



**To:** Development Permit Panel

**Date:** June 5, 2019

**From:** Wayne Craig  
Director, Development

**File:** DP 11-593871

**Re:** **Application by IBI Architects (Canada) Inc. on behalf of South Coast British Columbia Transportation Authority (TransLink) for a Development Permit at 6302 No. 3 Road and 6411 Buswell Street**

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**Staff Recommendation**

That a Development Permit be issued which would:

1. Permit the construction of a Bus Mall at 6302 No. 3 Road and 6411 Buswell Street on a site zoned "Downtown Commercial (CDT1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of parking spaces for the existing office building on 6411 Buswell Street from 44 to 25 spaces.

A handwritten signature in blue ink, appearing to read 'Wayne Craig'.

Wayne Craig  
Director, Development  
(604-247-4625)

WC:mm

Att. 5

## **Staff Report**

### **Origin**

IBI Architects (Canada) Inc., on behalf of South Coast British Columbia Transportation Authority (TransLink), has applied to the City of Richmond for permission to construct a Bus Mall at 6302 No. 3 Road and a portion of 6411 Buswell Street. The Bus Mall comprises an area of approximately 7,150 m<sup>2</sup> (76,962.0 ft<sup>2</sup>) zoned “Downtown Commercial (CDT1)” (Attachment 1).

The actual Bus Mall loop is located on 6302 No. 3 Road and functions as an enhanced City street for transit vehicles and public pedestrian access. The Bus Mall loop includes a roadway with four bus loading and unloading bays, five bus layover bays and a HandyDart bay, and is bordered by wide sidewalks to provide access and waiting areas for transit riders.

The northern portion of the 6411 Buswell Street site includes proposed public pedestrian and emergency vehicle access routes from the Bus Mall to Buswell Street. The remainder of this lot includes an existing three-storey office building owned by TransLink, which is not part of the plans for the Bus Mall, but requires a parking variance from 44 to 25 spaces as discussed later in this report.

A small portion of the north side of the proposed Bus Mall sidewalk has already been constructed as part of the Mandarin development next to the Brighthouse Canada Line station (DP 11-584010). Public access to this area has been secured with a Statutory Right of Way (SRW) registered on title of the site.

The City will be granting TransLink a SRW over City-owned lot at 6302 No. 3 Road and licence over part of the lane at the southeast corner of the site to allow for Translink to operate the Bus Mall. TransLink will be granting an 18.0 (59.0 ft.) wide SRW to the City over the northern portion of 6411 Buswell Street to provide for the above-noted pedestrian/emergency access route to Buswell Street.

A specific Bus Mall Servicing Agreement (SA18-842676) is required for the on-site servicing associated with the Bus Mall Development Permit and off-site frontage improvements. Off-site improvements include adjustments to the southbound left-turn lane and the median on No. 3 Road, widened sidewalks on No. 3 Road, additional wide pedestrian crosswalks on No. 3 Road, and installation of new traffic signals at the intersection of No. 3 Road and the Bus Mall.

### **Development Information**

Please refer to the attached Development Application Data Sheet (Attachment 2) 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: There is the recently completed “Mandarin” building with two residential towers at 6188 and 6288 No. 3 Road with the Scotiabank at grade, approved under

Development Permit (DP 11-584010); and a tower on 6351 Buswell Street with a parkade and townhouses at grade, are zoned “Downtown Commercial (CDT1)”.

- To the east: There is an existing four-storey retail/office building located on the southern part of the lot at 6411 Buswell Street on a site zoned “Downtown Commercial (CDT1)”. The northern part of this site forms part of the proposed Bus Mall.
- To the south: A vacant site at 6340 No 3 Road was recently rezoned to “High Density Mixed Use and Early Childhood Development Hub (ZMU37)” (RZ17-773703) and issued a Development Permit (DP18-822743) to permit the mixed-use “Keltic” development with four Mixed-Use towers with commercial retail units at grade.
- To the west, across No. 3 Road: There is the northern portion of Richmond Centre Mall, a large regional shopping centre on a site zoned “Downtown Commercial (CDT1)”.

### **Rezoning and Public Hearing Results**

There is no rezoning involved with the development of the subject properties which are zoned “Downtown Commercial (CDT1)”.

TransLink organized a meeting with the Strata Council of the Emporio building at 6351 Buswell Street which was built and occupied prior to the Bus Mall being proposed. The meeting included a presentation of the proposed Bus Mall plans and receipt of comments on the design, including the proposed acoustic screen adjacent to the building. The Strata Council asked questions and made comments about possible noise from some members of the public late at night. In response, TransLink staff explained their approach to security at bus exchanges and the limited late night bus schedule. The Strata Council members also expressed concern about the current parking enforcement situation on the existing lane north of the Bus Mall. City Community Bylaws staff have followed up with increased parking enforcement on the lane.

### **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 (OCP) and that designates the site “DTMU – Downtown Mixed Use” and the City Centre Area Plan (CCAP) that designates the site as “Urban Centre T6 (45m)” and “Bus Exchange” (Attachment 3).

The proposal is generally in compliance with Zoning Bylaw 8500 with the exception of the parking variance noted below.

### **Zoning Compliance/Variances (staff comments in bold)**

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of parking spaces for the existing office building on 6411 Buswell Street from 44 to 25 spaces.

***(Staff supports the proposed variance from 44 to 25 parking spaces given that the existing office building on 6411 Buswell Street has operated with partial closure of the parking lot for***

*a staging area for the construction of the Mandarin building in 2015-2017 and previously for construction of the adjacent building at 6351 Buswell in 2007. Since 2015, the subject office building has functioned with 30 parking spaces. TransLink has also advised the current building tenants of the proposed reduction in parking. Furthermore, the parking reduction is supported in consideration of the proximity of the site to the Brighthouse Canada Line station and adjacent Bus Mall. Lastly, it should be noted that the subject site will ultimately be redeveloped by TransLink or sold to another developer, at which time, the parking requirement would be re-assessed as part of any redevelopment of the site.)*

### **Advisory Design Panel Comments**

The Advisory Design Panel was in favour of the proposed Bus Mall. A copy of the relevant excerpt from the Advisory Design Panel Minutes from held on April 3, 2019 is attached for reference (Attachment 4). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'. It should also be noted that previously, on September 8, 2011, the Design Panel recommended in favour of the adjacent Mandarin development which included preliminary Bus Mall plans.

### **Analysis**

#### ***Conditions of Adjacency***

The proposed development has addressed the interface with the adjacent properties surrounding the development site, as indicated below:

- To the north: The proposed Bus Mall presents a coordinated design with the Mandarin development, especially at the interface along the south frontage of the new retail unit with Scotiabank.
- To the east: The loop turnaround at the eastern end of the proposed Bus Mall will be adjacent to the existing south-facing, ground-oriented townhouses at 6351 Buswell Street. The Bus Mall design includes an acoustic screen for noise attenuation in front of these units as discussed below.
- To the south: The proposed Bus Mall development abuts the proposed Keltic retail/commercial development to the south as noted above. There will be ground-oriented retail units within the Keltic building that front a sidewalk located within an SRW providing public access. The development also includes a "Kiss and Ride" drop off for pedestrians adjacent to the southeast corner of the Bus Mall. The Bus Mall and Keltic sidewalk design are being constructed with the same landscaping and pavement standards.
- To the west: The proposed development is separated from the existing retail/commercial and residential developments across No. 3 Road by the elevated Canada Line guideway.

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

##### ***Site Planning***

- The Bus Mall is basically an enhanced street with transit vehicle access from No. 3 Road with passenger drop-off provided on the south side and passenger pick-up on the north side of the Bus Mall.



- The main pedestrian access is provided by broad sidewalks on the north and south sides of the Bus Mall leading from No. 3 Road.
- The sidewalk on the north side of the Bus Mall will lead to the existing pedestrian plaza on No. 3 Road adjacent to the Brighthouse Canada Line station and Mandarin building to the north.
- The proposed pedestrian plaza on No. 3 Road on the south side of the Bus Mall will extend onto the northwest corner of the proposed Keltic development site.
- There is a secondary public pedestrian route and emergency vehicle exit lane from the eastern end of the Bus Mall to Buswell Street located on the north portion of 6411 Buswell Street. This access has been reviewed and supported by the Fire and Rescue Department. It should be noted that this lane is not intended or designed to allow bus traffic to access Buswell Street.

### *Urban Design*

- The principal design feature of the proposed Bus Mall landscape is the creation of identifiable pedestrian public realm in the area that results from the continuous stone pavement on the north and south urban plazas discussed above and the Bus Mall sidewalks.
- Decorative pedestrian paving for the sidewalk on both sides of the Bus Mall will match the pavement around and on the Brighthouse station plaza on No. 3 Road (granite field and basalt tile bands), in combination with high-quality street/site furnishings (decorative tree grates, lighting and decorative metal fencing).
- The wide sidewalk on the north side of the Bus Mall provides ample area for passengers waiting to board buses and provides access from No. 3 Road to the Mandarin south tower's residential lobby, fronting the plaza at the south end of the lane leading to Saba Street one block to the north.
- A continuous planter, seating, a bus shelter and extensive glass canopies along the south frontage of the new Scotiabank have been constructed with the Mandarin building, along the north side sidewalk of the Bus Mall, and will provide weather protection and a friendlier pedestrian environment along the passenger pickup area.
- Although narrower than the north side sidewalk, the same pavement treatment, materials, tree planting and lighting is also proposed along the south side sidewalk of the Bus Mall, where the unloading of passengers take place. Increasing the width of the Bus Mall south sidewalk to match the width of the north sidewalk is included in the Development Permit plans for Keltic development on the south side of the Bus Mall site.
- Along the perimeter of the eastern end of the Bus Mall loop, a 1.0 m (3.5 ft.) high fence, consisting of a galvanized finish wire and wall panels attached to "silver" powder coated metal frames. This fence is designed as a safety measure to protect pedestrians from buses turning at the loop at the end of the Bus Mall.
- There is a mid-block crosswalk that will allow pedestrians to cross from the above-noted existing lane on the north side of the Bus Mall to the south side of the Mall and to the proposed Keltic development to the south.

- A 1.0 m (3.5 ft.) high fence is provided on the median between the passenger loading and unloading operation sides of the Bus Mall. This fence will consist of a grid of (1.5 in. x 1/8 in.) aluminum grating with solid wave-shaped panels painted “Translink” blue. The median fence will prevent pedestrians crossing from the passenger unloading area on the south side to the passenger loading areas on the north side, and funnel them to the designated mid-block crosswalk or at the signalized crosswalk at No. 3 Road.
- A mounded landscaped area is included at the centre of the turnaround at the east end of the Bus Mall loop to provide a visual buffer to the three TransLink service vehicle parking spaces located at the centre of the loop.
- There is a 3.66 m (12.0 ft.) high acoustic screen wall at the eastern end of the Bus Mall loop turnaround adjacent to the townhouse units within the adjacent building at 6351 Buswell Street. The screen consists of laminated frit-patterned glazing with a translucent Evergreen tree graphic pattern, mounted to a galvanized steel frame. The screen includes a 0.85 m (2.75 ft.) high concrete base to provide a foundation and visual screening from bus headlights. In response to noise concerns from the residents of 6351 Buswell Street, the screen height was increased further to a report from TransLink’s acoustical engineers.
- The use of decorative paving treatment that enhance the Bus Mall public realm consists of two coordinated basic treatments:
  - The granite field and basalt tile bands, which are proposed for all the highest volume pedestrian areas of the public realm, including the plazas and the Bus Mall passenger areas. These materials are also used on the plaza in front of the lobby of the south residential tower of Mandarin building and along the eastern portion of the east-west pedestrian route to Buswell Street.
  - Cast-in-place light broom concrete of a natural light grey colour will be used as a base on the bus lane operations area and will include regularly spaced north-south charcoal integral colour bands of approximately 1.2 m (4 ft.) wide.
- There will be planting of 21 Pin Oaks and three Japanese Maples in tree grates along both sides of the Bus Mall adjacent to the sidewalks, establishing an urban street character. Trees will have a minimum 10 cm (4 in.) caliper. Trees will be planted in structural soil under the sidewalk to promote tree root and canopy development, and have automatic irrigation.
- Hedge shrubs are proposed to be planted adjacent to the parkade wall of the building at 6351 Buswell Street near the eastern end of the Bus Mall.

### ***Tree Retention and Removal***

- *Existing On-Site Tree:* There is one tree on 6411 Buswell Street in good condition that will need to be removed to allow for construction of the Bus Mall loop driving surface. TransLink has confirmed that the driving surface cannot be revised due to the geometry of the bus turning movements and safety requirements (Attachment 5).
- *On-Site Replacement Trees:* The proposed landscape plan accommodates 24 on-site replacement trees as described above under the Urban Design section of the report.
- *Trees and Adjacent Sites:* There are six Pin Oak trees on the SRW on the adjacent Mandarin building site at 6288 No. 3 Road that have been planted to form part of the public realm for the Bus Mall and will be protected. There are also six trees on the adjacent site at 6351

Buswell Street that will be retained, of which four will need to be trimmed to allow for construction of the acoustic screen. TransLink has been advised to consult with the owners of this building prior to trimming of these trees.

- *Off-Site Trees on No 3 Road:* There are seven trees that will need to be moved or removed for the improvements to No. 3 Road under the Servicing Agreement for the Bus Mall. Three trees (nos. 106-108) will be moved to another location on City property as determined by City Parks. The four trees to be removed (nos. 102-105) will either need to be replaced at a 2:1 ratio with eight street trees or require payment of \$5,100 to the City Tree Compensation Fund prior to issuance of the Servicing Agreement.

### ***Crime Prevention Through Environmental Design***

- There will be daytime casual surveillance of the Canada Line Station plaza and the Bus Mall from the Scotiabank and ground-oriented commercial units with the proposed Keltic development to the south.
- In the evenings, casual surveillance over the Bus Mall will be provided from the residential units within Mandarin and Keltic buildings.
- At night, pedestrian and street lighting will keep the whole extent of the Bus Mall, and other ancillary spaces, including the pedestrian linkage to Buswell Street, well lit. Decorative lane lighting on the lane that leads from Saba Road to the Bus Mall also will contribute to the overall safety of pedestrian routes to and from the Bus Mall.

### **Conclusions**

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.



Mark McMullen  
Senior Coordinator - Major Projects  
(604-276-4173)

MM:blg

### Attachments:

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: CCAP Bridgeport Village Land Use Map
- Attachment 4: Excerpt from the Advisory Design Panel Minutes
- Attachment 5: Existing Tree Management Plan

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

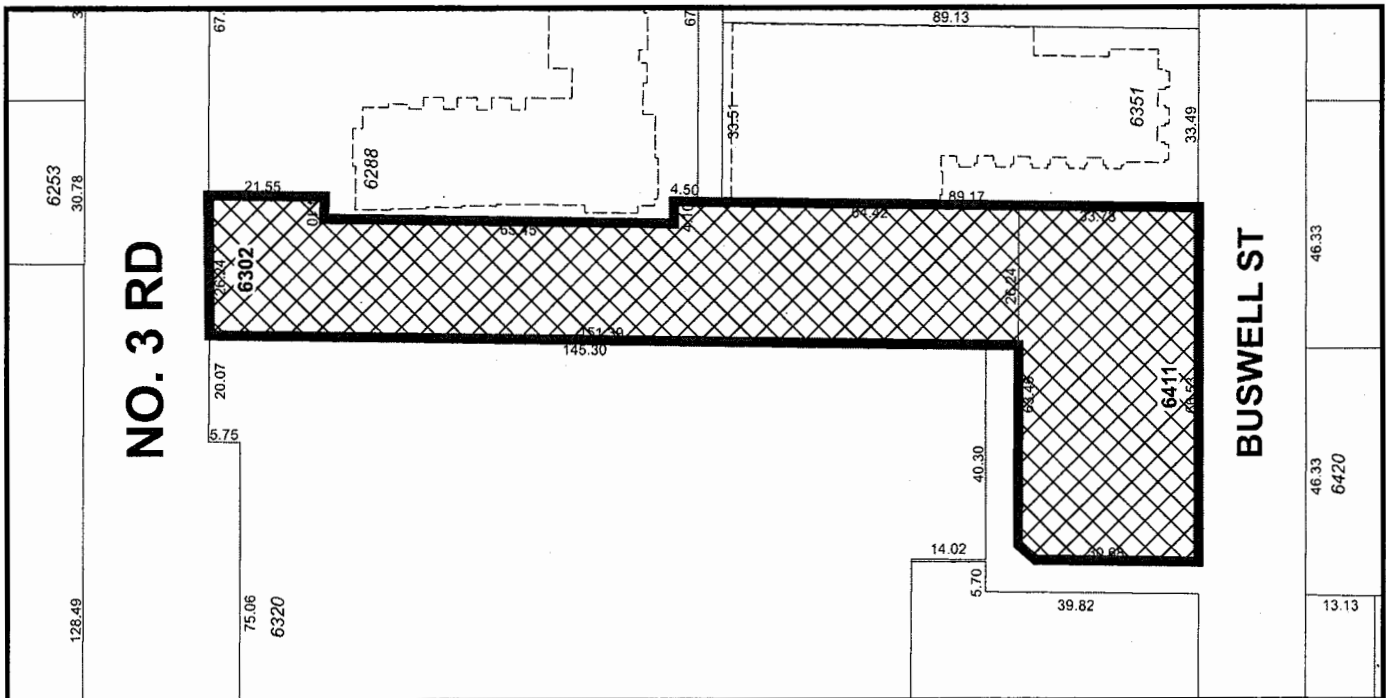
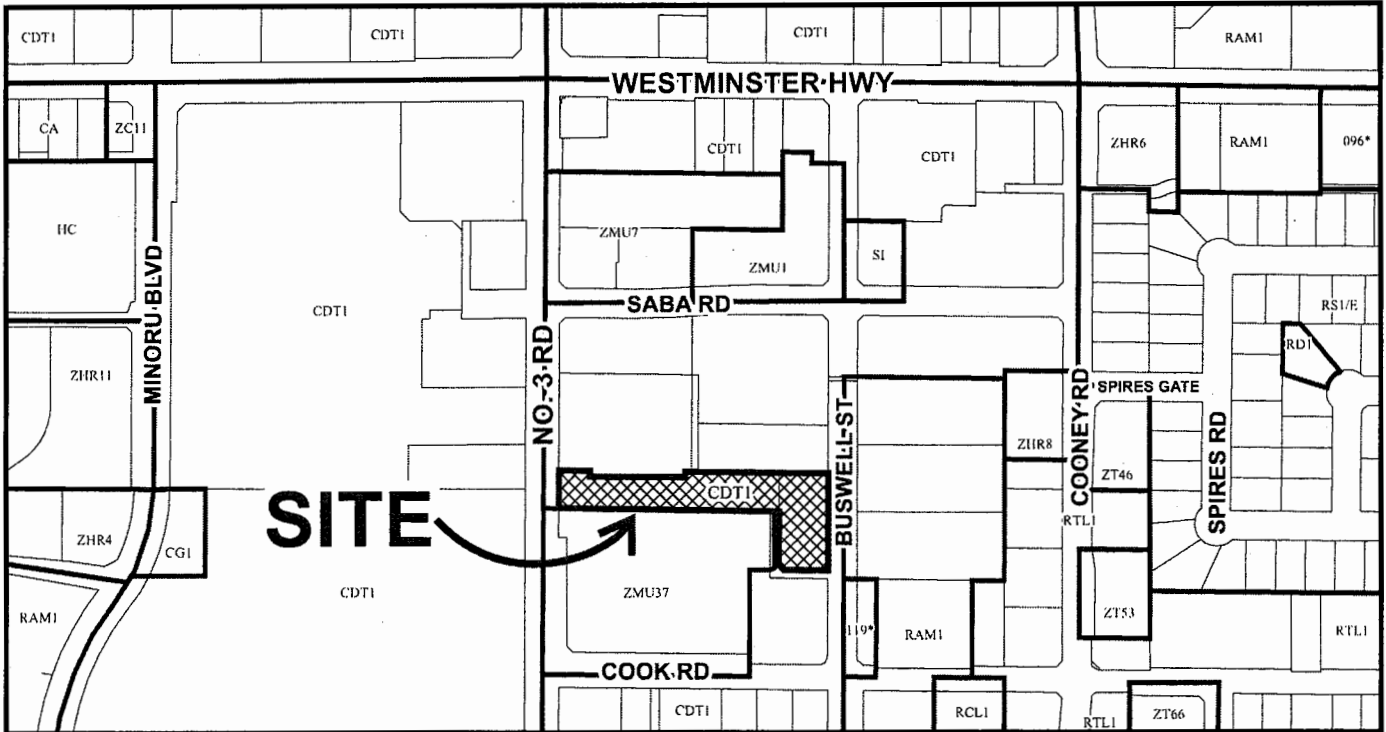
- Receipt of a security for landscaping in the amount of \$715,254.10.

