



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: August 7, 2002
File: DP 02-205966
Re: **Application by Westbank Projects Corporation for a Development Permit at
11760 Steveston Highway**

Manager's Recommendation

That a Development Permit be issued for 11760 Steveston Highway on a site zoned Community Commercial District (C3), which would allow the development a commercial/retail building on one (1) lot containing a total floor area of 1,299.940 m² (13,992.9 ft²); and

Vary the provisions of Zoning and Development Bylaw No. 5300 to permit the following:

1. Reduce the side yard setback along the east property line from 6 m (19.865 ft) to 3 m (9.843 ft);
and
2. Reduce the rear yard setback along the south property line from 6 m (19.865 ft) to 3 m (9.843 ft).

Joe Erceg
Manager, Development Applications

JE:aj/bfg
Att. 3

Staff Report

Origin

Westbank Projects Corporation has applied to the City of Richmond for permission to develop a new retail building at 11760 Steveston Highway and to vary the side and rear yard setback from 6 m (19.865 ft) to 3 m (9.843 ft).

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

Development Information

Site Area:	3,688.669 m ² (39,705.8 ft ²)
Building Area:	1,299.940 m ² (13,992.9 ft ²)
Site Coverage:	35% Allowed 35% Proposed
F.A.R.:	0.50 Allowed 0.35 Proposed
Parking:	51 Spaces Required 60 Spaces Proposed including 1 stall for persons with disabilities

Findings of Fact

Criteria and policies for the issuance of development permits regarding commercial projects are contained in Schedule 1, Section 9 of Bylaw No. 7100, of the Official Community Plan. Additional more specific development permit guidelines for the issuance of development permits regarding this commercial project are contained in Schedule 2.8A, Shellmont–Ironwood Sub-Area Plan of Bylaw No. 7100, the Official Community Plan. The following relevant guidelines from the Shellmont–Ironwood Sub-Area Plan are followed by the applicant’s response in *bold italics*.

1.2.1 SETTLEMENT PATTERNS

- a) Pedestrian access to the main buildings on each site on both sides of Coppersmith Place should be provided as follows:
 - Minimum 1.5 m (4.9 ft.) wide sidewalks;
 - Located so as to provide a minimum of two accesses from Steveston Highway, one from No. 5 Road, two from Coppersmith Place, and two from Coppersmith Way;
 - Where walkways intersect vehicle paths, the roadways should be raised to the walkway level, and should have a non-asphalt paving material;
 - At least one walkway connecting to the Steveston Highway sidewalk should be fully covered and lighted; and
 - All walkways should be accessible to disabled persons.

- b) Vehicle connections to the streets on each site on both sides of Coppersmith Place should be as follows:
- To Steveston Highway: one right-in-right-out;
 - To Coppersmith Place: one full movements (at south end) and one loading bay access;
 - To No. 5 Road: one right-in-right-out, one full movements. One to be shared with adjacent property on the south;
 - To Coppersmith Way: one full movement; and
 - Width to be minimized, to promote pedestrian safety.
- c) Pedestrian/vehicle connections to the adjacent properties are to be encouraged. There should be at least one pedestrian connection through the main block of buildings.
- d) The design should create defensible spaces, which provide for easy surveillance and safety both day and night.

Public Amenity:

1. *We have completed the pedestrian connection along Steveston Highway. We have also provided for connections to the street and participate in the adjacent pedestrian pattern through Ironwood Plaza.*
2. *We have provided a covered 1.5m walkway along the entire west side of the building, protecting the storefront from weather. All walkways have been made accessible. Parking for handicapped patrons has been provided near the center of the plan.*
3. *N/A.*
4. *N/A.*
5. *The site is designed to complete the pedestrian pattern through the centre and to have a seamless vehicular connection with Ironwood Plaza. Again, a pedestrian connection has been made directly to Steveston Highway.*
6. *N/A.*
7. *There is predominantly pre-load on site and no trees for retention.*
8. *No concealed spaces have been created in the design of the building. All areas around the building are have been designed to allow for constant surveillance. Landscaping along the eastern edge of the property has been kept to a low height to allow for surveillance along that edge.*

1.2.2 ARCHITECTURAL ELEMENTS

- a) Buildings should be designed so as to break down large façades into smaller elements to create an appearance of a series of smaller buildings.
- b) Shop fronts should have a minimum of 40% glazing, and all display windows and entrances should be protected from the weather by minimum 2 m (6.6 ft.) deep colonnades or canopies. The north side second floor should have an open corridor or colonnade across its full frontage.

- c) 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.
- d) Pedestrian access areas (sidewalks) between parking lots and store entrances should be a minimum of 3 m (9.8 ft.) wide. Pedestrian amenities should be provided at regular intervals.
- e) On-site employee or public amenities should include change rooms, showers, lockers, a lounge, and a covered outdoor seating area.
- f) Signs should be integrated with the architecture, and limited to the following (in addition to the Sign Bylaw requirements):
 - Façade signs comprised of letters and logos affixed to the building, or in internally illuminated boxes - the latter to be limited to sign bands immediately above main floor windows/doors or copy on awnings; and
 - Freestanding signs limited to directional signs and signs indicating the name and general nature of the services, to a maximum of 2 m (6.6 ft.) in height.

