



**City of Richmond**  
Urban Development Division

## Report to Development Permit Panel

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**To:** Development Permit Panel  
**From:** Joe Erceg  
Manager, Development Applications  
**Date:** June 18, 2002  
**File:** DP 02-205860  
**Re:** **Application by David Eaton for a Development Permit at  
9051 and 9071 Beckwith Road**

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### Manager's Recommendation

That a Development Permit be issued for 9051 and 9071 Beckwith Road on a site zoned Automobile-Oriented Commercial District (C6), which would allow for the development of a new car and truck rental facility containing a total floor area of 236.895 m<sup>2</sup> (2,550 ft<sup>2</sup>).

*bor*  
Joe Erceg  
Manager, Development Applications

JE:rs  
Att. 3

## Staff Report

### Origin

David Eaton of Coast Architectural Group has applied to the City of Richmond for permission to develop a 236.895 m<sup>2</sup> (2,550 ft<sup>2</sup>) building with 26 off-street parking spaces plus storage for 48 vehicles in the rear of the property for the purposes of establishing a new car and truck rental business at 9051 and 9071 Beckwith Road. This site is the subject of a current rezoning application from Single-Family Housing District, Subdivision Area F (R1/F) to Automobile-Oriented Commercial District (C6).

A copy of the development application filed with the Urban Development Division is appended to this report.

### Development Information

Site Area:	1,703.786 m <sup>2</sup> (18,340 ft <sup>2</sup> )
Building Area:	236.895 m <sup>2</sup> (2,550 ft <sup>2</sup> )
Site Coverage:	50 % Allowed 24 % Proposed
F.A.R.:	0.50 Allowed 0.243 Proposed
Parking:	10 Spaces Required 26 Spaces Proposed (plus additional vehicle storage spaces in the rear of the site)

### Findings of Fact

The Development Permit guidelines that relate to this site are as referenced below:

1. Criteria, policies and guidelines for the issuance of Development Permits regarding commercial development are contained in Schedule 1, Section 9 of Bylaw 7100, of the Official Community Plan, and;
2. Additional criteria, policies and guidelines for the issuance of Development Permits for commercial sites are contained in Schedule 2.12 Bridgeport Area Plan, West Bridgeport Sub-Area.

Key Development Permit guidelines are summarized below complete with the applicant's response in ***bold italics***.

- Design new commercial developments to mitigate the impact of traffic, noise, lighting, and other environmental conditions on adjacent residential areas; ***The subject site is located within the West Bridgeport Sub-Area which is undergoing a significant transition from older single-family Residential and Industrial land uses to Commercial and Entertainment uses. The subject site is defined by a rail line along the north property line with an industrial storage area beyond. There is an existing single-family residential lot immediately to the east of the subject site and a vacant lot with Residential zoning to the west. The applicant has provided a combination of cedar and chain link fencing, shrub and tree planting around the perimeter of the subject site to the satisfaction of staff.***

- Screen parking from view from adjacent non-commercial lands; *See above.*
- Access from a main or fronting street should be designed as a single access point, or as a shared access with a neighbouring site. Multiple access points are discouraged; *Staff prefers a combined, single entry point but the applicant prefers a dual access arrangement. Transportation staff agreed to the dual access arrangement provided that the location of the easterly access point was shifted to permit the retention of the large tree in the southeast corner of the site. The City Arborist does not support retention of this large tree because of conflicts with overhead hydro lines. Therefore, the proposed access points remain as originally proposed.*
- A continuous street orientation of the development should be maintained; *The applicant prefers to locate parking in the front of the building indicating that it is necessary for the operation of this facility. Even if the building were located closer to the street the size of the proposed building is so small that it would not permit the establishment of a continuous street orientation.*
- Parking should be located at the rear of buildings or in communal lots; *The applicant prefers to locate parking in the front of the building indicating that it is necessary for the operation of this facility.*
- Low dense landscaping comprised of a combination of well-spaced trees, shrubs, and ornamental plants shall be planted and maintained around the perimeter of parking lots to screen the cars from public streets; *The applicant proposes a perimeter landscape screening treatment consisting of fencing, shrub and tree planting that is acceptable to staff.*
- In addition to perimeter landscaping, major trees of a minimum 7.6 cm (3 in.) caliper, shall be inter-planted within the parking lot; *The applicant insists that leaf litter from the trees planted within the rear parking lot will increase maintenance and therefore prefers not to provide additional tree planting within the rear parking lot.*
- Pedestrian access to main buildings should be a minimum 1.5 m (4.9 ft.) wide sidewalk; *The internal vehicle circulation requested by Transportation staff separates the building and customer parking from the boulevard along the street.*
- All walkways should be accessible to disabled persons; *The applicant will provide curb let downs at strategic locations in close proximity to the building entry.*
- Street-oriented development is encouraged. Small-scale retail fronts that provide visual diversity, reinforce a human scale, and enhance pedestrian interest are preferred; *The applicant prefers the proposed site plan arrangement.*
- Developments should have a strong and continuous street edge definition, with small shops, "anchor" stores, community services, and significant public uses at grade; *The applicant prefers the current site plan arrangement and the proposed building is too small to establish a continuous street wall to define the street.*
- Small, individual store fronts should predominate, having an average width of 7.6 m (25 ft.) and a maximum width of 15.2 m (50 ft.); *Project complies.*
- Buildings which front onto public streets should have display windows or glass doors for a minimum of 60% of the building edge. These areas should be paved for a minimum of 2 m (6.6 ft.) in front of the windows or doors; *Project complies.*



**City of Richmond**  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

**Development Permit Application**  
Development Applications Department

(604) 276-4000 Fax (604) 276-4052

Please submit this completed form to the Zoning counter located at City Hall. All materials submitted to the City for a *Development Permit Application* become public property, and therefore, available for public inquiry.

Please refer to the attached forms for details on application attachments and non-refundable application fees.