Prior to commencement of construction, the developer is required to complete the following:

- Registration of Statutory Right-of-Ways (SRW) over City-owned lot at 6302 No. 3 Road and licence over part of the lane at the southeast corner of the site to allow for Translink to operate the Bus Mall. TransLink will be granting an 18.0 (59.0 ft.) wide SRW to the City over the northern portion of 6411 Buswell Street to provide for the above-noted pedestrian/emergency access route to Buswell Street.
- Issuance of a Servicing Agreement from the City for the on-site servicing works within the Bus Mall and for the off-site works.
- The four off-site trees to removed (nos. 102-105) will either need to be replaced at a 2:1 ratio with eight street trees within the Servicing Agreement plans or TransLink is required to make payment of \$5,100 to the City Tree Compensation Fund.
- Issuance of a Building Permit for the acoustic screen/wall after consultation with the owners of 6351 Buswell Street regarding the trimming of the four adjacent has been completed by TransLink.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>).



City of  
Richmond



	<h1>DP 11-593871</h1>	<p>Original Date: 06/04/19</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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**DP 11-593871**

**Attachment 2**

Address: 6302 No. 3 Road and 6411 Buswell Street

Applicant: IBI Architects (Canada) Inc.

Owner: City of Richmond (6302 No. 3 Road)  
TransLink (6411 Buswell Street)

Planning Area(s): City Centre

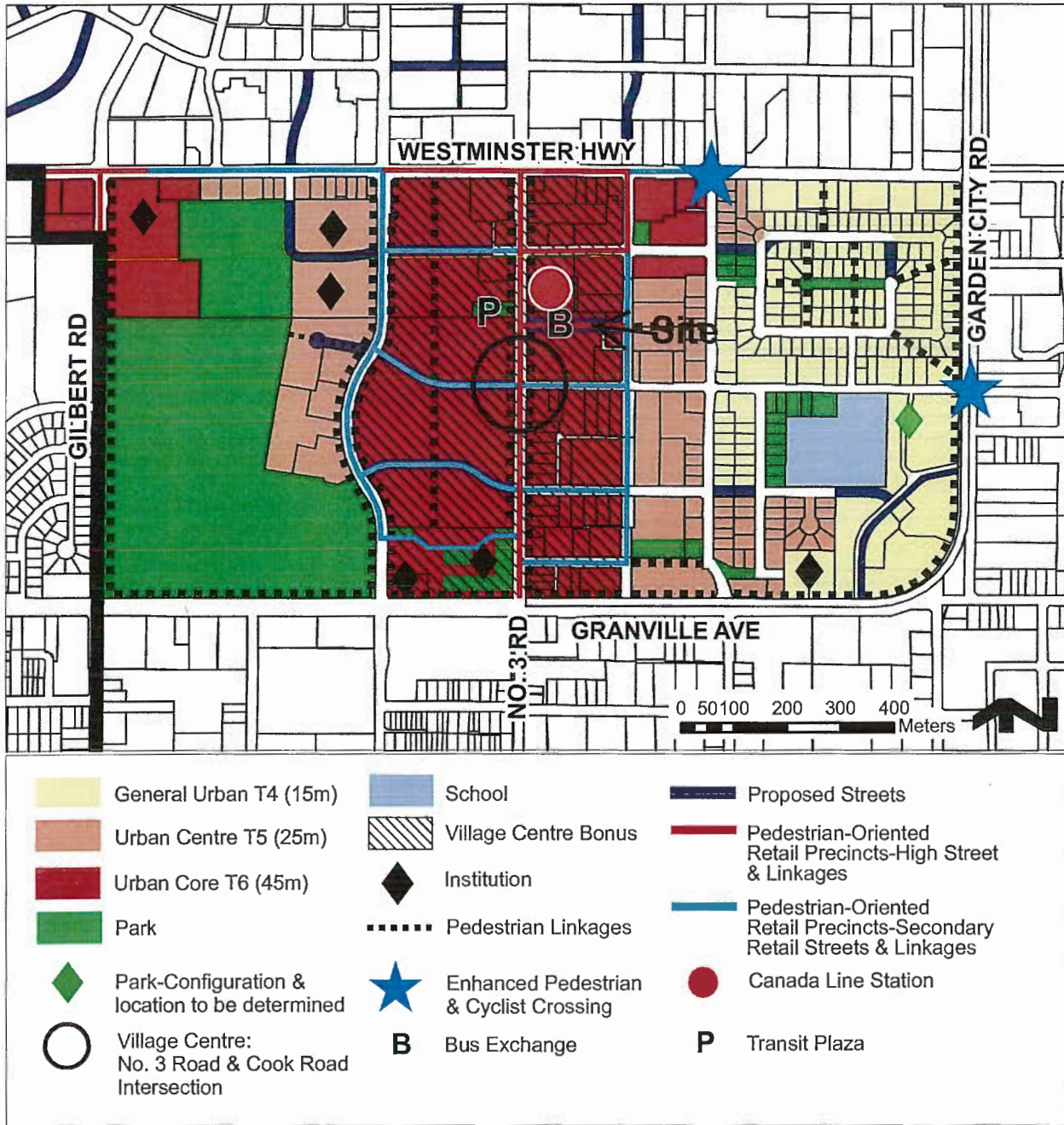
Floor Area Gross: 1,767m<sup>2</sup> Building on 6411 Buswell Floor Area Net: 1,767m<sup>2</sup> Building on 6411 Buswell

	Existing	Proposed
<b>Site Area:</b>	7,150 m <sup>2</sup>	7,150 m <sup>2</sup>
<b>Land Uses:</b>	Vacant Lot and Office Building	Vacant Lot and Office Building
<b>OCP Designation:</b>	DTMU – Downtown Mixed Use	DTMU – Downtown Mixed Use
<b>CCAP Designation:</b>	Urban Centre T6 (45 m) & Bus Exchange	Urban Centre T6 (45 m) & Bus Exchange
<b>Zoning:</b>	Downtown Commercial (CDT1)	Downtown Commercial (CDT1)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0	0.0	none permitted
Lot Coverage:	Max. 90%	0 %	none
Setback – Front Yard:	Min. 6.0 m	> 6.0 m	none
Setback – North Side Yard:	Min. 0.0 m	0.0 m	none
Setback – South Side Yard:	Min. 3.0 m	> 6.0 m	none
Setback – Rear Yard:	Min. 3.0 m	> 3.0 m	none
Height (m):	Building - Max.47 m Structure - Max.12 m	Building – 0.0 m Structure – 3.66 m	none
Lot Size:	N/A	N/A	none
Total off-street Spaces:	N/A for Bus Mall 44 for Existing Building at 6411 Buswell	3 for Bus Mall 25 for Existing Building at 6411 Buswell	25 for Existing Building at 6411 Buswell



**Specific Land Use Map: Brighthouse Village (2031)**



## Excerpt from the Minutes of Advisory Design Panel

Wednesday, April 3, 2019

### DP 11-593871– BRIGHOUSE BUS MALL

ARCHITECT: IBI Group Architects

LANDSCAPE ARCHITECT: Durante Kreuk Ltd

PROPERTY LOCATION: 6302 No. 3 Road and 6411 Buswell Street

### Applicant's Presentation

Martin Bruckner, IBI Group Architects, and Peter Kreuk, Durante Kreuk Ltd., presented the project, and together with Salim Narayanan, IBI Group Architects, and Chit Vyas, Stantec/Translink answered queries from the Panel on behalf of the applicant.

### Panel Discussion

*Comments from Panel members were as follows:*

- appreciate the proposed Bus Mall which will enhance public transportation in Richmond; adjacent developments could have consolidated open spaces to provide gathering places near the Bus Mall;  
*The North and South Plaza areas are included on the west side in the current design of Bus Mall. Additional space, if required, should be included in the adjacent development design.*
- support the proposed location of the Bus Mall close to the pedestrian crossing on No. 3 Road;

*Noted.*



- consider installing a canopy/shelter for the HandyDART passenger waiting/pick-up area; also consider designating wheelchair priority areas adjacent to bus loading stops in the Bus Mall;

*TransLink has consulted Coast Mountain Bus Company (CMBC) Access Transit staff and have received the following comment for the shelter:*

*“Existing canopy of Mandarin Residence Building located close to the HandyDART location is enough to provide shelter. A bench must be added underneath.”*

*CMBC Access Transit has advised that the existing canopy of the Mandarin Residence building would be adequate. The benches under the canopy are in close proximity to the stop where HandyDART customers would likely wait during times of inclement weather. This canopy location provides visibility of the arriving vehicle to the customers.*

*A bench has been added like the existing benches located next to the planter to maintain consistency.*

- fonts on the package provided by the applicant are small and hard to read; plans could have been enlarged to make them more legible;

*Noted. Has been incorporated in the full-scale drawings*

- appreciate the presentation of the project; however, the applicant could have provided elevation drawings for all sides of the project to enable the Panel to better understand the project;

*Noted. Will provide the elevations.*

- no concerns on the project; the applicant has done a good job;

*Noted with thanks.*

- appreciate the proposed surface paving treatment for pedestrian circulation areas and sidewalks in the Bus Mall; however, consider similar treatments for the two pedestrian crosswalks to tie them together and to be more consistent with the sidewalk surface paving treatment;

*The sidewalks include granite pavers which are not suitable for the cross walk with heavy bus movement. The pavement is made up of concrete. Stamped concrete with zebra pattern has been included for cross walks to address durability, consistency and on-going maintenance.*

- consider incorporating more evergreen planting materials throughout the subject site; also consider installing climbing vines in the centre median of the Bus Mall to soften the appearance of the metal fence in the median;

*The centre median includes articulated fence. Planting materials have been avoided to address bus movement, safety and long-term maintenance.*

- appreciate the amount of work that the applicant has put into the project as shown by the renderings presented to the Panel; however, eye-level views of the project would have been helpful to the Panel's consideration of the project;

*Noted. Will include more views.*

- applicant has provided good solutions with regard to the openings and connections to the other parts of the adjacent urban environment; however, the back of house view of those connections was presumably not designed with frontages on those connector passageways;

*Noted. Improved design of fence close to the turn around has been included.*

- support the Panel comment to consider installing a canopy over the HandyDART passenger waiting/loading area;

*Please see above canopy response for HandyDART.*

- also support the Panel comment to incorporate greenery in the centre median of the Bus Mall;

*Please see above greenery response for centre median.*

- review the design and material of the acoustic screen adjacent to the residential tower on the north of the Bus Mall to ensure that headlight glares coming from the bus loop will not go through to the western side of the existing building; and

*The height of concrete wall has been increased to address the headlight glare. More dense/opaque patterns have been added at the bottom of the glass screen. The evergreen hedge has been removed.*

- consider installing low level lighting on the edge of the sidewalks to enhance pedestrian accessibility and safety in the Bus Mall area, particularly on the eastern side.

*High level lighting is consistently provided which meets the Street lighting levels. Low level lighting has been avoided to maximize space for passenger circulation and safety issues while loading and unloading of passengers.*

### **Panel Decision**

It was moved and seconded

*That DP 11-593871 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.*

**CARRIED**







- Live cavity
  - on trunk, asymmetrical crown, hanger,  $\phi$  10cm, inner top.
  - Remove branch  $\phi$  - 2cm
  - Remove branch  $\phi$  - 3cm
- TREE NOTES**
- Non-bylow trees under 0.20 DBH and dead trees listed on sheeted background.
  - Bylow trees over 0.20 DBH are listed on a white background.
  - Crown reduction pruning required for clearance to proposed acoustic wall along property line.



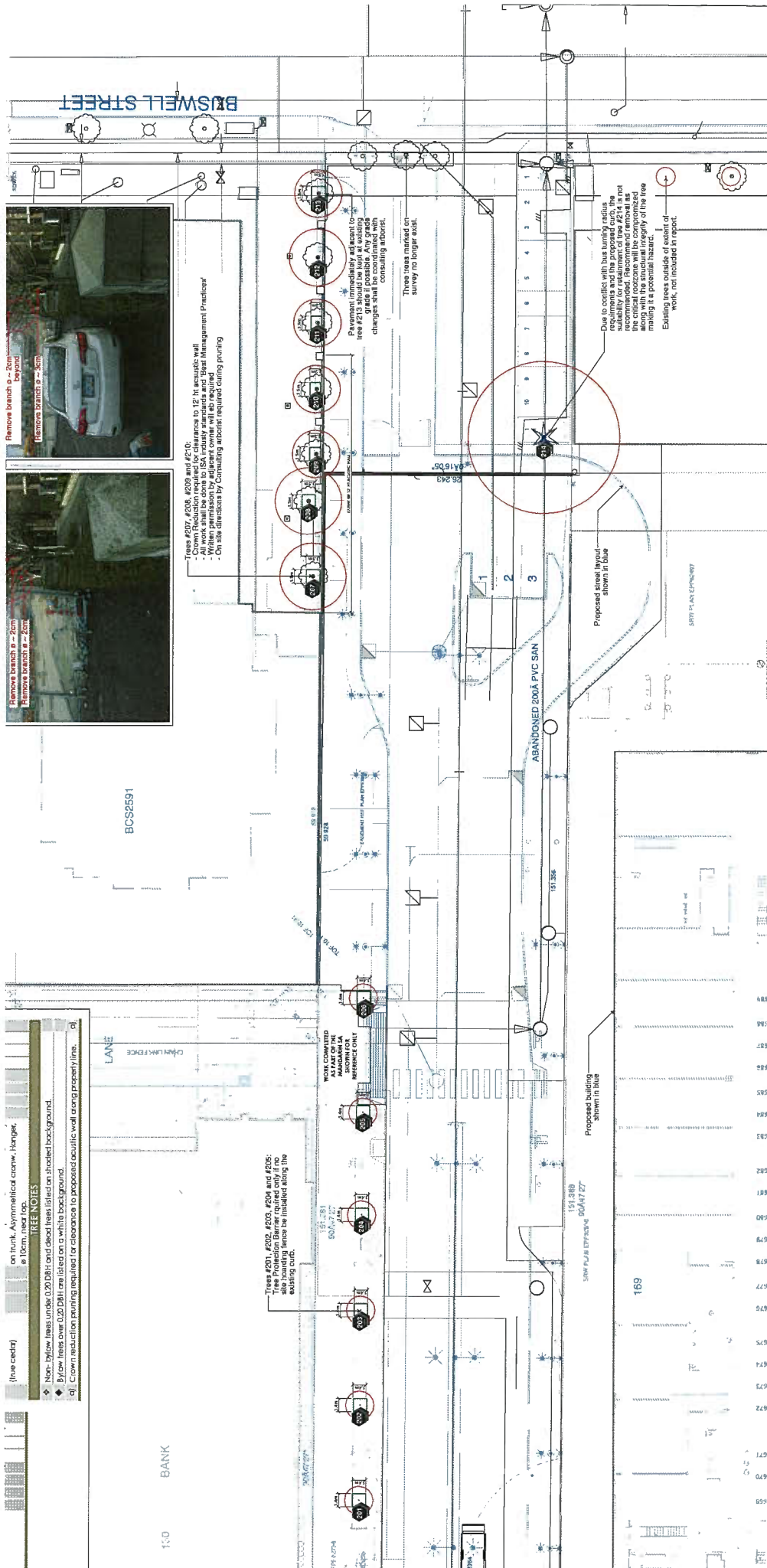
Trees #207, #208, #209 and #210:  
 - Crown Reduction required for clearance to 1.2 m acoustic wall  
 - Within permission by arborist/consulting arborist  
 - On site directions by Consulting arborist required during pruning

Trees #201, #202, #204 and #205:  
 - Crown Reduction required for clearance to 1.2 m acoustic wall  
 - Within permission by arborist/consulting arborist  
 - On site directions by Consulting arborist required during pruning

Revisions to tree survey:  
 - Tree #213 - survey the tree grade if possible. Any grade changes shall consulting arborist.

