



**To:** Development Permit Panel

**Date:** October 9, 2019

**From:** Wayne Craig  
Director, Development

**File:** DP 18-810720

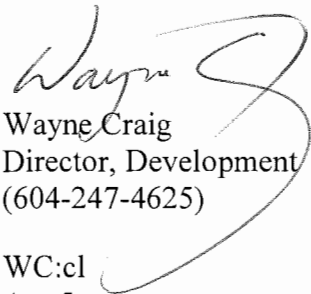
**Re:** Application by Kasian Architecture Interior Design and Planning Ltd. for a  
Development Permit at 13171 and a Portion of 13251 Smallwood Place

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### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of an auto dealership consisting of a three-storey principal building and single-storey accessory buildings/structures totalling 7,009 m<sup>2</sup> at 13171 Smallwood Place and a portion of 13251 Smallwood Place on a site zoned “Vehicle Sales (CV)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Increase the maximum permitted height for the principal building from 12.0 m to 20.4 m;
  - b) Reduce the minimum rear yard setback from 3.0 m to zero metres to allow for a detached one-storey storage building, and enclosures containing damaged car storage and refuse, to be located adjacent to the east property line; and
  - c) Reduce the minimum number of on-site loading spaces required from three medium spaces and two large spaces, to two medium spaces and one large space.



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

WC:cl  
Att. 5

## Staff Report

### Origin

Kasian Architecture Interior Design and Planning Ltd. has applied to the City of Richmond for permission to develop an auto dealership consisting of a three-storey principal building and single-storey accessory buildings/structures totalling 7,009 m<sup>2</sup> at 13171 Smallwood Place and a portion of 13251 Smallwood Place on a site zoned "Vehicle Sales (CV)"(Attachment 1).

The applicant has provided a copy of a letter from the Richmond Auto Mall Association (RAMA)'s Board of Directors confirming support for the proposal (Attachment 2).

Other applications associated with the proposal at the subject site include:

- A Zoning Text Amendment under Richmond Zoning Bylaw 8500, Amendment Bylaw 9969, to increase the maximum permitted Floor Area Ratio (FAR) to 0.94 for the subject site (ZT 18-835424). Bylaw 9969 was granted Third Reading following the Public Hearing held on March 18, 2019.
- A Subdivision application to shift a portion of the east lot line between 13171 Smallwood Place and 13251 Smallwood Place to enable the proposed development (SD 18-811741). The Subdivision application is required to be completed prior to final adoption of the Zoning Text Amendment Bylaw.
- A Servicing Agreement, which is required to be entered into prior to issuance of a Building Permit, for off-site works including a storm sewer upgrade, site service connection design and installation, as well as relocation of existing driveway crossings and enhancement of the boulevard along Smallwood Place.

### Development Information

Please refer to the attached Development Application Data Sheet for a comparison of the proposed development data with the relevant Bylaw requirements (Attachment 3).

### Surrounding Development

Existing land use and development immediately surrounding the subject site is as follows:

- To the north, across Smallwood Place, are two lots containing a Mazda dealership and a Mercedes dealership, both of which are zoned "Vehicle Sales (CV)".
- To the east, are two lots (13611 Smallwood Place and the remaining portion of the lot at 13251 Smallwood Place), each of which contain a car dealership and are zoned "Vehicle Sales (CV)". The remaining portion of the lot to the east at 13251 Smallwood Place that is not subject to this proposal is also the subject of a separate Development Variance Permit Application to permit a zero metre side yard setback to the existing car wash building that will remain on that portion of the property after the subdivision associated with this proposal is completed.
- To the south, across Smallwood Place, is a new Toyota dealership under construction (ZT 18-818765; DP 18-818762), on a site zoned "Vehicle Sales (CV)".

- To the west, across Jacombs Road, is a small linear area within the Jacombs Road allowance that is designated as an Environmentally Sensitive Area (ESA), as well as the Richmond Nature Park beyond that on a site zoned “School & Institutional Use (SI)”.

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

The Public Hearing for the Zoning Text Amendment associated with the proposal at this site was held on March 18, 2019. The City did not receive any submissions from the public about the proposed application. At the Public Hearing, discussion ensued about the application’s sustainability measures, potential risk of bird strikes, and potential feedback on the proposal from the Richmond Nature Park Society.

With respect to the Richmond Nature Park Society, City staff have reached out to the Society via Richmond Nature Park staff to obtain feedback on the subject Development Permit application. The feedback received from the President of the Society identified the following concerns:

- The potential negative impacts of construction noise and increased traffic noise on wildlife in the Park and on the experience of visitors to the Park;
- The potential for bird strikes from glazing and its negative impact on many species, including migratory species, due to Lulu Island’s location as an important breeding area along the west coast of North America;
- The impact that a changing landscape at the subject site can have on wildlife movement to and from the edge of the Park;
- The impact of preloading on the function of the nearby bog by altering its’ drainage pattern, and ultimately the effect on the amount of quality of surface water runoff from the subject site post-construction; and,
- The potential shadowing on the Park, and its impact on plant growth and the resulting ability for wildlife to find forage.

The Noise Regulation Bylaw No. 8856 limits hours of construction noise to certain times of day and prohibits commercial construction noise on Sundays and holidays. Traffic is addressed through a Construction Traffic and Parking Management Plan, which must be approved by the City’s Transportation Department prior to Building Permit issuance.

With respect to potential risks of bird strikes, the applicant’s Registered Professional Biologist indicates in their report that a low risk of bird collision is expected for glazing on the north, east, and south facade. The upper floors of the building will be clad in a light-coloured silver composite metal panel system, making up approximately 77.5% of the building’s west façade, which the Biologist’s report indicates will pose no collision risk to birds. The potential exists for bird collision to the remaining portion of the building’s west façade (22.5%), which consists of glazing, primarily on the ground floor. Based on the preliminary assessment that glazing is minimized on the west façade, and that landscaping is minimized within close proximity to the building, the applicant’s Registered Professional Biologist supports the applicant conducting a post-construction monitoring program at the subject site to further evaluate and implement mitigation options to treat windows based on the outcome of the monitoring program. Should the DP Panel endorse the application, the applicant is required to submit a contract with a

Qualified Environmental Professional (QEP) to monitor the building for a minimum of 12 months post-construction and to submit a report outlining the results as well as recommended strategy and implementation measures for future actions, should they be necessary, to the satisfaction of the Director of Development prior to issuance of the Development Permit.

As part of the Development Permit application review process, enhancements were made to the sustainability measures proposed with the project, including an increase in site permeability by expanding the amount of permeable pavers proposed, and an increase in the overall number of trees and plants proposed on-site.

A shadow impact analysis was conducted as part of the Zoning Text Amendment process. The proposed building at the subject site is located approximately 100 m east of the Richmond Nature Park. The shadow impact analysis uses prescribed dates and times to gauge the level of sun penetration and shadowing during high-use periods (i.e., 10 am, 12 pm, and 2 pm at the summer solstice in June, winter solstice in December, and the equinox in March and September). The shadow impact analysis shown in the Reference Plans to the Development Permit indicates that the building will not cast shadows on the Park during these times. Additional findings show that if the analysis is extrapolated beyond the high-use periods, the building will cast a shadow on a small portion of the periphery of the park but limited to the early morning hours for a brief period just before or just after sunrise.

During the rezoning process, staff identified the following design issues to be addressed as part of the Development Permit application review process:

- Demonstrating consistency with the intent of the design guidelines in the Official Community Plan (OCP).
- Refinements to the proposed Landscape Plan.
- Review of the proposed exterior material and colour palette.
- Further review of the proposed variances.
- Review of any screening requirements for rooftop mechanical equipment.
- Assessment of the garbage and recycling facilities.
- Identification of further legal agreements associated with the proposal.

Through the Development Permit application review process, these issues were addressed in the following ways:

- The project's design rationale involving intensification of an existing auto dealership site and enclosure of automobile display, repair, and inventory as much as possible is consistent with the intent of the design guidelines in the OCP. This proposal is also consistent with the economic policies in the OCP and East Cambie Area Plan, which emphasize increasing density for employment uses in the City in general and expanding commercial development in this area specifically due to its proximity to the major highway system.
- Refinements were made to the Landscape Plan consistent with the design guidelines in the OCP and with RAMA design guidelines, including layering of shrubs and trees to provide

visual interest and to enhance the street edge, and a substantial increase in the number of shrubs, grasses and perennials in prominent locations.

- The proposed exterior material and colour palette is understood to consist of high-quality metal panel materials in two colours (light-coloured silver and black/grey), spandrel glazing, and with clear glazing used on a limited basis primarily on the ground floor.
- The proposed variances identified at rezoning stage remain the same (i.e., building height, rear yard setback, and loading spaces), and are discussed in greater detail below.
- The applicant has clarified on the plans the location of the proposed rooftop mechanical equipment and has explained that the equipment is set back a minimum of 7.0 m from the roof parapets, minimizing the line of vision from a pedestrian experience. The rooftop mechanical equipment does not result in any changes to the proposed height variance.
- A detached garbage and recycling enclosure is proposed to the rear of the building, along the east property line so that it is aligned with the accessory storage building and damaged car storage enclosure. The plans demonstrate that the garbage and recycling enclosure is adequately sized to accommodate the required number of receptacles.
- A legal agreement is required to be registered on Title prior to issuance of the Development Permit to secure the proposed electric vehicle charging stations.

### Staff Comments

The proposed scheme attached to this report (Plans # 1.a to 4.c) 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 OCP and is generally in compliance with the “Vehicle Sales (CV)” zone except for the zoning variances noted below.

### Zoning Compliance/Variations (staff comments in *bold italics*)

As identified as part of the Zoning Text Amendment application, the applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- a) Increase the maximum permitted height for the principal building from 12.0 m to 20.4 m. *(The proposed building height enables automobile display, service, repair, as well as inventory to be contained within the building and to maximize the efficiency of the site as much as possible. It also enables 32 stacker units (each capable of storing two cars vertically) to be accommodated within the building, further intensifying the use of the site, but requiring additional floor to ceiling clearances. The taller elements of the building requiring an additional 5 m to 8 m in height are primarily for projections consisting of an elevator overrun, a stairwell, and rooftop mechanical equipment. The applicant has, however, sought to maintain the overall building height as low as possible (16.25 m) by reducing the roof parapet height to the minimum code requirement of 1.07 m (3.5 ft.).*

*The table below shows the requested height variances compared with the Zoning Bylaw requirement, and demonstrates that the scope of the variance has remained consistent with that considered at Public Hearing.*

Area Affected	Zoning Bylaw Requirement	Variance
Elevator Overrun	12 m	20.33 m <sup>1</sup> (rounded to 20.4 m)
Stairwell Roof	12 m	18.38 m <sup>1</sup> (rounded to 18.4 m)
Rooftop Mechanical Equipment	12 m	17.26 m <sup>1</sup> (rounded to 17.3 m)
Rooftop Parapet	12 m	16.25 m <sup>1</sup> (rounded to 16.3 m)
Roof Deck	12 m	15.18 m <sup>1</sup> (rounded to 15.2 m)

*The proposed building height at the subject site is comparable with other recently approved developments on adjacent sites in the Richmond Auto Mall (i.e., the parapet height is 0.05 m taller and the elevator overrun height is 0.43 m taller than the adjacent Toyota dealership currently under construction on the property to the south of the subject site).*

- b) Reduce the minimum rear yard setback from 3.0 m to zero metres to allow for a detached one-storey storage building, and enclosures containing damaged car storage and refuse, to be located adjacent to the east property line.

*(The proposal to locate a storage building and enclosures containing damaged car storage and refuse behind the main building and adjacent to the east property line is desirable because it enables these “back-of-house” uses to occur away from the public realm and to abut an existing accessory building on the adjacent property to the east.)*

- c) Reduce the minimum number of on-site loading spaces required from three medium spaces and two large spaces, to two medium spaces and one large space.

*(A reduction to the number of proposed on-site loading spaces is supported by City Transportation Department staff as it reflects the unique context and operating characteristics within the Richmond Auto Mall where on-street vehicle deliveries are coordinated by RAMA and are typically confined to early morning or late evening hours (see RAMA’s confirmation of this role in Attachment 4). Given this unique arrangement, the proposed variance is consistent with variances granted to other nearby auto dealerships in recent years. The applicant has advised that the proposed loading spaces will fully meet their functional needs for the site.)*

The proposed variances are shown clouded on Plans # 1.a to 4.b, and are supported by RAMA (Attachment 2).

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<sup>1</sup> These figures are measured from the site’s average finished grade, which is below slab elevation (consistent with the height measurement method in the Zoning Bylaw). The values differ from what is shown on the drawings, which show measurements from slab height. The difference is approximately 0.73 m.

## **Advisory Design Panel Comments**

The Advisory Design Panel review of the proposal was held on June 5, 2019. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the meeting is attached for reference (Attachment 5). The design response from the applicant has been included immediately following the specific Advisory Design Panel comments and is identified in '*bold italics*'.

## **Analysis**

### ***Related Policies & Legislation***

- As part of the associated application for a Zoning Text Amendment (ZT 18- 835424), the proposed land use at the subject site was reviewed and is consistent with applicable policies and designations in the OCP and the East Cambie Area Plan, Floodplain Management Implementation Strategy, and Aircraft Noise Sensitive Development Policy.
- The Ministry of Transportation and Infrastructure (MOTI) has granted final approval of the proposed Zoning Text Amendment Bylaw at the subject site, which is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road.
- The Ministry of Environment & Climate Change Strategy (MOECCS) has granted the necessary release (September 12, 2018) for the City of Richmond to proceed with the Subdivision, Zoning Text Amendment, and Development Permit applications at the subject properties. Before any further applications identified in section 40 of the *Environmental Management Act* can be approved, the applicant will be required to conduct a site investigation for potential contamination issues at the subject properties and to obtain one of the contaminated sites legal instruments or alternative MOECCS releases.

### ***Existing Legal Encumbrances***

- There are a series of existing legal encumbrances registered on Title of the subject properties, including but not limited to Statutory Right-Of-Way (SRW) agreements for utilities, statutory building schemes with RAMA, and covenants which limit the properties to previously approved DPs.
- Prior to adoption of the associated Zoning Text Amendment Bylaw, the applicant will be required to discharge the relevant covenants from the affected portions of the subject properties (i.e., Covenant Z21818 from 13171 Smallwood Place; and Covenant Y26364 from the portion of land to be subdivided from 13251 Smallwood Place).

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

- The subject site is bordered by existing auto dealerships to the north and south, which are separated from the proposed development by the intervening Smallwood Place and City boulevards, as well as by perimeter landscaping on each property.
- The site is located approximately 80 m from the Richmond Nature Park on the west side of Jacombs Road.
- New trees and soft landscaping are proposed on the street edge all along Smallwood Place to provide further softening of the north, west, and south building elevations (while minimizing

taller landscaping within 10 m of the west façade of the building in order to limit bird activity).

- The rear of the proposed building (east) faces the sides of the adjacent auto dealerships to the east, and is separated by vehicle parking and drive-aisles on either property. The north portion of the east elevation of the proposed building, closest to the adjacent Volkswagen dealership, has been treated with punched clear glazing on the ground floor and spandrel glazing on upper floors to provide visual interest while minimizing overlook.

### ***Urban Design and Site Planning (Plan # 2)***

- The proposal involves redevelopment of the site to accommodate a three-storey building containing an auto dealership, showroom, automotive service centre, offices, internal vehicle parking and storage, as well as detached accessory structures/buildings.
- The proposed Site Plan illustrates the principal building in the centre of the site, with surface parking and landscaping located around the perimeter. A detached storage building as well as screened refuse and damaged car storage enclosures are proposed along the east property line. The refuse enclosure is adequately sized to contain the required number of containers, while automotive waste is proposed to be stored in both the screened enclosures and the principal building (e.g., waste oil, used antifreeze, scrap metal, used car batteries and tires etc.).
- The pedestrian realm will be enhanced by adding defined pedestrian crossings along Smallwood Place, the widest of which is aligned with the main pedestrian entrance to the building at the southwest portion of the site. The treatment of surface parking spaces along the perimeter of the site with permeable pavers also provides visual interest in the public realm.
- Vehicle access to and from the site is proposed via two driveway crossings; one at the northeast corner and one at the southeast corner of the site, along Smallwood Place. On-site circulation for vehicles, small-scale deliveries, garbage collection trucks, and fire trucks is proposed over the drive-aisle, which forms a loop around the building.

### ***Parking and Loading***

- Richmond Zoning Bylaw 8500 requires a total of 144 vehicle parking spaces for the different uses proposed on-site (e.g. vehicle sale/showroom, service/detail bays, office, storage). 176 vehicle parking spaces are proposed on-site within the building and in the surface parking area.
- Of the total vehicle parking spaces proposed on-site, three required accessible parking spaces and five voluntary electric vehicle charging stations are proposed in the public area and near the building's main entry.
- In accordance with Richmond Zoning Bylaw 8500, a total of 19 long-term bike parking spaces are proposed within the building in a secured bike storage room (Class 1), and 23 short-term bike parking spaces are proposed in the public area and near the building's main entry.



- Two medium-sized loading spaces are proposed on-site along the north side of the building for short-term delivery of small-scale materials associated with the auto dealership and service centre. One large-sized loading space is proposed to the rear of the building on the east portion of site.

#### ***Architectural Form and Character (Plans # 4.a to 4.c)***

- The form and character of the proposed auto dealership building is compatible with other recent development within the Richmond Auto Mall, and complies with the design guidelines of the Porsche corporate brand and RAMA. Nonetheless, effort has been taken to provide a continuous primary building frontage along the west side of the site along Smallwood Place to act as a visual landmark, while minimizing clear glazing to primarily the ground floor on the west façade to address potential impacts to birds.
- Subtle differences in cladding materials and colours (light-coloured silver and black/grey), as well as a mix of clear and spandrel glazing, assist with providing visual interest and with breaking the building down into smaller components.
- The detached accessory structures/building are proposed to be cladded with one of the black-grey materials used on parts of the main building.

#### ***Landscape and Open Space Design (Plans # 3.a to 3.d)***

- The proposed landscape design at the subject site has been developed to blend in with the character of the Richmond Auto Mall, taking into consideration the existing plantings and RAMA landscape design guidelines (Note: a separate Development Permit application for an updated master landscape plan concept at the Richmond Auto Mall is also currently being reviewed will be brought forward to the Development Permit Panel for consideration separately (DP 18- 842750)).
- New plantings are proposed in prominent locations and include layering of shrubs and trees to enhance the street edge and provide visual interest. Existing and new trees on the Landscape Plan include Honey Locust and Daybreak Cherry, while understory plantings include species with low water demand such as Boxwood, Nandina, Spiraea, Yew hedging, ornamental grasses and perennials.
- Prior to issuance of the Development Permit, the applicant is required to submit a Landscaping Security based on 100% of a cost estimate for the proposed works provided by the Registered Landscape Architect (including all materials, installation, and a 10% contingency).
- Tree retention and removal was assessed as part of the Zoning Text Amendment application. It has been further reviewed through the DP application and the outcome is illustrated in the Tree Management Plan (Plan # 3.b), which is summarized in the table below.