Property Address(es): 9051/9071 BECKWITH ROAD

Legal Description(s): LOTS 25 & 26 SECTION 22 BLOCK 5 NORTH RANGE 6.  
WEST N.W.P. PLAN 13817

Applicant: DAVID EATON

Correspondence/Calls to be directed to:

Name: DAVID EATON MAIBE COAST ARCHITECTURAL GROUP

Address: 1690 W. 2ND AVENUE  
VANCOUVER V6J 1H3

Tel. No.: 604-688-0161 Postal Code

Business David.eaton@coastarchgp.com  
E-mail

Residence 604-683-1459  
Fax

Property Owner(s) Signature(s): [Signature]

JOE CORMIER  
Please print name

OR

Authorized Agent's Signature: \_\_\_\_\_

Attach Letter of Authorization  
\_\_\_\_\_  
Please print name

<b>For Office Use</b>	
Date Received: <u>May 13/02</u>	Application Fee: <u>\$525.00</u>
File No.: <u>02-205860 DP</u>	Receipt No.: <u>05-0090784</u>
Only assign if application is complete	

- Main entries to shops and building lobbies should open directly onto sidewalks and/or public open space areas. Where entries are set back from the sidewalk, they should be highly visible, clear-glazed, and easily recognizable and accessible from the street. ***Project complies.***
- Form of development should typically be low-rise street-wall buildings in scale with surrounding development, with pedestrian-scale building façades articulated to enhance visual interest; ***The West Bridgeport Area is undergoing major land use changes and transition. There is little surrounding development that reflects the long range vision for this area and the applicant is reluctant to relocate the building to more closely address the street.***
- Diminish the visual impact of parking and the car-oriented nature of the service centre by reducing the scale and visual impact of the parking lots and placing an emphasis on pedestrian-oriented scale and development; ***The major parking lot is located at the rear of the building.***
- Identify and protect, as far as possible, existing mature trees. Provide measures for their preservation and long-term maintenance; ***The City Arborist does not support the retention of the existing site trees and the applicant has proposed replacement tree planting that is acceptable to staff. The applicant proposes to remove 26 existing site trees that are larger than 15 cm (6 inches) in caliper size and proposes a total of 83 replacement trees of which 34 are 10 cm (4 inches) in caliper size or larger.***
- Landscaping should be used to create a predominant green aspect of the site and also to soften the presence of large numbers of vehicles, both in the parking lot and on the surrounding streets. Screen commercial uses with a buffer composed of a tall evergreen hedge with a dense under storey of shrubs; ***Project complies.***
- Plant a double row of trees around the perimeter of the site and on main entry driveways to form a canopy over the sidewalks and driveways; ***This site is small and a double row of trees around the perimeter is assessed to be inappropriate.***
- Plant "groves" of trees and shrubs in the parking lot so that, approximately ten years after planting, at least 50% of the parking lot will be covered by a canopy of leaves in the summer; ***Project does not comply and the applicant indicates that tree planting within the parking lot will increase vehicle maintenance.***
- Create a change of grade at the edge of the parking lot and plant low shrubs so that, without compromising visibility and surveillance, parked cars are screened from the road; ***The current proposal includes a significant amount of boulevard tree and shrub planting and staff believe that this will effectively screen parked cars without compromising visibility or surveillance.***
- Wherever possible, provide access to outdoor open space for use by facility users; ***Project complies.***
- Ensure that exterior windows extend for a length equal to, or greater than, 20% of the perimeter of the facility. ***Project complies.***
- Signs should be integrated with the architecture and compatible with adjacent residential areas; ***The signage as indicated on the architectural elevations is limited and subtle.***
- Ensure that signage is low and grouped so as to be unobtrusive. ***Final signage approval is subject to the Richmond sign bylaw.***

- Provide lighting which is unobtrusive and in scale with its surroundings. *The applicant has agreed to utilize sharp cut-off lighting with minimal impact on surrounding sites particularly the existing single-family residential lot to the east.*

Development surrounding the subject site is as follows:

- To the north, across a railway line is an Industrial/Warehouse use zoned I2;
- To the east, an existing single-family house which is zoned R1/F;
- To the south, across Beckwith Road is a Costco outlet zoned C6; and
- To the west, a vacant lot to the west, which is, zoned R1/F.

### Staff Comments

Staff comments are identified below followed by the applicant's responses in *bold italics*.

### Development Coordinator Comments

1. Staff would prefer that the one large tree on Beckwith Road where the easterly driveway access is located be retained and are requesting the standard "two for one" replacement for the existing trees to be removed from the site. *While the existing landmark tree at the southeast corner is assessed as reasonably healthy, it has been pruned to avoid conflicts with overhead hydro lines and therefore the City Arborist has not supported the retention of this tree.*
2. Additional landscaping is required along the back and perimeter of the site in order to provide an effective buffer between the proposed and adjacent land uses. *Project complies.*
3. Staff would prefer a single driveway access on Beckwith Road and have requested some property dedication to improve the sight lines in front of your property (this property dedication is in fact noted on your site plan). *Transportation staff prefers a combined, single entry point but the applicant prefers a dual access arrangement. Transportation staff agreed to the dual access arrangement provided that the location of the easterly access point was shifted to permit the retention of the large tree in the southeast corner of the site. The City Arborist does not support the retention of this large tree because of conflicts with overhead hydro lines. Therefore, the proposed access points remain as originally proposed by the applicant.*
4. A servicing agreement will be required at the building permit stage for the required frontage improvements on Beckwith Road. *Prior to issuing a Building Permit the applicant will be required to enter into standard Servicing Agreement to design and construct frontage improvements including the provision of the land dedication along Beckwith Road requested by the City of Richmond Transportation staff.*

### Rezoning Comments

1. No comments. *Acknowledged by the applicant.*

### Building and Zoning Comments

1. No comments. *Acknowledged by the applicant.*

**Public Works and Engineering Comments**

1. A large tree that should be saved exists in the proposed location of the east entrance. The proposed east entry should be relocated or consolidated into a single entry point.  
*While the existing landmark tree at the southeast corner is assessed as reasonably healthy, it has been pruned to avoid conflicts with overhead hydro lines and therefore the City Arborist has not supported the retention of this tree.*
2. Prior to issuance of the Building Permit, the developer is required to enter into the City of Richmond standard Servicing Agreement to design and construct frontage improvements including but not limited to:
  - Road widening, taking into account that this site is on a curve;
  - A minimum 1.5 m wide grass boulevard complete with street trees;
  - Street lighting and a 1.5 m concrete sidewalk; and
  - A road dedication will be required near the centre of the site to permit the above works to be properly constructed. All works are at the developer's sole cost with no credits available.