Architectural:

1. ***Several roof tower elements have been designed into the building to vary the mass of the structure.***
2. ***The shopfronts have over 40% glazing and are protected by a roof overhang greater than 2m.***
3. ***The façade along Steveston Highway is over 60% glazed. The façade facing the intersection of Steveston and No. 5 Road has been designed with a combination of spandrel and vision glass, softening the appearance of that elevation as it faces into the intersection. The neighbouring gas station obscures the southern half of this façade, which is broken in two by a tower feature.***
4. ***A continuous 1.5m covered sidewalk has been provided along the storefront (west façade). Because of the relatively higher number of smaller units which will occupy this building, there has been little opportunity for 3m plaza areas at store entries.***
5. ***Employee amenities will be provided on a suite-by-suite basis.***

1.2.3 LANDSCAPE ELEMENTS

- a) Edge conditions should create a high-quality pedestrian environment, by provision of boulevards, street trees, pedestrian amenities, lighting, and landscaping. Pedestrian/vehicle conflicts should be minimized.
- b) 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, by:
 - Planting a double row of trees around the perimeter of the site and on the two main entry driveways, to form a canopy over the sidewalks and driveways;
 - Planting "groves" of trees and shrubs in the parking lot so that, approximately 10 years after planting, at least 50% of the parking lot will be covered by a canopy of leaves in summer; and

- Creating a change of grade at the edge of the parking lot and planting low shrubs so that, without compromising visibility and surveillance, parked cars are screened from the road.
- c) Existing trees should be preserved by:
- Retaining in situ complete with tree wells as necessary, or relocating on the site; and
 - Erecting construction fencing to City specs around all of the above trees prior to site pre-loading and to remain fenced throughout the construction period.
- d) Efforts should be made to retain, move offsite, or relocate other existing trees and shrubs. Provincial laws regarding cutting of trees containing songbird or raptor nests during the nesting season should be respected.
- e) The south edge of the property should be well landscaped, but should be carefully integrated with the adjoining properties. Fences or hedges on this perimeter should not exceed 1 m (3.3 ft.) in height.
- f) Landscape themes should include the following suggested mix of native and exotic plants, to maintain a consistent level of quality:
- Perimeter and parking lot tree types: Honey Locust, Chanticleer (Bradford) Pear, Sweet Gum, Katsura. Shrub types: Blueberry, Currant, Red Osier Dogwood, Oregon Grape, Native (Swamp) Rose, Rhododendron; and
 - Feature trees and plants: Windmill Palm, Persian Ironwood, Monkey Puzzle, Sitka Spruce, Pacific Crabapple, Yucca, Bamboo, native and exotic tall grasses.
- g) Preserve natural heritage by retaining, relocating and augmenting existing healthy on-site trees and shrubs. Each existing tree larger than 20.3 cm (8 in.) dbh which is unavoidably cut should be replaced by two suitable trees of minimum 10.2 cm (4 in.) dbh. Wherever possible, plant new landscaping which will be beneficial to native and migratory birds.
- h) At least one lighted shelter should be provided for people waiting for busses.
- i) There should be at least one pedestrian plaza of a minimum size of 550 m² (5,920 ft²), with a minimum of 50 linear metres (164 linear feet) of seating. The plaza should also include a drinking fountain. The plaza should be adjacent to a building containing shop windows and canopies.

Landscaping:

1. ***The parking pattern continues the pattern of landscaping through Ironwood Plaza. The street trees along Steveston highway have been continued as per the pattern developed to the west of the site.***
2. ***N/A.***
3. ***No significant trees exist on site for retention. The site is currently covered predominantly in pre-load.***
4. ***N/A.***
5. ***Honey Locust trees have been provided in the parking area to match Ironwood Plaza. Pin Oaks have been selected for the Highway boulevard. Red Osier Dogwood and exotic tall grasses have been selected for the low-lying landscaping.***

1.2.4 PARKING, GARBAGE, RECYCLING AND RELATED ELEMENTS

- a) Parking lot lighting should be directed away from residential areas so that there is a maximum of three footcandles at the north property line. Certain light standards should be designed to accommodate hanging flower baskets complete with irrigation.
- b) Bicycle parking should be provided as per the following minimum standards:
 - Class 1, long-term secured parking: 0.27 spaces per each 100 m² (1,076.43 ft²) of gross leasable area; and
 - Class 2, short term parking: 0.27 spaces per each 100 m² (1,076.43 ft²) of gross leasable area.
- c) Signs and parking lot lighting should be compatible with the adjacent residential area.
- d) Garbage, recycling and pick-up should be situated in areas which do not conflict with pedestrian traffic, and should either be fully enclosed or screened with solid walls higher than the bins.

Other:

1. *Signs will be designed to be comparable with the balance of Ironwood Plaza.*
2. *There is no freestanding sign proposed for the site.*
3. *Parking lighting will be designed to be a continuation of the pattern of lighting at Ironwood Plaza.*
4. *Fourteen bicycle stalls have been provided for the 13 required.*
5. *Garbage has been located to be proximate with the existing bin for CRU #9, located away from Steveston Highway and No. 5 Road.*

Development surrounding the subject site is as follows:

To the north, are single family residential dwellings across Steveston Highway;

To the east, are a gas station, car wash and restaurant;

To the south, is the Ironwood Plaza and the Ironwood Branch Library beyond; and

To the west, is the Ironwood Plaza.

Staff Comments

Development Coordinator Comments:

The staff comments regarding this development permit application are followed by the applicant's response in ***bold italics***.

1. Please provide an explanation as to how loading would be accommodated on the subject site. ***A loading area has been delineated on the Ironwood site.***
2. The garbage enclosure at the southeast corner of the site should be relocated/reconfigured to permit improved access to the rear of the commercial/retail units. ***The garbage enclosure has been removed. A possible future location for the enclosure has been moved to the west to widen the space between the existing CRU 9 garbage enclosure and the building. The easement on the Lands for City service to the future garbage enclosure location is still to be included as part of rezoning application RZ-02-199709.***

3. A concrete sidewalk should be installed along the eastern side of the building instead of crushed gravel. ***A concrete sidewalk has been provided.***
4. A ramp for disabled persons should be provided from Steveston Highway into this site or on the eastern portion of Ironwood Plaza. ***A ramp has been provided.***
5. The “future patio” must be deleted since there are no food catering establishments proposed in this building according to the parking calculations. ***The future patio has been deleted.***
6. The signage proposed must comply with the City’s Sign Bylaw and be consistent with the Ironwood Plaza. Staff would prefer smaller signage particularly along the back of the building. ***The sign extents have been adjusted to meet both Richmond sign bylaws and the Ironwood sign design guidelines.***
7. The extent of the building overhang(s) should be shown on the site plan. ***Overhang extents have been shown.***
8. Adequate turn around space needs to be provided for the two parking spaces located closest to Steveston Highway. ***A turnaround space has been provided, although not common as a standard detail to either Ironwood Plaza or Coppersmith Place.***
9. The pedestrian connection through the Ironwood Plaza should be more direct plus raised where appropriate. ***The pedestrian connection has been straightened.***
10. The Ironwood Commercial Development Permit Guidelines must be followed. Please submit a completed checklist regarding the relevant guidelines indicating whether the proposal complies or does not comply with the development permit guidelines. Explain in detail your interpretation regarding how this project complies or does not comply with each guideline. ***A checklist has been provided.***

