



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: August 7, 2018

From: Wayne Craig
Director of Development

File: DP 17-782793

Re: **Application by Christopher Bozyk Architects Ltd. for a Development Permit at 4331 and 4431 Vanguard Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a three storey 8,576 m² (92,310 ft²) industrial building on a consolidated property including 4331 and 4431 Vanguard Road on a site zoned "Industrial Retail (IR1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height for buildings from 12.0 m to 14.2 m.

Wayne Craig
Director of Development

WC:db

Att: 3

Staff Report

Origin

Christopher Bozyk Architects Ltd. has applied to the City of Richmond for permission to develop a three storey 8,576 m² (92,310 ft²) industrial building on a consolidated property including 4331 and 4431 Vanguard Road on a site zoned “Industrial Retail (IR1)”. The site is currently vacant.

A Zoning Text amendment to allow “vehicle sale/rental” limited to a maximum of 10% of the gross floor area as an additional use at the subject site (ZT 16-740866) was granted third reading at the March 20, 2017 Public Hearing.

Frontage improvements will be addressed via a separate Servicing Agreement and are expected to include:

- Removal of existing water service connections and installation of new water connections with a water meter.
- Installation of fire hydrants.
- Installation of an approximately 152 m (499 ft.) length of storm sewer with manholes and catch basins along the east property line of the site.
- Installation of a new storm service connection with an inspection chamber along Vanguard Road.
- Installation of approximately 96 m (315 ft.) of new sanitary sewer with manholes along Vanguard Road (east property line) and the removal of the old existing sanitary sewer lines from the subject property.
- Installation of a concrete sidewalk, treed/grassed boulevard, curb and gutter, plus road widening along the eastern property boundary of Vanguard Road.

The proponent is required to enter into the Servicing Agreement prior to the Zoning Text Amendment adoption.

Development Information

The development proposal is to construct a new three storey 8,576 m² (92,310 ft²) vehicle storage and repair facility for Auto West BMW. The proposed facility will include a 930 m² (10,015 ft²) new vehicle showroom on the third floor of the facility. The showroom represents approximately 9 % of the building’s gross floor area (excluding unenclosed rooftop parking) complying with the 10 % maximum permitted under the amended “Industrial Retail (IR1)” zone. An at-grade car wash is proposed to be located just south of the eastern vehicle entrance.

The facility’s architectural character will be “contemporary, industrial and utilitarian, while maintaining a strong expressive composition” with a prominent presence to Highway 99. The project will incorporate a living green wall to enhance the main entrance, rooftop solar panels, partial green roof and a storm water retention system. Additional design features are identified later in this report.

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

Background

The subject site's two existing lots will be consolidated to create a single 9,303 m² (100,145 ft²) property (net of road dedications). Both properties are currently vacant with no existing structures. Surrounding development is as follows:

- To the North and East: Medium sized industrial lots (0.12 ha to 0.25 ha) (0.3 ac to 0.6 ac.) all zoned "Industrial Retail (IR1)" and used for various general industrial purposes (auto repair, equipment rental shops, roofing and woodworking facilities, home interior products, etc.).
- To the South: An east-west leg of Vanguard Road and Highway 99.
- To the West: Shell Road, the Shell Road rail corridor and Highway 99.

Rezoning and Public Hearing Results

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

- Proposed height variances to accommodate the entrance tilt panel feature and the proposed building height. *(Staff worked with the applicant to clarify and refine the requested height variances. Minor modifications have been made as a result of the more refined plan set and to accommodate screening for rooftop ventilation units over the show room.)*
- Reorganizing surface parking to eliminate overlapping handicapped parking spaces. *(The current plan eliminates the overlaps between the two handicapped parking spaces.)*
- Details for the vertical wall planting installation and plant selections. *(The landscape plans now provide information regarding the plant species and installation methodology.)*
- Review and refine the landscaping species selections and sizes as necessary. Addressing landscaping security requirements. *(Plant species and sizes have been refined and a cost estimate provided as part of the DP application.)*
- Clarifying the location of a sediment separator and details of maintenance by the owner. *(The sediment/oil-water separator requirements associated with the car wash have been acknowledged by the applicant and will be addressed through the building permit application.)*
- Provision of bike parking spaces (indoor and outdoor) in compliance with the Zoning Bylaw. *(Both Class 1 and Class 2 bike spaces are provided in full compliance with the Zoning Bylaw.)*
- Modification of both driveway entrances to ensure a maximum throat width of 7.5 m and installation of a driveway letdown. Roll-over curbs may be accommodated outside the driveway letdown area for large vehicles. *(Both driveway entrances have been adjusted to meet the 7.5 m wide maximum throat requirement.)*

The Public Hearing for the Zoning Text amendment of this site was held on March 20, 2017. At the Public Hearing, no concerns were raised about the Zoning Text amendment.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the “Industrial Retail (IR1)” except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold italics)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height for buildings from 12.0 m to 14.2 m.

(Staff supports the proposed variance as it will enhance the form and character of the development. The height increases will be specific to select portions of the building as indicated in the submitted DP plans. Notably, the additional heights are to accommodate a showroom roof (approx. 12.65 m) to improve internal height clearance between the floors, a more prominent tilt up entrance wall, placement of rooftop ventilation equipment and screens on the showroom rooftop (approx. 14.17 m), and to allow for the showroom’s glazed curtain walls (approx. 12.94 m). The variances for additional heights were identified through the Zoning Text amendment review but no concerns or comments were raised at the Public Hearing on March 20, 2017.

Advisory Design Panel Comments

At their meeting of May 24, 2018, the Advisory Design Panel provided their support for the application subject to consideration of the Panel’s comments. The applicant has incorporated a number of design changes in response to the Panel’s comments including:

- The removal of fencing along portions of Vanguard Road;
- Improved landscaping between the car wash building and Vanguard Road;
- Improved landscaping along the eastern end of the main building facing Vanguard Road;
- The addition of a green roof over portions of the showroom to help address the heat island effect,
- Extension of the patterned pavers in front of the main building into the first row of parking spaces and;
- The replacement of landscaping along the shaded northern property boundary with pavers.

A copy of the relevant excerpt from the Advisory Design Panel Minutes from May 24, 2018 is attached for reference (Attachment 2). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in ‘***bold italics***’.

Analysis

Conditions of Adjacency

- The facility has been designed to have a strong visible presence on Highway 99 and uses extensive glazing along the third floor vehicle show room, multicolored paving stone plaza in front of the main doors of the building, and a living wall around the building's entrance to animate the relationship with Highway 99.
- While slightly taller than most of the one and two storey buildings in the immediate area, this new building will be a bookend to a new auto repair facility located at the north end of Vanguard Road (No. 1 Collision at 11100 Cambie Rd. DP 13-643519) continuing the revitalization of the area.
- Frontage improvements (i.e. boulevard, sidewalk and trees) with the adjacent on-site landscaping will result in a more attractive streetscape along this site.

Urban Design and Site Planning

- Scrap material collection, garbage and an oil room will be built into the proposed building. The site plan shows that garbage pickup can be fully accommodated on site with vehicle access through either driveway entrance.
- At the Fire Department's request an additional private on-site hydrant has been added to the site plans.
- The Fire Department has also indicated that a secondary address sign will be needed near the front private driveway entrance that can be seen from the street approach. The address sign will also be reviewed via the Building Permit review.

Architectural Form and Character

- The three storey contemporary industrial building is proposed to have an exterior consisting of "off-the form" concrete silver metallic cladding, curtain wall glazing, concrete block masonry and steel framing. A "living wall" is used to emphasize and enhance the main entrance.
- The contrasting material at the third floor massing helps break down the scale of the building and provides visual interest.
- Screening will be provided for rooftop mechanical equipment.
- Rooftop parapet walls are designed to visually screen vehicle storage.

Tree Removal and Replacement

- Two bylaw-sized trees and one non-bylaw sized tree on the subject property (per Arborist Report by NuGreen – Jan. 25, 2017) will be removed as they are located overtop of a sanitary sewer line and would be too close to the proposed structure. Replacement trees were specified by the City's Tree Preservation Coordinator at 2:1 under the Zoning Text Amendment review.
- The current plans incorporate thirty five on-site trees within the at-grade parking area and along the southern and western perimeter of the site fully addressing the tree replacement requirements as per the Official Community Plan.
- Additional trees will be provided along the street frontages via the Servicing Agreement.

Landscape Design and Open Space Design

- Shrubs, ground covers and trees will line most of the perimeter of the subject site. Shrubs lining the road frontages have been selected to provide seasonal variation in colors while keeping visual lines open from the street.
- A defined pedestrian pathway will lead from the street frontage to the main building entrance.
- At-grade parking spaces will be broken up by landscaped islands with shrubs and trees.
- On-site lighting within the at-grade parking area or on the building itself will be downward directed to avoid casting glare to the adjacent roadways / Highway 99.
- Surface storm water will be captured and directed to an underground retention tank for later use as irrigation water for the site's landscaped surfaces.
- Rooftop solar panels are included in the design to supplement the facility's electrical needs and reduce the power draw from the power grid. The solar panel arrays are shown on the architectural plans forming part of the Development Permit application.
- An array of coloured paving stones will provide an attractive plaza area in front of the building's lobby. The pavers were extended into the first row of parking spaces in response to the Advisory Design Panel comments.
- The landscape plans include a line of Boston Ivy plants that are intended to grow up the eastern wall of the main building facing the Vanguard Road frontage.
- The Development Permit Considerations include a requirement for the submission of an acceptable security for landscaping in the amount of \$268,172.26 inclusive of a 10% contingency cost based on the landscape cost estimate provided by PMG Landscape Architects (letter dated July 19, 2018).

Green Roof Response

At the time that the Zoning Text Amendment (ZT 16-740866) was considered by Council at Public Hearing, the application was subject to the City's Green Roof Bylaw No. 8385 as the proposed gross floor area exceeds 2,000 m². The proponent's response to the Green Roof Bylaw has been incorporated into their Development Permit application and includes the following:

- Provision of an underground storage reservoir that will be used to collect surface storm water from the building's rooftop. This stored roof water will be distributed to the landscaped portions of the site during the growing season via an irrigation system. The consultant's calculations indicate that the proposed system will achieve the minimum 20% volume reduction generated by a conventional rooftop of equal area as required by the Green Roof Bylaw.
- Provision of a vertical "living green wall" of landscaping to frame the building's main entrance along the southern elevation of the building (refer to Plan # 11). The green wall is proposed to cover approximately 90.6 m² (975 ft²) and will consist of a variety of plants suited to vertical growing surfaces. Submission of a landscape security of \$148,500.00, inclusive of a 10% contingency cost, has been included in the Development Permit Considerations. The security is based upon an installation/construction estimate provided by Christopher Bozyk Architects Ltd. (email dated August 6, 2018). A product information package for the green wall has been submitted to the application file.
- Provision of a 586 m² (6,309 ft²) green roof over the showroom roof. This was in direct response to the Advisory Design Panel comments to help reduce any heat island effects.