*Prior to issuing a Building Permit the applicant will be required to enter into standard Servicing Agreement that will require the following conditions are met:*

- *Road widening as deemed necessary by Transportation and Engineering staff including a continuous curb line along the redefined north edge of Beckwith Road with curb let downs rather than curb returns and a maximum 5 m width for both driveways at the vehicle access and egress points;*
- *A continuous 1.5 m sidewalk and 1.5 m grass boulevard complete with street tree where possible complete with street lighting as deemed necessary by Richmond Transportation and Engineering staff;*
- *Dedication of a triangular piece of land along Beckwith Road to permit a smoother transition of the roadway at the existing curve in the road; and*
- *Provision of stamped and sealed drawing(s) by a registered engineer which detail the specific off-site improvements.*

*The applicant has acknowledged the above Building Permit conditions and Servicing Agreement requirements.*

**Development Planner Comments**

1. Resolve the status of the landmark tree at southeast corner of the site. *The City Arborist does not support the retention of the existing site trees.*
2. Provide two (2) replacement trees at 10 cm (4 inch) caliper in size for each proposed tree removal of 15 cm (6 inch) in caliper size or larger. *The applicant proposes to remove 26 existing site trees that are larger than 15 cm (6 inches) in caliper size and proposes a total of 83 replacement trees of which 34 are 10 cm (4 inches) in caliper size or larger. The proposed replacement tree planting is acceptable to staff.*
3. Provide effective screening along the side and rear yards including fencing, tree and shrub planting. *The subject site is located within the West Bridgeport Sub-Area, which is undergoing a significant transition from older Single-Family Residential, and Industrial land uses to Commercial and Entertainment uses. The subject site is defined by a rail line along the north property line with an industrial storage area beyond. There is an existing single-family residential lot immediately to the east of the subject site and a vacant lot with Residential zoning to the west. The applicant has provided a combination of cedar and chain link fencing, shrub and tree planting around the perimeter of the subject site to the satisfaction of staff.*

4. Smooth the curb and roadway alignment along Beckwith Road. *Acknowledged by the applicant and a civil engineer will provide a detailed design for the Servicing Agreement.*

#### **Transportation Department Comments**

1. There are numerous issues with respect to the design of the frontage improvements that can be dealt with as part of the review of the Servicing Agreement including:
  - Driveway widths and drop curbs instead of curb returns;
  - Beckwith Road widening and the new curb alignment with increased radius (115 m) transition treatment; and
  - Driveway crossings as per City standard with a maximum width of 5.0 m complete with a continuous sidewalk.

*Acknowledged by the applicant. The applicant will engage a civil engineer to provide a detailed design for the off-site improvements to the satisfaction of the City of Richmond as part of the Servicing Agreement.*

2. The requested property dedication along Beckwith Road was not obtained during the rezoning stage and must be acquired. *Acknowledged by the applicant and the requested property dedication will become a requirement of the Servicing Agreement.*

#### **Refuse and Recycling Comments**

1. As a commercial development this facility will need to arrange for private garbage collection. *Acknowledged by the applicant.*

#### **Design Panel Comments**

This project was presented to the Advisory Design Panel on Wednesday, May 22<sup>nd</sup>, 2002 at which time the Advisory Design Panel had several concerns and suggestions regarding this project. The comments of the Richmond Advisory Design Panel on May 22<sup>nd</sup>, 2002 were as follows:

#### Critique/Decision

- the issue of dual or single entry was discussed in conjunction with the issue of the expected retention of the landmark fir tree. It was again noted that Transportation staff had agreed to the dual entry on the understanding that re-configuration of the entry was required in order to retain the tree. Mr. Chernochan provided additional information on the matter, including the results of a geotechnical/engineering report that had indicated that the tree was a hazard. As a result of the discussion, staff said they would consult with the City arborist on the matter;
- the unusual building type, which appears residential in scale, was questioned, as was the gabled roof;
- the screening at the sides of the property should be continued to the rear property line;
- the issue of replacement trees, which was considered problematic by the applicant, and how they could be incorporated onto the site, was questioned;
- it was questioned whether a different structure of landscape could be used instead of replacement trees;
- the roof line was of concern;
- the issue of precedent was raised regarding the dual entry access;
- it was suggested that more green space could be provided if there was only one access and no internal roadway;



- fencing and screening should take place at the rear of the property;
- neon was not required;
- that this was a first development of a unique type in the area the project had to work a certain way;
- the scale of plant materials was on the thin side;
- the landscape site planning would differ if trees were to be retained;
- more attempt should be made to save the landmark tree; it was suggested that one centred entrance, with a right turn, would lessen confusion and make use of the internal roadway;
- the lack of plant sizes on the plant list was noted;
- a choice should be made for gabled or flat roof;
- the canopy should be integrated which would aid the presentation to the street – or, should be made completely flat which would make more commercial;
- the sea of parking could be avoided by putting parking in the rear, the use of screening, canopy trees in islands between parking stalls or a 3 ft. wide parking strip down the centre of the parking area;
- it should be ensured that this is an accessible building. Curb cuts and other aids to provide accessibility should be incorporated;
- a car wash area should be designated.

The Chairperson summarized the areas of concern as follows:

- the entry;
- the landmark tree;
- additional screening;
- the massing and look of the building.

It was unanimously decided that the project be brought back to the Advisory Design Panel when resolution to the concerns had been achieved.

***The applicant has requested that this Development Permit application not be returned to the Advisory Design Panel for further review. However, the applicant has made the following modifications to the drawings:***

- ***Since City Arborist does not support the retention of the existing site trees, the applicant proposes to remove 26 existing site trees that are larger than 15 cm (6 inches) in caliper size. As compensation, the applicant proposes a total of 83 replacement trees of which 34 are 10 cm (4 inches) in caliper size or larger. The proposed replacement tree planting is assessed as acceptable to staff;***
- ***The chain link fence along the west property line has been replaced with a cedar fence;***
- ***The boulevard design has been revised to include a continuous 1.5 m sidewalk with a consistent 1.5 m grass boulevard. The vehicle entries have been changed to driveway crossings and an additional three street tree have been added west of the westerly vehicle entry. In addition, the size of all street trees has been increased to 10 cm (4 inches) in caliper size; and***
- ***Sharp cut-off of site lighting has been added to reduce the impacts on adjacent sites.***

## **Analysis**

### **Assessment of the Conditions of Adjacency**

The subject site is located in an area that is generally regarded as “in transition” moving from Residential uses to more Commercial uses, particularly those that are automobile related and which can take advantage of the proximity to the airport, City Centre and key transportation routes such as Bridgeport Road. While a number of Commercial uses have located in the area, several Residential uses remain on Beckwith Road. The Bridgeport Area Plan seeks to minimize the conflicts between different land uses in the area to ensure a relatively high quality of life for area residents. To address this issue, the Bridgeport Plan requires that all new development be compatible with surrounding land uses. The proposed site plan includes a small commercial building setback from the street with customer convenience parking in front and a vehicle storage area in the rear. There is an existing single-family residential lot to the east and a vacant lot with Residential zoning to the west of the subject site. Along both side yard property lines, the applicant proposes a 2.0 m (6.562 ft.) high cedar fence along the rear yards to screen the vehicle storage area and a 1.219 m (4 ft.) cedar fence along the property lines of the front yard. In addition, the side yards will be screened and buffered with a 1 m (3.28 ft.) wide planting strip. The subject site is defined by a rail line and industrial development to the north and a chain link fence with a cedar hedge along the north property line. Staff supports the proposed perimeter fencing, screening and buffering as currently proposed by the applicant.