Development Planner Comments:

1. Identify the security measures to safe guard the rear entries to units along the east property line. ***Directional wall sconces have been added to the east elevation for security measures.***
2. Develop a landscape treatment along Steveston Highway that reinforces the existing streetscape and contributes to the ‘gateway experience’ at this important entry to the City of Richmond. ***Landscaping has been provided to continue the pattern of planting along Steveston Highway fronting Ironwood Plaza and Coppersmith Corner.***
3. Improve on-site pedestrian circulation including a new accessible pedestrian connection between the boulevard along Steveston Highway and the site and consider a pedestrian link with the Chevron Station immediately to the east. ***A ramp to Steveston has been provided. A pedestrian connection to the Chevron building has been provided.***
4. Consider eliminating one parking stall to achieve an improved pedestrian link with the existing shopping plaza and library to the south that could incorporate outdoor seating. ***One parking stall has been eliminated from the Ironwood site to better facilitate the pedestrian connection back to Ironwood.***
5. Provide a row of trees along the east property line at a minimum caliper size of 10 cm (4 inches). ***We have provided a row of trees along the eastern edge as requested***

6. Incorporate 'green building' design principles wherever possible in the design of the building and provide a description of the proposed energy conscious design features of the proposed building. ***Green building practices will be considered during design development leading up to the submission for building permit.***
7. Further design development of the roof element is required. ***Roof elements have been designed in the standard detail of Ironwood Plaza. Roof 'turret' elements have been provided at each corner of the building and at the midway point along the east elevation to visually break down the façade into smaller components. Further revisions to the roof form have been made on the east elevation to further 'break up' that elevation near the centre turret***
8. Identify and specify the type of proposed outdoor lighting. Incorporate design features that enhance crime prevention including light fixtures with good colour rendition and appropriately located 'panic alarms'. ***Directional wall sconces have been added to the east elevation for security measures. 'Panic alarms' will not be added as a CPTED measure as they are neither common to Ironwood Plaza nor to Coppersmith Corner. In addition, they provide opportunities for mischief, vandalism and noise pollution.***
9. Comply with the landscape guidelines for parking lots and provide more canopy trees in the parking lot. ***Canopy trees have been implemented to reflect the current design standard and quantity standard already in place at Ironwood Plaza.***
10. Eliminate the requested variance along the east property line or negotiate an acceptable compromise with the neighbouring property owner to the east (i.e. the Chevron gas station at the southwest corner of No. 5 Road and Steveston Highway). ***The requested variance continues to be a component of this Development Permit application. The applicant has met with representatives from Chevron, the eastern neighbour to the subject site, on three occasions to discuss design concerns. Chevron's concerns seemed to be limited exclusively to losing a visual connection to Ironwood plaza and a concern regarding the length of building down the entire site. The neighbour showed no desire for either a pedestrian or a vehicular link to be incorporated in the design. The neighbour did not express any objection to the density of the application. Apart from inverting the mass of the building entirely on site, the neighbour was not satisfied in other design measures considered at the meetings. The applicant has incorporated a new roof design to further break up the elevation along the east side of the building, and has provided a pedestrian connection to the east.***

Transportation Department Comments:

1. Straighten diagonal pedestrian crossing and allow for wheelchair accessibility. ***One parking stall has been eliminated from the Ironwood site, the pedestrian connection has been straightened and let-downs for wheelchair access have been provided.***
2. Raise the pedestrian link across the main east west internal road to the south of the subject site. ***The pedestrian link along the main east-west access has been raised.***
3. Provide a turnaround capability for the parking stalls at the northerly end of the site. ***A turnaround space has been provided.***

4. Improve wheelchair accessibility to street and along walkways and crossings. *Let-downs for wheelchair access have been provided at all crossings and at handicapped parking locations.*
5. Provide improvements to the Coppersmith Place access. Flares should be widened for the right-turn exiting traffic. *Off-site improvements have been included as part of rezoning application RZ-02-199709.*
6. The engineering consultant engaged by the applicant should work closely with Richmond Transportation staff to arrive at final design that meets the approval of Transportation and Engineering staff. *Off-site improvements have been included as part of rezoning application RZ-02-199709.*
7. Further to discussions between Richmond Transportation staff (Donna Chan) and the applicant (Ian Gillespie and Edward Teh of Westbank) on June 14, the City of Richmond will consider the left-out lane at No. 5 Road with restrictions on weekdays from 3 p.m. to 6 p.m. It is the understanding of Richmond Transportation staff that Westbank will send a letter to the City of Richmond, confirming their support for this proposal and will co-ordinate with their engineering consultant to revise the drawings accordingly to the satisfaction of Richmond Transportation staff. *Off-site improvements have been included as part of rezoning application RZ-02-199709.*
8. If the proposal does not include a restaurant then eliminate the 'future patio' since the parking calculations make no allowance for a restaurant. *The future patio has been deleted.*

Engineering and Off-site Improvement Comments:

1. There are no servicing concerns. Steveston Highway upgrading is a condition of rezoning. *Off-site improvements have been included as part of rezoning application RZ-02-199709.*

Zoning and Building Department Comments:

1. Rear doors must open onto a surface that a person in a wheelchair can utilize. *A concrete sidewalk has been provided.*
2. Clarify the basis for the proposed parking. The parking calculation should be based on a combination of retail, office and assembly uses. *An update on parking statistics has been provided as part of the data summary.*

Design Panel Comments:

The following are comments from the City of Richmond, Advisory Design Panel for the meeting of Wednesday, June 19, 2002 regarding this development permit application.

