



City of Richmond
Planning and Development Department

Report to Development Permit Panel

To: Development Permit Panel
From: Cecilia Achiam
Acting Director of Development
Date: October 1, 2007
File: DP 04-278898
Re: **Application by Gustavson Wylie Architects for a Development Permit at 11991 & 11731 Steveston Highway**

Staff Recommendation

That a Development Permit be issued which would permit the construction of a gas station and limited area commercial store at 11991 & 11731 Steveston Highway on a site zoned Comprehensive Development District (CD/81).

Cecilia Achiam
Acting Director of Development

CA:ke
Att.

Staff Report

Origin

Gustavson Wylie Architects has applied to the City of Richmond for permission to redevelop the existing gas station and construct a new limited area commercial store at 11991 & 11731 Steveston Highway on a site zoned Comprehensive Development District (CD/81). The site contains a gas station on 11991 Steveston Highway, which is currently zoned Service Station District (G2). The neighbouring property to the west (11731 Steveston Highway), assembled by PetroCanada to enable the expansion, is vacant.

The two (2) subject properties are being rezoned from Service Station District (G2) and Single-Family Housing District, Subdivision Area E (R1/E) to Comprehensive Development District (CD/81) for this project under Bylaw 8144 (RZ 04-272679).

Development Information

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

To the north, an existing single-family dwelling zoned R1/E;

To the east, across No. 5 Road, the parking lot for the former Fantasy Gardens Site zoned Botanical Garden District 2 (BG2) and a former gas station zoned Service Station District (G2);

To the south, Ironwood shopping plaza (zoned C3) and a gas station with a convenience store (zoned CD/57).

To the west, a townhouse development zoned R2 – 0.6, which is currently under construction.

Rezoning and Public Hearing Results

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

- Landscaping and appropriate screening to address adjacencies to existing single-family and future multi-family properties.
- Site illumination to ensure minimal light overspill onto neighbouring properties.
- Ensure a cohesive building design and landscape scheme reflective of the highly visible location of the site and high design standards implemented on surrounding developments.

The Public Hearing for the rezoning of this site was held on December 18, 2006. At the Public Hearing, the following concerns were expressed:

- Questions were raised about the functioning of the proposed vehicle drive-thru, which would service the convenience store.
- Buffering to residential properties, especially to the neighbouring single-family property to the north, which is adjacent to the drive-aisle.

- Correspondence received from a resident supporting vehicle access from the main roads with the suggestion that options be examined to improve vehicle circulation for the west portion of the site.

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

- The drive-thru component to service the convenience store remains as part of the development. To address adjacency concerns for the adjacent single-family property to the north, the order and pick up window has been shifted to the east of the site (from its original location to the west) minimizing the potential queuing of vehicles and related noise impacts. The landscape strip along the north property line has also been widened resulting in a planted width ranging from 1.8 m (6 ft) to 3 m (10 ft.). The setback for the building to the north property line has been increased to permit a more significant buffer. A combination of fencing (1.8 m or 6 ft. in height) and hedging (retained and new cedar hedge at 1.8 m or 6 ft. in height) will constitute a solid landscape buffer.
- In response to the resident suggestion about vehicle circulation for the west portion of the site, the driveway access along Steveston Highway has been widened from 13 m (43 ft.) to 16 m (52 ft.) to enable improved vehicle access. The main entrance of the building has also been flipped to the east side of the site enabling more manoeuvring space at the west portion of the property.

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 and complies with the regulations contained in Comprehensive Development District (CD/81). As a result, no variances are being requested as part of this Development Variance Permit Application.

Advisory Design Panel Comments

The Advisory Design Panel (ADP) reviewed the project on April 4, 2007 and July 5, 2007. A copy of the relevant excerpt from the Advisory Design Panel Minutes from April 4 & July 5, 2007 is attached for reference (**Attachment 2**). The design response to the Panel's comments is identified in *bold italicized text* in **Attachment 2**.

Analysis

Conditions of Adjacency

- The proposed development complies with general Development Permit Commercial Guidelines contained in Schedule 1 of the Official Community Plan (OCP). The project also adheres to the specific Development Permit Guidelines for the Ironwood Sub-Area (Schedule 2 of the OCP).
- Many of the urban design responses and overall form and character of the development is based on the sites highly visible corner location.
- The proposed commercial retail building and canopy structure massing associated with the pump islands is scaled appropriately to address surrounding residential land uses. A majority of the building is 4.9 m (16 ft.) in height with the corner entrance feature at a maximum height of 6.7 m (22 ft.). Height of the canopy structure is limited to 6.32 m (20.7 ft.)

- Building setbacks ensure that there is adequate space for landscape buffering for the residential land uses to the north and west.
 - A 6.5 m (21.3 ft.) building setback to the north property line provides sufficient distance to the existing single-family dwelling and proposed one-storey commercial retail building associated with the gas station. A landscape buffer (fencing; existing and new hedging) ranging in width from 1.8 m (6 ft.) to 3.1 m (10 ft.) helps to buffer the neighbouring property from the drive-aisle situated at the rear of the building.
 - A 20.6 m (67.6 ft.) building setback to the west property line addresses the two-storey townhouse development currently under construction to the west. The canopy structure is also setback 7.7 m (25 ft) from the west property line. A continuous planted and fenced screen at 3 m (10 ft.) width is proposed address adjacencies to the residential townhouses to the west.
 - A 10 m (33 ft.) setback from the edge of the canopy to Steveston Highway is proposed. This will provide sufficient separation of the canopy structure to Steveston Highway, which will not dominate the road frontage. The setback will also ensure that the townhouse being developed to the west are not overly impacted by the canopy structure.
- To prevent light spill over to neighbouring residential properties, light standards are at a maximum of 10 ft. in height and oriented to focus illumination towards the ground and immediate surrounding area. Wall mounted lights on the building are also appropriately designed and shielded to prevent light overspill and glare onto neighbouring properties.
- The building walls adjacent to the residential development consist of two (2) different stucco textures and colours differentiated with 'V' groove reveals. Architectural block is utilized around the perimeter of the building. Cultured stone is placed around the drive-thru window and accents this portion of the building.

Urban Design and Site Planning

- Along No. 5 Road, one vehicle access is proposed. Another additional access along Steveston Highway and is proposed to be located at the west edge of the site to avoid potential conflicts with the corner intersection.
 - The No. 5 Road vehicle access will be right-in/right out configuration only. To facilitate this, the implementation of a median in the driveway crossing on the No. 5 Road right-of-way is required to ensure right-in/right-out vehicle movements. The design and construction of the right-in/right-out traffic median will be through a Servicing Agreement, which is required to be completed prior to issuance of the Building Permit. Through the design review process of the right-in/right-out traffic median, provisions to allow the tanker truck to drive over the traffic control structure may need to be implemented due to the wider turning radius required for this type of vehicle. The design of the traffic control structure will need to ensure that general vehicle traffic will be restricted to right-in/right-out movements only on No. 5 Road. This has been reviewed and is acceptable to the Transportation Division. The Transportation Division will also be involved in the design approval in the forthcoming Servicing Agreement process.
 - No traffic control structures are proposed for the one vehicle driveway proposed for Steveston Highway. An existing traffic median separating east and west bound traffic lanes already ensures that vehicle access is limited to right-in/right-out movements on Steveston Highway

- A total of 10 off-street parking stalls are required. 12 off-street parking stalls are provided for. One (1) accessible parking stall is provided for and is located to enable ease of access to the main entrance of the retail store.
- Appropriate use of textured coloured pavement to identify parking areas, which helps to break up the large asphalt area and provides an improved pedestrian realm.
- Vehicle loading is located on the west side of the building to enable sufficient space for vehicle manoeuvring.
- The garbage and recycling enclosure is also situated at the west side of the building and is fully screened by an enclosure structure 3.7 m (12 ft.) in height. The enclosure is designed to be similar to other design elements associated with the commercial building (i.e., building materials and external cladding).
- The on-site streetscape along Steveston Highway and No. 5 Road consist of a landscaped, treed boulevard articulated by a decorative post-beam fence (1 m or 3 ft. in height). The off-site streetscape consists of a concrete sidewalk.
- Off-site works along Steveston Highway frontage (11731 Steveston Highway frontage) is to enable the implementation of a grass and treed boulevard.
- A pedestrian connection from the building entrance to No. 5 Road is proposed with the use of a stamped concrete to help differentiate the linkage. A gateway entrance structure along No. 5 Road further helps to distinguish the pedestrian connection.
- A pedestrian connection from the bus stop on Steveston Highway to the commercial retail entrance is also provided and differentiated with the use of stamped concrete.

Architectural Form and Character

- The general architectural form and character of the redeveloped gas station is driven by the requirement to ensure a cohesive approach to design elements in the building, pump island canopy, corner monument feature and other landscape elements (i.e., decorative streetscape fencing).
- For the commercial retail building, cladding materials consist of the following:
 - Varying textured stucco with 'V' groove reveals to improve the overall articulation of the building's façade.
 - Architectural block is proposed around the base of the building with cultured stone utilized to help highlight the main building entrance and drive-thru window.
 - Glazing is maximized around the visible street frontages of the building.
 - Vision glass is provided around the entrance to the commercial building and Steveston Highway frontage. Vision glass is also provided on a portion of the No. 5 Road building elevation to ensure a visible linkage from the retail interior to the exterior patio on the east side of the building.
 - A low-slope hip metal roof is proposed for the entrance tower element of the building, which is consistent with this architectural element's application on the canopy, corner monument feature and pedestrian entrance structure on No. 5 Road.
- For the gas island canopy structure:
 - Similar cladding materials implemented for the support columns of the canopy structure were selected to provide a cohesive and coordinated design approach between the canopy structure and building (i.e., architectural block around the base, cultured stone, stucco façade for the support pillars and similar metal roof for the canopy).