Three trees marked on survey no longer exist.

Due to conflicts with bus turnby radius requirements and the proposed curb, the critical rootzone will be compromised and recommended for removal as it making it a potential hazard.  
 Existing trees outside of extent of work, not included in report.



1:0 BANK

Proposed building layout shown in blue

Proposed street layout shown in blue

EXISTING PLANT EXPLANATION

DATE: 15/01/2024



No. DP 11-593871

To the Holder: IBI ARCHITECTS (CANADA) INC. ON BEHALF OF SOUTH COAST  
BRITISH COLUMBIA TRANSPORTATION AUTHORITY (TRANSLINK)

Property Address: 6302 NO. 3 ROAD AND 6411 BUSWELL STREET

Address: C/O SUITE 400 - 287 NELSON'S COURT  
NEW WESTMINSTER, BC V3L 0E7

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1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the number of parking spaces for the existing office building on 6411 Buswell Street from 44 to 25 spaces.
4. 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 #DP 11-593871-1 to #DP 11-593871-16 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$715,254.10 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.
7. 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 11-593871

To the Holder: IBI ARCHITECTS (CANADA) INC. ON BEHALF OF SOUTH COAST  
BRITISH COLUMBIA TRANSPORTATION AUTHORITY (TRANSLINK)

Property Address: 6302 NO. 3 ROAD AND 6411 BUSWELL ROAD

Address: C/O SUITE 400 – 287 NELSON'S COURT  
NEW WESTMINSTER, BC V3L 0E7

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8. 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

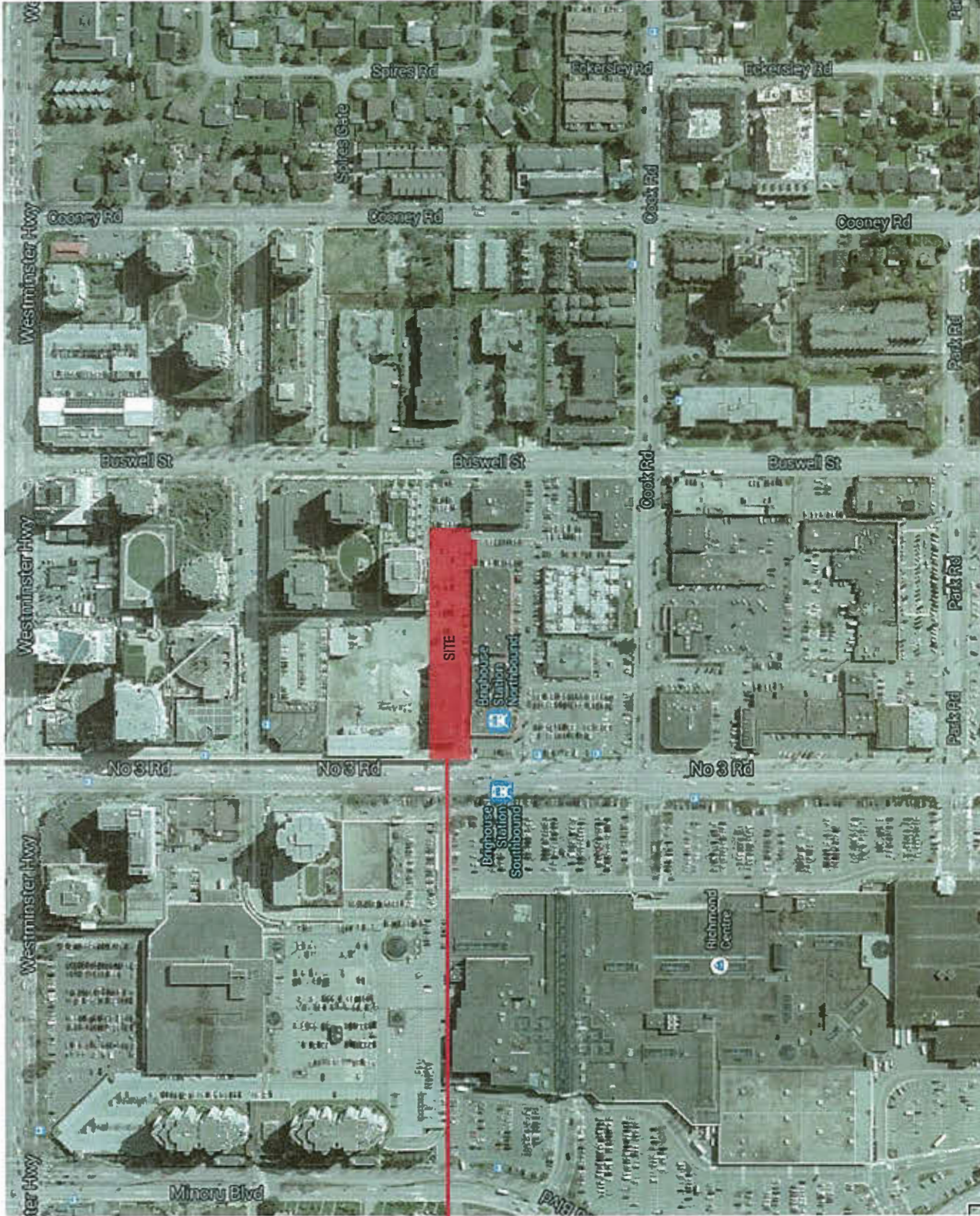
DELIVERED THIS DAY OF , .

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MAYOR





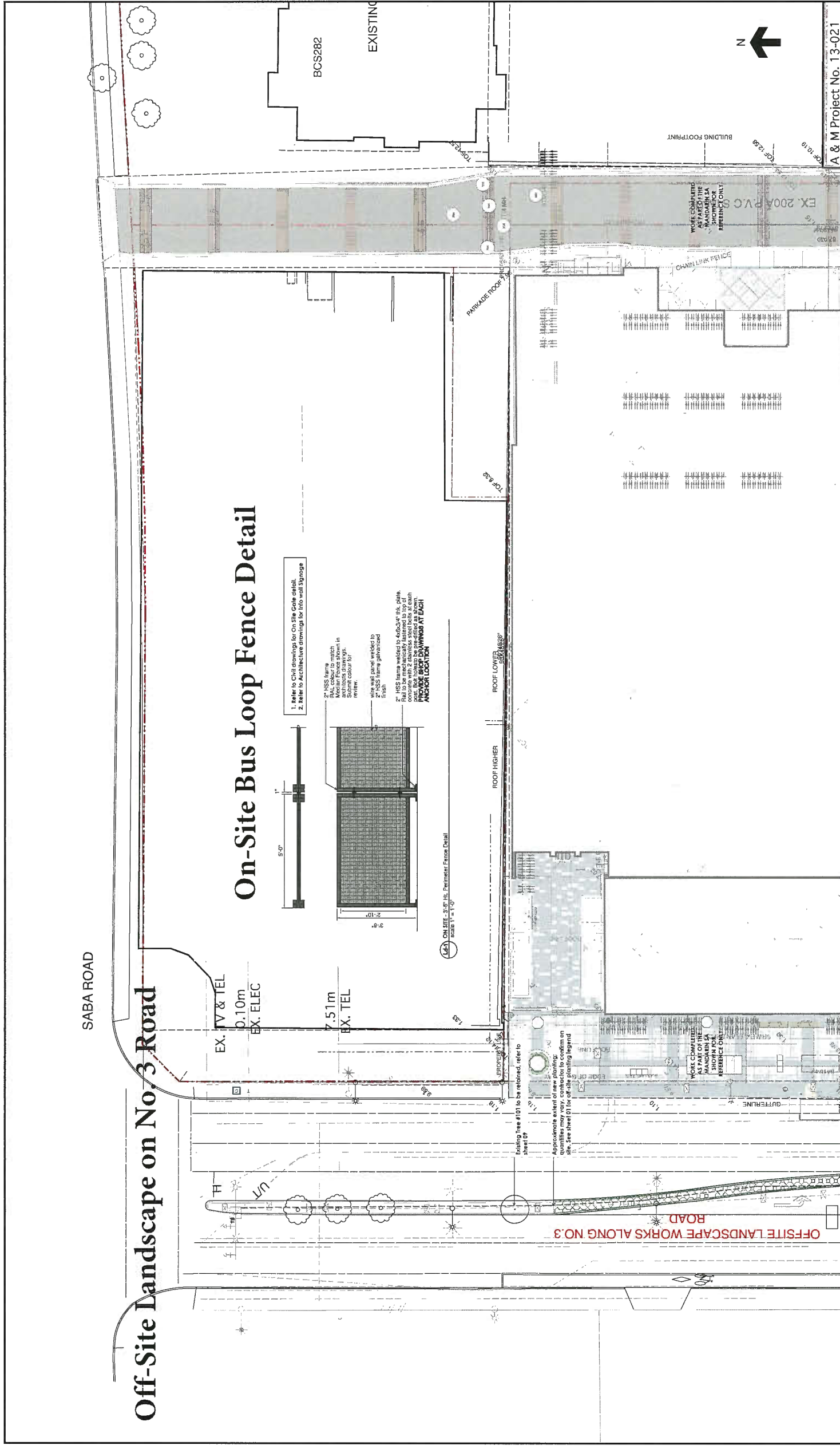




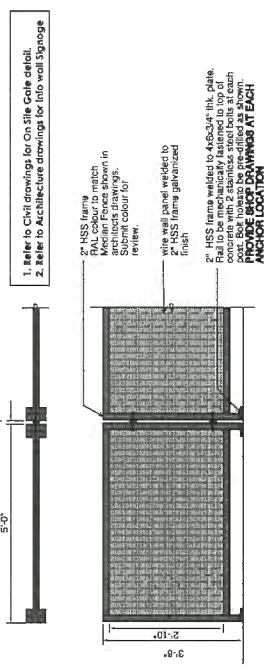








# On-Site Bus Loop Fence Detail



1. Refer to Civil drawings for On-Site Gate detail.
2. Refer to Architecture drawings for into wall drainage.

2" x 2" x 1/4" galvanized steel frame  
RAL colour to match  
architectural drawings  
Submit colour for  
review.

2" x 2" x 1/4" galvanized steel frame  
white wall panel welded to  
frame.

2" x 2" x 1/4" galvanized steel frame  
welded to panels with 2 stainless steel bolts at each  
corner.  
ANCHOR LOCATION

USA ON-SITE - 3.5' Ht. Perimeter Fence Detail  
SCALE 1" = 1'-0"

# Off-Site Landscape on No. 3 Road

SABA ROAD

EX. V & TEL

0.10m  
EX. ELEC

7.51m  
EX. TEL

Ending line #101 to be released, refer to sheet 07

Approximate extent of new planting quantities may vary, contractor to confirm on site. See sheet 01 for off-site planting legend

OFFSITE LANDSCAPE WORKS ALONG NO. 3 ROAD

REVISED	DATE	DESCRIPTION

NO.	DWG NO.	DESCRIPTION	DATE	BY	REVISIONS

**TRANS LINK**

PREPARED BY:

Durante Kreuk Ltd.  
102 - 1837 West 5th Ave.  
Vancouver BC V6J 1N5  
t: 604 684 4611  
www.dkl.bc.ca

BRIGHOUSE STATION  
BUS MALL  
LANDSCAPE PLAN

A & M Project No. 13-021

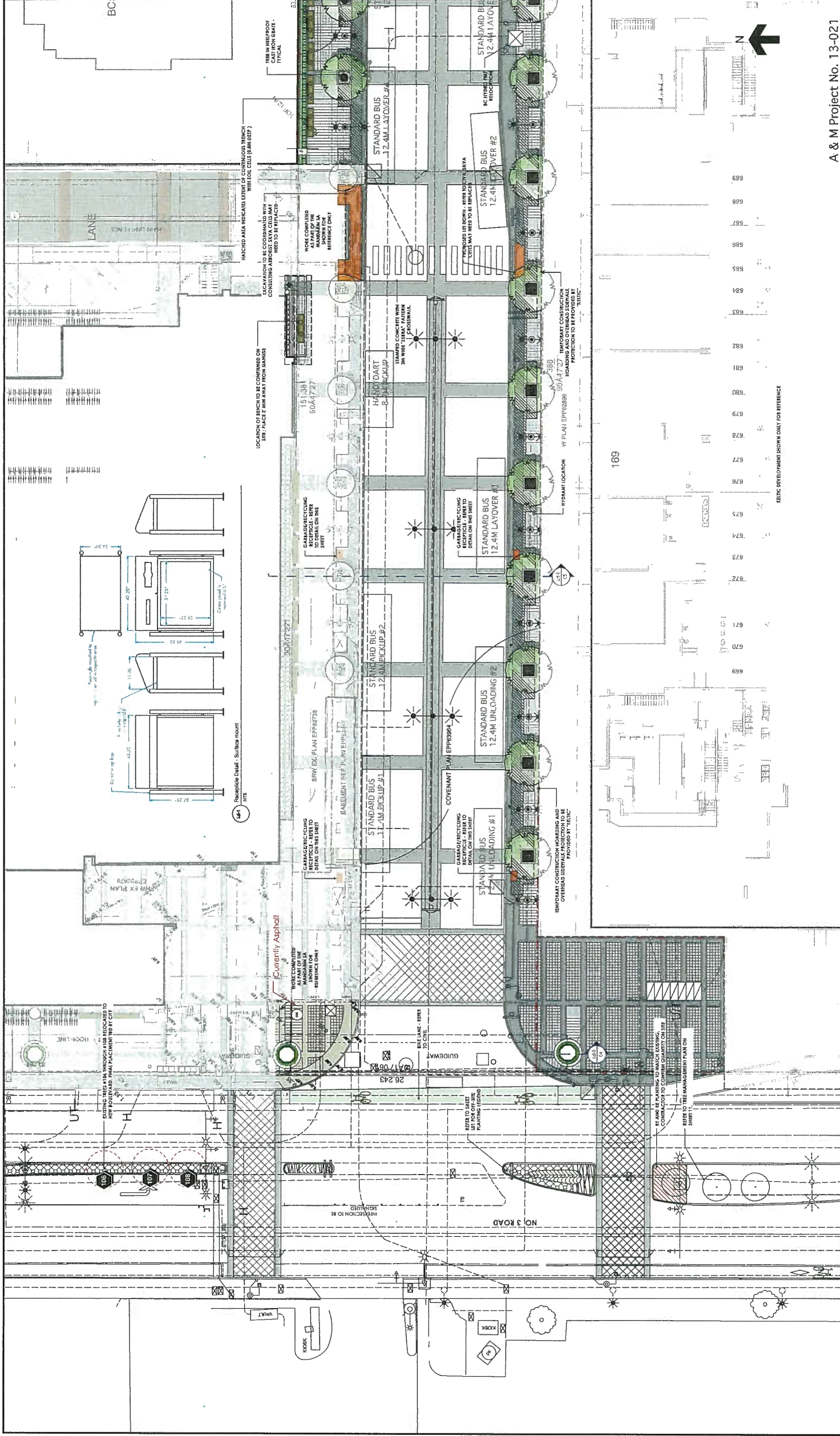
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DATE: JULY 2018

CITY PROJECT # 2018-15-10

LANDSCAPE PLAN UC 01 03





A & M Project No. 13-021

**BRIGHOUSE STATION  
BUS MALL  
LANDSCAPE PLAN**

SEAL: \_\_\_\_\_

PREPARED BY:  **DURANTE KREUK LTD.**  
102 - 1827 West 5th Ave.  
Vancouver BC V6J 1N5  
T: 604 684 4611  
www.dkl.co.ca

NO.	DATE	BY	DESCRIPTION	REVISIONS

DESIGNED	DATE	CHECKED	DATE	APPROVED	DATE

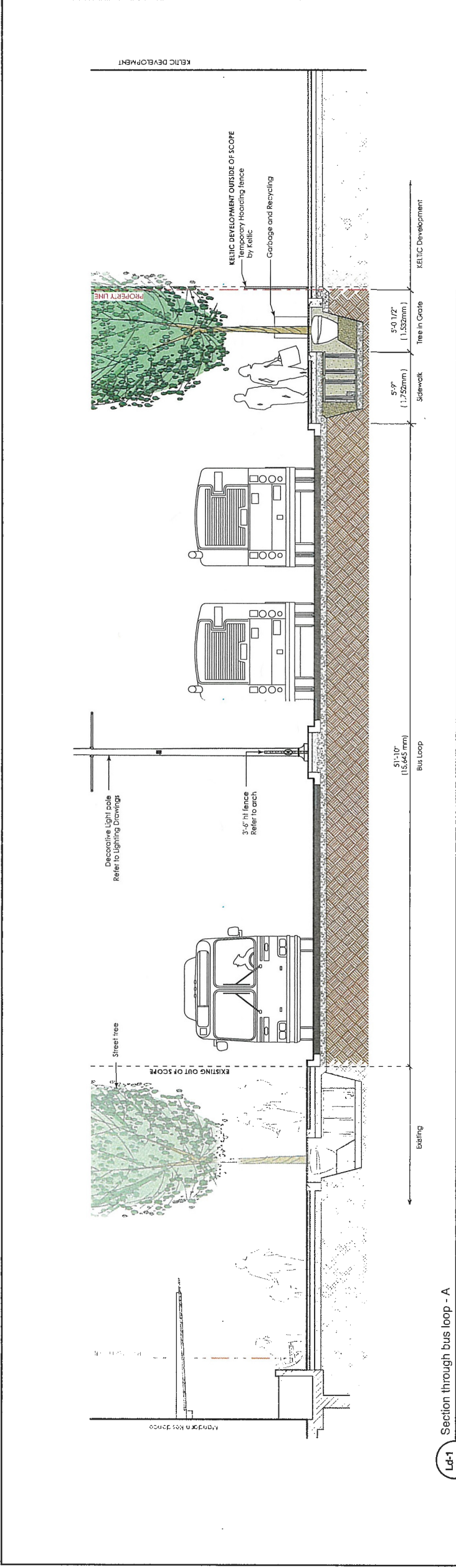
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DATE: JULY 2013  
PROJECT: BRIGHOUSE STATION  
DRAWING: 13-021-03  
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →

DP 11-593871-5

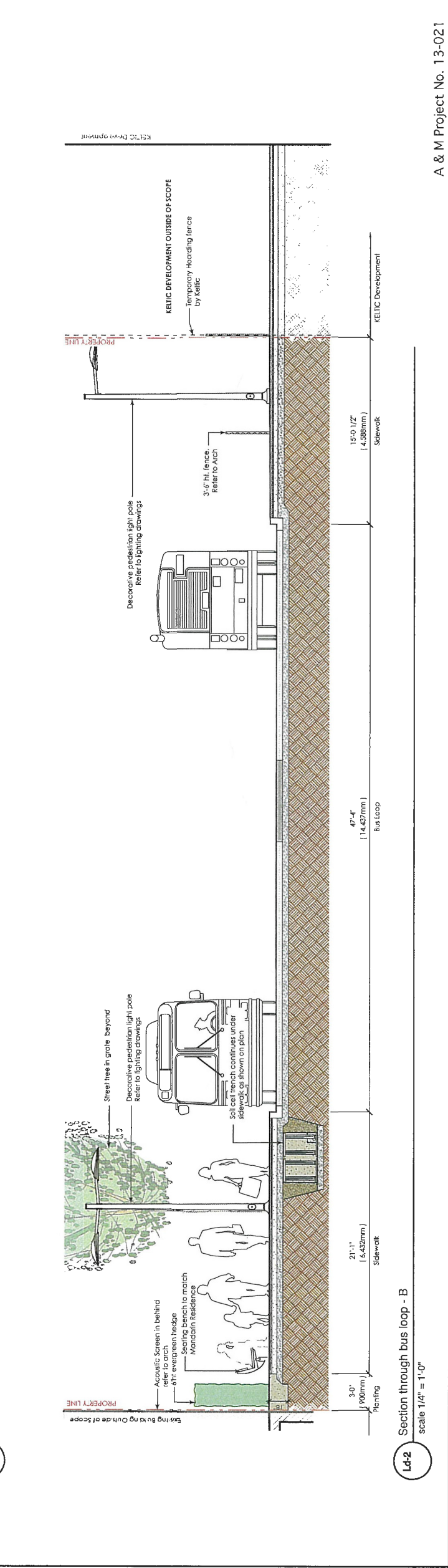








Ld-1 Section through bus loop - A  
scale 1/4" = 1'-0"



Ld-2 Section through bus loop - B  
scale 1/4" = 1'-0"

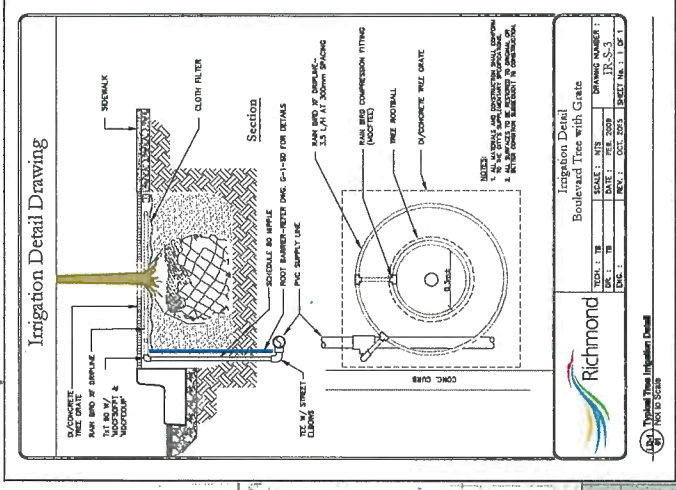
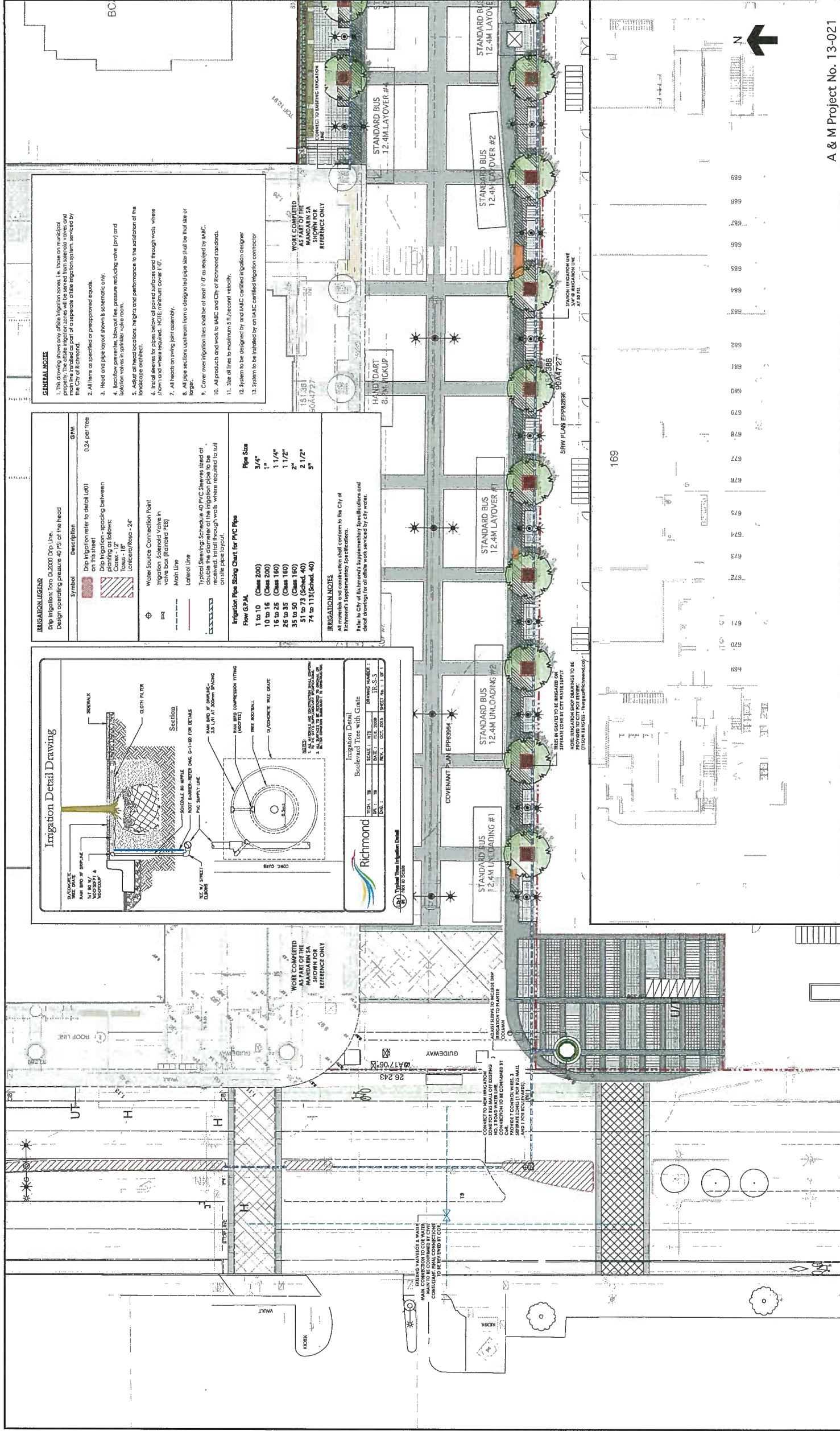
DESIGNED: _____ DATE _____	REFERENCE DRAWING	REVISIONS	PREPARED BY:	SEAL	BAR SCALE(S):	A & M Project No. 13-021							
DRAWN: _____ DATE _____	DESCRIPTION	DATE BY DESCRIPTION REV	 Durante Kreuk Ltd. 1000 West Beaver Ave. Vancouver BC V6S 1N6 T: 604-684-4811 F: 604-684-0077 www.dkltd.ca	SCALE AS SHOWN DATE: MAR-2013 CITY PROJECT # 842876-1B-10 LANDSCAPE DRAWING # 05 of 09	SCALE AS SHOWN DATE: MAR-2013 CITY PROJECT # 842876-1B-10 LANDSCAPE DRAWING # 05 of 09	BRIGHOUSE STATION BUS MALL LANDSCAPE SECTIONS							
CHECKED: _____ DATE _____		<table border="1"> <tr><td>14/03/13</td><td>AB</td><td>RE-SUBMIT FOR DIS</td><td>04</td></tr> <tr><td>14/03/13</td><td>AB</td><td>RE-SUBMIT FOR DIS</td><td>05</td></tr> </table>					14/03/13	AB	RE-SUBMIT FOR DIS	04	14/03/13	AB	RE-SUBMIT FOR DIS
14/03/13	AB	RE-SUBMIT FOR DIS	04										
14/03/13	AB	RE-SUBMIT FOR DIS	05										
APPROVED: _____ DATE _____													

OP 11-593871-7









**IRRIGATION LEGEND**  
 Dip Irrigation: 100 @ 2000 Dip Line.  
 Design operating pressure: 40 PSI at the head

Symbol	Description	CPM
(Symbol)	Dip Irrigation refer to detail (D0) on this sheet	0.24 per foot
(Symbol)	Water Source Connection Point	
(Symbol)	Irrigation Schematic Valve in valve box (Ratchet RB)	
(Symbol)	Main Line	
(Symbol)	Lateral Line	

**Typical Sizing Schedule 40 PVC Schedules of Irrigation Schematic Valve to be used in the diameter of the irrigation pipe to be used through work when required to suit on site pipe layout.**

Flow GPM	Pipe Size
1 to 10 (Class 200)	3/4"
10 to 16 (Class 200)	1"
16 to 26 (Class 160)	1 1/4"
26 to 35 (Class 160)	1 1/2"
35 to 50 (Class 160)	2"
51 to 73 (Class 40)	2 1/2"
74 to 115 (Class 40)	3"

**IRRIGATION NOTES**  
 All work shall conform to the City of Richmond's supplementary specifications and detail drawings for all work serviced by city water.

- GENERAL NOTE**
- The drawing shows only office irrigation zones, i.e. those on municipal property. Other irrigation zones may be shown on the drawing, but are not shown in this plan.
  - All items as specified or paraphrased request.
  - Head and pipe layout shown is schematic only.
  - Location of valves, blowoff line, pressure reducing valve (PRV) and isolation valves in particular care room.
  - Adjust all head locations, heights and performance to the satisfaction of the landscape architect.
  - Install valves by pipes below all paved surfaces and through walls, where shown and where required. Note: minimum cover 1'.
  - All heads on piping join assembly.
  - All pipe sections upstream from a designated pipe shall be installed in a trench.
  - Cover over irrigation lines shall be at least 1'0" as required by IMCC.
  - All products and work to IMCC and City of Richmond standard.
  - System to be designed by and IMCC certified irrigation designer.
  - System to be installed by an IMCC certified irrigation contractor.

**PREPARED BY:** durantekreuk  
 Durantekreuk Ltd.  
 1000 West 4th Ave.  
 Vancouver BC V6S 1N6  
 T: 604 684 4811  
 F: 604 684 0377  
 www.durantekreuk.com

**SEAL:**

**TRANS LINK**

**REVISIONS**

NO.	DATE	BY	DESCRIPTION
1	10/01/2010	AS	ISSUE FOR DP
2	10/01/2010	AS	RE-ISSUE FOR DP
3	10/01/2010	AS	RE-ISSUE FOR DP

**REFERENCE DRAWING**

NO.	DATE	DESCRIPTION

**DESIGNED:** AL DATE  
**DRAWN:** MFB DATE  
**CHECKED:** PK DATE  
**APPROVED:** DATE

**BAR SCALE(S):** 1" = 1'-0"

**A & M Project No. 13-021**  
**BRIGHOUSE STATION**  
**BUS MALL**  
**IRRIGATION PLAN**

**SCALE:** 1" = 1'-0"  
**CITY PROJECT #** 842576-18-10  
**LANDSCAPE DRAWING**  
**DATE:** 07/07/09  
**SUPPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO**

DP 11-593871-9











Image 1: North Neighbour  
FACING EAST ELEVATION

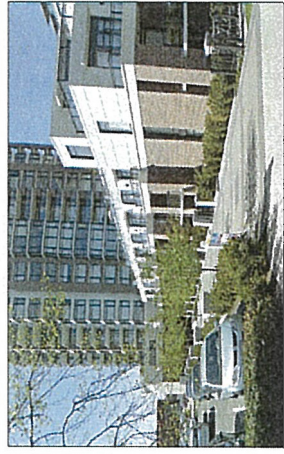
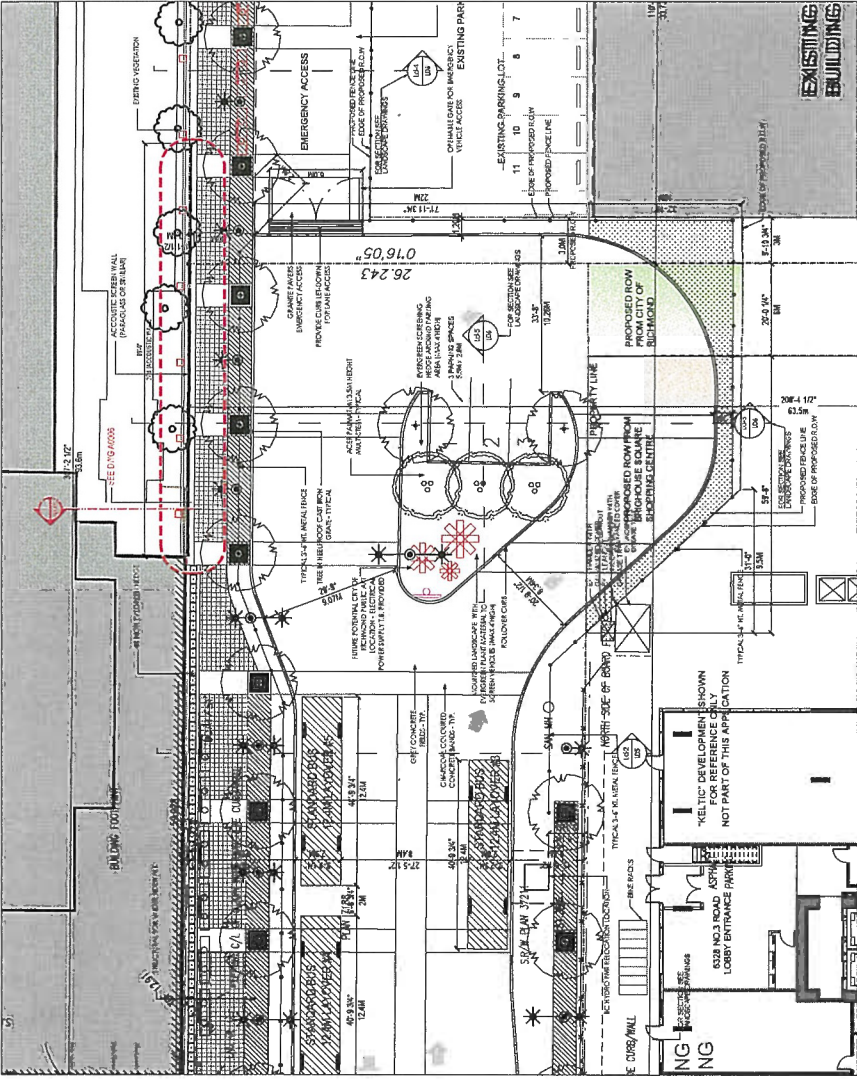
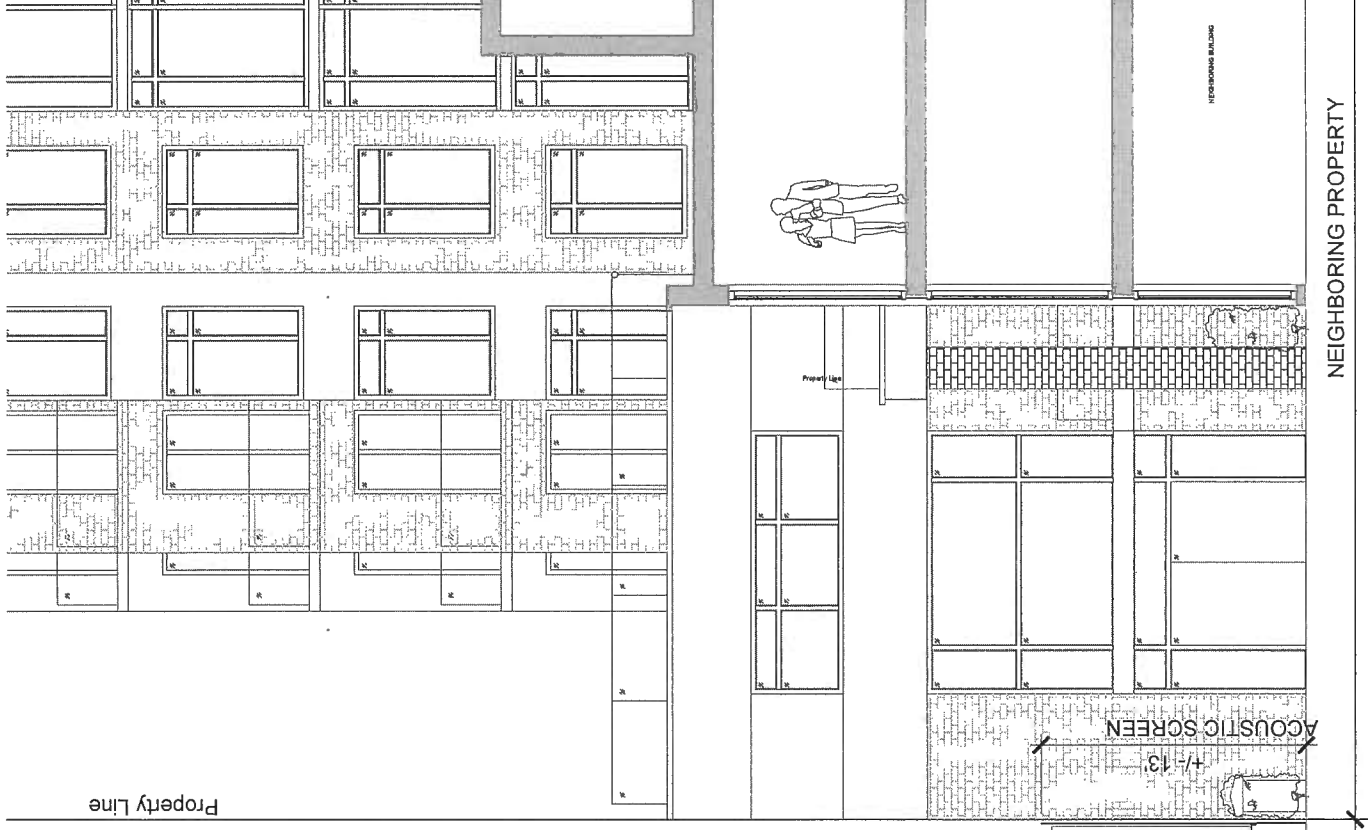