Critique/Decision

The comments of the Panel were as follows:

- the thorough presentation was complimented; and
- the structural soil in the parking lot, and depths, was questioned.

It was the consensus of the panel that the item move forward.

Analysis

Assessment of the Conditions of Adjacency

The applicant currently has third reading for the rezoning with the currently proposed land use and density; it is anticipated that the rezoning will be considered for adoption at the Council Meeting on August 26, 2002. The rezoning drawings indicated the same building massing as currently proposed on the development permit application drawings. At the time of rezoning, Richmond staff encouraged the applicant to rezone the property to Community Commercial District (C3) with the recognition that a 3 m side variance along the east property line as well as a 3 m rear yard variance would be required. A Chevron gas station located at the southeast corner of Steveston Highway and No. 5 Road along the east property of the subject site. Chevron owns the gas station and representatives of Chevron have indicated that they are unhappy with the requested variance. Chevron has been advocating for more visual openness to the Ironwood Plaza and that was the basis of their support for the original Ironwood Plaza rezoning. Chevron did not oppose the rezoning of the current site because they assumed a compromise could be reached regarding the design and massing of the proposed built form on the subject site. The applicant's architect was contacted and requested to give further consideration to a 'breeze way' or creating a gap in the proposed building for the subject site that would permit views into Ironwood Plaza from the Chevron site. The following information was communicated to the City of Richmond in response to this request.

"On behalf of Westbank Projects Corp., we would like to make the following response to Mr. Hardisty's suggestion of implementing a breezeway through the proposed building proposed for the Mattu lands site.

Through the history of this file, Westbank Projects Corp. has met with Mr. Hardisty on three occasions. The project team heard a few concerns of Chevron's, the eastern neighbour of the project site. To date, it has been understood by the project team that the major concerns of Chevron have related to the negation of a visual connection to Ironwood Plaza by the proposed new building and the possible obscuring of the existing Chevron sign at the northwest corner of their site.

Through our previous meetings with Mr. Hardisty, it was understood by the project team that Chevron was not interested in the creation of a pedestrian link or a vehicular link between the two sites.

The suggestion that Chevron has offered to date for the applicant to consider (prior to today) has been the reversal of the massing of the building on site, putting the building to the west and the parking to the east. The implication of reversing the building as suggested is that the proposed new building would not participate in the existing patterns of the shopping centre (vehicular, pedestrian, nor massing). It has been the goal of the applicant to integrate the proposed building as a seamless addition to the already existing Ironwood Plaza.

A new and late suggestion from Chevron was heard today, that of a breezeway through the proposed building for the purpose of a pedestrian connection between Ironwood Plaza and the Chevron site.

Upon discussion with Westbank Projects Corp., we have concluded that this suggestion is, again, neither desirable nor logical for our client, or for Ironwood Plaza.

Firstly, the integration of a breezeway through the building reduces the proposed building area significantly and limits leasing flexibility. The notion of a breezeway through the building effectively renders a single, flexible building into two smaller, less internally configurable buildings. This is not desirable considering the life span of the building and the possibility of the accommodation of changing future tenants.

The breezeway also introduces a number of security problems to the building and Plaza. Typically, breezeways do not offer a lot of monitoring from their adjacent stores. The Building Code prohibits enough unprotected openings, or windows, from existing in them for monitoring. They are also a problem for police, monitoring the Plaza from outside the site, and persist as locations of vandalism, mischief and other crimes. Westbank Projects Corp. has even recently had to enclose an existing breezeway in an existing shopping centre in Cloverdale for these same security reasons.

Further to these other concerns, a pedestrian connection may not be appropriate to a site with a predominantly vehicular use and with almost exclusively vehicular access. The Chevron site is a retail use with its majority of users approaching the site in cars; the sale of fuel and the car wash service offer little to customers on foot. Furthermore, Chevron has not expressed a desire for a pedestrian connection to date, and this suggestion seems incongruent with their original concern for a 'visual connection' to Ironwood.

Westbank has already allowed for a pedestrian connection to pass along the east side of the building to connect Chevron with the Plaza, as Richmond staff suggested its inclusion. The team would also like to note that the integration of a pedestrian connection does not replace or improve an already existing condition. Moreover, it is noted that Westbank has already further articulated the central tower portion on the east façade through deepening its indentation and varying the roofline.

Thanks again for the call to pass on Chevron's suggestions. Note that we are open to further suggestions, however, it should be noted that Westbank and the design team feel that the implementation of this proposal is a great improvement to the shopping centre in lieu of the existing condition of pre-load and tall grass on site. We hope that this response clarifies our position on their request and look forward to hearing from you on this project."

Subsequently, this information was verbally communicated to Mr. Larry Hardisty of Chevron. At the time of writing this report Chevron has requested a meeting with Westbank's architect in order to determine if an acceptable compromise can be reached.

Site Planning and Urban Design

The density and land use have been established through the rezoning process and in order to keep the parking contiguous with the remainder of the Ironwood Plaza the parking for the subject site has been located along the west property line of the subject site. This results in the proposed building mass along the east property line. The current proposed site organization is logical from the perspective of the overall development of the Ironwood Plaza but blocks visual access from the Chevron gas station to the Ironwood Plaza.

Assessment of the Architectural Form and Character

The proposed architectural form and character are identical to the existing buildings of Ironwood Plaza. Staff support the proposed architectural treatment.

Evaluation of the Landscape Design and Open Space

The proposed landscape design is similar to the landscape treatment for the existing site development of the Ironwood Plaza and staff support the proposed landscape architectural treatment.

Assessment of Requested Variances

At the time of writing this report Chevron has requested a meeting with Westbank's architect in order to determine if an acceptable compromise can be reached regarding the requested variance along the east property line.