- Roof top mechanical equipment is screened by metal clad screen on the commercial retail building.
- Façade signs for the building are located above the main entrance and above the canopies situated over top of the glazing. Corporate signage is also proposed for the pump island canopy and the monument feature located at the intersection of Steveston Highway and No. 5 Road.
 - Minimal signage is oriented to the surrounding residential properties to the north and west.
 - Building signage is designed to fit in with the existing architecture and design of the building. The tower element features one integrated sign along the Steveston Highway elevation and another identical sign along No. 5 Road.
 - Signage associated with the pump island canopy is integrated with the overall canopy structure.
 - The freestanding sign at the intersection of Steveston Highway and No. 5 Road is designed at an appropriate scale to fit with the overall corner monument feature and accompanying landscaping.

Landscape Design and Open Space Design

- Tree Preservation and Retention
 - As identified in the rezoning application, a majority of the existing cedar hedge is to be retained along the subject sites north property line and maintains the existing landscape buffer. A new cedar hedge is proposed to extend along the balance of the north property line to ensure a contiguous buffer.
 - Upon further review by the consulting landscape architect, three (3) non-bylaw sized trees (10 cm dbh each) are proposed to be removed at the northeast corner of 11991 Steveston Highway. The landscape architect proposes to replace these trees with three (3) new boulevard trees (planted at 8 cm calliper) incorporated into new planters with accompanying ground covers and shrubs.
 - The number of on-site trees to be implemented on the subject property (18 trees) is sufficient to replace the number of bylaw sized trees (3) proposed for removal. Trees along the street frontages are adequately sized (8 cm dbh) with remaining on-site trees planted at 6 cm dbh.
- A pedestrian linkage has been established from the commercial retail building entrance and No. 5 Road. Pedestrian linkages are also proposed to connect the retail store, pump island area and bus stop along Steveston Highway. All pedestrian connections are proposed to be a distinct colour (concrete stamped red brick).
- Stamped concrete is also proposed to delineate the entrances from No. 5 Road and Steveston Highway along with the off-street parking areas surrounding the commercial building.
- A 1.8 m (6 ft.) high fence and continuous cedar hedging constitutes the buffering along the north property line adjacent to the single-family dwelling. The landscape treatment adjacent to the townhouse development to the west consists of a similar fencing and hedge treatment with the addition of a row of deciduous trees.
- Decorative low-level fencing (1 m or 3 ft.) is located along the street frontages and from the corner monument feature at the intersection of No. 5 Road and Steveston Highway.
- The corner monument feature is angled at 45 degrees to the intersection and consist of a series of low level planters. Materials utilized for the roof (metal) and pillars (cultured stone) is consistent with the overall design and application in other elements of the development.

Crime Prevention Through Environmental Design

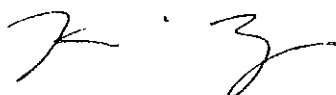
- Overall site illumination is provided by pedestrian scale, downward oriented lamp standards in conjunction with lighting associated with the canopy and building
- Recessed lighting is also proposed for the canopy structure to minimize light overspill
- Wall mounted lighting for the building is proposed and is designed with appropriate shielding to orient light downwards and minimize overspill.
- Wall mounted lighting (on the north elevation of the commercial building) and post-top light standards at the northeast and northwest corners of the site provide sufficient lighting to ensure that the drive-aisle along the north edge of the building is clearly illuminated and visible.
- Illumination along the north property line is designed to be at a scale consistent with the adjacent residential property and minimize the impact of light overspill, while providing functional, safe lighting for the development.

Site Servicing

- Storm and sanitary upgrades are required as determined by the capacity analysis completed through the rezoning application. The design for the storm and sanitary system upgrades have been accepted by Engineering.
- The Servicing Agreement for the storm and sanitary system upgrades must be executed prior to rezoning adoption.
- A separate Servicing Agreement will be required for identified frontage works, which must be completed prior to issuance of the Building Permit.

Conclusions

Staff recommend approval of the Development Permit Application for 11991 & 11731 Steveston Highway to enable redevelopment of the gas station and limited area commercial store.



Kevin Eng
Planner I

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$67,834 (based on cost estimate provided the consulting landscape architect).

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

- Completion of the City's standard Servicing Agreement for the design and construction of the following (works include, but are not limited to):
 - Frontage works across 11731 Steveston Highway. Works would be a blend of extending west what was done on the original PetroCanada frontage at 11991 Steveston Highway to matching the Official Community Plan standard at the new west property line, which is a grass and treed (Pine Oaks) boulevard with a 1.5 m sidewalk at the property line.
 - A right-in/right out traffic median to be implemented on the driveway crossing along No. 5 Road.
 - All works are at the developers' costs.
- Submission and approval of a Traffic and Parking Plan During construction (refer: http://www.richmond.ca/shared/assets/to_212815.pdf).



City of Richmond

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 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

**Development Application
 Data Sheet**
 Development Applications Division

DP 04-278898

Attachment 1

Address: 11991 & 11731 Steveston Highway

Applicant: Gustavson Wylie Architects

Owner: PetroCanada

Planning Area(s): Ironwood Sub Area

Floor Area Gross: 256 m²

Floor Area Net: 256 m²

	Existing	Proposed
Site Area:	11991 Steveston Highway – 2,009 m ² 11731 Steveston Highway – 1,082 m ²	Combined Site – 3,050 m ² (approximation based on required dedications)
Land Uses:	Gas station and vacant residential lot (single-family)	Gas station and accessory limited area commercial store
OCP Designation:	11991 Steveston Highway – Neighbourhood Service Centre 11731 Steveston Highway – Neighbourhood Residential	OCP Amendment Neighbourhood Service Centre for both properties proposed through rezoning
Zoning:	11991 Steveston Highway – G2 11731 Steveston Highway – R1/E	Consolidated properties – CD/81

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.35	0.08	None permitted
Lot Coverage:	Max. 35%	17% (Includes canopy and Building)	None requested
Minimum Setbacks - Buildings:	Road Setbacks – 12 m Side & Rear Yards – 3 m	Road Setbacks – 33 m (Steveston Highway) 18.68 m (No. 5 Road) Side & Rear Yards – 20.64 m (West) 6.5 m (North) m	None requested
Minimum Setbacks – Pump Islands and Canopy:	Road Setbacks – 4.5 m (Islands) 1.5 m (Canopies) Side & Rear Yards – 9.5 m (Islands) 3 m (Canopies)	Road Setbacks – 19.87 m & 10.4 m (Islands) 16.72 m & 10.4 m (Canopies) Side & Rear Yards – 11.4 m & 36 m (Islands) 7.73 m & 37 m (Canopies)	None requested
Height (m):	9.0 m	6.7 m (Building) 6.3 (Canopy)	None requested
Total Off-street Parking Spaces	10 stalls	12 stalls	None requested
Off-street Parking Spaces – Accessible:	1 stall	1 stalls	None requested

**Annotated Excerpt from the Minutes from
The Design Panel Meeting**

**Wednesday, April 4, 2007 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

Development Permit DP 04-278898

APPLICANT: Gustavson Wylie Architects

PROPERTY LOCATION: 11991/11731 Steveston Hwy

Staff Comments

Kevin Eng, Planner reviewed the staff comments and site context. The site is comprised of two properties and provides a gateway location into Richmond at the corner of No. 5 Road and Steveston Highway.

Mr. Eng requested the Panel to take into consideration the buildings and structures, landscaping and decorative fencing, security and visibility, surrounding context, illumination, and minimization of glare and light overspill into the neighbouring residential area. Staff indicated that the architects design team must take into account all of those factors when designing the project to address the gateway and highly visible location of the project.

Applicant's Comments

With the aid of a model, material sample board, and various artists renderings John Gustavson, Principal, Gustavson Wylie Architects reviewed the site context and project materials including the textured concrete block base and black metal roof associated with retail store. Mr. Gustavson also indicated that the design team had been working with staff to develop a project that represented a design departure from previous prototypical PetroCanada developments in Richmond.

Marlene Messer, Landscape Architect, DMG Landscape Architect reviewed the landscape scheme and spoke about complimenting the existing development by adding stone pier and wood rail fencing and columular plantings along the street fronting property lines. Decorative paving and a small patio on west side of the building was also highlighted.

David W.Y. Cheung, Gustavson Wylie Architects Inc. spoke about the access points, the entry in relation to the intersection and safety when entering and exiting. Mr. Cheung also spoke to the proposed lighting scheme for the development and the accompanying illumination related materials in the design panel package.

Panel Discussion

Kevin Eng indicated that the west and north edge of the site may present an opportunity to place small light bollards that will provide sufficient light and minimize overspill.

In answer to several questions, the applicant provided the following advice:

- the project materials include cultured stone, concrete block and stucco;

- many renditions have been made for the site layout, and the one presented has been the most functional when taking into consideration the tanker delivering fuel to site;
- traffic flow pattern and truck turning radius studies have been provided and considered in the design;
- the convenience store will have a pick up window for items available in the store, not prepared foods; and
- the property next door will be a multi family residential townhouse.

Mr. Eng advised of an existing traffic median on Steveston Hwy that will not left turn movements , thus requiring fuel tanker deliveries to be made via No. 5 Road. He further advised that although the signage is to its limit, the Development Permit Panel could place make it more specific. Staff advised that the existing Sign Bylaw would regulate signage on the building and subject site. Staff also identified options could be examined to require signage to conform with what was presented through the Development Permit submission.

