



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: December 9, 2003
File: DP 03-249146
Re: **Application by Great Canadian Casinos Inc. for a Development Permit at
8671, 8811, 8831, 8840 River Road and 2420 No. 3 Road**

Manager's Recommendation

That a Development Permit be issued for 8671, 8811, 8831, 8840 River Road and 2420 No. 3 Road that would:

1. Permit development of a parking structure at the northeast corner of River Road and No. 3 Road for the adjacent casino/hotel development on a site zoned as Automobile-Oriented Commercial District (C6) and designated as an Environmentally Sensitive Area (ESA), and;
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:
 - a) Reduce the road setback along the east side of the No. 3 Road right of way from 6 m (19.685 ft.) to 0 m (0 ft.) for the cantilevered roof structures and trellis posts associated with three (3) stair towers;
 - b) Reduce the road setback along the east side of the No. 3 Road right of way from 6 m (19.685 ft.) to 2.438m (8 ft.) for three stair towers;
 - c) Reduce the road setback along the east side of the No. 3 Road right of way from 6 m (19.685 ft.) to 4.877m (16 ft.) for the parkade walls; and
 - d) Increase the height limit for buildings from 12 m (39.370 ft.) to 16.459 m (54 ft.) for the stair towers, elevator cores and a public observation platform.

Joe Erceg
Manager, Development Applications

BFG
Att.

Staff Report

Origin

Great Canadian Casinos Inc. has applied to the City of Richmond for permission to construct a 4-storey parking structure containing a total of 1,157 parking stalls located partially on 8671 River Road, 2420 No. 3 Road and a partially filled former water lot. The current zoning of the parkade site is Automobile-Oriented Commercial District (C6) and the water lot that has been filled is designated an Environmentally Sensitive Area (ESA). Great Canadian Casinos Inc. has previously been granted permission to redevelop the former Bridgepoint Market site at 8671, 8811, 8831, 8840 River Road and 2420 No. 3 Road into a comprehensive entertainment and hotel facility including a casino, hotel, dinner theatre, conference centre, a variety of restaurants, banquet rooms, retail shops and the executive offices of the casino company. In order to facilitate an earlier construction start date for the casino, the processing of the development permit for this project divided into three parts, the casino and hotel building, the building revisions plus site improvements and the parkade. The casino and hotel are currently under construction on a site rezoned to Comprehensive Development District (CD/87). It is anticipated that the Richmond-Airport-Vancouver (RAV) rapid transit line will require the lot at 8840 River Road currently occupied by a surface parking lot on the south side of River Road for a transit station, park and ride facility and a major bus loop. Accordingly, the applicant now proposes a 4-storey parkade at the northeast corner of River Road and No. 3 Road (i.e. to the west of the casino and hotel building) containing a total of 1,157 parking stalls. A copy of the development application filed with the Urban Development Division is appended.

Development Information

Site Area:	36,896.256 m ² (397,161 ft ²)
Building Area:	42,245.253 m ² (454,739 ft ²)
F.A.R.:	Allowed F.A.R. for Hotel Use: 1.5 or 55,344.385 m ² (595,741.5 ft ²) Proposed F.A.R. for Hotel Use: 0.77 or 28,566.285 m ² (307,495.0 ft ²) Allowed F.A.R. for Other Uses: 0.5 or 18,448.128 m ² (198,580.0 ft ²) Proposed F.A.R. for Other Uses: 0.37 or 13,678.967 m ² (147,244.0 ft ²)
Site Coverage:	50% Allowed 35% Proposed
Parking:	1,731 Spaces Required 1,871 Spaces Proposed including 1157 Parkade parking spaces (Please refer to the Project Data Sheet in Appendix C for details)

Development surrounding the subject site is as follows:

- To the north, an existing an aggregate storage area and beyond is the North Arm of the Fraser River;
- To the east, is a marsh designated as an Environmentally Sensitive Area (ESA) and beyond is the 11-storey, multi-use entertainment facility (i.e. casino and hotel) currently under construction;
- To the south, across River Road is a surface parking lot; and
- To the west, across the No. 3 Road right of way is an existing concrete batching plant and beyond is the North Arm of the Fraser River.

Findings of Fact

Criteria and policies for the issuance of Development Permits appear in Schedule 1 of Bylaw 7100, the Official Community Plan and include the following sub-sections:

- 9.0 General Development Permit Guidelines;
- 9.4 Commercial Area Development Permit Guidelines; and
- 9.6 Environmental Sensitive Area (ESA) Development Permit Guidelines.

While the perimeter of the site is designated as an ESA, the majority of the site is currently developed as a surface parking lot with asphalt paving. A riprap slope covered in riparian vegetation that forms the western edge of an exiting inter-tidal marsh area defines the eastern edge of the subject site. While this development permit application is not in compliance with some provisions of the relevant Development Permit Guidelines, the applicant has recently reduced the scale and massing of the structure, provided an extensive package of site amenities and cooperated with the City of Richmond to ensure the extension of Garden City Road. Therefore Planning staff considers the revised proposal generally conforms to the intent of the development permit guidelines. Please refer to Appendix A for a detailed discussion regarding compliance with the relevant development permit guidelines.

Staff Comments

Relevant staff comments are followed by the applicant's response or a Richmond staff assessment that is identified in '***bold italics***'.

Preliminary Staff Comments

The following preliminary Richmond staff comments remain relevant:

1. It is anticipated that the south parking lot will be redeveloped as a transit station, bus loop and a multi-storey park and ride facility. Show how this site will integrate with the proposed Richmond Airport Vancouver Rapid Transit Project. ***The applicant indicates that there is no new information available from TransLink but the casino and hotel have been designed to accommodate a future elevated pedestrian link with any potential rapid transit station in the near vicinity on the south side of River Road.***
2. The applicant has also been encouraged to work with TransLink to create a joint use parkade. Please provide an update on the status of negotiations with TransLink/RAVCO regarding a possible shared use parkade on the south side of River Road. ***The applicant and Richmond staff met with Mr. Raymond Louie, Technical Manager of RAVCO on October 31, 2003 and the design of the proposed casino, hotel and parkade was reviewed. Mr. Louie verbally indicated that TransLink/RAVCO had no concerns regarding the proposed hotel, casino or parkade proposal. Richmond staff provided additional information to Mr. Louie in an e-mail later the same day and requested an e-mail confirmation that TransLink/RAVCO had no concerns regarding the proposed hotel, casino or parkade proposal. No written or e-mail confirmation to this effect has been received to date.***
3. Richmond discourages parking structures with frontage along public roads. The location for the parkade is on a corner site with frontage along 2 roads (i.e. River Road and No. 3 Road). The ownership and status of the No. 3 Road right of way north of River Road is unclear however this application is being processed with the assumption that road setback variances are required along the west property line of the subject site. ***The parkade setback along River Road varies from 13m to 35m. The future dedication/construction of No. 3 Road north of River Road will be the subject of future redevelopment negotiations in this area.***

4. Richmond Planning staff believe that the proposed parking structure is too large and crowds the site, therefore the applicant is requested to consider ways of reducing the building footprint and massing. ***The applicant proposes no change in the building footprint but has significantly reduced the scale and massing of the proposed parkade by eliminating 2 levels of parking in the structure.***

Development Co-ordinator Comments

1. The subject site consists of several properties and the proposed parkade appears to cross three property lines. Either consolidate the properties on which the parkade sits with the sole civic address of 8671 River Road or explain how the parkade can be situated across existing property lines. ***The applicant continues to negotiate with the Provincial Government regarding the subject land for this project but does not anticipate any problems that would threaten the viability of this project. The applicant reports that a 60-year lease has been negotiated for the main site (i.e. 8811 River Road). The applicant is leasing West K lot (i.e. for the parkade) on a month-to-month basis until such time that the land claim consultation process is complete with the Musqueam Band after which the applicant hopes to acquire this land fee simple. The applicant has a 5-year lease on South K lot (i.e. the surface parking lot on the south side of River Road.***
2. Please confirm the City of Richmond ownership of the No. 3 Road right-of-way north of River Road with a legal survey. ***While the applicant has provided a survey by Mike Sykes, BCLS of Bennett Surveys Ltd. that suggests the continuation of the No. 3 Road right-of-way north River Road, the surveyor who prepared the survey, has confirmed that the designation of the No. 3 Road right of way as "Road" extending to the northerly property line of Duck Island Slough, is not based on any registered survey plans. The applicant's surveyor continues to search for relevant information with the Surveyor General's Office in Victoria. The Richmond Manager of Lands remains unconvinced that this right-of-way exists. The future dedication/construction of No. 3 Road north of River Road will be the subject of future redevelopment negotiations in the surrounding area.***

Building & Zoning Comments

1. Please provide a summary of the relevant site statistics on the drawings for the overall casino project and the specific parkade site. ***The applicant has provided a detailed project data sheet. Please see Appendix C.***
2. Richmond Zoning Richmond staff has assessed the total required parking for this project to be 1,731 parking spaces. ***The applicant currently proposes a total of 1,871 parking spaces including 1,157 spaces in the parkade. The detailed assignment of parking spaces for this project is as follows: casino (70,277 ft²) – 653 spaces; 222 hotel rooms – 111 spaces; conference/banquet (23,732 ft²) – 221 spaces; hotel retail (3,426 ft²) – 10 spaces; casino offices (40,582 ft²) – 151 spaces; restaurants/buffets (14,040 ft²) – 130 spaces; 905 seat theatre – 226 spaces and existing pub and marina – 229 spaces.***

