



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Jean Lamontagne
Director of Development


Date: April 24 , 2006
File: DP 05-320899

Re: **Application by Wensley Architecture Ltd. for a Development Permit at
3060 No. 3 Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of three (3) detached one-storey retail commercial buildings (approximate floor area of 1,312 m² (14,120 ft²)) at 3060 No. 3 Road on a site zoned Automobile-Oriented Commercial District (C6); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the minimum setback from 3.0 m. (10 ft.) to 0 m. (0 ft.) for ten (10) parking stalls adjacent to the west property line;
 - b) Allow a trellis structure within the required 6 m. (20 ft.) setback to Sexsmith Road; and
 - c) Allow a portion of the garbage and recycling enclosure within the required 6 m. (20 ft.) setback to No. 3 Road and Bridgeport Road.


Jean Lamontagne
Director of Development

DN:blg
Att.

Staff Report

Origin

Wensley Architecture Ltd., on behalf of Bridgeport Road Equities Inc., has applied to the City of Richmond for permission to develop three (3) one-storey retail commercial buildings at 3060 No. 3 Road. The site is currently vacant and there are no existing trees on the site.

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

The subject site is located in a transitioning area within the Bridgeport Area Plan, which is currently characterized by industrial, commercial and tourist oriented types of development. The site is within the West Bridgeport Sub-Area.

Development surrounding the subject site is as follows:

- To the north: Existing commercial and industrial buildings zoned “Light Industrial District (I2)”.
- To the east: A recently constructed Rona store (DP 03-254551), zoned “Automobile-Oriented Commercial District (C6)”.
- To the south: Situated on the south side of Sea Island Way is a combination of “Single-Family Housing District (R1)” zoned lots that are both vacant and occupied by older single-family dwellings under rezoning development application (RZ 03-254977) to rezone to a “Comprehensive Development District (CD)” Zone to permit a mixed-use development comprised of a combination of high, mid, and low-rise residential buildings and street oriented commercial development.
- To the west: No. 3 Road and a vacant building that previously functioned as a casino, which is regulated by Land Use Contract (LUC 126).

Rezoning and Public Hearing Results

The site is currently zoned “Automobile-Oriented Commercial District (C6)”;

 rezoning is not required.

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 applicable Design Guidelines (Schedule 1, 9.2 General Guidelines and 9.4 Commercial Guidelines, and Schedule 2, 2.12 Bridgeport Area Plan) with the exception of the zoning variances noted below.

Zoning Compliance/Variances (staff comments in **bold**)

The applicant requests to vary the provisions of the Zoning and Development Bylaw No. 5300 to:

- 1) Reduce the minimum setback from 3.0 m. (10 ft.) to 0 m. (0 ft.) for ten (10) parking stalls adjacent to the west property line.

(Staff supports the proposed variance. Locating the parking stalls adjacent to the west property edge facilitates the required turning radii for the required loading bay on the site. The applicant will provide bonding for the treatment along No. 3 Road, which will include planting a row of trees along the western edge of the property, with design details to be finalized at the Servicing Agreement stage. A conceptual plan for the treatment of this area is attached (Attachment 4).)

- 2) Allow a trellis structure within the required 6 m. (20 ft.) setback to Sexsmith Road.

(Two (2) trellises of the same typology are located along the western edge of the existing Rona building. The trellis proposed will continue the design pattern established by the Rona development, as well as the street frontage treatment along Sexsmith Road.)

- 3) Allow a portion of the garbage and recycling enclosure within the required 6 m. (20 ft.) setback to No. 3 Road and Bridgeport Road.

(The rubbish bin and associated fence enclosure proposed along the west side of Building 2, at the northwest corner of the site, will be screened from public view by landscaping consisting of deciduous and coniferous trees and shrubs, as well as an additional row of trees planted along the western edge of the property on the City road Rights of Way. Further, locating the rubbish bin on the west side of Building 2 instead of the east side ensures that the Sexsmith Road access will not be blocked by disposal and loading vehicles, as well as allowing a full 6 m (20 ft.) building setback and 3 m (10 ft.) landscape buffer adjacent to Sexsmith Road.)

Advisory Design Panel Comments

The proposed development was reviewed by the Advisory Design Panel (ADP) on March 8, 2006. A copy of the relevant excerpt from the Advisory Design Panel Minutes from March 8, 2006 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold**'. The Panel supported the proposed development, commenting on the continuation of the architectural style established by the Rona development and referred the applicant to work with staff and Ministry of Transportation (MOT) to address minor details related to access and landscaping, and confirmation of accessibility to a garbage and recycling bin.

Analysis**Conditions of Adjacency**

- The applicant proposes a continuation of the development pattern established immediately east of the subject site by the recently constructed Rona store.
- The proposed single-storey commercial buildings are compatible with the adjacent land uses.

- During the development of the Rona site, road and boulevard upgrades were undertaken on the subject site adjacent to Bridgeport Road, Sexsmith Road and Sea Island Way. These streetscapes will be further developed with the introduction of a landscape buffer on the subject site that consists of a combination of deciduous trees and shrubs.
- An area approximately 7.9 m (25 ft.) wide immediately adjacent to No. 3 Road and the western edge of the subject site was dedicated to the City during the Rona development application process (**Attachment 3**). The details of the treatment of this area will be established during the Servicing Agreement; however, a conceptual landscape plan is attached for reference (**Attachment 4**). The developer has agreed to provide bonding for landscaping and installation of a sidewalk within the No. 3 Road Rights of Way to the satisfaction of the City as part of the Servicing Agreement process. In addition, the developer has agreed to design the boulevard to comply with City standards; detailed design will be submitted as part of the Servicing Agreement process.
- In addition to general compliance with setbacks and the landscape screening along the site edges, the building facades that interface with road have been treated with a variety of building materials (including masonry veneer, stucco, and spandrel glazing) and in the case of the two (2) buildings along the southern frontage, the buildings have been articulated with drive thru window projections and a painted steel projection or canopy to animate the street facade.

Urban Design and Site Planning

- A design similar to the Rona development is proposed, which blends with the character and scale of the nearby development as well as creates a linkage to the existing development while providing complementary uses on the site.
- Vehicle access to the site is provided via both Sexsmith Road (full movement) and Sea Island Way (right-in, right-out only).
- Loading areas and garbage and recycling bins are provided within proximity of the buildings, and landscaping and decorative fencing is used to screen the containers from view. Further, the applicant has demonstrated sufficient turning radii for the movement of delivery and disposal vehicles.
- Well defined and wheelchair accessible pedestrian connections between buildings on the site are provided on site through the use of covered concrete sidewalks, painted pedestrian pathways and curb letdowns.
- Significant landscaping along the perimeter of the site mitigates the impact of the surface parking and drive thru aisles. The introduction of trellis structures and individual trees within the parking area further addresses the visual impact.
- Signage that is designed to compliment the architectural style of the building and comply with the Sign Bylaw will be installed along the drive-thru drive aisles.
- Bicycle parking in accordance with the provisions in the OCP has been proposed on the site adjacent to the access via Sexsmith Road at the southeast corner of Building 2 and within proximity of Buildings 1 and 3 adjacent to the Sea Island Way access.
- A total of seventy one (71) parking spaces, including three (3) disabled parking stalls are provided on the site.
- This site is affected by flight patterns and is within an Airport Noise Contour that normally requires registration of a covenant to disclose noise restrictions and to engage an acoustical consultant to determine suitable construction details. However, it is current city practice to exempt non-residential developments from the acoustical requirements. Staff are currently working with Airport authorities to amend the acoustical requirements in the OCP.

Architectural Form and Character

- Staff supports the continuation of the architectural design style established by the Rona development located along the east side of Sexsmith Road, which consists of a combination of architectural features (including glazing, spandrel glass, masonry veneer, metal roof features, stucco, and custom light fixtures in a muted modern color scheme).
- The proposed freestanding signs, similarly reference the design style and materials used on the Rona site. Tenant signs consist of illuminated channel letters or vinyl faced illuminated letters applied to either fascia or attached to steel frames similar to signage on the Rona site.
- Flat roofs with painted metal enclosure to screen the rooftop mechanical equipment is proposed. Visible roof elements consist of glass canopy or metal features.
- Although Building 2 is a long building, an identity is created for each of the commercial units through the combination of building design and materials, which results in the creation of individual retail frontages that are no greater than 7.5 m. (25 ft.) in width.
- An outdoor patio seating area is proposed on the west side of both proposed restaurant buildings.