Comments from the Panel were as follows:

- if gas station and store will be operating 24 hours, consider adjusting shelving and aisles to ensure visibility into the store;
- there are good provisions for disabled parking and accessible washrooms;
- consider articulating or angling the corner gateway signage to reinforce the corner;
- the retail entrance is furthest from the pedestrian area, consider flipping it so that it is situated closer to the street intersection;
- a very heritage looking retail building and futuristic gas bar, consider design elements to improve integration between these two structures;
- challenging site, the 24 hour use along the back encourages car idling;
- gas stations have high levels of lighting, it may disturb neighbours;
- the entrance feature seems to be on the wrong end of the building and presents the back of the building to the corner;
- the trees are a relatively small size; opportunities to upsize;
- questions the selection of type of trees along street. The street trees should be more canopy than columnar in nature;
- give further consideration to the selection and extent of implementation of cladding materials on the building and gas station;
- this is the first building you see off the hwy but you don't see the building, only the canopy of the gas bar. Consideration should be given to situating the building closer to the street;
- vehicles 24 hours a day along the north property line will create nuisance for neighbours;
- consider moving the building closer to No. 5 Road;
- a gas station with this kind of layout will impose traffic congestion and conflict between parking for the store and people using pumps;
- the relationship between canopy and building is awkward;
- understands the functional requirements of the site but still feels that the site layout should be revisited;
- the site doesn't say gateway, it should be a unified concept. There are too many conflicts with this concept;
- consider public art at the corner as it is the first corner into Richmond.

In response to the Panel's comments, the applicants provided the following advice:

- the current layout is the optimum layout for the facility, taking into consideration the gas station functions;
- the current layout is the best to accommodate parking for the store, set backs, and offloading space for tanker trucks;
- drive through element is designed to facilitate ease of access and required vehicle movements on the site;
- about the issues with adjacent neighbours, the intent is to mitigate the light and noise;
- No. 5 Road and Steveston Highway will be a high traffic area and noisier than the site itself;
- the site was designed taking into consideration all functional issues. Further consideration will be given to form and character elements of the building and gas bar.

Panel Decision

It was moved and seconded

That Development Permit 04-278898 move forward to the Development Permit Panel process conditional to the comments made by the Advisory Design Panel addressing the following concerns:

- design to reflect the gate way location of the site;
- establish a strong association between the canopy and the commercial retail unit through site and building design development and consider introducing an architectural link to provide weather protection between the buildings;
- development of the corner including attention to signage and landscaping;
- consider options to the circulation pattern proposed;
- further incorporate elements from Ironwood Mall; and
- minimize the noise impact of the development proposal on adjacent properties.

DEFEATED

It was moved and seconded

That Development Permit 04-278898 be resubmitted to the Advisory Design Panel upon incorporation of the comments made by the Panel addressing the following concerns:

- design to reflect the gate way location of the site; *Commercial building is flipped so that the entrance and tower feature are closer to the intersection. Design of the corner monument structure and landscape plan has also been redesigned*
- establish a strong association between the canopy and the commercial retail unit through site and building design development and consider introducing an architectural link to provide weather protection between the buildings; *Canopy structure has been redesigned to improve the architectural link to the commercial building*
- development of the corner including attention to signage and landscaping; *The corner signage and associated monument structure and landscaping has been redesigned to improve orientation to the corner and implement a coordinated design throughout.*
- consider options to the circulation pattern proposed; *The flipping of the vehicle*

entrance limits the queuing of vehicles along the north property line.

- further incorporate elements from Ironwood Mall; and *A coordinated approach to implementing similar building materials, design elements and exterior cladding is carried throughout the entire site*
- minimize the noise impact of the development proposal on adjacent properties. *A wider landscape buffer along the north property line has been implemented. The relocation of the drive-thru pick-up window also minimizes the amount of vehicles queued along the north property line.*

CARRIED

Annotated Excerpt from the Minutes from The Design Panel Meeting

**Wednesday, April 4, 2007 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

Development Permit 04-278898

APPLICANT: Gustavson Wylie Architects – David Cheung

PROPERTY LOCATION: 11991 / 11731 Steveston Highway (Petro Canada)

Staff Comments

Kevin Eng, Planner noted that the project had been presented to the Advisory Design Panel on April 4, 2007, and proceeded to review the site context and revisions made to the project in response to the Panel's previous comments. Upon his review, Mr. Eng highlighted the following revisions:

- in response to concerns associated with conditions of adjacency, the entrance to the commercial retail building has been flipped, and re-oriented to place the architectural tower feature closer to the intersection;
- a stronger linkage has been provided between the canopy structure and the retail building by using similar cladding and roof elements on both;
- the corner monument feature has been re-designed to incorporate materials and fencing used on other areas of the site, and has been re-oriented, and angled 45 degrees to the intersection;
- the amount of pavers surrounding the building has been increased, and linkages between the gas islands and building has been developed;
- the landscaping proposed along the property edge has been redesigned with consideration of previous Panel comments; and
- each pump island will have incorporate planter boxes.

Applicant's Comments

With the aid of a model, various renderings, a material sample board, and photographs of the site and surrounding area, David W.Y. Cheung, Architect reviewed the site context and revisions, noting that the Petro Canada Certigard currently on the site will be replaced by a convenience store; the existing site has been expanded by acquiring the western adjacent property; and the most important aspect of the development is the functionality of the pump islands, and on-site manoeuvring for the tanker trucks. He further noted that there is no intention of relocating the gas bay tanks, and that they are integral part to the site design.

Upon his review, Mr. Cheung highlighted the following revisions:

- the canopy is set back approximately 10 m from Steveston Highway, with an overall height of 4.5 m;
- emphasis has been placed on integrating the character of the canopy structure and retail building;
- the canopy structure is proposed to have cement stucco finish on the columns, and landscape planters on both sides of the fuel islands;
- the canopy and retail building will both have split faced concrete block for the base;
- as a result of flipping the convenience store entrance closer to No. 5 Road, the queuing for the drive-through lane has been reduced, and the buffer for the residential area has been increased;
- additional windows and two panes of spandrel glass have been introduced along No. 5 Road;
- the entry from No. 5 Road has been framed by a gazebo element, and the entrance area has been increased.

Landscape Architect Mary Chan-Yip reviewed the landscape scheme and noted that the existing cedars along the property line will provide extra buffering between the gas station and neighbouring residential lot. She spoke about the corner feature which will include a variety of tiered planting and use of decorative paving throughout the site and at the entrances to provide pedestrian safety, and overall direction and traffic calming measures. Ms. Chan-Yip also indicated that the selection of trees along the street frontages have been revised to species with a larger canopy in response to previous comments from ADP members. In conclusion she noted that planters will be located underneath the canopy, and that all landscaping on Petro Canada sites is irrigated (including the landscape planters at the end of the pump islands).

Panel Discussion

In answer to several questions, the applicant provided the following advice:

- in order to minimize spillage of excess light onto the property line, lights will only be located where required, with special lighting along the back drive drive-through;
- the adjacent development has included Oaks; however, the overhead wires limit landscaping options.

Comments from the Panel were as follows:

- The revisions are a reasonable response to the comments previously provided by the Panel and City staff.
 The site is based on a functional design of the gas station, and reflecting the building elements to the canopy, as well as taking into consideration the surroundings is a good gesture.
 The corner element is appreciated.
 Concern associated with lighting on the north façade; try to minimize the light towards the residential area as much as possible.
 Concern also noted about potential CPTED issues at the northwest corner of the site. Measures should be taken to adequately illuminate this portion of the site.
 Concern associated with handicapped parking space; consider relocating it closer to the building entrance.
- The applicant has responded genuinely to the Panel's previous comments regarding the building and landscape.
 Flipping the convenience store has worked well all around.
- The details for the convenience store are appreciated.
 The large red "lipstick" band on the canopy dominates the canopy structure and minimizes the efforts to introduce architectural details. Strongly consider taking a course of action to remove it from the plans or minimize its presence if at all possible.
- Agrees with previous comments regarding the red horizontal band; takes away from the character of the Iron Wood neighbourhood.
- Overall it is a terrific looking gas station with a basic design.

Panel Decision

It was moved and seconded

That Development Permit 04-278898 move forward to Development Permit Panel, taking into consideration the following comments provided by the Advisory Design Panel:

1. Consider measures to minimize light pollution to the neighbours; *The applicant has confirmed that all lighting associated with the site will be designed to ensure minimal light pollution and overspill to surrounding properties*
2. Consider relocation of the handicapped parking stall closer to retail entry; and *The accessible parking stall has been relocated closer to the buildings entrance*
3. Consider further design development to the canopy to reduce the dominance of the red band. *The canopy structure has been redesigned to include design elements associated with the commercial building. The canopy has been revised to eliminate the curved aluminium banding around the edge of the structure and replaced it with a flat façade.*

CARRIED



No. DP 04-278898

To the Holder: DAVID CHEUNG (GUSTAVSON WYLIE ARCHITECTS)
Property Address: 11731 & 11991 STEVESTON HIGHWAY
Address: 576 SEYMOUR STREET (4TH FLOOR)
 VANCOUVER, B.C. V6B 3K1

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. 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 #9 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$67,834 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 04-278898

To the Holder: DAVID CHEUNG (GUSTAVSON WYLIE ARCHITECTS)

Property Address: 11731 & 11991 STEVESTON HIGHWAY

Address: 576 SEYMOUR STREET (4TH FLOOR)
VANCOUVER, B.C. V6B 3K1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

