



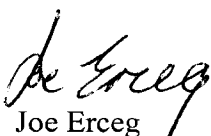
City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel **Date:** October 20, 2003
From: Joe Erceg **File:** DP 03-233901
Manager, Development Applications
Re: **Application by Sanford Design Group for a Development Permit at
8951 and 8971 Bridgeport Road**

Manager's Recommendation

1. That a Development Permit be issued for 8951 and 8971 Bridgeport Road that would permit the construction of a 289.384 m² (3,115 ft²) addition to the existing motor vehicle repair shop at 8971 Bridgeport Road; and
2. Vary the building setback and parking provisions of Zoning and Development Bylaw No. 5300 to permit the following:
 - a) Reduce the road setback from 6 m (20 ft.) to 2.438 m (8 ft.) for the front portion of the existing building and the proposed building addition, along Bridgeport Road after the required road dedication;
 - b) Reduce the setback for off street parking from 3 m (9.843 ft.) to 1.524 m (5 ft.) for an accessible parking stall along Bridgeport Road; and
 - c) Reduce the width of the central drive aisle from 7.5 m (24.606 ft.) to 6.096 m (20 ft.) for vehicle access to the building from the rear of the site.


Joe Erceg
Manager, Development Applications

BG:blg
Att.

Staff Report

Origin

Sanford Design Group has applied to the City of Richmond for permission to construct a 289.384 m² (3,115 ft²) addition to the existing motor vehicle repair shop at 8971 Bridgeport Road and to vary the building setback and parking provisions of Zoning and Development Bylaw No. 5300 to permit the following:

- a) Reduce the road setback from 6 m (20 ft.) to 2.438 m (8 ft.) for the front portion of the existing building and the proposed building addition, along Bridgeport Road after the required road dedication;
- b) Reduce the setback for off street parking from 3 m (9.843 ft.) to 1.524 m (5 ft.) for an accessible parking stall along Bridgeport Road; and
- c) Reduce the width of the central drive aisle from 7.5 m (24.606 ft.) to 6.096 m (20 ft.) for vehicle access to the building from the rear of the site.

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

Development Information

Site Area:	1,273.200 m ² (13,705.059 ft ²) before dedication 1,222.0 m ² (13,153.928 ft ²) after dedication
Building Area:	Existing Building Area 311.494 m ² (3,353 ft ²) Proposed Building Addition 289.384 m ² (3,115 ft ²) Total Proposed Building Area 600.878 m ² (6,468 ft ²)
F.A.R.:	0.5 Allowed 0.49 Proposed
Site Coverage:	50% Allowed 41% Proposed (after road dedication)
Height:	12.0 m (39.370 ft.) Allowed 7.315 m (24 ft.) Proposed
Parking:	23 Spaces Required 11 Spaces Existing 23 Spaces Proposed

Development surrounding the subject site is as follows:

- To the north, across the lane are existing older residential/industrial buildings with Comprehensive Development District (C6) zoning designation;
- To the east, across the lane are three (3) vacant lots (i.e. 8991 Bridgeport Road, 2951 and 2971 Smith Road) currently used for vehicle parking and one (1) lot with an older single-family residential dwelling (i.e. 2931 Smith Road). All four (4) lots have Comprehensive Development District (C6) zoning designation;
- To the west, is an existing older single-family residential dwelling at 8911 Bridgeport Road and beyond is the Holiday Inn Express Hotel at 8811 Bridgeport Road, both with Comprehensive Development District (C6) zoning designation; and
- To the south, across Bridgeport Road is a vacant lot with Comprehensive Development District (C6) zoning designation.

Findings of Fact

Criteria and policies for the issuance of Development Permits appear in Schedule 1 of Bylaw 7100, the Official Community Plan, Sub-Section 9.4 Commercial Area Development Permit Guidelines. In general, this Development Permit application does not comply with either the long term vision for West Bridgeport Sub-Area or several key Commercial Area Development Permit guideline issues including edge conditions, landscape treatment, and the building façade. ***The applicant has agreed to landscape improvements along the west property line and minimal building façade improvements along Bridgeport Road. Please see also Appendix A – Assessment of Compliance with the Commercial Area Development Permit Guidelines.***

Staff Comments

City of Richmond staff comments are listed below, followed by the applicant's response or an assessment by City staff identified in '***bold italics***'.