Urban Design Comments

1. Development Permit Guidelines: The current parkade proposal does not comply with the certain development permit guidelines specifically that multi-level parkades should not front public streets at grade. *The parkade setback along River Road varies from 13m to 35m. The future dedication/construction of No. 3 Road north of River Road will be the subject of future redevelopment negotiations in this area. The applicant has cooperated with the City of Richmond to secure and construction the extension of Garden City Road from Bridgeport Road to River Road. The applicant has also been instrumental in the negotiation of a railway crossing with Canadian Pacific Railway. In addition, the applicant has agreed to provide significant public amenities as part of the overall development including the following:*
 - *650m of continuous refurbished or new wooden public boardwalk along the riverfront;*
 - *3 pedestrian plaza areas totalling approximately 1 acre of land along the riverfront;*
 - *New pedestrian lighting, railings and an abundance of public seating;*
 - *A new sign/cellular communications tower that incorporates a public, pedestrian observation platform along the waterfront walkway at the east end of the site; and*
 - *A new public, pedestrian observation platform in the northeast corner of the parkade.*
2. Conditions of Adjacency: The proposed parkade massing crowds the existing marsh to the east, the future extension of No. 3 Road along the west side of the subject site and the redevelopment potential of the existing sand and gravel operation to the north. *While it has not yet been confirmed that a road right of way for the extension of No. 3 Road existing along the west side of the subject site, this application is being processed with the assumption that the No. 3 Road right of way exists which results in the need for the applicant to request certain road setback variances. There are no zoning setback requirements for the parkade along the north property line.*
3. Site Planning and Urban Design: The footprint of the parkade is large and the scale of the building is significant. *The height has been reduced but the footprint remains unchanged.*
4. Architectural Form and Character: The proposed 'green wall' approach to the façades of the parkade are appreciated however the scale and massing of the proposed parking structure remains gigantic in the context of this location. *The applicant has recently proposed a significant reduction in the scale of the parkade by eliminating 2 levels of parking and decreasing the height of the parkade parapet wall to 11m which is 1m below the maximum allowable height. This has dramatically improved the form and massing of the proposed parkade and this revised proposal has now received the endorsement of the Richmond Advisory Design Panel.*
5. Landscape Design: The attempts to increase the width of the buffer along the riverfront boardwalk are appreciated however this landscape screen is dwarfed by the building massing and does not adequately respond to the scale and massing of the building. The pedestrian experience along the riverfront boardwalk will be significantly impacted by the proximity of such a massive building. *The massing of the parkade has been reduced by eliminating 2 levels of parking, the size of trees that form a landscape screen around the building have been increased and a 'green wall' treatment is proposed for the all 4 sides of the structure.*

Transportation & Traffic Comments

1. Please provide a written confirmation from either TransLink or RAVCO that the proposed casino/hotel proposal including the parkade is acceptable to TransLink. ***The applicant together with Richmond Planning and Transportation staff met with Mr. Raymond Louie, Technical Manager of RAVCO on October 31, 2003 and the design of the proposed casino, hotel and parkade was reviewed. Mr. Louie verbally indicated that TransLink/RAVCO had no concerns regarding the proposed hotel, casino or parkade proposal. Richmond staff provided additional information to Mr. Louie in an e-mail later the same day and requested an e-mail confirmation that TransLink/RAVCO had no concerns regarding the proposed hotel, casino or parkade proposal. No written or e-mail confirmation to this effect has been received to date.***
2. Richmond Transportation staff have considered several parking standards for this proposed development including the existing zoning bylaw, the land use contract for the existing casino, and casino parking standards from other jurisdictions including Las Vegas and New Orleans. It is the opinion of Richmond Transportation staff that 1,836 parking stalls is a conservative estimate for the amount of parking required for this proposed development. ***The applicant currently proposes a total of 1,871 parking stalls for this proposed development including 1,157 stalls in a 4-storey parkade at the west end of the entire site and this is acceptable to Richmond Transportation staff.***

Parks Comments

1. Do not reduce the 5m width of the riverfront boardwalk along the west side of the marsh. ***The applicant has complied.***
2. Provide as much landscape screening and buffering between the parkade and the riverfront boardwalk as possible. ***The applicant has increased the width of the landscape buffer strip to a minimum width of 4m (13.123 ft.) and also increased the size of proposed tree plantings.***
3. Provide an update on discussions/approvals from other environmental agencies such as FREMP and DFO regarding the proposed minor modifications to the riparian banks of the marsh (i.e. small viewing decks and selective removal of blackberries). ***The applicant reports that they have been working with Mr. Brian Naito, a Department of Fisheries and Oceans Canada (DFO) biologist and the applicant understands that a formal Fraser River Estuary Management (FREMP) application is not necessary however the onus is on the applicant to negotiate any required external approvals.***
4. The riparian edge should be cleaned up, blackberries removed and replaced with more appropriate planting. ***The applicant has discussed this issue with FREMP and DFO and advises that invasive species removal and native riparian replanting will be undertaken.***
5. Provisions should be secured to permit a future pedestrian bridge from the pier to the peninsula on the west side of the pier. ***The applicant has agreed to cooperate and provide the necessary approvals in either a cross-access agreement or public rights-of-passage right-of-way for a boardwalk connection between the existing pier on the subject site and the peninsula, which is currently owned by others at such time as an agreement can be secured with the owner of the peninsula.***

Refuse & Recycling Comments

1. Private, commercial collection of refuse and recycling will be required for this site. Ensure the all service functions associated with the pump station and maintenance yard are completely screened from view particularly from the riverfront walkway. *The applicant has agreed to comply with this request.*

Advisory Design Panel Comments

The Great Canadian Casinos Ltd. development permit application for a 6-storey parkade was first presented to the Richmond Advisory Design Panel on October 22, 2003. The Design Panel requested that this project be returned to the Panel for further consideration. The applicant made minor revisions to the design proposal and returned to the Design Panel on November 5, 2003. This application was again not supported by the Panel. The applicant then eliminated 2 levels of the parking structure and returned to the Design Panel on December 3, 2003 with a 4-storey parkade design proposal. The comments of the Panel on December 3, 2003 were as follows:

- A great job if willing to lose the parking;
- The massing is much more comfortable;
- The 4-storey parkade is an improvement if the loss of 500 parking stalls is acceptable; and
- The comments of Mr. Tanzer, as contained in Schedule 2, were read by the Chair;

The decision of the Panel was that the project move forward.

Analysis

While this development permit application is not in compliance with some provisions of the relevant Development Permit Guidelines, the applicant has recently reduced the scale and massing of the structure, provided an extensive package of site amenities and cooperated with the City of Richmond to ensure the extension of Garden City Road. Therefore Planning staff considers the revised proposal generally conforms to the intent of the development permit guidelines. Please refer to Appendix A for a detailed discussion regarding compliance with the relevant development permit guidelines.

The reduction in scale of the parkade structure that results from the elimination of the 2 parking levels is significant and allows the proposed building mass to more comfortably fit on the site and better relates the scale of the casino/hotel massing.

At the time of writing this report the negotiations regarding improvements to the pump station are not yet complete however the applicant continues to cooperate with the City regarding proposed changes to the existing pump station. It is anticipated that the pump station negotiations will be concluded prior to the Development Permit Panel meeting and that there will be an update on this issue at that time.

While the status of the No. 3 Road right of way remains unclear at the time of writing this report it is the understanding of Planning staff that if negotiations are necessary to acquire a right of way for the extension of No. 3 Road north of River Road, this could be accomplished with the subsequent rezoning negotiations of other properties in the vicinity.

The applicant has requested the following road setback and height variances:

- a) Reduce the road setback along the east side of the No. 3 Road right of way from 6 m (19.685 ft.) to 0 m (0 ft.) for the cantilevered roof structures and trellis posts associated with three (3) stair towers;
- b) Reduce the road setback along the east side of the No. 3 Road right of way from 6 m (19.685 ft.) to 2.438m (8 ft.) for three stair towers;
- c) Reduce the road setback along the east side of the No. 3 Road right of way from 6 m (19.685 ft.) to 4.877m (16 ft.) for the parkade walls; and
- d) Increase the height limit for buildings from 12 m (39.370 ft.) to 16.459 m (54 ft.) for the stair towers, elevator cores and a public observation platform.

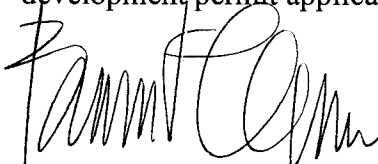
It is recognized that the applicant has cooperated with the City of Richmond to secure and construct the extension of Garden City Road from Bridgeport Road to River Road. The applicant has also been instrumental in the negotiation of a railway crossing with Canadian Pacific Railway. In addition, the applicant has agreed to provide significant public amenities as part of the overall development including the following:

- 650m of continuous refurbished or new wooden public boardwalk along the riverfront;
- 3 pedestrian plaza areas totalling approximately 1 acre of land along the riverfront;
- New pedestrian lighting, railings and an abundance of public seating;
- A new sign/cellular communications tower that incorporates a public, pedestrian observation platform along the waterfront walkway at the east end of the site; and
- A new public, pedestrian observation platform in the northeast corner of the parkade.

Given the cooperation of the applicant and the extent of public amenities provided by the applicant through this development proposal Richmond Planning staff support these requested variances.

Conclusions

Richmond Planning staff support the proposed 4-storey parkade and recommend approval of this development permit application.



Brian Guzzi CIP, CSLA
Registered Planner / Landscape Architect
(Local 4393)
BFG:

The applicant is required to submit a landscape letter of credit in the amount of \$795,694.00 (397,847 ft² x \$40.00/ ft² x 5%) prior to final Council approval of this Development Permit Application.

The applicant is required to complete a preliminary agreement regarding the proposed pump station improvements prior to final Council approval of this Development Permit Application.

The applicant is responsible to negotiate any required approvals from outside agencies. The City of Richmond accepts no liability, financial or other for the impacts of any subsequent negotiations regarding this development application.