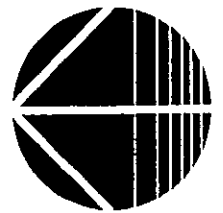
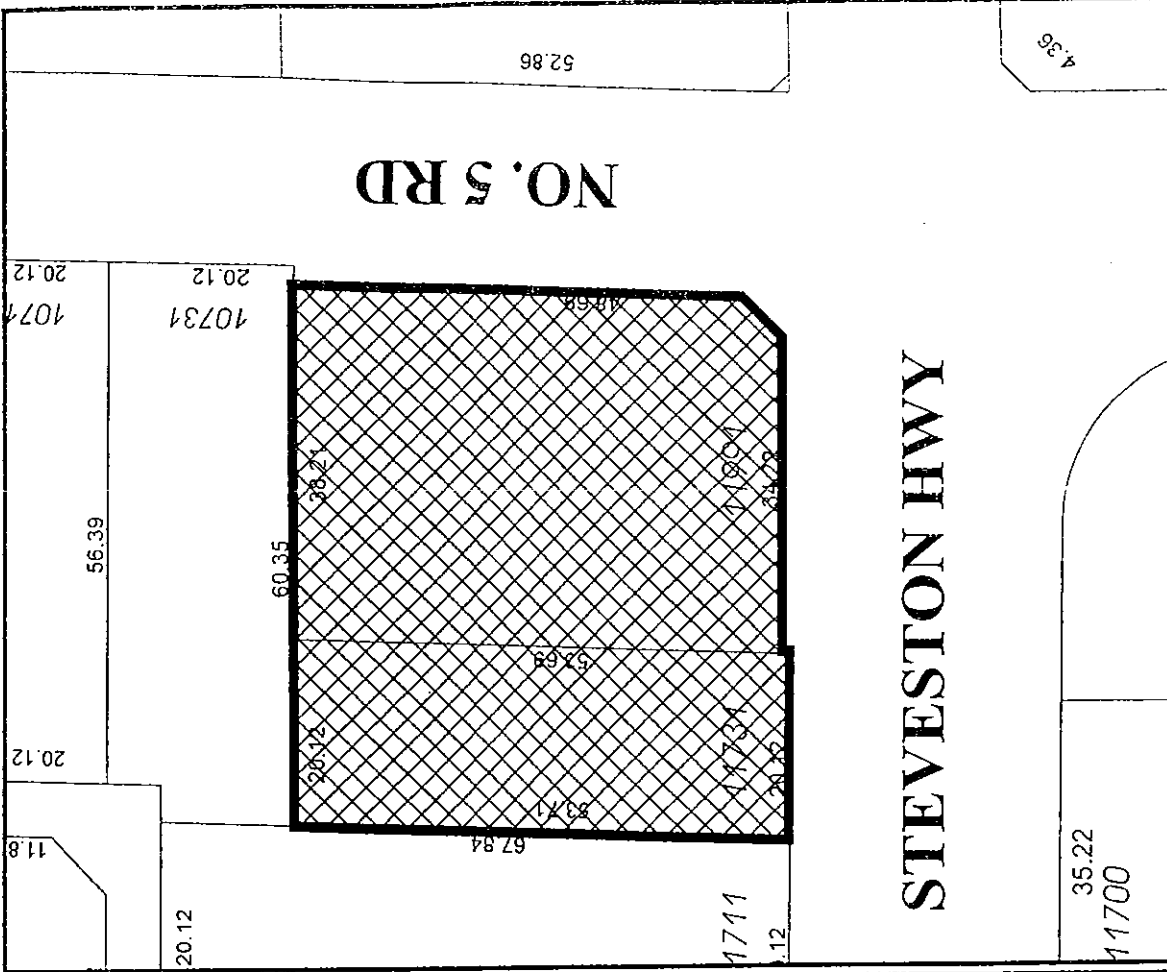
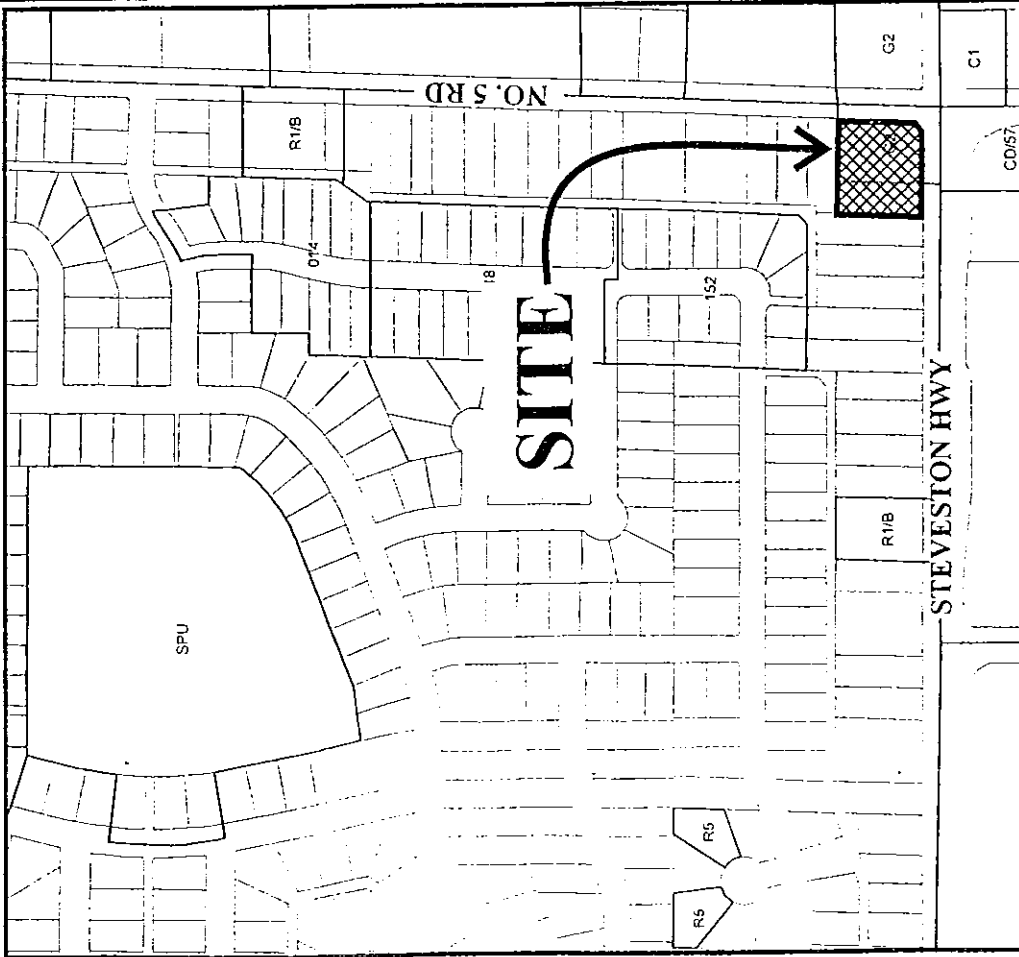
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR

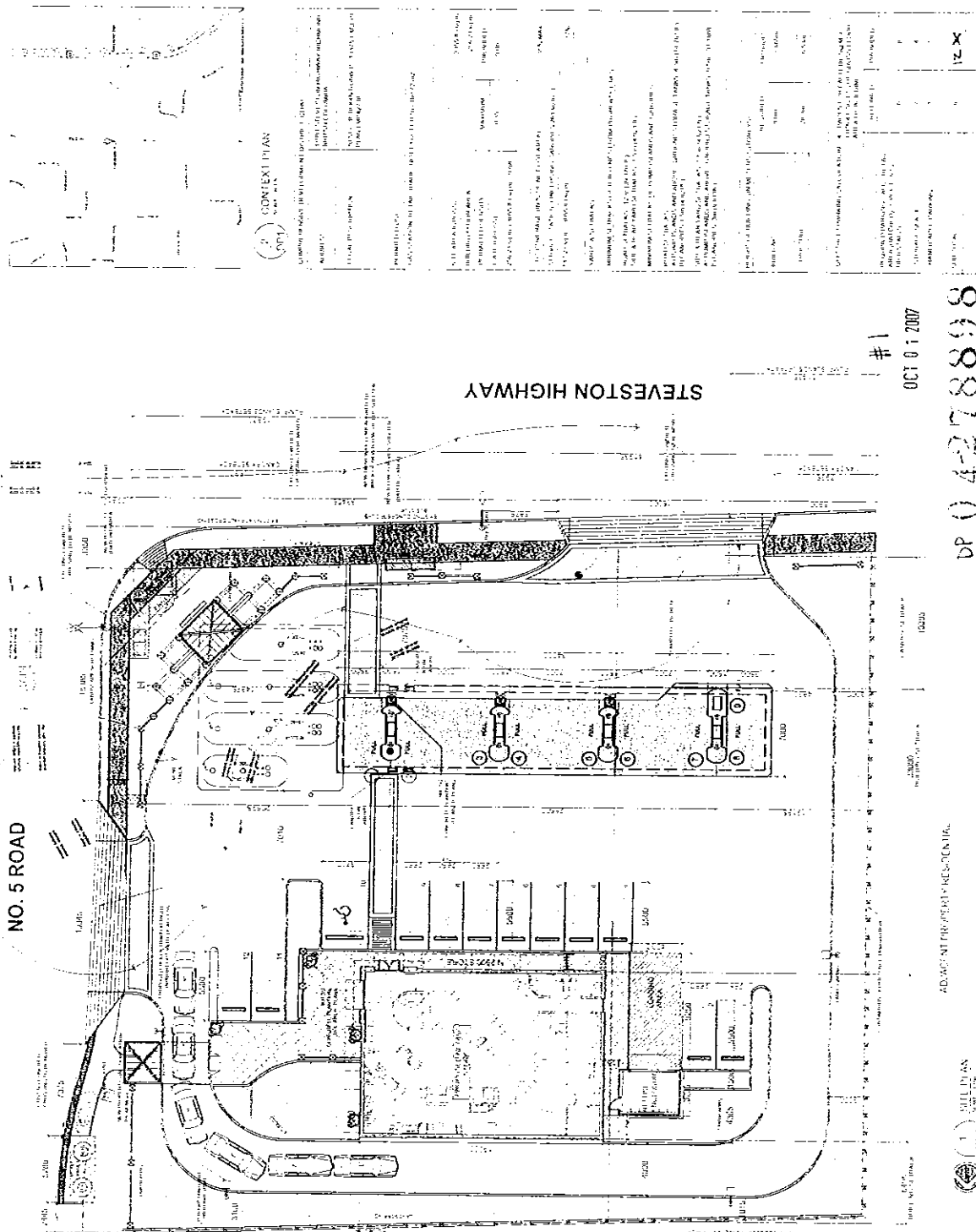


City of Richmond



DP 04-278898
SCHEDULE "A"