Conclusions

Westbank properties have applied for a development permit in order to complete the development of the "Ironwood" shopping centre. They are requesting some variances to the setback requirements. Staff are generally in support of this concept, however the neighbour (Chevron) is opposed because of issues of exposure and pedestrian access.



Alex Jamieson
Planner - Urban Design

BFG/AJ:bfj/aj



No. DP 02-205966

To the Holder: WESTBANK PROJECTS CORP.
Property Address: 11760 STEVESTON HIGHWAY
Address: C/O IAN GILESPIE
700 – 1177 WEST HASTINGS STREET
VANCOUVER, BC V6E 2K4

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 Plan #2 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 #3 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: WESTBANK PROJECTS CORP.
Property Address: 11760 STEVESTON HIGHWAY
Address: C/O IAN GILESPIE
700 – 1177 WEST HASTINGS STREET
VANCOUVER, BC V6E 2K4

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$27,985.00

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 _____, _____

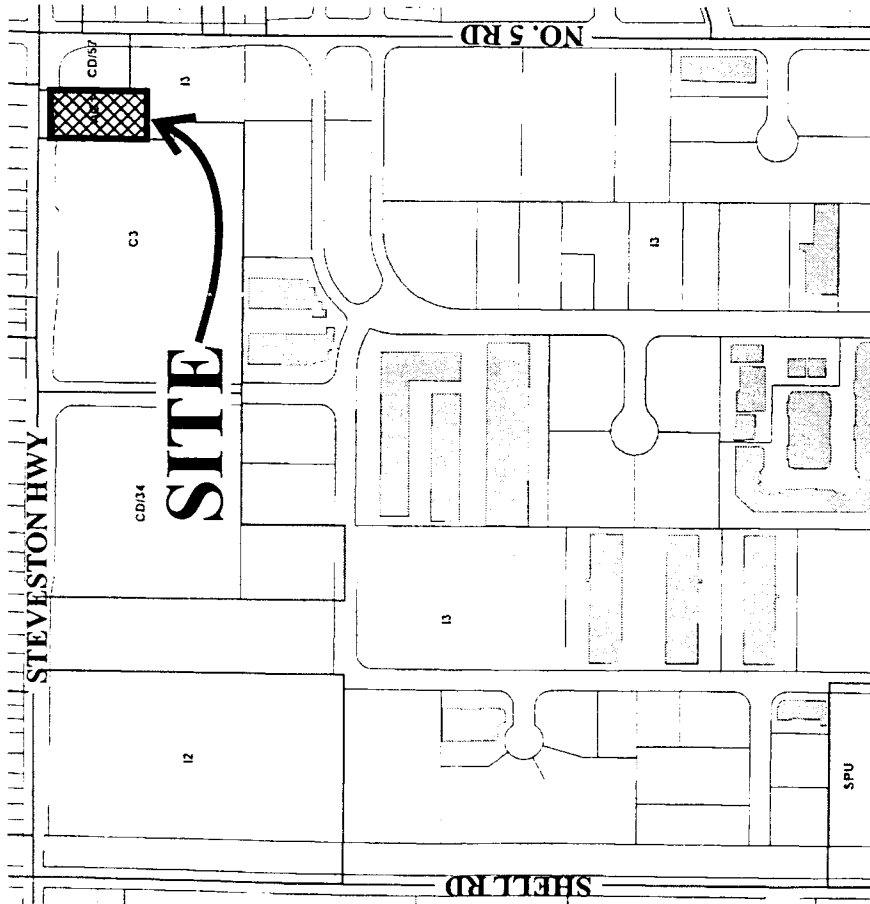
ISSUED BY THE COUNCIL THE _____

DELIVERED THIS _____ DAY OF _____, _____

MAYOR

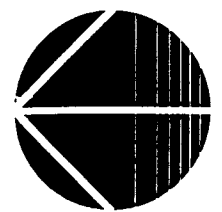
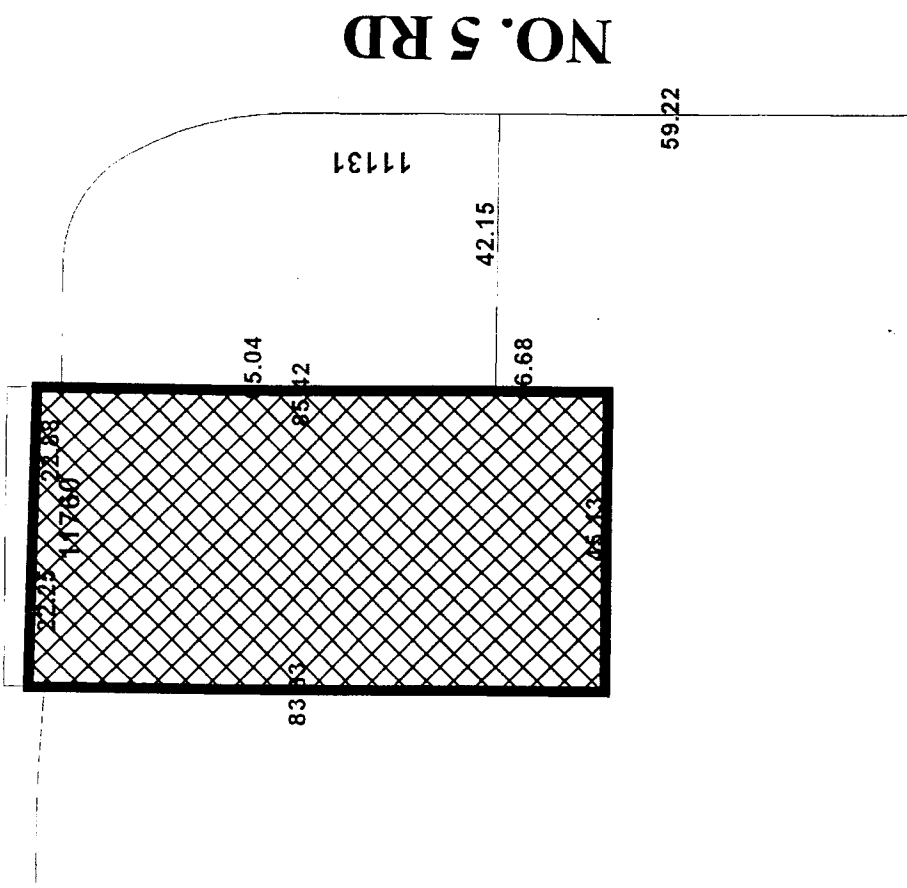


