



City of  
Richmond

**Report to Development Permit Panel**  
Planning and Development Department

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**To:** Development Permit Panel

**Date:** May 6, 2013

**From:** Wayne Craig  
Director of Development


**File:** DP 12-622179

**Re:** Application by Wesgroup Properties for a Development Permit at  
7000 No. 3 Road and 8040 Granville Avenue

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**Staff Recommendation**

That a Development Permit (DP) be issued which would permit the construction of 1-storey commercial building at 7000 No. 3 Road and 8040 Granville Avenue on a site zoned "Auto-Oriented Commercial (CA)".

  
Wayne Craig  
Director of Development

WC:bg  
Att. 4

## Staff Report

### Origin

Wesgroup Properties has applied to the City of Richmond for permission to develop a 1-storey commercial building at 7000 No. 3 Road and 8040 Granville Avenue on a site zoned "Auto-Oriented Commercial (CA)". The proposed gross floor area is 929 m<sup>2</sup> (10,000 ft<sup>2</sup>) with a proposed 0.31 FAR and is intended to accommodate a financial institution as a single tenant. This site was formerly a Shell Canada gas and service station and the site currently vacant. The applicant previously submitted a rezoning application (RZ 11-580385) for this site, which consisted of a mixed-use (residential/commercial) high-rise tower but this application was subsequently withdrawn and the current Development Permit (DP) application was submitted. It is now understood that the currently proposed 1-storey commercial building is intended as a long-term (approximately 20 year) interim use for the site. This site is not being rezoned.

A Servicing Agreement for frontage works along Granville Avenue and No. 3 Road and site servicing is required prior to Building Permit issuance.

### Development Information

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

### Background

Development surrounding the subject site is as follows:

To the north, across Granville Avenue is an older, 1-storey commercial building fronting No. 3 Road with at-grade parking in the rear of the lane, zoned as "Downtown Commercial (CDT1)" with Urban Centre T6 (45) designation on the City Centre Area Plan (CCAP) Specific Land Use Map for Brighthouse Village (2031);

To the east, is the east portion of the 'L' shaped mixed-use, mid-rise residential/commercial development referred to as the 'Centro' zoned "Residential/Limited Commercial (ZMU6) – St Albans Sub Area (City Centre)" with Urban Centre T6 designation on the CCAP Generalized Land Use Map (2031);

To the south, is the south portion of the 'L' shaped, mixed-use, high-rise residential/commercial development referred to as the 'Centro' zoned "Residential/Limited Commercial (ZMU6) – St Albans Sub Area (City Centre)" with Urban Centre T6 designation on the CCAP Generalized Land Use Map (2031); and

To the west, across No. 3 Road is Brighthouse Park with "School & Institutional Use (SI)" with Park designation on the CCAP Generalized Land Use Map (2031).

### 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 process for 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 "Auto-Oriented Commercial (CA)" zoning.

## Advisory Design Panel Comments

The Advisory Design Panel was in support of this proposed development. A copy of the relevant excerpt from the Advisory Design Panel Minutes from April 4, 2013 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*

1. To the North: The applicant proposes to extend similar, recently constructed boulevard greenway improvements from the adjacent 'Centro' site across the Granville Avenue frontage of the development site including paving, lighting and planting enhancements.
2. To the East: A portion of the 'Centro' building extends over the north-south lane and is supported by columns along the east property line of the proposed development site. The existing north-south lane (SRW) on the 'Centro' site allows for future vehicle cross access with the development site at 1 location, midway along the lane. The applicant has agreed to grant a parallel approximately 6 m wide SRW for a future lane, if and when the proposed building is demolished or the development site is rezoned.
3. To the South: The residential amenity area of the adjacent Centro development is located on the ground floor with large windows facing north to the proposed development. There are north facing residential units on the 2<sup>nd</sup> floor and above with distant views over the development site. The applicant proposes a landscape treatment along the south property line including fencing and planting that is sympathetic and compatible with the existing 'Centro' development. The proposed planting and semi-transparent fence adequately addresses the screening of the parking area but also allows sufficient visibility to the existing walkway along the property line with the 'Centro' development to enhance pedestrian safety and security.
4. To the West: The applicant proposes to extend similar recently constructed boulevard improvements from the 'Centro' site north across the No. 3 Road frontage of the development site including paving, lighting and planting enhancements. There are 3 existing BC Hydro poles and overhead wires along the No. 3 Road frontage of the development site, which will remain however, the applicant will install pre-ducting for future undergrounding of the overhead pole lines together with 3 decorative pedestrian lights plus cash in lieu for a future replacement decorative roadway light (see Urban Design and Site Planning section of this report together with the Development Permit considerations for details).

### *Environmental Contamination and Remediation*

Background: The site was operated as a Shell gasoline retailer for approximately 40 years and was closed in November, 2008 then sold to Wesgroup in December, 2009 for redevelopment. The redevelopment site was subsequently remediated by Wesgroup, including the removal of the source and impacted soils by excavation, which received a MOE Certificate of Compliance (C of C) in September, 2012. However, there are outstanding contamination and legal issues related to the on-going remediation. Issues can be categorized as either on-site (7000 No. 3 Road and 8040 Granville Avenue) or off-site (areas within No. 3 Road and Granville Avenue, required development site SRW's, called the 'City Lands').

1. On-site: There is a MOE, C of C for the development site. Wesgroup is not required to dedicate any land to the City however, there are required SRW's for the City including a corner cut at the No 3 Road and Granville Avenue intersection as well as SRW's along both No. 3 Road and Granville Avenue for road and utility purposes. In addition, Wesgroup has submitted a report from a qualified environmental professional (Hemmera) indicating that the proposed development conforms to the MOE, C of C including the Schedule B requirements. In addition, the standard City SRW legal agreements include an indemnity to protect the City and third parties from legal liability and financial risk related to any existing on-site contamination within SRW's or from environmental contamination.
2. Off-site: There is a MOE, Approval in Principle (AIP) for the 'City Lands'. Shell currently proposes a risk assessment approach due the difficulty of excavating around underground utilities and infrastructure. The City continues to prefer that the hydrocarbon-impacted soils be removed but the City recognizes that the risk assessment approach will likely be successful at achieving a C of C. This C of C will likely include several Schedule B conditions. The City has detailed these concerns to Shell, and several conversations ensued between the three parties involved (Shell as the 'Persons Responsible' - the City as an impacted third party and Wesgroup as the developer of the on-site lands). In discussion, it was proposed that Shell provide indemnity to the City and address through legal agreement the City's remaining concerns regarding the remediation of the City lands. The remediation of the off-site 'City Lands' remains an outstanding issue between the City and Shell. Accordingly, the City continues to seek appropriate legal agreements with Shell Canada (as the "Persons Responsible") that these costs will not be borne by the City and that the City will not have to exercise the onerous process of cost recovery through the Courts afforded by the *Environmental Management Act*.

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

1. Design Guidelines: This application conforms with the appropriate design guidelines. A copy of this documentation is contained in the Development Permit file.
2. Urban Design: While the proposed development represents an under utilization of the potential site density and as such represents a relatively low-density proposal for this lot within the City Centre, it is understood that this is an interim use with a 10 year lease plus two 5-year extensions. The applicant has addressed the continuity of the retail/commercial streetwall along Granville Avenue, which is a design guideline in the City Centre Area Plan (CCAP) by extending the pedestrian canopy and columns to the east property line.
3. Site Planning: The applicant has located the building adjacent to the cross street intersection with the parking located at the rear of the building and has agreed to shift the location of the building entry to the intersection corner to better recognize pedestrian traffic along No. 3 Road and to help activate the public pedestrian realm along both street frontages.
4. BC Hydro Pole Line: This is a high profile, prominent site in the City Centre located across the intersection from City Hall and the 3 existing BC Hydro poles and overhead wires along the No. 3 Road frontage of this site, have a negative visual impact on the streetscape experience. The existing BC Hydro poles, overhead pole lines and transformers will remain in place along No. 3 Road due to the disproportionate cost of undergrounding relative to size of the proposed development. However, the applicant will install pre-ducting for future undergrounding of the overhead pole lines together with 3 decorative pedestrian lights plus cash in lieu for a future replacement decorative roadway light.

### *Architectural Form and Character*

1. Building Massing: The architect has increased the building mass at the corner to create a stronger street presence and helps to anchor the corner, which also better calls attention to the building entry and adds some volumetric variety and visual interest to the form of the building.
2. Architectural Design: The proposed built form is simple and modern in character, which is appropriate for this pavilion type building that is visible from all sides. The double volume glass element at the corner presents an attractive feature from a distance. The exterior finishes are appropriate in terms of type, quality, texture and the proposed subdued colours. The use of wood soffits will complement the subtle colour scheme and provide warmth to the cooler concrete and metal panels.
3. Streetscape Continuity: The applicant has agreed to extend the pedestrian canopy and columns along Granville Avenue and No. 3 Road in order to better bridge the gap between the proposed building and existing buildings on adjacent properties, which in the interim will extend the apparent visual continuity of the retail streetwall at-grade along this block frontage.
4. Rooftop Visibility: The applicant proposes bands of coloured roof ballast to improve the overlook views of this flat roof from the adjacent residential tower including vertical screening of the rooftop mechanical equipment to block views of this equipment from the street.
5. Signage: The applicant has submitted a detailed assessment of the proposed signage but a separate sign permit application will be required to confirm compliance with the City's Sign Bylaw. The proposed 4.3 m high pylon sign along Granville Avenue has been relocated to eliminate the sight lines concerns in the vicinity of the Granville Avenue vehicle driveway.