Appendix A: Compliance with Relevant Development Permit Guidelines

The following is a detailed assessment of compliance with the relevant development permit guidelines related to the proposed casino parkade (i.e. DP 03-249146) located at 8671 River Road. Criteria and policies for the issuance of Development Permits appear in Schedule 1 of Bylaw 7100, the Official Community Plan and include the following sub-sections;

- 9.0 General Development Permit Guidelines;
- 9.4 Commercial Area Development Permit Guidelines; and
- 9.6 Environmental Sensitive Area (ESA) Development Permit Guidelines.

This assessment of compliance includes only those guidelines where it is the assessment of the applicant or Richmond staff that this application is not in compliance with the relevant development permit guidelines are quoted below. The applicant's response or an assessment by Richmond Planning staff identified in '***bold italics***'.

9.2 GENERAL GUIDELINES

9.2.1 Views: The intent is to maintain views wherever possible; public off-site views as well as private on-site views should be carefully considered in the site design of every development.

1. Views to the river and distant views to the North Shore Mountains and Mount Baker shall be preserved and enhanced through view corridors, the terracing of building forms, and the creation of public places; ***Partial Compliance. The applicant proposes a viewing platform for public use providing views to the mountains and riverfront, and the Bridgepoint Marsh but the mass of the proposed parkade blocks views across the subject site.***
2. Views should be shared between developments. Buildings should be massed to preserve views through and past the site. The design of the development itself should also create a good view for other developments; ***Partial Compliance.***
3. Minimize the local environmental effects of new development, in particular view blockage and sun shadow. ***Partial Compliance.***

9.2.2.A Sunlight Penetration:

1. The heights, massing, and siting of new development should not detract from the availability of sunlight to the public realm and private open spaces in general, and to parks and important pedestrian streets and open spaces in particular; ***Partial compliance since the proposed parkade will shade the riverfront walkway and the adjacent marsh area.***
2. On any park, significant open space, or pedestrian linkage, adequate sunlight penetration should be provided to allow for its full public use and, wherever possible, year-round outdoor activity; ***Partial compliance since the proposed parkade will shade the riverfront walkway and the adjacent marsh area.***

9.2.4 Circulation & Parking: The intent is to provide safe and efficient circulation for automobiles without compromising the pedestrian environment or the livability of developments. ***Partial compliance.***

9.2.4.B Parking:

1. New development should minimize the visual impact of parking lots and structures, and attempt to improve the impact of existing lots and structures; ***Partial compliance.***

Parking Structures:

2. Multi-level parking structures should not front public streets at grade; ***Does not comply.***
3. Where possible, all garage structures and parking should be located to the rear or beneath buildings, with vehicular access from lanes. Where lane access is not possible, access should be from streets via narrow driveways; ***Partial compliance.***
4. In the case of above-grade parking, provide non-parking uses or special facade treatments along street frontages to enhance the building's appearance, animation, and character. ***Does not comply.***

9.2.5 Building Scale & Form: The intent is to ensure that buildings are appropriate to their context and contribute to the overall quality of the streetscape. Building design should be compatible with the surrounding physical environment, land use, and the character, scale, and form of buildings on the same site and on neighbouring sites. The exterior design and finish of buildings and structures should also be compatible with existing heritage buildings on the same site or neighbouring sites. ***Partial compliance.***

9.2.5.B Noise Mitigation:

1. New development should ensure that sensitive indoor and outdoor uses are buffered or removed from the noise impacts of aircraft and vehicular traffic through design and construction measures; ***Partial compliance since the extent to which vehicle noise in the parkade will be audible along the riverfront boardwalk is unknown at this time.***

9.2.7 Refuse, Recycling, & Service Areas

1. Garbage and recycling bins must be easily accessible, contained within roofed/walled enclosures, and screened from public view and the design of the enclosure of outdoor refuse/recycling areas and the screening of other areas should be coordinated with the overall design of the development. ***Partial compliance since it is not clearly understood if refuse, recycling and service uses will be completely screened from public view.***

9.2.11 Adjacent Uses (Edge Conditions): The intent is to accommodate and encourage development while minimizing the impacts of new developments on adjacent land uses and on the overall environment of the city. ***Partial compliance.***

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. ***Partial compliance.***

9.4.2. Circulation System & Parking:

9.4.2.A Access:

1. Locate garbage facilities away from the public realm. Facilities are to be screened, buffered and appropriately illuminated. ***Partial compliance since it is not clearly understood if refuse, recycling and service uses will be completely screened from public view.***

9.4.2.B Parking:

Parking Structures:

1. Any above-ground parking structures should be located at the rear of a development or away from the main or fronting street and should be treated with decorative screening and/or landscaping to minimize the visual impact of a parkade from the street. ***Partial compliance.***

9.4.4. Building Scale and 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.***

9.4.4.A Streetscape

1. Developments should have a strong and continuous street edge definition, with small shops, 'anchor' stores, community services and significant public uses at grade. ***Partial compliance.***
2. Developments on corner sites should maintain a presence on both streets with particular emphasis on a design that addresses the corner. Massing should help to define the intersection by providing an 'edge' to the street. Consider architectural elements that create a landmark or reference point for motorists and pedestrians. Doors and windows should front both streets, particularly near the corner. ***Partial compliance.***
3. Visual continuity along the street should be maintained by complementing the design features of adjacent and neighbouring developments and/or by enclosing and screening portions of

the site fronting the street, which have not be built with architectural and landscaping features. **Partial compliance.**

4. Buildings should be designed to avoid blank walls, particularly on the first two storeys of a building that faces a street or pedestrian pathway. Provide entrances and windows facing streets and pedestrian pathways wherever possible. Where solid walls are unavoidable, use building mass, variation of the facade, textured surfaces, architectural detailing, or graphics and colours to reduce the impact of any solid wall. **Partial compliance.**

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. **Partial compliance.**

1. Landscaping should be used to create a predominant green aspect of the site and also to soften the presence of large numbers of vehicles, both in the parking lot and on the surrounding streets. Screen commercial uses with a buffer composed of a tall evergreen hedge with a dense under-storey of shrubs. **Partial compliance.**
2. 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. **Partial compliance.**
3. 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. **Partial compliance.**

9.4.7. Signage

1. Ensure that signage is low and grouped so as to be unobtrusive. **Partial compliance.**

9.4.8. Garbage & Recycling Facilities

1. 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. **Partial compliance since it is not clearly understood if refuse, recycling and service uses will be completely screened from public view.**

9.6. Environmentally Sensitive Areas (ESA) Development Permit Guidelines

9.6.1 All Natural Areas

1. Enhance, expand or create wildlife habitat such as ponds, wetlands, native aquatic and terrestrial plants and hedgerows. **Does not fully comply.**

9.6.1.A Inter-tidal Areas (Littoral Zone)

1. Preserve and enhance the shoreline. **Does not fully comply.**

9.6.1.B Foreshores

1. Dedicate or preserve a natural, vegetated buffer strip within the first 30m (98.4 ft.) above the high-water mark. **Partial compliance.**
2. Setback potentially polluting activities a minimum of 30m (98.4ft.) from the high water mark. **Partial compliance.**
3. Dedicate or preserve and maintain a natural, vegetated buffer strip within the first 15.2m (50ft.) above the high-water mark of a canal or slough. **Partial compliance.**

Appendix B: Richmond Advisory Design Panel Comments

The following Design Panel comments are extracted from the minutes of the Richmond Advisory Design Panel of October 22, November 5 and December 3, 2003 and relate to the proposed casino parkade (i.e. DP 03-249146).

Design Panel Comments from October 22, 2003

The comments of the Panel were as follows:

1. Although a large structure it would be difficult to house 1600 vehicles in a more compact facility. The lower building height was preferred over an increase in height. The functionality of the scheme was appropriate, interesting and unique with good way finding and adequate vertical circulation provided. A number of design details had been integrated which aided in breaking down the mass of the building. The treatment of the stair towers, and roof elements was appreciated. The creation of a green screen and the incorporation of terracing were suggested to aid in the views from afar, provide an addition of texture and colour, and diffuse the massing. The lighting and its variety made sense. The new west entrance with its turnaround aided the project immensely. Landscape would make the difference to any concern about the mass of the parkade and its relation to the building.
2. Cst. Powroznik provided written comments as follows. The comments are also attached as Schedule 2 and form a part of these minutes. Multi-stored parkades are one of the major safety and security concerns of urban areas. Poor design, isolation, lack of lighting and maintenance lead to parkades being perceived as an area with potential safety problems.
 - a) Stairwells can be entrapment areas. There is a lot of glazing facing the outside of the building but there needs to be more facing into the parking area. At the very least doors should have windows so that people can see what is on the other side of the door before they go through.
 - b) Lighting should be well lit with a minimum standard of being able to identify a face from a distance of 15 metres. Lighting fixtures should be protected from breakage. Colour of the walls should allow the lighting to be used efficiently.
 - c) There should be opportunity for good natural surveillance. Design should be open (railing instead of walls) to allow for clear views into and out of the parkade, as well as around the inside of the parkade.
 - d) An attendant who is trained to respond to emergencies should be on duty and placed near an entrance of predictable routes where there are clear sight lines.
 - e) Have an escort service available for staff, guests or anyone who requests it.
 - f) Reserve certain parking stalls on the ground level or near the attendant for people who will be coming or going late at night.
 - g) Consider emergency telephones, audio links or video surveillance on each level at stairwells, elevators or other isolated areas.
 - h) Exits and main routes should have signs that are clear and easy to read.
3. The future of the adjacent concrete plant was questioned. Mr. Guzzi responded that the property had been purchased recently by the North Fraser Port Authority.