Collectively, these proposed initiatives will more than satisfy the 100 points required to satisfy the City's Green Roof Bylaw for this development.

Parking and Access

- Access to the site is provided by two driveways off Vanguard Road (one to the east and one to the south) and by a defined pedestrian pathway between the eastern Vanguard Road frontage and the main building's lobby.
- Provision is made for 108 vehicle parking spaces for staff and visitors (72 spaces at grade, 36 spaces within the building) in full compliance with the Zoning Bylaw requirements. Half of these spaces are small spaces. Two handicapped spaces are located in close proximity to the main building entrance.
- Two medium loading spaces are provided which can also be shared to provide one large loading space. This combination fully addresses the Zoning Bylaw loading requirements.
- Twenty-three (23) Class 1 secured bicycle spaces will be provided within the building beneath the vehicle ramp. Another twenty-three (23) Class 2 bicycle spaces will be provided via several outside bicycle racks near the building entrance lobby.
- Vehicle inventory storage will be accommodated on all three levels of the facility.

Ramp Vehicle and Maneuvering and Site Distance Review

- At the request of the City's Transportation staff a ramp vehicle maneuvering and sight distance review was undertaken to assess concerns regarding the 180 degree turn for vehicles travelling to/from Vanguard road and the ramp leading to the upper floors of the proposed building. The report submitted by Bunt & Associates (Jan. 18, 2018) concluded that two large passenger vehicles can complete their turns on and off the proposed ramp without conflict. Site and intersection distances were also determined to be acceptable but the report authors recommended that a stop sign be placed at the bottom of the ramp and that all landscaping in the northeast corner of the site (adjacent to the ramp) be kept below 1.0 m in height to maintain clear sightlines. The applicant has acknowledged these requirements and will be addressing the recommendations through the Building Permit and construction plans.

Crime Prevention Through Environmental Design

- A 2.4 m high perimeter chainlink fencing is proposed along the western, northern and a portion of the southern perimeter of the site.
- The chainlink fencing is proposed to be galvanized with fence posts set in concrete.
- It is anticipated that the owner will incorporate onsite security monitoring of the site.

Public Art

- During the design review the owners decided they would not be able to incorporate a public art program on the site and would instead provide the voluntary contribution. The Development Permit Considerations include a voluntary contribution to public art in the amount of \$22,154.40 based on \$0.24 per buildable square foot. This contribution is consistent with recommended Public Art Contributions for 2018.

Site Contamination

As noted under the Zoning Text review (ZT 16-740866) the subject site had previously been used for automotive repair and machine shop operations and as such the site is subject to the contaminated site provisions of *Environmental Management Act*.

The owner's consultants have undertaken several contamination assessments of the site and worked with the Provincial Ministry of Environment (MOE) to ensure that all concerns have been addressed. As a result, the MOE issued a Final Determination letter (dated June 5, 2018) concluding that the site "is not contaminated because the numerical standards and criteria of the Contaminated Sites Regulation have been met at the site". The Final Determination letter is a sufficient basis for the City to proceed with the relevant development approvals for this project.

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 is recommended.



David Brownlee
Planner 2

DCB:rg

Attachment 1: Development Application Data Sheet
Attachment 2: Advisory Design Panel Minutes
Attachment 3: Development Permit Considerations



DP 17-782793

Attachment 1

Address: 4331 and 4431 Vanguard Road

Applicant: Christopher Bozyk Architects

Owner: Estlin Holdings Ltd.

Planning Area(s): East Cambie

Floor Area Gross: 11,347 m²

Floor Area Net: 8,575.88 m²

	Existing	Proposed	
Site Area:	9,335.58 m ² (104,487 ft ²)	9,303.77 m ² (100,145 ft ²) after road dedications	
Land Uses:	Vacant – no existing structures	Industrial general, commercial vehicle parking and storage, vehicle repair, vehicle body repair or paint shop, up to 10% GFA for vehicle sale/rental.	
OCP Designation:	Mixed Employment (MEMP)	Same	
Zoning:	Industrial Retail (IR1)	Same but with up to 10% GFA for vehicle sale/rental added as an additional use at the subject site consistent with ZT 16-740866.	
Other Designations:	FCL: 2.9m GSC – Area A	Same	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.00	0.92 (based on net floor area)	none permitted
Lot Coverage:	Max. 60%	47.2%	None
Setback – Front Yard: (south)	Min. 3.0 m	5.9 m	None
Setback – Side Yard: (west)	Min. 0 m	3.1 m	None
Setback – Exterior Side Yard: (east)	Min. 3.0 m	3.8 m	None
Setback – Rear Yard: (north)	Min. 0 m	1.5 m	None
Height (m):	Max. 12 m	14.2 m (specific locations noted in the report)	Variance
Lot Size:	No minimum lot size	9,303.77 m ² (100,145 ft ²) after road dedications	None
Off-street Parking Spaces –	108 spaces	108 (54 are small spaces)	None
Off-street Parking Spaces – Accessible:	2	2 (included in above 108)	None
Bicycle Spaces:	Class 1: 23 Class 2: 23	Class 1: 23 Class 2: 23	None

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, May 23, 2018 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

1. **DP 17-782793 - 8,576 SQ.M. THREE-STOREY INDUSTRIAL BUILDING
VEHICLE STORAGE AND REPAIR**

ARCHITECT: Christopher Bozyk Architects Ltd.

PROPERTY LOCATION: 4331 and 4431 Vanguard Road

Applicant's Presentation

Ernst Loots, Christopher Bozyk Architects Ltd., Mary Chan Yip, PMG Landscape Architects, Pete Sargent, Auto West Group, and Michael Vernon, Wales McLelland Construction, presented the project and answered queries from the Panel.

Panel Discussion

Comments from Panel members were as follows:

1. support the applicant's contribution to the City's public art fund;

Comment acknowledged – no response required.

2. consider articulating the blank wall of the car wash building along Vanguard Road to provide visual interest and a better public interface considering its proximity to the site entry;

Compared to the formal complexity of the main building, and due to the high functionality of the car wash layout, it is felt that the current simplicity of the east façade is the appropriate expression and that visual interest and articulation should rather be achieved indirectly by means of landscaping in front of the façade. See submitted revised landscape drawings, showing the introduction of new planting to address this matter.

3. consider differentiating the landscaping at the corner of the site entry adjacent to the carwash building, e.g. through varying the height and species of planting at the corner, to emphasize the entry to the site and the pedestrian path to the main building and improve its public interface;

See submitted revised landscape drawings, showing planting reconfiguration to address this matter.

4. support the proposed green wall as it enhances the building's main entrance and provides visual interest along Vanguard Road;

Comment acknowledged – no response required.

5. building articulation and programmatic arrangement are successful considering the challenging geometry of the site; appreciate the clarity and hierarchy of spaces; also appreciate the applicant for using a robust materials palette and a light colour palette for the building;

Comment acknowledged – no response required.

6. consider removing a portion of the fence around the corner of the site to open up a portion of the frontage; also consider a lighter colour for the fence;

Fencing along the east and part-south property lines have been removed, in order to provide a more open public frontage. The black finish of the remaining fencing has also been changed to galvanized, in order to create a lighter appearance. See submitted revised architectural drawings. The owner is however requesting the City to grant a future option for decorative metal fencing, 40"-48" high, along the boulevards, once the Shell Road rail reserve has been developed and made safe for public.

7. support the proposed height variances for portions of the building; variation in heights helps with wayfinding in a large site and breaks up the monolithic feel of the building; floating quality of the showroom is successful;

Comments acknowledged – no response required.

8. consider reducing the circumference of the columns in the building; also consider incorporating steel structure into the columns to lighten up and improve the quality of finish to the columns;

The concrete columns are integral to the design and seismic performance of the essentially concrete structural system and cannot be converted to steel, nor be reduced in size.

As good finishing is nevertheless a priority, architectural concrete finishing will be required and specified.

9. appreciate the graceful form of the showroom; however, consider introducing some shading; e.g., incorporating a horizontal blade running across the top that will not diminish the exposure of the cars within the showroom;

With maximum visibility a premium and while a horizontal eyebrow/shading device at roof level will not be effective due to the predominantly west orientation of the showroom and low angle of the west sun, the best available option to mitigate solar heat gain is the use of high performance Low E double glazing. The addition of a ceramic frit pattern to the upper ¼ of the glazing as a further shading measure will be considered.

10. square punched windows in the workshop spaces underneath the showroom appear static; consider introducing a sense of openness to the workshop spaces, e.g. similar to the entry slot at the second level lobby; series of vertical slots could create a rhythm with the column structures;

Aesthetically also, a horizontal shading device will conflict with the sought clean “extruded” feel of the showroom.

11. concerned that greening of the east wall may take some time to complete; consider introducing low level shrub planting to help soften up the east wall in addition to the green wall;

Additional planting has been added at the bottom of the vertical landscaping, to soften up the wall. See submitted revised landscape drawings.

12. proposed size of the window slot at the second floor lobby may be inadequate considering the size of the lobby space on the second floor; consider opening up the window more;

The design intent is a narrow vertical window, that does not reduce the sought impact of the living wall, the latter thus having priority within the façade treatment. The focus of the lobby is toward the vehicle display, not the exterior.

The window shape and size are thus considered appropriate.

13. proposed material palette works; interesting mix of fairly robust materials;

Comment acknowledged – no response required.

14. consider introducing screening or diffusion to the Vanguard Road elevation of the car wash building to soften up the elevation’s barren appearance; could add texturing to the east façade of the car wash building to mitigate its blank wall appearance considering its proximity to the site entry;

See comments under 2 above.

With regard to “texturing”, note that the corrugation of the proposed metal cladding is a texture

15. consider installing an extensive green roof for the showroom considering the scale of the site and the relatively small roof percentage of the showroom; would contribute to the stormwater management plan, reduce the heat island effect, and add a positive feature to the building;

A green roof has been added above the showroom, to reduce the heat island effect and to serve as a feature. See submitted revised architectural and landscape drawings, the latter containing preliminary product information and details.

16. support the provision for vertical access/circulation within the building for customers and staff;

Comment acknowledged – no response required.

17. appreciate the location and sizes of washrooms for male and female staff and customers;

Comment acknowledged – no response required.

18. support the use of photovoltaic (PV) solar panels in the main building; however, recommend to City staff to establish a benchmark for total annual electricity use;

Comment acknowledged – no response required.

Note, it was clarified at the meeting that the solar panel power is only supplementary to the grid power, power self-sufficiency is not contemplated at this time, due to cost reasons.

19. appreciate the proposed water use reduction for the car wash facility;

Comment acknowledged – no response required.