	Tree #	Total	Location
Trees to be retained	1644, 1648, 1649	3	On-site
	C1, C3 to C9, C11, C12	10	In the boulevard along Smallwood Place on City-owned property
Total		13	
Trees to be removed	1645 to 1647, 1650 to 1652	6	On-site
	07	1	On-site
	C2, C10	2	In the boulevard along Smallwood Place on City-owned property
Total		9	

- To ensure that the City trees are protected, the applicant is required to submit a contract with a Certified Arborist for supervision at development stage and to submit a tree survival security in the amount of \$50,000, prior to adoption of the Zoning Text Amendment Bylaw.
- Consistent with the 2:1 tree replacement ratio specified in the OCP, a total of 14 replacement trees are proposed to be planted and maintained on-site for the seven on-site trees removed, and a cash-in-lieu contribution in the amount of \$2,600 to the City’s Tree Compensation Fund is required to be submitted prior to adoption of the Zoning Text Amendment Bylaw for the two City trees removed.
- On-site tree retention and replacement trees are to be secured through the supervision contract with the Certified Arborist, as well as through the Landscaping Security that is to be submitted prior to issuance of the Development Permit.
- All retained and proposed trees and plantings will be irrigated with a high efficiency irrigation system to ensure healthy growth.

**Public Art**

- The Public Art Policy applies to the proposed development as the total buildable commercial floor area exceeds 2,000 m<sup>2</sup> (21,530 ft<sup>2</sup>). At rezoning stage, it was identified that the recommended Public Art contribution of \$34,164.21 must be submitted to the Public Art Reserve Fund for City-wide projects prior to adoption of the Zoning Text Amendment Bylaw.

**Accessibility**

The applicant has provided the following statement about how the proposal responds to the design guidelines for accessibility:

- The proposed building complies with the accessibility requirements of the BC Building Code 2012. Site accessibility and floor plans illustrating how these requirements have been addressed in the proposal are included on the Reference Plans to the DP.

- Generally, all areas requiring public access and areas frequented by administrative personnel have been designed for barrier-free access, as is barrier-free path of travel to washrooms and shared amenity spaces.
- Barrier-free washrooms are proposed on the main, second and third levels of the building.
- Three accessible parking spaces are proposed on-site near the principal building entrance.

### ***Environmental Sustainability***

- Although the proposed building is not subject to the Energy Step Code requirements of the City's Building Regulation Bylaw, the applicant has voluntarily designed the building to comply with the BC Building Code Part 10 Energy and Water efficiency provisions through the ASHRAE<sup>2</sup> 90.1.2010 Energy Cost Budget compliance path. The applicant's energy performance model has indicated that the energy performance of the proposed building is 15.2% better than the base line model. To secure the applicant's voluntary commitment to achieve this energy performance level, a legal agreement is required to be registered on Title prior to issuance of the Development Permit.
- In addition, the applicant has voluntarily proposed five plug-in stations for electric vehicles on-site, with conduit being laid to accommodate additional stations in the future. A legal agreement to secure the charging stations is required to be registered on Title prior to issuance of the Development Permit.

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

- The applicant has stated that the principles of CPTED have been appropriately considered in the proposed design of this Development Permit application. Specifically, the applicant has provided the following comments in response to how the proposal addresses each of the CPTED principles:

#### Natural Access Control

- Vehicle and pedestrian access to the site and building is limited in number and are clearly defined by driveway crossings and signage, and by separated pedestrian pathways. The access points are emphasized through decorative pavers at the transition from public to private property. Pathways are direct, illuminated, and follow property and building geometry to avoid blind corners.
- Site planning and the building's design act as a form of natural access control by separating public and private functions (e.g., Sales and Service Reception areas are identified by site signage, glazed customer entries and exterior walls, while Repair Service, Administration, and Internal Parking is separated from public areas by doors, gates, and walls as well as generally being on upper floors).

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<sup>2</sup> American Society of Heating, Refrigerating and Air-Conditioning Engineers

### Natural Surveillance

- The proposed Site Plan and building's design provides extensive opportunities for "eyes on the street" from public as well as private areas.
- Perimeter landscaping and circulation routes have been carefully designed to allow clear, unobstructed views of surrounding areas, and minimize opportunities to conceal intruders.

### Territoriality (Defensible Space)

- Impersonal space such as streets and surface parking are enhanced through the use of place-making techniques such as signage, hard and soft landscaping, and pedestrian pathways.
- Private open spaces such as back-of-house functions are separated from public spaces through the use of siting and fencing.
- Carefully located lighting is proposed to provide security, safety, and convenient access without producing glare into adjacent properties.
- Porsche Richmond and RAMA use a building security system, security cameras and conduct security patrols after business hours and Porsche.

### Maintenance

- The property owner has a dedicated maintenance team providing continual assessment of property condition. Any items requiring maintenance will be rectified as they occur.
- RAMA also requires that properties be kept to a high standard of maintenance.

### **Conclusion**

The auto dealership building and accessory building proposed in the context of the subject site's location in the Richmond Auto Mall responds to the design objectives in the East Cambie Area Plan and the Official Community Plan (OCP) for commercial development.

The character of the proposed buildings is consistent with existing newer development within the Auto Mall.

The densification of the site contributes to maximizing the function of the Richmond Auto Mall and supports OCP objectives for economic growth while preserving commercial land that is located elsewhere in the City.

Staff recommends that the proposed Development Permit be endorsed, and considered for issuance by Council.



Cynthia Lussier  
Planner 1  
(604-276-4108)  
CL:blg

Attachments:

Attachment 1: Location Map

Attachment 2: Letter of support from (RAMA)

Attachment 3: Development Application Data Sheet

Attachment 4: Letter from RAMA confirming loading arrangement

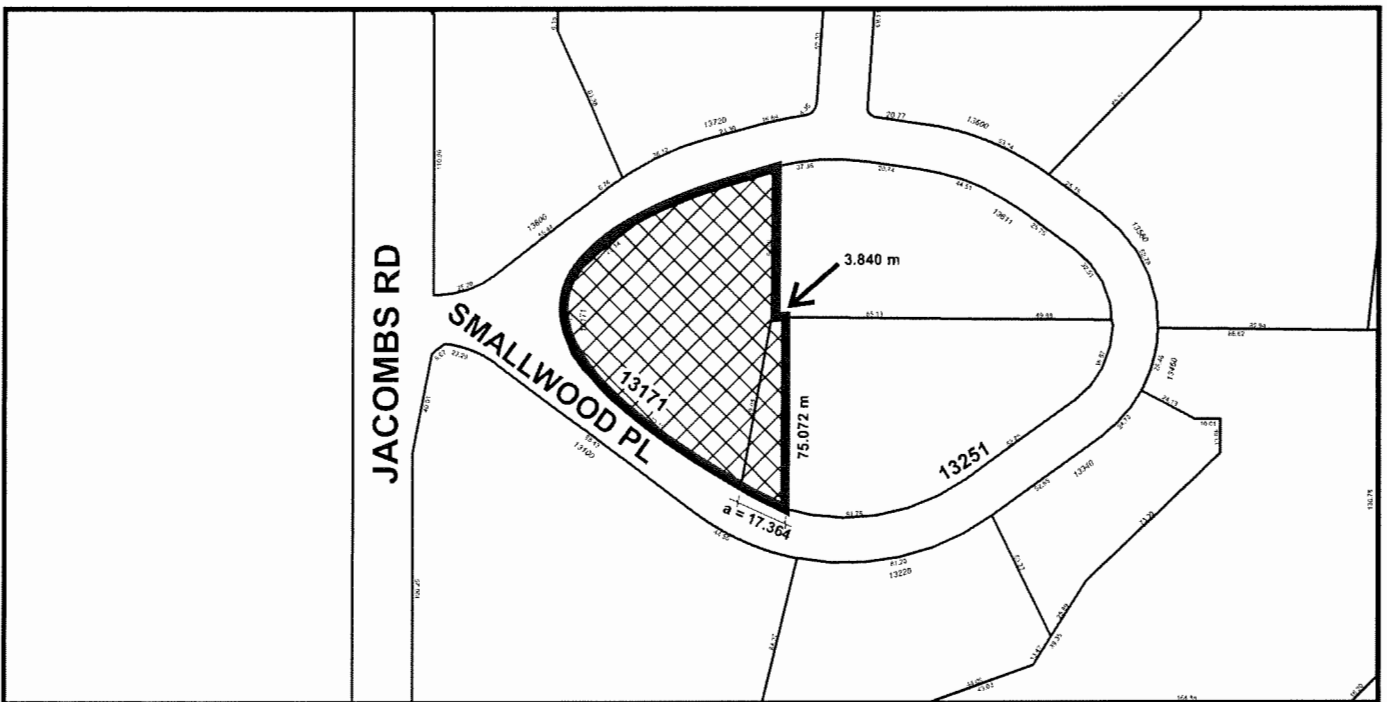
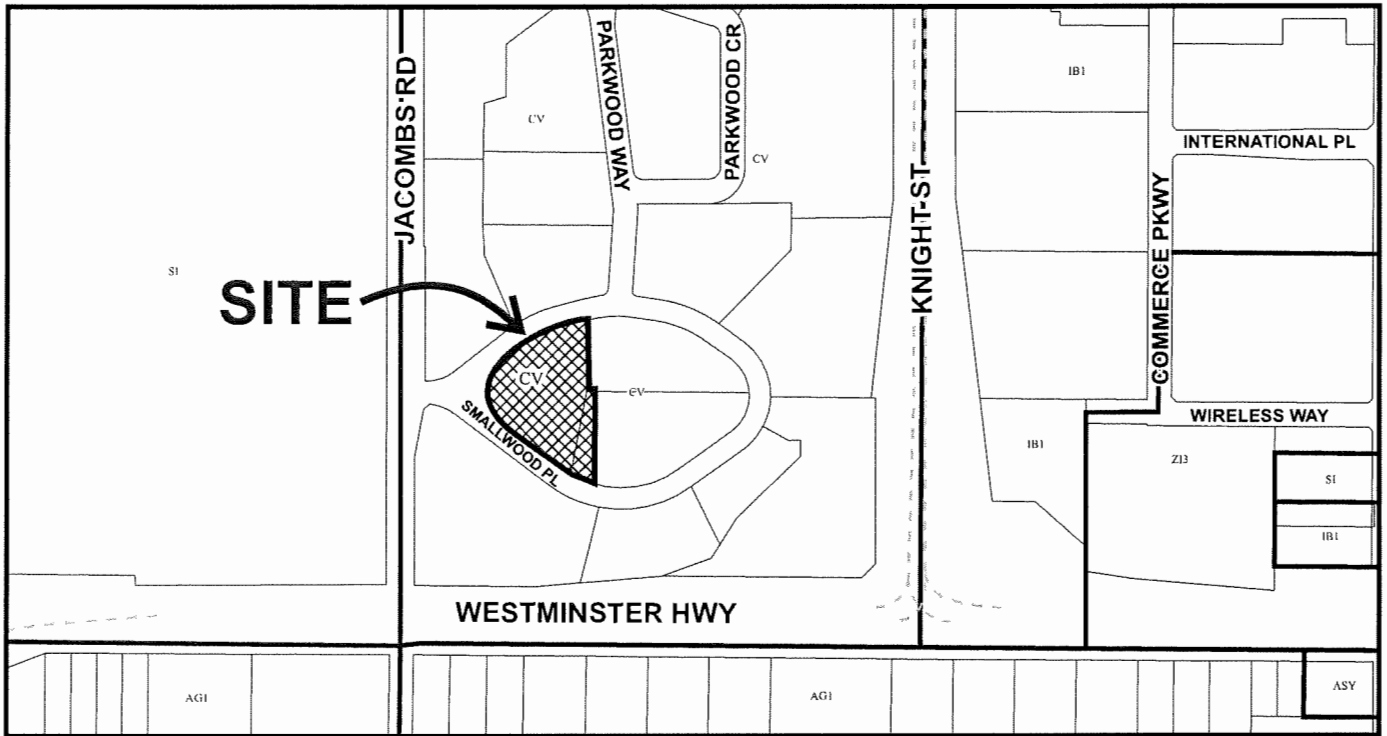
Attachment 5: Excerpt from the Minutes to the June 5, 2019 Advisory Design Panel Meeting  
(including applicant responses)

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

1. Final adoption of Zoning Amendment Bylaw 9969.
2. Registration of a legal agreement on Title to secure the proposed electric vehicle charging stations.
3. Registration of a legal agreement on Title to secure the applicant's voluntary commitment to achieve an energy performance level of 15.2% better than the base line model.
4. Submission of a contract with a Qualified Environmental Professional (QEP) to monitor the building for a minimum of 12 months post-construction and to submit a report outlining the results as well as recommended strategy and implementation measures for future actions, should they be necessary, to the satisfaction of the Director of Development.
5. Receipt of a Letter-of-Credit (or other format acceptable to the City) for landscaping in the amount of \$96,861.55 (including all materials, installation costs, and a 10% contingency).

Prior to future Building Permit issuance, the applicant is required to complete the following:

- 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.*



DP 18-810720

Original Date: 03/02/18

Revision Date: 09/24/19

Note: Dimensions are in METRES



February 1, 2019

**MEMO TO:** Christian Chia, Porsche Richmond

**FROM:** RAMA Board of Directors

**RE:** Porsche Richmond Development Permit Application

Dear Christian,

This letter is to inform you that your revised building design application submitted January 2019 for the new Porsche Richmond dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

**Building Height Variances:**

Area Affected	Bylaw Requirement	Variance
Elevator Overrun	12 m	20.33 m ** (rounded to 20.4 m)
Stairwell Roof	12 m	18.38 m ** (rounded to 18.4 m)
Rooftop Parapet	12 m	16.68 m ** (rounded to 16.7 m)
Roof Deck	12 m	15.18 m ** (rounded to 15.2 m)

**East P/L Setback Variance**

<b>Area Affected</b>	<b>Bylaw Requirement</b>	<b>Variance</b>
Rear Yard Setback (east side)	3.0 m	0 m

**Loading Spaces Variance**

<b>Area Affected</b>	<b>Bylaw Requirement</b>	<b>Variance</b>
On-site Loading Spaces	3 medium 2 large	2 medium 1 large

Based on the variances granted on the recent Toyota, Audi and Jaguar LandRover applications, the Board has also approved the variances on your application.

If you have any questions, please don't hesitate to call. On behalf of the Directors and myself, we wish you the very best with your new facility.

Kind regards,



Gail Terry

General Manager, Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval





**DP 18-810720**

Address: 13171 and a Portion of 13251 Smallwood Place

Applicant: Kasian Architecture Interior Design and Planning Ltd.

Owners: Multiland Pacific Holdings Ltd.  
OpenRoad Auto Group Limited

Planning Area(s): East Cambie

	Existing		Proposed
<b>Site Area:</b>	13171 Smallwood Place	6,773.55 m <sup>2</sup> (72,909 ft <sup>2</sup> )	7,503.45 m <sup>2</sup> (80,766 ft <sup>2</sup> ) after land consolidation
	Portion of 13251 Smallwood Place	729.9 m <sup>2</sup> (7,856 ft <sup>2</sup> )	
<b>Land Uses:</b>	Vehicle Sales and Service		No change
<b>OCP Designation:</b>	Commercial		No change
<b>Area Plan Designation</b>	Commercial		No change
<b>Zoning:</b>	Vehicle Sales (CV)		Vehicle Sales (CV) with a site-specific FAR of 0.94 (ZT 18-835424 pending)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.94 (pending)	0.94	None permitted
Building Area:	7,503.24 m <sup>2</sup> (75,920 ft <sup>2</sup> )	7,009 m <sup>2</sup> (75,445 ft <sup>2</sup> )	None permitted
Lot Coverage:	Max. 50% (3,751 m <sup>2</sup> )	45.5% (3,415 m <sup>2</sup> )	None
Setback – Front Yard:	Min. 3.0 m	19.0 m	None
Setback – Exterior Side Yard:	Min. 3.0 m	8.98 m (north) 9.05 m (south)	None
Setback – Rear Yard:	Min. 3.0 m	11.98 m (principal building) 0.0 m (accessory structures/building)	Variance to reduce setback to 0.0 m for accessory structures/building
Height:	Max. 12.0 m	20.4 m (elevator overrun) 18.4 m (stairwell roof) 17.3 m (mech. equip.) 16.3 m (roof parapet) 15.2 m (roof deck)	Variance to increase building height to 20.4 m
On-site Vehicle Parking Spaces:	144	176	None
Accessible Spaces:	3	3	None

Small Car Spaces:	Max. 50%	22%	None
Total On-site Vehicle Parking Spaces:	144	176	None
On-site Bike Parking Spaces:	19	19	None
Vertical Spaces:	Max. 33%	32%	None
Loading Spaces:	3 medium 2 large	2 medium 1 large	Variance to reduce to 2 medium and 1 large loading spaces



July 19, 2017

MEMO TO: Moe Saboune, OpenRoad Auto Group

FROM: RAMA Board of Directors

**RE: Auto Deliveries in Richmond Auto Mall**

Dear Moe,

This letter is to confirm the arrangement between the member-dealers of the Richmond Auto Mall Association (RAMA) regarding the delivery of vehicles to each dealership.

The majority of the auto carriers that service the mall are in excess of 40 feet in length and cannot physically fit onto the dealers' properties for unloading as space is very limited. This requires all dealerships to receive their auto deliveries via street drop-offs. This has been the case since the auto mall was constructed in 1985.

Measures have been put in place to mitigate the disruption for the benefit of members and customers and to make the process as safe as possible. These include a policy that requires deliveries to take place in the evening wherever feasible to avoid peak traffic in the mall, truck drivers to place orange traffic cones out a good distance behind their vehicles and to use four-way flashers to alert traffic in advance that the lane is temporarily blocked. All members have communicated this policy to their delivery companies in an effort to keep the flow as smooth as possible.

In addition, the RAMA office facilitates communication between the members in the event that there are any issues that need addressing. Bi-monthly member meetings also act as an open forum where topics such as this are discussed and resolutions found as necessary.

If you require any further info, please don't hesitate to call. Please also feel free to provide my contact info to the City in the event they wish to discuss with me in person.

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', written in a cursive style.

**Gail Terry  
General Manager  
Richmond Auto Mall Association**

CC: RAMA Board of Directors, Bibiane Dorval

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

**Wednesday, June 5, 2019 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall**

**1. DP 18-810720 – 3-STOREY COMMERCIAL VEHICLE RETAIL, STORAGE  
AND SERVICE DEVELOPMENT**

ARCHITECT: Kasian Architecture Interior Design and Planning Ltd.

LANDSCAPE ARCHITECT: PMG Landscape Architects Ltd.

PROPERTY LOCATION: 13171 and 13251 Smallwood Place

**Applicant's Presentation**

Scott Douglas, Kasian Architecture Interior Design and Planning Ltd., and Mary Chan-Yip, PMG Landscape Architects, Ltd., presented the project and together with Moe Saboune, OpenRoad Auto Group Ltd., answered queries from the Panel on behalf of the applicant.