4. The distance from the waters edge to the Stair 2 was questioned – the walkway is 5m wide. The distance from the post to the edge of the walkway is 2.5m. This is a great building but it is situated too close to the water. The parkade should be stepped back and a wider buffer area provided. As proposed the proximity of the parkade to the waterfront walkway would not feel friendly to passers by and it may exclude a number of opportunities for redevelopment of the waterfront to the north. Mr. Knill responded that an attempt had been made to accommodate the potential for future redevelopment of the adjacent sand and gravel operation. Mr. Diamond indicated that discussions with FREMP representatives had resulted in FREMP's support of a possible pedestrian bridge between the pier and the peninsula of land to the west as long as the bridge alignment followed the existing sand bar and terminated on high ground.
5. It was agreed that the parkade was too close to the water and was a major issue. The height of the building should not be increased. It was questioned whether the building could be narrowed to provide a wider space at its base. It was suggested that parking requirements would diminish in the future due to the close proximity of rapid transit.
6. The goliath building was too big to 'nestle'. It was unfortunate that it was adjacent to the waterfront and further, that it was being presented as a 'fait accompli'. The possibility of the City requiring a higher percentage of small car stalls was questioned. The aisle widths could be minimized to slim the width of the building. The length of time to achieve a green screen, and whether an example of this size existed, was questioned. The lower level landscape was not sufficient against a building of this size. The amount of building facade articulation should be increased. There should be a way to slim the building. It was encouraged that the entire roof deck should be trellised and not just the edges, and that more detail should be added to the lower three storeys. The elevators are not particularly visible, and there is not as much glass as there could be in the stair towers. The stairs seem 'tight'. It was questioned whether sufficient cuing space existed at the intersection. This proposal will not result in a good urban design solution unless improvements are made. The sequence of events (i.e. the incremental review process) has resulted in an unfortunate urban design situation.
7. The number of disabled parking spaces appeared to be insufficient. Mr. Knill advised that some disabled stalls were located closer to the entrance to make up the shortfall. The location of the stalls should be relocated to the south east corner of the parking garage closer to the exit for increased visibility and security.
8. There was not a sufficient width of landscaping along the eastern edge against the waterfront – fir trees were suggested. On the rooftop the trellis structure should go tower to tower with a continuous trough of planting to increase the impact of rooftop planting. The vine (i.e. Virginia Creeper) will hardly be noticed. The amount of rooftop landscape should be increased. It was agreed that the parkade needed to be narrowed down – for distance views and also the pedestrian circulation around the building.

A brief discussion then ensued on the tight timetable involved should the Panel recommend narrowing of the building.

The decision of the Panel, by a vote of 7 to 2, was that the project be brought back for a second review by the Panel.

Design Panel Comments from November 5, 2003

The comments of the Panel were as follows:

1. The design revisions undertaken move the project forward in a visual sense. The green wall was fascinating. The viewing tower aids in creating a point of interest on the building. The widening of the landscape buffer strip was excellent and goes a long way in having the building fit in. In terms of pure design there was no problem with the building – however, the mass of the building was of concern. The mass was not appropriate for this location and it was not clear that all efforts to relocate the building had been made.
2. The project, which was liked at the last presentation, was improved again. The green wall was not appreciated since the building should not be covered or hidden. The comments from the previous meeting had more than adequately been addressed.
3. Although happy with the actual usable boardwalk, the structure was too massive for the location.
4. Revisions are as complete as criteria allow. There was a big difference was in having a wider separation between the parkade and the water. The concerns about massing were shared – not convinced of the need for the amount of parking.
5. In addition to the previous comments – the green screen is deciduous so a suggestion was made for evergreen types; upsize the conifers, groundcovers and vines; the size of the roof top planters were too small – the planting areas should be made more permanent and not so easily removable; the number of trees could be doubled in some areas, and the sizes increased
6. The increase in handicapped parking to the required 2% was appreciated – although it was noted that the number of spaces on the site plan did not correspond to the number on the drawings.
7. The massing was a hang up. The green wall was interesting. The viewing deck was an interested addition. The trellises and planting were also a good addition. The structure looks and reads like a parkade – examples were given of other structures that incorporated a curved glass wall and a glass screen wall. A suggestion that a spandrel glass element along the east elevation, centred on the middle bank of elevators be provided and hung outside the of the parkade structure.
8. Mr. Jamieson, a member of the City Waterfront Strategy Team said that the casino and the parkade are located on an important waterfront site and there remains concern regarding the massing of the parkade. The detailing, although improving, was not yet complete.

A discussion then ensued among the Panel members, staff and the applicant, on various aspects of the land use, massing, the location and detailing of the structure, and the number of parking stalls required.

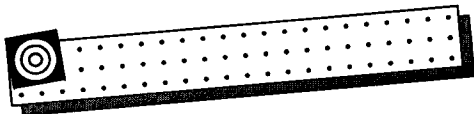
The decision of the Panel, by a vote of 7 to 1, was that the project be brought back for a third review by the Panel upon further incorporation of the comments of the Panel.

Design Panel Comments from December 3, 2003

The comments of the Panel were as follows:

- A great job if willing to lose the parking;
- The massing is much more comfortable;
- The 4-storey parkade is an improvement if the loss of 500 parking stalls is acceptable; and
- The comments of Mr. Tanzer, as contained in Schedule 2, were read by the Chair;

The decision of the Panel was that the project move forward.



Randy Knill Architect Ltd.

APPENDIX 'C'

PD-1

Project No.: 0206

Scale:

NTS

Drawn by: TC

Date: 04 DECEMBER 2003

GREAT CANADIAN CASINO

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PROJECT DATA

SITE SUMMARY

SITE AREA		397,161.0 S.F.
ALLOWABLE SITE COVERAGE	50%	198,580.0 S.F.
PROPOSED SITE COVERAGE	35%	138,674.0 S.F.
ALLOWABLE FLOOR SPACE RATIO	HOTEL USE AT 1.5 F.S.R. OTHER USES AT 0.5 F.S.R.	595,741.5 S.F. 198,580.0 S.F.
PROPOSED FLOOR SPACE RATIO	HOTEL USE AT 0.77 F.S.R. OTHER USES AT 0.37 F.S.R.	307,495.0 S.F. 147,244.0 S.F.

FLOOR AREA SUMMARY

BASEMENT	13,620 S.F. (13,620 S.F. HOTEL USE)
GROUND FLOOR	138,674 S.F. (62,214 S.F. HOTEL USE)
2ND FLOOR	50,497 S.F. (26,967 S.F. HOTEL USE)
3RD FLOOR	76,237 S.F. (28,953 S.F. HOTEL USE)
4TH FLOOR	25,856 S.F. HOTEL USE
5TH FLOOR	25,679 S.F. HOTEL USE
6TH FLOOR	25,679 S.F. HOTEL USE
7TH FLOOR	25,601 S.F. HOTEL USE
8TH FLOOR	24,547 S.F. HOTEL USE
9TH FLOOR	24,807 S.F. HOTEL USE
10TH FLOOR	11,156 S.F. HOTEL USE
11TH FLOOR	10,905 S.F. HOTEL USE
ELEVATOR MACHINE ROOMS & OVERHEAD	1,511 S.F. HOTEL USE
TOTAL FLOOR AREA	454,739 S.F. (307,495 S.F. HOTEL USE; 147,244 S.F. OTHER USES)

HOTEL ROOM COUNT

WEST TOWER	FLOORS 4 THRU 9 (6 FLOORS AT 19 ROOMS PER FLOOR)	114 ROOMS
	FLOORS 10 (1 FLOOR AT 14 ROOMS PER FLOOR)	14 ROOMS
	FLOORS 11 (1 FLOOR AT 6 ROOMS PER FLOOR)	6 ROOMS
	TOTAL WEST TOWER	134 ROOMS
EAST TOWER	FLOORS 4 TO 7 (4 FLOORS AT 17 ROOMS PER FLOOR)	68 ROOMS
	FLOOR 8	15 ROOMS
	FLOOR 9	5 ROOMS
	TOTAL EAST TOWER	88 ROOMS
	TOTAL ROOM COUNT	222 ROOMS

PARKING SUMMARY

PARKING REQUIRED

CASINO	10 SPACES / 100 SQ. M. (1076.43 S.F.) x 70,277.0 S.F.	653 SPACES
HOTEL - ROOMS	1 SPACE/ 2 - 1 GUEST SLEEPING RM. UNITS x 188 ROOMS = 94 SPACES 1 SPACE/ 2 GUEST SLEEPING RM. UNIT x 34 ROOMS = 34 SPACES	
	TOTAL: 222 ROOMS = 128 SPACES	128 SPACES
- CONFERENCE/BANQUET	10 SPACES / 100 SQ. M. (1076.43 S.F.) x 23,732.0 S.F.	221 SPACES
- HOTEL RETAIL	3 SPACES / 100 SQ. M. (1076.43 S.F.) x 3,426.0 S.F.	10 SPACES
CASINO OFFICES	4 SPACES / 100 SQ. M. (1076.43 S.F.) x 40,582.0 S.F.	151 SPACES
RESTAURANTS/BUFFET	10 SPACES / 100 SQ. M. (1076.43 S.F.) x 14,040.0 S.F.	130 SPACES
THEATRE	1 SPACE / 4 SEATS x 905 SEATS	226 SPACES
PUB & MARINA (EXISTING)		229 SPACES
	TOTAL PARKING REQUIRED	1748 SPACES

PARKING PROVIDED

PARKING STRUCTURE	1157 SPACES
SURFACE PARKING	714 SPACES
TOTAL PARKING PROVIDED	1871 SPACES



Randy Knill Architect Ltd.