### **Site Planning and Urban Design Evaluation**

Staff would prefer a site planning arrangement with the building closer to street creating a more significant presence on the street but the applicant has insisted that the current site plan arrangement is critical for the operation of the proposed car rental facility. Staff acknowledges the preference of the applicant.

### **Assessment of the Architectural Form and Character**

The proposed commercial building is relatively small for the size of the site and while the Advisory Design Panel had several minor comments as noted above staff accepts the architectural design as proposed.

### **Evaluation of the Landscape and Open Space Design**

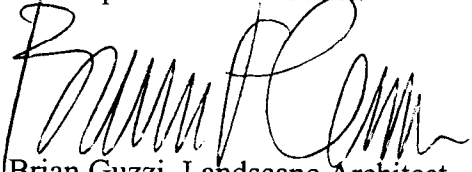
The Richmond tree replacement guideline indicates that two (2) replacement trees at a minimum 10 cm (4 inch) caliper size should be planted for every one (1) tree removed of 15 cm (6 inch) caliper size or larger. The applicant proposes to remove 26 trees with a caliper size of 15 cm (6 inches) or larger and proposes a total of 83 replacement trees with only 34 trees of 10 cm (4 inches) in caliper size. While the applicant proposes more than the suggested 52 replacement trees, only 34 replacement trees meet the minimum caliper size of 10 cm (4 inches) in the guideline. On balance, staff supports the proposed approach to tree replacement.

### **Assessment of Requested Variances**

No variances have been requested.

## Conclusions

Staff supports this Development Permit application and recommends approval by the Development Permit Panel.



Brian Guzzi, Landscape Architect  
Development Planner - Urban Design

BFG:rs

1. Prior to issuance of a Development Permit the applicant is required to provide a landscape letter of credit to the City of Richmond in the amount of \$5,100.00.
2. Prior to issuing a Building Permit the applicant will be required to enter into standard Servicing Agreement that will require the following conditions are met:
  - Road widening as deemed necessary by Transportation and Engineering staff including a continuous curb line along the redefined Beckwith Road north edge with curb let downs rather than curb returns and a maximum 5 m width for both driveways at the vehicle access and egress points;
  - A continuous 1.5 m sidewalk and 1.5 m grass boulevard complete with street tree where possible complete with street lighting as deemed necessary by Richmond Transportation and Engineering staff;
  - Dedication of a triangular piece of land along Beckwith Road to permit a smoother transition of the roadway at the existing curve in the road; and
  - Provision of stamped and sealed drawing(s) by a registered engineer which detail the specific off-site improvements.



**No. DP 02-205860**

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To the Holder:                      DAVID EATON

Property Address:                9051 AND 9017 BECKWITH ROAD

Address:                              C/O COAST ARCHITECTURAL GROUP  
   1690 WEST 2<sup>ND</sup> AVENUE, VANCOUVER, BC V6J 1H3

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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 or supplemented as follows:
  - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
  - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plan #1 attached hereto.
  - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plans #2 and #4 attached hereto.
  - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1 and #2 attached hereto.
  - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
  - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below 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, or 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.

To the Holder:                    DAVID EATON  
Property Address:                9051 AND 9017 BECKWITH ROAD  
Address:                            C/O COAST ARCHITECTURAL GROUP  
    1690 WEST 2<sup>ND</sup> AVENUE, VANCOUVER, BC V6J 1H3

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There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$5,100.00.

5. 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.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF

ISSUED BY THE COUNCIL THE

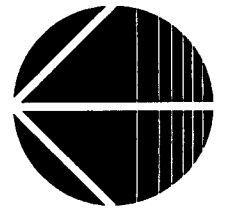
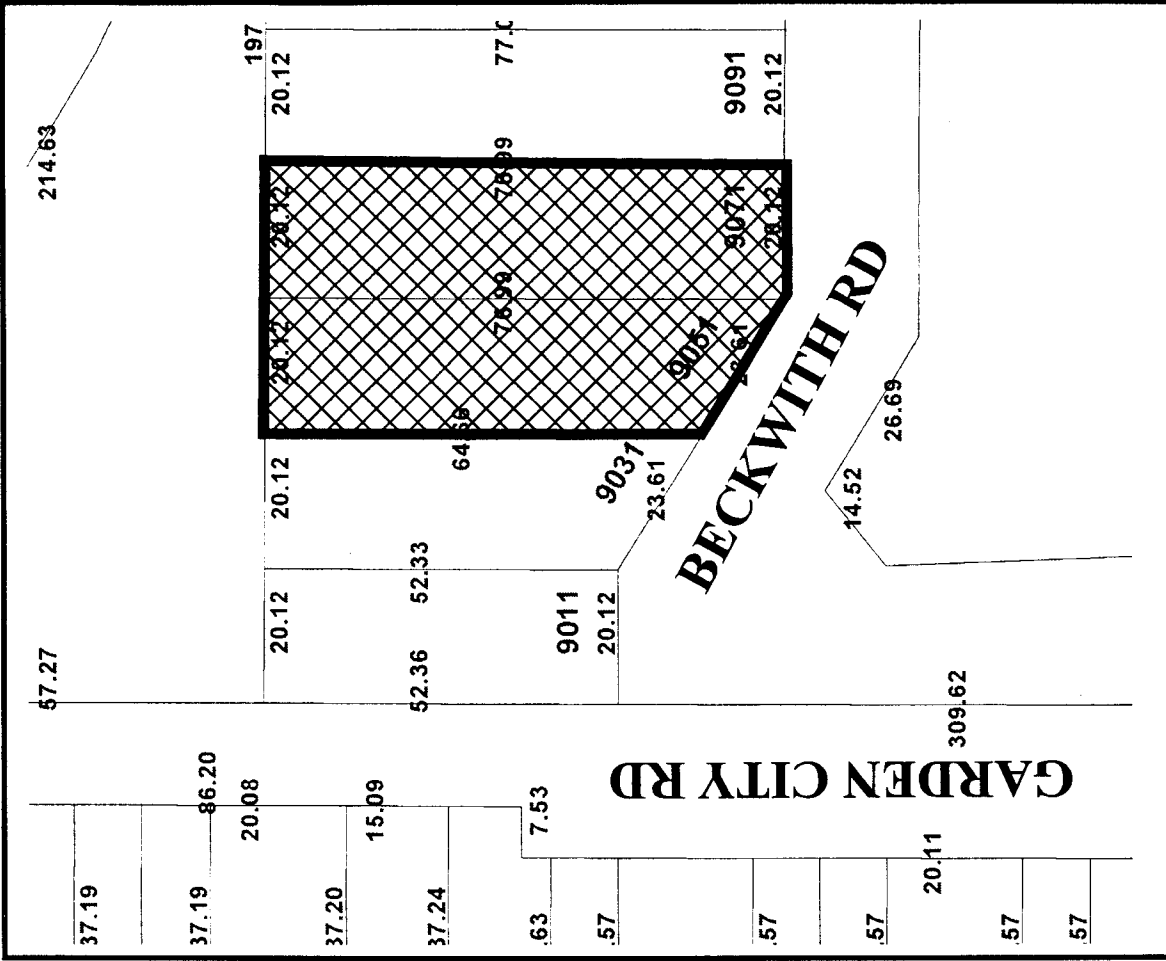
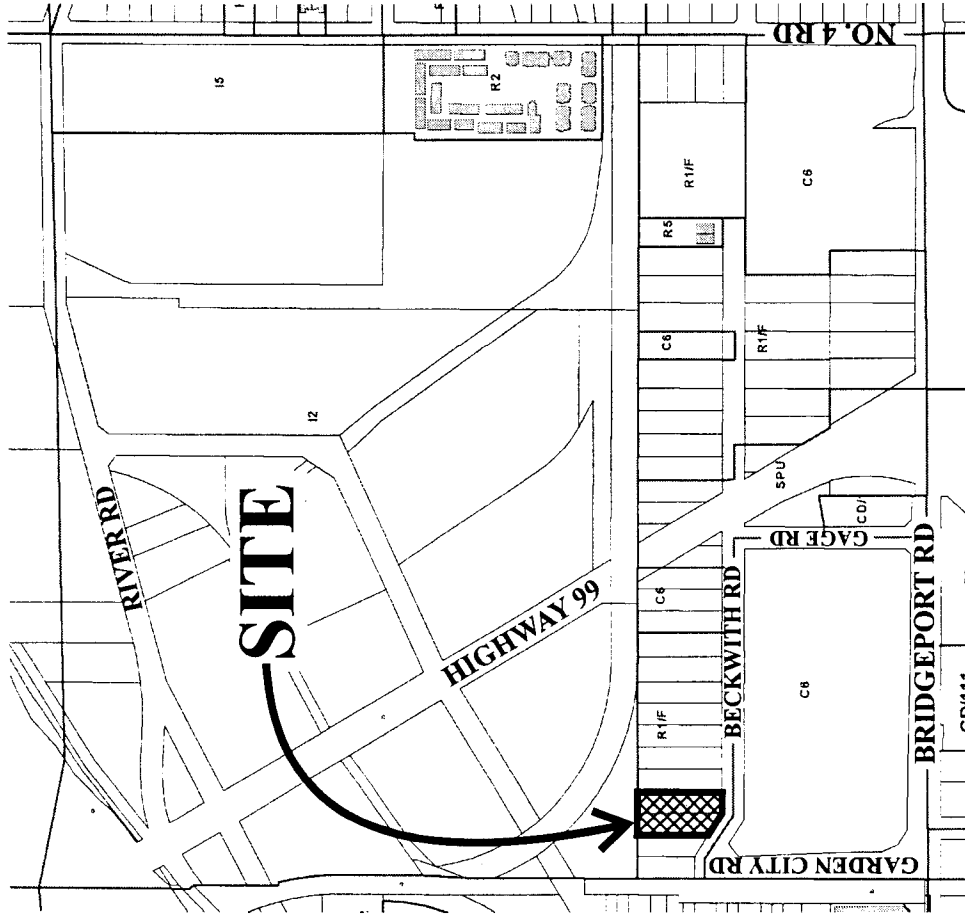
DELIVERED THIS            DAY OF

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MAYOR



# City of Richmond



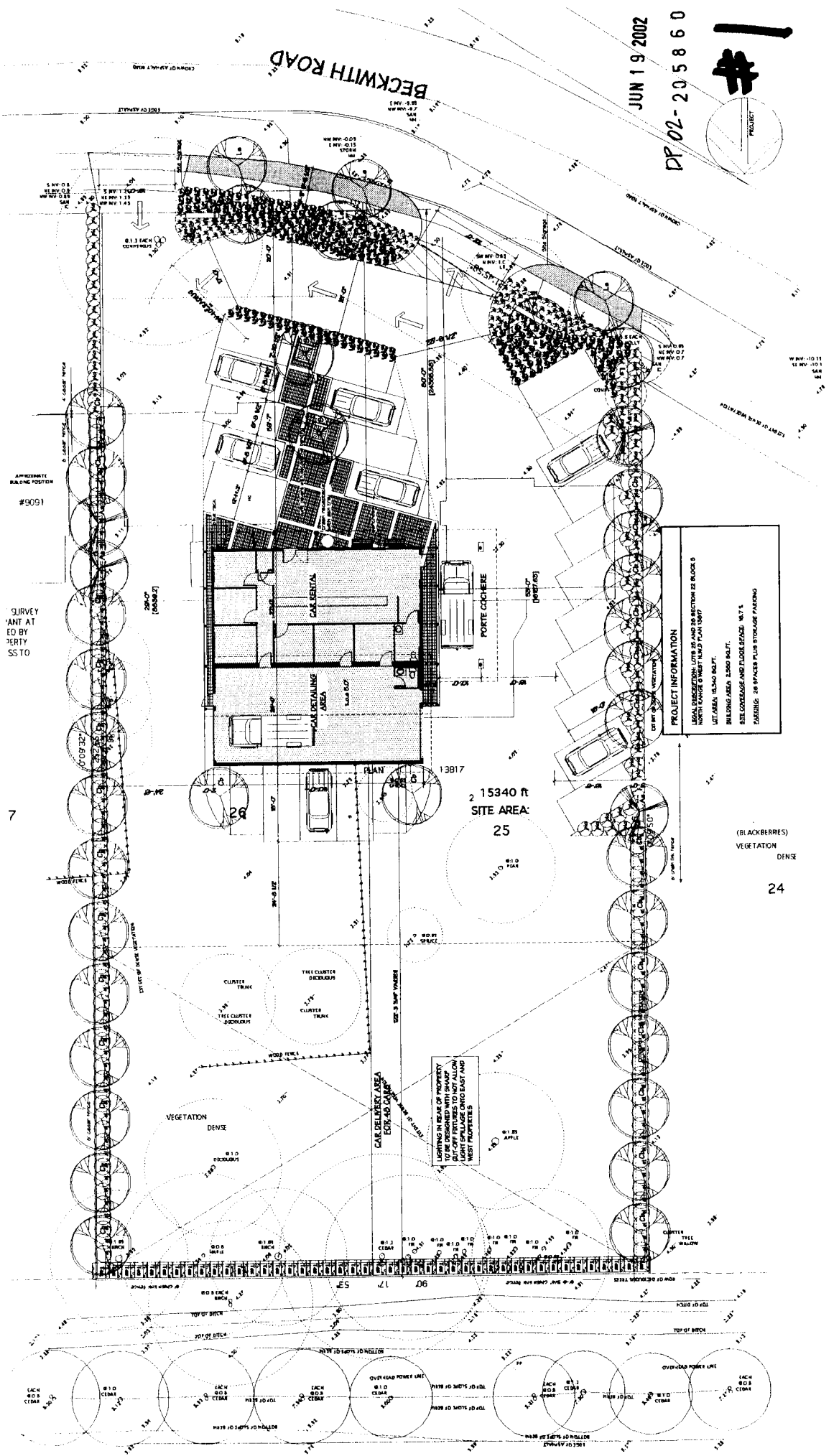
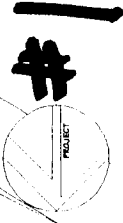
## DP 02-205860