Landscape Design and Open Space Design

- Currently, there are no trees on the site. As the site is situated between four (4) major roads, a substantial amount of landscaping is proposed on the site along the property edges. The applicant proposes to plant thirty seven (37) trees on the site, and additional trees within the No. 3 Road Rights of Way. To ensure year round screening, three (3) coniferous trees are proposed adjacent to the rubbish bin and loading bay adjacent to Building 2.
- The southwest corner of the site, at the intersection of No. 3 Road and Sea Island Way, will feature a public plaza that provides seating on wood and black metal benches, a garbage receptacle, and flowering shrubs in the immediate adjacency, in addition to a free standing sign. This plaza area reinforces a relationship with the multiple use development currently being proposed on the south side of Sea Island Way, the soon to be introduced bicycle lane along No. 3 Road, and the Bridgeport Area Plan Trail and Open Space Plan that runs along the north side of Sea Island Way. The design will be finalized as part of the Servicing Agreement.
- The Servicing Agreement also requires that the developer undertake installation of a row of trees and installation of a sidewalk within the No. 3 Road Rights of Way that is located immediately adjacent to the western edge of the subject site. This area is approximately 1,096 m² (11,795 ft²) and approximately 7.9 m (25 ft.) wide (**Attachment 3**).
- This area will be treated with a staggered row of trees, a sidewalk, introduction of a bike lane, and may also provide some area for introduction of an additional traffic lane along No. 3 Road. A design concept has been provided (**Attachment 4**). The details of this landscape and transportation area will be further development as a condition of the Servicing Agreement. The developer will provide bonding for any portion of the landscaping that cannot be installed as a result of the Canada Line work schedule along No. 3 Road and for the sidewalk.
- A pedestrian linkage between Building 1's patio and the forthcoming No. 3 Road sidewalk will be provided to establish connection between the subject site and the pedestrian walkway along No. 3 Road and the plaza area. A similar linkage will be provided between Building 2 and the No. 3 Road sidewalk (**Attachment 4**).
- Due to its location adjacent to two (2) Provincial roadways, the subject application was referred to the Ministry of Transportation (MOT) for review and comment. The deceleration taper east of the access via Sea Island Way is required by MOT. As a result, although the

Bridgeport Area Plan identifies Sea Island Way as a potential trail area, the width of the landscaping buffer along the perimeter of the site is reduced from 3 m. (10 ft.) to 1.2 m. (4 ft.) east of the vehicle access. However, the impact is minimized by the type of planting proposed and the negligible length of the interruption (approximately 25 m. (80 ft.)).

- The trellis structures and bike racks continue the pattern of using materials and forms established on the Rona site to provide unity in design and streetscape treatment along this major vehicular route into the City.

Crime Prevention Through Environmental Design

- Establishing outdoor patio areas in association with both of the restaurant buildings creates passive surveillance opportunities to create a sense of safety and security.
- Garbage and recycling bins are enclosed and light fixtures that are mounted on the building are proposed within their proximity.
- The site layout has been designed to maximize unobstructed views and minimize entrapment areas.
- Free standing non-glare light fixtures on the site will be the same as installed on the Rona site to provide night lighting.
- The introduction of a plaza area at the southwest corner of the site is designed to encourage people to congregate by including seating, a rubbish receptacle, and maximizing exposure to the sun; thereby creating opportunities for passive surveillance.
- A 7.5 m x 7.5 m (25 ft. x 25 ft.) triangular area at the corners of the site are preserved through the use of setbacks, selection of landscaping, and the design of the freestanding signs proposed, which are designed to maintain a view corridor for motorists and pedestrians by proposing an elevated sign on a low masonry base.

Engineering Utilities and Servicing

- The capacity analyses as requested by the City Engineering Department are acceptable to permit the application to proceed; however, minor revisions are required prior to future Building Permit issuance. Upgrades are to be provided at the developer's sole cost with no DCC credits.
- The applicant is required to discharge the existing Rights of Way and replace it with a Rights of Way for utilities and Public Rights of Passage to facilitate required changes to the sidewalks and introduction of the public plaza area.

Transportation

- The right-out vehicular access to Sea Island Way was approved as part of the Rona development (DP 03-254511). As part of the Development Permit application, a right-in access from Sea Island Way has been proposed and is supported in principle by the City and MOT. Additional Public Right of Passage Rights of Way is required to accommodate the sidewalk along Sea Island Way.

Conclusions

The development as proposed is characterized by a high quality design that references the design and material established within the immediate area by the existing Rona site. The applicant has resolved all staff and Advisory Design Panel comments and adequately addressed the issues associated with a site surrounded by Provincial roadways and a major arterial road. The

West Bridgeport area is in a transitional stage; once complete, this project will continue the development pattern and architectural style established by the Rona site. Staff recommends approval of this Development Permit application.



Diana Nikolic, MCIP
Planner (Urban Design)
(Local 4040)

DN:blg

Attachment 1: Development Application Data Sheet

Attachment 2: Advisory Design Panel Minutes and Applicant Responses

Attachment 3: Survey Plan (area dedicated as road to the City during the Rona development)

Attachment 4: Conceptual Landscape and Boulevard Treatment for the Adjacent Western Property

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$125,577 for onsite landscaping.
- Receipt of a Letter-of-Credit for treatment of the plaza area in the amount of \$154,827.
- Discharge Rights of Way BCP 15124 and replace it with a new Rights of Way for utilities and Public Rights of Passage along the north and south property lines and at the southwest corner of the site to accommodate a public plaza.

The following conditions are required to be met prior to the issuance of the Building Permit:

- The developer is to enter into the City's standard Servicing Agreement for off-site works on the No. 3 Road Rights of Way. Works include, but are not limited to the following: The developer is responsible for bonding and installation of the sidewalk and treed boulevard along their No. 3 Road frontage. The Servicing Agreement should reflect the sidewalk and boulevard immediately adjacent to the property line and also ensure the installation of the plaza at the corner of No. 3 Road and Sea Island Way. In the event that treatment along this edge is not confirmed by the time the applicant is ready to proceed, a security of 150% of the initial agreed upon amount will be accepted based on a concept plan and cost estimate provided by the applicant.
- The applicant is responsible for all traffic signal modification/relocation works as deemed necessary at the detailed Servicing Agreement stage.
- Minor revisions are required to the submitted capacity analyses submitted to the City Engineering Department.
- Confirmation from MOT that all items outlined in their March 30, 2006 correspondence have been satisfactorily addressed to the satisfaction of MOT and Transportation Department.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
604-276-4000

Development Application Data Sheet

Development Applications Department

DP 05-320899

Attachment 1

Address: 3060 No. 3 Road

Applicant: Wensley Architecture Ltd.

Owner: Bridgeport Road Equities Inc.

Planning Area(s): Bridgeport Area Plan

Floor Area Gross: 1,311.38 m² Floor Area Net: 1,311.38 m²

	Existing	Proposed
Site Area:	6,774.1 m ²	6,774.1 m ²
Land Uses:	Commercial	Commercial
OCP Designation:	Commercial	Commercial
Zoning:	C-6	C-6
Number of Units:	n/a	n/a

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max 0.50	0.19	complies
Lot Coverage:	Max. 50%	19%	complies
Setback – No. 3 Road	Min. 6 m to building	7.321 m to building	variance required: parking adjacent to property line, garbage and recycling enclosure within setback
Setback – Sea Island Way	Min. 6 m to building	7.220 m to building	complies
Setback – Bridgeport Road	Min. 6 m to building	6.050 m to building	variance required: garbage and recycling enclosure within setback
Setback – Sexsmith Road	Min. 6 m to building	6.0 m to building	variance required: trellis within setback
Height (m):	Max. 12 m	6.65 m	complies
Lot Size:	n/a	n/a	complies

Off-street Parking Spaces -- Regular/Commercial:	71	71	complies
Off-street Parking Spaces -- Accessible:	2	3	complies
Tandem Parking Spaces	not permitted	0	complies
Manoeuvring aisle	7.5 m.	7.5 m.	complies

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, March 8, 2006 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

5. 3 Commercial Buildings
Barry Weih, Architect
3060 No. 3 Road
(Formal)

DP 05-320899

Diana Nikolic, Planner, reviewed the staff comments provided for the project, (Schedule 4).

Mr. Barry Weih, Architect, with the aid of a model and artist's renderings, described the project. Mr. David (requested info) reviewed the landscape plans.

General questions from the Panel included:

- Is there a fence at the southeast corner of the building? **No, it is a MOT streetlight control box.**
- Clarification regarding the intent of the Sea Island Way "trail". **Provision of a green edge that functions as a bicycle and pedestrian route.**

The comments of the Panel were as follows:

Building design, materials, customized elements, density of landscaping, and reference to the existing Rona commended by the panel. A sophisticated commercial project.

Introduce a curb letdown at northwest corner of Building #3. **A curb letdown has been added to the plans.**

Confirm access to garbage bin associated with Building #1. **Access is via the loading area that was added as required by MOT and the City's Transportation Department.**

Indicate MOT streetlight control box on landscape plans. **The two boxes are shown on the plans.**

Consider introduction of coniferous trees to the site and more natural landscaping at the northeast corner adjacent to the garbage container. **Three (3) coniferous trees have been added adjacent to the garbage and recycling enclosure, which has been relocated to the northwest corner.**

Continuous 3 metre wide landscape area adjacent to Sea Island Way preferred, particularly because the introduction of a drive through aisle creates a duplication of

asphalt. **The taper is required by MOT. Landscaping will be provided along all four (4) property lines.**

Public Art needed in this core area that fits into the public art plan. Art should make a statement, consider a whimsical theme. More benches needed at southwest corner, and consider introducing lighting and less structure to the landscaping in this corner. **A public plaza area will be installed at the southwest corner of the site; thereby providing a public amenity and a feature at this corner.**

Consider lowering the canopies facing out into parking areas to provide weather protection. **Canopies as shown will provide some rain protection. The canopy style references the features on the Starbucks building.**

Reconsider need for deceleration lane, encourage Ministry of Transportation to be reasonable about this requirement. **The taper/deceleration lane is required by MOT and the City's Transportation Department.**

Support for the playfulness of Building # 1 and #3. South façade of Building 2, due to the width of individual commercial retail units, is different from the others including the Rona Building. Consider opportunities to tie it into the project more. **The installation of tenant sign elements will introduce more variety.**

The site is surrounded by sweeping traffic movement, consider introducing elements to reference curvilinear elements into the design. Consider removing the Starbucks canopy. **The concept of the project is more rectilinear, similar to the existing Rona. The Starbucks canopy is curved and is an identity element.**

Introduce a third tree on the east side of the entrance drive aisle off Sea Island Way to mirror the planting on the west side. **A third tree has been incorporated in the landscape plan.**