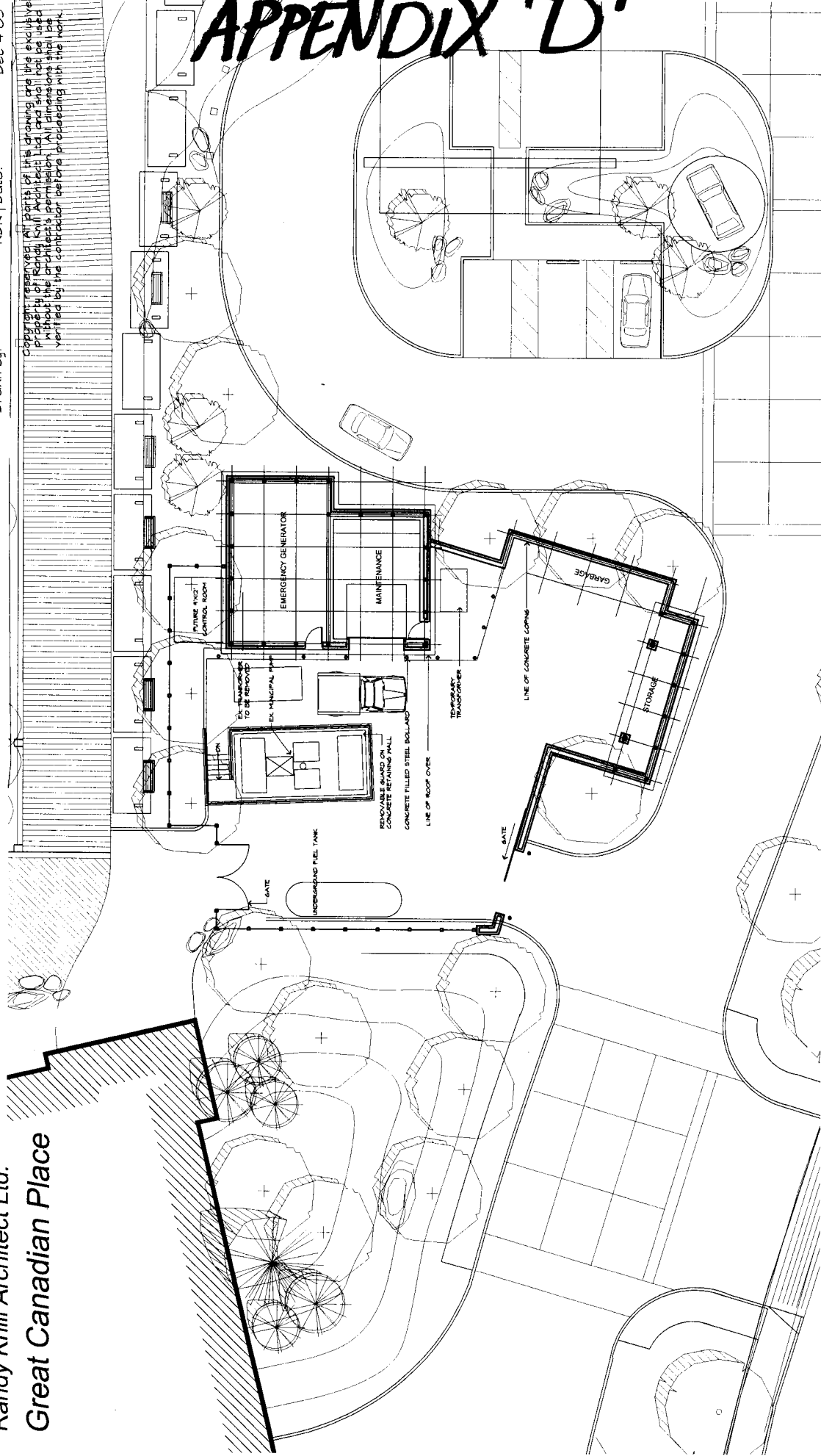
Great Canadian Place

Service Village Draft for Discussion

Project No.: 0827 Scale: NT5
Drawn by: RDK Date: Dec 4 03

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APPENDIX 'D'





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): 8811 River Rd., Richmond

Legal Description(s): Parcel 1, District Lots 4617 & 6867, Group 3 - Section 21, Block 5 North, Range 6 West, NWD Ref plan 71271

Applicant: Randy Knill

Correspondence/Calls to be directed to:

Name: Randy Knill

Address: 202-1810 Alberni St., Vancouver

V6G 1B3
Postal Code

Te. No.: 604. 684. 5728

Business

Residence

r.knill@rkarch.com
E-mail

604. 684. 5760
Fax

Property Owner(s) Signature(s): _____

or

Authorized Agent's Signature: _____

Attach Letter of Authorization

Please print name

Randy Knill

RANDY KNILL

Please print name

See previous application

For Office Use

Date Received: Oct 3/03

Application Fee: 15,750.⁰⁰

File No.: 03-249146

Receipt No.: to come on Monday by courier

Only assign if application is complete

17 0009677



City of Richmond
Urban Development Division

Development Permit

DP 03-249146

To the Holder: GREAT CANADIAN CASINOS INC.

Property Address: 8671, 8811, 8831, 8840 RIVER ROAD AND 2420 NO. 3 ROAD

Address: C/O RANDY KNILL, ARCHITECT
202 – 1810 ALBERNI STREET
VANCOUVER, BC V6G 1B3

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 and structures 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 Plans #1 and 2 attached hereto.
 - b) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - c) 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. 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.
5. 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
DP 03-249146

To the Holder: GREAT CANADIAN CASINOS INC.
Property Address: 8671, 8811, 8831, 8840 RIVER ROAD AND 2420 NO. 3 ROAD
Address: C/O RANDY KNILL, ARCHITECT
202 – 1810 ALBERNI STREET
VANCOUVER, BC V6G 1B3

There is filed accordingly:

An Irrevocable Letter of Credit for the site landscape construction in the amount of \$795,694.00.

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.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

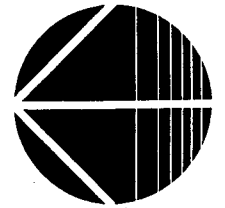
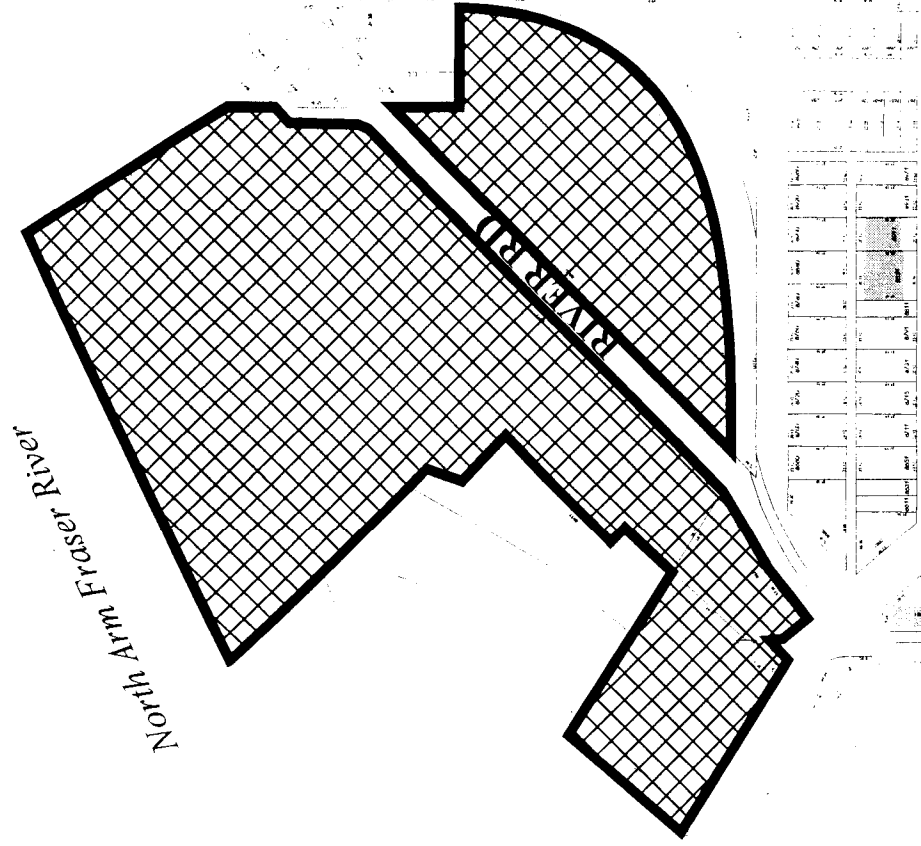
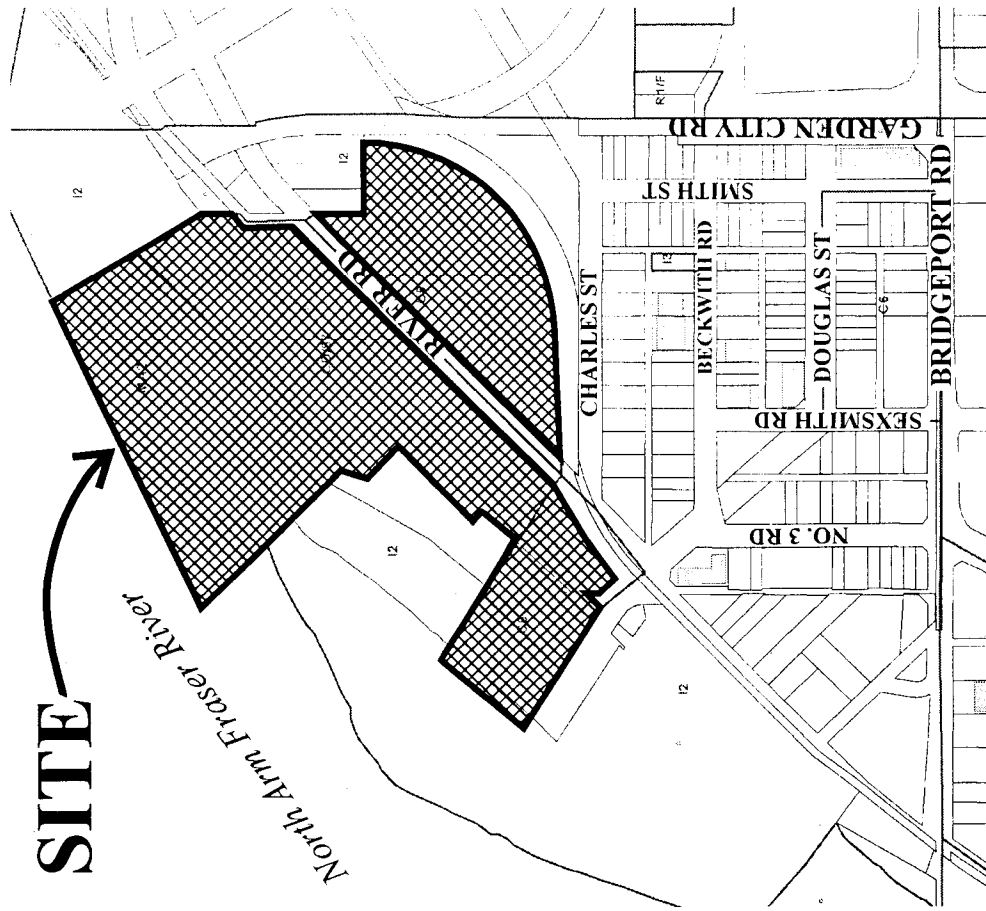
DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