**Panel Discussion**

*Comments from Panel members were as follows:*

- ensure that the size of the single accessible parking stall near the sidewalk meets the requirements as per the City's Zoning Bylaw; the pathway adjacent to the accessible parking stall should not be included in determining the width of the parking stall;

***KA Response: The parking stall has been widened to 3.4m for a van accessible B/F stall. Refer to copy of revised site plan.***

- the curved building façade, recessed pedestrian entrance to the building and location of vehicle entrance at the south end of the site off Smallwood Place pose challenges to visitors and customers in terms of wayfinding; visitors and customers could miss the vehicular entrance and will have to go around Smallwood Place (which is a one-way road) to return to the vehicular entrance to the site; consider installing appropriate on- and off-site signage to enhance wayfinding at the subject site; wayfinding signage could be installed outside the building given the corporate design constraints;

***KA Response: We have submitted the wayfinding site signage plan reviewed and approved by both RAMA and Porsche, which indicates the typical RAM dealer pylon sign, as well as the typical RAM Sales and Service entry signage.***

- appreciate the design of the building;

***KA Response: No action required.***

- consider introducing decorative paving treatment to the large triangle-shaped area of asphalt at the south end of the site to provide visual interest and enhance on-site pedestrian and motorist experience;

***KA Response: Decorative paving treatments have been provided to address Porsche Design Guidelines (at customer parking areas), and at site entrances to meet sustainable design requirements. These have been enhanced in our revised plan in order to expand the “pedestrian paving” adjacent to the front entry as the differentiator to the motorist, as such.***

- proposed Gleditsia species replacement trees along the perimeter of the site are quite transparent, difficult to establish and are not visually appealing for the first ten years of planting; consider retaining the existing mature Gleditsia double row of trees, increasing the height and setback of the building, keeping the building form but bringing in the curved lines slightly, and relocating accesses to the site to increase tree retention;

***KA Response: Gleditsia trees are required in the automall to meet design guidelines, so we are unable to respond to changing those. Similarly, we do not believe that there will be any support from the stakeholders (ORG, Porsche, RAMA, CofR) to decrease the building footprint and correspondingly increase the building height to accommodate these thoughts.***

- understand the prescriptive Porsche corporate guidelines for the design of the building; however, consider an additional proposed variance to increase the height of the building to accommodate additional cars inside and save some existing on-site trees; would enhance the project’s sustainability features;

***KA Response: We have reduced the parapet heights in compliance with previous DP review comments from the City of Richmond Planning, therefore we do not believe there is any support from the stakeholders (ORG, Porsche, RAMA, CofR) to add additional storeys to the project.***

- notice that the model presented by the applicant is not accurate; larger trees located outside the property should be located on-site as the on-site trees are larger than the off-site trees;

***KA Response: Acknowledged, the model will be revised appropriately in order to be viewed by the DP Board.***

- concerned on the two trees proposed to be planted directly in front of existing trees due to the tightness of the space and the potential of squeezing the canopies;

***PMG is satisfied with their design.***

- not concerned on the selection of tree and shrub/groundcover species as these are appropriate for the site; the planting palette is well done;

***KA Response: No action required.***

- ensure appropriate rooftop lighting to avoid light pollution and spillage;

***KA Response: Acknowledged. Photometrics for the site lighting have previously been submitted to CofR, however these may not have included the rooftop lighting. We have submitted the rooftop lighting design and photometrics, which identify that, to the extent possible, rooftop light levels are lower than the main lot below and pole locations are in the middle of the roofdeck. The poles that are required around the perimeter are specified with forward throw optics, eliminating backlight and minimizing light trespass beyond the site boundary. All roofdeck lighting will automatically turn off upon business closing to ensure light pollution during the evening is mitigated beyond what is required for life safety.***

- ensure a strong soffit treatment over the glass windows on ground level along the west elevation, as the glass and soffit lines are prominent to motorists driving by; consider using a soffit material that adopts well to the curved form of the west side of the building, e.g. alucobond material;

***KA Response: The soffit has been designed to meet Porsche Design Guidelines and consists of Aluminum Composite Panels.***

- consider continuing the curl at the soffit edge line to reinforce the horizontality of the soffit edge across the main building entrance; could enhance wayfinding and better define the building entrance;

***KA Response: This element of the exterior treatment was previously considered however, the final design as presented is in keeping with Porsche Design Guidelines.***

- appreciate the design of the project which minimizes surface parking areas and increases the height of the building to accommodate more cars inside;

***KA Response: No action required.***

- the subject site is constrained and challenging; agree with Panel comments regarding the need to improve wayfinding;

***KA Response: This item has been addressed in the above noted response with respect to paving treatments and exterior signage.***

- building design may not be changed significantly due to prescriptive corporate guidelines; however, there is an opportunity to emphasize the site entry through further landscaping;

***PMG's design has been completed according to Porsche and the Automall design guidelines, which we believe successfully responds to pedestrians and motorists.***

- investigate opportunities to have the building curve come across to the rear block a little bit more;

***KA Response: This item has been addressed in the above noted response with respect to continuation of the curved façade of the building.***

- consider installing canopies to provide weather protection considering the local weather; could be incorporated into the existing building design;

***KA Response: This element of the exterior treatment was considered but not initially implemented as the exterior facades of the building have been designed in accordance with Porsche Design Guidelines, which do not include canopies. However, ORG has asked us to show a design solution that provides weather protection at the front entry.***

- the applicant is encouraged to consider incorporating public art into the project to improve the public realm;

***KA Response: The Owners have contributed monetary funds to the City of Richmond for public art as part of the DP application and therefore additional public art will not be incorporated into the building design.***

- proposed building form is well proportioned and scaled given the corporate constraints; however, consider breaking down the massing to human scale to enhance the pedestrian experience;

***KA Response: In keeping with Porsche's design philosophy, the glazing at the main floor showroom has intentionally been lowered to keep the massing focus on the scale of cars at the pedestrian/user scale. However, note that the height of this glazing was also increased in order to keep the desired design proportions, relative to the solid panel walls above.***

- the building's west façade is horizontally massive; consider installing vertical window strips and incorporating additional colours to the metal panels on the west façade to break down the massing, provide visual interest and create a pedestrian scale along the west façade;

***KA Response: The west façade of the building has been designed in strict conformance to Porsche Design Guidelines and does not provide for additional colours/glazing.***

- consider adding punched windows on the north façade to allow natural light and break down the massing of the building;

***KA Response: We have reviewed this item with ORG and Porsche and are proposing the addition of windows to the north façade. Refer to exterior elevations.***

- support considering the addition of curtain wall/punched window glazing and spandrel glazing to the east elevation to break down the large surface on the east façade; and

***KA Response: Addressed prior to the Design Panel meeting and above.***

- proposed landscaping along the west side of the site could block the proposed architectural features of the building; however, this helps reduce the scale of the building and helps the transition to the flatter areas to enhance the pedestrian experience along the west side of the subject development.

***KA Response: No action required.***

*The following comments submitted by Jubin Jalili were read into the record by Sara Badyal:*

- could not find any references to car wash water treatment and recycling system which is a requirement for any carwash facility;

***KA Response: Unfortunately, this matter is a misunderstanding based on the mislabelling of this area. This area is not a car wash and will be labelled appropriately as a detail bay(s), where the cars appearance are made to look "Porsche Perfect".***

***The Detail Bays on level 3 is used for detailing cars prior to display and customer delivery. The cleaning equipment consists of off the shelf basic equipment and does not include automated nor water recycling/treatment functions that a car wash would need.***

- the project team is proposing using rooftop HVAC units; however, don't see any references to mechanical/architectural enclosures on the roof;

***KA Response: The building is 3 storeys high and the roof top mechanical units have been set back from the parapets a minimum of 7 meters to minimize the line of vision from a pedestrian experience. We do not see the need for additional screening. We will supply additional information on the drawings to exhibit this.***

- the project design team is commended for their commitment on using HRVs and demand control ventilation system; and

***KA Response: No action required.***

- the project is meeting compliance with ASHRAE 90.1-2010 with 15 percent annual energy cost savings; the project is on the right track from the sustainability point of view.

***KA Response: No action required.***

### **Panel Decision**

It was moved and seconded

***That DP 18-810720 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**





No. DP 18-810720

To the Holder: KASIAN ARCHITECTURE INTERIOR DESIGN  
AND PLANNING LTD.

Property Address: 13171 AND A PORTION OF 13251 SMALLWOOD PLACE

Address: C/O SUITE 1685 - 1500 W. GEORGIA STREET  
VANCOUVER, BC V6G 2Z6

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:
  - a) Increase the maximum permitted height for the principal building from 12.0 m to 20.4 m;
  - b) Reduce the minimum rear yard setback from 3.0 m to zero metres to allow for a detached one-storey storage building, and enclosures containing damaged car storage and refuse, to be located adjacent to the east property line; and
  - c) Reduce the minimum number of on-site loading spaces required from three medium spaces and two large spaces, to two medium spaces and one large space.
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 # 1.a to # 4.c 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 \$96,861.55 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.

**Development Permit**  
**No. DP 18-810720**

To the Holder: KASIAN ARCHITECTURE INTERIOR DESIGN  
AND PLANNING LTD.  
Property Address: 13171 AND A PORTION OF 13251 SMALLWOOD PLACE  
Address: SUITE 1685 - 1500 W. GEORGIA STREET  
VANCOUVER, BC V6G 2Z6

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- 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.
- 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.

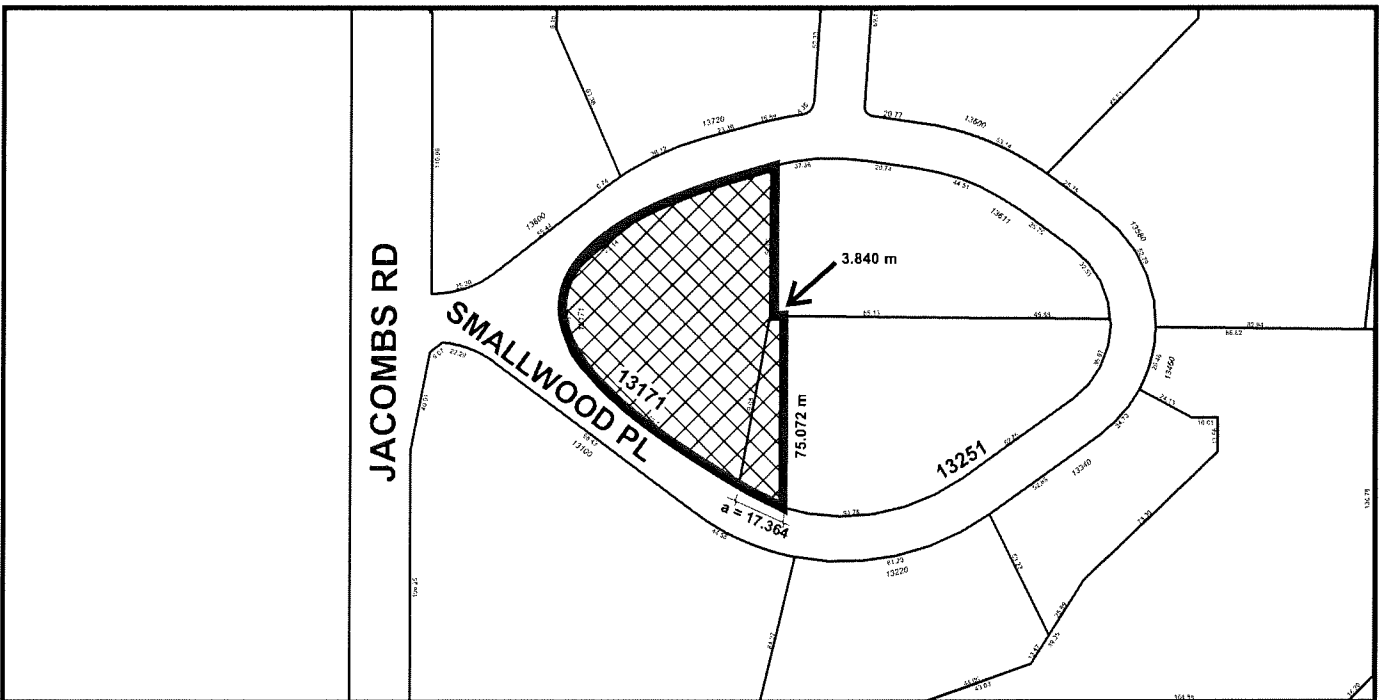
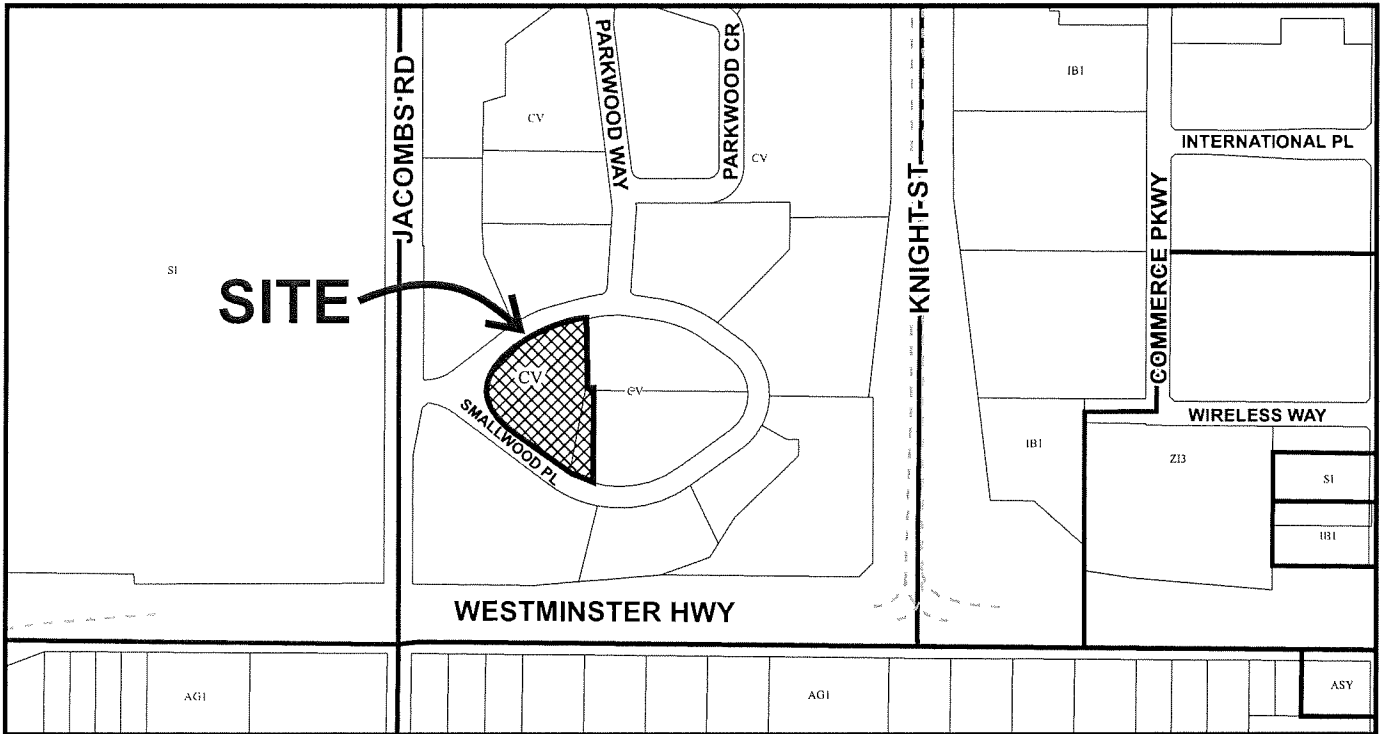
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE  
DAY OF , .

DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR



# City of Richmond



DP 18-810720  
SCHEDULE "A"

Original Date: 03/02/18

Revision Date: 09/24/19

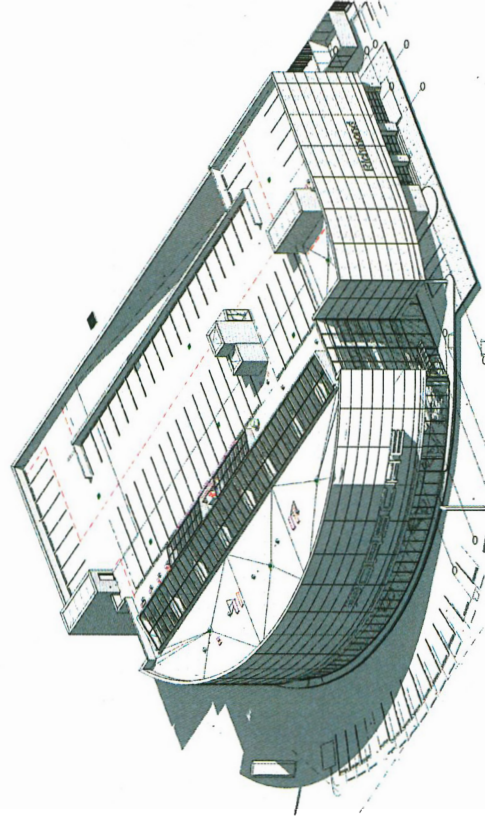
Note: Dimensions are in METRES

# PORSCHE RICHMOND

13171 SMALLWOOD PLACE,  
RICHMOND, B.C.

**DRAWING LIST ARCHITECTURAL**

NUMBER	NAME
DP-00	COVER SHEET / SITE STATISTICS
DP-01	SURVEY
DP-02a	CONTEXT PLAN STREETSCAPES
DP-02b	STREETSCAPE
DP-03a(R1)	SITE ACCESSIBLE PLAN
DP-03b	LEVEL 1 ACCESSIBLE PLAN
DP-03c	LEVEL 2 ACCESSIBLE PLAN
DP-03d	LEVEL 3 ACCESSIBLE PLAN
DP-04(R2)	SITE PLAN
DP-04.CP	RAM CONCEPT PLAN
DP-04.L1	LANDSCAPE PLAN
DP-04.L2	TREE MANAGEMENT PLAN
DP-04.L3	SHRUB PLAN - NORTH
DP-04.L4	SHRUB PLAN - SOUTH
DP-05	L1-GROUND FLOOR PLAN
DP-06	L2-MEZZANINE PLAN
DP-07	L3-PARKING PLAN
DP-08	L4-ROOF PLAN
DP-09	BUILDING ELEVATIONS
DP-10(R1)	BUILDING ELEVATIONS
DP-11	BUILDING SECTIONS
DP-14	SHADOW STUDY 1
DP-15	SHADOW STUDY 2
DP-16	SHADOW STUDY 3
DP-APP. A	SITE SIGNAGE
DP-APP. B	ROOF & SITE PHOTOMETRICS
DP-APP. C	APPENDIX C
DP-APP. C1	MECHANICAL RTU SCREENING STUDY
DP-APP. D	APPENDIX D
DP-APP. D1	APPENDIX D



PROJECT DATA  
PROJECT ADDRESS 13171 SMALLWOOD PLACE, RICHMOND, BC.  
LEGAL ADDRESS LOT 4 SECTION 5 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 70848  
ZONING CY (VEHICLE SALES)  
USES AUTO DEALERSHIP FOR VEHICLE SALES AND SERVICE  
SITE  
SITE AREA 7503.45 m<sup>2</sup> / 80766.5 R  
SITE COVERAGE 3414.4 m<sup>2</sup> / 36741.5 R

SITE COVERAGE PERMITTED PROVIDED VARIANCE REQUIRED  
HEIGHT max. 12 m max. 50% 45-50% YES  
T/O HIGHEST POINT ON BUILDING (ELEVATOR ROOF): 20.33m  
T/O PARAPET: 16.25m  
AVERAGE GRADE ELEVATION: 2.22m  
FLOOD CONSTRUCTION LEVEL (FCL): 2.0m  
FLOOR SLAB ELEVATIONS - SERVICE SHOP: 2.9m, SHOWROOM 2.95m  
HIGHEST POINT ON ADJACENT ROADWAY: 2.32m