City of Richmond



11671	11691	11711	11731	11991
20.12	20.12	20.12	20.12	34.22

STEVESTON HWY



DP 02-205966

SCHEDULE "A"

Original Date: 06/11/02
 Revision Date:
 Note: Dimensions are in METRES





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): 11760 STEVESTON HIGHWAY
 Legal Description(s): W 1/2 of Lot C except Parcel 7 (Bylaw Plan 64838)
Section 1, Block 3 North Range 6 West, NWD Plan 3730

Applicant: Westbank Projects Corp.

Correspondence/Calls to be directed to:

Name: Ian Gillespie

Address: 700-1177 W. Hastings St.
Vancouver, B.C.

Tel. No.: 604-685-8986 V6E 2K3
Postal Code

Business

Residence

604-893-1708

E-mail

Fax

Property Owner(s) Signature(s): x *Amor S Mattu*

AMAR SINGH MATTU

Please print name

OR

Authorized Agent's Signature: _____

Attach Letter of Authorization

Please print name

For Office Use	
Date Received: <u>May 15/02</u>	Application Fee: <u>1470.00 - Pd 1453.20 - P.</u>
File No.: <u>02-206966</u>	Receipt No.: <u>02-033687</u>
Only assign if application is complete	

ENTERED

KKK Project #1256
Tue, July 23, 2002-07-23

City of Richmond
6911 No.3 Road
Richmond, B.C. V6Y 2C1

**Attn: Brian Guzzi, Landscape Architect
Development Planner – Urban Design**

Dear Brian:

**Re: Development Permit Application DP 02-2059966
Commercial Building, 11760 Steveston Highway Richmond, B.C.**

Thanks for the call and comments back from Larry Hardisty, representing Chevron.

On behalf of Westbank Projects Corp., we would like to make the following response to Mr. Hardisty's suggestion of implementing a breezeway through the proposed building proposed for the Mattu lands site.

Through the history of this file, Westbank Projects Corp. has met with Mr. Hardisty on three occasions. The project team heard a few concerns of Chevron's, the eastern neighbour of the project site. To date, it has been understood by the project team that the major concerns of Chevron have related to the negation of a visual connection to Ironwood Plaza by the proposed new building and the possible obscuring of the existing Chevron sign at the northwest corner of their site.

Through our previous meetings with Mr. Hardisty, it was understood by the project team that Chevron was not interested in the creation of a pedestrian link or a vehicular link between the two sites.

The suggestion that Chevron has offered to date for the applicant to consider (prior to today) has been the reversal of the massing of the building on site, putting the building to the west and the parking to the east. The implication of reversing the building as suggested is that the proposed new building would not participate in the existing patterns of the shopping centre (vehicular, pedestrian, nor massing). It has been the goal of the applicant to integrate the proposed building as a seamless addition to the already existing Ironwood Plaza.

A new and late suggestion from Chevron was heard today, that of a breezeway through the proposed building for the purpose of a pedestrian connection between Ironwood Plaza and the Chevron site.

Upon discussion with Westbank Projects Corp., we have concluded that this suggestion is, again, neither desirable nor logical for our client, or for Ironwood Plaza.

Firstly, the integration of a breezeway through the building reduces the proposed building area significantly and limits leasing flexibility. The notion of a breezeway through the building effectively renders a single, flexible building into two smaller, less internally configurable buildings. This is not desirable considering the life span of the building and the possibility of the accommodation of changing future tenants.

The breezeway also introduces a number of security problems to the building and Plaza. Typically, breezeways do not offer a lot of monitoring from their adjacent stores. The Building Code prohibits enough unprotected openings, or windows, from existing in them for monitoring. They are also a problem for police, monitoring the Plaza from outside the site, and persist as locations of vandalism, mischief and other crimes. Westbank Projects Corp. has even recently had to enclose an existing breezeway in an existing shopping centre in Cloverdale for these same security reasons.

Further to these other concerns, a pedestrian connection may not be appropriate to a site with a predominantly vehicular use and with almost exclusively vehicular access. The Chevron site is a retail use with its majority of users approaching the site in cars; the sale of fuel and the car wash service offer little to customers on foot. Furthermore, Chevron has not expressed a desire for a pedestrian connection to date, and this suggestion seems incongruent with their original concern for a 'visual connection' to Ironwood.

Westbank has already allowed for a pedestrian connection to pass along the east side of the building to connect Chevron with the Plaza, as Richmond staff suggested its inclusion. The team would also like to note that the integration of a pedestrian connection does not replace or improve an already existing condition. Moreover, it is noted that Westbank has already further articulated the central tower portion on the east façade through deepening its indentation and varying the roofline.

Thanks again for the call to pass on Chevron's suggestions. Note that we are open to further suggestions, however, it should be noted that Westbank and the design team feel that the implementation of this proposal is a great improvement to the shopping centre in lieu of the existing condition of pre-load and tall grass on site. We hope that this response clarifies our position on their request and look forward to hearing from you on this project.

Regards,

Kasian Kennedy
Architecture Interior Design and Planning Incorporated

P.J. Mallen, B.A., M.Arch., MAIBC
Project Architect

Kasian
Kennedy

Architecture
Interior Design
And Planning
Incorporated

Ernst, Calverley
And Albright

11760 STEVESTON HWY.
W1/2 C. BLK 1 SEC. 1 BLK 3N
R.G.W. PL 3760 S&E 64836

JUL 26 2002

VP 02-205966



DATE: ISSUED FOR:
01-27-02 RECONING
04-15-02 PLANNING COMMITTEE
05-03-02 DEVELOPMENT PERMIT
07-15-02 DEVELOPMENT PERMIT

COMMERCIAL
DEVELOPMENT

Mattu Lot,
Ironwood Plaza,
11760 Steveston Hwy.