Original Date: 10/27/04
Revision Date:
Note: Dimensions are in METRES



PETRO - CANADA
NEIGHBOURS AT STEVESTON HIGHWAY

11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02807



11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02807

SI 017801R 03R 2007

DATE: 11/11/07

DP1

STEVESTON HIGHWAY

#1

OCT 01 2007

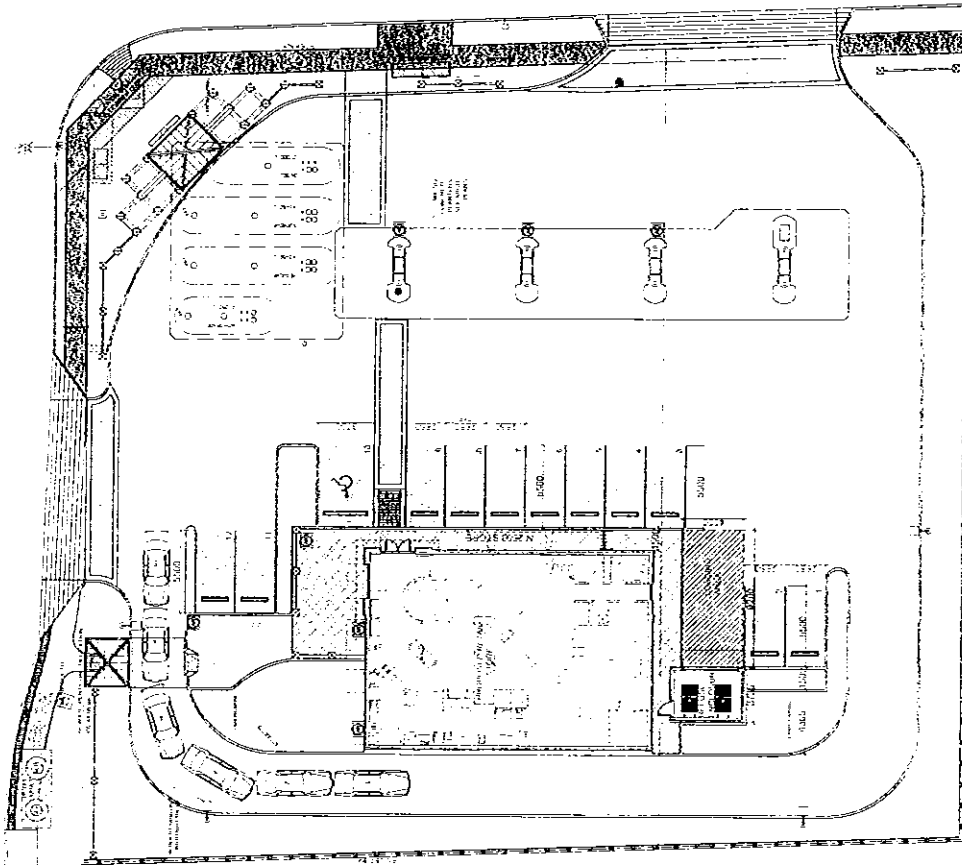
DP (04278898

ADVANCE PROPERTY RESUBMISSION



11991

NO. 5 ROAD



STEVESTON HIGHWAY

PETRO - CANADA
NEIGHBOURS AT STEVESTON HIGHWAY
 11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02897



11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02897

DATE

REVISED BY

REVISED DATE

PROJECT NO.

PLAN NO.

DP2

LIST OF ITEMS TO BE INSTALLED AT THE SITE OF THE OUTLET

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
1	ASPHALT DRIVEWAY	1	1000 SQ. FT.
2	CONCRETE DRIVEWAY	1	1000 SQ. FT.
3	CONCRETE DRIVEWAY	1	1000 SQ. FT.
4	CONCRETE DRIVEWAY	1	1000 SQ. FT.
5	CONCRETE DRIVEWAY	1	1000 SQ. FT.
6	CONCRETE DRIVEWAY	1	1000 SQ. FT.
7	CONCRETE DRIVEWAY	1	1000 SQ. FT.
8	CONCRETE DRIVEWAY	1	1000 SQ. FT.
9	CONCRETE DRIVEWAY	1	1000 SQ. FT.
10	CONCRETE DRIVEWAY	1	1000 SQ. FT.

A-2
 OCT 01 2007
 DP 0 4-27-8898



PETRO - CANADA
NEIGHBOURS AT STEVESTON HIGHWAY
 11891 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02807



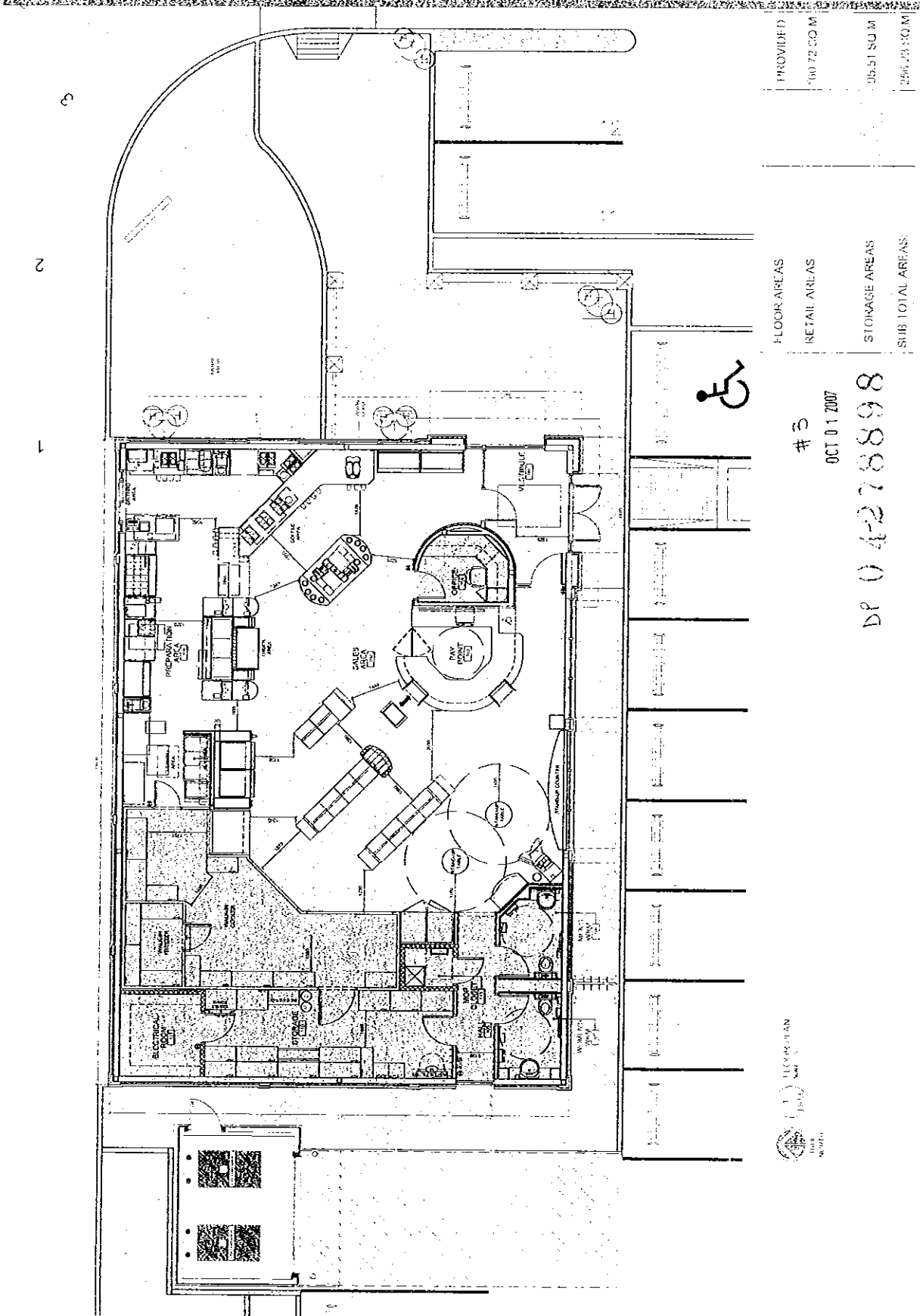
ARCHITECT: GWA
 1100 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, B.C. V6H 2B6
 TEL: 604-275-7700
 FAX: 604-275-7701
 WWW.GWA.COM

DATE: 03/11/2007

PROJECT: NEIGHBOURS AT STEVESTON HIGHWAY

CLIENT: PETRO-CANADA

DP3



PROVIDED	2566.75 SQ M
FLOOR AREAS	60.72 SQ M
RETAIL AREAS	35.51 SQ M
STORAGE AREAS	2566.75 SQ M
SUB TOTAL AREAS:	

3
 OCT 01 2007
 DP 0 4-278898



NO.	DATE	DESCRIPTION
1	01/25/07	PRELIMINARY DESIGN
2	03/15/07	FINAL DESIGN
3	05/01/07	PERMITTING
4	07/10/07	CONSTRUCTION
5	09/01/07	COMPLETION

LANDSCAPE PLAN
 5 & STEWESTON SERVICE
 1891 STEWESTON HWY.
 WESTERN HORIZON ENGINEERING
 1891 STEWESTON HWY.
 STEWESTON, AB T4G 1R9
 TEL: (403) 463-8888
 FAX: (403) 463-8889
 WWW.WHENGINEERING.COM