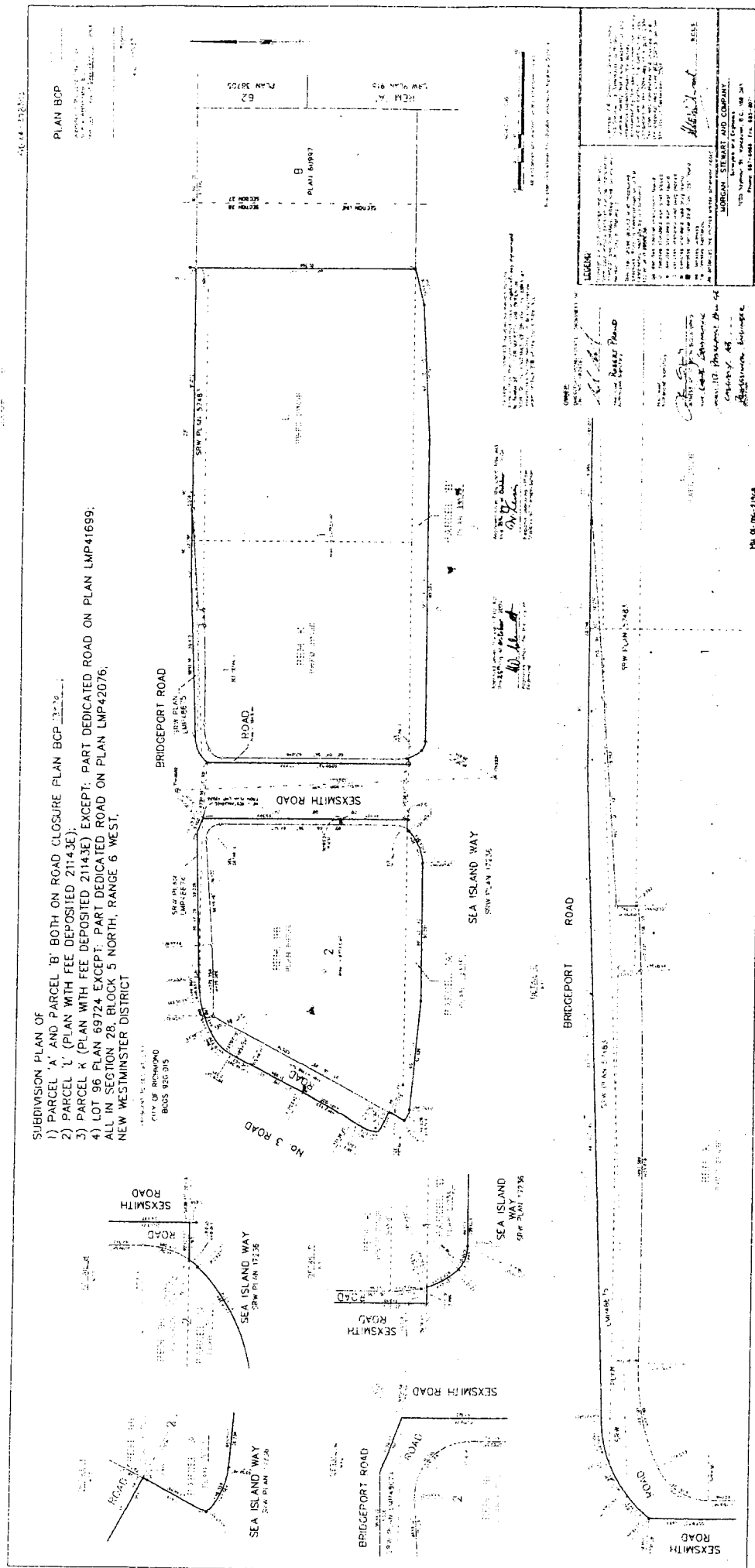
Chair commended architect on the design of the building and the client on doing a good job of executing the design.

The architect advised that he would take these comments under advisement.

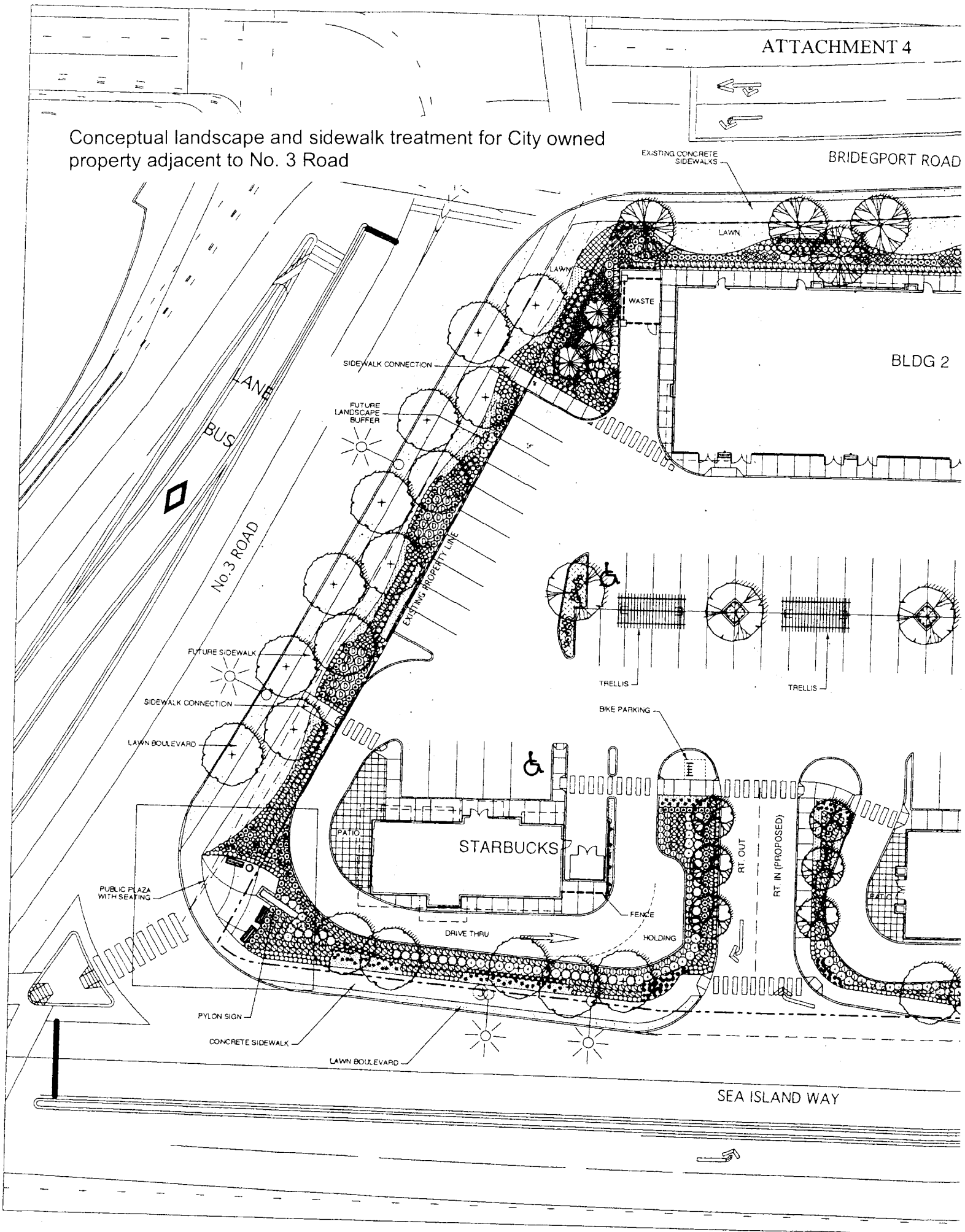
It was moved and seconded

That DP 05-320899 go forward with the support of the Panel.

**CARRIED
UNANIMOUS**



Conceptual landscape and sidewalk treatment for City owned property adjacent to No. 3 Road





City of Richmond
Urban Development Division

Development Permit

No. DP 05-320899

To the Holder: WENSLEY ARCHITECTURE LTD.
Property Address: 3060 NO. 3 ROAD
Address: C/O BARRY WEIH
#301 – 1444 ALBERNI STREET
VANCOUVER, BC V6G 2Z4

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 and Development Bylaw No. 5300" is hereby varied to:
 - a) Reduce the minimum setback from 3.0 m. (10 ft.) to 0 m. (0 ft.) for ten (10) parking stalls adjacent to the west property line;
 - b) Allow a trellis structure within the required 6 m. (20 ft.) setback to Sexsmith Road; and
 - c) Allow a portion of the garbage and recycling enclosure within the required 6 m. (20 ft.) setback to No. 3 Road and Bridgeport Road.
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 #12 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 landscaping security in the amount of \$125,577 for onsite landscaping 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 05-320899

To the Holder: WENSLEY ARCHITECTURE LTD.