AREAS	SQ METERS	SQ FEET
TOTAL FLOOR AREA FOR CALCULATION OF F.A.R.	7009	75445
L1-GROUND FLOOR AREA (INCL. EXT. STORAGE RM)	3319	35726
L2-MEZZANINE AREA	867	9332
L3 - PRE OWNED SHOWROOM	803	8643
L3-DETAIL BAY	340	3660
L3-INVENTORY PARKING	1680	18084
L4-ROOF	1789	19184
FLOOR AREA RATIO (F.A.R.)	0.34	F.A.R. Provided

ON-SITE PARKING REQUIRED	REQUIREMENTS AS PER BYLAW	NUMBER OF BAYS	PARKING STALLS REQUIRED BYLAW
LOCATION		15 BAYS	45
WORKSHOP & DETAIL	3 STALLS / VEHICLE SERVICE BAY	4 BAYS	12
DIRECT/DIALOGUE BAY	3 STALLS / VEHICLE SERVICE BAY	4 BAYS	4
HOLDING & WASH BAY	1 STALL / WASHBAY	1	1
PARTS STORAGE & TOOL ROOM	1 STALL / 100m <sup>2</sup> GLFA	272m <sup>2</sup>	82
OFFICE & SHOWROOM	3 STALLS / 100m <sup>2</sup> GLFA		144
TOTAL PARKING REQUIRED			
ACCESSIBLE PARKING	2% OF TOTAL PARKING REQUIRED	2% OF 144 STALLS	3 (INCLUDED IN TOTAL PARKING, RECD)
SMALL SPACES PERMITTED	MAX. 50% OF TOTAL	22% (32) SMALL SPACES PROVIDED	

ON-SITE PARKING PROVIDED	REGULAR STALLS	SMALL STALLS	ACCESSIBLE STALLS	STACKER UNITS	SUB-TOTAL
LOCATION					
AT GRADE - CUSTOMER PARKING	9	7	3		19
AT GRADE - STAFF PARKING		4			4
AT GRADE - SERVICE PARKING		8			8
AT GRADE - DEMONSTRATION CAR PARKING	6	2			8
LEVEL 3 - SERVICE PARKING (STACKER UNITS)		19			32
LEVEL 3 - INTERNAL PARKING		69			32
LEVEL 4 (ROOF) - CUSTOMER PARKING					79
TOTAL PARKING STALLS PROVIDED			3	64	176

ON-SITE LOADING REQUIREMENTS	MINIMUM DIMENSION	REQUIRED	PROVIDED	VARIANCE REQUIRED
LOADING SPACE SIZE				
MEDIUM	9.1m L x 3.0m W x 3.8m H	3	2	YES
LARGE	18.4m L x 3.5m W x 4.3m H	2	1	YES

ON-SITE BICYCLE PARKING CLASSIFICATION	DESIGN CRITERIA	BYLAW REQUIREMENTS	MINIMUM DIMENSIONS	REQUIRED	PROVIDED
CLASS 1	LONG-TERM SECURED BICYCLE PARKING IN ENCLOSED ROOM	OFFICE AND SALES: 0.27 SPACE / 100m <sup>2</sup> OF GLFA GREATER THAN 100m <sup>2</sup> . (709m <sup>2</sup> / 100 x 0.27 = 19)	0.6m W x 1.0m L (PLACED VERTICALLY) 0.6m W x 1.8m L (PLACED HORIZONTALLY)	19	19 (ON LEVEL 3) - 6 VERTICAL (33% OF TOTAL COUNT), 13 HORIZONTAL
CLASS 2	SHORT-TERM BICYCLE PARKING IN FORM OF BIKE RACKS LOCATED WITHIN 15m OF THE PRINCIPAL BUILDING ENTRANCE	OFFICE AND SALES: 0.4 SPACE / 100m <sup>2</sup> OF GLFA GREATER THAN 100m <sup>2</sup> . (OFFICE AND SALES: 2727 / 100 x 0.4 = 11) (OTHER AREAS: 4292 / 100 x 0.27 = 12)		23	24 (AT GRADE)

\* GLFA = Showroom + Offices area + Other uses = 7,009m<sup>2</sup> GARBAGE AND RECYCLING STORAGE

DP 18-810720



VIEW -0



COWELL VOLKSWAGEN

VIEW -1



FUTURE HYUNDAI DEALERSHIP

VIEW -2



MAZDA DEALERSHIP

INFINITY RICHMOND

VIEW -3



FUTURE TOYOTA DEALERSHIP

VIEW -4

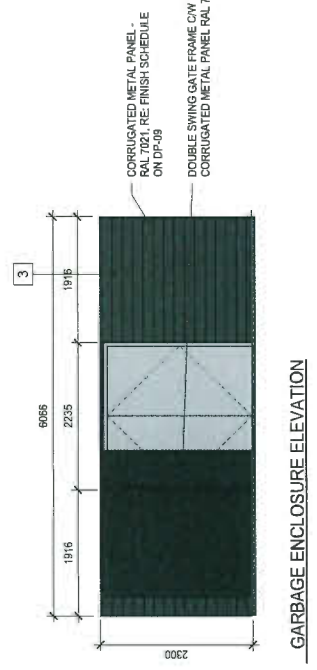
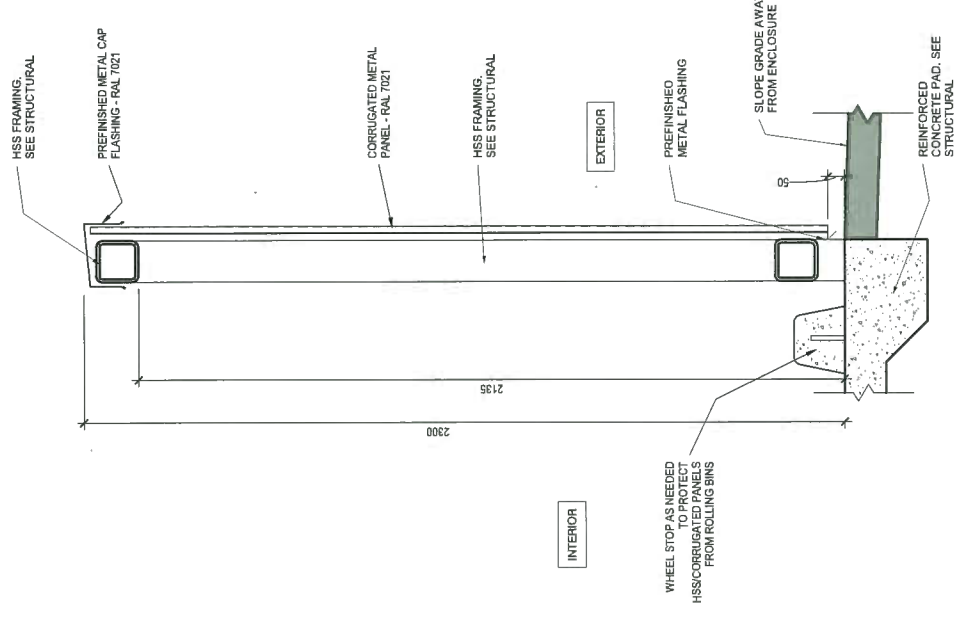
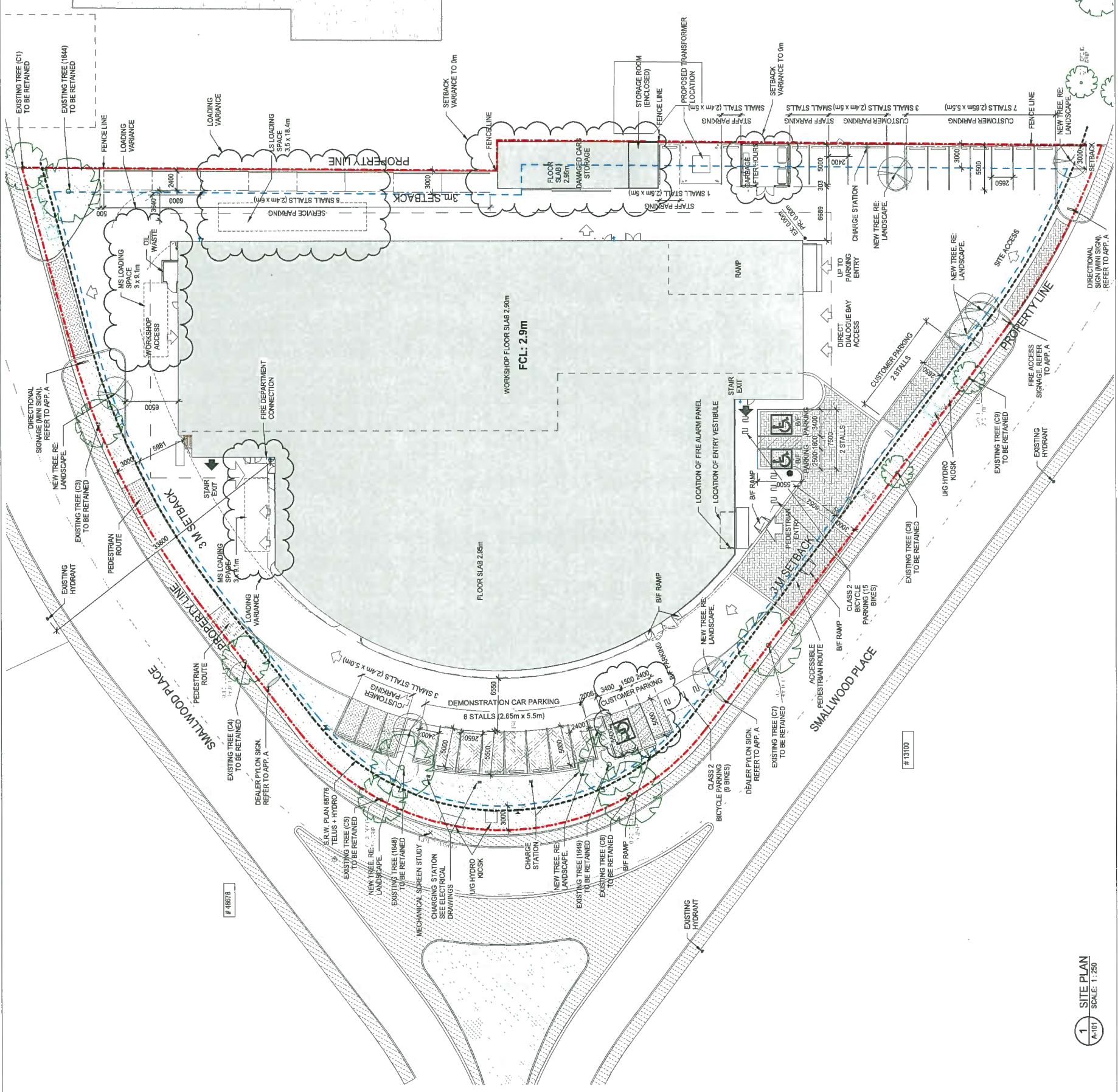


RICHMOND NATURE PARK EAST

MAZDA DEALERSHIP

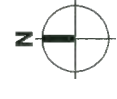
VIEW -5





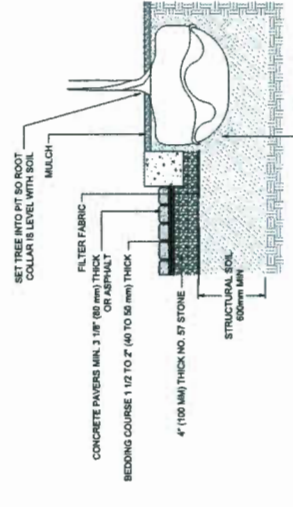
DP 18-810720

1 SITE PLAN  
A-107  
SCALE: 1:250



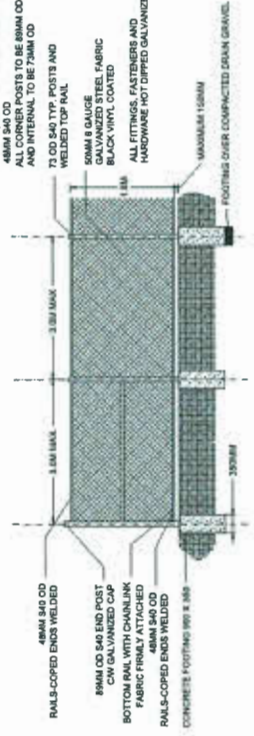


LANDSCAPE FORMS - FLO BIKE RACK IN METALLIC SILVER

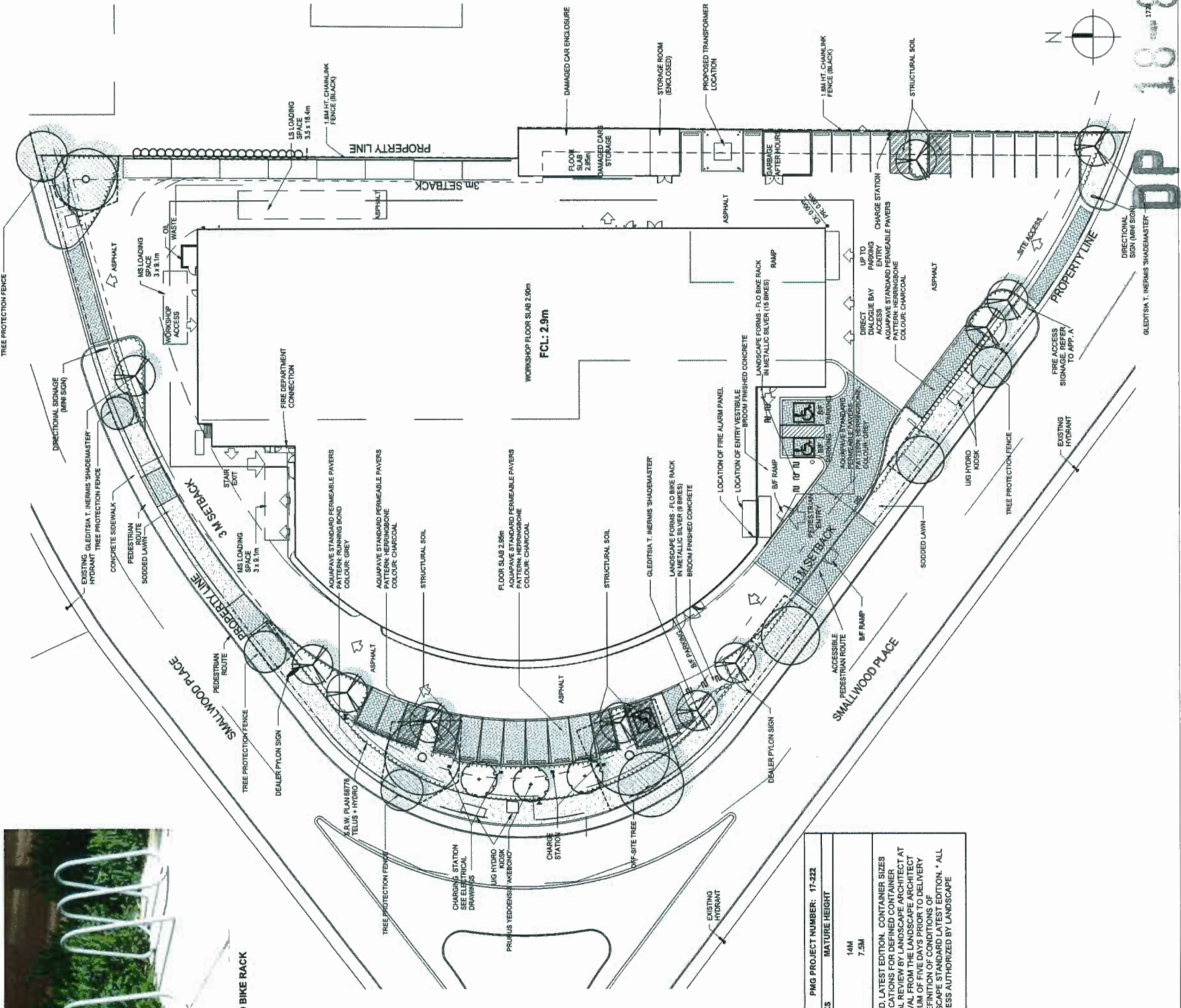


REFER TO PLAN FOR EXTENT OF STRUCTURAL SOIL

1 TREE IN LANDSCAPE ISLAND



2 1.8M HT. CHAINLINK FENCE (BLACK)



DP 18-810720

PMO PROJECT NUMBER: 17-222

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	MATURE HEIGHT
	11	GLEDITSIA T. INERMIS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	8CM CAL; 1.8M STD; BAB	14M
	3	PRUNUS YEDOENSIS 'AKERONO'	DAYBREAK CHERRY	6CM CAL; BAB	7.5M

NOTES: \* PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER ON-LINE STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE TO BE CONFIRMED BY THE LANDSCAPE ARCHITECT PRIOR TO DELIVERY. \*\* SUBSTITUTIONS ARE SUBJECT TO THE SPECIFIED MATERIAL UNLESS OTHERWISE NOTED. \*\* SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. \* SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY: \* ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. \* ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. \*\* BID-SOLDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



OCT 03 2019

PLAN # 3.a  
OCTOBER 02, 2019

PORSCHE RICHMOND  
13171 SMALLWOOD PLACE,  
RICHMOND, B.C.

