



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: November 22, 2016

From: Wayne Craig
Director of Development

File: DP 15-696896

Re: Application by McDonald's Restaurants of Canada Ltd. for a Development Permit
at 7120 No. 3 Road

Staff Recommendation

That a Development Permit be issued which would permit the construction of a single storey restaurant with a drive-through at 7120 No. 3 Road on a site zoned "Auto-Oriented Commercial (CA)".

A handwritten signature in black ink, appearing to read "Wayne Craig", written over the printed name and title.

Wayne Craig
Director of Development

WC:el
Att. 3

Staff Report

Origin

McDonald's Restaurants of Canada Ltd. has applied to the City of Richmond for permission to redevelop the existing single-storey restaurant building and a drive through at 7120 No. 3 Road on a site zoned "Auto-Oriented Commercial (CA)".

The applicant proposes to develop the site in accordance with the site's existing zoning. A Servicing Agreement for frontage improvements and service upgrades is required prior to issuance of a Building Permit (Attachment 1).

Development Information

Please refer to attached Development Application Data Sheet (Attachment 2) for a comparison of the proposed development data and the relevant Bylaw requirements.

Background

The subject site is located in a transitioning area within the City Centre, just south of the Brighthouse Village. Properties to the north of the subject site are designed "Urban Core T6", which encourages high-density, high rise residential, commercial, institutional, industrial, community and related uses. Properties to the south and east of the subject site are designated General Urban T4, which encourages low-density, low-rise residential, commercial, institutional, industrial, community uses and other related uses.

Development surrounding the subject site is as follows:

- To the north, on the L-shaped site, a mixed-use, high-rise residential/commercial development referred to as the "Centro", zoned "Residential/Limited Commercial (ZMU6) – St Albans Sub Area (City Centre)". At the corner of No. 3 Road and Granville Avenue, a one-storey commercial building (TD Canada Trust) on a site zoned "Auto-Oriented Commercial (CA)";
- To the south, a vacant sale centre on two lots fronting No. 3 Road zoned "Auto-Oriented Commercial (CA)" and "Gas & Service Stations (CG1)"; and a mix of single-family homes and small townhouse complexes fronting Bennett Road zoned "Single Detached (RS1/E)", "Infill Residential (RI1)", "Town Housing (ZT18) – St. Albans Sub Area (City Centre)" and "Town Housing (ZT45) – Gilbert Road, Acheson – Bennett Sub-Area, St. Albans Sub-Area, South McLennan (City Centre)";
- To the east, Brighthouse United Church on a site zoned "Assembly (ASY)"; and
- To the west, across No. 3 Road, Brighthouse Park on a site zoned "School & Institutional Use (SI)".

Related Policies & Studies

Official Community Plan (OCP)

The subject property is designated “Apartment Residential” in the Official Community Plan (OCP). This land use designation allows multiple family housing in the form of townhouses and apartments. However, as the site is zoned “Auto-Oriented Commercial (CA)”, the owner is entitled to use the property under the permitted uses in the zone.

City Centre Area Plan (CCAP)

The subject property is designated “General Urban T4” in the City Centre Area Plan (CCAP), which provides for low-density, low-rise residential, commercial, institutional, industrial, community and related uses, subject to Area Plan policies regarding industrial and commercial uses.

The subject property is also located within a designated “Mixed Uses – Low-Rise Residential & Limited Commercial” area (Sub-Area B.1) in the CCAP. This sub-area is intended primary for grade-oriented housing in the form of High-Density Townhouses (i.e., with common parking structures) and lower-density conventional and stacked townhouses (i.e., typically with individual garages).

Recognizing the higher uses permitted on the site, the applicant proposes an interim commercial use of the site, which complies with the site’s existing “Auto-Oriented Commercial (CA)” zoning. The proposed new restaurant building will be set back approximately 17.75 m from the new front property line (after road dedication) abutting No. 3 Road, consistent with the location of the existing building. The proposed drive-through will be accessed through the rear parking lot. The drive-through lane will run along the north side of the proposed building, wrap around the front of the building between a proposed landscape buffer on one side and a patio on the other, and then exit into the front parking lot.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant is required prior to Development Permit issuance.