Development Coordinator Comments

1. Consolidation of the two (2) lots at 8951 and 8971 Bridgeport Road (i.e. SD 02-218173) needs to be completed prior to final consideration of the Development Permit. ***Consolidation of the two (2) lots will be completed prior to final Council approval of the Development Permit.***
2. Other prior conditions of lot consolidation included the following:
 - a) Provision of a 2 m (6.562 ft.) road dedication across the Bridgeport Road frontage;
 - b) Completion of a Servicing Agreement for a 2 m (6.562 ft.) grassed and treed boulevard and 2 m (6.562 ft.) concrete sidewalk along the entire Bridgeport Road frontage; and
 - c) Lane upgrading complete with asphalt pavement and sub-surface drainage for 8951 Bridgeport Road. ***The 2 m road dedication across the Bridgeport Road frontage will be registered at the time of the lot consolidation. Completion of a Servicing Agreement including grassed and treed boulevard; sidewalk and lane upgrading will occur prior to issuance of the Development Permit.***

Development Planner Comments

1. Conditions of Adjacency: Provide additional landscape improvements along the west property line in addition to a new 1.5 m high wood fence to provide increased screening and buffering. ***The applicant has complied; see the revised landscape architectural drawings.***
2. Urban Design and Site Planning: This proposed development is located within the West Bridgeport Sub-Area, which is expected to undergo significant change within the next decade as a result of the Richmond-Airport-Vancouver (RAV) Rapid Transit Line and other major redevelopments. The industrial character of this proposed development is in conflict with the future vision for this area. ***The proposed building addition would permit the expansion of an existing auto repair business. The applicant has agreed to provide the requested 2 m road dedication and to improve the boulevard treatment along Bridgeport Road by providing a double row of street trees.***
3. Landscape Design: The landscape design does not provide adequate perimeter or interior tree planting and to screen the refuse and recycling area. ***The applicant has agreed to provide a new 1.5 m high wood fence plus additional plant material along the west property line and has incorporated an enclosure wall with gates around the refuse and recycling area.***

4. Architectural Form and Character: The applicant proposes a simple concrete block building which will not contribute significantly to the streetscape of this important gateway for the City of Richmond. The applicant is encouraged to consider a more elaborate façade treatment particularly along Bridgeport Road. ***It is recognized that this is a building addition and the current proposal will extend a previously approved building design. The applicant has agreed to improve the canopy design and to paint the entire building in order to create a more unified streetscape façade along Bridgeport Road.***

Building and Zoning Comments

1. Clearly indicate any requested variances on the drawing as ‘minimum’. ***The applicant has requested a road setback variance from 6 m (20 ft.) to 2.438 m (8 ft.) for portions of the existing building and the proposed building addition along Bridgeport Road, but has agreed to provide the road dedication as requested by City of Richmond Transportation Department staff.***
2. Ensure the doors to the building and the new canopy do not swing or extend out over City property. ***The applicant has complied; see the revised architectural drawings. It is also noted that the new canopy does not extend out over City property.***
3. A code analysis is required. ***A Building Code analysis will be provided with the Building Permit application.***
4. The applicant has included the service bays inside the building as part of the required parking for the site. ***It is understood that the service bays in the existing portion of the building were previously included in the parking count for the original Development Permit. City Zoning staff reviewed the current proposal and concluded that the proposed arrangement is acceptable, but the inside parking spaces cannot be removed in any subsequent internal alteration to the building.***

Engineering and Public Works Comments

1. As a condition of consolidation/subdivision the developer will be required to dedicate a 2 m (6.562 ft.) strip of property across the Bridgeport Road frontage. ***The 2 m road dedication across the Bridgeport Road frontage will be registered at the time of the lot consolidation.***
2. A Servicing Agreement will be required to permit the installation of a 2 m (6.562 ft.) wide sidewalk plus a 2 m (6.562 ft.) wide grass and treed boulevard. The developer is also required to upgrade the lane; all the above are required prior to subdivision approval (i.e. SD 02-218173). ***Richmond staff prefer that the applicant complete the Servicing Agreement as soon as possible but in order to reduce delay in the development permit process, Richmond Planning staff suggest that completion of the Servicing Agreement be deferred to the Building Permit.***

Environmental Services Comments

1. This is a commercial site and requires private, not municipal refuse and recycling collection. ***Private refuse and recycling collection will continue to be provided by the owner.***

Transportation Department Comments

1. Transportation Department staff prefer that this project be referred to BC Ministry of Transportation but since the proposed development is less than 4,000 m² in size, a referral is not required. ***Richmond Transportation staff will refer this project to the BC Ministry of Transportation as a courtesy and for information only.***
2. Transportation staff do not support a new access from this site at Bridgeport Road since there is access via the adjacent lanes. ***As per subsequent discussions with City staff, the proposed driveway access will be limited to a 'right-in' only, will be designed to City standards through the Servicing Agreement including a painted one-way arrow and a "No Exit" sign. In addition, the applicant has agreed to register a cross-access agreement for a shared driveway access between the subject site and 8911 Bridgeport Road (i.e. adjacent property to the west) satisfactory to the City's Transportation and Law Departments.***

Advisory Design Panel Comments

This Development Permit application was not supported by the Richmond Advisory Design Panel on July 23, 2003, but returned to the Design Panel on August 20, 2003 and subsequently received Design Panel endorsement subject to the following comments.