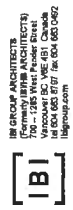
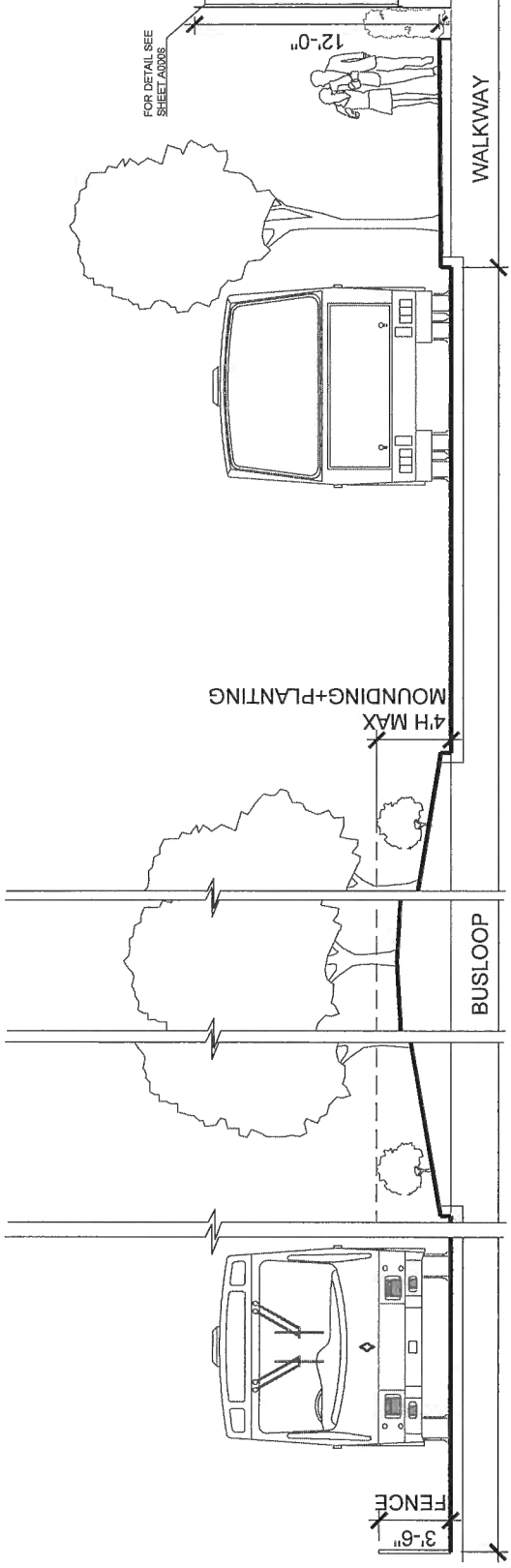
Image 2: North Neighbour  
FACING SOUTHEAST ELEVATION



Key Plan  
Scale: 1/16" = 1'-0"



Acoustic Screen  
Scale: 1/4" = 1'-0"



IBI GROUP ARCHITECTS  
700 - 1280 West Parkside Street  
Richmond, BC V6X 3R7  
Tel: 604.273.8822  
ibi-group.com



TRANSLINK

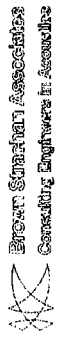
ACOUSTIC SCREEN

SCALE: 1/12" = 1'-0"

6302 No 3 ROAD, RICHMOND  
DEVELOPMENT PERMIT RE-SUBMISSION  
June 09, 2019

A0005

DP 11-593871-12



**Brown Strachan Associates**  
Consulting Engineers in Acoustics

Encl: 123.111  
December 9, 2015

IBI Group Architects  
700 - 1283 West Pender Street  
Vancouver, BC V6E 4H1

Attn: Mr. Stefan Nurgayman

Dear Mr. Nurgayman:

Re: Highhouse Bus Loop - Impacted Townhouses Acoustical Screen

Further to our telephone discussion of 8 December 2015, the following confirms our advice with respect to the acoustical screen proposed for the townhouses at Emporio, 6531 Besswell, facing south towards the bus loop turn around (attached).

Our original work on the Emporio site to evaluate the proposed design and to recommend feasible details considering possible future bus loop noise. In the City of Richmond, the relevant reference for transportation noise design is the Official Community Plan (OCP), Section 14.4.7, Richmond's OCP criteria are based on CMHC's Road and Rail Noise: Effects on Housing, the recognized Canadian standard developed by the National Research Council, published in 1986.

Our design evaluation considered traffic, the Cambula Line, two possible bus loop scenarios and YYR aircraft. The bus loop evaluation was based on a future volume of 2,000 bus movements per day with 50% diesel and 10% community shuttle buses.

Based on the bus volume and other aspects, the exterior design level for the facade facing the bus loop was 65 dB. The 24 hour average level as specified in the OCP, BSA, Report 288 (B1, 24 March 2006). The OCP interior design criterion is 35 dB for bedrooms. To meet the OCP criterion, the recommended facade was 6-13-3 thermal glazing, designed to reduce the noise by 30 decibels. Our records indicate 6-13-3 glazing was specified by the architect.

The proposed acoustical screen represents an additional noise reduction measure beyond Richmond's normal OCP requirements. We understand the intent is to provide additional noise reduction for lower level townhouses closest to the moving buses. We understand the screen material will be glass, which meets acoustical requirements.

Yours faithfully,  
David W. Brown, P.Eng.

-2-

Mr. Stefan Nurgayman

Discussion

December 9, 2015

CMHC describes quiet interior levels as ranging from 25 to 35 dB. For reference, 0 dB is the threshold of perception for a young person with good hearing. With respect to subjective impressions, the noise level is not expected to be a concern as construction, office noise, etc. The bus loop will sound like buses, inside or outside the townhouses.

As discussed above, the design level for the facade facing the bus loop was 65 dB. Subjectively, a reduction of 30 decibels through the townhouse facade is equivalent to about a 90% reduction in the noise level for traffic on Besswell at the design level for traffic on Besswell was 60 dB. The same 6-13-3 glazing was specified for the Besswell facade as noted details for the bus loop were uncertain during the original design.

Most noise heard behind a screen is transmitted over the top and the expected noise reduction from a typical screen is 5-10 decibels. Subjectively, a 2 decibel reduction is noticeable and a 10 decibel reduction is significant. The design level for traffic on Besswell was 60 dB. The noise level of the lower townhouses would also apply to the residual noise transmitted through the facade.

Please call if you have any questions.

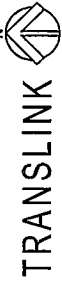
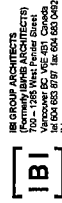
Yours very truly,

BROWN STRACHAN ASSOCIATES

David W. Brown, P.Eng.

Encl. DWB:IBI:SDA:IBI@highhouse.ca

Proposed Elevation  
Scale: NTS



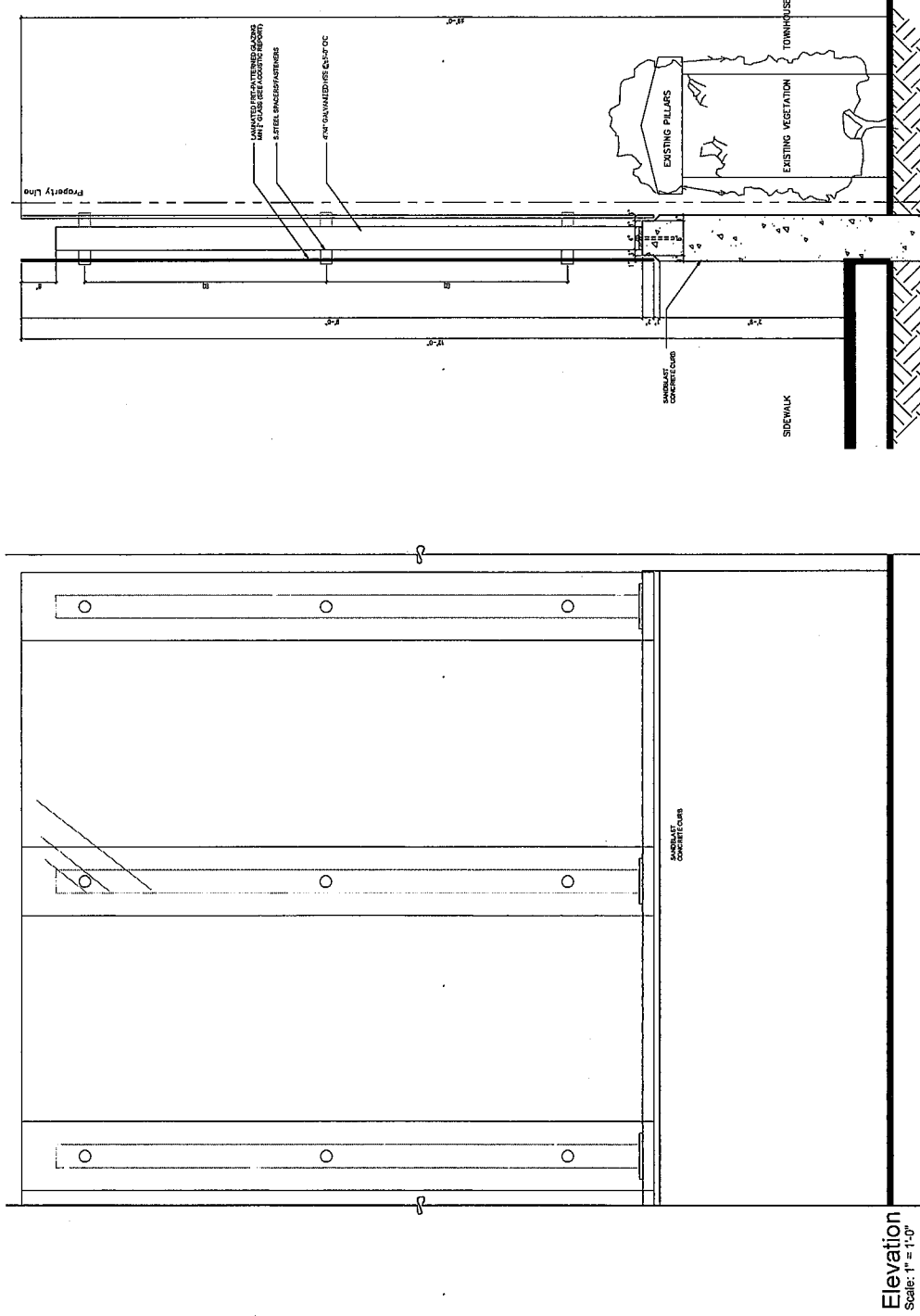
IBI GROUP ARCHITECTS  
100 - 1283 West Pender Street  
Vancouver, BC V6E 4H1  
Tel: 604 683 8777 Fax: 604 683 0492  
http://www.ibi.ca



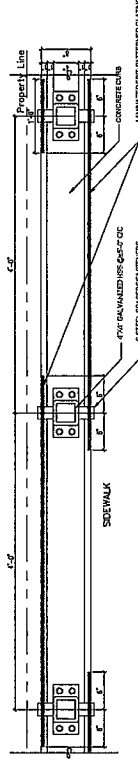
6302 No 3 Road, Richmond  
DEVELOPMENT PERMIT RE-SUBMISSION  
June 03, 2019

ACOUSTIC SCREEN  
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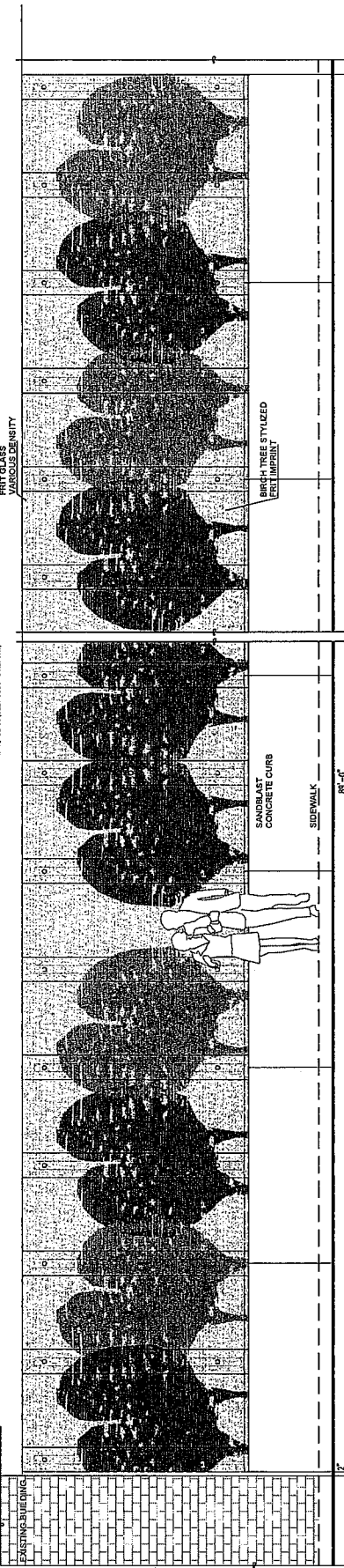
1 1/2" = 1'-0"



Elevation  
Scale: 1" = 1'-0"

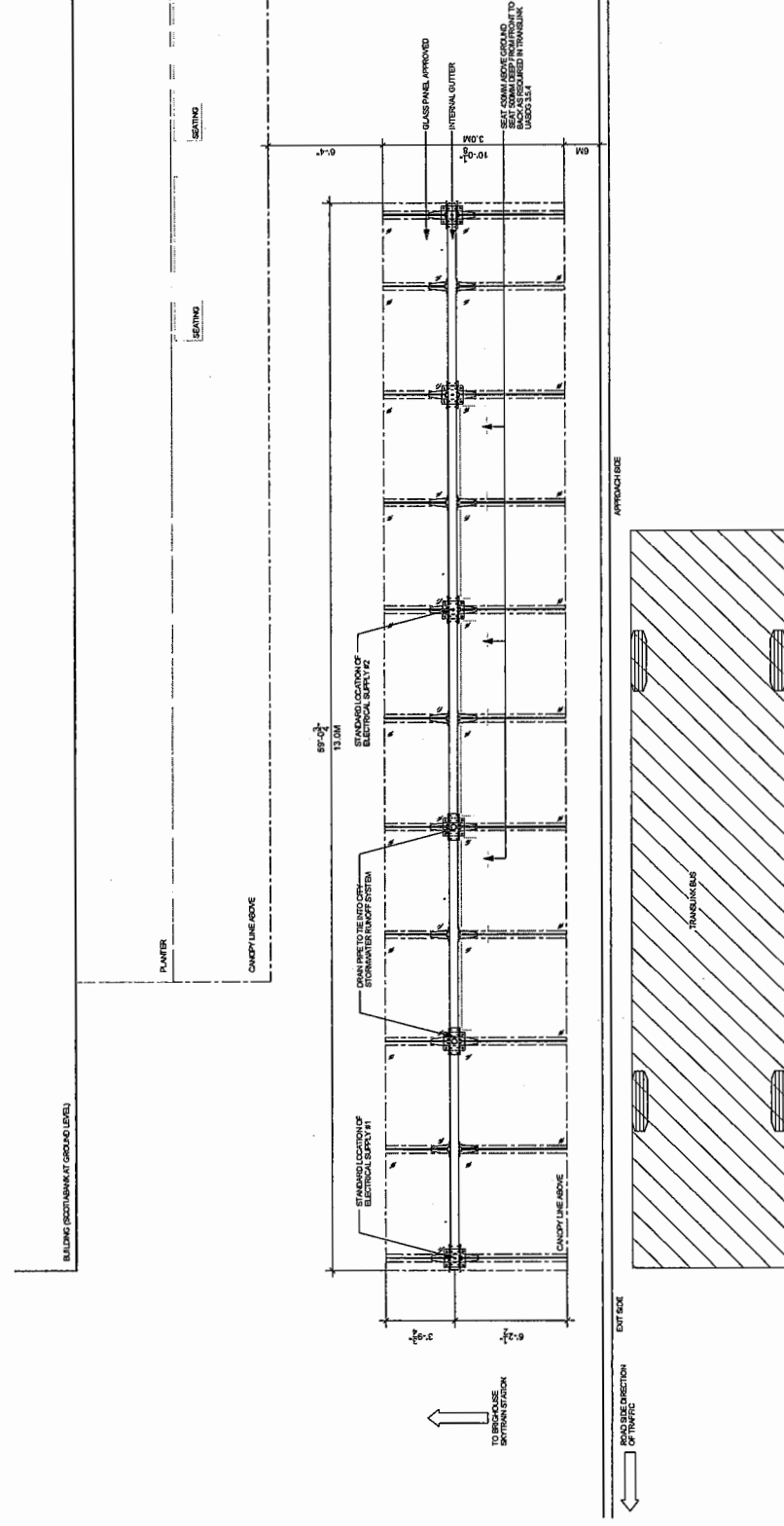


Plan  
Scale: 1" = 1'-0"