02807 SL1

PLANT SCHEDULE

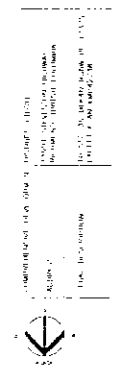
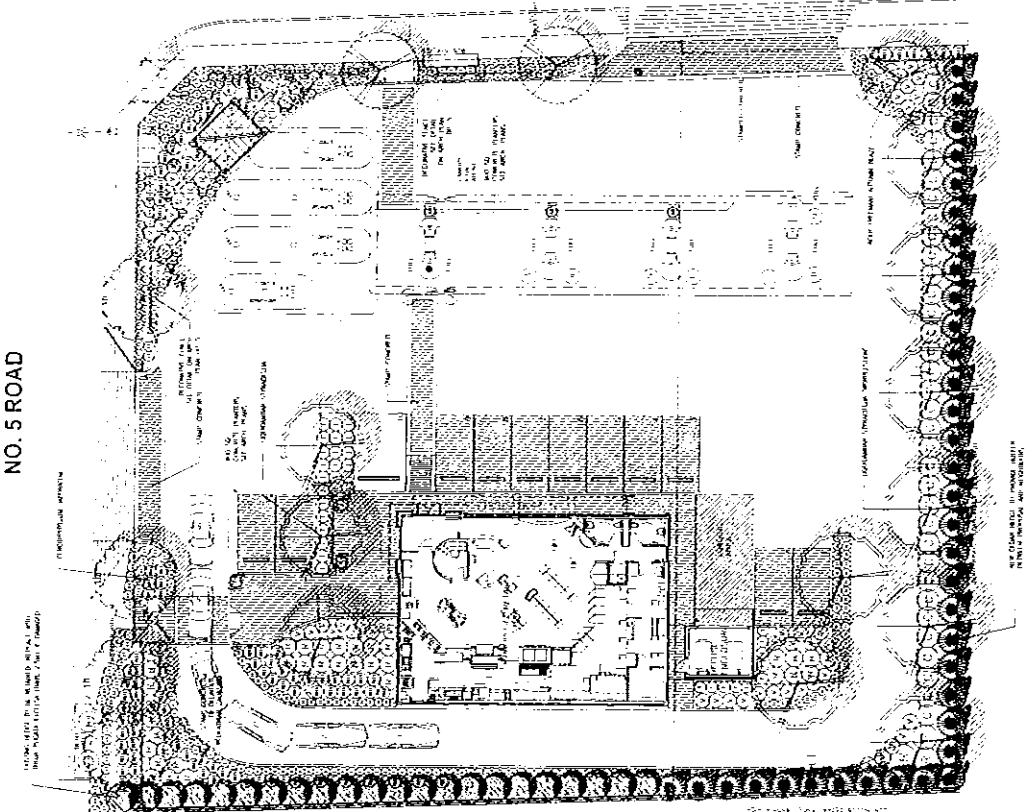
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NO.	PLANT NAME	COMMON NAME	LANDSCAPE NUMBER
1
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STEWESTON HIGHWAY

#4
 OCT 01 2007
 010278898

NO. 5 ROAD



NO. 5 ROAD
 STEWESTON, AB T4G 1R9

PETRO - CANADA
NEIGHBOURS AT STEVESTON HIGHWAY
 11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02807

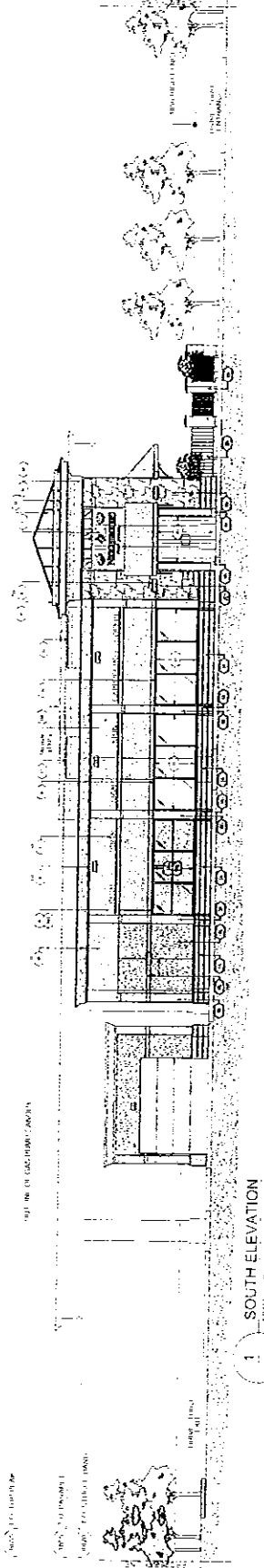


11991 STEVESTON, RICHMOND, B.C.
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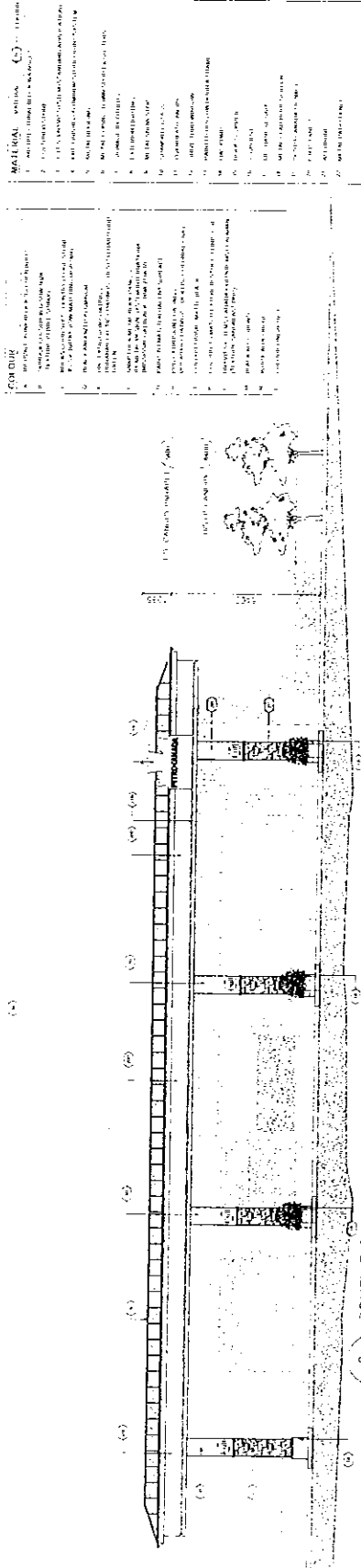
DATE: 01/11/2007
 DRAWN BY: J. L. LAMBERT
 CHECKED BY: J. L. LAMBERT

Plan #4

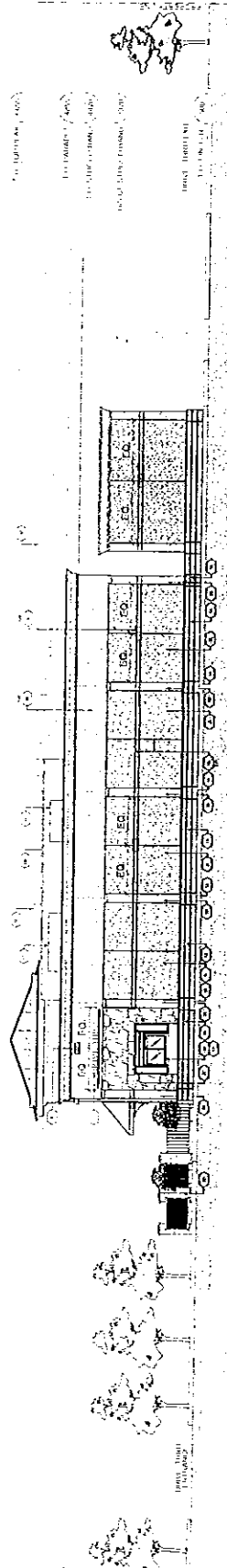
DP4.1



1 SOUTH ELEVATION
 SCALE: 1/4"
 QP4.1



2 SOUTH ELEVATION
 SCALE: 1/4"
 DP4.1



3 NORTH ELEVATION
 SCALE: 1/4"
 QP4.1

- FOR OUR**
1. MATERIALS TO BE USED IN THE CONSTRUCTION OF THE BUILDING SHALL BE AS SPECIFIED IN THE SCHEDULE.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
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#5
 OCT 01 2007
 DR 0 4278808

PETRO - CANADA
 11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02807



CONTRACT NO. 02807
 PROJECT NO. 02807
 DATE: 01/01/2007

PROJECT: 11991 STEVESTON, RICHMOND, B.C.

DATE: 01/01/2007

PROJECT: 11991 STEVESTON, RICHMOND, B.C.