Staff Comments

Tree Preservation

A Tree Survey and a Certified Arborist’s Report were submitted in support of the application. The City’s Tree Preservation Coordinator has reviewed the Arborist Report and has provided the following comments:

- 12 trees located on the development site are in good condition and should be retained and protected. However, the applicant proposes to remove one of these trees (i.e., tag#45 – a 33 cm caliper Pine tree) as it will be in conflict with the proposed driveway.

- 1 tree (tag# OS 001) located on neighbouring property to the east will be retained.
- 14 trees located on the development site are all in very poor condition (dead, dying, with severe lean) and are not good candidates for retention. However, the applicant proposes to retain four (4) of these trees (i.e., tag# 30, 31, 32, 33) located at the southeast corner of the rear parking area, between a protected tree (i.e., tag#34) and an offsite tree (i.e., tag# OS001).

Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 22 replacement trees are required for the removal of 11 bylaw-sized trees on site. The applicant is proposing to plant 33 new trees (22 deciduous and 11 conifers) on-site.

Tree Protection

Tree protection fencing is required to be installed as per the Arborist Report recommendations and the Tree Management Plan, prior to any construction activities occurring on-site. In addition, proof that the applicant has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to Development Permit issuance. Furthermore, a Tree Survival Security will be required as part of the Landscape Letter of Credit as a condition to Development Permit issuance to ensure that the 15 trees identified for retention will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

Transportation

Considering that the land use and the density of the site remain unchanged and the driveway configuration of this site is an existing condition, the Transportation Department supports the retention of the existing vehicle accesses to and from No. 3 Road (right-in, right-out only) and Bennett Road (full movement).

Transportation Department requests that a 2.0 m wide road dedication and an additional 3.0 m wide Public Rights of Passage (PROP) Statutory Right of Way (SRW) along the entire west property line to be provided, as a condition to Development Permit issuance, to facilitate a new sidewalk and boulevard along No. 3 Road that match the current alignment and frontage improvements to the north of the subject site. Transportation Department also requests that a Public Rights of Passage (PROP) Statutory Right of Way (SRW) ranging from 3.0 m to 4.5 m wide (see Attachment 1 for details) to be provided, as a condition to Development Permit issuance, to facilitate future widening and extension of the east-west lane located to the north of the subject site.

Site Servicing and Frontage Improvements

Prior to Building Permit issuance, the developer is required to enter into a standard Servicing Agreement for the design and construction of frontage improvements and service upgrades; including, but not limited to new sidewalk and boulevard with street lights along No. 3 Road that

match the existing cross-section to the north of the site, a special crosswalk crossing No. 3 Road at Bennett Road, a new sidewalk along the on-site north-south lane to Bennett Road, pre-ducting for future utilities along all road frontages, storm sewer upgrades along Bennett Road, and service connections (see Attachment 1 for details). All works are at the developer's sole cost (i.e., no credits apply).

Existing McDonald's "Golden Arches" Free Standing Sign

McDonald's has been in Canada since 1967 and the subject site is the first McDonald's opened globally outside of the United States. The applicant is planning a 50th anniversary celebration in the summer of 2017 to mark this important history of McDonald's and the City of Richmond. Staff has been working with McDonald's to retain the iconic "golden arches" as an urban memory and commemoration of the long-standing presence of McDonald's in the city centre. Staff feel that the 50th anniversary of McDonald's in Canada is a unique opportunity to celebrate and incorporate this valued history, through site planning and design of the next generation of architecture and visual identity.