- The improved landscape plan was appreciated. Small cut outs with vines and lattices were suggested along the front of the building to soften the façade. The location demands as much articulation as possible. ***As per subsequent discussions with City Staff, revisions to landscaping shall be made in lieu of changes to the building facade. See revised landscape drawings.***
- In response to a comment on the canopy, the applicant indicated that a 45 degree closed awning with signage would extend around the building. ***See revised Architectural drawings; note that canopy shall be backlit and come complete with zippered bug screen.***
- The north-east corner was considered crowded and a smaller variety of tree suggested. The visibility in the lane was of concern. The periwinkle was considered to be too low and a laurel hedge was suggested for more visibility. Too many Autumn Higan Cherry trees were located in the front and a wider spacing was suggested and/or a different species. ***See revised landscape drawings.***
- Signage was suggested for the entry from Bridgeport Road on the west side. ***As previously noted, a painted one-way arrow and a "No Exit" sign will be provided at the Bridgeport Road entry. See revised architectural drawings.***
- Mr. Jamieson expressed concern that no improvements had been made to the quality of the glazing and that energy conservation was not evident. He suggested that an embellishment of the exterior of the building would not only add horizontal character but could also provide a sunscreen. The applicant agreed to further consultation with Mr. Brian Guzzi about the aesthetic and conservation issues raised. ***As per subsequent discussions with City staff, we agree that the benefits of more energy efficient glazing would be negligible in a building which is otherwise un-insulated, and that has a large number of overhead doors, most of which are left open during business hours to allow for the frequent movement of vehicles in and out of the shop area.***

The unanimous decision of the Panel was that the project proceed subject to the above noted comments.

Analysis

The summary assessment of this Development Permit application is as follows:

1. **Development Permit Guidelines:** This Development Permit application does not comply with all the Development Permit guidelines regarding edge conditions, landscape treatment and the building façade. However, the applicant has agreed to construct a good neighbour fence and provide a hedge along the west property. In addition, the applicant has also agreed to paint the entire building and to install a new awning across the entire front façade of the building.
2. **Vehicle Access:** City of Richmond Transportation staff would prefer to eliminate the direct access to the site from Bridgeport Road since there is access to this site from the lane. Transportation staff have reluctantly supported the proposed direct access from Bridgeport Road given that the applicant has agreed to the following:
 - Dedicated the requested 2 m strip along the Bridgeport Road frontage for future road widening; and
 - Registration of a cross-access agreement for a shared driveway access between the subject site and 8911 Bridgeport Road (i.e. adjacent property to the west) satisfactory to the City's Transportation and Law Departments.
3. **Form and Character:** The simple concrete block design for this building addition does not conform with the current vision of future development in the West Bridgeport Area and will not contribute significantly to the streetscape of this important gateway to the City of Richmond. However, the applicant has agreed to provide frontage improvements as requested along both Bridgeport Road and the lane. Furthermore, it is recognized that this proposal will permit the extension of a previously approved building design and encourage the expansion of a valued commercial enterprise at this location.
3. **Variances:** This Development Permit application requires the following variances to the building setback and parking provisions of Zoning and Development Bylaw No. 5300:
 - a) Reduce the road setback from 6 m (20 ft.) to 2.438 m (8 ft.) for the front portion of the existing building and the proposed building addition, along Bridgeport Road after the required road dedication;
 - b) Reduce the setback for off-street parking from 3 m (9.843 ft.) to 1.524 m (5 ft.) for an accessible parking stall along Bridgeport Road; and
 - c) Reduce the width of the central drive aisle from 7.5 m (24.606 ft.) to 6.096 m (20 ft.) for vehicle access to the building from the rear of the site.

The setback variance for the building extends a previous variance and is further compounded by the requested road dedication therefore it would be punitive if City staff did not support this requested variance. City Transportation staff would prefer the elimination of the parking variances but on balance, City Planning staff provide reluctant support for the requested variances.

Conclusions

This is a minimally acceptable design based on the proposed form and character of the building addition and proposed landscape treatment. However, it is recognized that the applicant has agreed to provide a roadway dedication, a Servicing Agreement, a cross-access agreement and will be required to provide a landscape Letter of Credit therefore, Planning staff support this Development Permit application.



Brian Guzzi, MCIP, MCSLA
Planner / Landscape Architect
(Local 4393)

BG:blg

The applicant is required to complete and/or submit the following to the City of Richmond prior to final Council approval of the Development Permit:

1. Consolidation of 8951 and 8971 Bridgeport Road;
2. Dedication of a 2 m strip of land along Bridgeport Road satisfactory to City of Richmond Engineering and Transportation staff;
3. Registration of a cross-access agreement for a shared driveway access between the subject site and 8911 Bridgeport Road (i.e. adjacent property to the west) satisfactory to the City of Richmond Transportation and Law Departments; and
4. Provision a Landscape Letter of Credit in the amount of \$6,230.00.

The applicant is required to complete a Servicing Agreement for road and lane improvements satisfactory to City of Richmond Engineering and Public Works staff prior to issuance of a Building Permit for the building addition.