Property Address: 3060 NO. 3 ROAD

Address: C/O BARRY WEIH
#301 – 1444 ALBERNI STREET
VANCOUVER, BC V6G 2Z4

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

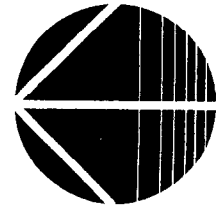
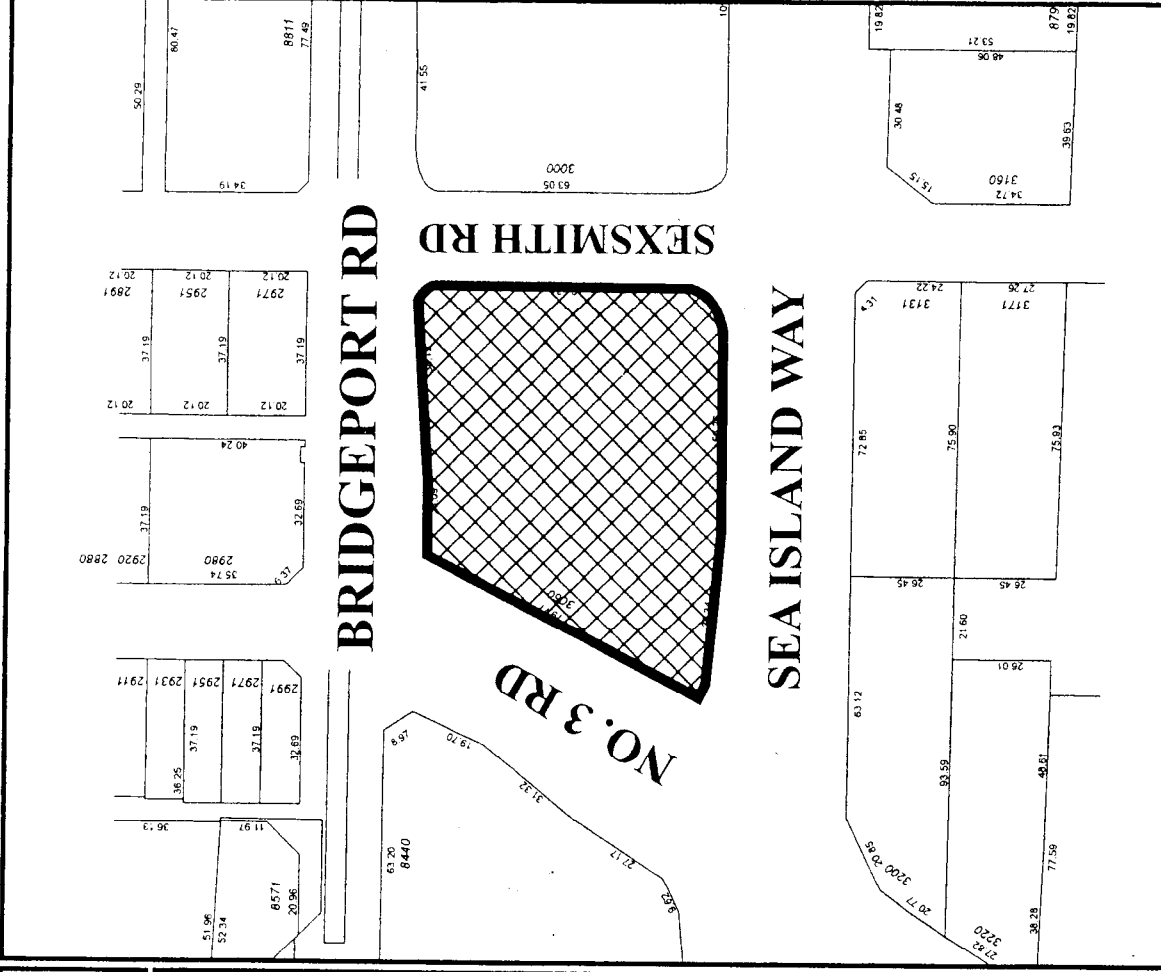
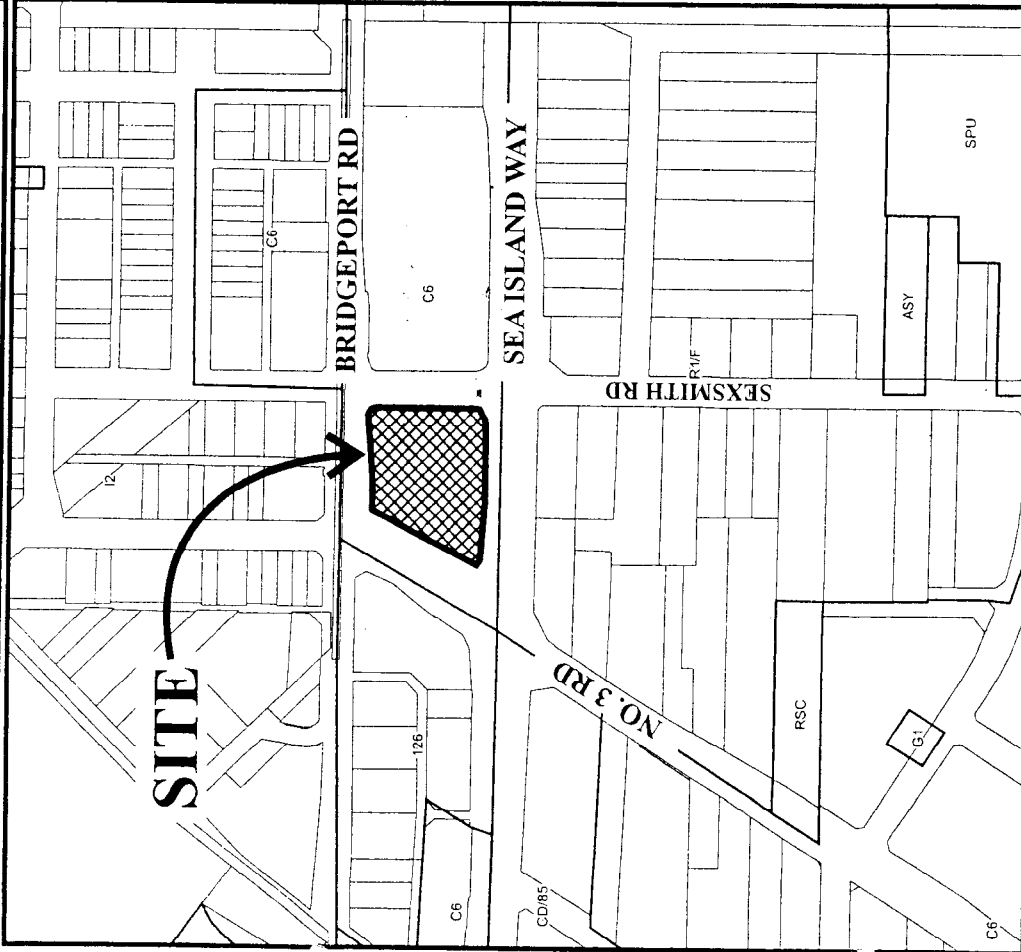
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 05-320899 SCHEDULE "A"

Original Date: 01/16/06

Revision Date:

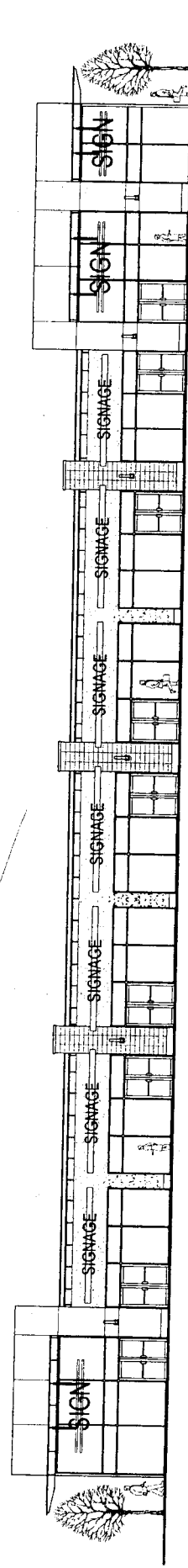
Note: Dimensions are in METRES

NO. 3 ROAD COMMERCIAL PROJECT

3060 BRIDGEPORT ROAD
RICHMOND , BC

RE-ISSUED FOR DP
APR. 5 , 2006

APR 19 2006



CLIENT:
BRIDGEPORT ROAD
EQUITIES INC.
2800 PARK PALACE
666 BURNARD STREET
VANCOUVER, BC, V6C 2Z7

ARCHITECT:
WENSLEY ARCHITECTURE LTD.
SUITE 301, 144 CUBBERN STREET,
VANCOUVER, B.C.
TEL: 604-685-3529
FAX: 604-685-4574

LANDSCAPE CONSULTANT
SHARP & DIAMOND LANDSCAPE
#602, 1401 WEST BRADWAY
VANCOUVER, BC, V6H 1H6
TEL: (604) 681-3303
FAX: (604) 681-3307

LIST OF DRAWINGS		
DWG. No.	DRAWING TITLE	DWG. No.
A0	ARCHITECTURAL	
A1	COVER SHEET	
A1-1	CONTEXT PLAN	
A2	SITE PLAN	
A2-1	LANDSCAPE PLAN	
A2-2	LANDSCAPE DETAILS	
A3	BUILDING NO1 FLOOR PLAN	
A3-1	BUILDING NO2 FLOOR PLAN	
A3-2	BUILDING NO3 FLOOR PLAN	
A4	BUILDING NO1 ELEVATIONS	
A4-1	BUILDING NO2 ELEVATIONS	
A4-2	BUILDING NO3 ELEVATIONS	
A5	NO1 DETAILS	
A6	NO2 DETAILS	

BRIDGEPORT ROAD
EQUITIES INC.
2800 PARK PALACE
666 BURNARD STREET
VANCOUVER, BC, V6C 2Z7

DP 05320899

Wensley
Architecture Ltd
Reference

CONTRACT NO. 05320899, ALL RIGHTS OF THE ENGINEER ARE
 RESERVED. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED
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 ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT
 THE WRITTEN PERMISSION OF THE ENGINEER.