### SCHEDULE "A"

Original Date: 05/27/02  
 Revision Date: 06/24/02  
 Note: Dimensions are in METRES

BECKWITH ROAD

JUN 19 2002  
DP 02-205860



**PROJECT INFORMATION**

LEGAL DESCRIPTION: LOTS 20 AND 28 SECTION 22 BLOCK 9  
 NORTH 30TH STREET WEST PLAN 1007

LOT AREA: 18.50 ACRES

BUILDING AREA: 2,500 SQ. FT.

SITE COVERAGE AND FLOOD DAMAGE: N.Y.S.

PARKING: 20 SPACES PLUS STORAGE PARKING

VEGETATION DENSE

24

(BLACKBERRIES)

VEGETATION DENSE

24

2 15340 ft  
 SITE AREA:  
 25

Sheet No. 1

Revisions

DATE: OCT. 2001

SCALE: 1" = 10'

DRAWN BY: JHA

CHECKED BY: DE

PROJECT NO.: 00000

These drawings are instruments of service and the exclusive property of the architect and shall not be reproduced or used for construction without the architect's prior written permission.

The drawings shall not be used for general contracts and safety of structure, safety and level prior to commencement of work. Any errors or omissions are to be reported immediately to the architect.

Sheet

**SITE PLAN**

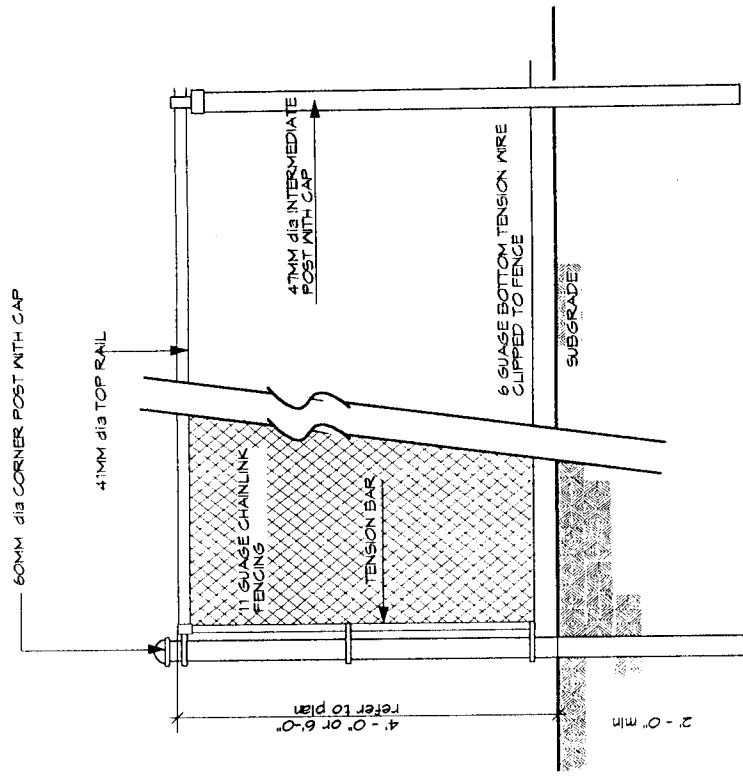
**DISCOUNT CAR RENTAL**

9051/9071 BECKWITH ROAD, RICHMOND

**COAST ARCHITECTURAL GROUP**

1690 West 2nd Avenue Vancouver, B.C. 604-683-1459

Unit 427, 290-1200 Summit Road Kamloops, B.C. 250-319-3772 Fax 250-372-1256

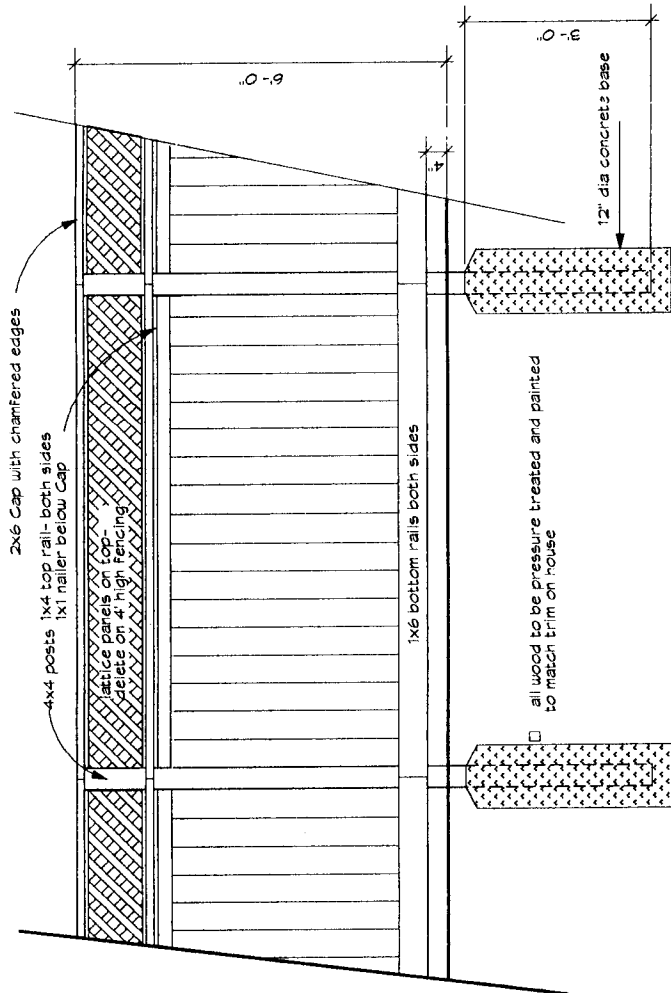


JUN 20 2002

DP 02-205860

Elevation: Chainlink Fencing  
Scale: NTS

#4



Elevation: Wood Fencing  
Scale: NTS

<p><b>ECKFORD &amp; ASSOCIATES</b> Landscape Architecture Inc.</p> <p>drawn DT scale NTS date June 20, 02</p> <p>project: <b>Chain Link Fencing Details</b></p> <p>title <b>DISCOUNT CAR RENTAL</b> 9051/071 BECKWITH ROAD, RICHMOND</p> <p>dr no</p>	<p><b>ECKFORD &amp; ASSOCIATES</b> Landscape Architecture Inc.</p> <p>drawn DT scale NTS date June 20, 02</p> <p>project: <b>Cedar Fencing Details</b></p> <p>title <b>DISCOUNT CAR RENTAL</b> 9051/071 BECKWITH ROAD, RICHMOND</p> <p>dr no</p>
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**BLIFFORD & ASSOCIATES**  
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 Fax: 413/253-4401  
 Email: info@blifford.com