20. consider relocating the rooftop mechanical units from the top of the showroom to the lower roof adjacent to the solid wall of the showroom to hide the rooftop units;

Mechanically, the current locations of the roof top equipment are preferred, as the most efficient and cost-effective duct configuration is achieved. Ducts on the side of the space would require additional insulation and maintenance, and equipment placement would cause undesirable loss of parking spaces. Successful integration of the equipment with the east façade would also be unlikely.

Visually, the current screening is regarded as unobtrusive and effective, the metal cladding finish integrating well with the surrounding building and finishes. For this application, the current equipment placement is therefore regarded as the most appropriate.

21. appreciate the openness of the second level parking to allow for greater ventilation and daylight access; however, the middle portion will be dark and will be relying on electricity; consider installing skylights on the roof to address this concern;

Skylights to the 2nd floor are not possible, nor required. Firstly, the 3rd floor deck must be kept absolutely free to provide maximum flexibility for vehicle storage. Secondly, the 2nd floor is solely used for vehicle storage, where natural light is not a priority.

22. appreciate the architectural design, choice of building materials, proposed building height variances, and functionality of the building; however, heat island effect is not adequately addressed considering the significant amount of hard surface area in the site and large portions of the building that will absorb heat;

See 15 above regarding the addition of a green roof over the showroom, thus addressing the heat island effect for that part of the building. Additional measures to mitigate the heat island effect are light-coloured and reflective finishes (paint, metal panel/cladding, concrete paving). Trees, as required by the City, provide shade to the asphalt surface parking areas. The plaza at the main entrance is intended for vehicle display, where temporary shading may be an option, but no trees.

23. consider introducing measures to mitigate the heat island effect such as installing a green roof on the showroom structure, eliminating some surface parking stalls and incorporating soft landscaping areas, and other measures to address the heat the island effect;

See 15 and 22 above regarding the addition of a green roof over the showroom.

Surface parking stalls cannot be reduced – a reduction would result in the Bylaw parking requirement not being met.

Landscaping has provided maximum soft landscaping, appropriate for this type of project, to address the heat island effect.

24. rationale for the proposed location and orientation of the showroom is not clear from an economic and sustainability perspective; consider design development of the showroom to address sustainability issue;

As stated in the Design Rationale, the showroom has to be elevated and so orientated as to achieve maximum exposure to Highway 99, while functionally connecting to the ground floor main entrance and 3rd floor vehicle storage. With visibility the priority, ideal sustainability in terms of orientation cannot be provided.

See 9 above regarding heat gain mitigation.

25. model shows colliding forms not apparent in the drawings provided by the applicant;

Comment acknowledged – no response required.

Note that the provided perspective views illustrated the various forms well. The shadows on the resubmitted elevations have been darkened to improve the reading of the forms.

26. consider incorporating lighting and introducing a different material treatment for the soffit underneath the car showroom;

A uniform concrete finish and elevation for the soffit under the 3rd floor is aimed for, and preferred to a material differentiation of the showroom soffit. Lighting will however be employed for accent and subtle showroom differentiation.

27. consider an articulated box frame edge for the main entrance to the building similar to the expression of the showroom; also install a covering/canopy not shown in the model but provided in the drawings;

The design intent is that the combined living wall and high metal-clad feature wall constitute an appropriate big-scale frame motive. An additional smaller box-frame is regarded as superfluous and not suitable for the scale sought. The canopy has been added to the model – see photo below:



28. consider extending the large paved area surrounding the lobby up to the first row of parking adjacent to the paved area to create a bigger perception of space around the lobby;

The plaza paving has been extended to include the first parking row as proposed. See submitted revised architectural and landscape drawings.

29. good proposal for a car repair and storage building which is in keeping with the prominent automobile brand carried by the proposed facility; the project is heading in the right direction considering that the industrial area is undergoing redevelopment;

Comments acknowledged – no response required.

30. the site is located in a prominent corner; the applicant is commended for providing a good interface with Highway 99;

Comments acknowledged – no response required.

31. appreciate the project's on-site underground water retention tank intended for reuse for irrigation and the car wash facility;

Comments acknowledged – no response required.

32. proposed signage could go forward at this stage of the project subject to the City's procedures and guidelines;

Comments acknowledged – no response required.

33. support the proposed height variance in portions of the main building; however, the applicant is encouraged to provide a public benefit in return, e.g. by installing a green roof on the showroom to enhance the project's interface with Highway 99 considering that BMW is a high-profile brand;

See 15 above regarding the addition of a green roof over the showroom.

34. although the applicant may not meet the City's Green Roof Bylaw in terms of area requirements, installing a green roof on the showroom will provide a good interface with the highway; also consider locating the solar panels on the showroom rooftop and relocating the rooftop mechanical units to the adjacent lower level roof to hide them from highway view;

See 15 above regarding the addition of a green roof over the showroom. The current location of the solar panels on the ramp roof is preferred, for reasons of practicality and flexibility. Roof penetrations above the showroom are also wanted to be kept to a minimum. Solar panels would disfigure the green roof and their visibility would compromise the architectural simplicity of the showroom.

See 20 above regarding unsuitability of relocating roof top equipment to a lower level.

35. consider removing the fence along Vanguard Road, from the northeast corner of the site around to the western edge of the driveway facing south to improve the pedestrian realm;

See 6 above regarding the removal of fencing along Vanguard Road.

36. consider providing an outdoor amenity space with benches and other furniture where staff could spend time during work breaks;

An outdoor amenity area has been added. See submitted revised landscape drawings.

37. survivability of planting along the pathway on the north side of the main building is not certain; consider installing permeable pavers on the pathway in lieu of planting;

Planting has been replaced with pavers. See submitted revised landscape drawings.

38. appreciate the planting of trees and provision of structural soil on the parking lot; also appreciate the proposed storm water retention tank; however, look at the potential challenges in using storm water for irrigation, e.g. health concerns;

***Comments acknowledged – no response required.
Health concerns regarding the irrigation water will be duly addressed.***

39. agree with the comment to remove the fence along the Vanguard Road side; applicant could install the fence in the west and north sides for security reasons;

***See 6 above regarding the removal of fencing along Vanguard Road.
Note, west and north fencing is maintained for security.***

40. survivability of planting along the north side of the main building is not certain; applicant could plant dogwood cornus trees;

See 37 above regarding planting deletion.

41. growing climbing plants, e.g. *parthenocissus*, at the main building entrance on the east wall of the building may not be a significant feature as it could take time for the plants to grow and may not even be successful; consider eliminating the proposed climbing plant on the east wall and replace with regular planting along the edge of the main entrance;

Climbing plants cannot be deleted, as these are required in terms of the provision of Vertical Landscaping under the Green Roof Bylaw.

42. appreciate that the green wall is angled; however, the angle could have been continued all the way through; consider perforated metal in lieu of solid metal for the main building entrance façade to allow for visual permeability, e.g. seeing cars going up the ramp;

The solid entrance feature wall is required structurally, and the applied white metal paneling is a BMW corporate image requirement. There is also no ramp at that location. Ramps are also mainly used for storage purposes, so that public viewing is not applicable.

43. note that the elevation of the car wash building is higher than the adjacent sidewalk along Vanguard Road; consider installing big, bold, long and linear form of planting along the entire east edge of the site in keeping with the proposed long and linear building form; would create a bigger impact along the Vanguard Road elevation than the proposed green wall;

Planting has been adjusted along Vanguard Road to improve the appearance. See submitted revised landscape drawings.

As it is felt that the strong building form is best complemented by the current informal landscaping, a more formal and linear expression appearing forced and too architectural.

44. consider installing green roofs for the showroom and car wash building; cost would be minimal compared to the significant potential visual, social, and environmental benefits accruing to the high-profile automobile brand that the proposed storage and repair facility is carrying;

See 15 above regarding the addition of a green roof over the showroom.

Due to the utilitarian nature and scale of the car wash, a green roof over the car wash is not pursued.

45. support the proposed height variances on portions of the building considering the site context; and

Comment acknowledged – no response required.

46. the building presents a nice view from the highway; the applicant is commended for appropriately addressing a prominent corner.

Comment acknowledged – no response required.

Panel Decision

It was moved and seconded

That DP 17-782793 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



Address: 4331 and 4431 Vanguard Road

File No.: DP 17-782793

Prior to approval of the Development Permit, the developer is required to complete the following:

1. Adoption of Zoning Text Amendment Bylaw 9670.
2. Receipt of a Letter-of-Credit for landscaping in the amount of \$268,172.26 inclusive of a 10% contingency cost (as per the landscape cost estimate provided by PMG Landscape Architects July 19, 2018 and the green wall estimate provided by Christopher Bozyk Architects Aug. 3, 2018).
3. Receipt of a Letter-of-Credit for the green wall landscaping in the amount of \$148,500.00 inclusive of a 10% contingency cost (as per the green wall cost estimate provided by Christopher Bozyk Architects Aug. 3, 2018).
4. City acceptance of the developer's offer to voluntarily contribute \$0.24 per buildable square foot (e.g. \$22,154.40) to the City's public art fund.

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

1. 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.*
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note:

- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed _____

Date _____



No. DP 17-782793

To the Holder: Christopher Bozyk Architects Ltd.
Property Address: 4331 and 4431 Vanguard Road
Address: Suite 414 – 611 Alexander Street
Vancouver, BC, Canada, V6A 1E1

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 increase the maximum height for buildings from 12.0 m to 14.2 m.
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 to #12 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 \$416,672.26 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 17-782793

To the Holder: Christopher Bozyk Architects Ltd.
Property Address: 4331 and 4431 Vanguard Road
Address: Suite 414 – 611 Alexander Street
Vancouver, BC, Canada, V6A 1E1