Appendix A – Assessment of Compliance with the Commercial Area Development Permit Guidelines

Criteria and policies for the issuance of Development Permits appear in Schedule 1, Sub-Section 9.4 Commercial Area Development Permit Guidelines of Bylaw 7100, the Official Community Plan. The relevant Development Permit Guidelines are followed by the applicant's response or a Richmond staff assessment identified in '*bold italics*'.

9.4. Commercial Area Development Permit Guidelines

9.4.1. Adjacent Uses (Edge Conditions): Commercial developments can, unless carefully designed and controlled, have significant negative impacts on surrounding areas. The intent is to minimize these negative impacts through a site-by-site consideration of the form and character of new development, particularly where such development is in sensitive areas, is situated outside or at the edge of commercial and industrial areas, or occupies highly visible locations along major public thoroughfares.

1. The design of facades facing lanes should incorporate quality finishes and materials complementary to overall project design. Garbage facilities and related uses should not be located adjacent to the public realm and should be screened and appropriately lighted. ***Partial compliance. The applicant proposes an addition to an existing concrete block building for this highly visible location but has agreed to paint both the proposed new building addition and the existing building to present a unified street façade. In addition, the applicant has agreed to incorporate a new awning that would extend across the entire frontage along Bridgeport Road.***

9.4.2. Circulation System & Parking

9.4.2.A. Access

1. Provide access to off-street parking from secondary streets where possible. Where access can only be provided from a fronting street, locate and design the vehicular entrance to minimize disruption of the pedestrian environment, as a single access point or as a shared access with a neighbouring site. ***Partial compliance. While vehicle access is available from the lane and via secondary streets the applicant has indicated that driveway access from Bridgeport Road is important for custom convenience and is a critical aspect of the site planning. However, the applicant has agreed to provide a cross-access agreement for a shared driveway with the neighbouring property to the west (i.e. 8911 Bridgeport Road).***

9.4.2.B. Parking

1. Low dense landscaping comprised of a combination of well-spaced trees, shrubs and ornamental plants shall be planted and maintained around the perimeter of parking lots to screen the cars from public streets. ***Does not comply; the proposed configuration of parking and access from the lane precludes the provision of a landscape buffer along the rear lane.***
2. In addition to perimeter landscaping, major trees of a minimum 7.6 cm (3 in.) in calliper size, shall be inter-planted within the parking lot. (See 9.4.5 Landscape Guidelines). ***Does not comply; size and configuration of rear parking area does not allow for inter-planting of major trees.***

9.4.4. Building Scale & Form: Development should be designed to enhance pedestrian interest, to complement neighbourhood character and the identity of individual developments, and to provide for the personal expression of individual stores and businesses. ***Partial compliance; while the building addition is proposed as a concrete block structure, it reflects the existing building and the applicant has agreed to provide a 2 m dedication along Bridgeport Road, including the requested boulevard improvements.***

9.4.4.A. Streetscape

1. 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 2m (6.6 ft.) in front of the windows or doors. ***Does not comply; glazing is restricted for security reasons; the occupant's insurance company has said that too much glazing could result in increased insurance costs for the occupant.***

9.4.5. Landscape: The intent is to ensure that the site is well landscaped and screened and that a harmonious transition between neighbouring areas and the commercial development is achieved.

1. Plant a double row of trees around the perimeter of the site and on main entry driveways to form a canopy over the sidewalks and driveways. ***Does not comply; the configuration of vehicle access and parking does not allow for trees around the entire perimeter of the site, or a double row of trees anywhere except along the street.***
2. Plant '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 the summer. ***Does not comply; the configuration of vehicle access and parking does not allow for 50% canopy coverage.***



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): 8951 & 8971 BRIDGEFORD RD.

Legal Description(s): LOT 27, BLK 56, PLAN 1555, LOTA, BLK 56, PLAN LMP
BOTH OF SECTIONS 21 & 22, BLK 5N, RANGE 6W, NWD 6464

Applicant: SANFORD DESIGN GROUP.

Correspondence/Calls to be directed to:

Name: SANFORD DESIGN GROUP - DAVE SANFORD

Address: 205-3751 JACOMBS STREET
RICHMOND, B.C.

V6V 2R4
Postal Code

Te. No.: 276-0114

Business

sanford-designs@shaw.ca

E-mail

Residence

276-8850

Fax

Property Owner(s) Signature(s): 414812 BC LTD.

David G. Warren

Please print name

or

Authorized Agent's Signature: _____

Attach Letter of Authorization

Please print name

SANFORD-DESIGNS @ SHAW.CA

For Office Use

Date Received: April 17/03

File No.: 031233901

Only assign if application is complete

Application Fee: 2025

Receipt No.: 13-0026625



City of Richmond
Urban Development Division

Development Permit

No. DP 03-233901

To the Holder: SANFORD DESIGN GROUP

Property Address: 8951 AND 8971 BRIDGEPORT ROAD

Address: c/o DAVE SANFORD
 205 – 3751 JACOMBS STREET
 RICHMOND, BC V6V 2R4

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 Plans #1 and #2 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 #4 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

Development Permit

No. DP 03-233901

To the Holder: SANFORD DESIGN GROUP

Property Address: 8951 AND 8971 BRIDGEPORT ROAD

Address: c/o DAVE SANFORD
205 – 3751 JACOMBS STREET
RICHMOND, BC V6V 2R4

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$6,230.00.