### *Transportation and Traffic*

1. Land Requirements: The applicant has agreed to the following land requirements:
  - a. Granting of an approximate 4.0 m by 4.0 m triangular Statutory Right-of-Way (SRW) for road and utility purposes at the southeast corner of the No. 3 Road and Granville Avenue intersection;
  - b. Granting an approximate 2.0 m wide Statutory Right-of-Way (SRW) for road and utility purposes (future vehicle right turn lane and/or layby area) along No. 3 Road;
  - c. Granting an further approximate 3.0 m wide Public Rights of Passage Statutory Right-of-Way (PROP-SRW) for road purposes (boulevard improvements) along the entire No. 3 Road frontage;
  - d. Granting an approximate 2.0 m wide Statutory Right-of-Way (SRW) for road and utility purposes (boulevard and greenway improvements) along the entire Granville Avenue frontage; and
  - e. Granting an approximate 6.0 m wide Statutory Right of Way (SRW) for future lane and utility purposes along the entire east property line of the consolidated development site.

Note: Separate legal agreements will be required for the above SRW requirements and the details are provided in the Development Permit considerations at the end of this document.

2. Site Access: Staff supports both the requested interim vehicle right-in and right-out site access/egress driveways along both No. 3 Road and Granville Avenue provided that if the currently proposed building is demolished or the development site is rezoned then the only site access in the future will be via a shared one-way couplet laneway system along the entire east property line to be shared with the adjacent 'Centro' development.
3. On-Site Parking: The required number of parking spaces for this development is 40 spaces and the applicant proposes 44 spaces including 22 regular, 20 small car and 2 accessible parking spaces.
4. Loading: As required, the applicant is proposing one (1) loading/service space for a medium sized vehicle (SU9 size) on-site and has demonstrated that there is adequate service vehicle manoeuvrability to access/egress this space.
5. Bike Parking: The Zoning Bylaw requires 3 - Class 1 and 2 - Class 2 bike parking spaces while the applicant proposes 3 - Class 1 within the building as tenant improvements and 5 - Class 2 bike parking spaces along Granville Avenue.
6. Other Bylaw Requirements: The applicant has confirmed that all drive aisle widths and parking space dimensions are in accordance with the Zoning Bylaw with typical dimensions included on the site plan.

### ***Engineering and Servicing***

1. The applicant has agreed with and executed the Development Permit consideration, which outline the intent of the City's required scope of work for both frontage and servicing upgrades. The general description of the works includes:
  - a. Confirmation of adequate water supply and submission of fire flow calculations signed and sealed by a professional engineer at Building Permit stage;
  - b. Provision of a fire hydrant along Granville Avenue, subject to BC Building Code requirements and the satisfaction of the Building Department and the Richmond Fire Rescue;
  - c. Provision of a cash contribution in the amount of \$3,086.00 as cash in-lieu of construction for a downstream undersized sanitary sewer;
  - d. Removal of the existing 200mm rear yard sanitary main located along the south property line of 8040 Granville Avenue and discharge of the SRW;
  - e. Installation of pre-ducting in anticipation of the future removal of the BC Hydro pole line.
  - f. Provision of City Centre decorative pedestrian luminaire poles along No. 3 Road in the ultimate alignment and location (1 as an interim pedestrian light with a base adaptor installed on a roadway light base) including cash-in-lieu for the future replacement decorative road/pedestrian pole and luminaire;
  - g. Roadway lighting will be assessed in detail at the Servicing Agreement stage to determine if the existing lease light on the BC Hydro pole should be retained and whether another City Centre Type road/pedestrian luminaire pole is required at the Granville Avenue and No. 3 Road intersection.
  - h. Provision of decorative pedestrian luminaire poles along Granville Avenue;

- i. Adjustments to other telecommunications equipment to accommodate the future undergrounding of the overhead lines with a pad mounted transformer to service the development site to be located on private property.

Note: See the DP considerations at the end of this document for details.

2. A separate Servicing Agreement is required for this proposed development.

### *Landscape Design and Open Space Design*

1. Existing Trees: The applicant has submitted an arborist report including an inventory and assessment of all existing trees on site. The location of existing trees has also been superimposed on the site plan. This information demonstrates that none of the existing site trees including 1 deciduous hedgerow, 1 coniferous hedgerow and 2 large deciduous trees can or should be retained. The applicant's arborist and landscape architect recommend the removal of a boulevard tree and replacement with a 20 cm (8") caliper maple tree. This assessment and recommendation is now supported by the arborist in the Parks Department.
2. Granville Avenue Greenway: Road is a designated greenway and the applicant proposes to extend the continuation of the identical greenway landscape treatment from the neighbouring Centro development to the east across the development site along Granville Avenue.
3. Landscape Design:
  - a. The applicant proposes street trees along No. 3 Road on private property within the proposed SRW's along this frontage while street trees are proposed in the public realm along Granville Avenue. The applicant's environment consultant has provided a report indicating that the proposed development including both proposed on-site and off-site street tree planting complies with the MOE C of C including the Schedule B requirements with the comment that horse chestnut trees should not be planted since they have a deeper tap root.
  - b. The landscape design incorporates a perimeter landscape treatment with small tree, shrub and groundcover plantings in combination with a semi-transparent fence along the south property line, which provide adequate visual screening from the parking lot on the development site to the neighbouring 'Centro' development but also provides acceptable visibility and security for pedestrians along the walkway on the adjacent site to the south.
  - c. The site landscape design includes the continuation of existing boulevard planting along both No. 3 Road and Granville Avenue with additional planting islands incorporated along the Granville Avenue frontage.
  - d. The applicant proposes the incorporation of decorative paving consisting of coloured (dark grey) cast-in-place concrete with saw-cut joints, which will complement the proposed extension of existing sidewalk paving treatments from the adjacent boulevards across the No. 3 Road and Granville Avenue frontages of the development site.
  - e. The landscape design also incorporates a small pedestrian plaza area adjacent to the intersection including 2 benches and a covered walkway connection to the parking area as well as a free standing bike rack along the Granville Avenue frontage.

### ***Crime Prevention Through Environmental Design (CPTED) and Sustainability***

1. The applicant has provided a comprehensive list of CPTED features including:
  - Extensive glazing at the entry with surveillance to other site areas from the building;
  - All exterior building elevations visible from at least one street frontage;
  - Street frontages are designed to encourage pedestrian presence and activity;
  - Parking area is visible from the street;
  - Suitable exterior site lighting will supplement visibility at night; and
  - Landscape and groundcover planting is low profile with no hidden areas.See **Attachment 3** for the detailed summary of CPTED features.
2. The applicant has provided a comprehensive list of sustainability features including:
  - Glazing placement ensures maximum light penetration and minimizes solar heat gain;
  - Carefully considered sun shades over glazing exposures;
  - High performance double glazed sealed units in thermally broken curtain wall system;
  - High performance wall and roof assemblies, ensures thermal performance of the building;
  - Light coloured roof membrane and coverings to reduce the heat island effect;
  - Low VOC interior finishes to improve indoor air quality; and
  - Materials specified with high recycled content wherever possible.See **Attachment 4** for the detailed summary of sustainability features.

### ***Refuse and Recycling***

The applicant has agreed to include a roof structure over the refuse and recycling enclosure to the address overlook concerns from the adjacent residential development. The applicant also proposes to provide space within the enclosure for the required number of containers and carts.

### **Conclusions**

While this development proposal does not achieve the ultimate vision contained with the CCAP it is a handsome, small building that can comfortably co-existing with the surrounding higher density development during the interim until such time as a higher density development proposal become more feasible. The architectural design contributes to the streetscape character along both street frontages and accommodations have been included to facilitate the future removal of the BC Hydro poles and the undergrounding of the overhead wires. Staff supports this development proposal as presented.