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

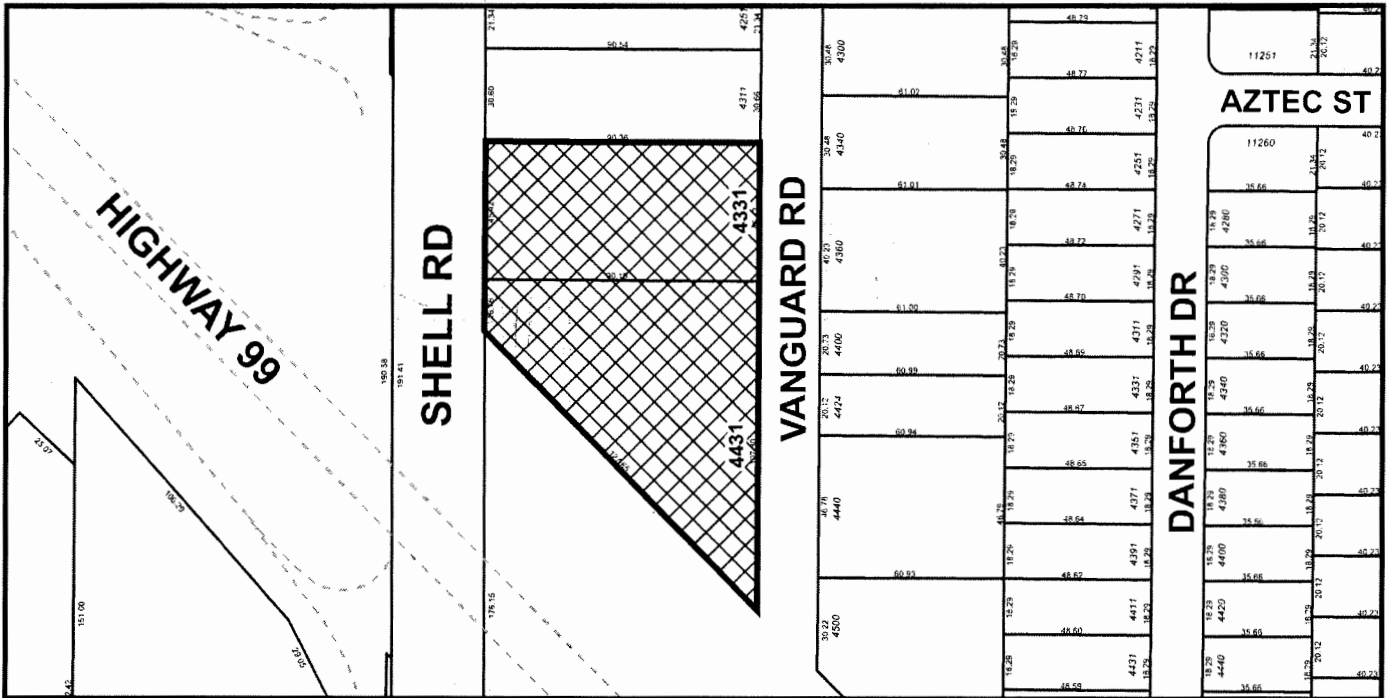
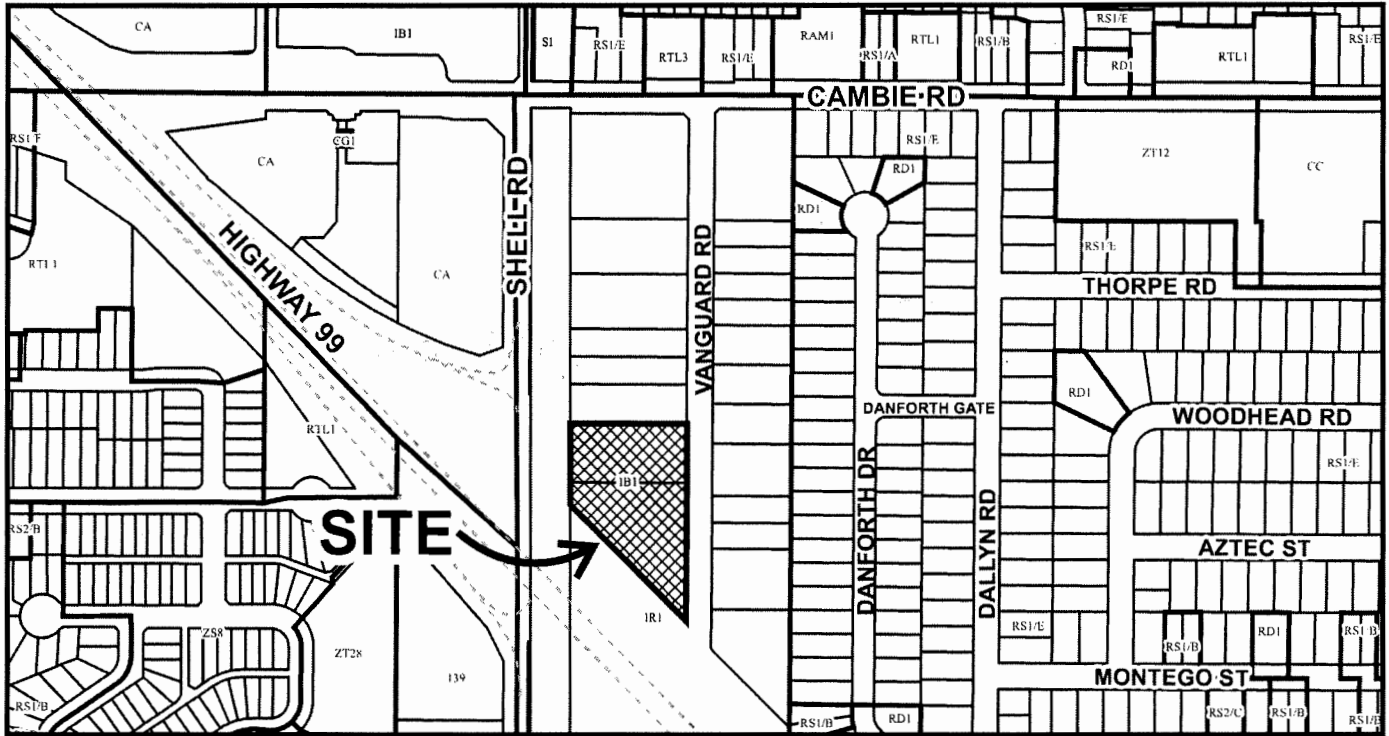
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



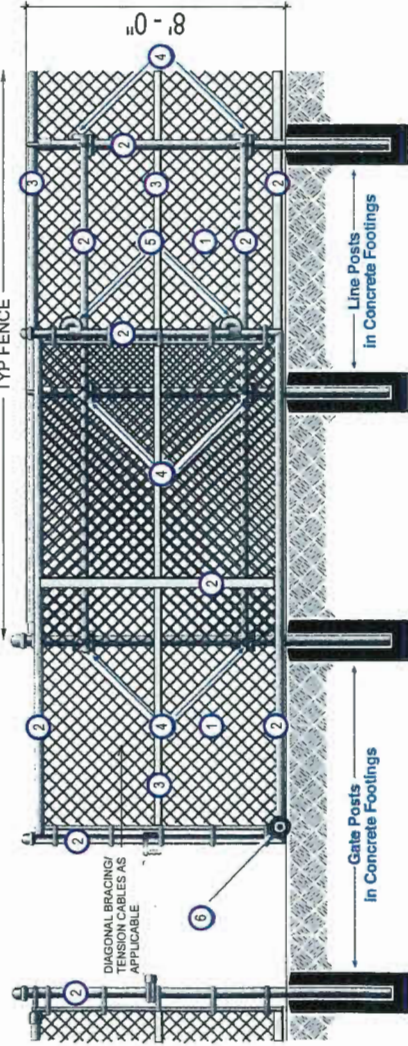
City of
Richmond



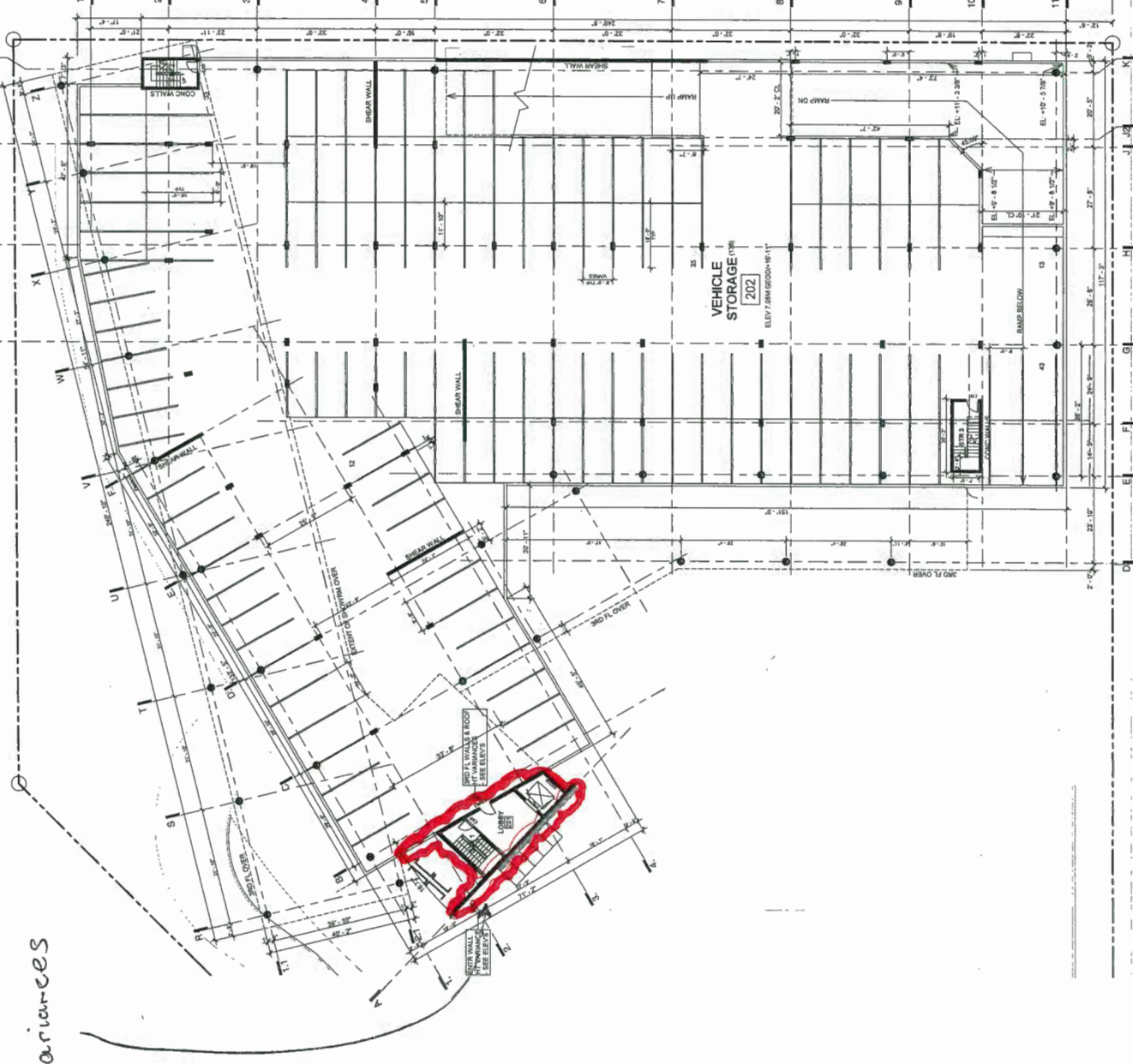
	<p style="font-size: 24px; font-weight: bold;">DP 17-782793</p> <p style="font-size: 36px; font-weight: bold;">SCHEDULE "A"</p>	<p>Original Date: 09/05/17</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
--	---	--

NOTES / LEGEND:

- ENGINEERED ROUND STEEL TUBE CONSTRUCTION & GALVANIZED PREFERISH
- CAPS TO ALL POSTS
- 1 8 GA CHAIN LINK
- 2 2" DIAM POSTS, BOTTOM RAILS
- 3 2" DIAM TOP RAILS, INTERNAL HORIZ RAILS
- 2, 3, 4, 5, 6 GATE POSTS, FRAMING, GUIDE RAILS, ANCHORS, WHEELS - NOT APPLICABLE



③ FENCE DETAILING
 3/8" = 1'-0"



Variances

REV	DATE	DESCRIPTION
JUN 27 18	ADP-RESPONSE RE-ISSUE	
MAY 07 18	ISSUED FOR ADP	
APR 18 18	DP REISSUE A.1.1, A.1.0	
APR 05 18	DP REISSUE A.1.1, A.1.0, A.1.0	
MAR 12 18	DP REISSUE A.1.1, A.2.1, A.2.3, A.3.0, A.5.0, A.5.1	
AUG 18 17	ISSUED FOR DEVELOPMENT PERMIT	

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The contractor shall be responsible for all dimensions and conditions on the job shall respect the drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of rectification.