DATE: 01/01/2007

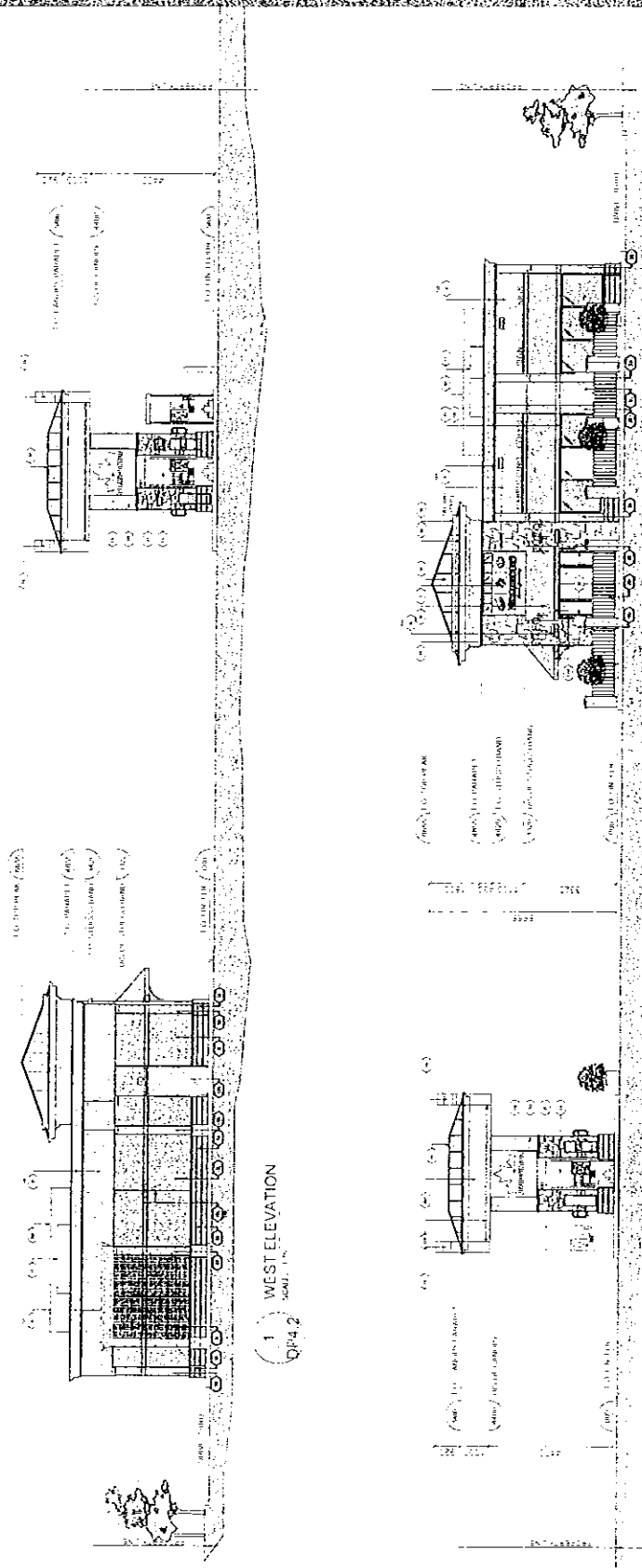
PROJECT: 11991 STEVESTON, RICHMOND, B.C.

DATE: 01/01/2007

PROJECT: 11991 STEVESTON, RICHMOND, B.C.

DATE: 01/01/2007

DP4.2



COLOUR	MATERIAL
1. LIGHT GREY	CONCRETE
2. DARK GREY	CONCRETE
3. BROWN	WOOD PANELING
4. BLACK	GLASS
5. WHITE	GLASS
6. METAL	GLASS
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PETRO - CANADA
 11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02807

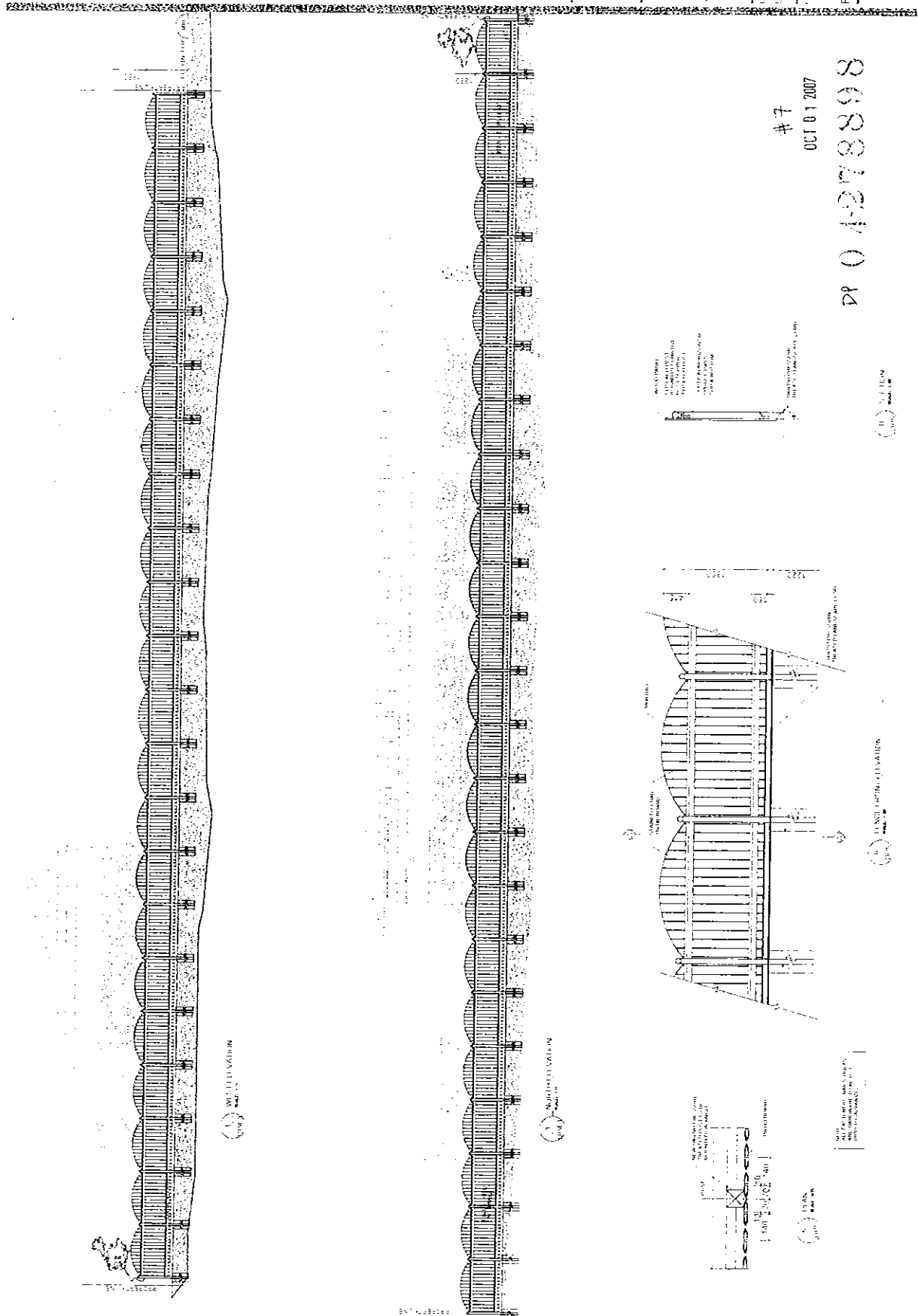


11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO: 02807

UNIT: DEPT MILK 2N 2007

PLAN #5

DP4.3

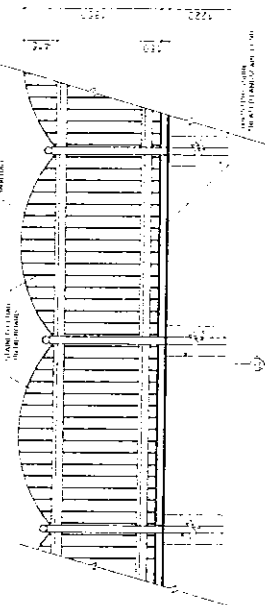


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 OCT 01 2007

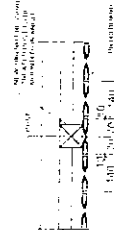
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REVISIONS:
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(U) S. L. LEM
 ARCHT. INC.



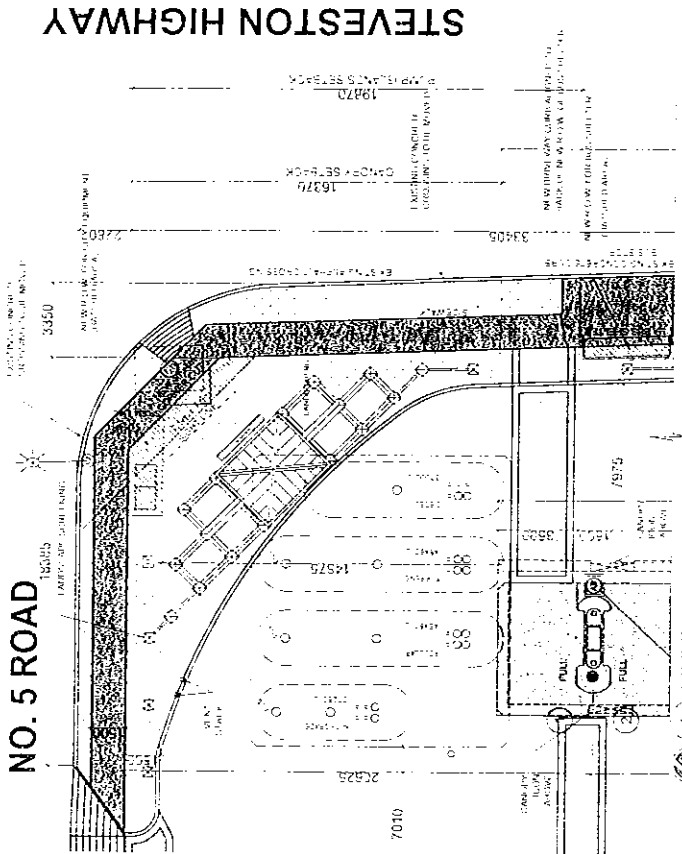
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 ARCHT. INC.