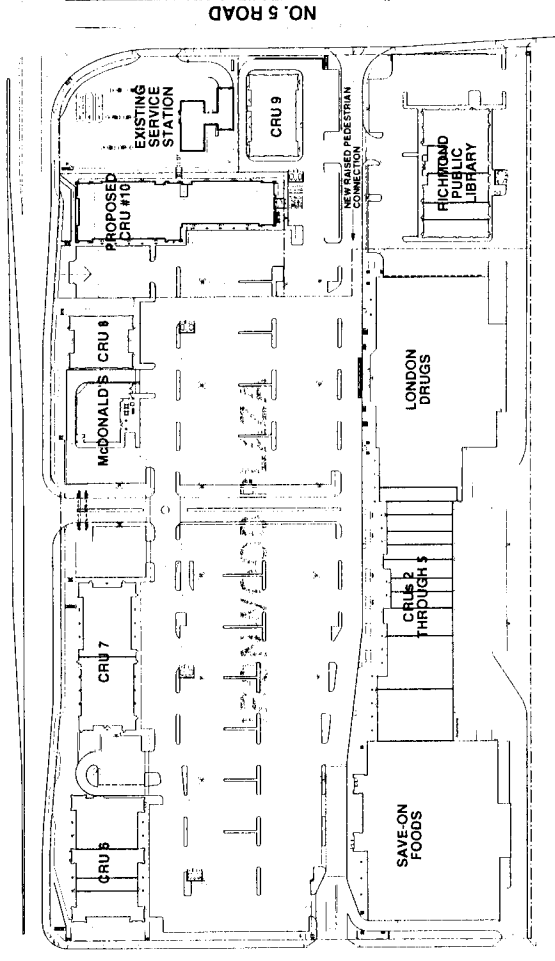
Context
Plan

Scale: 1:800
K/A Project: 1258
Mon, Jul 15, 2002

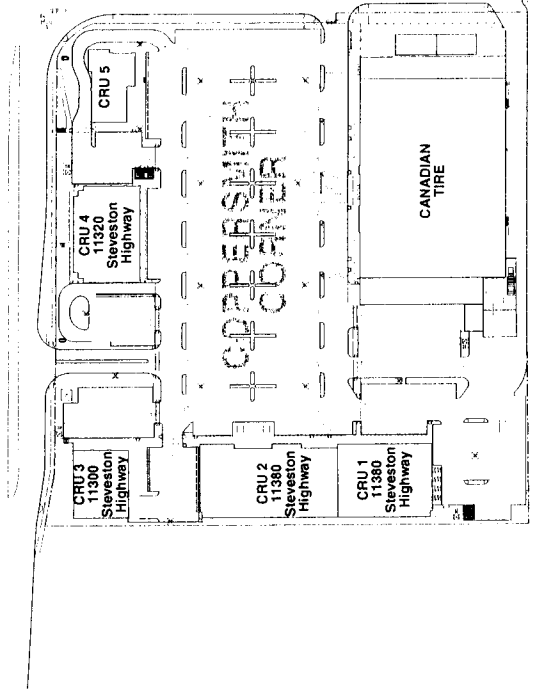
1
M4

SUBJECT SITE
11760 STEVESTON HWY.
W1/2 C. BLK 1 SEC. 1 BLK 3N
R.G.W. PL 3760 S&E 64836

STEVESTON HIGHWAY



COPPERSMITH PLACE



Kasian
Kennedy

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Interior Design
And Planning
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Edmonton, Alberta

403-536-8888
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JUL 26 2002
DP 02-205966



DATE: ISSUED FOR:
07/21/02 REZONING
01/31/02 RESSUED FOR REZONING
04/15/02 PLANNING COMMITTEE
05/13/02 DEVELOPMENT PERMIT
07/15/02 DEVELOPMENT PERMIT