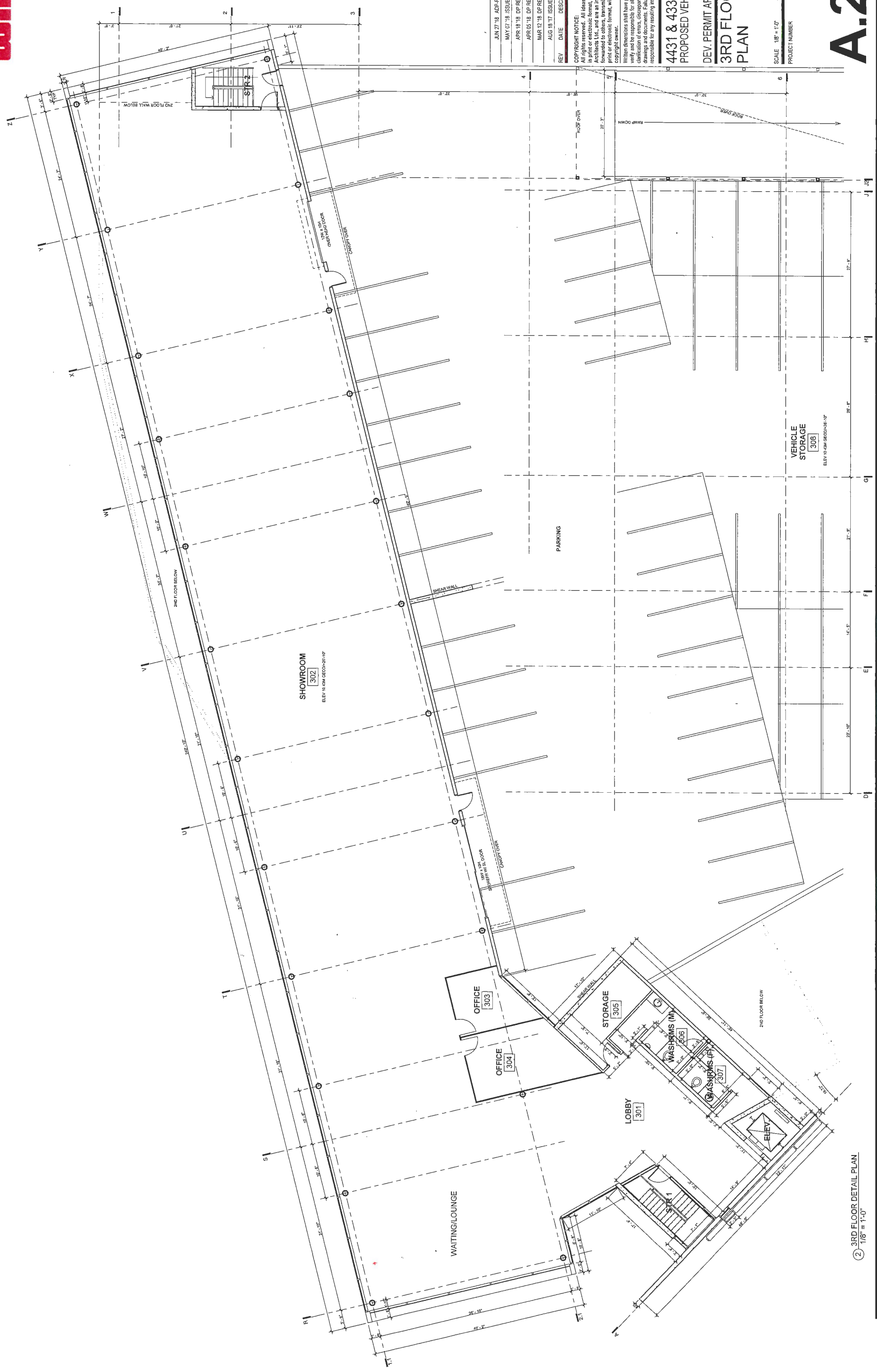
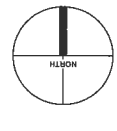
4431 & 4331 VANGUARD RD
 PROPOSED VEHICLE STORAGE FACILITY

DEV. PERMIT APPLICATION #DP-17-782793

2ND FLOOR PLAN
3RD FLOOR PLAN

SCALE: As Indicated
 START DATE: JAN 27, 2016
 DRAWN: PD
 PROJECT NUMBER: 215030





REV	DATE	DESCRIPTION
JUN 27 18	ADP-RESPONSE RE-ISSUE	
MAY 07 18	ISSUED FOR ADP	
APR 18 18	DP REISSUE A.1.1, A.4.0	
APR 05 18	DP REISSUE A.1.1, A.4.0, A.5.0	
MAR 12 18	DP REISSUE A.1.1, A.2.1, A.2.3, A.3.0, A.5.0, A.8.1	
AUG 15 17	ISSUED FOR DEVELOPMENT PERMIT	

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 Where dimensions shall have precedence over stated dimensions. Contractors shall be responsible for obtaining all necessary permits, approvals, and/or certifications of errors, omissions, or essential information contained in contract drawings and documents. Failure to obtain such certification renders the Contractor responsible for any resulting employer work and the cost of rectification.

4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY
 DEV. PERMIT APPLICATION #DP 17-782793
3RD FLOOR DETAIL
PLAN

SCALE: 1/8" = 1'-0"
 START DATE: JUN 27, 2016
 DRAWN: PD
 PROJECT NUMBER: 215003

A.2.2

② 3RD FLOOR DETAIL PLAN
 1/8" = 1'-0"

Plan #3



REV	DATE	DESCRIPTION
1	JUN 27 18	ADP RESPONSE RE-ISSUE
2	MAY 07 18	ISSUED FOR ADP
3	APR 18 18	DP RESSUE A.1.1, A.4.0
4	APR 05 18	DP RESSUE A.1.1, A.4.0, A.5.0
5	MAR 12 18	DP RESSUE A.1.1, A.2.1, A.2.3, A.3.0-A.5.0, A.5.1
6	AUG 18 17	ISSUED FOR DEVELOPMENT PERMIT

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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. Staff request for clarification shall be made in writing. Contractors shall be responsible for obtaining all necessary permits and approvals. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of rectification.

4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY

DEV. PERMIT APPLICATION #DP-17-782793

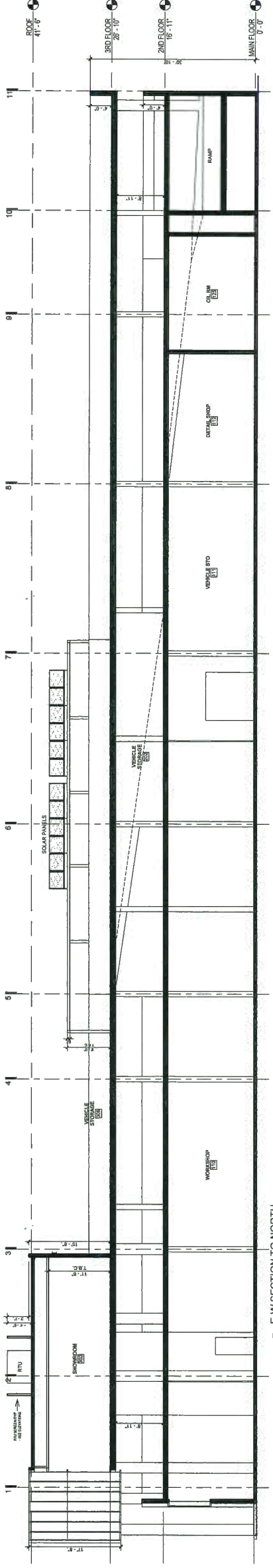
ROOF DETAIL PLAN

SCALE: 1/8" = 1'-0"
 START DATE: JUN 27, 2018 DRAWN: PD
 PROJECT NUMBER: 215003

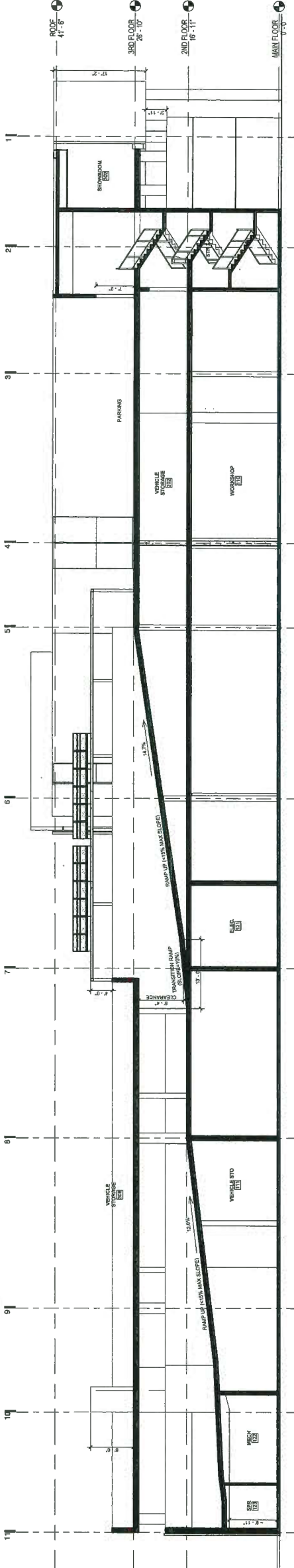
A.2.3

Plan #4

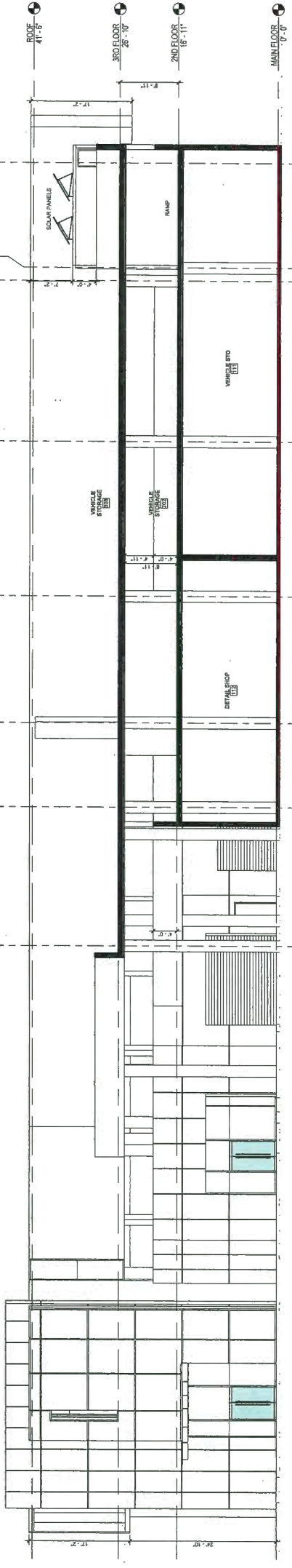
① ROOF DETAIL PLAN
 1/8" = 1'-0"