JUN 20 2002  
 DP 02-205860

#2

DISCOUNT CAR RENTALS  
 9051 - 9071 Beckwith

LANDSCAPE PLAN

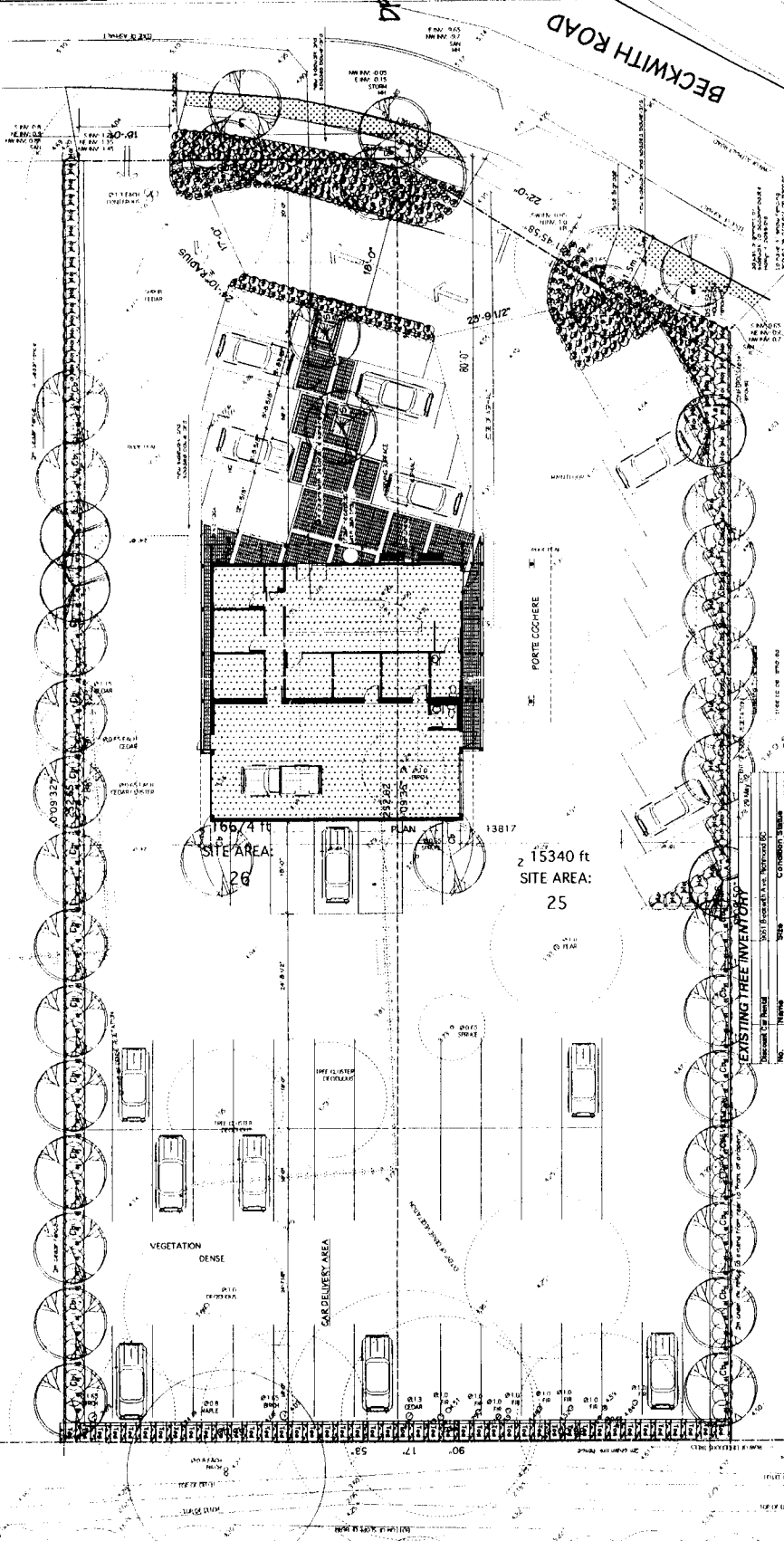
As Prepared by COMPANY & SUPPORTERS  
 To BE REVIEWED BY THE LOCAL COMMUNITY AND THE STATE OF MASSACHUSETTS

DATE: June 11, 2002  
 SCALE: 1" = 30'

PROJECT: 21117

DPL-1

3

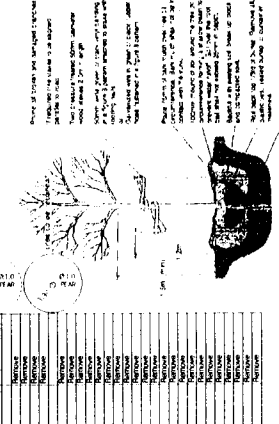


**ORGANIC CONTENT 5-119**

ALL PLANTS TO BE EXPRESSED GROWN TO CONFORM  
 ALL PLANTS TO BE EXPRESSED GROWN TO CONFORM  
 ALL PLANTS TO BE EXPRESSED GROWN TO CONFORM  
 ALL PLANTS TO BE EXPRESSED GROWN TO CONFORM

**ORGANIC CONTENT 5-119**

ALL PLANTS TO BE EXPRESSED GROWN TO CONFORM  
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**EXISTING TREE INVENTORY**