LANDSCAPE PLAN



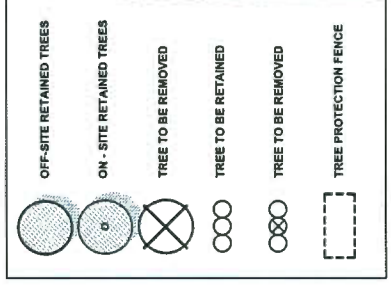
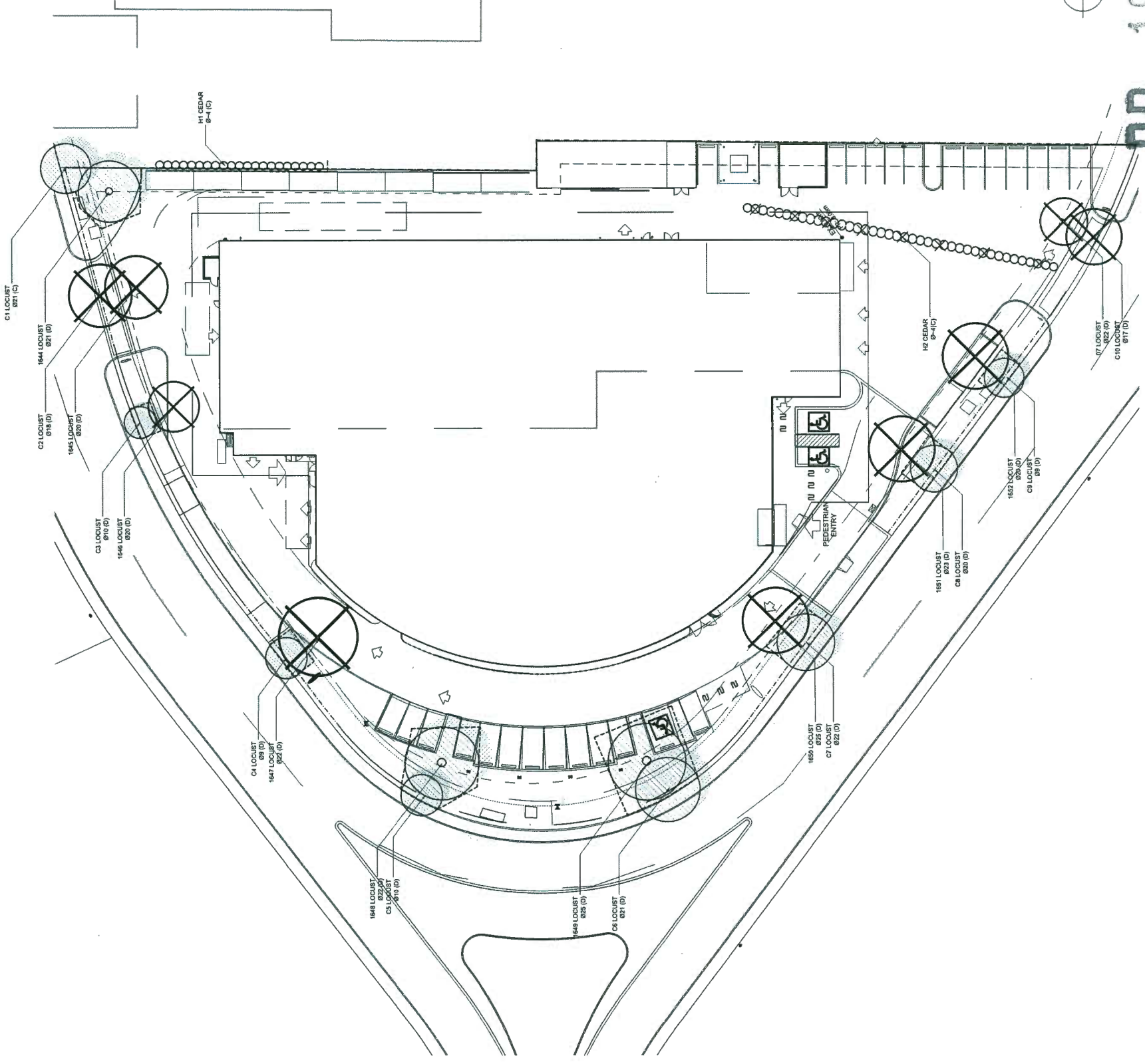
DILAWRI GROUP OF COMPANIES  
OpenRoad™  
AUTO GROUP



DP-04.L1  
200007



OCT 03 2019

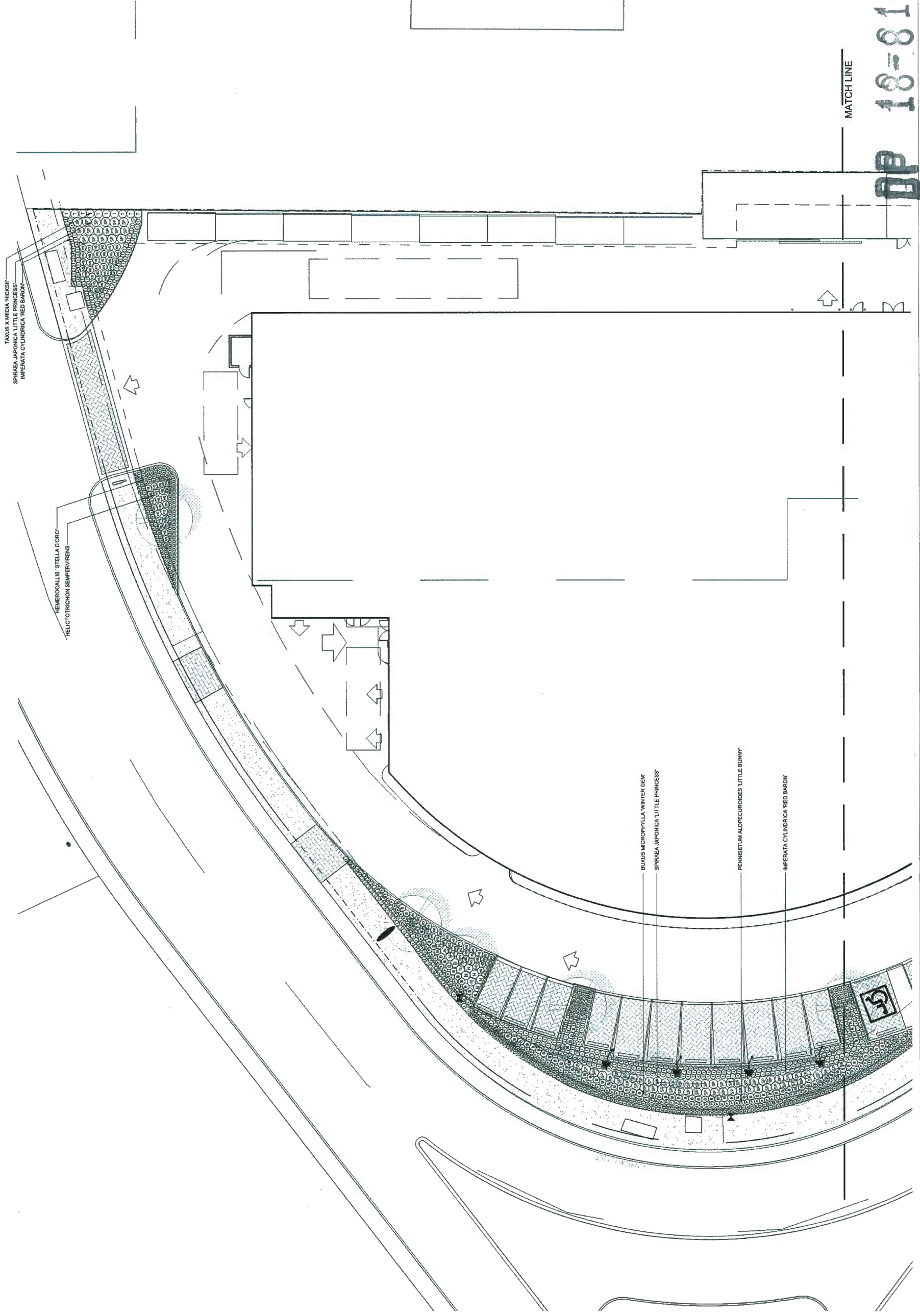


NO. OF REPLACEMENT TREES	SUITABLE REPLACEMENT TREES	
	BOTANICAL NAME	SIZE
11	GLEDTISIA T. INERMIS 'SHADEMASTER'	8CM CAL; 1.8M STD; B&B
3	PRUNUS YEDOENSIS 'AEBONO'	8CM CAL; B&B

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TAXUS Y. MEDIA 'NICKSBY'  
 SPIRAEA JAPONICA 'LITTLE PRINCESS'  
 IMPERATA CYLINDRICA 'RED BARDON'  
 HELIOTROPION SEMPERVIRENS  
 'HEMEROCALLIS' 'STELLA D'ORO'

BUXUS MICROPHYLLA 'WINTER GEM'  
 SPIRAEA JAPONICA 'LITTLE PRINCESS'  
 PENNSETUM ALDFEUROIDES 'LITTLE BUNNY'  
 IMPERATA CYLINDRICA 'RED BARDON'

MATCH LINE

DP 18-810720



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 GROUP OF COMPANIES  
 AUTO GROUP



SHRUB PLAN - NORTH

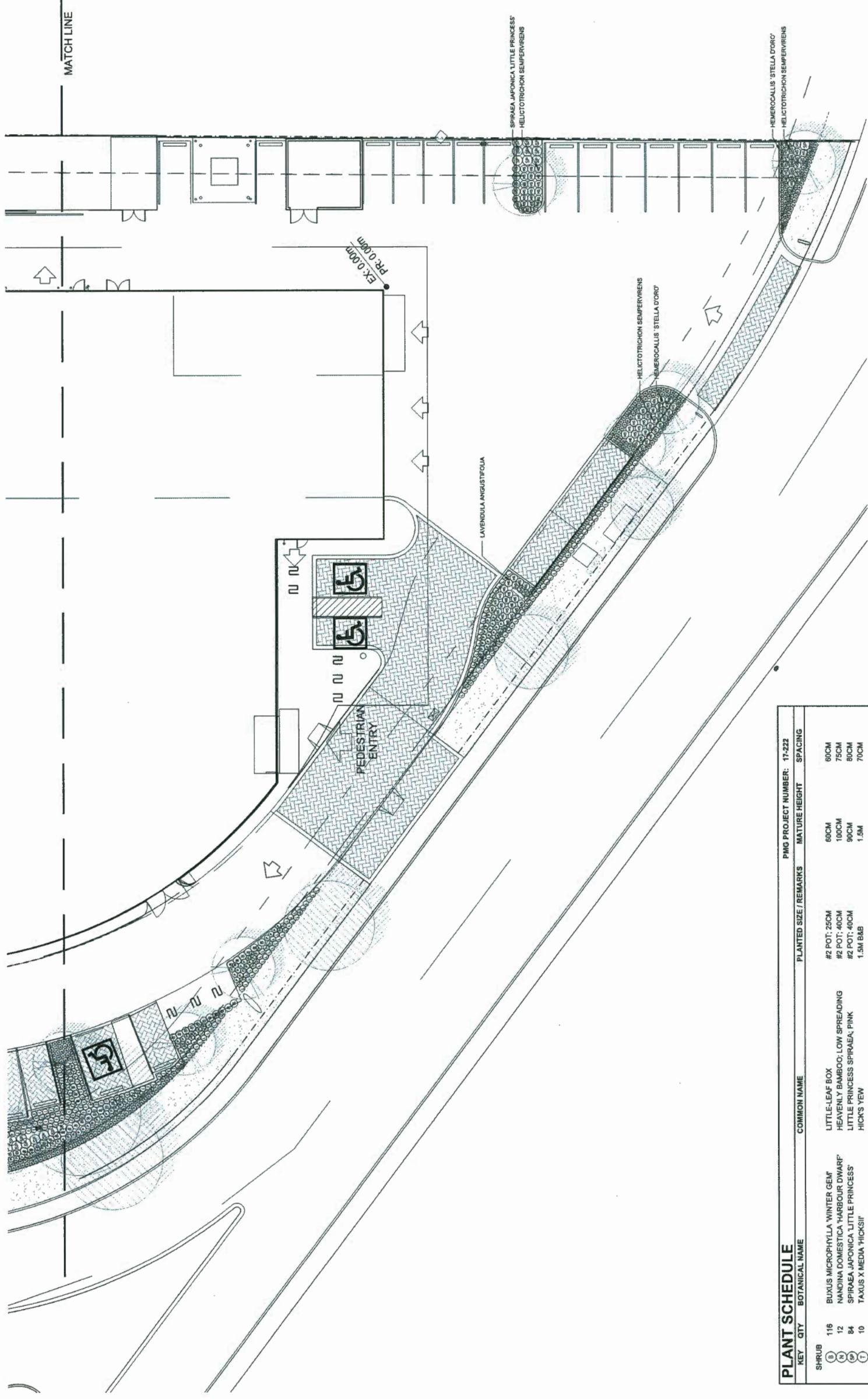
PORSCHE RICHMOND  
 13171 SMALLWOOD PLACE,  
 RICHMOND, B.C.

PLAN # 3.C  
 SEPTEMBER 25, 2019

DP-04.L3

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KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	MATURE HEIGHT	SPACING
SHRUB	116	BUXUS MICROPHYLLA 'WINTER GEM'	LITTLE-LEAF BOX	#2 POT; 25CM	60CM	60CM
	12	NANDINA DOMESTICA 'HARBOUR DWARF'	HEAVENLY BAMBOO; LOW SPREADING	#2 POT; 40CM	100CM	75CM
	84	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA; PINK	#2 POT; 40CM	90CM	80CM
	10	TAXUS X MEDIA 'HICKSII'	HICK'S YEW	1.5M BAB	1.5M	70CM
GRASS	199	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT	60CM	60CM
	419	IMPERATA CYLINDRICA 'RED BARON'	BLOOD GRASS	#1 POT	50CM	45CM
	180	FENNETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	#1 POT	50CM	45CM
PERENNIAL	596	HEMEROCALLIS 'STELLA D'ORO'	DAYLILY; YELLOW	#1 POT; 1-2 FAN	45CM	40CM
	220	LAVENDULA ANGUSTIFOLIA 'MUNSTEAD'	ENGLISH LAVENDER; COMPACT; VIOLET-BLUE	#1 POT	30CM	45CM

NOTES: \* PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. \* REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. \* SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. \* SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY

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PLAN # 3.d  
 OCTOBER 02, 2019

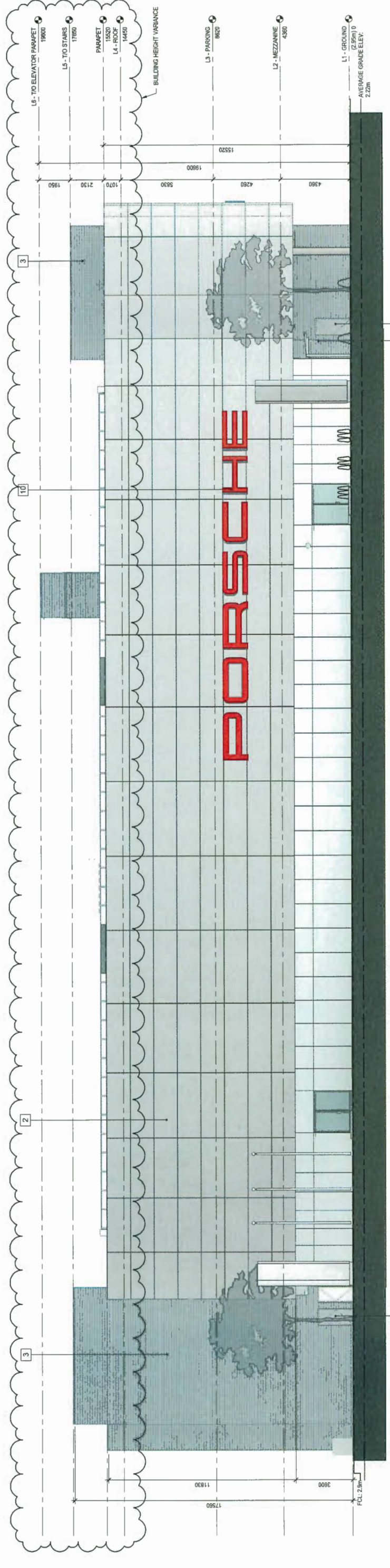
PORSCHERICHMOND  
 13171 SMALLWOOD PLACE,  
 RICHMOND, B.C.

SHRUB PLAN - SOUTH

**pmg**  
 LANDSCAPE  
 ARCHITECTS  
 Suite 5100 - 4182 St. Johns Drive  
 Richmond, BC V6X 2M7  
 Tel: 604.274.0711 | Fax: 604.274.0222

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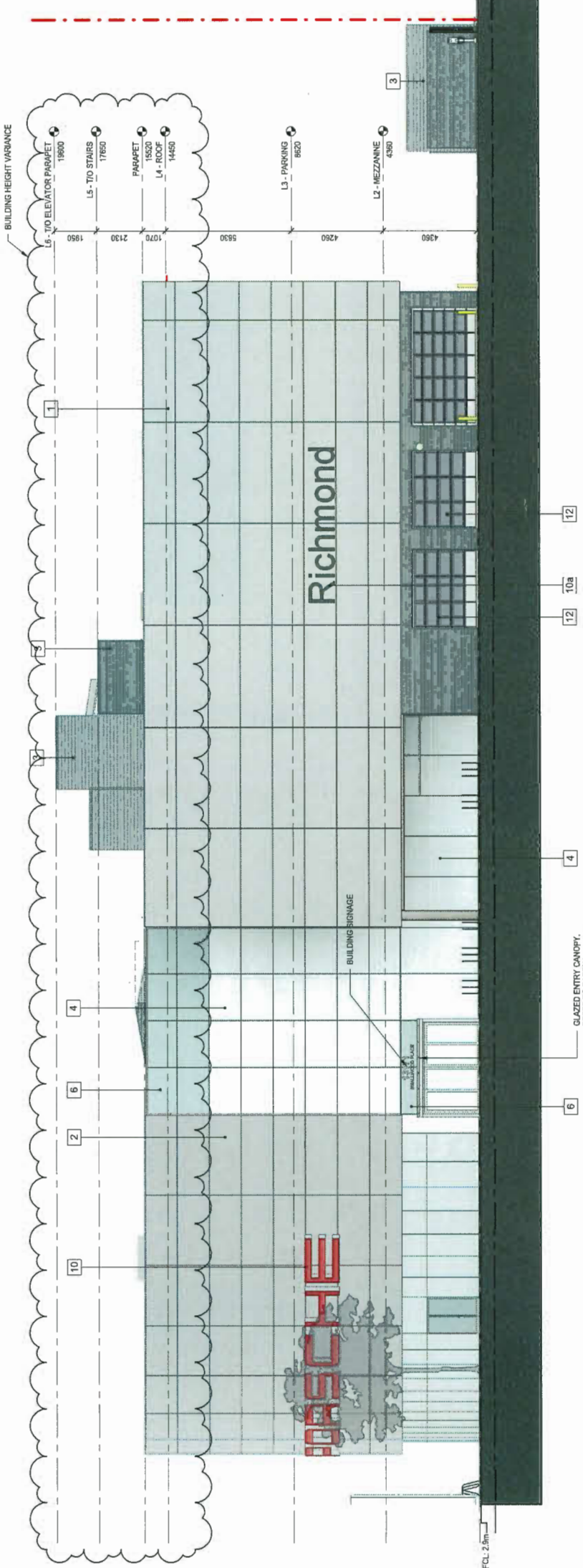




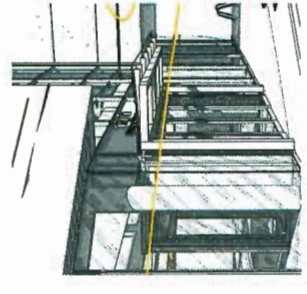
4 WEST  
DP-09  
SCALE: 1:110

MATERIAL LEGEND

- 1 PERFORATED COMPOSITE METAL PANEL SYSTEM - SILVER METALLIC
- 2 COMPOSITE METAL PANEL SYSTEM - SILVER METALLIC
- 3 TRAPEZIUM SHEET METAL - CL 7040 (BLACK GREY)
- 4 CLEAR ANODIZED ALUMINUM CURTAIN WALL / PUNCHED WINDOW C/W DOUBLE GLAZED LOW E GLAZING
- 6 CLEAR ANODIZED ALUMINUM VENEER SYSTEM C/W SPANDREL GLAZING
- 10 SIGNAGE - RED, PROVIDE 18mm PLYWOOD BACKING, (REFER TO SIGNAGE PERMIT)
- 10a SIGNAGE - BLACK, PROVIDE 18mm PLYWOOD BACKING, (REFER TO SIGNAGE PERMIT)
- 11 METAL DOOR - RAL 7040 (BLACK GREY)
- 12 OVERHEAD DOOR - RAL 7040 (BLACK GREY)
- 13 152mm BOLLARD