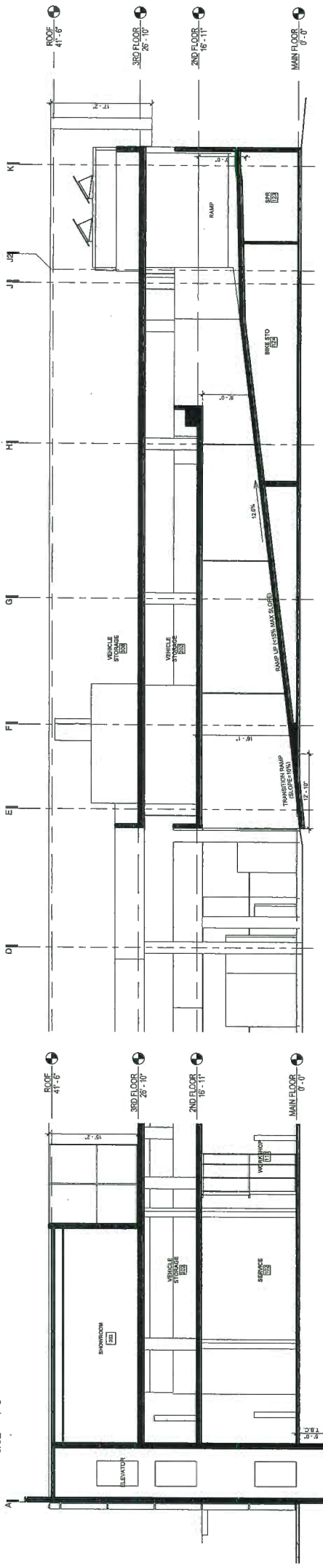
① E-W SECTION TO NORTH
 3/32" = 1'-0"



② NORTH RAMP SECTION
 3/32" = 1'-0"



③ N-S SECTION TO WEST
 3/32" = 1'-0"



④ EAST RAMP SECTION
 3/32" = 1'-0"

⑤ ELEVATOR SECTION
 3/32" = 1'-0"

REV	DATE	DESCRIPTION
JUN 27 18	ADP RESPONSE RE-ISSUE	
MAY 07 18	ISSUED FOR ADP	
APR 18 18	DP RESSUE A.1.1, A.4.0	
APR 05 18	DP RESSUE A.1.1, A.4.0, A.5.0	
MAR 12 18	DP RESSUE A.1.1, A.2.1, A.2.3, A.3.0, A.5.0, A.5.1	
AUG 18 17	ISSUED FOR DEVELOPMENT PERMIT	

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When dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. All requests for clarification or changes shall be made in writing to the Architect. The Contractor shall be responsible for any resulting improper work and the cost of rectification.

4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY
 DEV. PERMIT APPLICATION #DP-17-782793

SECTIONS

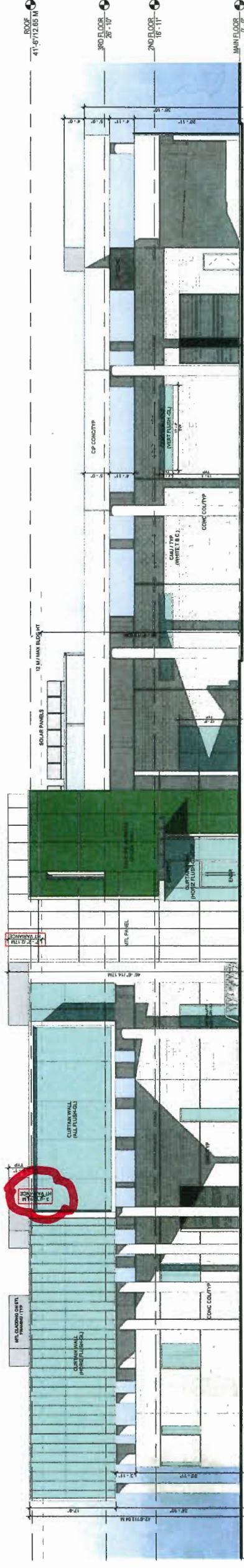
SCALE 3/32" = 1'-0" START DATE: JUN 27, 2016 DRAWN: PD
 PROJECT NUMBER 215003

A.3.0

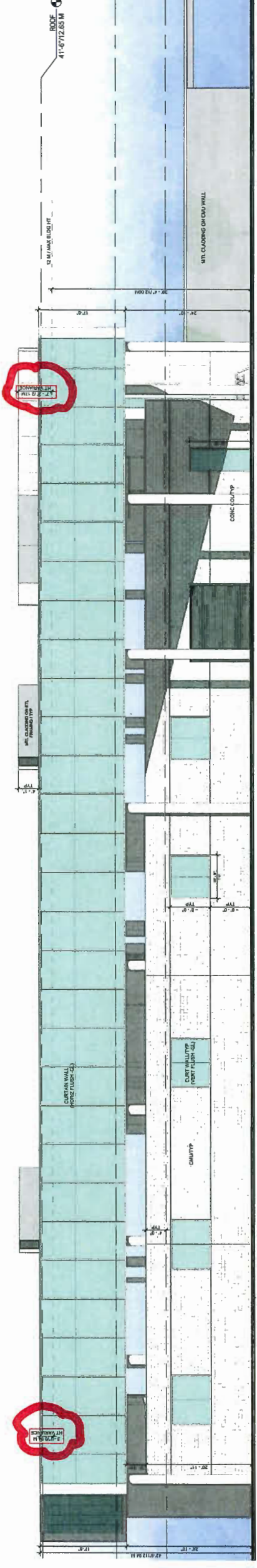
Plan # 5

REV	DATE	DESCRIPTION
JUN 27 '18	AUP RESPONSE RE-ISSUE	
MAY 07 '18	ISSUED FOR AUP	
APR 18 '18	DP RESSUE A.1.1, A.4.0	
APR 05 '18	DP RESSUE A.1.1, A.4.0, A.4.3.0	
MAR 12 '18	DP RESSUE A.1.1, A.2.1, A.2.3, A.3.0, A.3.6, A.4.1	
AUG 18 '17	ISSUED FOR DEVELOPMENT PERMIT	

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 Where dimensions shall have precedence over coded dimensions, Contractors shall verify and be responsible for all dimensions and conditions on the job, shall request clarification of errors, discrepancies, or doubtful information contained in contract drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of re-work.

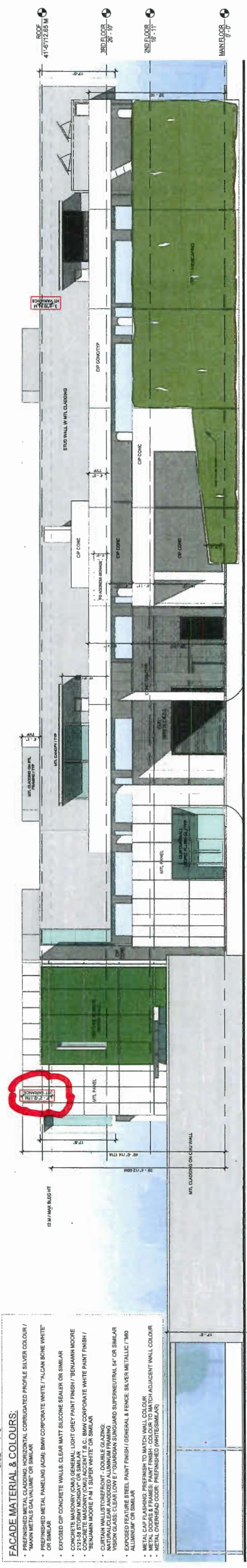


① SOUTH ELEVATION
 3/32" = 1'-0"

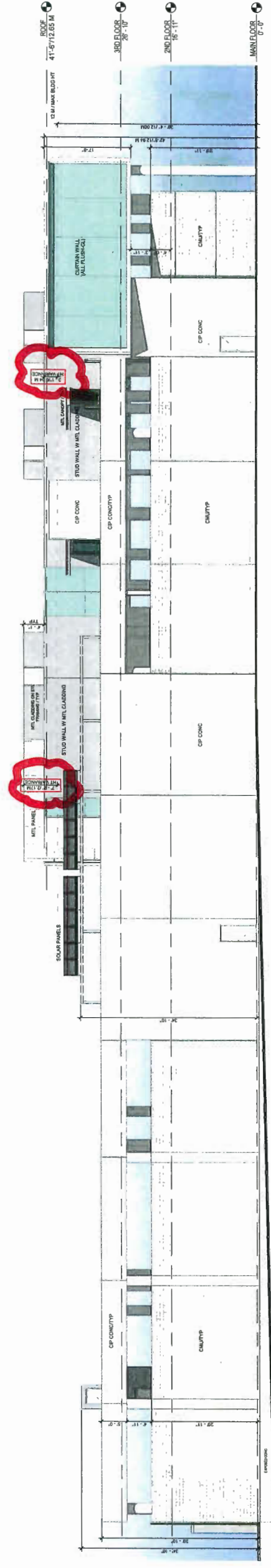


② WEST ELEVATION
 3/32" = 1'-0"