The applicant has agreed to the retention of the existing McDonald's "golden arches" free standing sign rather than installing new signage. The sign will be refurbished and relocated slightly within the proposed landscape border along the sidewalk to open up clear sight lines to the new building. Registration of a restrictive covenant to ensure the existing McDonald's "golden arches" free standing sign will be refurbished and relocated as per the signage plans attached to the Development Permit will be required prior to Development Permit issuance. This agreement will also include language that removal or relocation of the sign would require City approval.

Development Proposal

The development proposal consists of a single-storey restaurant building, a drive-through with two ordering kiosks, and two surface parking areas. The design scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified during the review of the subject Development Permit application. While the proposal does not follow all the design guidelines for commercial developments in the city centre area, it generally responds to the intention of applicable sections of the Official Community Plan (OCP) and City Centre Area Plan (CCAP) and is in compliance with the "Auto-Oriented Commercial (CA)" zone.

Advisory Design Panel Comments

The Advisory Design Panel supported the design of the project and the Design Panel's suggested design changes have been incorporated into the proposal. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, November 9, 2016 is attached for reference (Attachment 3). 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 proposed development is a redevelopment of the existing McDonald's restaurant and a drive-through. The new restaurant building will be located generally in the same location as the existing building. The new building will be narrower and will be set back approximately 11.5 m from the north property line, as compared to the existing zero setback.
- A new 1.8 m tall wood fence will be installed along the north, south and east property lines of the site, providing screening to the adjacent properties.
- A landscape buffer along the north property line is proposed. Areas within the SRW for future lane widening and extension will be sodded. A landscaping strip to the south of the SRWs will be planted with 12 new Katsura trees to screen the view of the restaurant building, the customer order display canopies at the drive-through and the rear parking area from the lower floor units of the adjacent residential tower.
- Along the east property line adjacent to the neighbouring church property, a landscaping strip with four (4) new Scots Pine trees is proposed.
- Along the south property line adjacent to the neighbouring residential developments to the south, a landscaping strip with a mix of existing trees and six (6) new Scots Pine trees is proposed.
- Due to the limited width of the driveway to/from Bennett Road, no landscape buffer could be provided along the single-family property (8031 Bennett Road) located to the east of the driveway. A 1.5 m wide raised sidewalk will be provided along the east property line and the existing chain-link fence along the common property line will be replaced by a new 1.8 m tall wood fence.
- Regarding potential noise generating by the restaurant and drive-through operation, the applicant advised that:
 - the drive-through speakers will be equipped with Automatic Volume Control (AVC), which adjusts the outbound volume based on the outdoor, ambient noise level. When ambient noise levels naturally decrease at night, AVC reduces the outbound volume on the system.
 - the residential tower to the north is located approximately 60 feet from the north Customer Order Display (COD) Canopy, with the first floor of units starting about 20 feet above grade. Based on this distance, and without any noise mitigation features, the sound level is estimated at between 45 to 55 dBA and would be below the maximum allowable. As sound will be buffered by the 1.8 m wood fence, sound would be below the day and night permitted levels.
 - the closest residential property to the south is located approximately 110 feet from the south COD Canopy. Based on this distance, and without any noise mitigation features, the sound level is estimated at between 40 to 50 dBA. As sound will be reduced by the increase in distance and buffered by the 1.8 m wood fence, sound would be below the day and night maximum permitted levels.

- exhaust fans use direct-drive technology, eliminating the use of belts which typically break down over time and result in increased noise levels.
 - the restaurant will incorporate a state of the art HVAC system; rooftop units are very quiet and even when compressors cycle, increased levels are negligible.
- Submission of an Acoustic Report to substantiate the estimates identified above will be required prior to Development Permit issuance.
- Regarding potential odour generating by the restaurant and drive-through operation, the applicant advised that odours emanating from the kitchen exhaust fans will be filtered at the exhaust hood inside the kitchen; commercial grade kitchen exhaust fans also have high velocity discharge, blowing air vertically at a high rate of exhaust.
- Regarding potential impact on the neighbouring residential developments due to illumination throughout the site, the applicant advised that:
 - all parking lot lights and building wall lights comply with the design guidelines in the OCP and are designed to throw light down to the surface only, eliminating light throw where not desired.
 - all perimeter lights will come with OSQ-BLSMF which is a back light shield to ensure that light will not spill over to adjacent properties.
 - ground level lighting from vehicles is dissipated through extensive landscaping and the 2.0 m fence around the property.
 - lighting within the dining room is filtered to the exterior through tinted glazing.
- The garbage and recycling storage facility is proposed at the east end of the proposed restaurant building and will be located at least 11 m away from any adjacent residential properties.