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 _____, 20____.

ISSUED BY THE COUNCIL THE

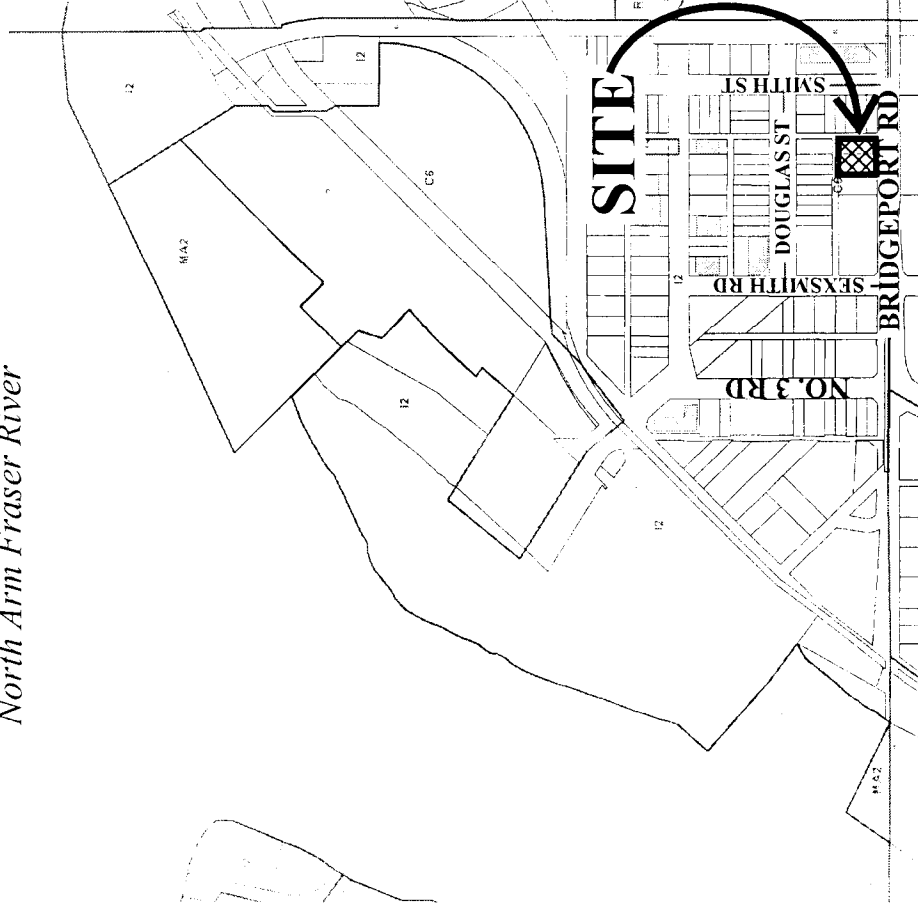
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MAYOR



City of Richmond

North Arm Fraser River



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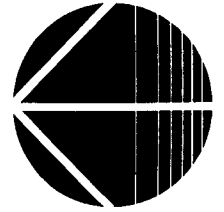
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DP 03-233901
SCHEDULE "A"

Original Date: 04/30/03

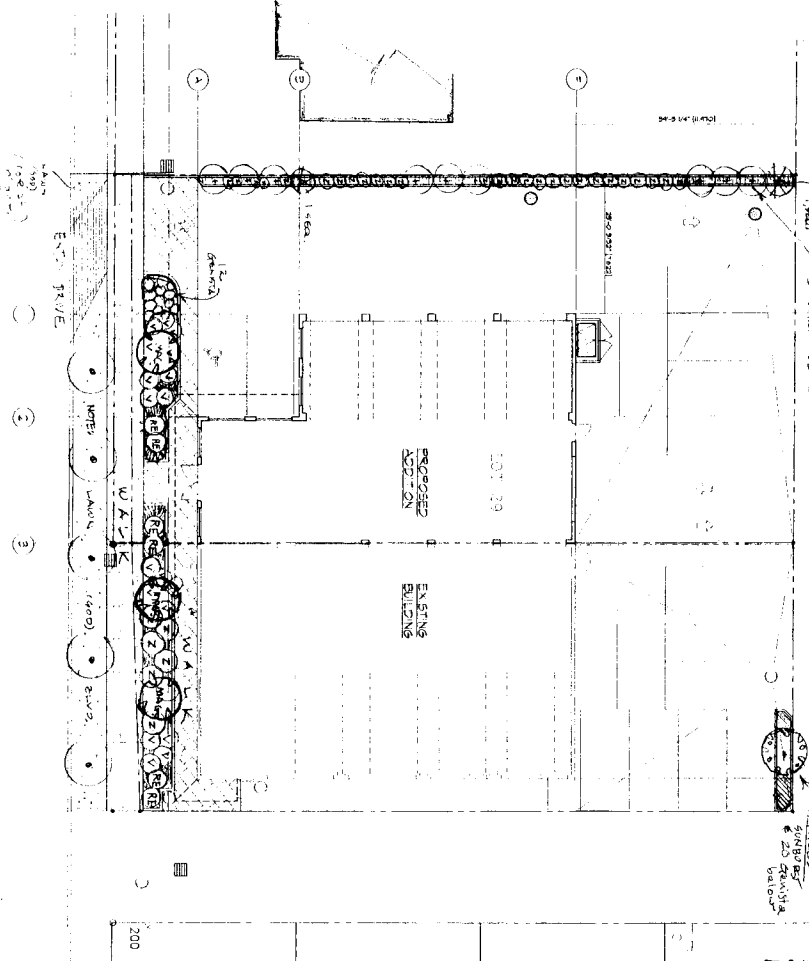
Revision Date:

Note: Dimensions are in METRES

- WRITTEN SPECIFICATIONS**
1. All work, installation, materials, etc. to be per B.C.S.A. and B.C.N.T.A. standard and specifications.
 2. Add good stable topsoil (maximum 4% clay and maximum 4% peat) to depths as indicated on drawings.
 3. All trees and shrubs to be planted in a 6" high earth watering disk.
 4. Plants during the growing season to be provided by Landscape Contractor after planting and lawn installation and existing trees left at owner's risk with positive drainage.
 5. After all planting and minimum 7" to 8" inch earth (topsoil) and good finish grade.
 6. Final inspection shall include inspection to be 7" below top of asphalt and road finish grade.
 7. Final inspection upon request by Landscape Contractor to include as a minimum of three (3) items:
 8. Final inspection after last plant is placed and 6" inch earth in place.
 9. Final inspection after last plant is placed and 6" inch earth in place.
 10. Final inspection after last plant is placed and 6" inch earth in place.
 11. Final inspection after last plant is placed and 6" inch earth in place.
 12. Final inspection after last plant is placed and 6" inch earth in place.



- PLANT LIST**
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REVISIONS	
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OCT 17 2003

DP 03-233901

#2

PROJECT NO. 03-233901

DATE: 10/17/03

BY: [Signature]

CHECKED BY: [Signature]

APPROVED BY: [Signature]

PROJECT NAME: [Name]

PROJECT ADDRESS: [Address]

PROJECT CITY: [City]

PROJECT STATE: [State]

PROJECT ZIP: [ZIP]

PROJECT PHONE: [Phone]

PROJECT FAX: [Fax]

PROJECT E-MAIL: [Email]

OCT 17 2003

PR 03-233901

#3

REVISIONS	
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INTERIOR PLAN

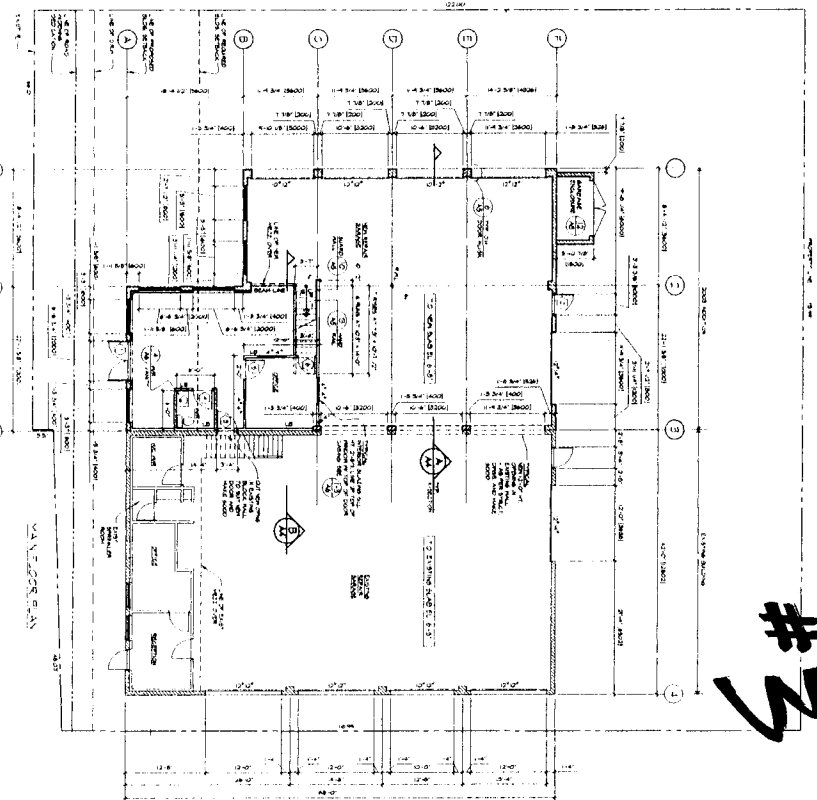
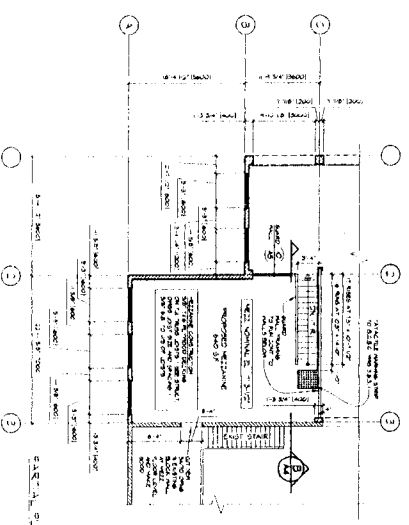
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NOTES