APR 19 2006



1	NO. 3 ROAD	14.00%
2	BRIDGEPORT ROAD	14.00%
3	SEA ISLAND WAY	14.00%
4	SEXSMITH ROAD	14.00%
5	BRIDGEPORT ROAD	14.00%
6	SEA ISLAND WAY	14.00%
7	SEXSMITH ROAD	14.00%
8	BRIDGEPORT ROAD	14.00%
9	SEA ISLAND WAY	14.00%
10	SEXSMITH ROAD	14.00%
11	BRIDGEPORT ROAD	14.00%
12	SEA ISLAND WAY	14.00%
13	SEXSMITH ROAD	14.00%
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42	SEA ISLAND WAY	14.00%
43	SEXSMITH ROAD	14.00%
44	BRIDGEPORT ROAD	14.00%
45	SEA ISLAND WAY	14.00%
46	SEXSMITH ROAD	14.00%
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58	SEXSMITH ROAD	14.00%
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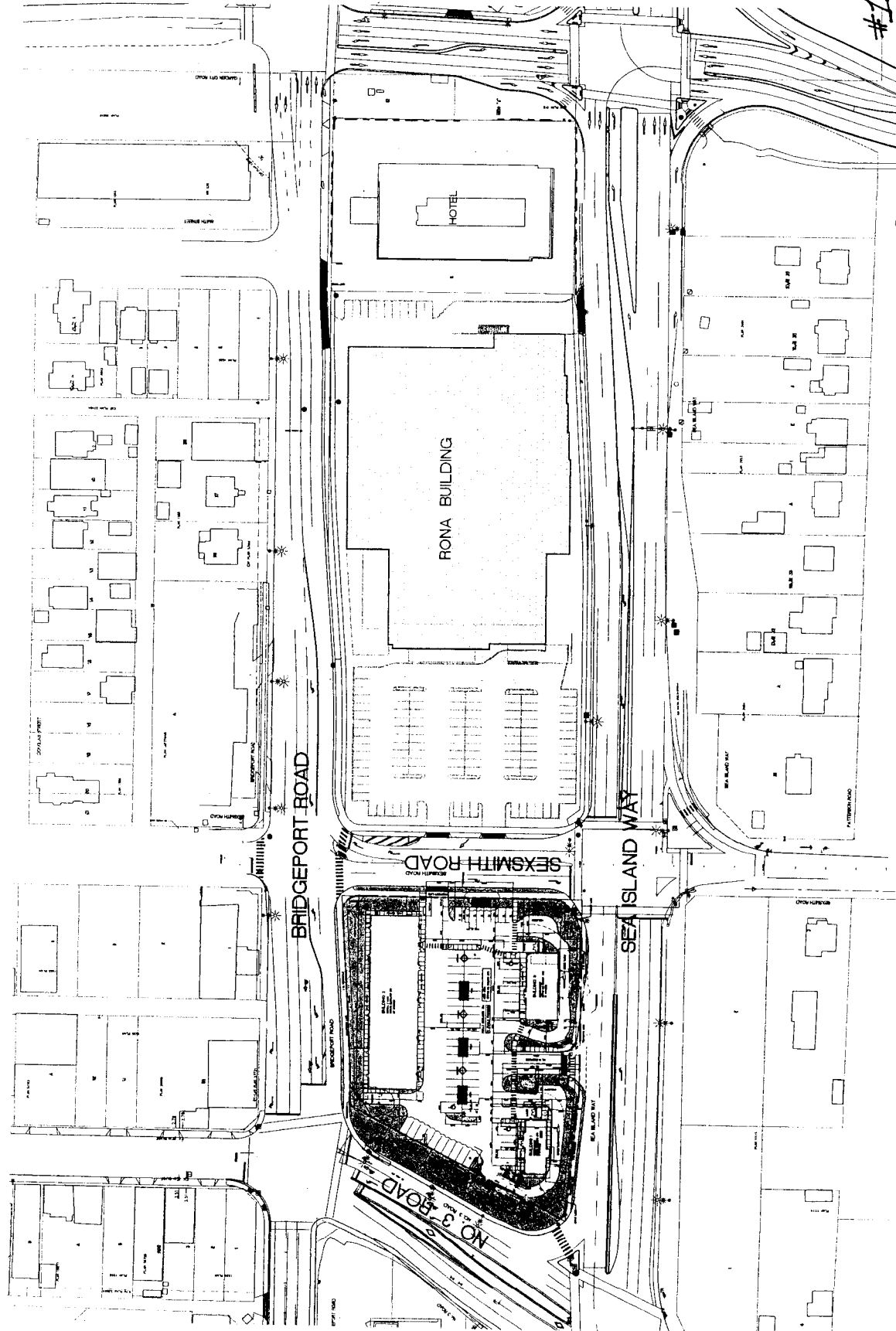
BRIDGEPORT ROAD
 EQUITIES INC.
 100 BRIDGEPORT ROAD
 BRIDGEPORT, ONTARIO L7M 1A1

NO. 3 ROAD
 COMMERCIAL PROJECT

NO. 3 ROAD
 BRIDGEPORT

Wesley
 Architecture Ltd
 100 BRIDGEPORT ROAD
 BRIDGEPORT, ONTARIO L7M 1A1

CONTEXT PLAN
 1:1000



#1
 DP 05320899

CONTEXT PLAN
 1:1000

CONTRACTOR TO PROVIDE ALL NECESSARY MATERIALS AND LABOR FOR THE CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES AND LANDSCAPE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING ROADS AND HIGHWAYS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES AND LANDSCAPE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING ROADS AND HIGHWAYS.

SITE DATA

- SITE AREA 1.7410 BM
- ZONING C-4
- FLOOR AREA RATIO 0.8 PROVIDED
- LOT COVERAGE 0.8 PROVIDED
- HEIGHT MAX 35' 0" PROVIDED
- OFF-STREET PARKING SPACES 37 PROVIDED
- RESTAURANT 27,730 SQ. FT. REQUIRED
- PARKING PER 100 SQ. FT. REQUIRED 100 SQ. FT. PROVIDED
- ACCESSIBLE 3 PROVIDED



APR 19 2006



NO.	DESCRIPTION	DATE	BY	CHECKED
1	PRELIMINARY	4/19/06	J. W. W.	J. W. W.
2	REVISED	4/19/06	J. W. W.	J. W. W.
3	REVISED	4/19/06	J. W. W.	J. W. W.
4	REVISED	4/19/06	J. W. W.	J. W. W.
5	REVISED	4/19/06	J. W. W.	J. W. W.
6	REVISED	4/19/06	J. W. W.	J. W. W.
7	REVISED	4/19/06	J. W. W.	J. W. W.
8	REVISED	4/19/06	J. W. W.	J. W. W.
9	REVISED	4/19/06	J. W. W.	J. W. W.
10	REVISED	4/19/06	J. W. W.	J. W. W.

BRIDGEPORT ROAD
EQUITIES INC.

NO. 3 ROAD
COMMERCIAL PROJECT

RICHMOND
BRITISH COLUMBIA

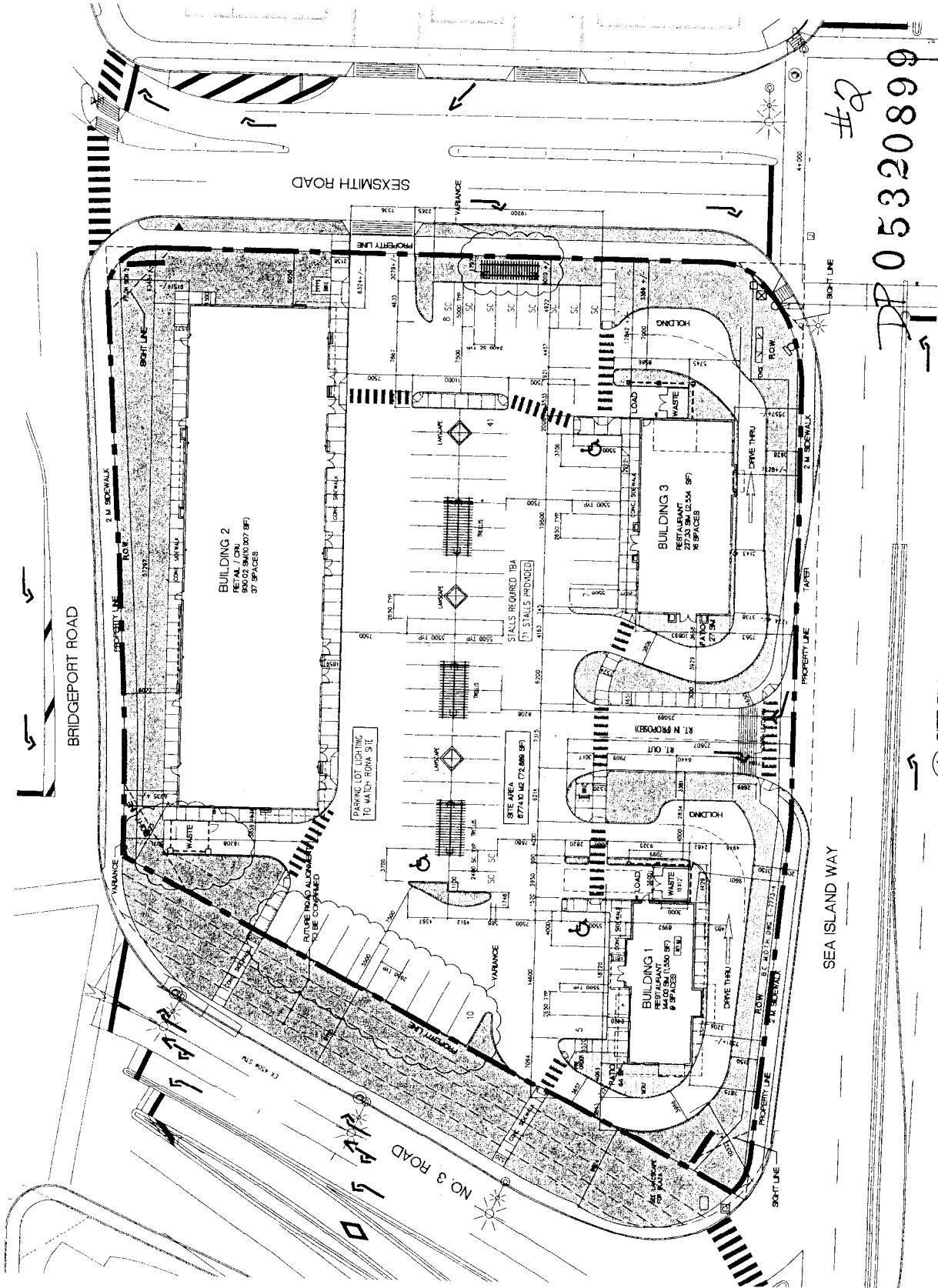
Wensley
Architecture Ltd

2000 WEST 10TH AVENUE
VANCOUVER, BC V6H 1A1
TEL: 604-681-1111
FAX: 604-681-1112
WWW.WENSLYARCHITECTURE.COM

PROJECT NO. 05320899
DATE: APR 19 2006
DRAWN BY: J. W. W.
CHECKED BY: J. W. W.