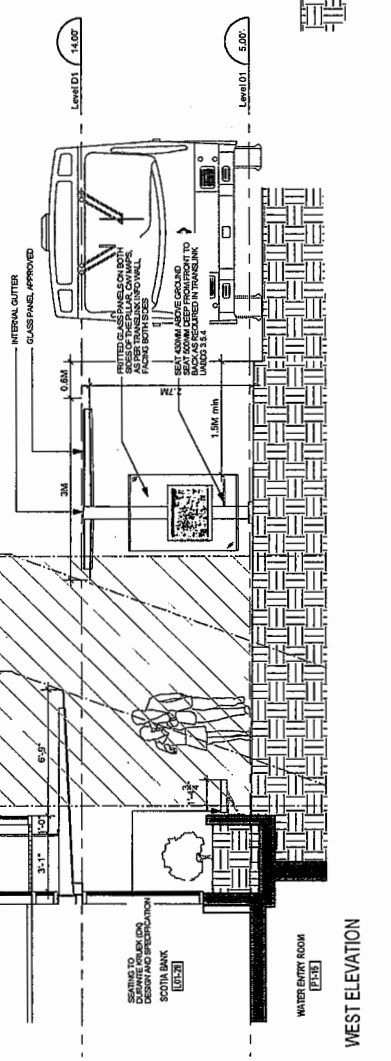


Proposed Elevation  
Scale: NTS

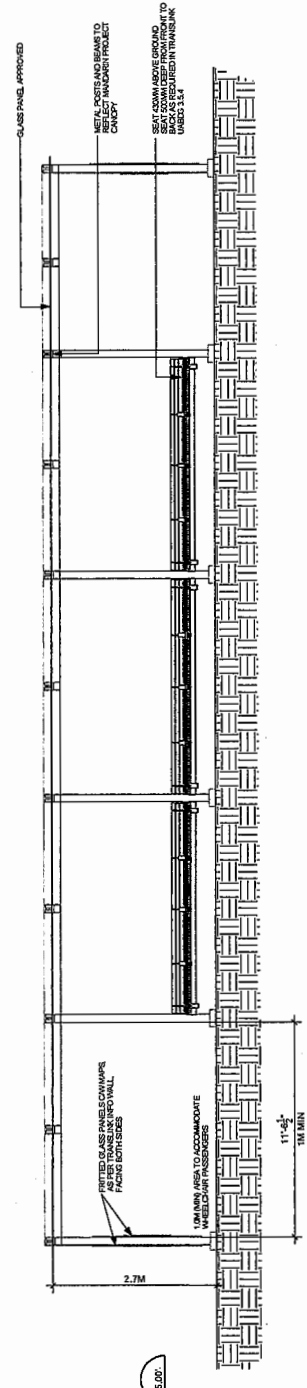
DP 11-593871-13



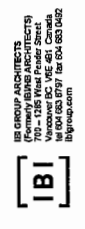
BUS SHELTER PLAN



WEST ELEVATION



SOUTH ELEVATION



TRANSLINK

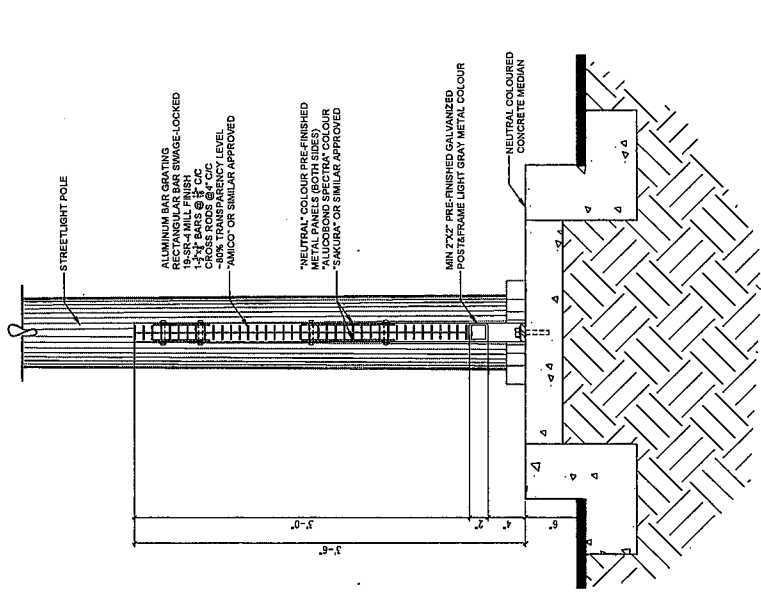
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DEVELOPMENT PERMIT RE-SUBMISSION  
June 03, 2019

1/24"=1'-0"

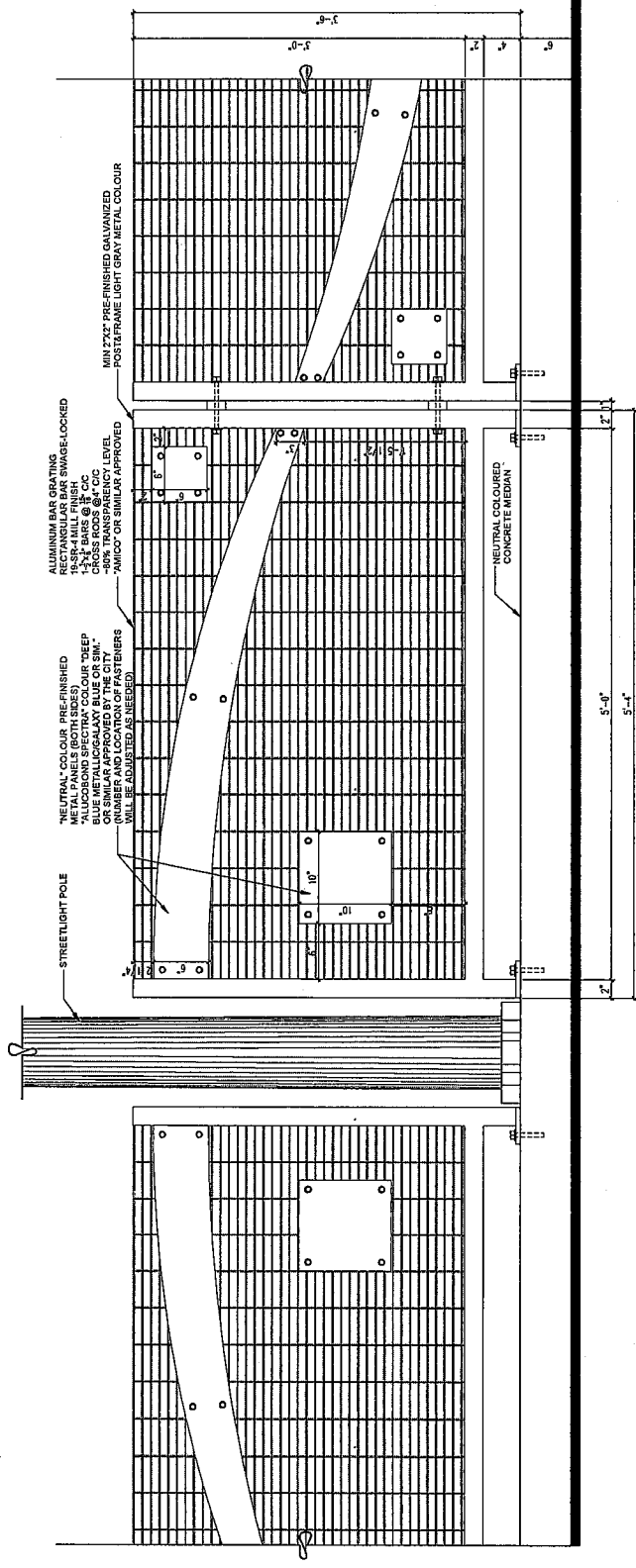
BUS SHELTER  
SCALE:

DP 11-593871-14

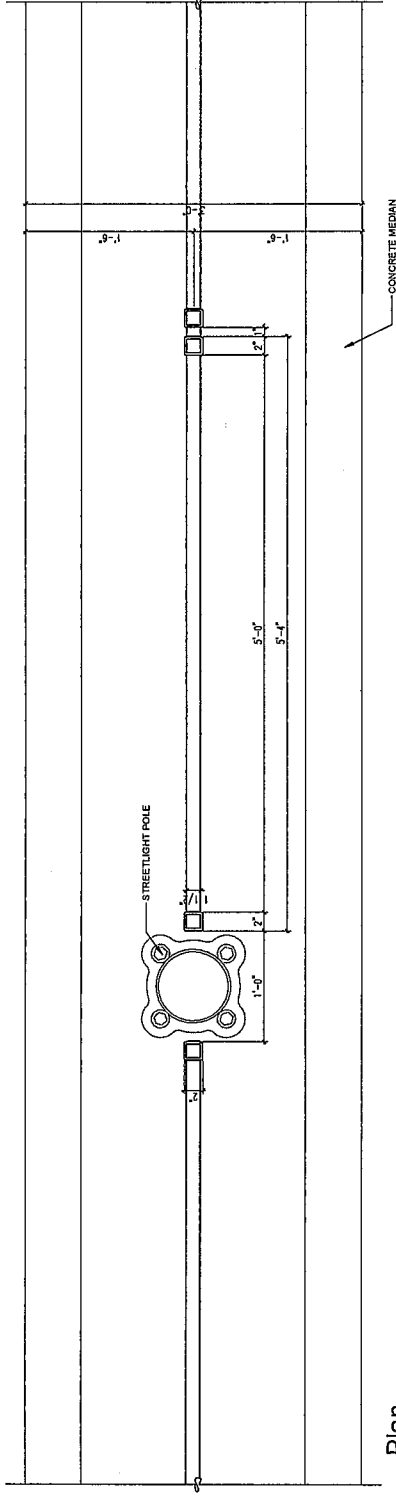




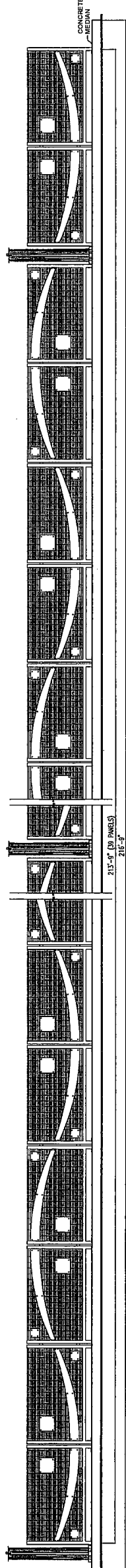
Section  
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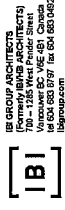
Elevation  
Scale: 1 1/2" = 1'-0"



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



Elevation  
Scale: NTS



TRANSLINK

MEDIAN FENCE

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

6302 No 3 ROAD, RICHMOND  
DEVELOPMENT PERMIT RE-SUBMISSION  
June 03, 2019

DP 11-593871-15

**4.5.5.5 Poster Case – Double-Sided Info Wall**

**Product Codes**  
 PCe.nh, 2PCe.iw

**Relevant Sign Types**  
 E3, T7

**Lines**  
 All

**Description**

Free standing twin ANSIE double sided poster case, displaying paper based information (4 posters). Two levels of header panel

**Materials and construction**

External frame Translink Two Part Extrusion to main body top and bottom with aluminum capping plates on sides.

Proprietary hinged extruded aluminum framing system supporting a glass door panel with SkyTrain cam locks, combined header panels to be fabricated, welded and dressed using low carbon steel for Vitreous Enamel finish.

Main structure supported by 101.6mm (4") aluminum posts with 76.2 (3") tapping rail and spun aluminum feet to finish at grade level.

**Colours (See Common Parts and Finishes)**

- Colour A
- Colour B
- Colour E
- Colour F
- Colour N

**Finishes**

All external trim and support structure finished with suitable grade of architectural quality polyester powdercoat or other paint finish appropriate to environment. Powder coat colour Supermel P4100-919G Sparkle Silver.

Shadow gap detailing between main post supports and main structure together with tapping rail connection saddles powdercoated RAL 5003.

Header Panels: Vitreous Enamel on low carbon steel.

Marie-Louise poster border (applied to inside face of glass) 3M Vinyl Pearl Gray Series 7725-11 or Series 7125\_11.

5mm thick clear tempered glass.

**Installation**

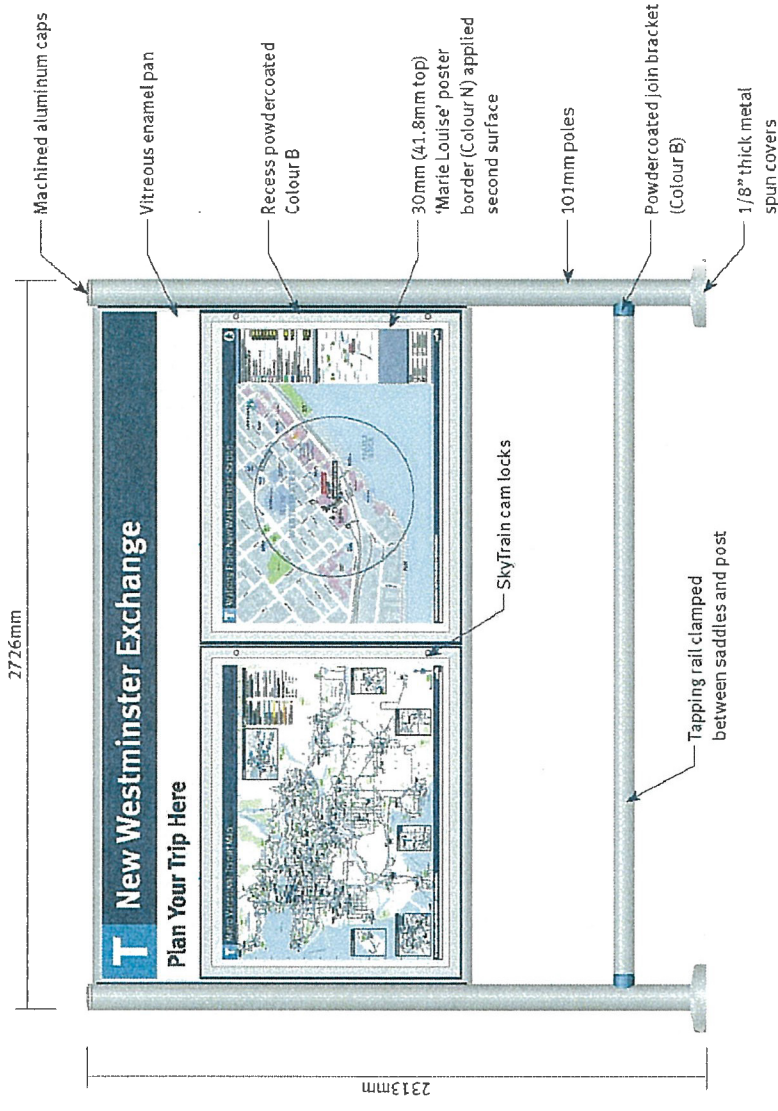
Surface fixed at grade with chemical fixings or cast in studs to concrete base or sidewalk.

**Overall dimensions**

These are approximate dimensions. See production drawings for exact sizes.

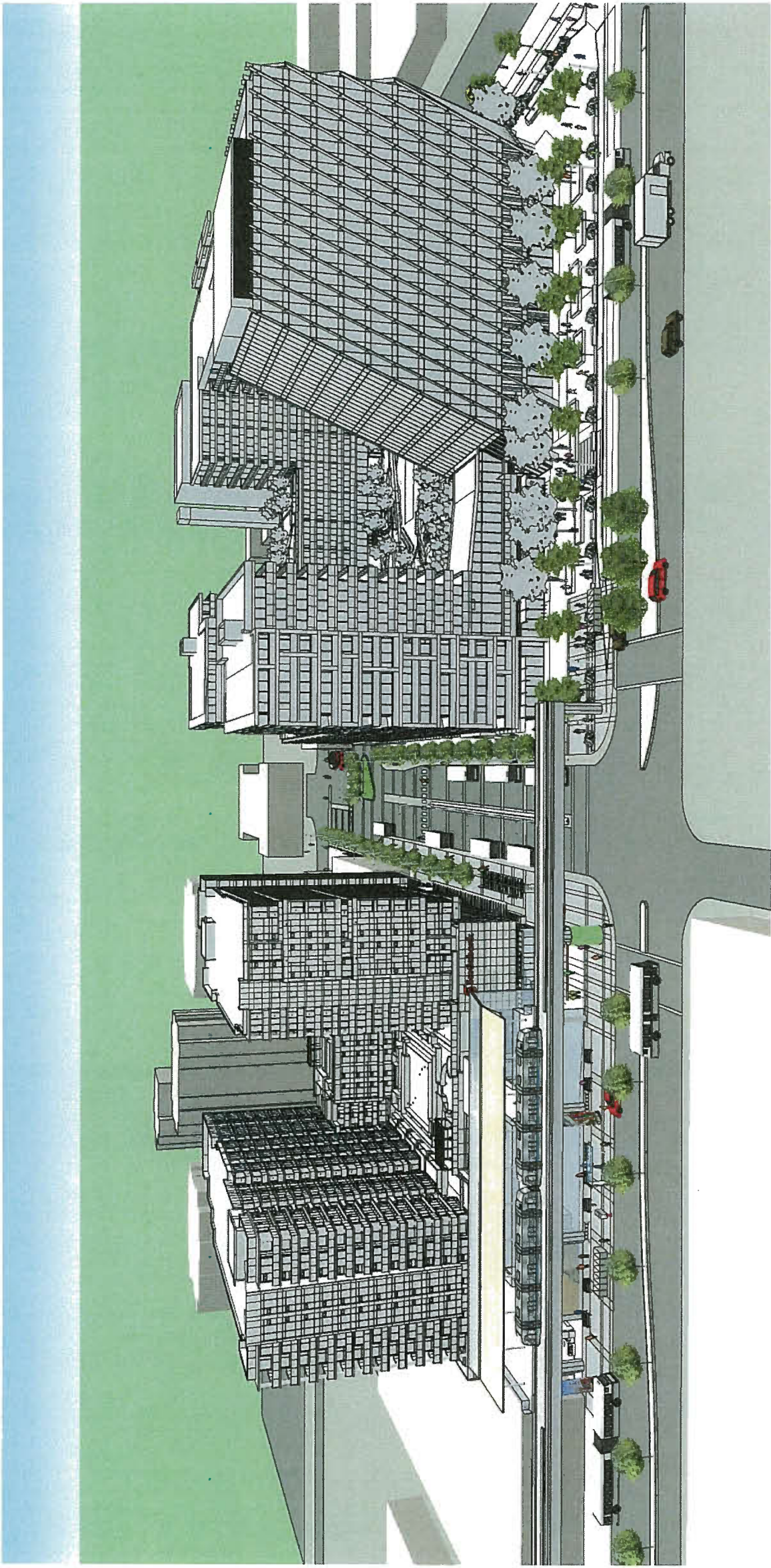
- 2PCe.iw  
 Outside dimensions: 2313mm X 2726mm X 249mm