Brian Guzzi  
Senior Planner/Urban Design

BG:cas

Attachment 1 – Development Application Data Sheet  
Attachment 2 – Advisory Design Panel Comments  
Attachment 3 – CPTED Features  
Attachment 4 – Sustainability Features



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

1. Consolidation of all the lots into one development parcel.
2. Receipt of a Letter of Credit for landscape installation in the amount of \$83,090.00 (based on a detailed cost estimate provided by a BC registered landscape architect).
3. Provision of a voluntary cash contribution in the amount of \$3,086.00 for sanitary sewer upgrades, as indicated in Westgroup Properties' email of April 9, 2013.
4. Provision of an approximate 2.0 m wide Statutory Right-of-Way (SRW) for road and utility purposes (future vehicle right turn lane and/or layby area) along the entire west property line of the consolidated development site. The final configuration and width of the SRW is to be determined by the functional road design plan to the satisfaction of the Director of Transportation and confirmed by legal survey. The owner is responsible for the design, construction and maintenance of the required improvements in the SRW.
5. Provision of an approximate an approximate 3.0 m wide Public Rights of Passage Statutory Right-of-Way (PROP-SRW) for road purposes (boulevard improvements) along the entire west property line of the consolidated development site. A canopy encroachment is an allowable encroachment within this SRW as described in the respective and associated explanatory plans until such time as this SRW is required at the discretion of the City for City purposes including but not limited to road or boulevard improvements. The final configuration and width of the SRW is to be determined by the functional road design plan to the satisfaction of the Director of Transportation and confirmed by legal survey. The owner is responsible for the design, construction and maintenance of the required improvements in the SRW.
6. Provision of an approximate 2.0 m wide Statutory Right-of-Way (SRW) for road and utility purposes (boulevard and greenway improvements) along the entire Granville Avenue property line of the consolidated development site. The final configuration and width of the SRW is to be determined by the functional road design plan to the satisfaction of the Director of Transportation and confirmed by legal survey. The owner is responsible for the design, construction and maintenance of the required improvements in the SRW.
7. Provision of an approximate 4.0 m by 4.0 m triangular corner-cut Statutory Right-of-Way (SRW) for road and utility purposes from the intersection of the property lines at the southeast corner of the No. 3 Road and Granville Avenue intersection frontage streets. The final configuration and width of the SRW is to be determined by the functional road design plan to the satisfaction of the Director of Transportation and confirmed by legal survey. The owner is responsible for the design, construction and maintenance of the required improvements in the SRW.
8. Provision of a minimum 6.0 m wide Statutory Right of Way (SRW) for future lane and utility purposes along the entire east property line of the consolidated development site. A pylon sign and a refuse/recycling enclosure are allowable encroachments within this SRW according to the respective explanatory plans until such time as this SRW is required at the discretion of the City for City purposes including but not limited to a lane. The owner is responsible for the design, construction and maintenance of the improvements within the SRW.
9. Provision of a report from a qualified environmental professional that the proposed development complies with the MOE Certificate of Compliance including the Schedule B requirements.
10. Registration of a flood indemnity covenant on title.
11. Discharge of any appropriate title charges required or supported by the City Law Department.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Enter into a Servicing Agreement\* for the design and construction of service connections and frontage improvements. Works include, but may not be limited to:
  - A. Frontage Improvements:
    - a. Granville Avenue: The existing Granville Avenue curb is to remain in the current location and the required greenway improvements on the boulevard are described as follows from the back of the existing curb (refer to Servicing Agreement drawings SA 06-336128 regarding the Centro development for more detail):
      - an approximate 3.0 m wide boulevard strip (i.e., for grass and street trees),
      - an approximate 2.5 m wide sidewalk with decorative paving (i.e., to match existing sidewalk to the east on the Centro development), and
      - an approximate 3.485 m wide additional boulevard strip (i.e., with grass, shrubs, street trees and decorative paving to the satisfaction of the Director of Development.
    - b. No. 3 Road: The existing No. 3 Road curb is to remain in the current location. The required boulevard improvements along the No. 3 Road frontage shall be consistent with frontage improvements on the adjacent site to the south (refer to Servicing Agreement drawings SA 06-336128 regarding the Centro development for more detail) but in general shall include the following:
      - an approximate 2.0 m wide landscape strip for road/boulevard improvement purposes including grass, unit pavers and street trees, and
      - an approximate 3.0 m wide PROP-SRW for road/boulevard purposes (i.e., a minimum 3.0 m wide sidewalk adjacent to the proposed building and a minimum 2.0 m wide sidewalk when not adjacent to the proposed building).
  - B. Servicing Improvements:
    - a. Drainage Works Servicing:
      - No upgrade required.
    - b. Water Works Servicing:
      - Using the OCP Model, there is 976 L/s available at 20 psi residual at the hydrant located 8060 Granville and 1,415 L/s available at 20 psi residual at 7080 No 3 Road. Based on your proposed development, your site requires a minimum fire flow of 220 L/s. Water analysis is not required. However, once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
      - Provide a fire hydrant at Granville Avenue frontage to comply with the required hydrant spacing for commercial areas subject to BC Building Code requirements and the satisfaction of the Building Department and the Richmond Fire Rescue.
    - c. Sanitary Works Servicing:
      - Remove the existing 200mm rear yard sanitary main located along the south property line of 8040 Granville Avenue and cap at east property line of the proposed site. Discharge portion of the existing SROW after the rear yard sanitary remain is removed. An appropriately sized Inspection Chamber is required at property line.
    - d. Pre-ducting and Lighting along No. 3 Road and Granville Avenue:
      - Install remaining 20 m of hydro, telephone and cable pre-ducting from capped end of existing pre-ducts on No 3 Road to south property line of proposed site) through this DP to complete the pre-duct on No 3 Road frontage, in anticipation of the future removal of

the BC Hydro pole line. Any pad mounted transformers required to service the proposed development must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths.

- Provide City Centre Type pedestrian luminaire poles and bases along No. 3 Road at the ultimate locations including an interim City Centre Type pedestrian luminaire pole complete with adaptor plate on a roadway pole base in the ultimate location of any roadway light (i.e., to suit with the existing street lights located south of the proposed development). In addition, provide cash-in-lieu for 1 replacement City Centre Type road/pedestrian luminaire pole to be installed in the future when the BC Hydro poles are removed and the overhead pole lines are installed underground. Roadway lighting will be assessed in detail at the Servicing Agreement stage to determine if the existing lease light on the BC Hydro pole should be retained and whether another City Centre Type road/pedestrian luminaire pole is required at the Granville Avenue and No. 3 Road intersection.
- Provide City Centre type pedestrian luminaire poles along Granville Avenue frontage.
- Provide hydro, telephone and cable pre-ducting.
- Telecommunication equipment (i.e., SAC Pad, kiosks, etc.) must be located on private property and not within City SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. It is recommended that the developer contact the private utility companies to learn of their requirements.

e. General:

- 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.
  - The Engineering design, via the Servicing Agreement and/or the Development Permit and/or the Building Permit design must incorporate the recommendations of the impact assessment.
2. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, occurring on-site.
  3. 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 Division at 604-276-4285.*
  4. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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.
  5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional

City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Note:**

- \* This requires a separate application.
- 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.

(see a signed copy in the development file)

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



**DP 12-622179**

**Attachment 1**

Address: 7000 No. 3 Road and 8040 Granville Avenue

Applicant: Wesgroup Properties

Owner: Wesgroup Properties

Planning Area(s): City Centre Area Plan (CCAP)

Floor Area Gross: 930 m<sup>2</sup>

Floor Area Net: 930 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	3014.7 m <sup>2</sup>	3014.7 m <sup>2</sup>
<b>Land Uses:</b>	vacant (former gas station)	commercial
<b>OCP Designation:</b>	Urban Core T6	Urban Core T6
<b>Zoning:</b>	Auto-Oriented Commercial (CA)	Auto-Oriented Commercial (CA)
<b>Number of Units:</b>	Not Applicable (NA)	NA

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.31	none permitted
Lot Coverage:	Max. 50 %	31%	none
Setback – Front Yard:	Min. 2.0m	3.0m	none
Setback – Side Yard:	Min. 0 m	16.4m	none
Setback – Side Yard:	Min. 5.0m	5.0m	none
Setback – Rear Yard:	Min. 6.0m	22.35m	none
Height (m):	Max. 11.98 m	6.7m	none
Lot Size:	3014.7 m <sup>2</sup>	3014.7 m <sup>2</sup>	none
Off-street Parking Spaces – Regular (R) and Small (S) spaces:	39	22 – R and 20 S	none
Off-street Parking Spaces – Accessible:	1	2	none
Total off-street Spaces:	40	44	none
Tandem Parking Spaces	not permitted	none	none
Amenity Space – Indoor:	not required	none	none
Amenity Space – Outdoor:	not required	none	none

Excerpt from the Minutes from  
The Design Panel Meeting

Wednesday, April 4, 2013 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall

2. DP 12-622179 – 1-STOREY, RETAIL COMMERCIAL BUILDING (BANK)

**Applicant:** Wesgroup Properties

**Property Location:** 7000 No. 3 Road & 8040 Granville Avenue

**Applicant's Presentation:**

Architect Craig Taylor, Taylor Kurtz Architecture and Design, Inc., and Landscape Architect Jennifer Stamp, Durante Kreuk, Ltd., presented the project on behalf of the applicant.