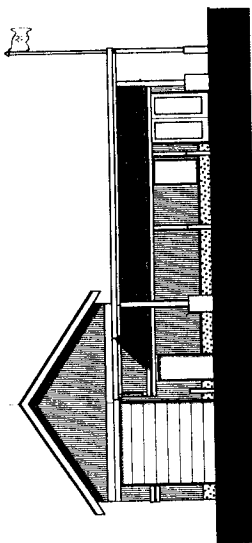
NO.	SYMBOL	COMMON NAME	HEIGHT	DBH	CROWN	CONDITION	REMARKS
1		Maple	12'	4"	Full	Good	
2		Maple	10'	3"	Full	Good	
3		Maple	14'	5"	Full	Good	
4		Maple	11'	4"	Full	Good	
5		Maple	13'	4"	Full	Good	
6		Maple	12'	4"	Full	Good	
7		Maple	11'	3"	Full	Good	
8		Maple	12'	4"	Full	Good	
9		Maple	11'	4"	Full	Good	
10		Maple	12'	4"	Full	Good	
11		Maple	11'	4"	Full	Good	
12		Maple	12'	4"	Full	Good	
13		Maple	11'	4"	Full	Good	
14		Maple	12'	4"	Full	Good	
15		Maple	11'	4"	Full	Good	
16		Maple	12'	4"	Full	Good	
17		Maple	11'	4"	Full	Good	
18		Maple	12'	4"	Full	Good	
19		Maple	11'	4"	Full	Good	
20		Maple	12'	4"	Full	Good	
21		Maple	11'	4"	Full	Good	
22		Maple	12'	4"	Full	Good	
23		Maple	11'	4"	Full	Good	
24		Maple	12'	4"	Full	Good	
25		Maple	11'	4"	Full	Good	
26		Maple	12'	4"	Full	Good	
27		Maple	11'	4"	Full	Good	
28		Maple	12'	4"	Full	Good	
29		Maple	11'	4"	Full	Good	
30		Maple	12'	4"	Full	Good	

Maple  
 12' 4" DBH  
 Full  
 Good

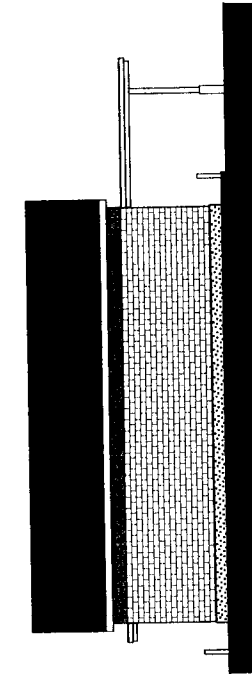
**PLANTING QUANTITIES**

SPECIES	QUANTITY
Maple	30
...	...

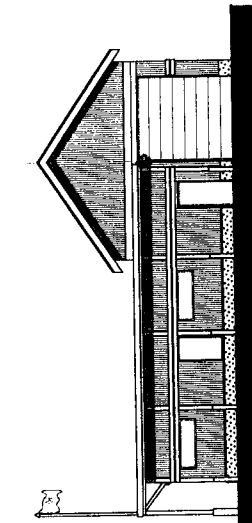
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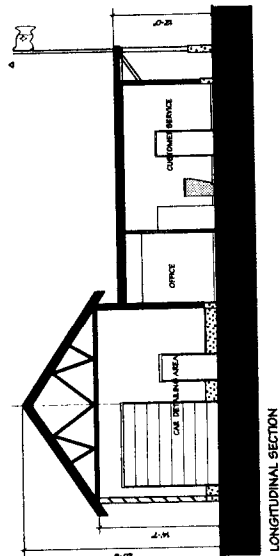
WEST ELEVATION



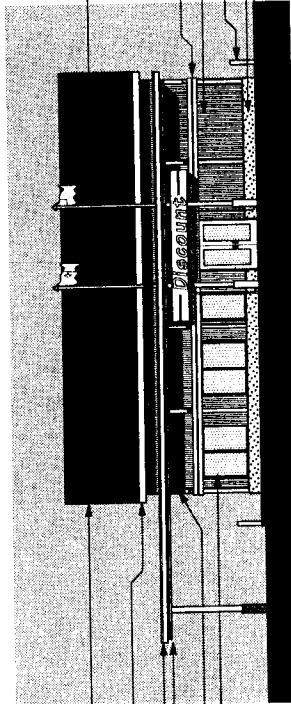
NORTH ELEVATION



EAST ELEVATION

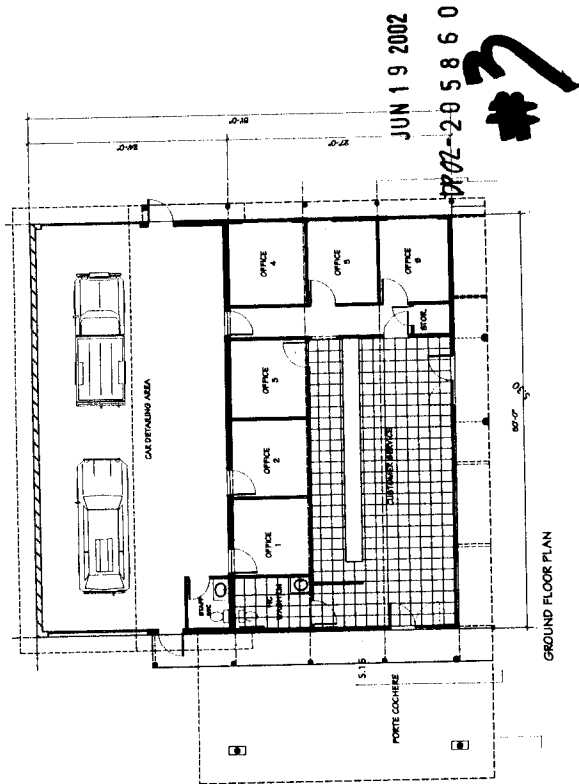


LONGITUDINAL SECTION



SOUTH ELEVATION - BECKWITH STREET

- PERGOLA ROOFING  
GRADE CONTIGUOUS
- BLUE FASCIA (TRIM ELEV)
- BLUE FASCIA
- WHITE BEAM AND SOFFIT
- WHITE BRUTE W. GALLY BOLTS
- ALUMINUM WINDOWS - BLUE
- BLUE PL-UP POLES WITH SIGN
- 2 BLUE BANDS WITH WHITE "M" FACE  
FOR WATER NEON LIGHTING
- 1/2" CLEAR CORRUGATED GALVANIZED SIDING
- #4 STEEL BOLLARDS WITH CONCRETE  
BASEMENTS CONCRETE PLANTIVE



GROUND FLOOR PLAN

JUN 19 2002  
02-20 5 8 6 0

Sheet No. **2**

Date: 06/19/02  
 Scale: 1" = 10'  
 Drawn: JH  
 Checked: JH  
 Project No.: 00000

This drawing is a preliminary drawing of a project on the subject property and is not to be used for construction without the approval of the appropriate authorities. It is the responsibility of the client to verify all dimensions, materials and quantities and to arrange for all necessary permits and approvals to be obtained.

FLOOR PLAN  
ELEVATIONS

DISCOUNT CAR RENTAL  
9951/9071 BECKWITH ROAD, RICHMOND

**COAST ARCHITECTURAL GROUP**  
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 Tel: 604-683-1234 Fax: 604-683-1235