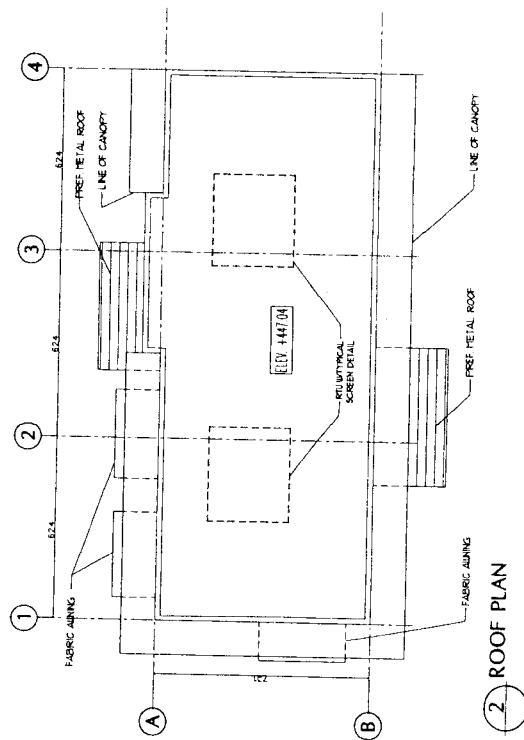
SITE PLAN

NO.	DESCRIPTION	DATE	BY	CHECKED
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2	REVISED	4/19/06	J. W. W.	J. W. W.
3	REVISED	4/19/06	J. W. W.	J. W. W.
4	REVISED	4/19/06	J. W. W.	J. W. W.
5	REVISED	4/19/06	J. W. W.	J. W. W.
6	REVISED	4/19/06	J. W. W.	J. W. W.
7	REVISED	4/19/06	J. W. W.	J. W. W.
8	REVISED	4/19/06	J. W. W.	J. W. W.
9	REVISED	4/19/06	J. W. W.	J. W. W.
10	REVISED	4/19/06	J. W. W.	J. W. W.



1 SITE PLAN

#2
DP 05320899



1 FLOOR PLAN

CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

APR 19 2006

1	NO. 3 ROAD	24.75.00
2	BRIDGEPORT ROAD	42.75.00
3	BRIDGEPORT ROAD	42.75.00
4	BRIDGEPORT ROAD	42.75.00
5	BRIDGEPORT ROAD	42.75.00
6	BRIDGEPORT ROAD	42.75.00
7	BRIDGEPORT ROAD	42.75.00
8	BRIDGEPORT ROAD	42.75.00
9	BRIDGEPORT ROAD	42.75.00
10	BRIDGEPORT ROAD	42.75.00
11	BRIDGEPORT ROAD	42.75.00