**Panel Discussion:** Comments from the Panel were as follows:

1. Appreciate the simple urban form of the building with low density; *Noted*
2. Like the urban treatment of the paving; it is simple and ties in with the building; *Noted*
3. Consider adding another bench similar to the one proposed along No. 3 Road; *The architect and landscape architect have reviewed and have added an additional bench similar to the one proposed along No. 3 Road along Granville Avenue at the corner plaza, next to the building entry, and adjacent to the new planting.*
4. Proposed treatment of the roof is fine considering the scale and urban context of the development; a green roof may not be necessary; *Noted (Refer to comments below)*
5. Site layout is simple and efficient; like the architecture of the building; materials are good; *Noted*
6. Don't like the roof; consider light screening for the roof top units; would be nice to see a 3D rendering of the roof; *The landscape architect has reviewed and proposed a non-vegetated roofscape, which integrates with the architectural screening developed by the architect for the rooftop unit area. Decorative pebbles in shades of grey and brown are proposed to add colour and interest to the roofscape. Consideration was given to views from above.*
7. Appreciate the provision for accessible parking spaces; concern that a parked car in one of the accessible parking spaces may block the common pedestrian walkway; note that the accessible parking spaces are close to the City sidewalk; *We believe that this comment was based on a misunderstanding of the drawing. The accessible parking stall does not block the pedestrian walkway.*

8. Architectural form and character is well resolved; appreciate the canopies and columns; *Noted*
9. The corner is celebrated very well; overall, a great scheme; *Noted*
10. the rooftop is sufficient; a green roof would be difficult to integrate in view of the small size and scale of the building; *Noted (See comments above)*
11. Look at the size of the roof top units and how it will impact the roofscape; consider appropriate screening if necessary; *See above response*
12. Architecture is clean and clear; share the City's concern regarding the hierarchy of ground plane material quality; further design development is needed for the concrete paving at the back of the building; *Completed as per staff comments.*
13. Consider some tint on the concrete paving to add warmth and relate to the finishing materials on the façade; *The landscape architect has reviewed and further developed the concrete special paving, adding a tint to the concrete to add warmth to the architectural finishing materials.*
14. Agree with comment regarding the need for additional furniture considering the size and scale of the outdoor spaces; *Comment addressed – see response above*
15. Concern on the long-term survivability of the narrow planting strip on the east side of the building; stepping stones need to be aligned; *The landscape architect has reviewed and re-aligned the stepping stones with the parking stalls. Wheel-stops have been added to the parking stalls which are adjacent to the planting strip, as well as the parking stalls along the southern edge of the site to protect plants.*
16. Consider a different colour/green area in one portion of the roof to provide more interest to the neighbouring developments; *Comment addressed – see response above*
17. Overall, a very well developed scheme; appropriate context for a small commercial building; applicant should follow through on details of how different materials and planar elements meet as it requires good resolution and construction quality or the building may look like a box with random elements; *The applicant agrees with the above comment and will commit to providing well considered details to ensure the intent of the overlapping planes is maintained in the constructed building.*
18. The roof is a big concern; different rock placements are not strong enough; further design development of the roof is needed, e.g. consider a simple reflective white roof and screen roof top units or a green roof; *See comments above.*
19. Exterior finishes are appropriate in terms of quality, texture, and subdued colours; use of wood soffits will complement the subdued colours and provide some warmth to the cooler concrete block and metal panels; *Acknowledged*
20. The building looks different from typical retail square box projects; *Noted*
21. Southwest canopy will provide sun shading and energy benefits to the building; *Noted*

22. Green roof would be a good idea; however, agree with comments that in view of the size of the project, it would be economically difficult; *Noted*
23. Consider rooftop mechanical system with a heat recovery feature; *The applicant will work with the mechanical consultant and encourage the use of a heat recovery feature with the mechanical system.*
24. Overall, a good energy conservation approach to the building; *Noted*
25. Appreciate the open safe design of the development; *Noted*
26. Custom wood bench top is prone to use by skateboarders; provide spacers on the bench for protection; *Skateboard deterrents have been incorporated into the design of the seating*
27. Site is located in a very prominent corner and high density area; proposed development is a nice one-storey bank; has a nice pavilion feel to it; double volume glass element at the corner looks striking from a distance; quality of materials is good; building canopies are nice; interesting variety of elevations; and *Noted*
28. Consider screening for roof top units on the roof considering their size and provide a better ballast design. *Repeat comment – See response above.*



## Crime Prevention Through Environmental Design (CPTED) Features:

### Policy Reference:

- Development Permit Guidelines, Section 14.2.11: Crime Prevention Through Environmental Design

### Natural Access Control:

- Canopies and landscaped walkways guide people naturally from parking lot to public street frontages and on toward building entry;
- Building is served by a single entry vestibule with highly visible glazed doorways on the west and east elevations. Building entry orients the public to the street;
- Building signage naturally orients the public toward the entry vestibule;

### Natural Surveillance:

- Extensive glazing in the entry vestibule as well as all other building elevations provide easy visibility to exterior activities;
- All exterior building elevations and landscaping are designed to be visible from at least one street frontage and are also visible from neighbouring high rise residential units;
- Building is oriented tightly to the street and is generously glazed, improving visibility to interior activity;
- Landscape and groundcover planting is low profile with no hidden areas

### Territoriality – Defensible Space:

- Street frontages are designed to encourage pedestrian presence and activity;
- Parking area is visible from the street; parking separation from the street is implied by hard and soft landscape elements; avoiding construction of fences.
- Suitable exterior site lighting will supplement visibility at night; full cut-off fixtures will ensure lighting glare does not fall on neighbouring properties.

### Maintenance:

Grounds, landscape, fixtures and lighting will be maintained to ensure visibility and safety.

## Sustainability Features

### Overview:

#### Site & Orientation:

- Oriented on site to ensure maximum day lighting benefit
- Increased area of shrub, perennial and tree planting to reduce heat island effect and to provide additional habitat for birds and insects.
- The selected plants are adaptable to temporary drought and wet periods and will be irrigated using a high efficiency irrigation system
- The plants are chosen for their robustness in the urban environment and their minimal need for irrigation
- Full cut off fixtures ensures lighting glare does not fall on to neighbouring properties

#### Access & Transportation

- Located 500m South of Brighthouse Station (Canada Line)
- Local and commuter bus routes extending in all four directions from intersection
- Visitor bike racks for minimum 5 bikes
- Strengthens and promotes pedestrian and bike pathways

#### Architecture:

- Glazing placement ensures maximum light penetration and minimizes solar heat gain
- Carefully considered sun shades over glazing exposures
- High performance double glazed sealed units in thermally broken curtain wall system
- High performance wall and roof assemblies, ensures thermal performance of the building
- Light collared roof membrane / coverings to reduce the heat island effect
- Low VOC interior finishes / attention to indoor air quality
- Materials specified with high recycled content wherever possible

#### Building Systems:

- Energy efficient mechanical systems
- Low flow plumbing fixtures
- Energy efficient lighting fixtures



No. DP 12-622179

To the Holder: Wesgroup Properties  
Property Address: 7000 No. 3 Road and 8040 Granville Avenue  
Address: 2000 - 1055 Dunsmuir St., Vancouver BC V7X1J1

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. 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 #10 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$83,090.00 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.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

# Development Permit

No. DP 12-622179

To the Holder: Wesgroup Properties  
Property Address: 7000 No. 3 Road and 8040 Granville Avenue  
Address: 2000 - 1055 Dunsmuir St., Vancouver BC V7X1J1

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7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

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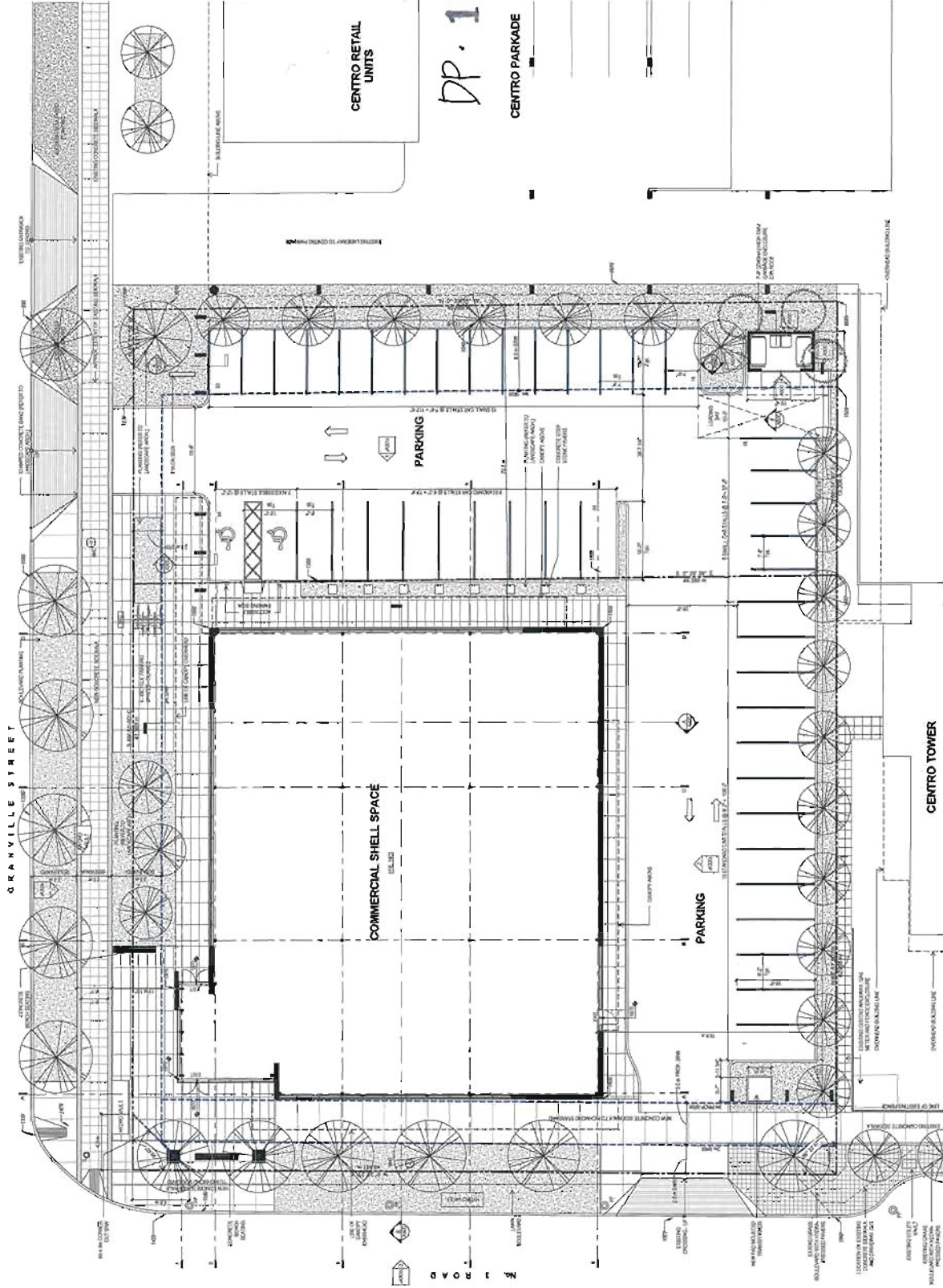
MAYOR