Urban Design and Site Planning

- In accordance to the Development Permit Guidelines, new commercial building should be located along the front property line to create a continuous street wall along the fronting street and surface parking should be located at the rear of the building, screened from street view. However, the applicant advised that the configuration of the site does not allow for both the building to be pulled to the front (west end of the site along No. 3 Road) and the drive-through lane to function properly. In addition, the drive-through exit cannot be located at the north end of the site due to the conflict with an existing city lane to the north, and would pose safety concerns for pedestrians and vehicles. Based on these constraints, the drive-through lane wraps around the front of the building and exits to the south of the proposed restaurant building.
- Staff recognize the applicant's operational preferences and the site planning challenges. Staff have worked with the applicant to enhance the proposal in order to respond to the objectives of the CCAP:
 - a 7.5 m deep landscape border will be provided along the No. 3 Road frontage; the proposed landscaping within this space will provide a street edge and enhance the streetscape;

- a unique gateway with a vertical landmark feature; the applicant will refurbish the original large format McDonald's "golden arches" free standing sign combined with an entry walkway to the main building entrance, which will serve as a visual reference along No. 3 Road and enrich the pedestrian experience;
 - landscaping along the front property line is designed to screen the view of the front parking area and the drive-through lane from the street;
 - permeable pavers will be used on the parking stalls within the front parking area to minimize the surface area of blacktop asphalt in order to soften the visual impact of the front parking area and entry driveway.
- Vehicle access to the site is provided via both No. 3 Road (right-in, right-out only) and Bennett Road (full movement). The applicant has demonstrated sufficient turning radii for the movement of delivery and disposal vehicles using the No. 3 Road driveway.
- Two parking areas are proposed; a smaller parking area with 13 visitor parking stalls (including two accessible parking spaces) is proposed along the No. 3 Road frontage, to the south of the proposed restaurant building; a larger parking area with 34 parking stalls is proposed at the rear (east end) of the site.
- The proposed drive-through will be accessed through the rear parking lot. The drive-through lane will run along the north side of the proposed building, wrap around the front of the building, and then exit into the front parking lot.
- An outdoor patio seating area is proposed on the west side of the proposed restaurant, between the restaurant building and the drive-through lane.
- A pedestrian walkway and a raised crosswalk across the proposed drive-through lane in front of the restaurant building are proposed to provide direct pedestrian access from the city sidewalk to the main entrance to the restaurant. The pedestrian walkway area will include benches for public seating as well as appropriate signage and bollards to enhance pedestrian safety and visibility.
- A side entrance is also proposed on the south side of the restaurant building by the east end of the front parking lot.
- A pedestrian walkway is proposed between the restaurant building and the rear parking area; a raised walkway will be provided along the east side of the building and certain areas within the rear parking area; concrete walkway flush with asphalt pavement will be provided in other areas to facilitate truck movements. All pedestrian crosswalks throughout the site will be marked with thermoplastic "zebra" painted lines.
- Bicycle parking and loading space will be provided in all in accordance with the Zoning Bylaw; two Class 1 bicycle parking spaces will be provided by the rear (staff) entrance; five Class-2 bicycle parking spaces will be provided by the main entrance fronting No. 3 Road; one medium sized loading space will be provided at the rear of the restaurant building.
- Garbage, recycling and organic waste storage facilities are enclosed and located at the rear (east side) of the building.