BRIDGEPORT ROAD
EQUITIES INC.
100-1000 ROAD 100
VANCOUVER, BC V6T 1T7

NO. 3 ROAD
COMMERCIAL PROJECT

RICHMOND
BRITISH COLUMBIA

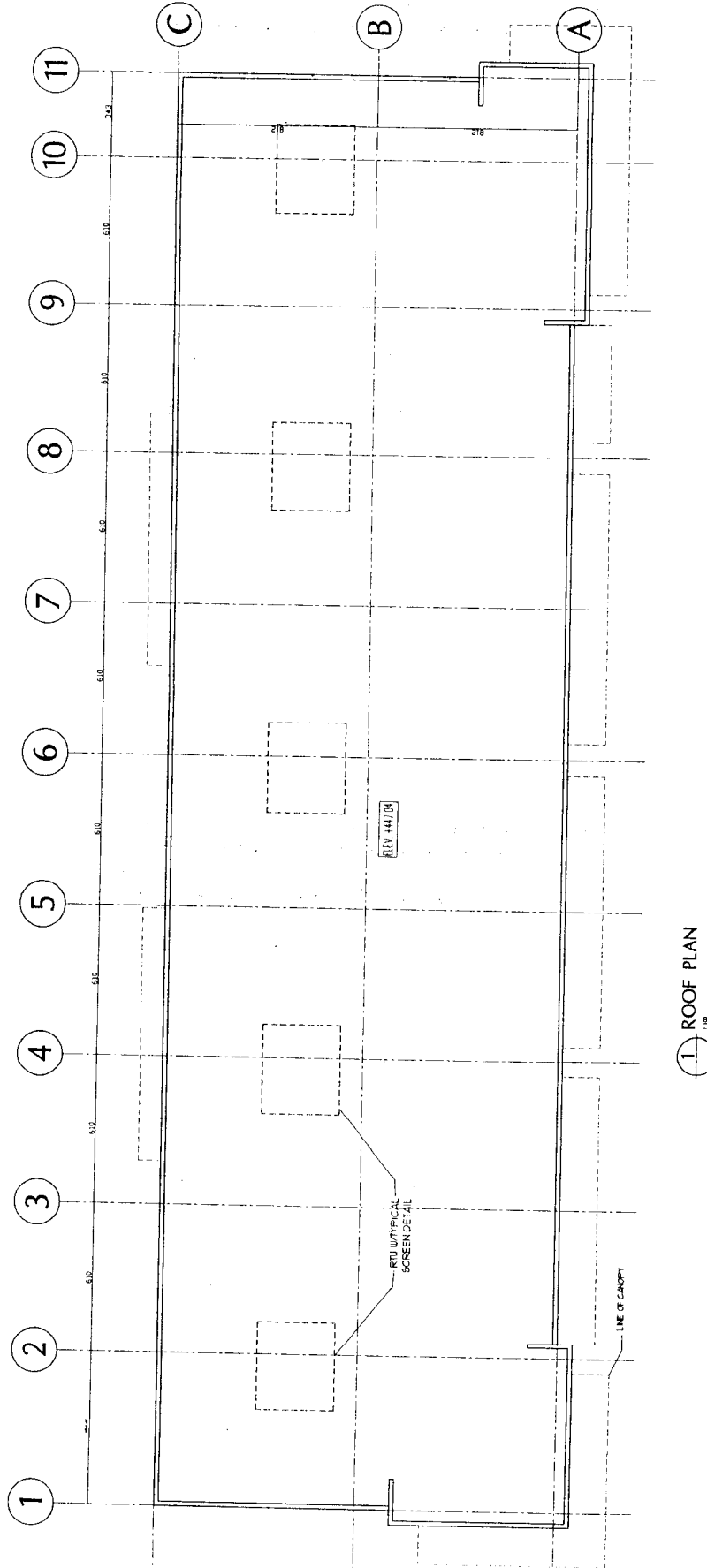


Wensley
Architecture Ltd
ARCHITECT
ELECTRICAL
LANDSCAPE

Reference

BUILDING 2

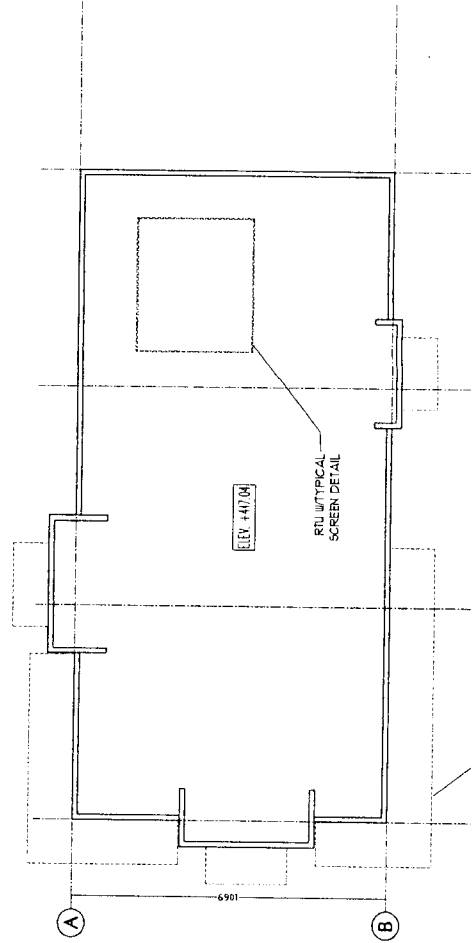
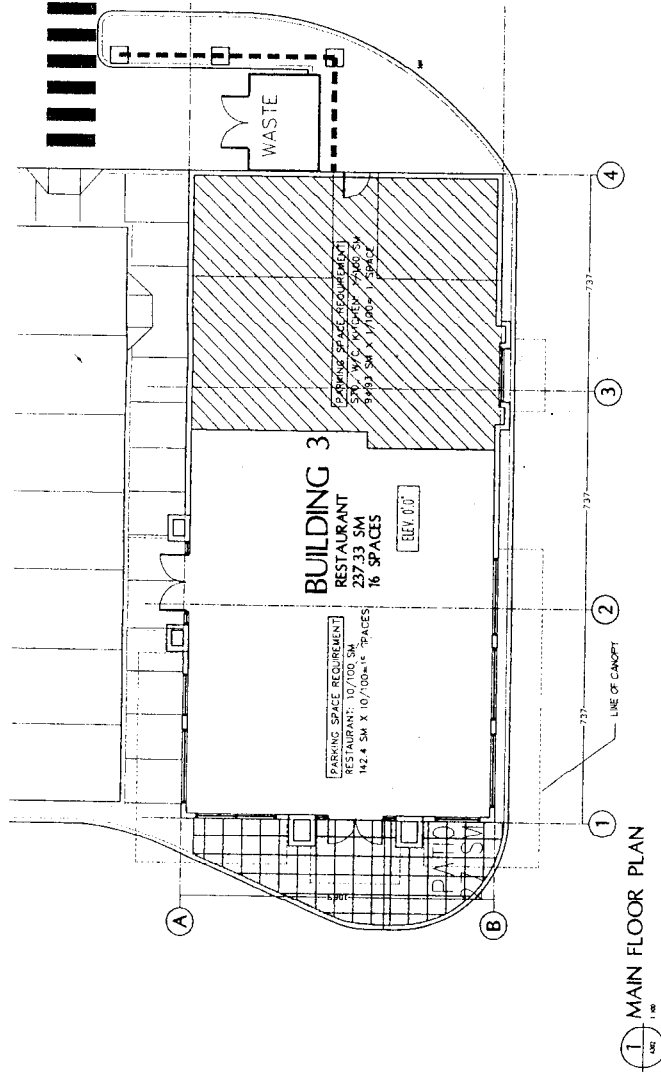
DP 053320899



1 ROOF PLAN

CONSENT REVIEWED AS PART OF THE BUILDING PERMITTING PROCESS. THIS REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE SUBMITTAL AND DOES NOT CONSTITUTE AN ENDORSEMENT OF THE PROJECT OR THE QUALITY OF THE WORK. THE REVIEWING OFFICE IS NOT RESPONSIBLE FOR ANY OTHER ASPECTS OF THE PROJECT.

APR 19 2006



NO. 3 ROAD	BRIDGEPORT ROAD
EQUITIES INC.	
1000 PINE STREET	
ANN ARBOR, MI 48106	
PHONE: 313.963.1234	
FAX: 313.963.1235	
WWW.EQUITIESINC.COM	

NO. 3 ROAD
COMMERCIAL PROJECT

RICHMOND
BRITISH COLUMBIA



Wensley
Architecture Ltd

1000 PINE STREET
ANN ARBOR, MI 48106
PHONE: 313.963.1234
FAX: 313.963.1235
WWW.WENSLYARCH.COM

RI 000000 3

#5
DP 05320899

MATERIALS

- [illegible]

1	Entered for GP	24/05/86
2	Entered for GP	27/07/86
3	Entered for GP	27/07/86
4	Entered for GP	12/05/86
5	Entered for GP	28/07/86

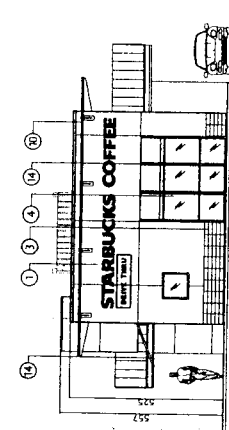
NO.3 ROAD
COMMERCIAL PROJECT

**Wensley
Architecture Ltd**

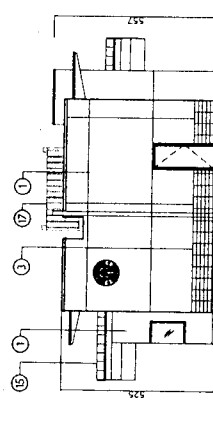
281, 1444 Highway 24,
Pembroke, ON K6H 2T4
Tel: 613-485-2079 Fax: 613-485-2174

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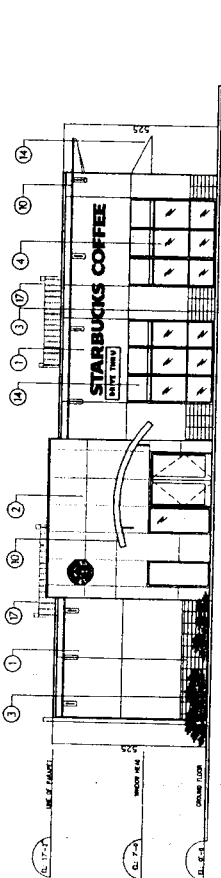
The story



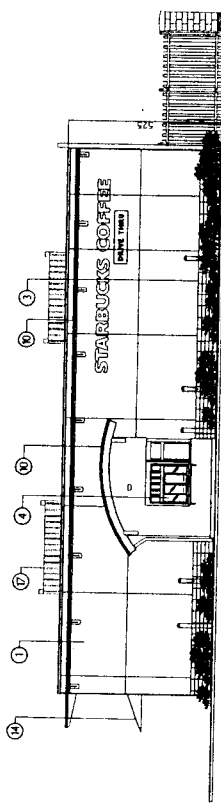
2 WEST ELEVATION



4 EAST ELEVATION



1 NORTH ELEVATION



3 SOUTH ELEVATION

DP 05320899 #6

MATERIALS

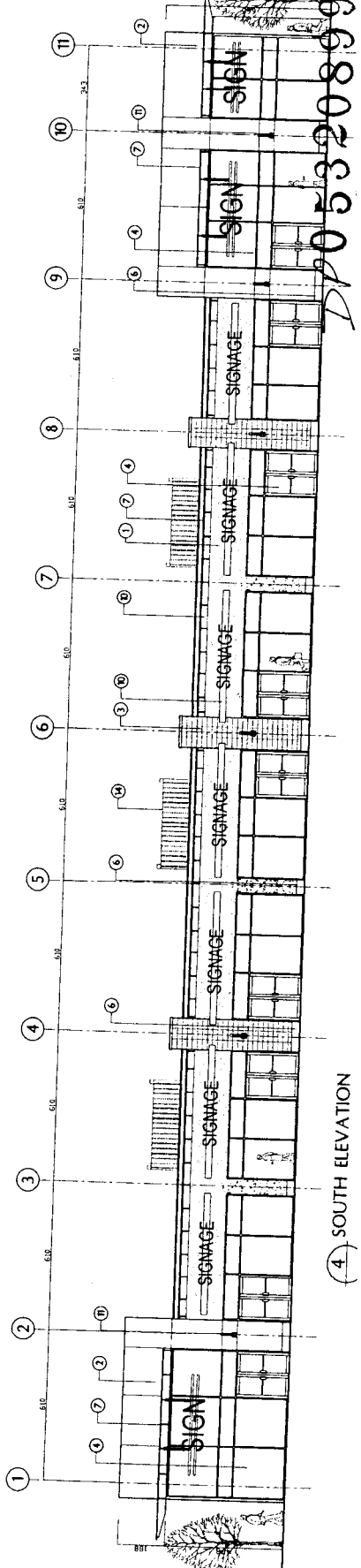
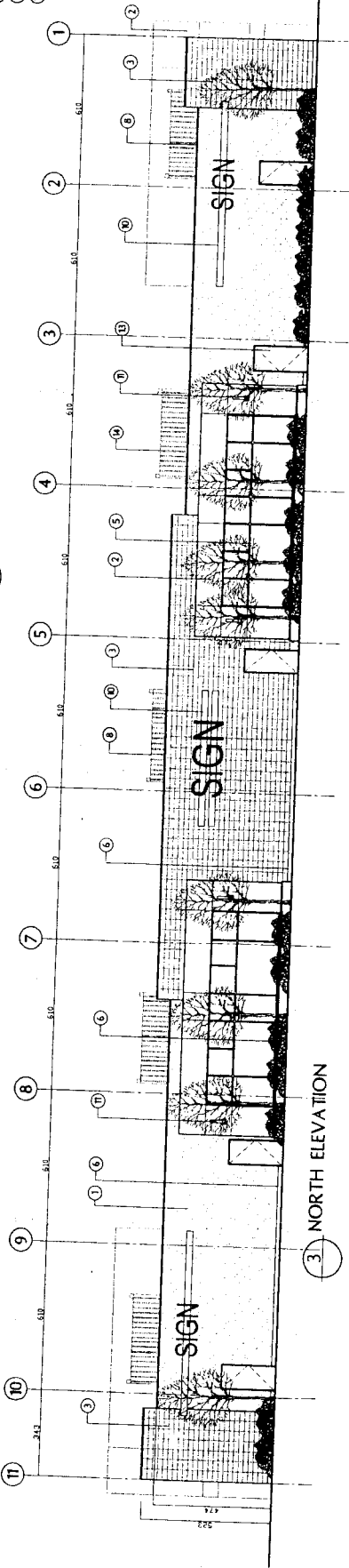
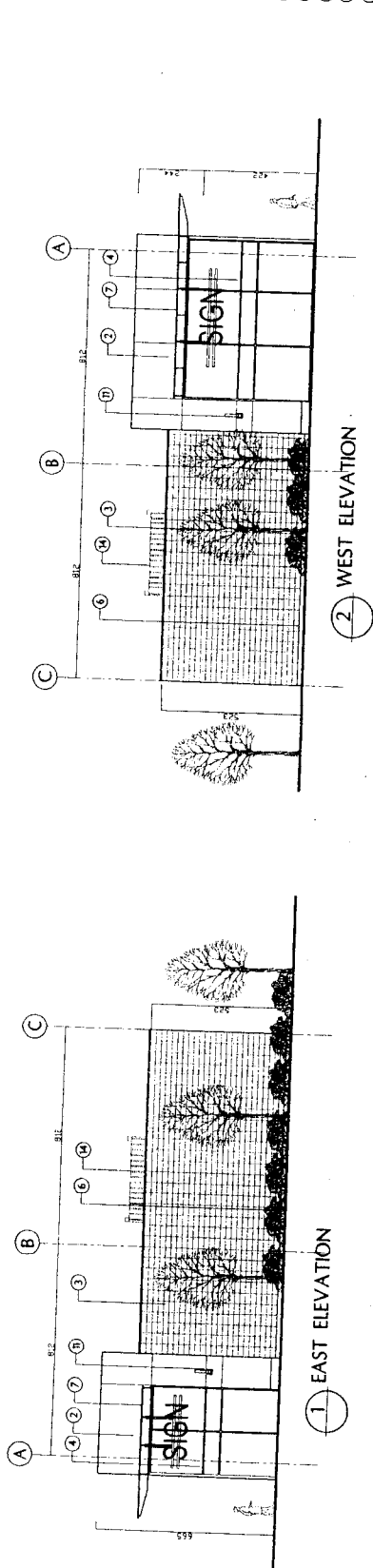
- | | | |
|----|--------------------|--------------------------------------|
| 1 | 5/8" X 2" | LIGHTER GROUT |
| 2 | 1/2" X 1/2" X 1/2" | FINISHED 1" X 1" PANEL |
| 3 | 1/2" X 1/2" X 1/2" | PAVING INTERIOR BLOCK, 4" X 8" X 16" |
| 4 | 1/2" X 1/2" X 1/2" | PAVING EXTERIOR BLOCK, 4" X 8" X 16" |
| 5 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 6 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 7 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 8 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 9 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 10 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 11 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 12 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 13 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |
| 14 | 1/2" X 1/2" X 1/2" | EXPOSED BRICK, 2" X 4" X 8" MATERIAL |