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MAY 0 6 2013

DP. 12622179



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4	CHKD	TKA+D
5	APPV	TKA+D
6	DATE	2013.05.06
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149	APPV	TKA+D
150	DATE	2013.05.06

**Taylor Kurtz**  
 Architects Inc.  
 1000 No. 3 Road, Richmond BC  
 Site Plan

**wesgroup**  
 Richmond Commercial  
 1000 No. 3 Road, Richmond BC  
 Site Plan

**A003**





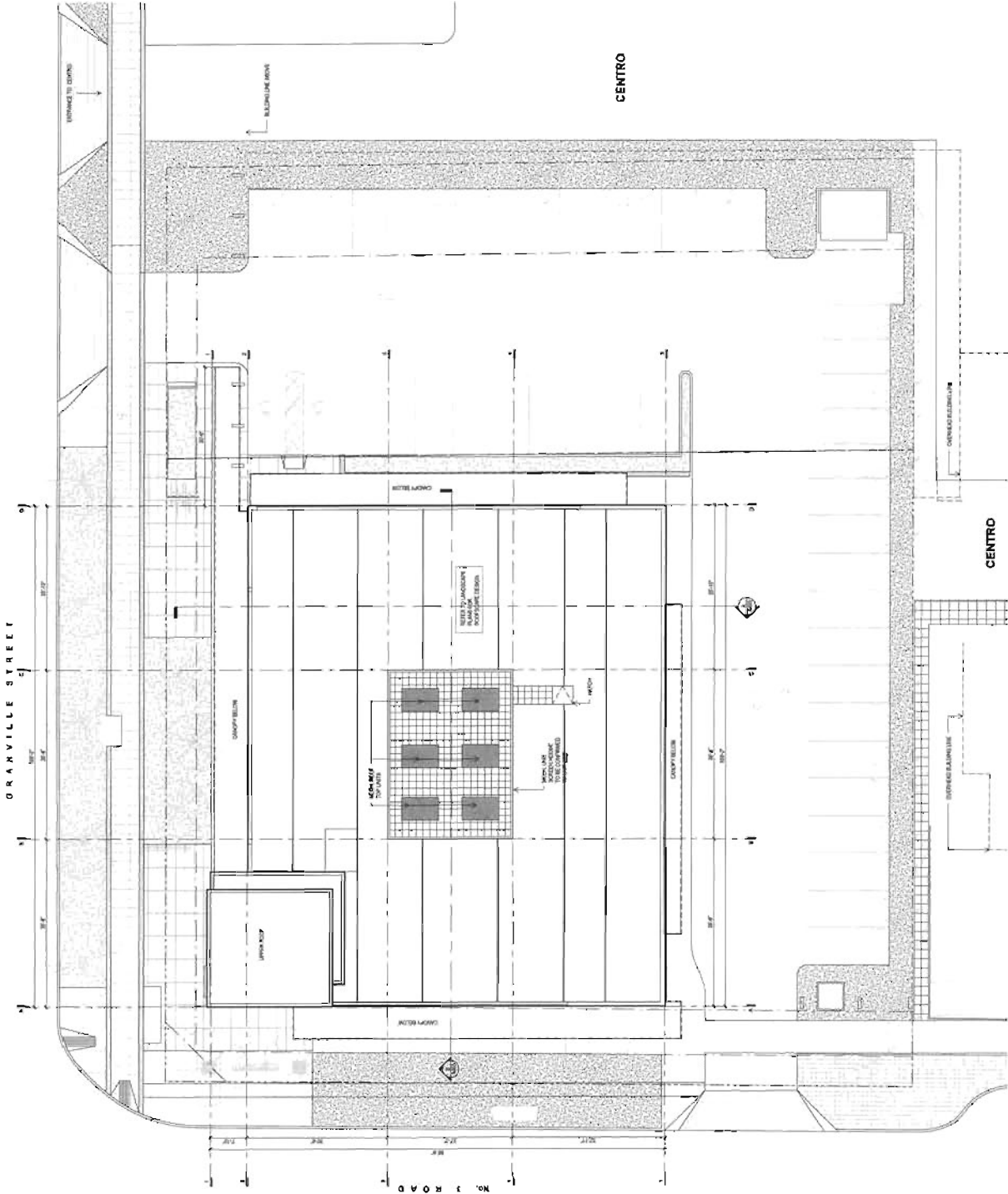
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MAY 06 2013

DP-12622179

PROJECT	Richmond Commercial Building
CLIENT	Taylor Kurtz Wesgroup
DATE	2013.05.06
SCALE	1/8" = 1'-0"
DRAWN BY	[Name]
CHECKED BY	[Name]