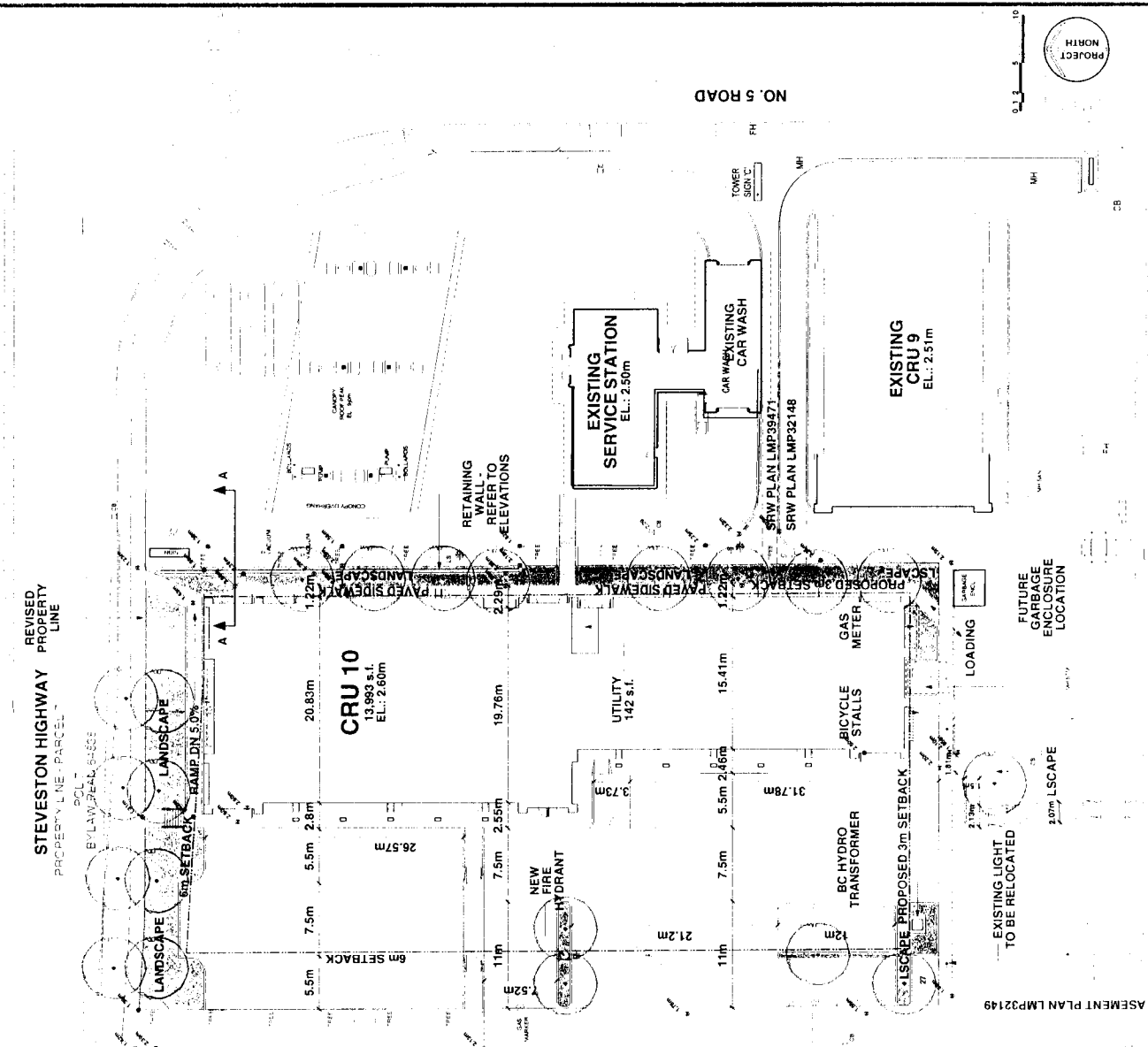
COMMERCIAL
DEVELOPMENT

Mattu Lot,
Ironwood Plaza,
11760 Steveston Hwy.

Site
Plan

Scale: 1:200 or as Noted
KKA Project: 1256
Mattu, Jul 15, 2002

2
r10



DATA SUMMARY:	
ZONE	C-3
CIVIC ADDRESS	11760 Steveston Hwy.
LEGAL ADDRESS	W1/2 C.BLK1 SEC.1 BLK3N R66W PL3760 S8E64638
SITE AREA	3,689 sq.m. 39,705.8 sq.ft. 1,300 sq.m. 13,992.9 sq.ft.
BUILDING AREA	0.35 35%
DENSITY (F.A.R.)	0.35
LOT COVERAGE	35%
PARKING PROVIDED	60 STALLS
REGULAR STALLS	49 STALLS
HANDICAPPED STALLS	1 STALLS
SMALL CAR STALLS	10 STALLS
PARKING REQUIRED	51 STALLS
ASSEMBLY USE	0 STALLS
OFFICE USE	0 STALLS
RETAIL USE	51 STALLS
BICYCLE PARKING PROVIDED	14 STALLS
LANDSCAPE AREA	391 sq.m.
PROPOSED VARIANCES	
3m SETBACK ALONG EAST SIDE OF PROPERTY	
3m SETBACK ALONG SOUTH SIDE OF PROPERTY	
LEGEND:	
PROPERTY LINE	EXISTING ELEVATION
SETBACK LINE	PROPOSED ELEVATION
PAINTED LINE	ROOF LINE OVER
FIRE TRUCK PATH	
CATCH BASIN (SURVEYED LOCATION)	
CATCH BASIN (ESTIMATED LOCATION)	
LIGHT STANDARD (SURVEYED LOCATION)	
PROPOSED SECTION:	
EXISTING TREES ON NEIGHBOURING CHEVRON SITE	
PROPOSED BUILDING	
PROPOSED NEW SHRUBS ON SUBJECT PROPERTY	
PROPOSED NEW RETAINING WALL	
T.O. 5.5m TO 5.0m	
T.O. 5.0m TO 4.5m	
T.O. 4.5m TO 4.0m	
T.O. 4.0m TO 3.5m	
T.O. 3.5m TO 3.0m	
T.O. CHEVRON PARKING AREA	
SECTION A-A THROUGH EAST PROPERTY LINE	
1:100	

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JUL 26 2002

DR-205966

#3

DATE: ISSUED FOR:
01/21/02 REZONING
01/31/02 REISSUED FOR REZONING
04/15/02 PLANNING COMMITTEE
05/13/02 DEVELOPMENT PERMIT
07/15/02 DEVELOPMENT PERMIT

COMMERCIAL
DEVELOPMENT

Matu Lot,
IRONWOOD PLAZA,
11780 Steveston Hwy.

Building
Elevations

Scale: 1:100
RKA Project: 1256
Mon, Jul 15, 2002

3
17

LEGEND		NOTES	
1	PAINTED 12" HIGH CONCRETE CURB - PAINTED TO MATCH BM #2009 FINESSE	9	PREFINISHED METAL FLASHING - COLOUR TO MATCH BM #691
2	GLAZED WINDOW UNITS	10	3/4" x 2" STUCCO REVEAL
3	DOORS AND FRAMES - COLOUR TO MATCH BM #691	11	PREFINISHED METAL FASCIA - COLOUR TO MATCH BM #691
4	PAINTED STEEL COLUMNS & BEAMS - COLOUR TO MATCH BM #691	12	STUCCO CONTROL JOINT
5	RIVER ROCK PILLARS	13	PAINTED STUCCO OVER CONCRETE BLOCK - PAINTED TO MATCH BM #2009 FINESSE
6	PAINTED STUCCO - TO MATCH BM #2009 FINESSE	14	SPANDREL GLASS
7	PREFINISHED METAL LEAVE TROUGH SYSTEM OVER PREFINISHED METAL FASCIA	15	PAINTED STEEL TRELIS
8	QUARRY SLATE TILES	16	DOWNWARD DIRECTIONAL WALL SCENCE LIGHTING OVER DOORS (TYP.)