1	Received for OP	06/23/20
2	Received for ADP	06/23/20
3	Received for CB - London	06/23/20
4	Received for OP	12/17/20
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2800 PARK PALACE
644 BURLING STREET
VANCOUVER BC V6C 1T1

4#

BLDG 2



668020804

CONCERN: I AM NOT
SURE ABOUT THE
FUTURE OF THE
COUNTRY.

A detailed diagram of a Starbucks Coffee Drive Thru layout. The layout is rectangular, measuring 6'-0" in width and 12'-0" in length. At the top (entrance) is a "DRIVE THRU" window. To the left of the window is a "6-0" dimension line. To the right of the window is a "12'-0" dimension line. Below the window is a "STARBUCKS COFFEE" sign. At the bottom (exit) is a "6-0" dimension line. A "DRIVE THRU" sign is located on the right side of the layout. A "6-0" dimension line is also shown on the right side, indicating the width of the drive-thru lane.

1 NORTH & EAST ELEVATION 2 NORTH /WEST /SOUTH ELEVATION BUILDING 1 BUILDING 1

Diagram illustrating a sign with dimensions and text:

- Overall height: 10' 0" (10 feet)
- Overall width: 10' 0" (10 feet)
- Text: "SIGN"
- Dimensions for text placement: 10' 0" (10 feet) for the width of the text area and 10' 0" (10 feet) for the height of the text area.
- Text placement instructions: "SIGN TO BE CENTERED ON BOTH HORIZONTAL AND VERTICAL AXES"

3 TYPICAL SIGN TYPE 1
BUILDING 2

4 TYPICAL SIGN TYPE 2
BUILDING 2

Technical drawing of a sign with the word "SIGNAGE". Dimension lines indicate a width of 2603 and a height of 1000. A note points to the top of the sign: "SKIN TO MEET CHANNEL LETTERS".

5 EAST/ NORTH/SOUTH ELEVATION
BUILDING 3

6 WEST / NORTH / SOUTH ELEVATION
BUILDING 3

DP 05320899 #10

SIGNAGE EVALUATIONS

PROJECT NO	0520	DRIVEN BY	AAA
DATE		NOV 1971	

NO.3 ROAD
COMMERCIAL PROJECT

RICHMOND
BRITISH COLUMBIA

**Wensley
Architecture Ltd**

DATE: _____

BY: _____

FOR: _____

RE: _____

STRAUS, M. R. 1993. *Journal of Great Lakes Research* 19:1-12.

THE AUTHOR

SIGNATURE

SIGNAGE

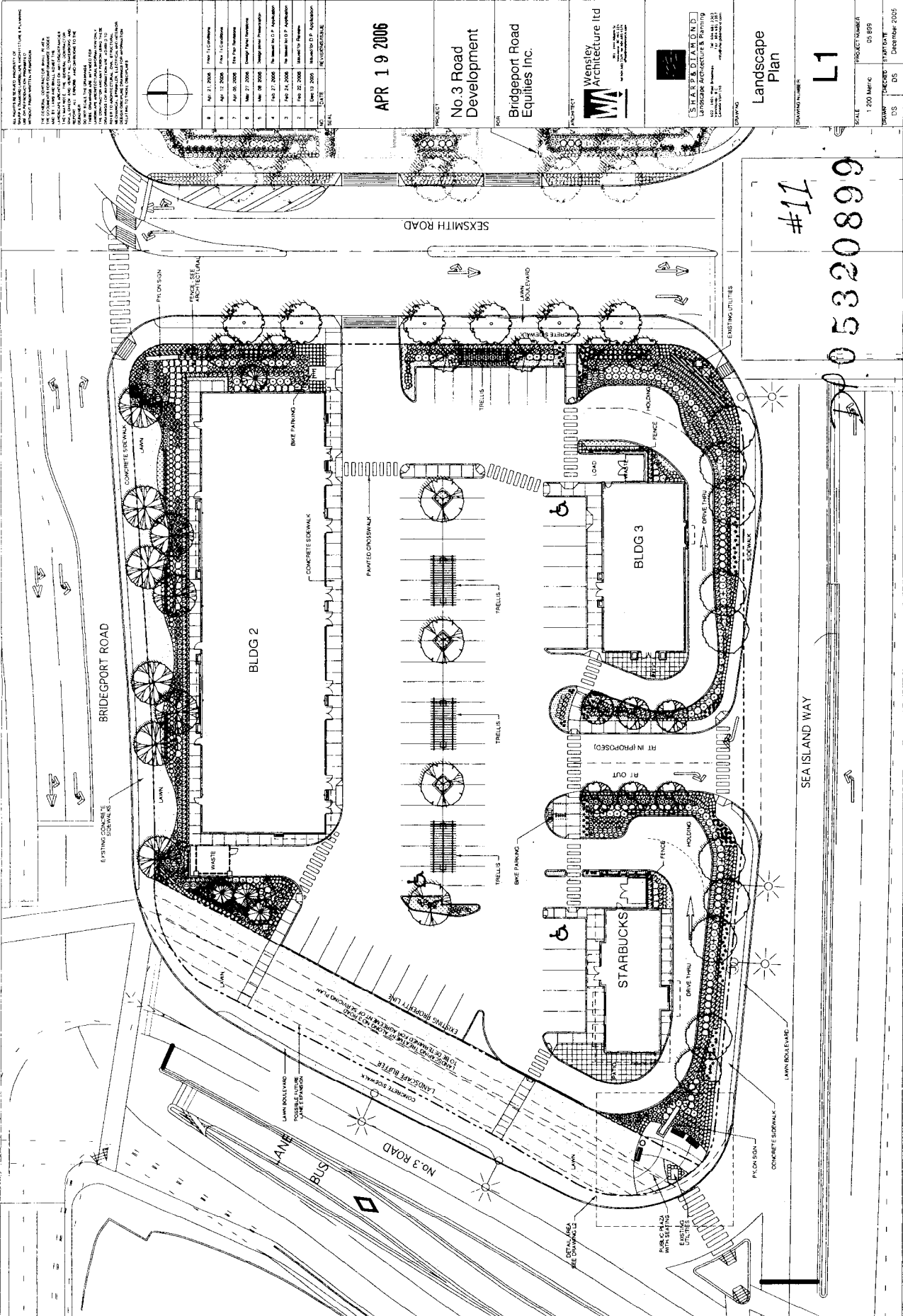
EVALUATIONS

DATE	CHARGE BY	AAA
1968	1968	1968

1000

APR 19 2006

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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NOTHING IS TO BE CONSIDERED AS A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE CLIENT IS RESPONSIBLE FOR THE VERIFICATION OF ALL INFORMATION PROVIDED TO THE ARCHITECT. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE LANDSCAPE AND TO THE PREPARATION OF THE DRAWINGS. THE ARCHITECT DOES NOT WARRANT OR REPRESENT THAT THE INFORMATION CONTAINED HEREIN IS COMPLETE, ACCURATE, OR RELIABLE. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN OF THE LANDSCAPE AND TO THE PREPARATION OF THE DRAWINGS. THE ARCHITECT DOES NOT WARRANT OR REPRESENT THAT THE INFORMATION CONTAINED HEREIN IS COMPLETE, ACCURATE, OR RELIABLE.

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No. 3 Road Development

Bridgeport Road Equities Inc.

Wendy Architecture Ltd

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LANDSCAPE ARCHITECTURE & PLANNING
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Landscape Plan
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SEA ISLAND WAY