**TAYLOR KURTZ**  
**wesgroup**  
 Richmond Commercial Building  
 1000 No. 1 Road, Richmond BC  
**A102**

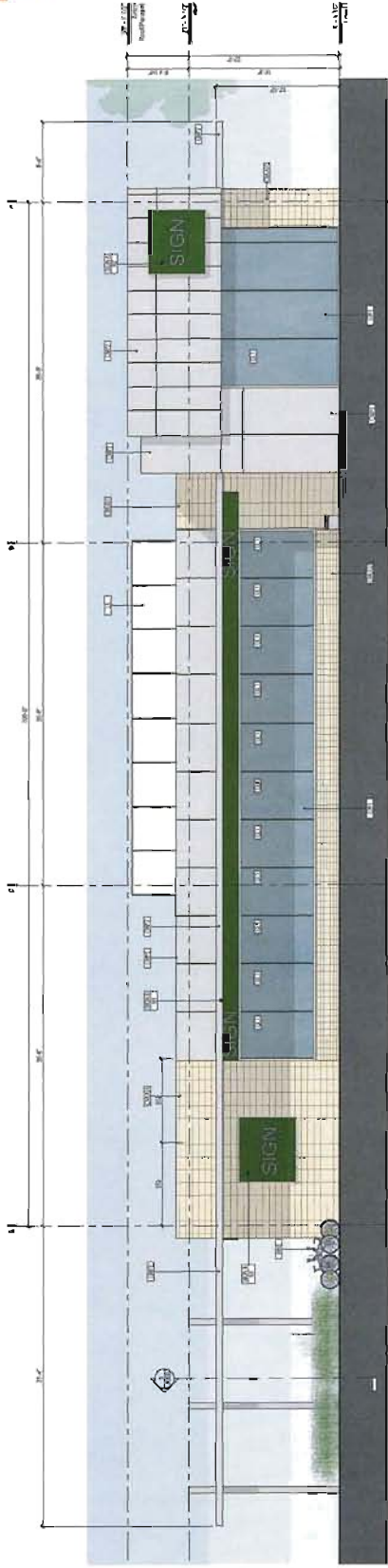




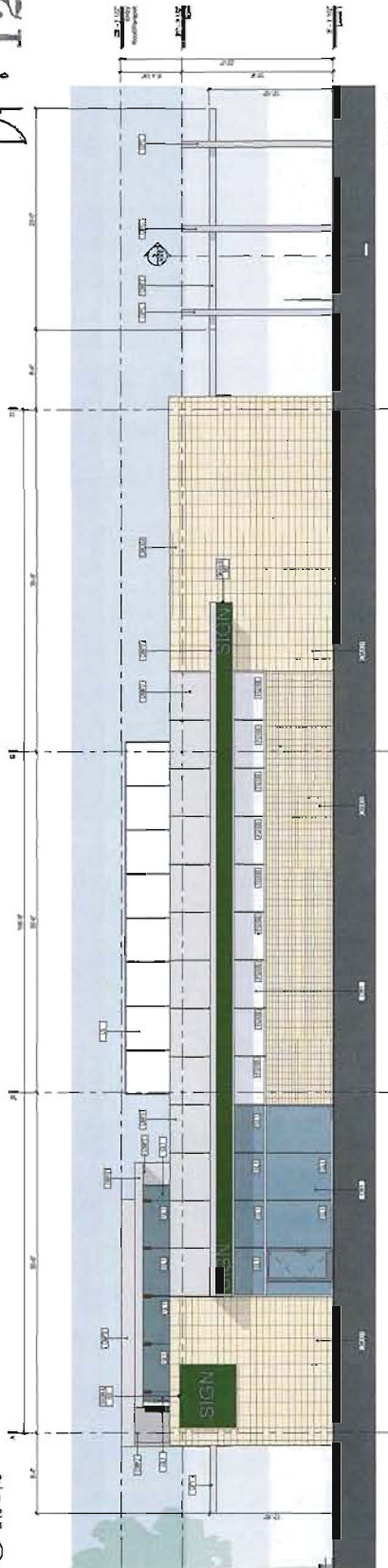
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MAY 06 2013

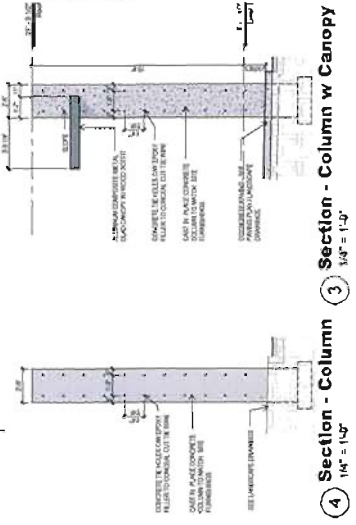
DP 12622179



① North Elevation  
3/16" = 1'-0"



② South Elevation  
3/16" = 1'-0"



③ Section - Column w Canopy  
1/4" = 1'-0"

④ Section - Column  
1/4" = 1'-0"

OWNER	Architectural Development Fund
ARCHITECT	TKA+D
PROJECT NUMBER	12622179
DATE	May 06, 2013
PROJECT NAME	Richmond Commercial Building
PROJECT ADDRESS	10000 Richmond Highway, Suite 1000
PROJECT LOCATION	Richmond, VA

**Taylor Kurtz Associates, PLLC**  
**wesgroup**  
 Richmond Commercial Building  
 10000 Richmond Highway, Suite 1000  
 Richmond, VA 23234

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	05/06/2013
2	ISSUED FOR PERMITTING	05/06/2013
3	ISSUED FOR PERMITTING	05/06/2013
4	ISSUED FOR PERMITTING	05/06/2013
5	ISSUED FOR PERMITTING	05/06/2013
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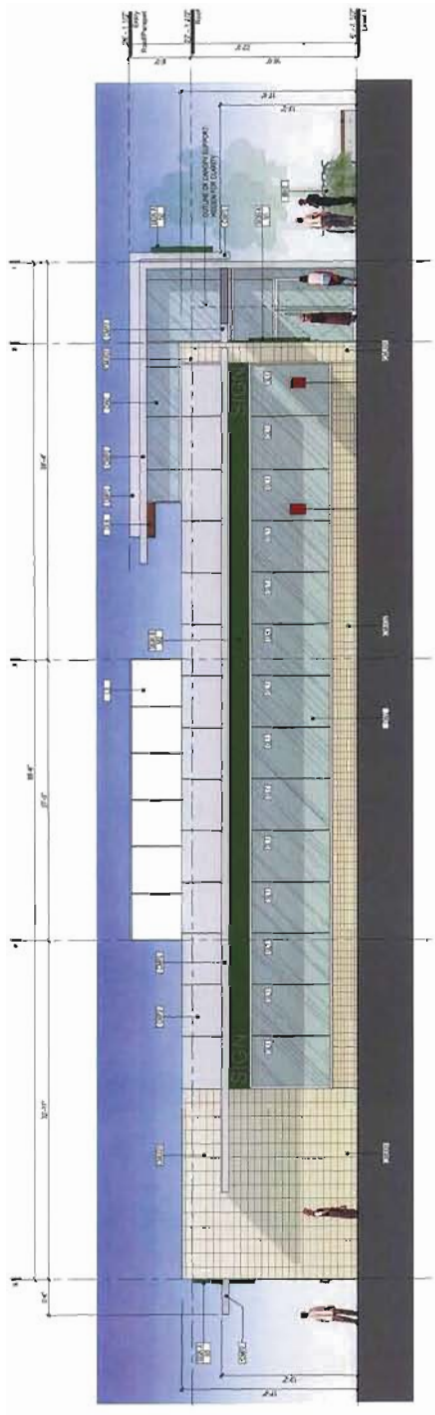
MAY 06 2013

DP-12622179

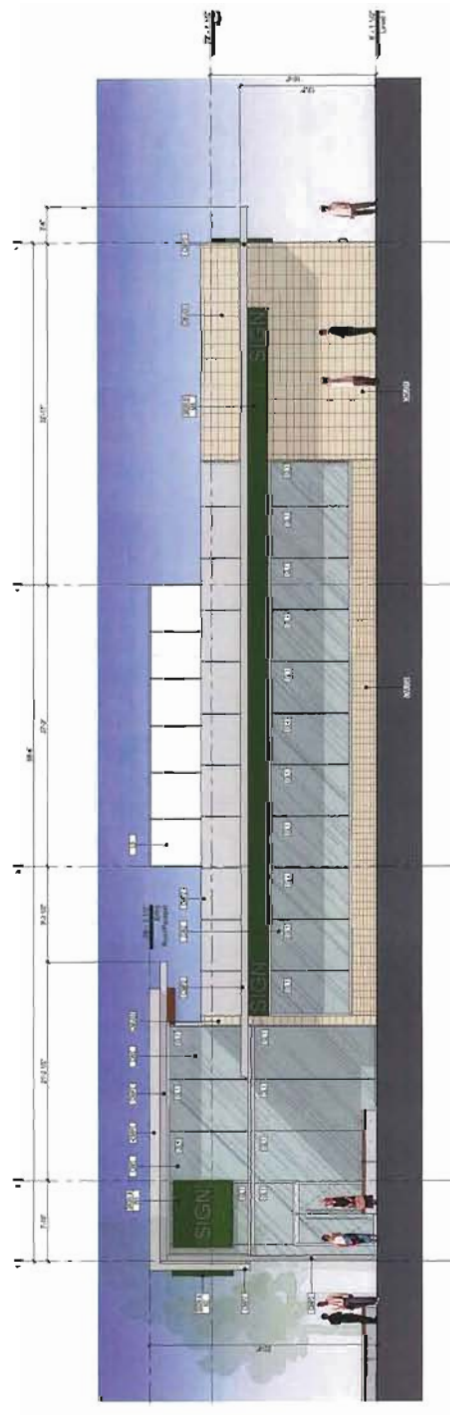
TAYLOR KURTZ  
 ARCHITECTS INC. 2000 BAYVIEW AVE. SUITE 1000  
 RICHMOND, BC V6V 1K6  
 TEL: 604-273-8888  
 FAX: 604-273-8889  
 WWW.TAYLORKURTZ.COM

**wesgroup**  
 Richmond Commercial  
 Building Elevations  
 1000 No. 5 Road, Richmond BC

**A301**



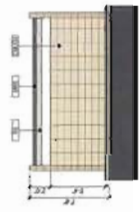
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② West Elevation  
3/16" = 1'-0"



⑤ North Elevation - Garbage Enclosure  
3/16" = 1'-0"



⑥ East Elevation - Garbage Enclosure  
3/16" = 1'-0"



⑦ South Elevation - Garbage Enclosure  
3/16" = 1'-0"



⑧ West Elevation - Garbage Enclosure  
3/16" = 1'-0"