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DOOR SCHEDULE

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MICHAEL D. BARLEY
ARCHITECT
VANCOUVER, BC CANADA

OCT 17 2003

DP 03-233804

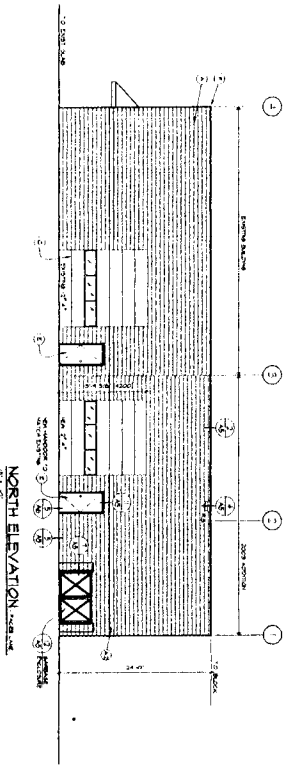
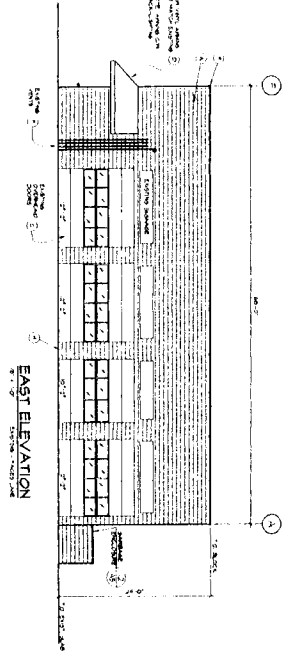
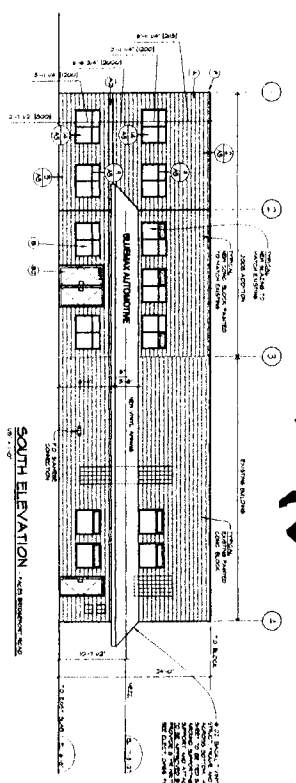
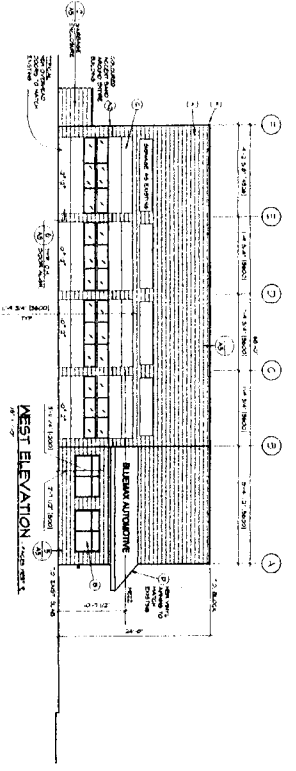
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CONCRETE BLOCK FINISH NOTES

1. ALL CONCRETE BLOCKWORK SHALL BE FINISHED WITH A 1/2" THICK COAT OF TYPE S MORTAR OR EQUIVALENT.
2. ALL CONCRETE BLOCKWORK SHALL BE FINISHED WITH A 1/2" THICK COAT OF TYPE S MORTAR OR EQUIVALENT.
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GLAZING NOTES

1. ALL GLAZING SHALL BE DONE IN ACCORDANCE WITH THE CANADIAN WINDOW UPGRADE PROGRAM (CWUP) REQUIREMENTS.
2. ALL GLAZING SHALL BE DONE IN ACCORDANCE WITH THE CANADIAN WINDOW UPGRADE PROGRAM (CWUP) REQUIREMENTS.
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10. ALL GLAZING SHALL BE DONE IN ACCORDANCE WITH THE CANADIAN WINDOW UPGRADE PROGRAM (CWUP) REQUIREMENTS.