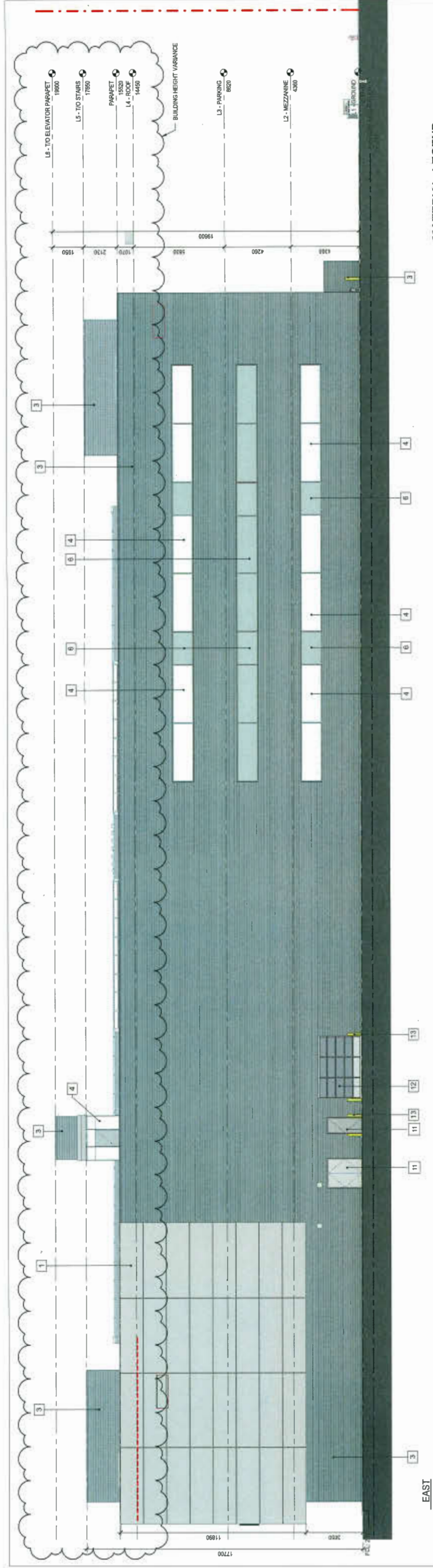
3 SOUTH  
DP-09  
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PARTIAL VIEW- ENTRY CANOPY

DP 18-810720

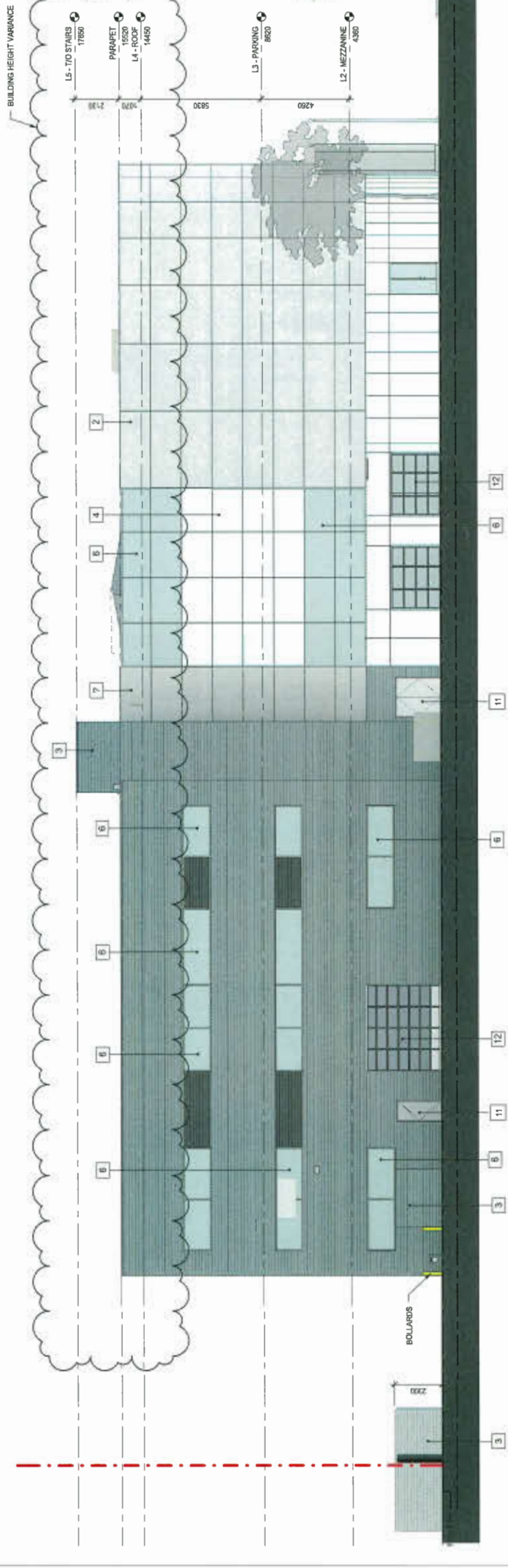




EAST

**MATERIAL LEGEND**

- 1 PERFORATED COMPOSITE METAL PANEL SYSTEM - SILVER METALLIC
- 2 COMPOSITE METAL PANEL SYSTEM - SILVER METALLIC
- 3 TRAPEZIUM SHEET METAL - CL 7040 (BLACK GREY)
- 4 CLEAR ANODIZED ALUMINUM CURTAIN WALL / PUNCHED WINDOW CW DOUBLE GLAZED LOW E GLAZING
- 6 CLEAR ANODIZED ALUMINUM VENEER SYSTEM CW SPANDREL GLAZING
- 10 SIGNAGE - RED, PROVIDE 16mm PL WOOD BACKING. (REFER TO SIGNAGE PERMIT)
- 10a SIGNAGE - BLACK, PROVIDE 16mm PLYWOOD BACKING. (REFER TO SIGNAGE PERMIT)
- 11 METAL DOOR - RAL 7040 (BLACK GREY)
- 12 OVERHEAD DOOR - RAL 7040 (BLACK GREY)
- 13 152mm BOLLARD



NORTH

**DP 18-810720**



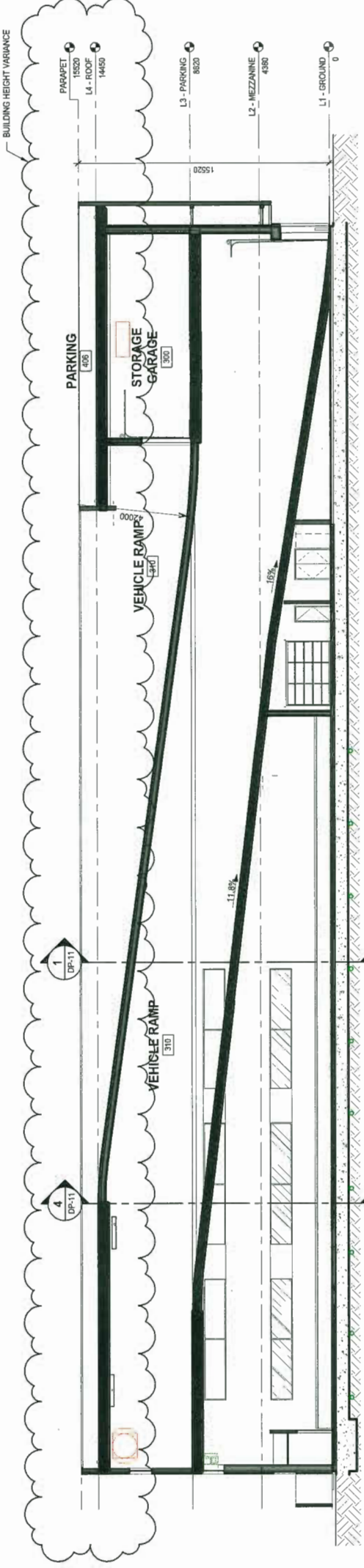
OCT 09 2019  
DP-10(R1)  
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**PLAN # 4.b**  
SEPTEMBER 25, 2019

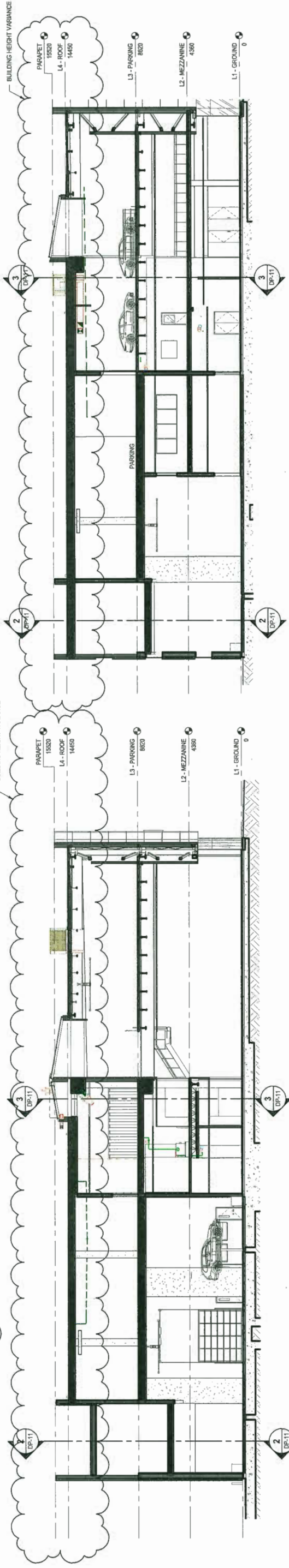
**PORSCHÉ RICHMOND**  
13171 SMALLWOOD PLACE,  
RICHMOND, B.C.

**BUILDING ELEVATIONS**

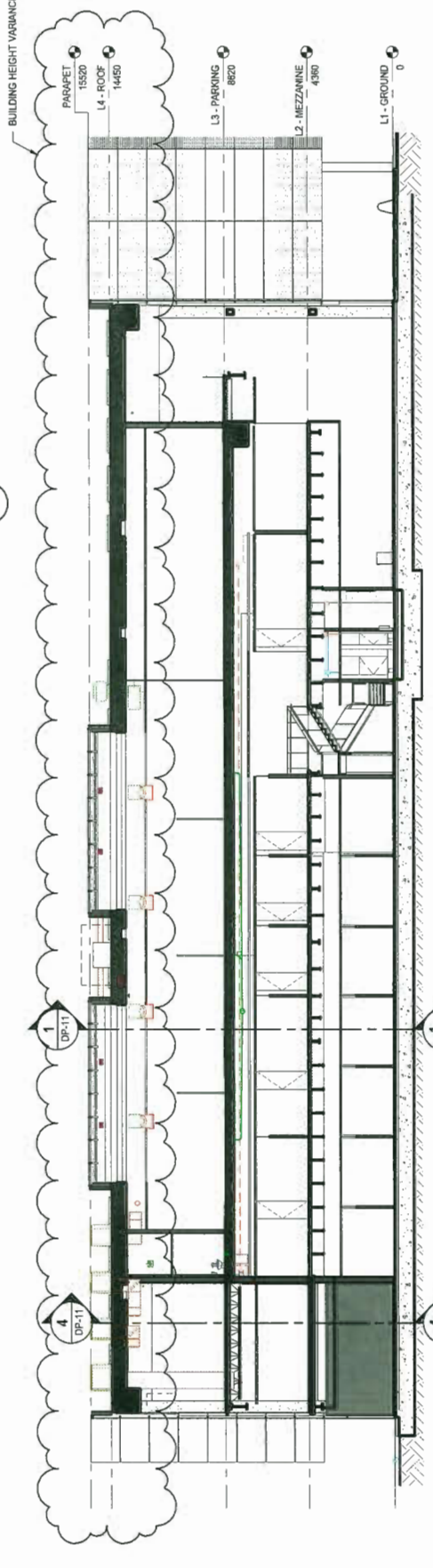




2 BUILDING SECTION 2  
DP-039 SCALE: 1:150

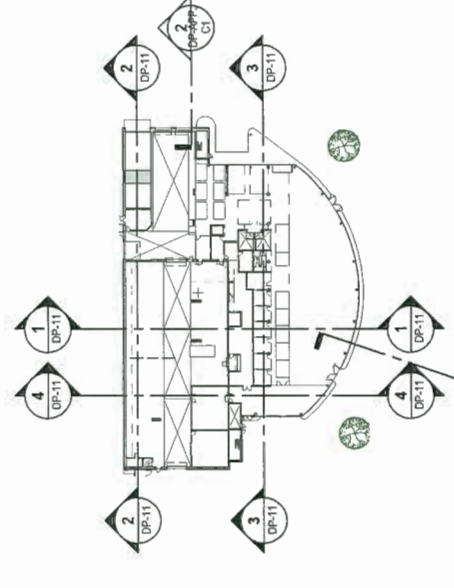


1 BUILDING SECTION 1  
DP-038 SCALE: 1:150

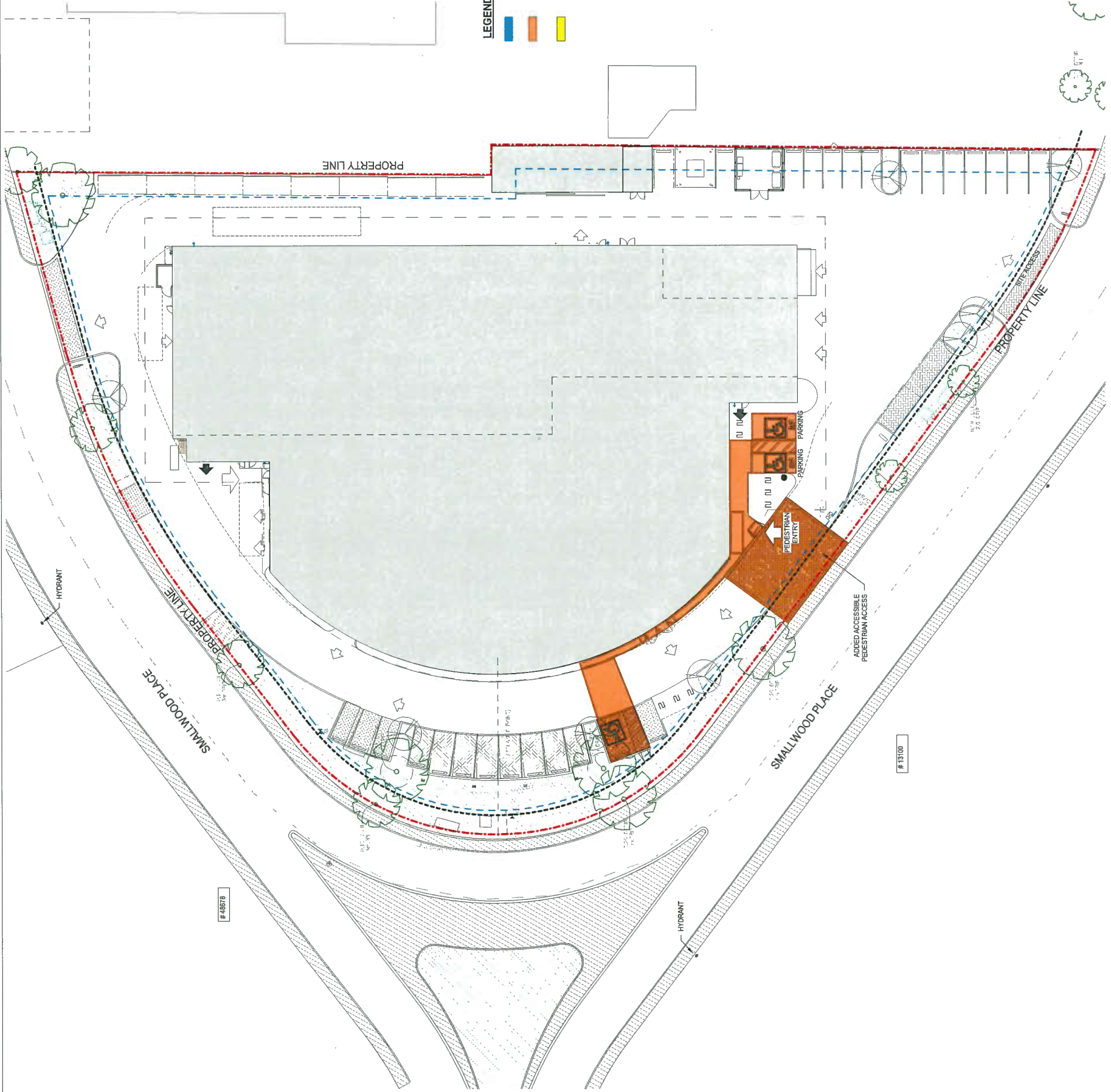


3 BUILDING SECTION 3  
DP-036 SCALE: 1:150

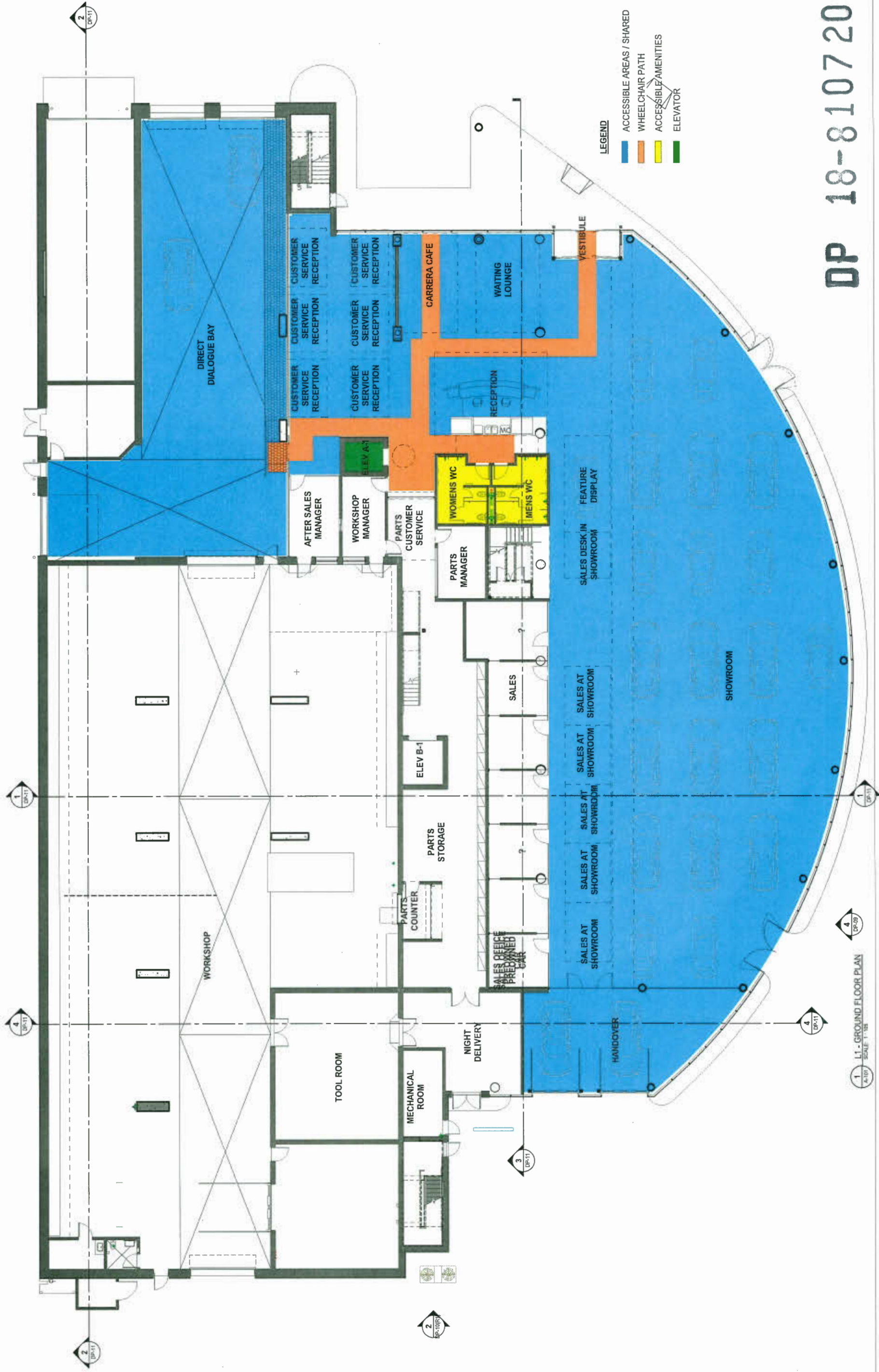
4 BUILDING SECTION 4  
DP-037 SCALE: 1:150