TKA+D

NO.	DATE	DESCRIPTION
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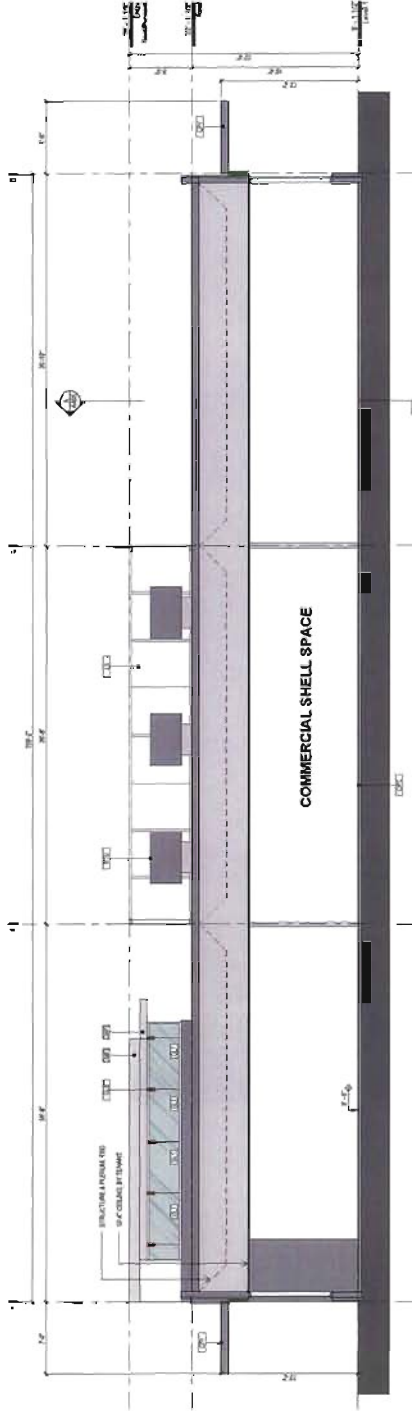
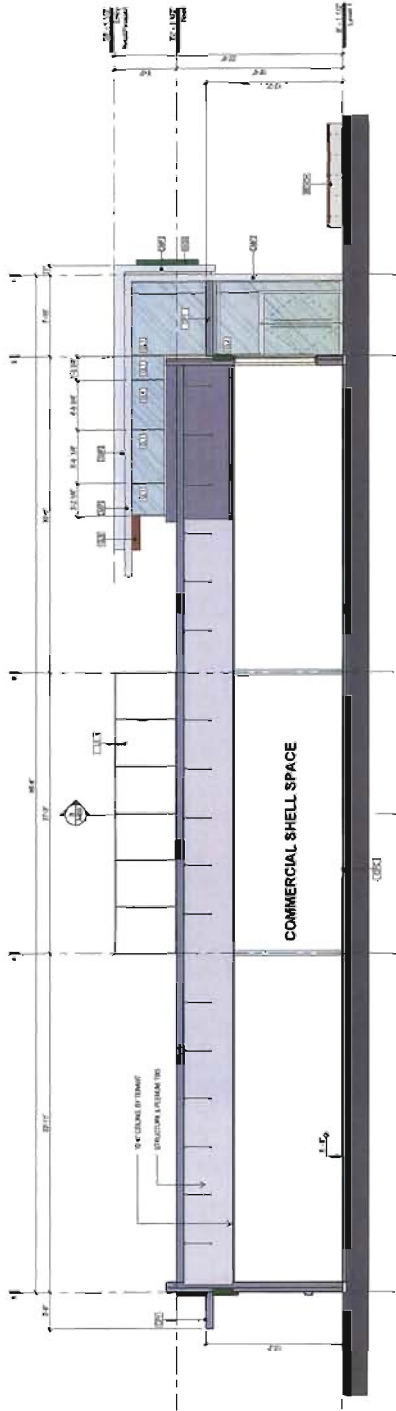
MAY 06 2013

DP. 12622179

TAYLOR KURTZ  
 ARCHITECTS PLLC  
 1000 N. 3rd St., Suite 1000  
 Richmond, VA 23219  
 (804) 781-1111  
 www.taylor-kurtz.com

**wesgroup**  
 Richmond Commercial  
 Building  
 1000 N. 3rd St., Suite 1000  
 Richmond, VA 23219  
 (804) 781-1111

**A400**







#8

MAY 06 2013

DP. 12622179



1. Review & Revise  
 2. Check & Revise  
 3. Final  
 4. Approved

1. 05/06/13  
 2. 05/06/13  
 3. 05/06/13  
 4. 05/06/13

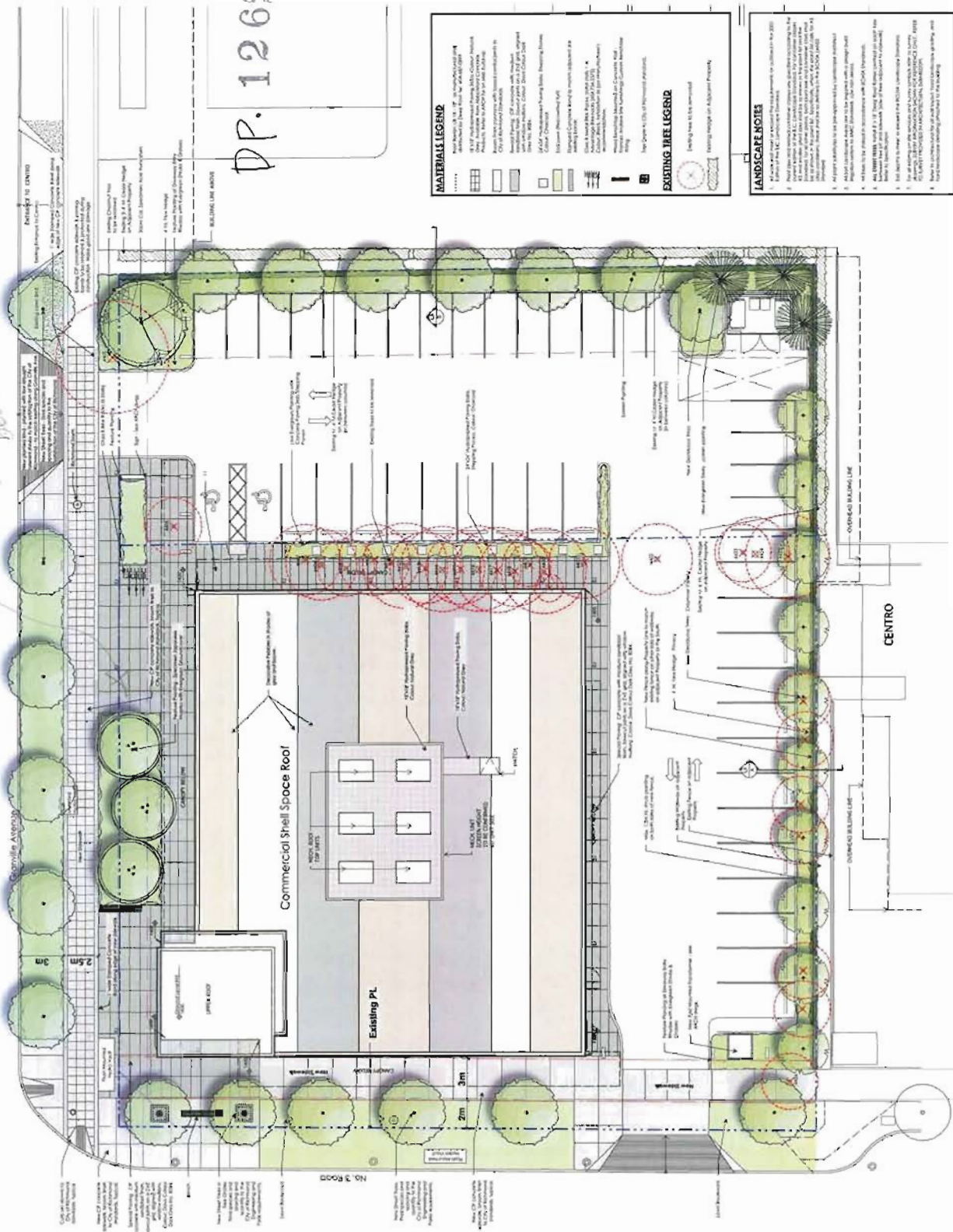
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**RICHMOND COMMERCIAL**  
**7000 W. 3<sup>RD</sup> ROAD**  
**RICHMOND, NC**

Sheet No. 04  
 Date 05/06/13  
 Title Landscape Site Plan 1  
 Scale 1/8" = 1'-0"

Project No. 12063  
 Date 05/06/13  
 Page 1 of 3

*Suggest another bench here*



**MATERIALS LEGEND**

1. 4" x 4" Interlocking Plastic Pavers  
 2. 4" x 4" Interlocking Plastic Pavers with Gravel Base  
 3. 4" x 4" Interlocking Plastic Pavers with Gravel Base and 1/2" Gravel  
 4. 4" x 4" Interlocking Plastic Pavers with Gravel Base and 1/2" Gravel and 1/4" Sand  
 5. 4" x 4" Interlocking Plastic Pavers with Gravel Base and 1/2" Gravel and 1/4" Sand and 1/8" Topsoil  
 6. 4" x 4" Interlocking Plastic Pavers with Gravel Base and 1/2" Gravel and 1/4" Sand and 1/8" Topsoil and 1/4" Mulch  
 7. 4" x 4" Interlocking Plastic Pavers with Gravel Base and 1/2" Gravel and 1/4" Sand and 1/8" Topsoil and 1/4" Mulch and 1/4" Grass Seed  
 8. 4" x 4" Interlocking Plastic Pavers with Gravel Base and 1/2" Gravel and 1/4" Sand and 1/8" Topsoil and 1/4" Mulch and 1/4" Grass Seed and 1/4" Fertilizer  
 9. 4" x 4" Interlocking Plastic Pavers with Gravel Base and 1/2" Gravel and 1/4" Sand and 1/8" Topsoil and 1/4" Mulch and 1/4" Grass Seed and 1/4" Fertilizer and 1/4" Watering System  
 10. 4" x 4" Interlocking Plastic Pavers with Gravel Base and 1/2" Gravel and 1/4" Sand and 1/8" Topsoil and 1/4" Mulch and 1/4" Grass Seed and 1/4" Fertilizer and 1/4" Watering System and 1/4" Irrigation System