Architectural Form and Character

- The proposed single-storey restaurant building incorporates a contemporary design, which complements the adjacent residential tower to the north.
- Vertical red wall elements are designed to give street presence and define the main elevation and entry to the building. The horizontal white bands are designed to highlight the restaurant's dining room and frame its decorative glazing.
- A double-height volume at the front of the building is proposed to enhance the street presence, break through the rectangular volume of the building and create an inviting space at the front of the building. This echoes the two-storey glazed corner treatment of the TD Bank building at the corner of at Granville Avenue and No. 3 Road.
- The modern approach to the proposed building design creates an urban feel and reflects the site's urban setting.
- The proposed building materials (metal panel, natural stone, rough sawn redwood siding, and natural brick) are generally consistent with the Official Community Plan (OCP) Guidelines and provide a West Coast sense of warmth, authenticity and quality that is compatible with the existing character of the neighbourhood.
- Parapet wall on the roof is designed to screen the roof top mechanical equipment from street view; roof screen will also be provided to screen the view of the mechanical equipment and exhaust fan on the roof top from adjacent residential buildings. Details of the roof screen are required prior to Development Permit issuance.
- Signage is designed to complement the architectural style of the proposed building and will comply with the Sign Bylaw. A separate Sign Permit will be required.

Landscape Design and Open Space Design

- The proposed landscape design includes the addition of new, generous landscape spaces.
- Landscape islands are proposed adjacent to the drive-through and outdoor ordering kiosks, as well as within the rear parking area, to break up the hardscape at the rear portion of the site. The introduction of individual trees within the rear parking area further addresses the visual impact.
- Coniferous trees will be planted along the east and south property line to fill in the gaps formed by the existing coniferous trees to create a natural sense of separation and provide privacy for the adjacent properties.
- Root barriers for trees proposed adjacent to the north property line will be installed to protect the proposed trees from future widening of the public lane to the north.
- The applicant advised that the plant palette is inspired by and is an abstraction of a traditional Richmond farm garden to provide a high level of year round interest. This includes for example, the use of yew hedges along edges and lilacs - once a very common background plant in our community.
- Permeable pavers are proposed on the parking spaces within the front surface parking lot.

- In order to ensure the landscaping works are undertaken, the applicant is required to provide a landscape security of \$186,307.00 with the Development Permit.

Crime Prevention Through Environmental Design

- The site plan minimizes potential entrapment areas and the landscape plan maintains visual permeability.
- Public entrances to the restaurant building are visible from the street. Large glazing areas along the street front and along the front parking area offer opportunities for passive surveillance.
- The rear parking area is open, with mild/flat site grading, which allows for maximum visual transparency and facilitate vehicular traffic and pedestrian safety.
- Closed-circuit security system with multiple cameras will be installed on the exterior of the building to survey all areas of the site. For harder to reach areas, cameras may also be installed on the lot light poles.
- Illumination along building facades, canopies and sidewalk will be provided. Outdoor areas will be well and uniformly lit to reduce contrast between shadows and to promote a safe environment.
- The proposed landscaping and fencing will provide a good separation from the public and adjacent properties.

Accessibility

- Two (2) accessible parking spaces will be provided by the southwest corner of the building, in close proximity to both entrances to the restaurant.
- A barrier free circulation path to the entrances of the restaurant building, with a minimum clear width of 1.5 m and a maximum slope of 8%, from the city sidewalks on No. 3 Road and Bennett Road, from the accessible parking spaces and from the rear parking area, will be provided.
- The buildings will comply with all Building Code accessibility conditions.

Sustainability

- The applicant advised that the following features will be incorporated into the development:
 - high performance TPO roof membrane;
 - high performance tinted windows;
 - full LED lighting for interior/exterior lighting and sign lighting;
 - energy management systems for lighting and HVAC controls;
 - energy efficient mechanical system with energy management control;
 - low flow plumbing fixtures to reduce water usage; and
 - outdoor air monitoring to achieve comfort and energy savings.