L1 - KEY PLAN



DP 18-810720



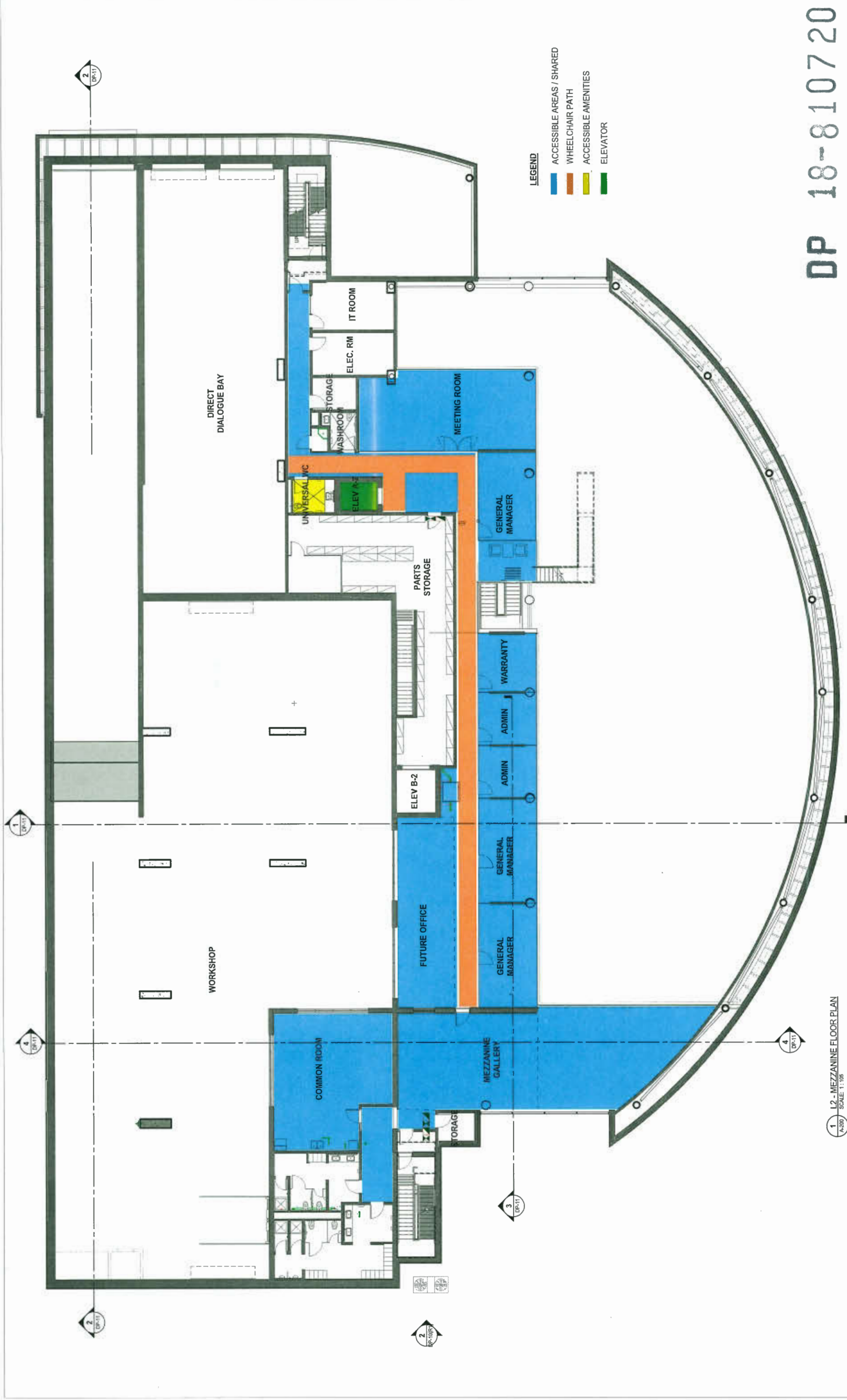
- LEGEND**
- ACCESSIBLE AREAS / SHARED
  - WHEELCHAIR PATH
  - ACCESSIBLE AMENITIES
  - ELEVATOR

DP 18-810720

1 L1 - GROUND FLOOR PLAN  
 A:10' SCALE: 1"=10'

1 DP-11  
 2 DP-11  
 3 DP-11  
 4 DP-11

1 DP-11  
 2 DP-11  
 3 DP-11  
 4 DP-11

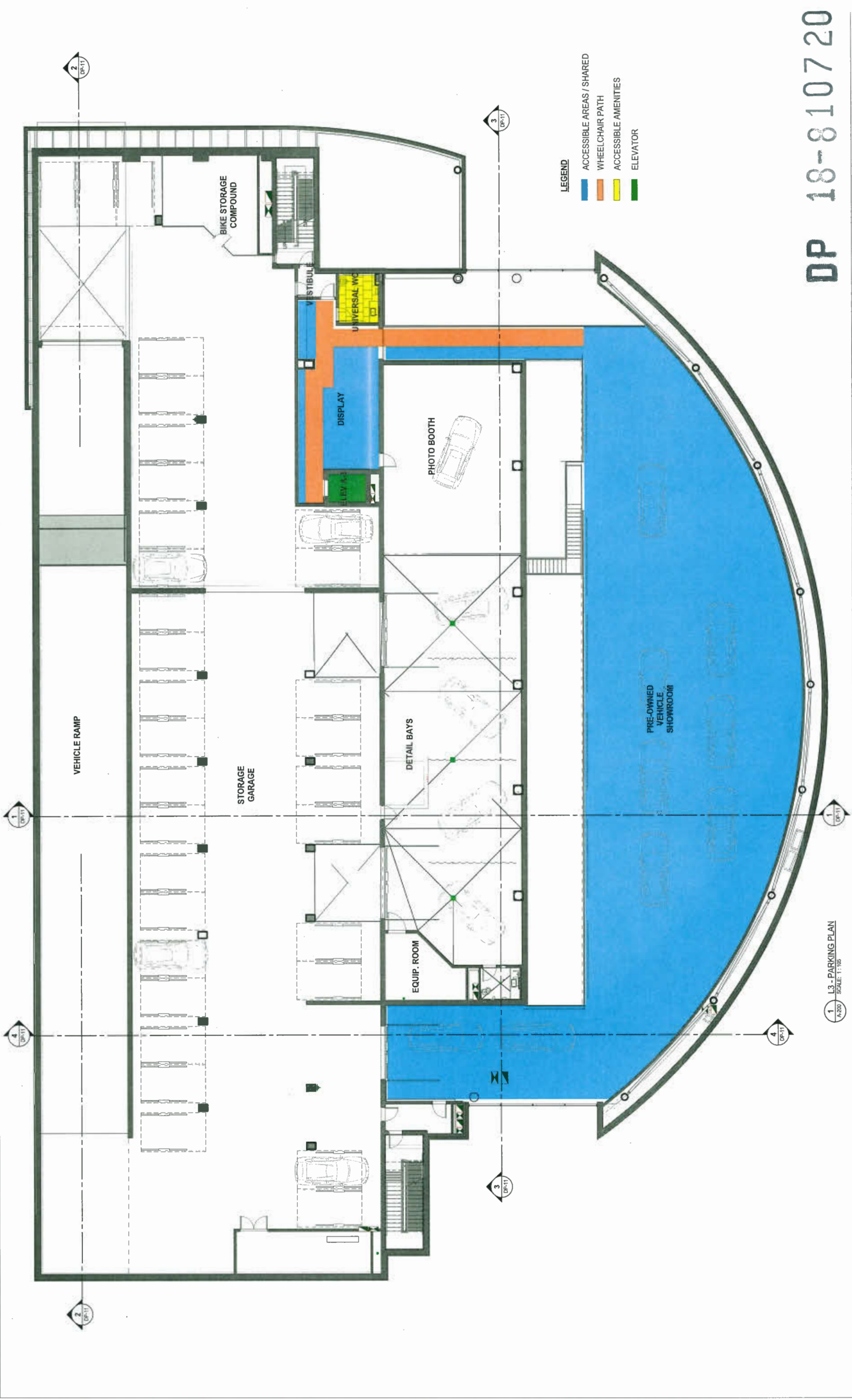


- LEGEND**
- ACCESSIBLE AREAS / SHARED
  - WHEELCHAIR PATH
  - ACCESSIBLE AMENITIES
  - ELEVATOR

DP 18-810720

1 L2 - MEZZANINE FLOOR PLAN  
A-200 SCALE: 1:100

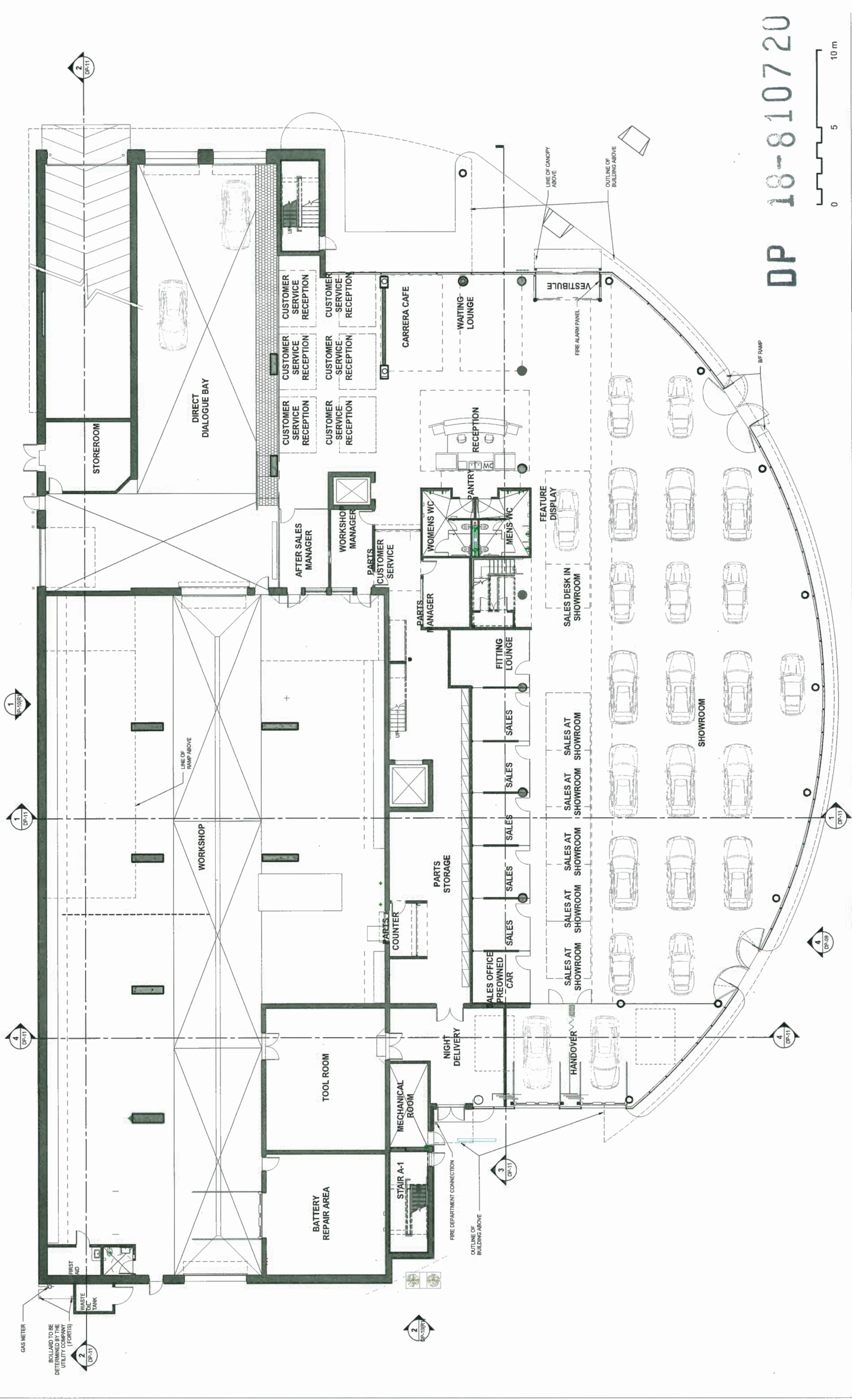




DP 18-810720

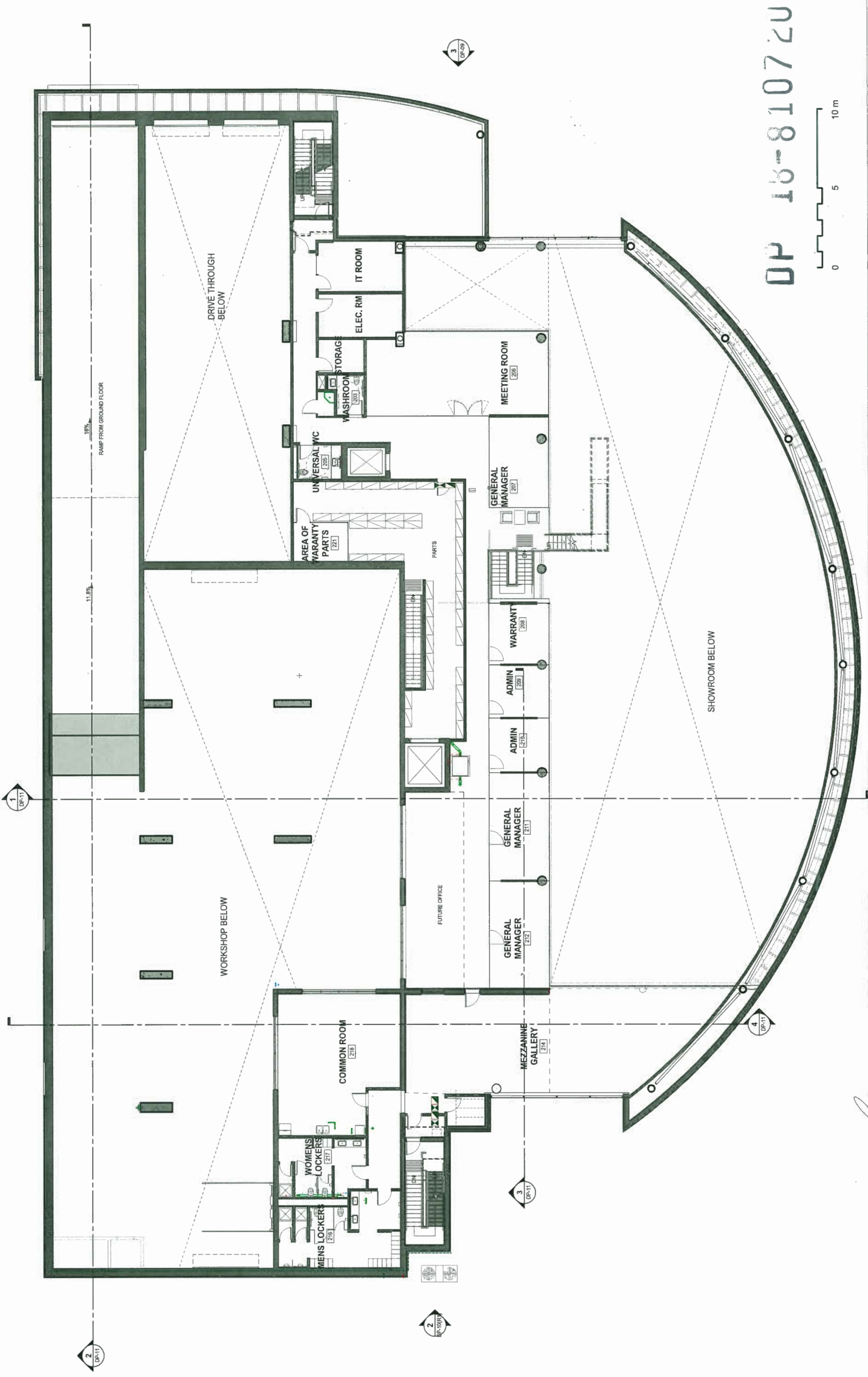
1 L3 - PARKING PLAN  
A200 SCALE: 1:100

- LEGEND**
- ACCESSIBLE AREAS / SHARED
  - WHEELCHAIR PATH
  - ACCESSIBLE AMENITIES
  - ELEVATOR



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DP 16-81072U



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L2-MEZZANINE PLAN

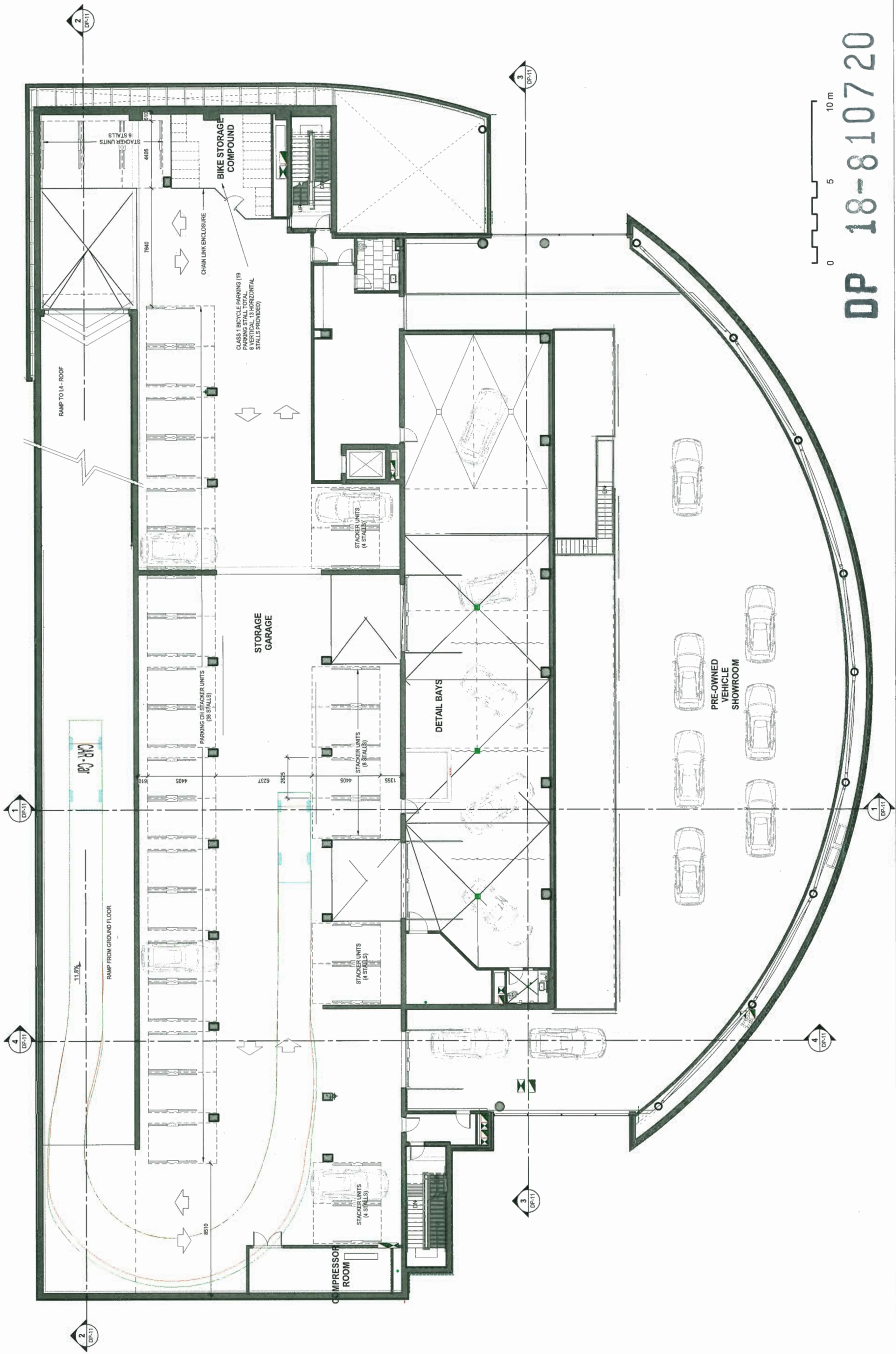
PORSCHE RICHMOND  
 13171 SMALLWOOD PLACE,  
 RICHMOND, B.C.