Production drawings reference section 5.2.4.2



Sign Type: E3 – Journey Planning  
 Product Code: 2PCe.iw





**IBI**  
IBI GROUP ARCHITECTS  
120 - 1125 West Fraser Street  
North Vancouver, BC V7L 1A7  
Tel: 604.263.0462  
ibigroup.com

TRANSLINK

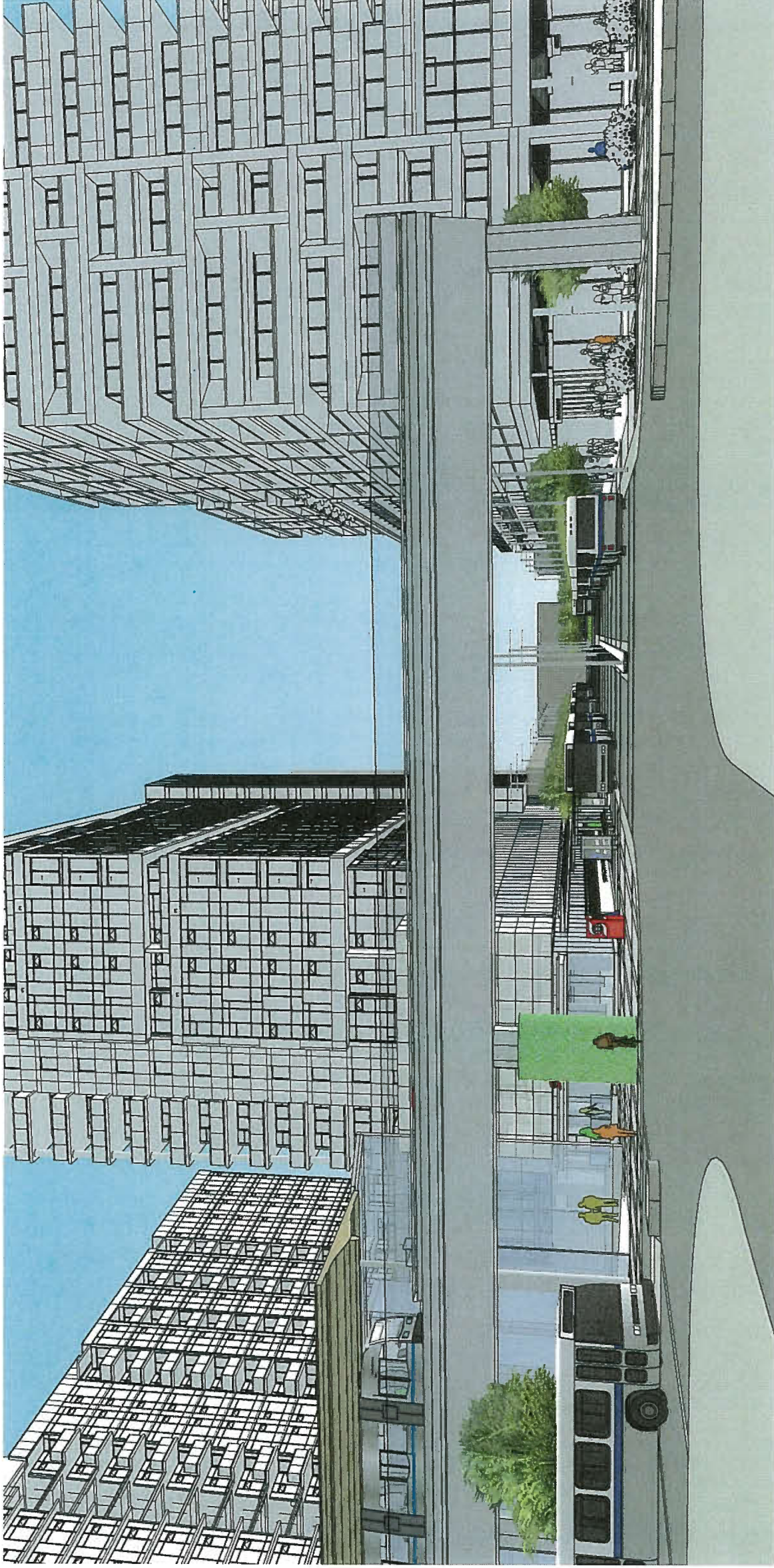
BUS MALL

6302 No 3 Road, Richmond  
DEVELOPMENT PERMIT RE-SUBMISSION  
June 03, 2019

A0021

DP 11-593871 - Reference





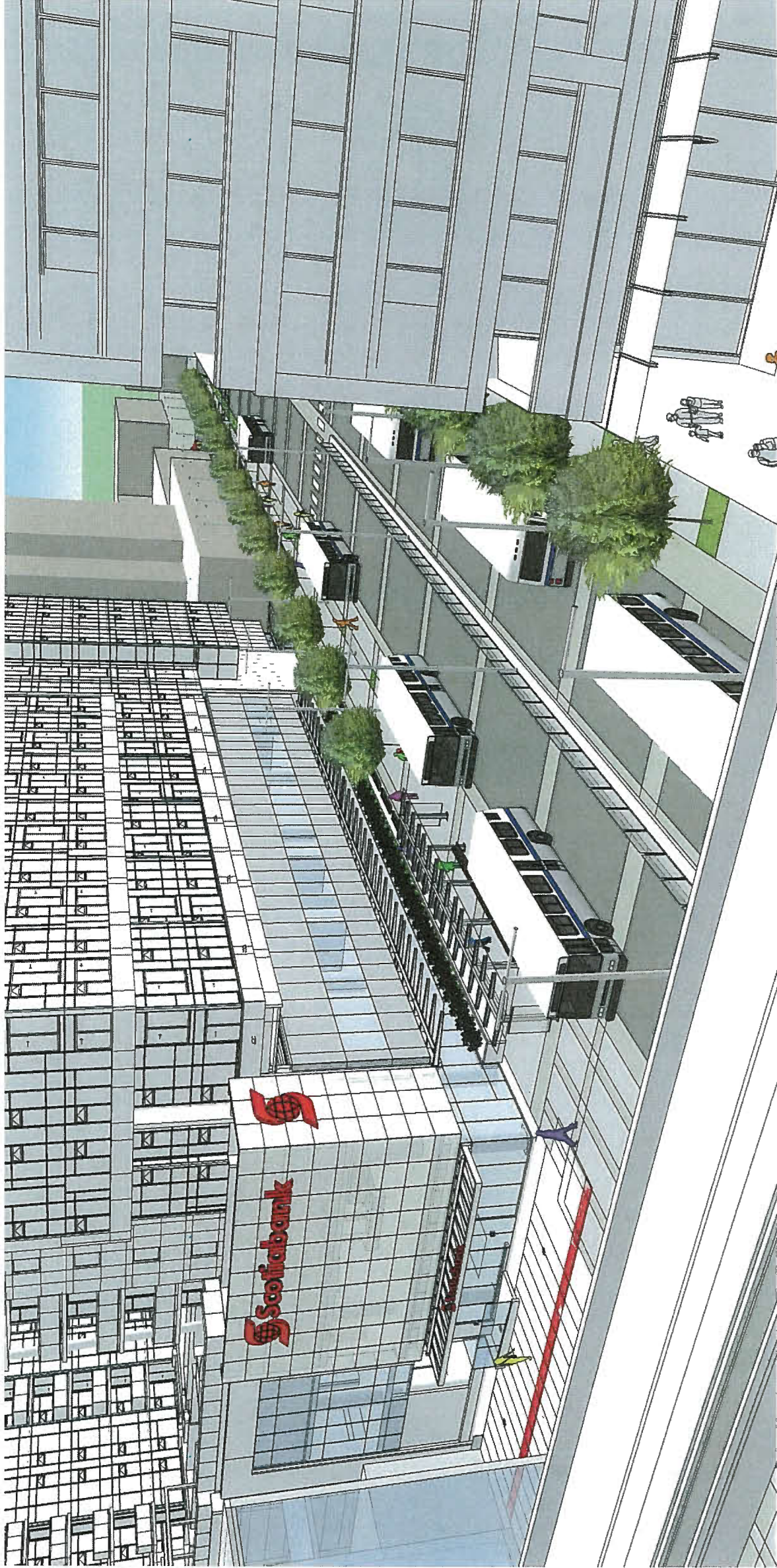
DP 11-593871 - Reference



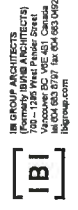
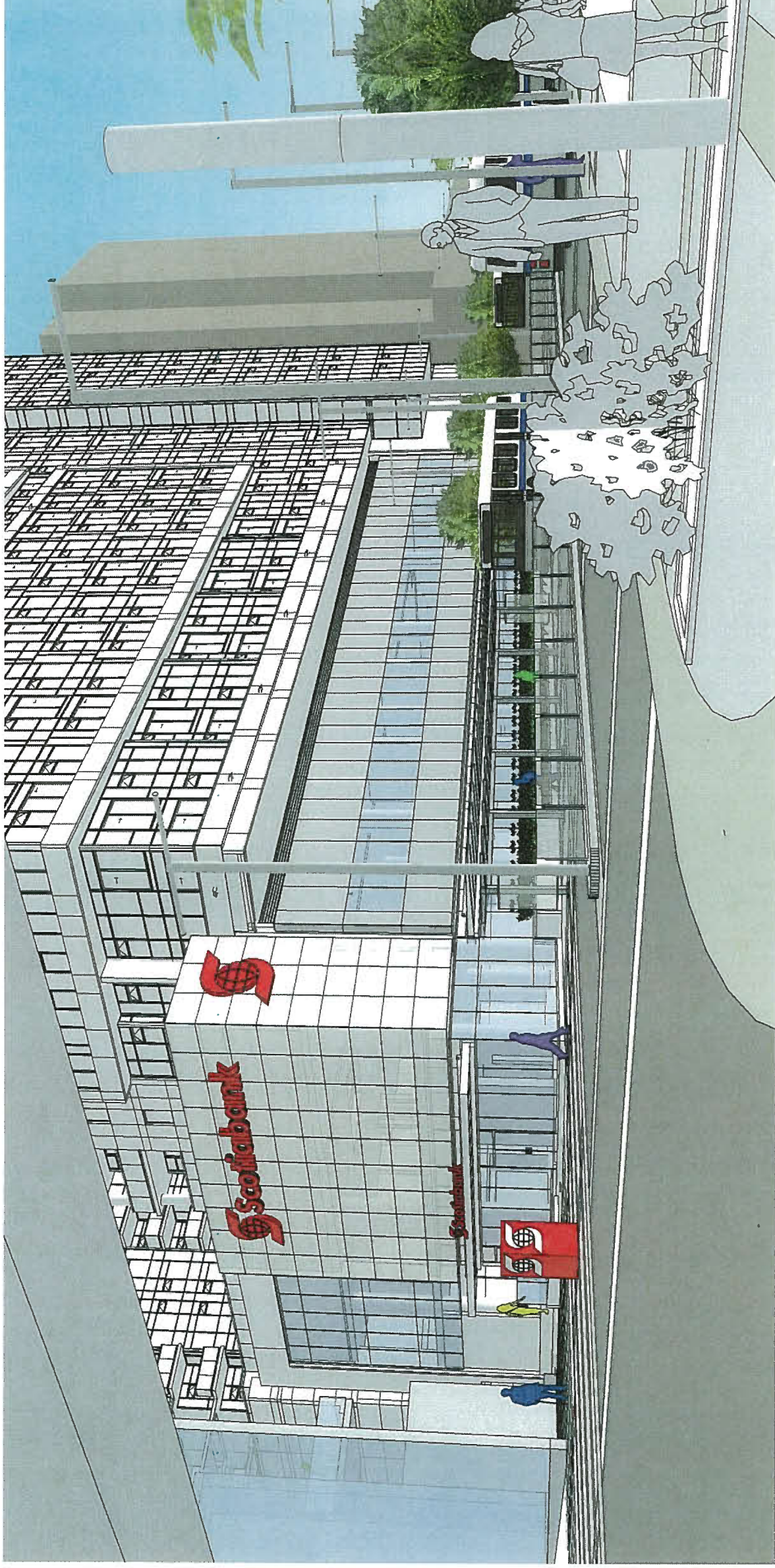


DP 11-593871 - Reference









IBI GROUP ARCHITECTS  
KENNEDY BOWEN ARCHITECTS  
125 - 1385 Avenue Pasteur Street  
Montreal, Quebec H3G 2R7  
Tel: (514) 393-3777 Fax: (514) 393-0462  
ibigroup.com

TRANSLINK

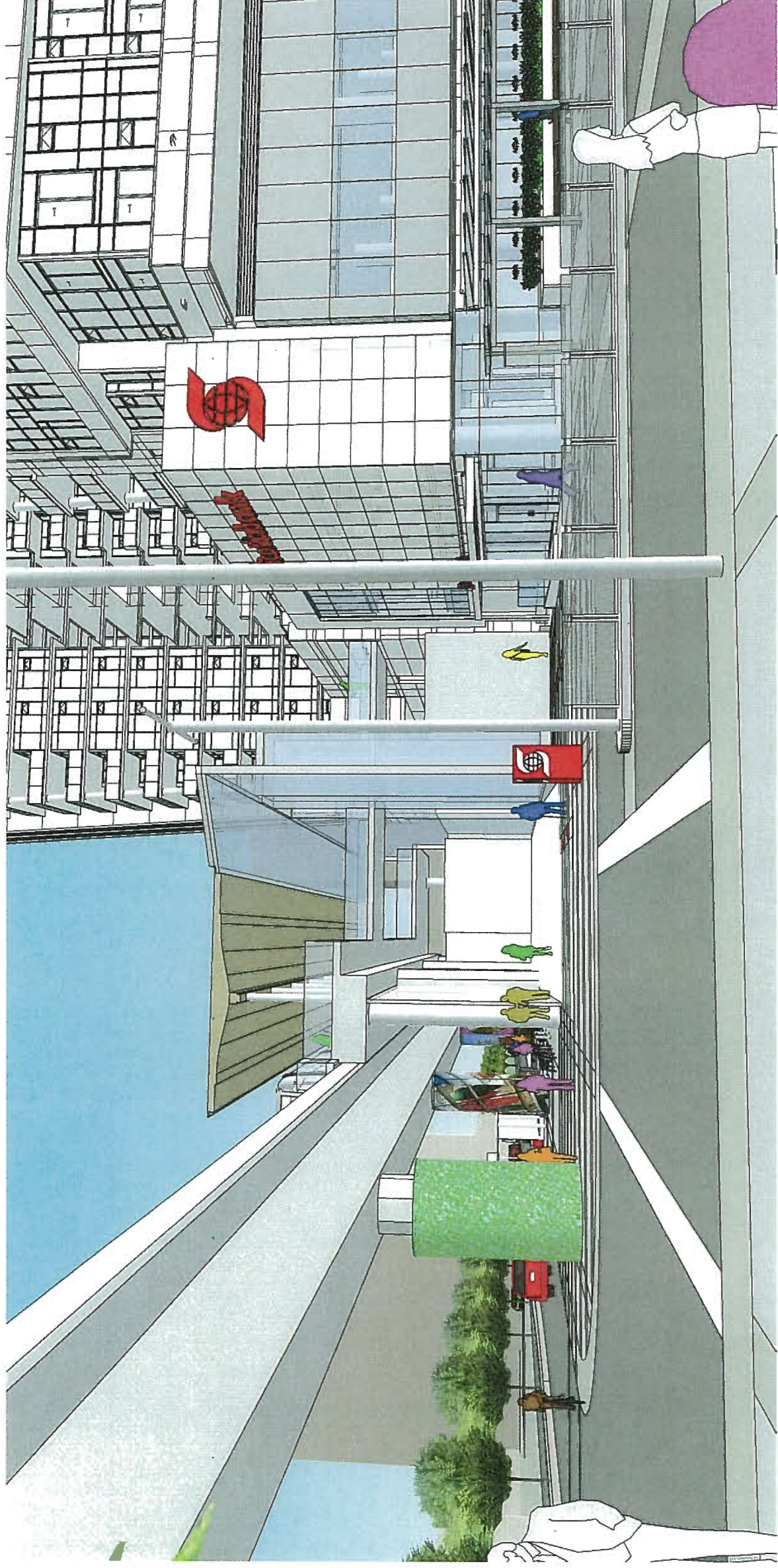
BUS MALL

6302 No 3 Road, Richmond  
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June 03, 2019

A0025

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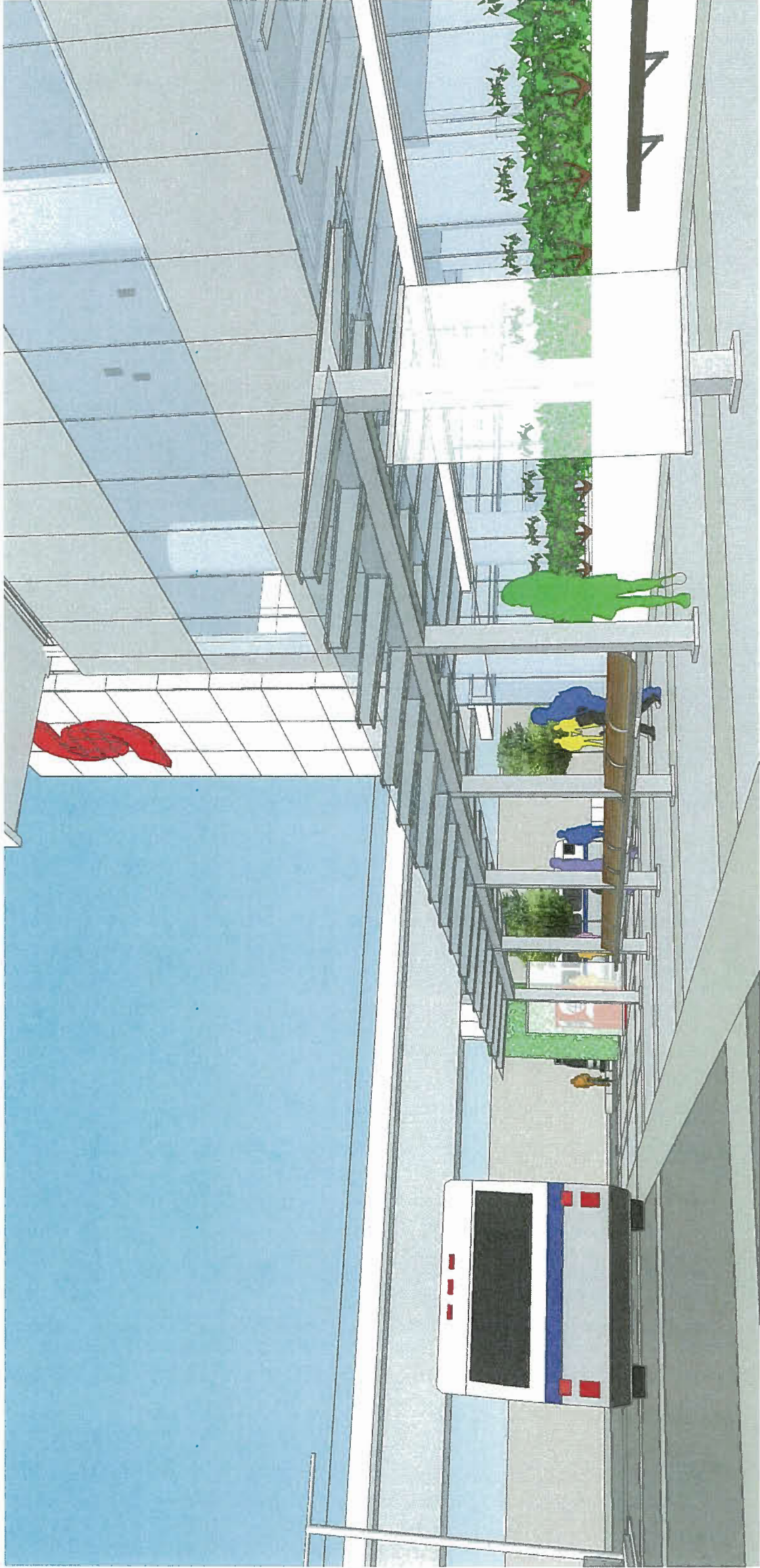