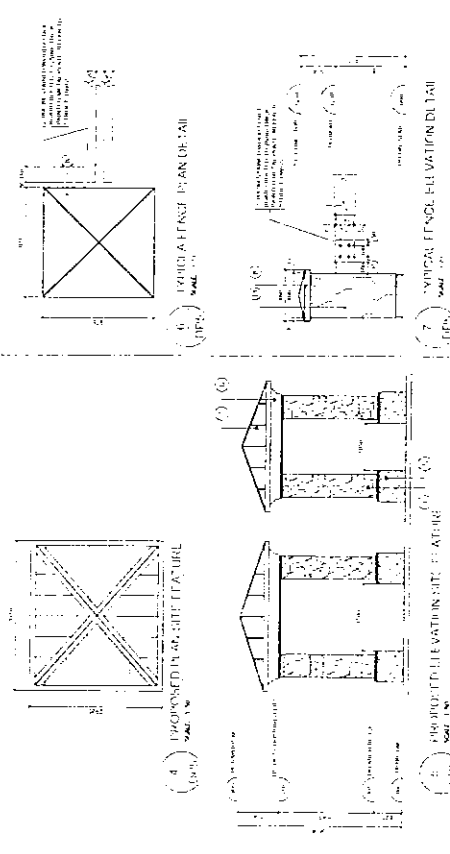
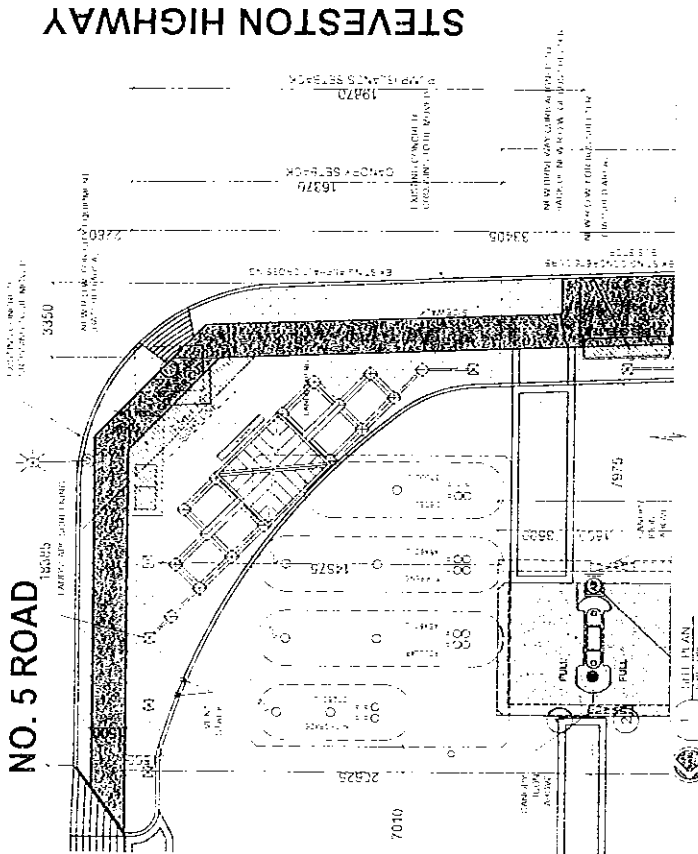
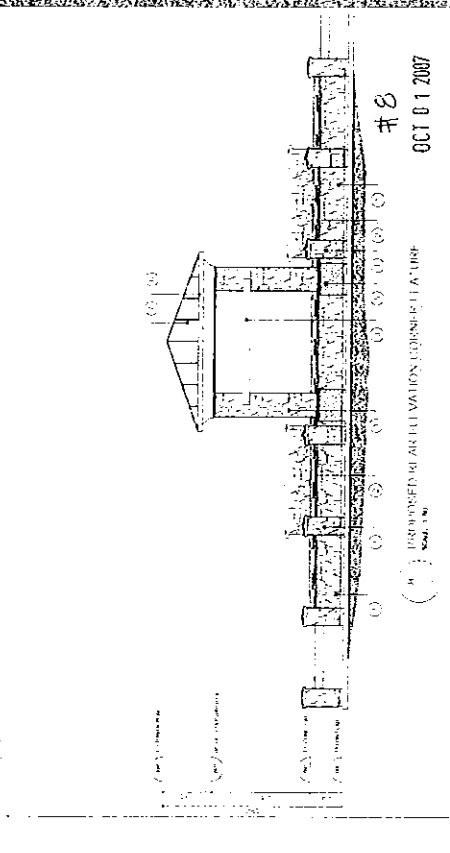
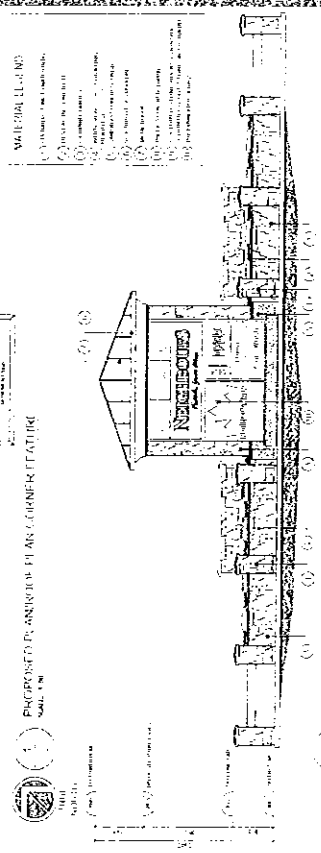
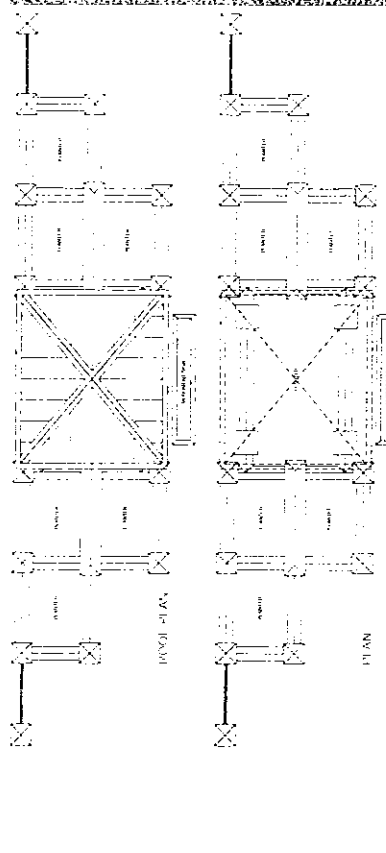
(U) S. L. LEM
 ARCHT. INC.

(U) S. L. LEM
 ARCHT. INC.

NO. 5 ROAD



STEVESTON HIGHWAY



PETRO - CANADA
 11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO. 02807



11991 STEVESTON, RICHMOND, B.C.
 OUTLET NO. 02807

DP5

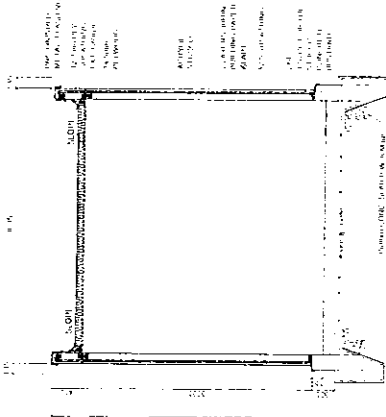
#8
 OCT 01 2007
 DP 0 4-278898



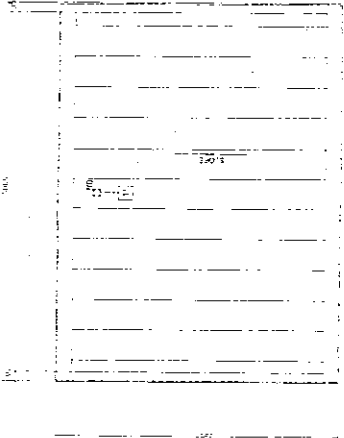
101-11591 STEVESTON HIGHWAY
 RICHMOND, B.C. V6V 1K1
 TEL: 604-273-2807
 FAX: 604-273-2807
 WWW.PETROCANADA.COM

DP6

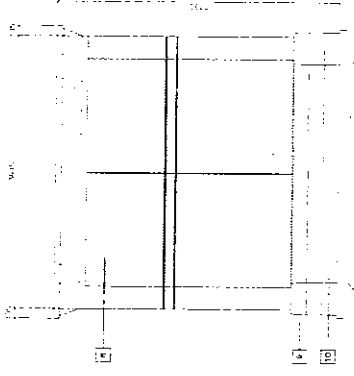
- CARBAGE ENCLOSURE CONSTRUCTION NOTES**
1. ENCLOSURE TO BE BUILT TO CANADIAN STANDARDS FOR METAL BUILDING CODES.
 2. ALL CORNERS AND EDGES TO BE ROUNDED.
 3. CARBAGE ENCLOSURE TO BE BUILT TO CANADIAN STANDARDS FOR METAL BUILDING CODES.
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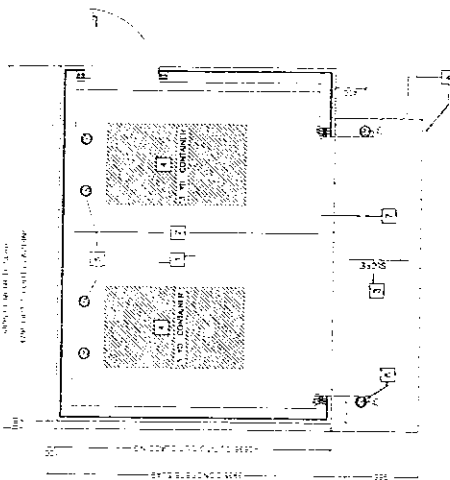
OCT 01 2007
 #9
 (1) CARBAGE ENCLOSURE FRONT ELEVATION
 SCALE: 1/8" = 1'-0"



(2) CARBAGE ENCLOSURE PLAN
 SCALE: 1/8" = 1'-0"



(4) CARBAGE ENCLOSURE FRONT ELEVATION
 SCALE: 1/8" = 1'-0"



(1) CARBAGE ENCLOSURE PLAN
 SCALE: 1/8" = 1'-0"



(3) CARBAGE ENCLOSURE FRONT ELEVATION
 SCALE: 1/8" = 1'-0"

DP () 4-27-08-098