REFERENCE PLAN  
 SEPTEMBER 25, 2019

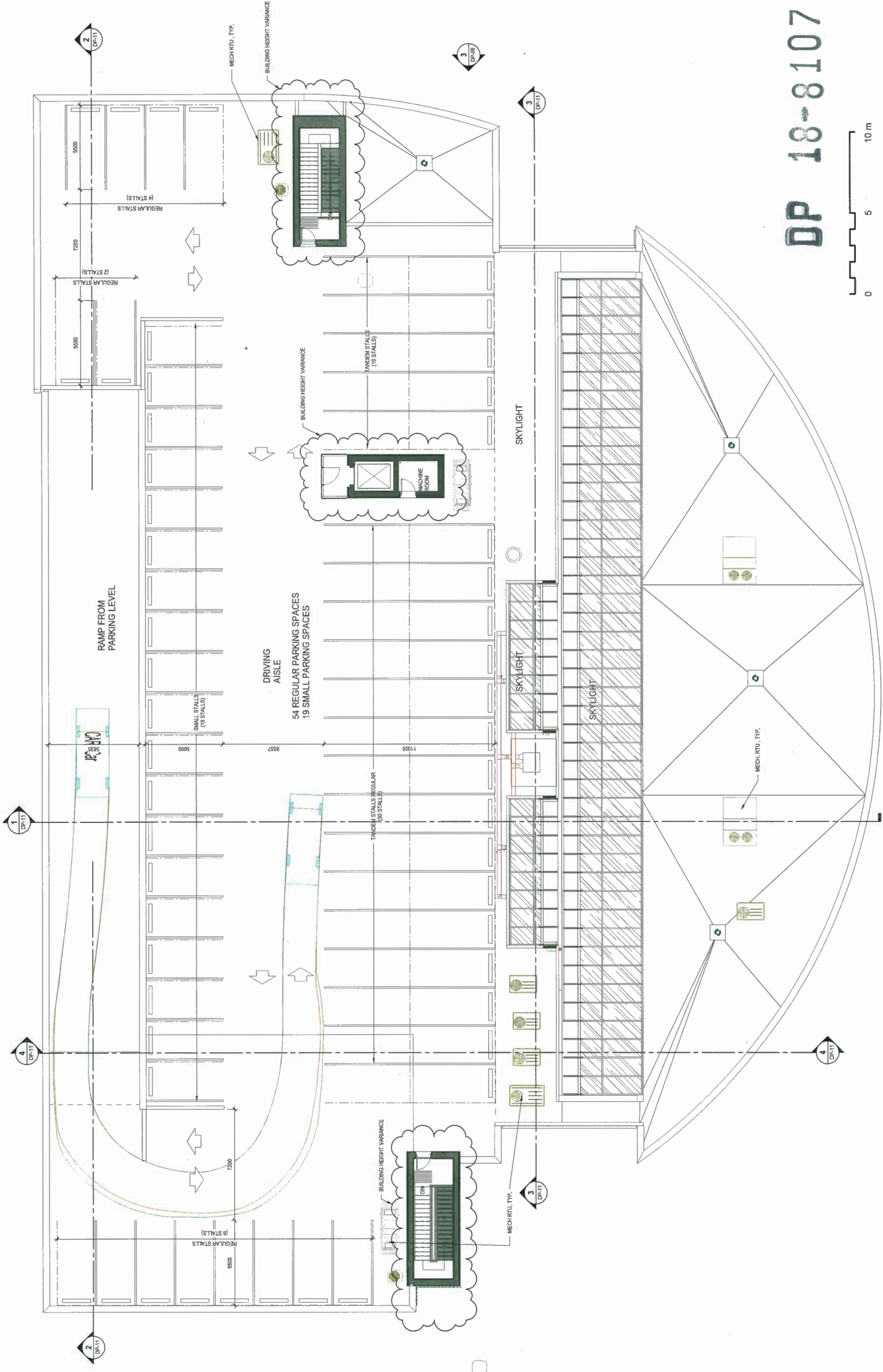
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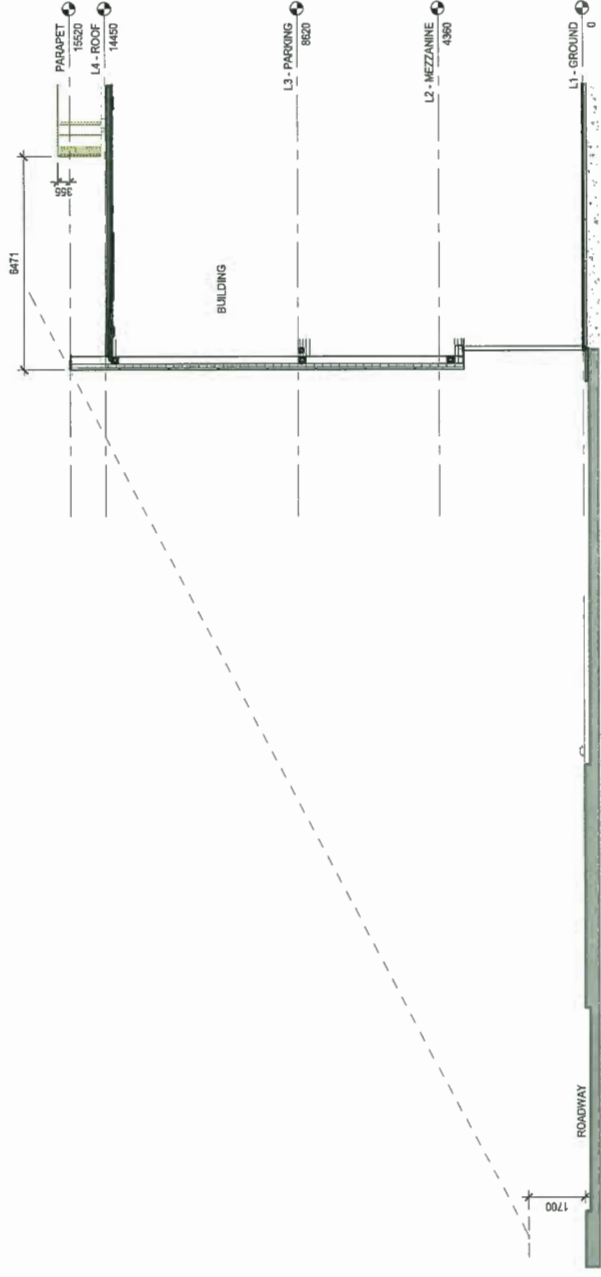
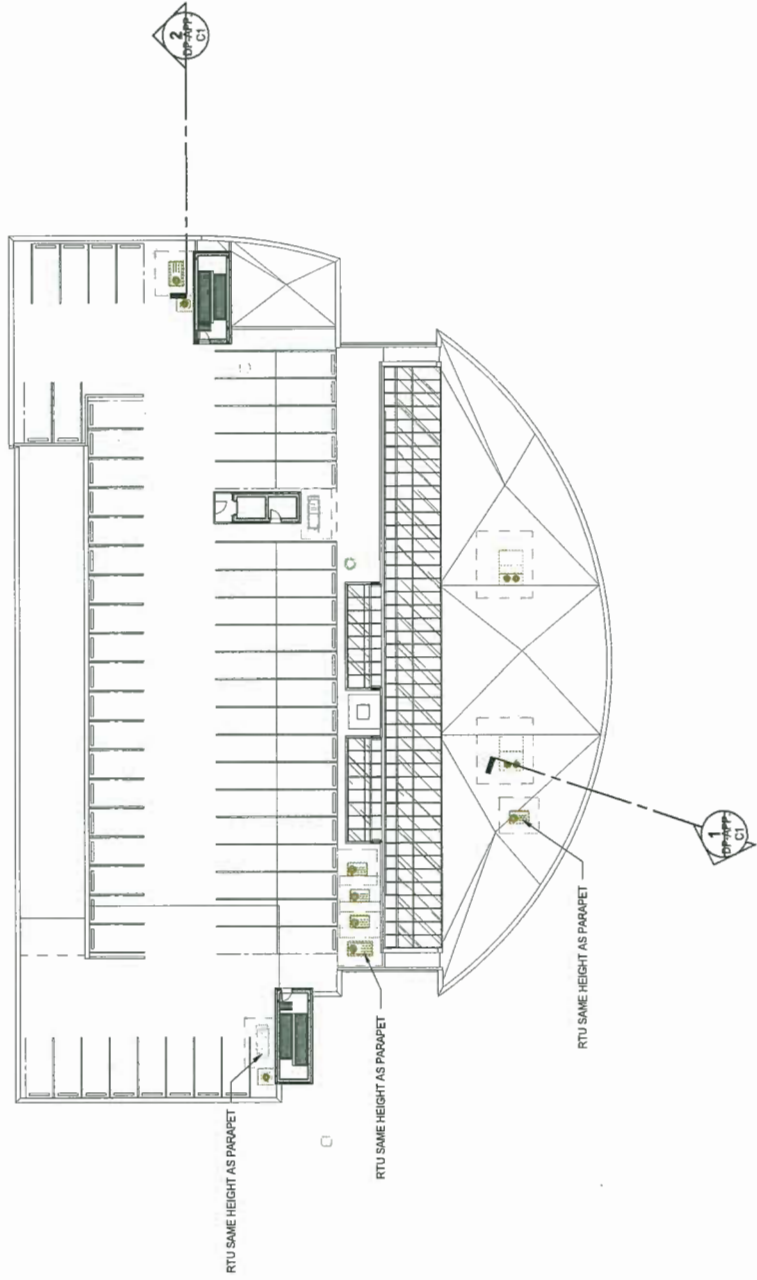




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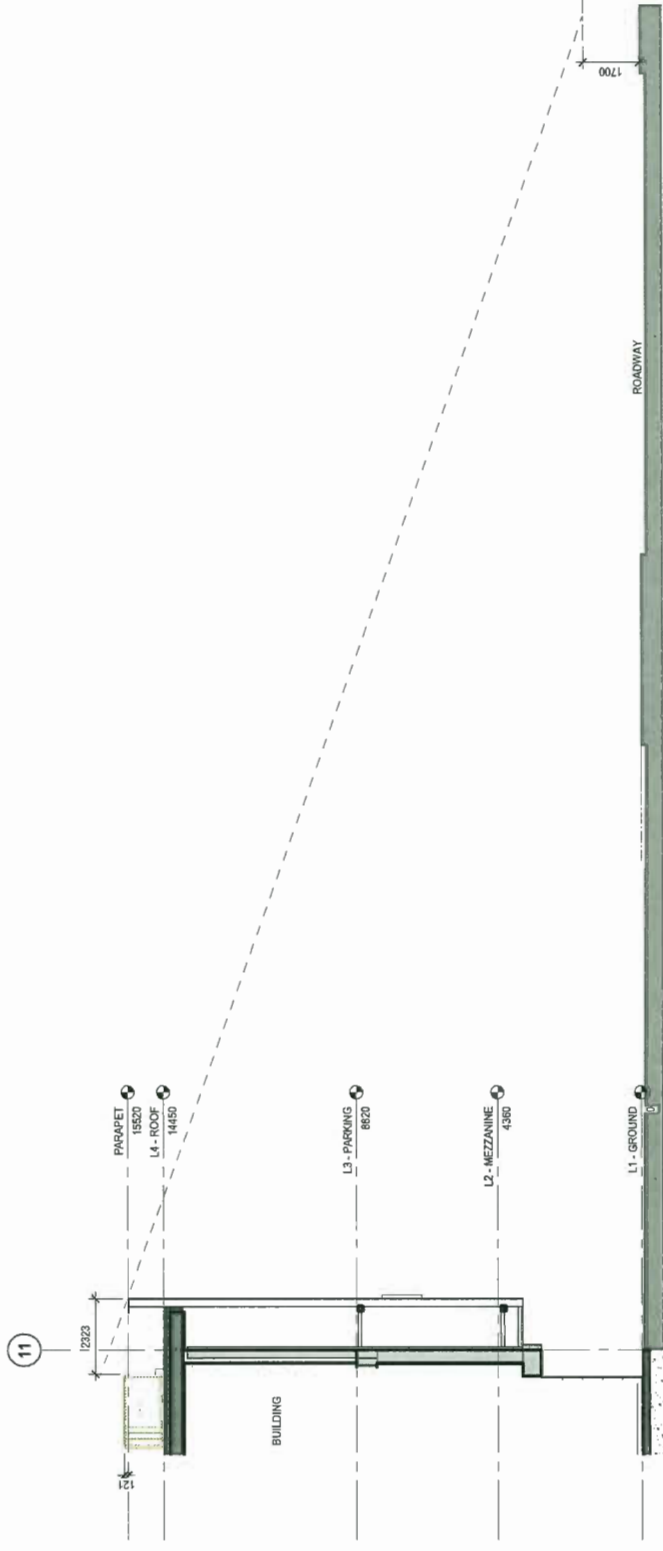


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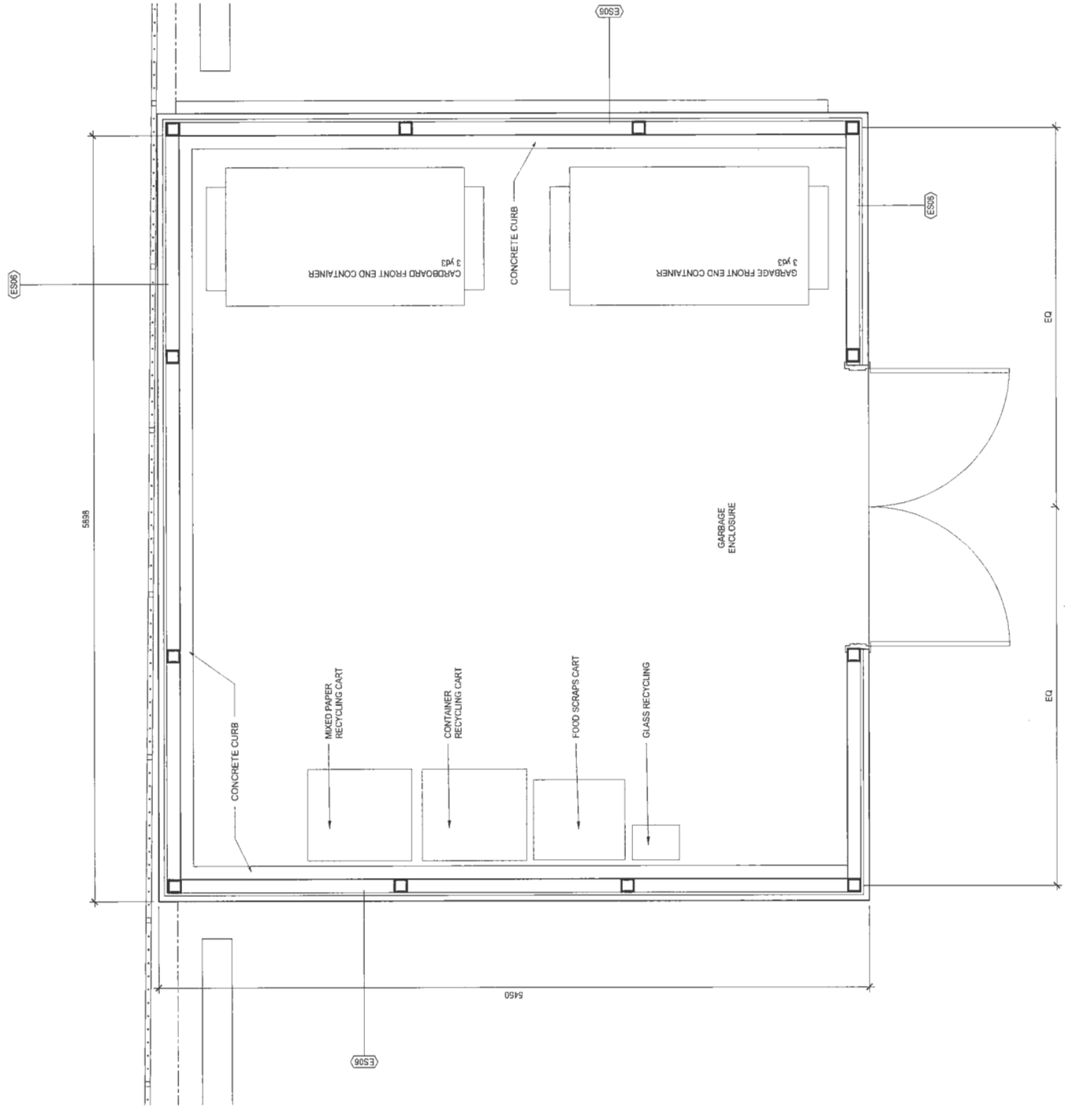
1 MECHANICAL SCREEN STUDY 1  
DP-APP C1 SCALE: 1:100

3 L4-MECH. SCREEN STUDY  
1:200 SCALE: 1:300



2 MECHANICAL SCREEN STUDY 2  
DP-APP C1 SCALE: 1:100

DP 18-810720



GARBAGE ENCLOSURE - PLAN  
SCALE: 1:20

DP 18-810720

March 20 10 AM



June 21 10 AM



September 22 10 AM



December 21 10 AM



March 20 12 PM



June 21 12 PM



September 22 12 PM



December 21 12 PM



March 20 2 PM



June 21 2 PM



September 22 2 PM



December 21 2 PM





sun rise at 7:16



June 21 7 AM



September 22 7 AM



March 20 8 AM



June 21 8 AM



September 22 8 AM



March 20 9 AM



June 21 9 AM



September 22 9 AM



DP 18-810720



sun rise at 8:05 December 21 8:35 AM



December 21 9 AM

DP 18-810720