SITE



DP 03-249146 SCHEDULE "A"

Original Date: 10/22/03

Revision Date: 12/08/03

Note: Dimensions are in METRES

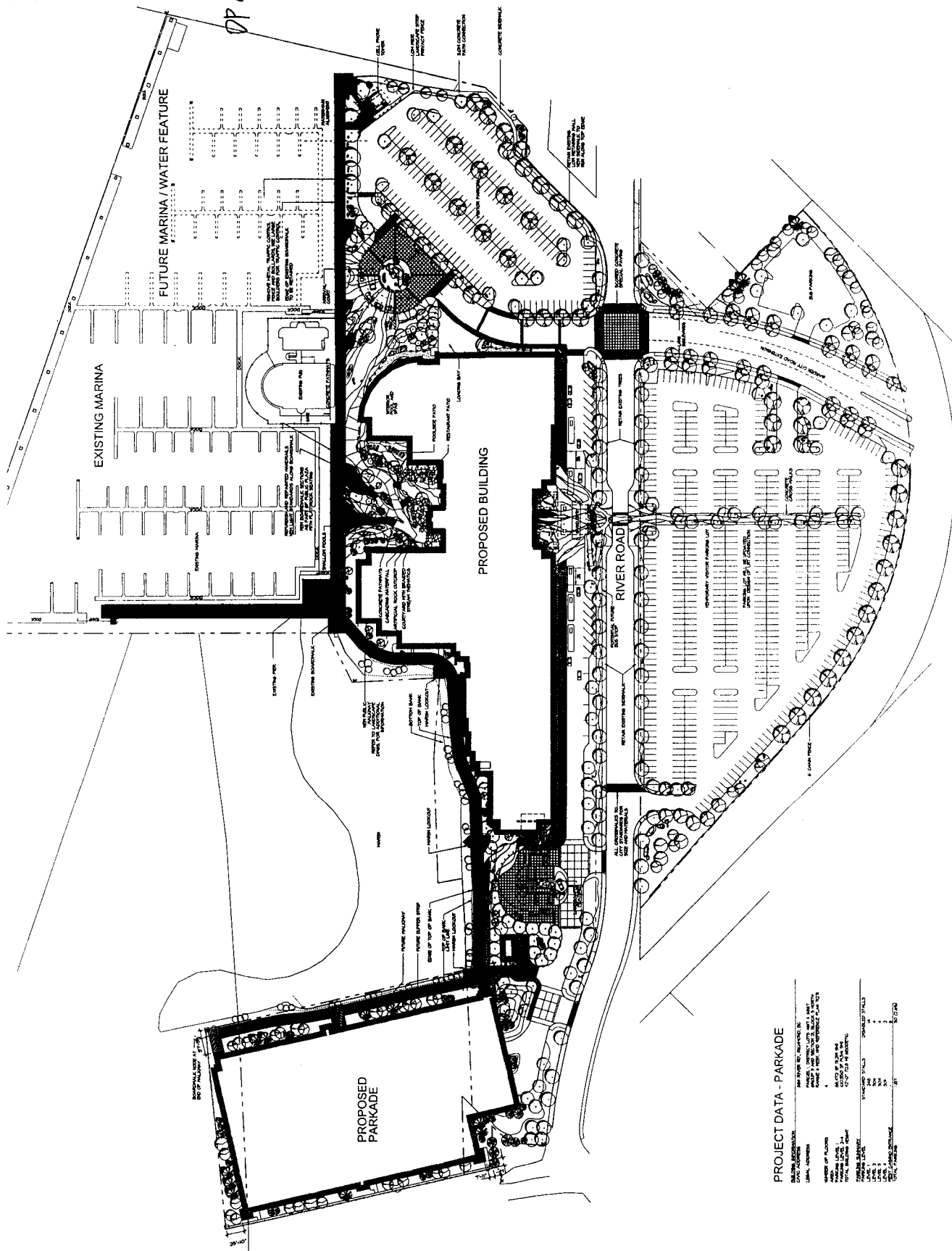
0.1 #

Randy Knill Architect Ltd.
2-2 - 880 Avenue St. Vincent St. Suite 1000
Montreal, Quebec H3B 2V6

SITE PLAN

over by 30A
date - 30-8

File last file, over
Date A 101



PROJECT DATA - PARKADE

[illegible]

DATE	12/04/2003
BY	W. J. K.
CHECKED	W. J. K.
PROJECT	2003-249146
DESCRIPTION	LEVEL 1 FLOOR PLAN
SCALE	1/8" = 1'-0"
NOTES	1. SEE SHEET 2003-249146-01 FOR GENERAL NOTES.

