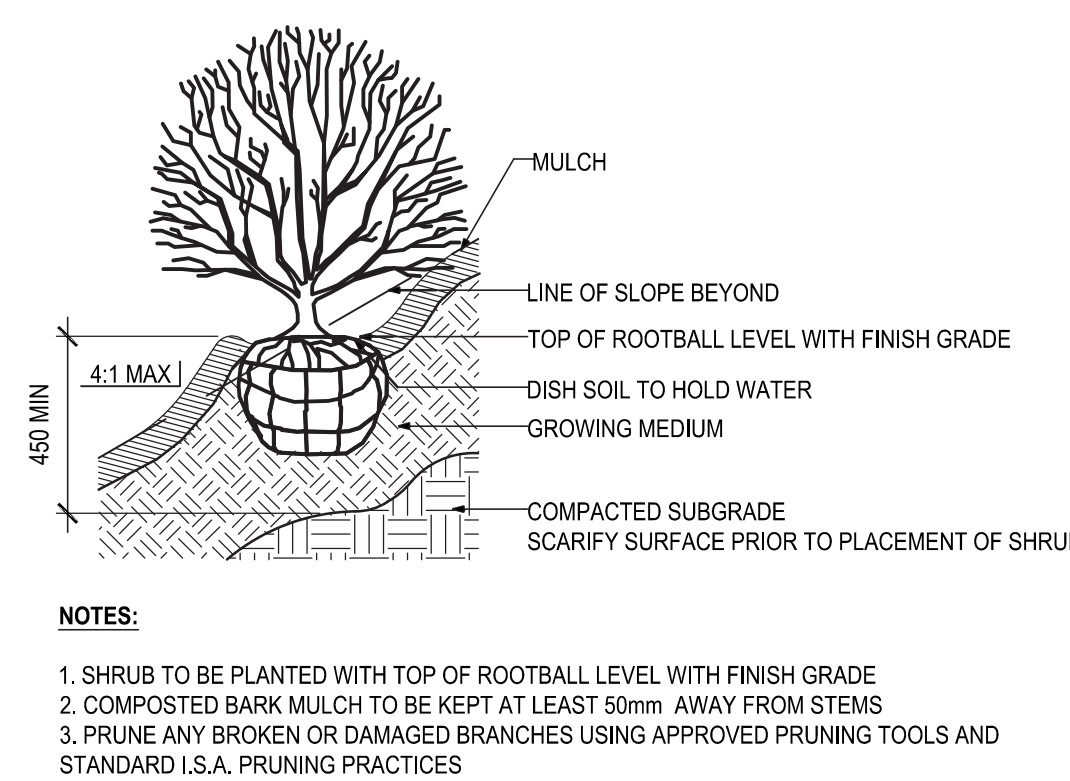
4 GRAVEL PAVING
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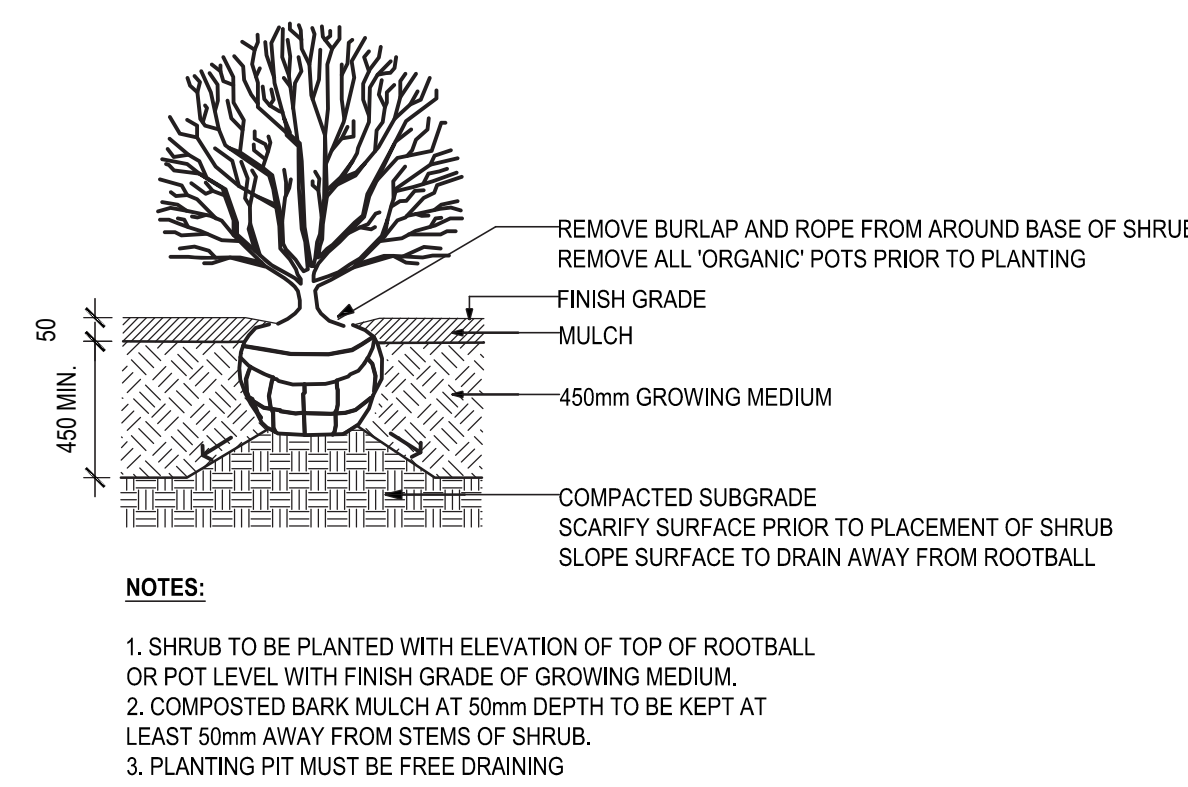
6 TREE PLANTING ON SLOPE
L3.01 SCALE



7 TREE PLANTING, TYP.
L3.01 SCALE



8 SHRUB PLANTING ON SLOPE
L3.01 SCALE



9 SHRUB PLANTING, TYP.
L3.01 SCALE