- FACADE MATERIAL & COLOURS:**
- PREFINISHED METAL CLADDING: HORIZONTAL CORRUGATED PROFILE SILVER COLOUR / "BROWN METALS GALVALUME" OR SIMILAR
 - PREFINISHED METAL PANELING (ACP): BMM CORPORATE WHITE / "ALCANTARA BONE WHITE" OR SIMILAR
 - EXPOSED CP CONCRETE WALLS: CLEAR MATT SILICONE SEALER OR SIMILAR
 - CONCRETE MASONRY (CMU): GENERAL: LIGHT GREY PAINT FINISH / "BENJAMIN MOORE 2121-58 STORMY MONDAY" OR SIMILAR. A.C.: BMM CORPORATE WHITE PAINT FINISH / "BENJAMIN MOORE PA 1 SUPER WHITE" OR SIMILAR
 - CURTAIN WALL TO FOREFRONT: DOUBLE GLAZING: NATURAL CLEAR ANODIZED ALUMINUM FRAMING
 - VISION GLASS: CLEAR LOW E / "GLUKONIAN SUNGUARD SUPERNEUTRAL 54" OR SIMILAR ALUMINUM OR SIMILAR
 - METAL CAP FLASHING: PREFINISH TO MATCH WALL COLOUR
 - METAL DOORS: PREFINISH TO MATCH ADJACENT WALL COLOUR
 - METAL DOORS: INTERIOR: PREFINISHED (WHITE/BLACK)



③ WEST ELEVATION
 3/32" = 1'-0"



④ NORTH ELEVATION
 3/32" = 1'-0"

4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY
 DEV. PERMIT APPLICATION #DP-17-782793
ELEVATIONS

SCALE: AS INDICATED
 START DATE: JUN 27, 2018
 DRIVER: PD
 PROJECT NUMBER: 218035

A.4.0

Variances are cloud outlined

Plan #6



③ VIEW FROM SHELL (WEST)



② VIEW FROM VANGUARD EAST



① VIEW FROM VANGUARD SOUTH

REV	DATE	DESCRIPTION
	JUN 27 JUL 2018	ADR-RESPONSE RE-ISSUE, JUL 20, A1.1.1 REVISED
	MAY 07 '18	ISSUED FOR ADP
	APR 18 '18	DP REISSUE A1.1, A1.0, A1.4
	APR 05 '18	DP REISSUE A1.1, A1.0, A1.0, A1.0
	MAR 12 '18	DP REISSUE A1.1, A1.1, A1.2, A1.2.3, A1.3, A1.3.A.5.0, A1.5.1
	AUG 18 '17	ISSUED FOR DEVELOPMENT PERMIT

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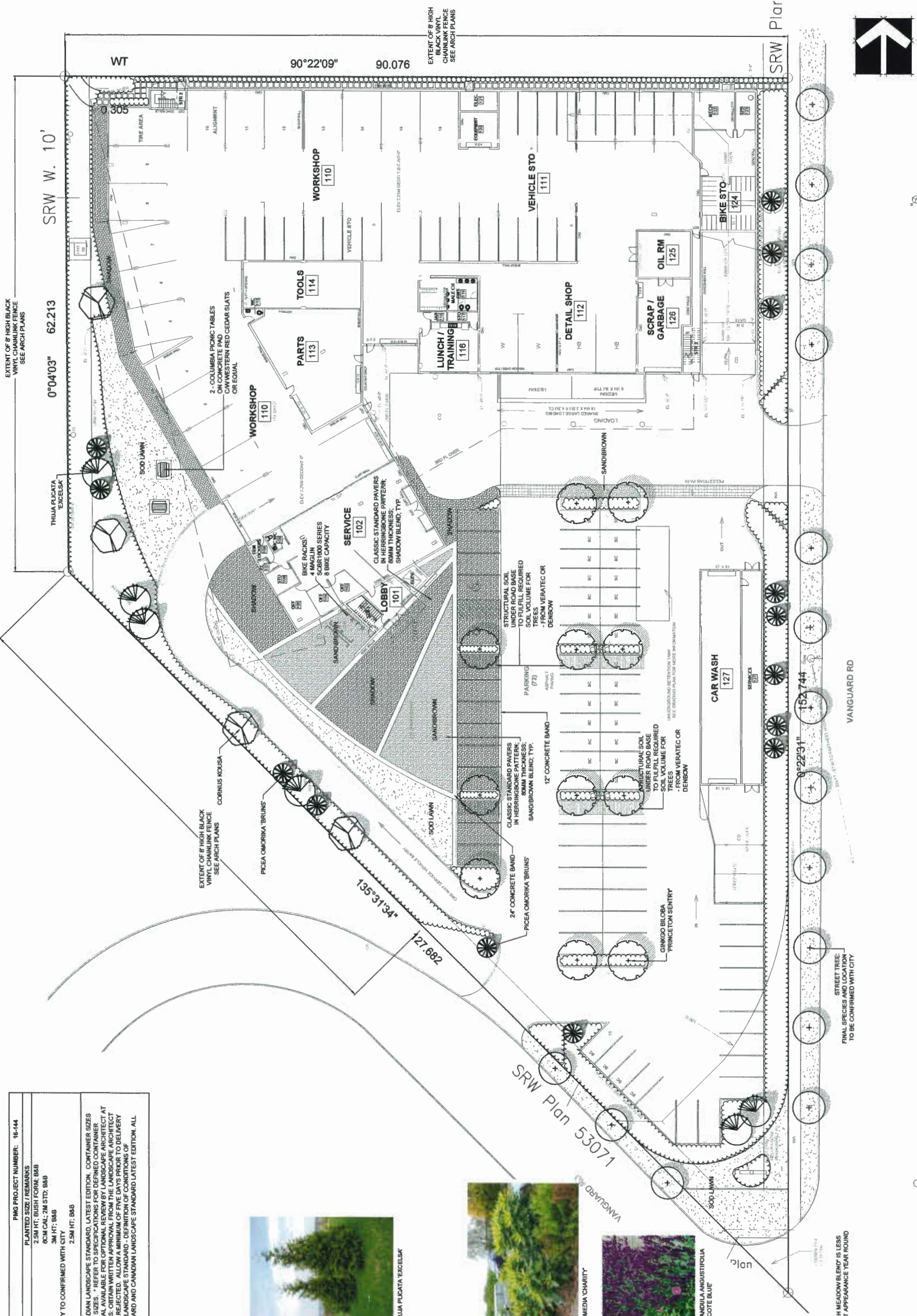
Christopher Bozyk Architects Ltd. shall have no liability for any errors or omissions in the drawings and shall not be responsible for all dimensions and conditions on the job, shall request verification of errors, discrepancies, or omissions in the drawings and documents, or obtain such information contained in contract drawings and documents. Failure to obtain such information remains the Contractor's responsibility for any resulting improper work and the cost of rectification.

4431 & 4331 VANGUARD RD
PROPOSED VEHICLE STORAGE FACILITY
DEV. PERMIT APPLICATION #DP 17-782793
PERSPECTIVES

SCALE: START DATE: JAN 27, 2018 DRAWN: ELI
PROJECT NUMBER: 215003

A.5.0

Plan #7



TREE SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
1	1	CORNUS KOUSA	KOUSA DOGWOOD	2.5M HT BUSH FORM BAG
2	11	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY MAIDENHAIR	8CM CAL-2M STD; 86B
3	14	PICEA OMORIKA 'BRUNIS'	SERBIAN SPRUCE	3M HT; 86B
4	15	STREET TREE 2	FINAL SPECIES LOCATION AND QUANTITY TO BE CONFIRMED WITH CITY	
5	8	THUJA PLICATA 'EXCELSA'	WESTERN RED CEDAR	2.5M HT; 86B

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 CMA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. ** REFER TO SPECIFICATIONS FOR DEFINED CONTAINER SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAIN 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.



CORNUS KOUSA
GINKGO BILOBA 'PRINCETON SENTRY'
THUJA PLICATA 'EXCELSA'



SHRUBS: FRAMING / LOW HEDGING
EUCALYPTUS ALATUS 'COMPACT'
LONICERA PILEATA
MANIHOT X MEDIA 'CHARITY'



PLANTING FOR NATIVE POLLINATORS
ROSA RUGOSA 'RUBRA'
SPIRAEA JAPONICA 'LITTLE PRINCESS'
LAMNULA ANGUSTIFOLIA 'HIDOCOTE BLUE'



WILDFLOWER MEADOW
MOW EDGES GIVE MEADOWS A NEAT, TIDY APPEARANCE WHILE STILL BURSTING WITH COLOUR AND FLORAL ABUNDANCE.

NO.	DATE	REVISION DESCRIPTION	DR.
10	16 JUL 19	REVISED PER COMMENTS	MC
9	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC
8	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC
7	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC
6	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC
5	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC
4	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC
3	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC
2	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC
1	16 JUL 19	REVISED PER COMMENTS/AND GREEN ROOF	MC