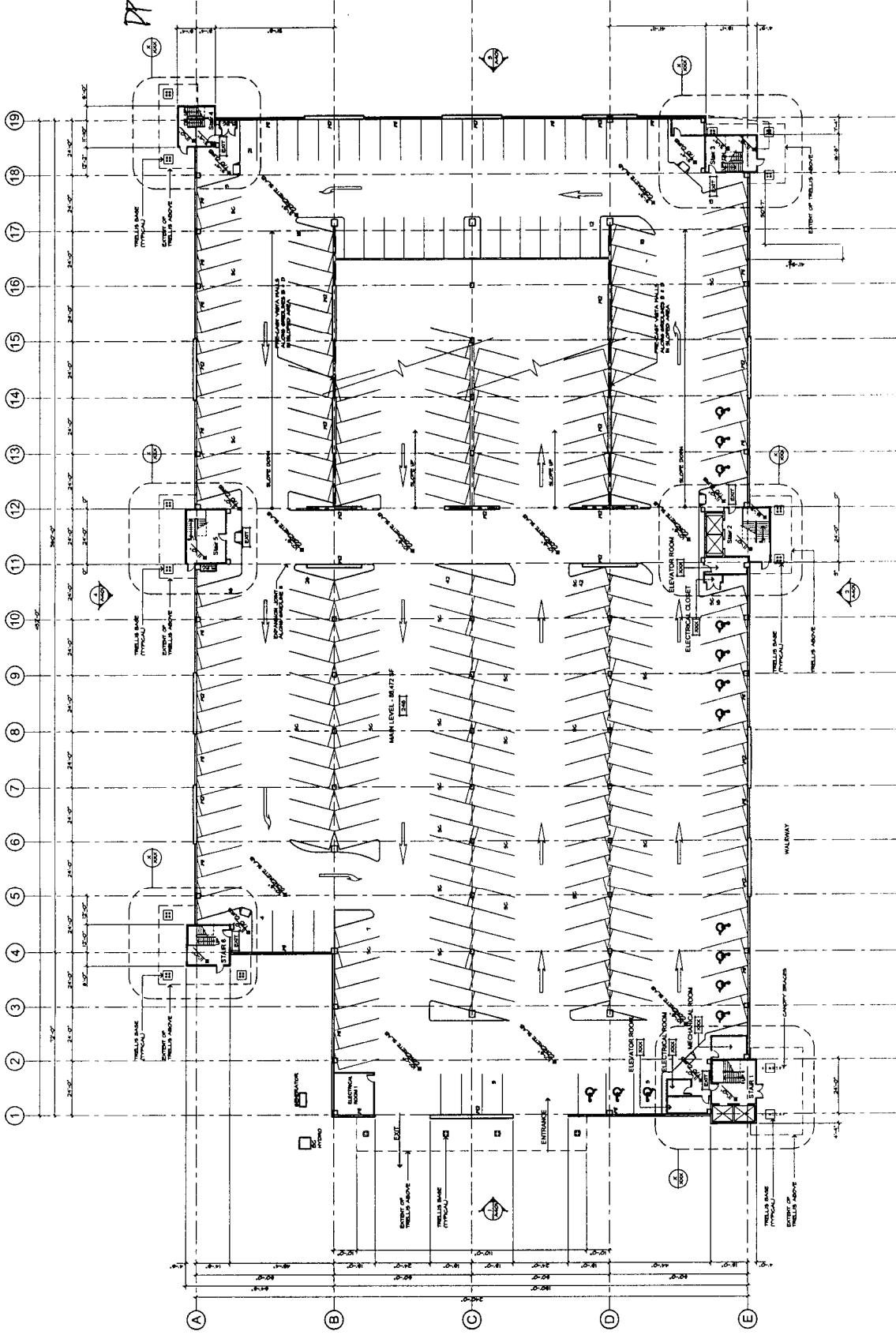
DEC 04 2003

2003-249146

#1.1

Randy Knill Architect Ltd.
2003-249146-01
2003-249146-01

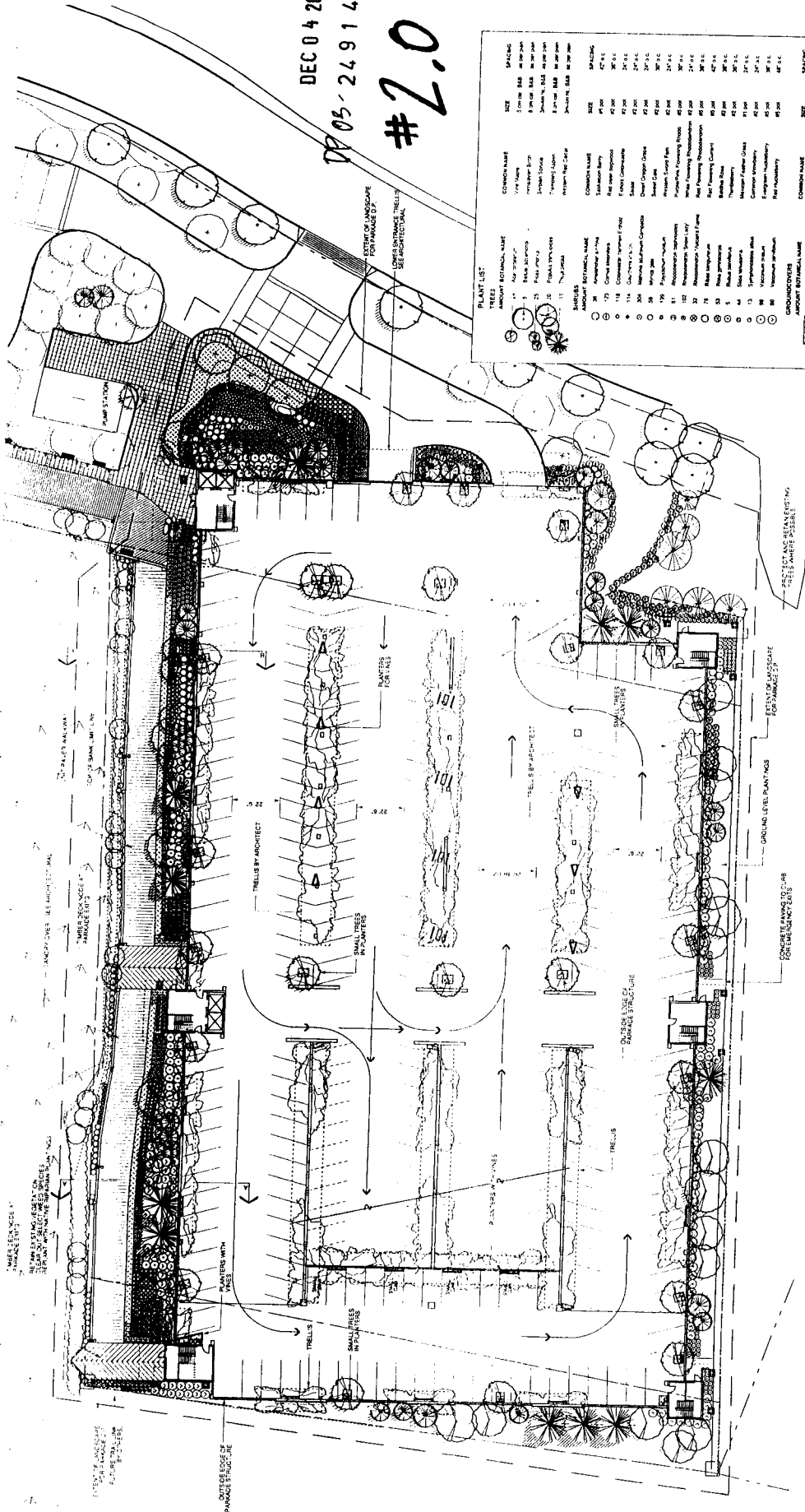
LEVEL 1
FLOOR PLAN
A201



LEVEL 1 FLOOR PLAN

DEC 04 2003
05-249146

#2.0



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Randy Knill Architect Ltd.
22-1910 Alberni St. Vancouver B.C. Canada V6B 1B3
Phone: 604-684-5728 Fax: 604-684-5790 www.RNArch.com

Great Canadian Gaming Corporation

Great Canadian Place
Richmond, BC
Parkade Landscape Plan

03-205

Scale: 1/2" = 1'-0"

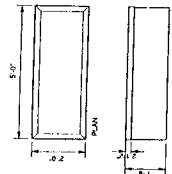
2003-03-01

PLANTING NOTES

1. All trees to be planted in the ground.

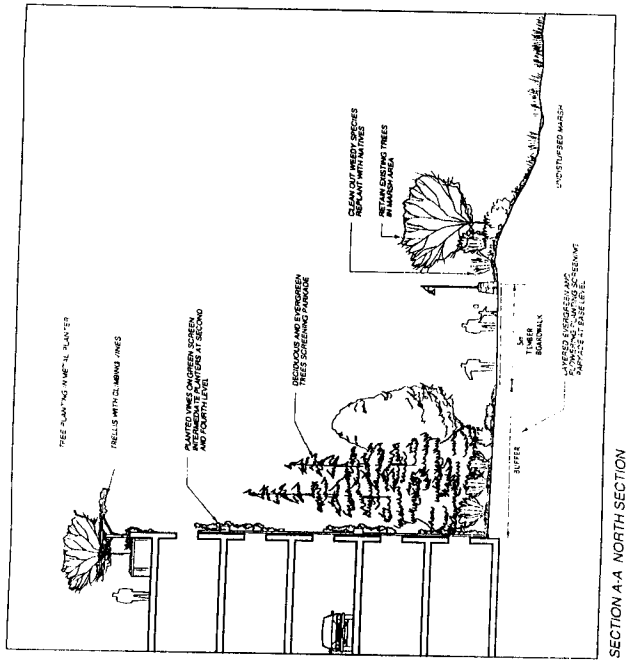
2. All trees to be planted in the ground.

3. All trees to be planted in the ground.

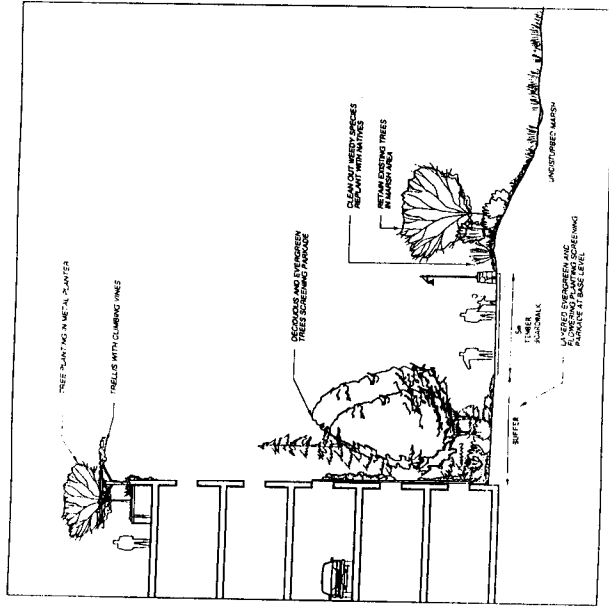


9 SMALL METAL PLANTER PLAN AND ELEVATION
SCALE 1/2"=1'-0"

GREAT CANADIAN PLACE Richmond, BC		2	
Parkade Landscape Details		03-205	
TOTAL 5-446 = 48 1/2' x 100'		03-205	
03-205		03-205	



SECTION A-A NORTH SECTION



SECTION B-B SOUTH SECTION

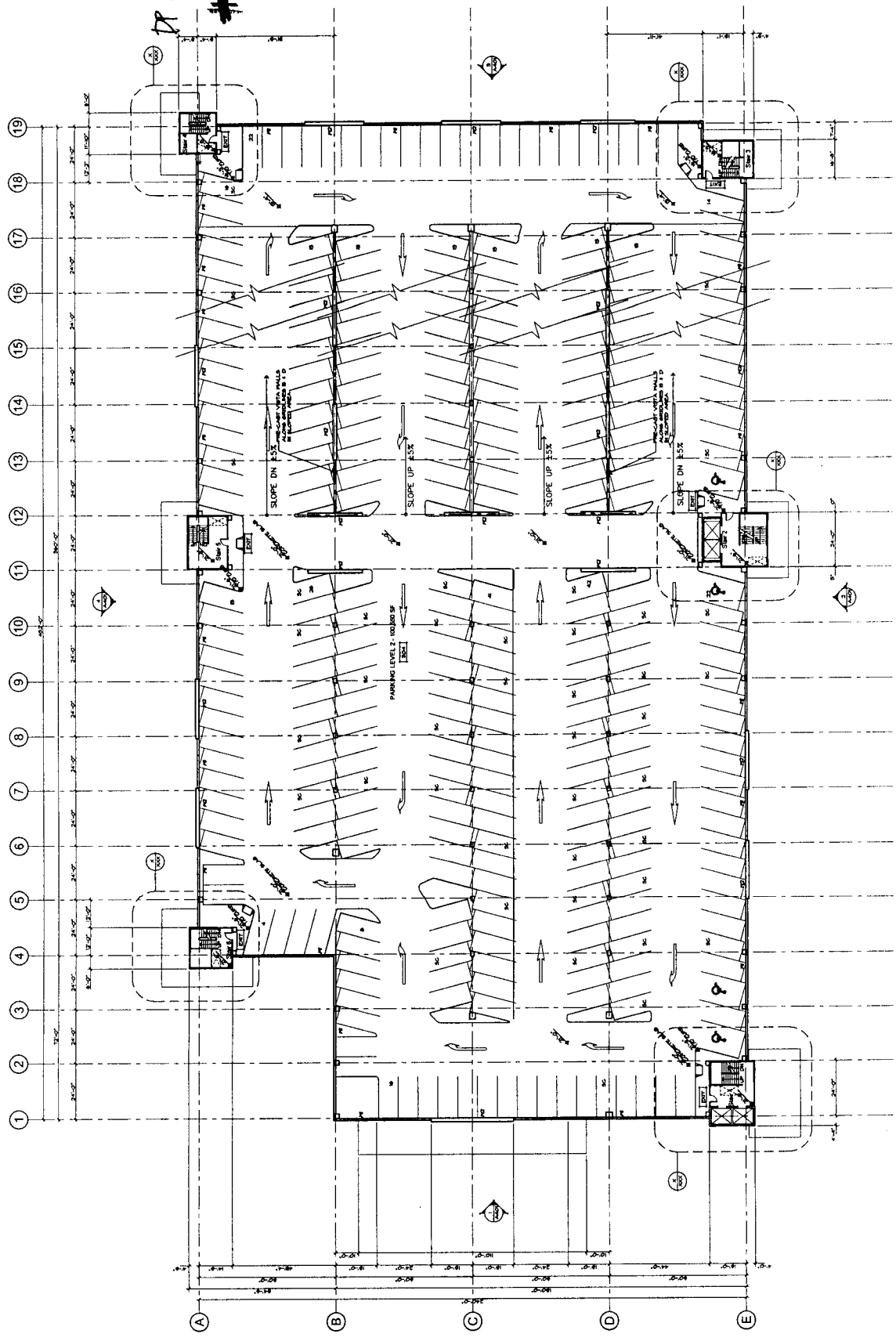
DEC 04 2003

DP 03-249146

#2.2

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DEC 04 2003
 03-249146
 #7.0