FINISH SCHEDULE

- | NO. | DESCRIPTION | QTY |
|-----|------------------------|------|
| 1 | PAINTED CONCRETE BLOCK | 1000 |
| 2 | PAINTED CONCRETE BLOCK | 1000 |
| 3 | PAINTED CONCRETE BLOCK | 1000 |
| 4 | PAINTED CONCRETE BLOCK | 1000 |
| 5 | PAINTED CONCRETE BLOCK | 1000 |
| 6 | PAINTED CONCRETE BLOCK | 1000 |
| 7 | PAINTED CONCRETE BLOCK | 1000 |
| 8 | PAINTED CONCRETE BLOCK | 1000 |
| 9 | PAINTED CONCRETE BLOCK | 1000 |
| 10 | PAINTED CONCRETE BLOCK | 1000 |

LEGEND

- 1. ALL GLAZING SHALL BE DONE IN ACCORDANCE WITH THE CANADIAN WINDOW UPGRADE PROGRAM (CWUP) REQUIREMENTS.
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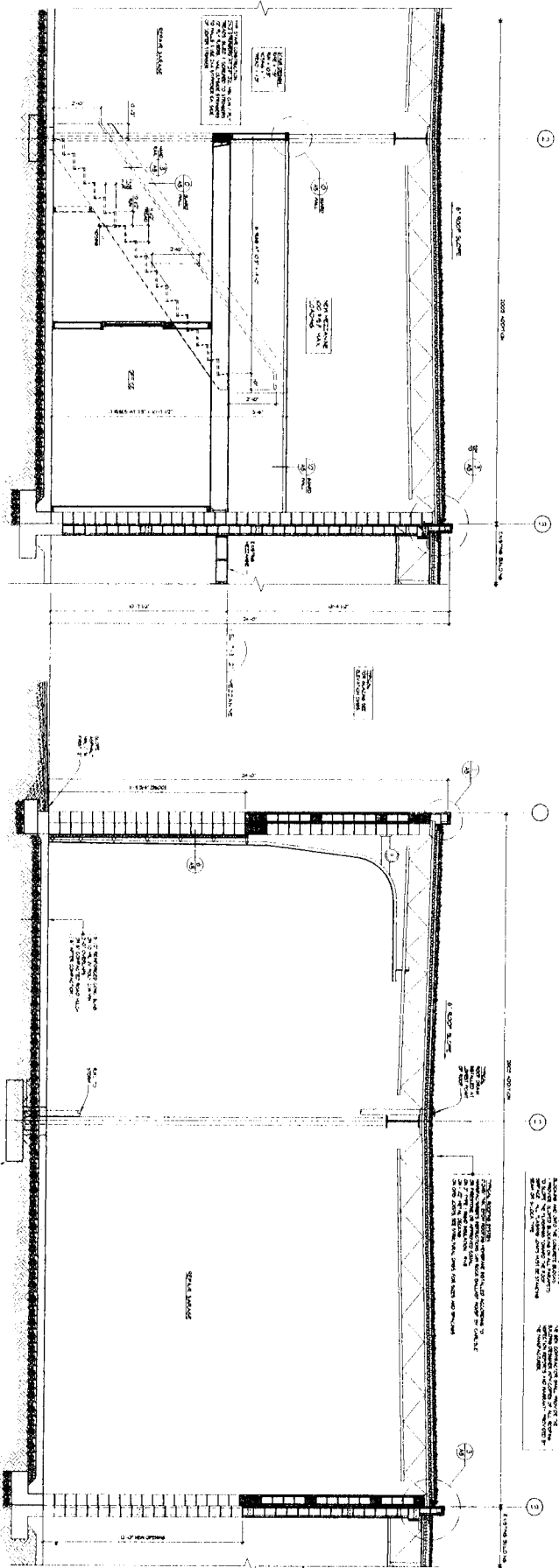
MICHAEL D. BARLEY
ARCHITECT
VANCOUVER, BC, CANADA

OCT 17 2003

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REVISIONS	
1	ISSUED FOR PERMIT
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10	REVISED FOR COMMENTS



SECTION B CROSS SECTION THRU MEZZANINE

SECTION A TYPICAL CROSS SECTION THRU BUILDING

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1000 3701 ACADIA ROAD SPOKANE, ID 83402 TEL: 208/325-1111 FAX: 208/325-1112 EMAIL: info@sanforddesign.com

MICHAEL D. BARLEY
ARCHITECT
INSTITUTE OF BUILDING
AND CONSTRUCTION
B.C. CANADA

PROJECT NO. 103 233901
DATE: OCT 17 2003
DRAWN BY: [Name]
CHECKED BY: [Name]

SCALE: 1/8" = 1'-0"