**EXISTING TREE LEGEND**

1. Existing Tree to be Retained  
 2. Existing Tree to be Removed  
 3. Existing Tree to be Retained (Adjacent Property)

**LANDSCAPE NOTES**

1. All work shall be in accordance with the current edition of the 2008 International Building Code (IBC) and the current edition of the 2008 International Residential Code (IRC).
2. All work shall be in accordance with the current edition of the 2008 International Building Code (IBC) and the current edition of the 2008 International Residential Code (IRC) and the current edition of the 2008 International Energy Conservation Code (IECC).
3. All work shall be in accordance with the current edition of the 2008 International Building Code (IBC) and the current edition of the 2008 International Residential Code (IRC) and the current edition of the 2008 International Energy Conservation Code (IECC) and the current edition of the 2008 International Mechanical Code (IMC).
4. All work shall be in accordance with the current edition of the 2008 International Building Code (IBC) and the current edition of the 2008 International Residential Code (IRC) and the current edition of the 2008 International Energy Conservation Code (IECC) and the current edition of the 2008 International Mechanical Code (IMC) and the current edition of the 2008 International Plumbing Code (IPC).
5. All work shall be in accordance with the current edition of the 2008 International Building Code (IBC) and the current edition of the 2008 International Residential Code (IRC) and the current edition of the 2008 International Energy Conservation Code (IECC) and the current edition of the 2008 International Mechanical Code (IMC) and the current edition of the 2008 International Plumbing Code (IPC) and the current edition of the 2008 International Fire Code (IFC).
6. All work shall be in accordance with the current edition of the 2008 International Building Code (IBC) and the current edition of the 2008 International Residential Code (IRC) and the current edition of the 2008 International Energy Conservation Code (IECC) and the current edition of the 2008 International Mechanical Code (IMC) and the current edition of the 2008 International Plumbing Code (IPC) and the current edition of the 2008 International Fire Code (IFC) and the current edition of the 2008 International Electrical Code (IEC).
7. All work shall be in accordance with the current edition of the 2008 International Building Code (IBC) and the current edition of the 2008 International Residential Code (IRC) and the current edition of the 2008 International Energy Conservation Code (IECC) and the current edition of the 2008 International Mechanical Code (IMC) and the current edition of the 2008 International Plumbing Code (IPC) and the current edition of the 2008 International Fire Code (IFC) and the current edition of the 2008 International Electrical Code (IEC) and the current edition of the 2008 International Code of Building Officials (ICBO).
8. All work shall be in accordance with the current edition of the 2008 International Building Code (IBC) and the current edition of the 2008 International Residential Code (IRC) and the current edition of the 2008 International Energy Conservation Code (IECC) and the current edition of the 2008 International Mechanical Code (IMC) and the current edition of the 2008 International Plumbing Code (IPC) and the current edition of the 2008 International Fire Code (IFC) and the current edition of the 2008 International Electrical Code (IEC) and the current edition of the 2008 International Code of Building Officials (ICBO) and the current edition of the 2008 International Code of Fire Marshals (ICFM).













① PANORAMA VIEW - GRANVILLE STREET & No.3 ROAD



② AERIAL VIEW



③ SOUTH - WEST VIEW



④ NORTH - WEST VIEW



⑤ NORTH - WEST VIEW

DP

12622179



⑥ NORTH - EAST VIEW



⑦ NORTH - EAST VIEW (GRANVILLE STREET & No.3 ROAD)



⑧ NORTH - WEST VIEW (RICHMOND CITY HALL)



⑨ NORTH - WEST VIEW (RICHMOND CITY HALL)



⑩ NORTH - EAST VIEW (GRANVILLE STREET)

REFERENCE PLAN

MAY 06 2013

PROJECT NO.	12622179	DATE	MAY 06 2013	SCALE	AS SHOWN
CLIENT	Taylor Kurtz Wesgroup	DESIGNER	TKA+D	PHOTOGRAPHER	TKA+D
<p><b>TAYLOR KURTZ wesgroup</b>          Richmond Commercial Building          1000 Fox - 1 Road - Richmond BC          Context Photos</p>					

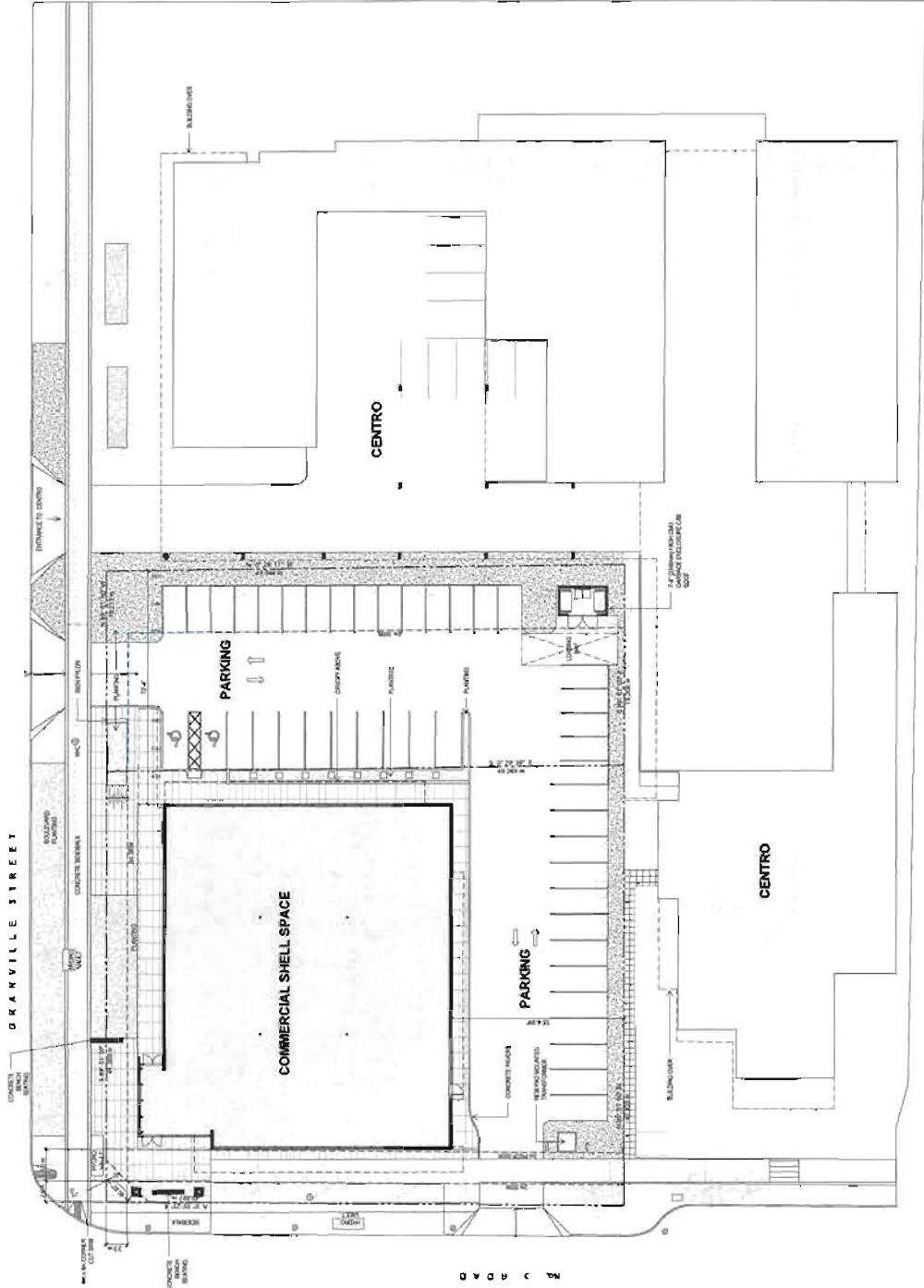


NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	05/06/2013
2	ISSUED FOR PERMITTING	05/06/2013
3	ISSUED FOR PERMITTING	05/06/2013
4	ISSUED FOR PERMITTING	05/06/2013
5	ISSUED FOR PERMITTING	05/06/2013
6	ISSUED FOR PERMITTING	05/06/2013
7	ISSUED FOR PERMITTING	05/06/2013
8	ISSUED FOR PERMITTING	05/06/2013
9	ISSUED FOR PERMITTING	05/06/2013
10	ISSUED FOR PERMITTING	05/06/2013

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**A002**



**1 Context Plan**  
1/16" = 1'-0"