① TYPICAL LEVEL FLOOR PLAN

Randy Knill Architect Ltd.
 200-444-4773 Fax: 200-444-4770
 200-444-4773 Fax: 200-444-4770

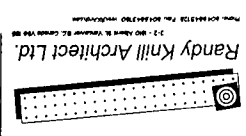
LEVEL 2
 FLOOR PLAN
 A202

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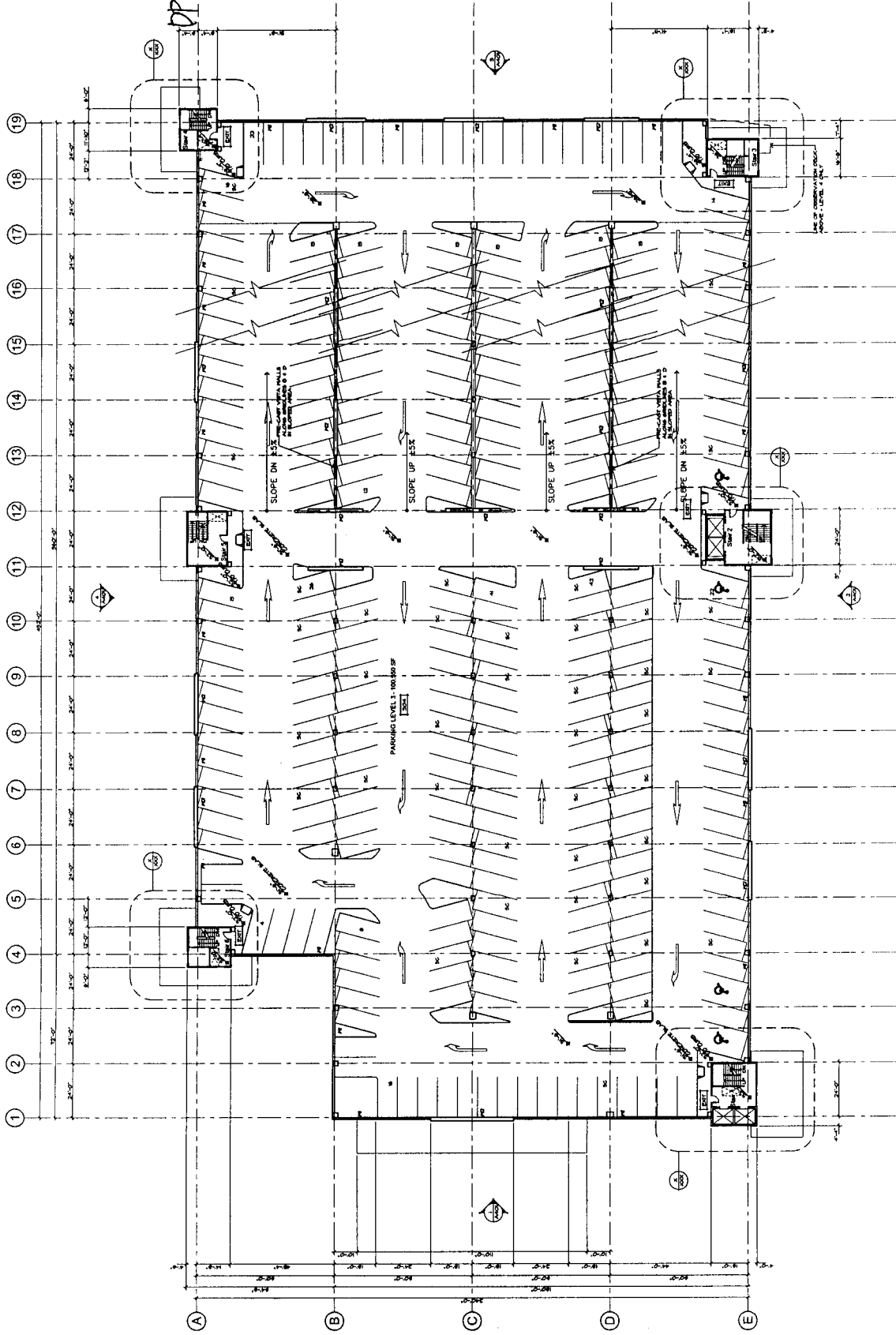
DEC 04 2003

DP 03-249146

#7.1



LEVEL 3
FLOOR PLAN
A203



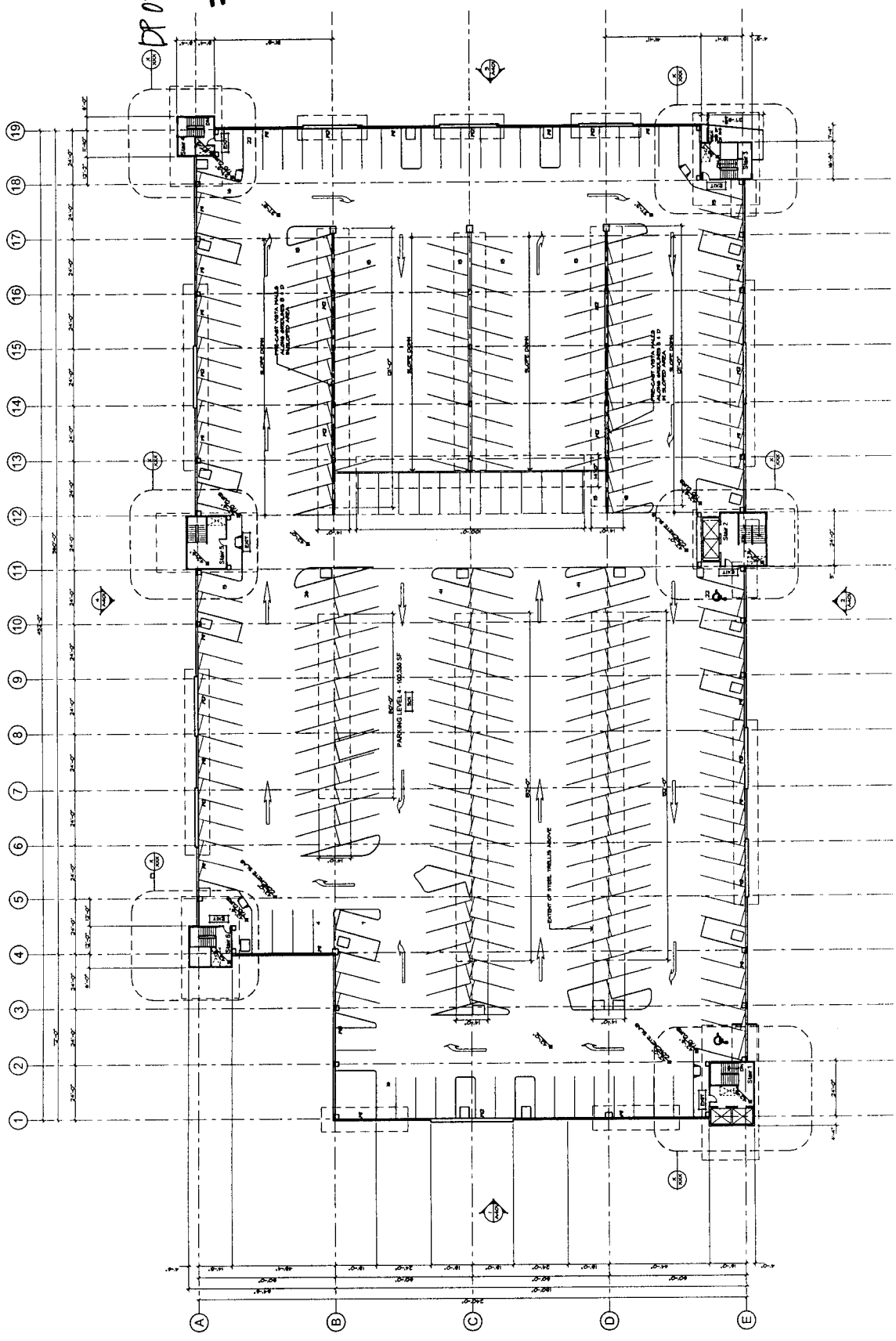
LEVEL 3 FLOOR PLAN

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

DEC 04 2003

03-249146

#7.2



LEVEL 4 FLOOR PLAN

Randy Knill Architect Ltd.
3-1-100 Avenue B, Vancouver, B.C. Canada V6B 8B
Phone: 604-683-1370 Fax: 604-683-1370

LEVEL 4
FLOOR PLAN
A204