PROJECT: AUTO WEST BMW
VANGUARD ROAD
RICHMOND, BC

LANDSCAPE PLAN

DATE: 16 JUL 19
SCALE: 1"=20'-0"
DRAWN: MR
DESIGN: MR
CHKD: MCY
DRAWING NUMBER: 16144-9-2P

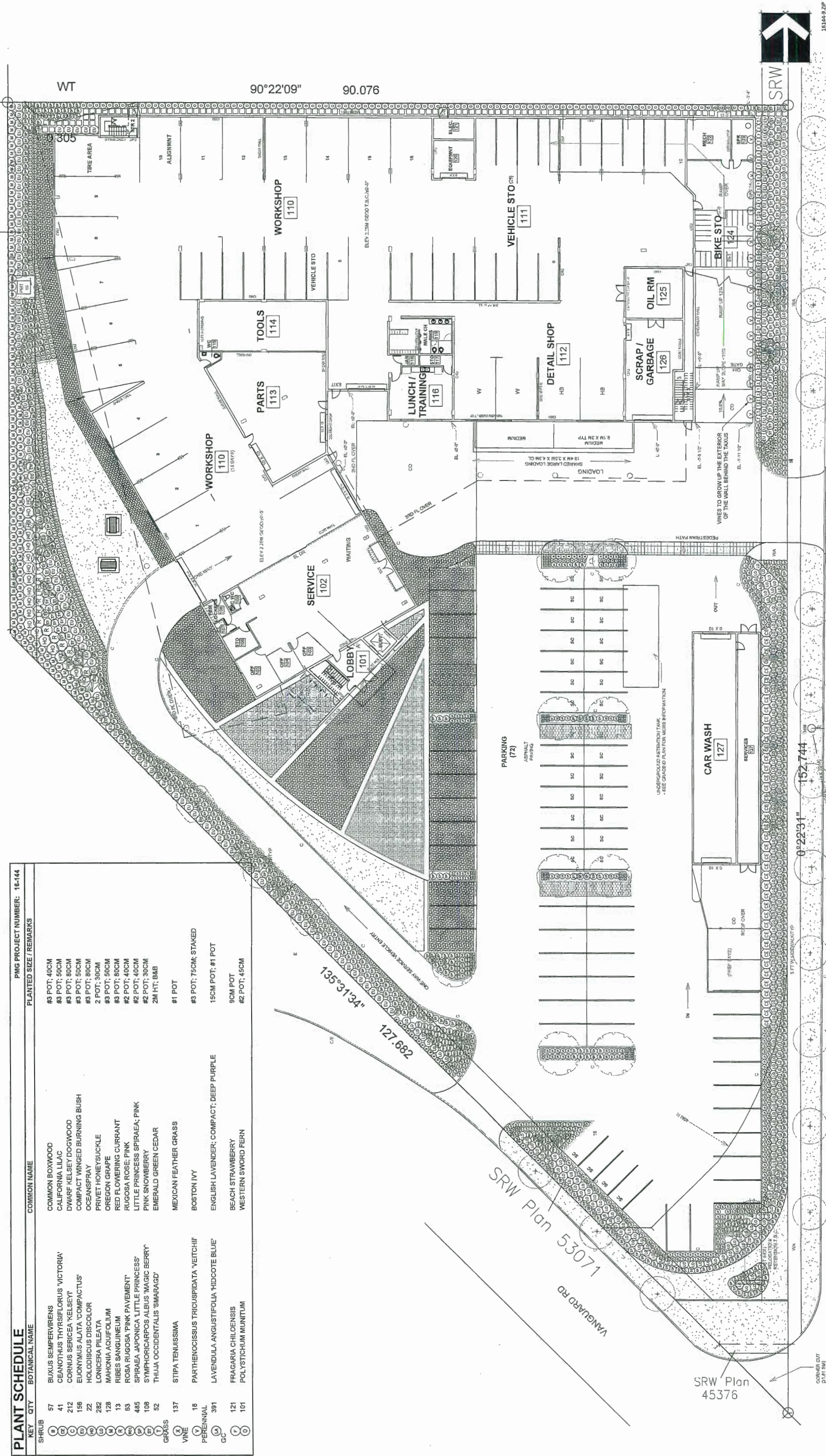
OF 3
16-144
Plan #8



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PLANT SCHEDULE

KEY	CITY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
S	57	BUXUS SEMPERVIRENS	COMMON BOXWOOD	#3 POT; 40CM
C	41	CEANOTHUS THYRSIFLORUS 'VICTORIA'	CALIFORNIA LILAC	#3 POT; 50CM
C	212	CORNUS SERICEA 'KELSEY'	DWARF KELSEY DOGWOOD	#3 POT; 80CM
C	156	EUONYMUS ALATA 'COMPACTUS'	COMPACT WINGED BURNING BUSH	#3 POT; 50CM
C	22	HOLIDISCUS DISCOLOR	OCEANSPRAY	#3 POT; 80CM
C	282	LONICERA FILEATA	PRIVET HONEYBUCKLE	2 POT; 30CM
C	126	MAHONIA AQUIFOLIUM	OREGON GRAPE	#3 POT; 50CM
M	13	RIBES SANGUINEUM	RED FLOWERING CURRANT	#3 POT; 80CM
R	53	ROSA RUBOSA 'PINK PAVEMENT'	RUGOSA ROSE; PINK	#2 POT; 40CM
R	485	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA; PINK	#2 POT; 40CM
S	108	SYMPHORICARPOS ALBUS 'MAGIC BERRY'	PINK SNOWBERRY	#2 POT; 30CM
S	52	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR	2M HT; BAB
G	137	STIPA TENUISSIMA	MEXICAN FEATHER GRASS	#1 POT
V	18	PARTHENOCISSUS TRICUSPIDATA 'VEITCHII'	BOSTON IVY	#3 POT; 75CM; STAKED
P	391	LAVENDULA ANGUSTIFOLIA 'HIDCOOTE BLUE'	ENGLISH LAVENDER; COMPACT; DEEP PURPLE	15CM POT; #1 POT
GC	121	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	SCM POT
C	101	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#2 POT; 45CM



DATE: 15 JUL 13
 SCALE: 1"=15'-0"
 DRAWN: MR
 DESIGN: MR
 CHKD: MCT
 DRAWING NUMBER: 16-144

PROJECT: AUTO WEST BMW
 VANGUARD ROAD
 RICHMOND, BC

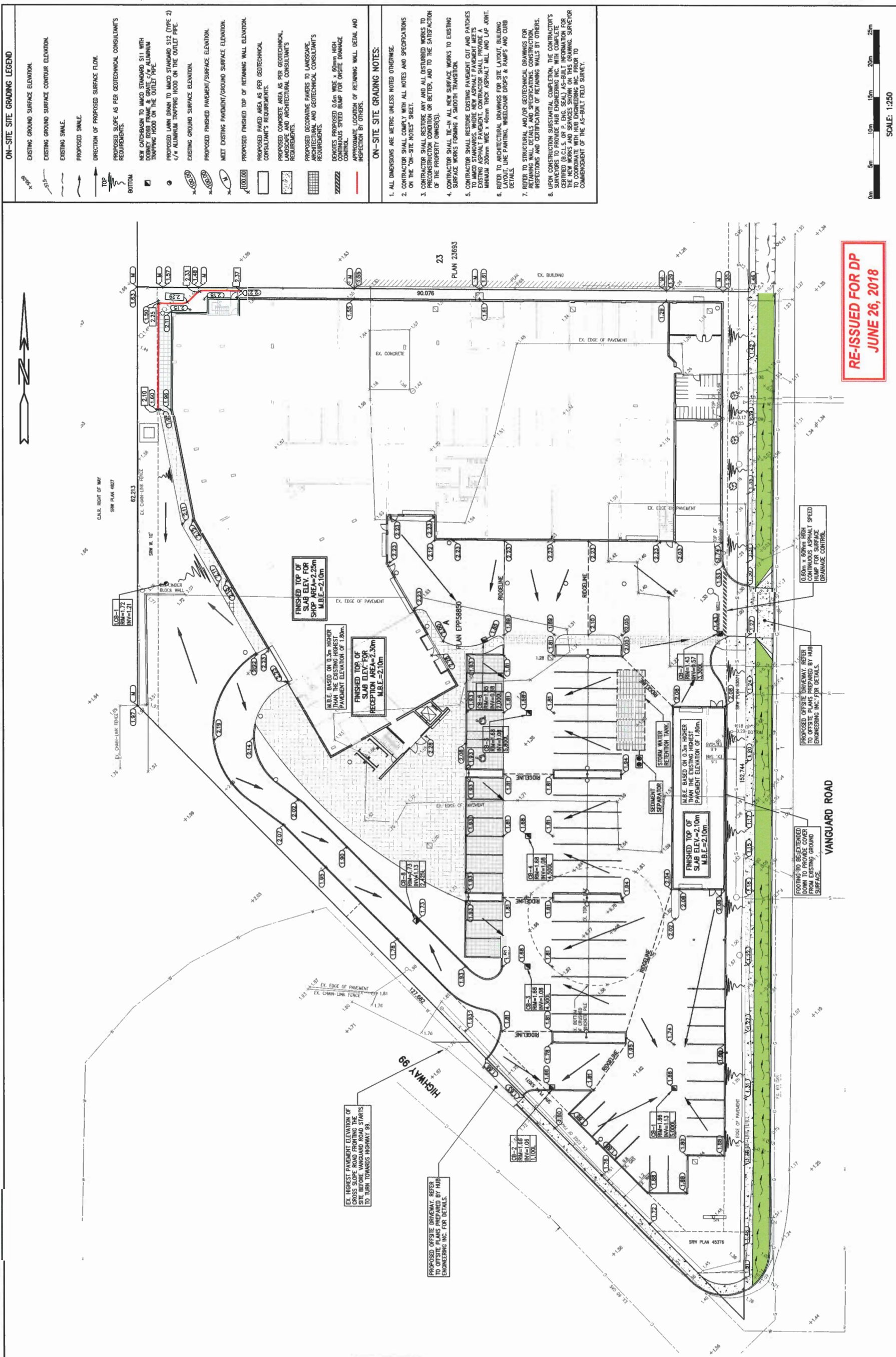
CLIENT: SRW Plan 53071
 SRW Plan 45376

DRAWING TITLE: LANDSCAPE PLAN

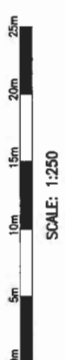
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Plan # 17



**RE-ISSUED FOR DP
JUNE 26, 2018**



<p>Hub Engineering Inc. Engineering and Development Consultants</p> <p>Subs 211-12992-76 Avenue, Surrey, B.C. V3W 2V6 Tel: 604-572-8228 Fax: 604-501-1625 info@hub-inc.com www.hub-inc.com</p>		<p>CLIENT: WALES McLELLAN CONSTRUCTION 6211 FRASERWOOD PLACE RICHMOND, BC, V6W 1J2 PHONE: 604-638-1212 FAX: 604-276-9830</p>	<p>DATE: JULY 24/18 SCALE: HORIZ: 1:250 VERT: 1:250</p>	<p>CONTRACT NO.: 17-782793</p>																											
<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> <tr> <td>1</td> <td>JULY 24/18</td> <td>DP REVISION - ADD PAVERS</td> <td>BY</td> </tr> <tr> <td>2</td> <td>MAY 04/18</td> <td>RE-ISSUED FOR DP</td> <td>BY</td> </tr> <tr> <td>3</td> <td>APR 30/18</td> <td>ISSUED FOR BP</td> <td>BY</td> </tr> <tr> <td>4</td> <td>APR 09/18</td> <td>ISSUED FOR DP</td> <td>BY</td> </tr> <tr> <td>5</td> <td>MAR 28/18</td> <td>RELOCATED TANK AND UPDATED RAMP GRADING</td> <td>BY</td> </tr> <tr> <td>6</td> <td>FEB 22/18</td> <td>REVISED SITE PLAN AND AMEND MBE'S AND SLAB ELEV.</td> <td>BY</td> </tr> </table>	NO.	DATE	DESCRIPTION	BY	1	JULY 24/18	DP REVISION - ADD PAVERS	BY	2	MAY 04/18	RE-ISSUED FOR DP	BY	3	APR 30/18	ISSUED FOR BP	BY	4	APR 09/18	ISSUED FOR DP	BY	5	MAR 28/18	RELOCATED TANK AND UPDATED RAMP GRADING	BY	6	FEB 22/18	REVISED SITE PLAN AND AMEND MBE'S AND SLAB ELEV.	BY	<p>PROJECT: AITO WEST BAY 4331/4431 VANGUARD ROAD RICHMOND, B.C.</p>	<p>DATE: JUL 25, 2018</p>	<p>CONTRACTOR: HUB ENGINEERING INC.</p>
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DESTROY ALL PRINTS BEARING PREVIOUS REVISION NUMBER