IBI GROUP ARCHITECTS  
FORMERLY BIRDA ARCHITECTS  
1000 EAST 10TH AVENUE, SUITE 1000  
DENVER, CO 80218  
303.733.8377 | 303.733.8302  
ibigroup.com

TRANSLINK

BUS MALL

6302 NO. 3 ROAD, RICHMOND  
DEVELOPMENT PERMIT RE-SUBMISSION  
June 03, 2019

A0028

DP 11-593871 - Reference

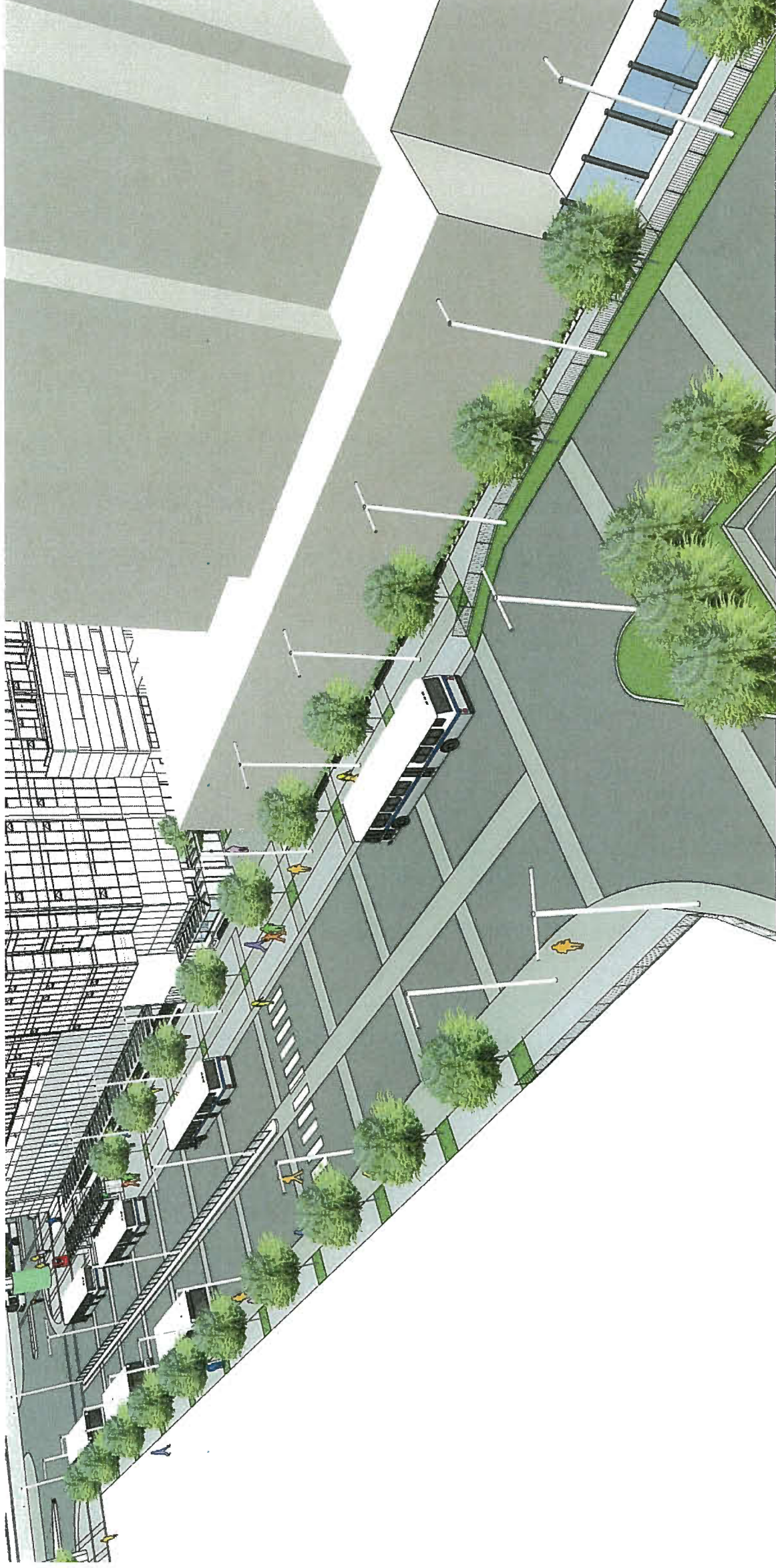






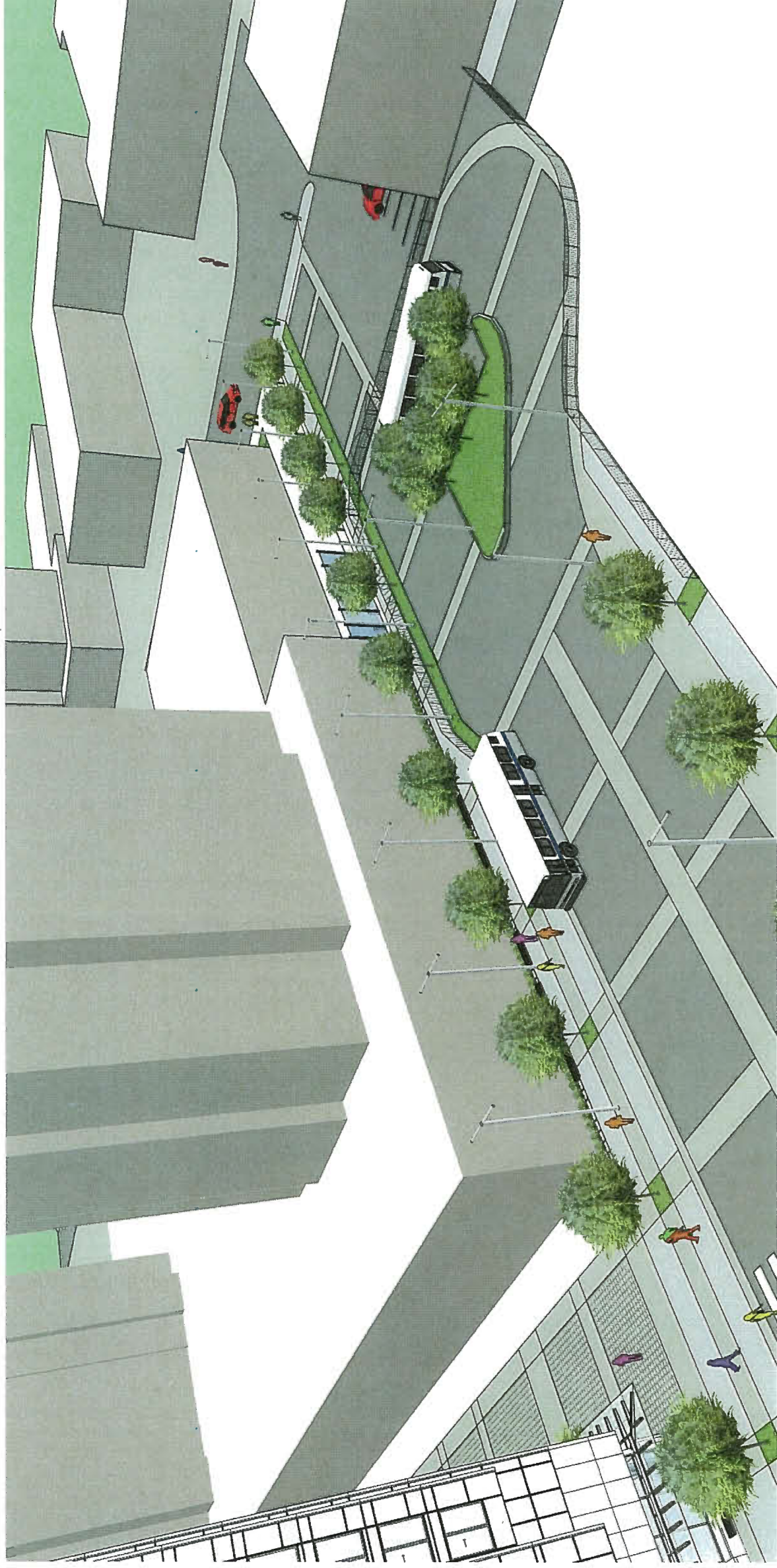






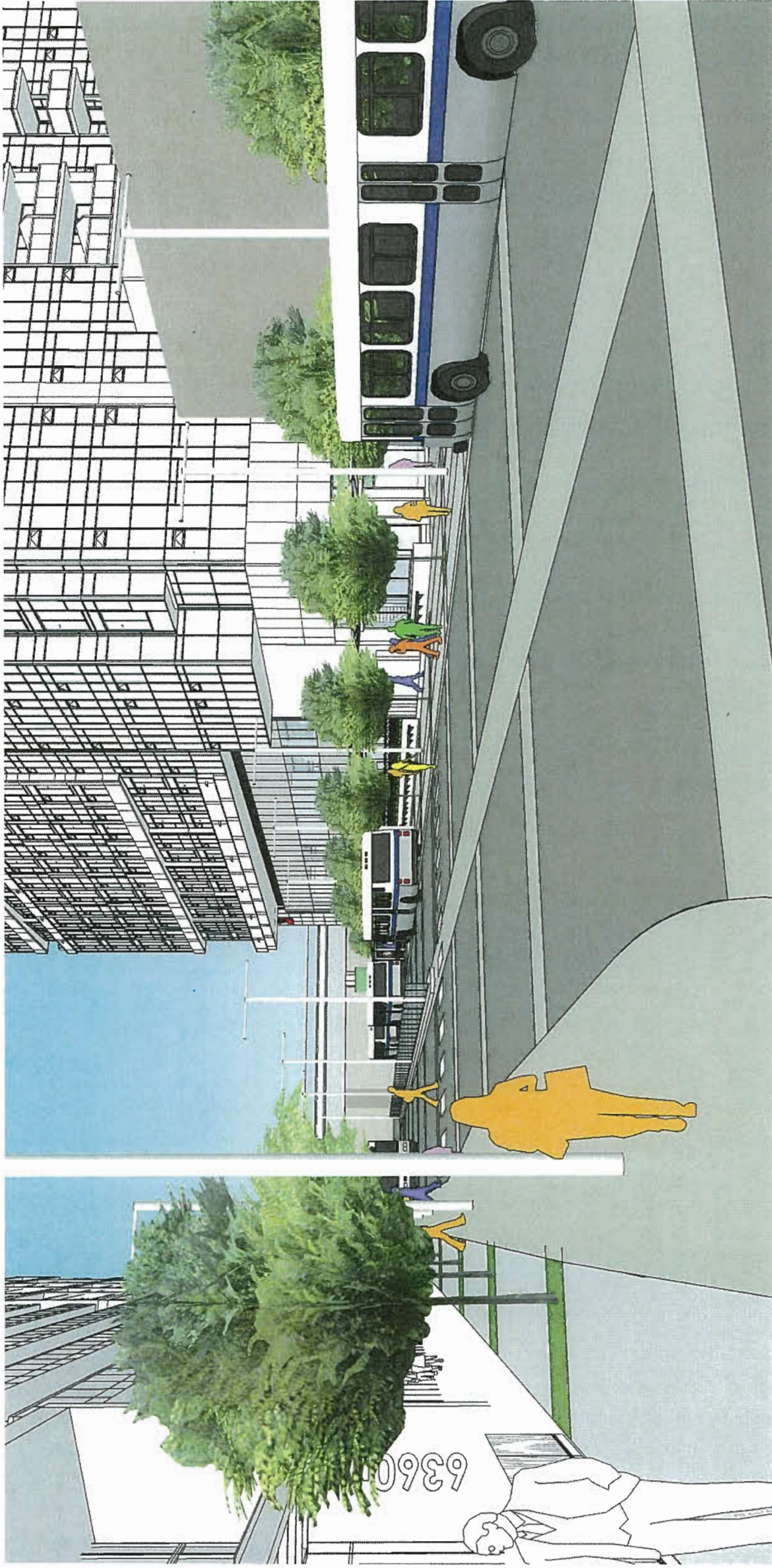
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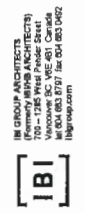
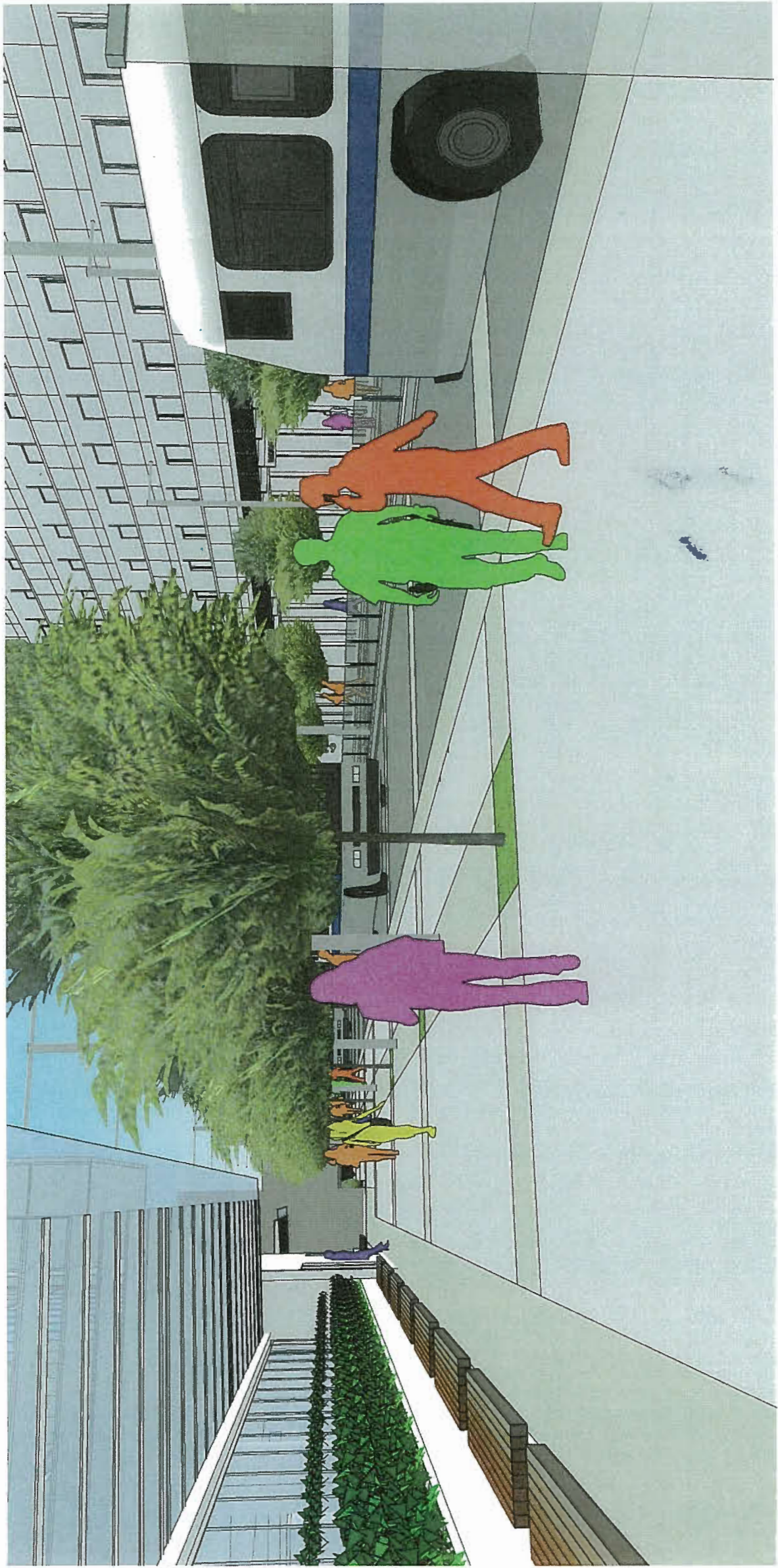
DP 11-593871 - reference





DP 11-593871 - Reference





TRANSLINK

6302 No. 3 Road, Richmond  
Development Permit Re-submission  
June 03, 2019

BUS MALL

A0034

DP 11-593871 - Reference