Conclusions

Staff support the proposed development scheme. Although the development proposal does not maximize the site's development potential at this time, the long-term, interim use that is proposed complements the changing character of the area and the City Centre Area Plan (CCAP) by providing a contemporary building design with a landscape border along the site's frontage to encourage pedestrian activity.

The applicant has agreed to the list of Development Permit Considerations (signed concurrence on file) outlined in Attachment 1.

Based on the proposal's design response to the objectives of the CCAP, compliance with the site's existing "Auto-Oriented Commercial (CA)" zone and recognition of the long-term, interim use of the site, staff support the proposed development.



Edwin Lee
Planner 1

EL:rg

Attachment 1: Development Permit Considerations Letter

Attachment 2: Development Application Data Sheet

Attachment 3: Excerpt from Minutes of the November 9, 2016 ADP Meeting



Development Permit Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 7120 No. 3 Road

File No.: DP 15-696896

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

1. Dedicate 2.0 m across the entire No. 3 Road frontage.
2. The granting of 3.0 m Public Rights of Passage (PROP) Statutory Right of Way (SRW) for sidewalk and boulevard along the entire new west property line (No. 3 Road) to match the current alignment and frontage improvements to the north of the development site.
3. The granting of 3.0 m Public Rights of Passage (PROP) Statutory Right of Way (SRW) along the north property line between No. 3 Road and the west property line of 8100 Granville Avenue to facilitate future widening of the existing lane to a standard (9.0 m wide) City Centre Lane, and an interim use as a pedestrian walkway.
4. The granting of 4.5 m Public Rights of Passage (PROP) Statutory Right of Way (SRW) along the north property line between the west property line of 8100 Granville Avenue and east property line of the subject site to allow for an ultimate 9.0 m wide lane (to City Centre Lane Standard), which will be connected to the laneway further east and then St. Albans Road in the future, and an interim use as a pedestrian walkway.
5. The granting of a Public Rights of Passage (PROP) Statutory Right of Way (SRW) over the entire north-south lane along the east property line of 7180 and 7200 No. 3 Road to allow for future access(es) to the redevelopment(s) at 7180 and 7200 No. 3 Road off the north-south lane. No future access off No. 3 Road and Bennett Road from the redevelopment(s) of 7180 and 7200 No. 3 Road will be permitted.
6. Registration of a legal agreement on title ensuring that the existing McDonald's "golden arches" free standing sign will be refurbished and relocated as per the signage plans attached to the Development Permit. Language must be included in the legal documents to ensure that removal or relocation of the sign would require City approval.
7. Registration of a flood indemnity covenant on title.
8. Submission of an Acoustic Report confirming that proposed restaurant and drive-through operation, including sound to be generated by the drive-through speakers, exhaust fans, HVAC system and all other mechanical equipment onsite, would be below the day and night maximum permitted levels under the City's Noise Regulation Bylaw 8856.
9. Submission of detailed drawings of the roof screen proposed to screen the view of the mechanical equipment and exhaust fan on the roof top from adjacent residential buildings.
10. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
11. Receipt of a Letter of Credit for landscaping in the amount of \$186,307.00 (based on the costs estimate provided by a CSLA registered landscape Architect including 10% contingency). Letter-of-Credit will not be released until the Letter of Assurance from the Landscape Architect confirming that landscaping are installed as per Development Permit, as well as the Post Construction Impact Assessment Report from the Arborist; confirming that the protected trees survived the construction, are reviewed by staff. The City will release 80% of the security after construction and landscaping on the proposed development are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 20% of the security will be released one year later subject to inspection.

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

1. Enter into a Servicing Agreement* for the design and construction of servicing upgrades and frontage improvements. Works include, but may not be limited to,
 - a. Frontage Improvement:
 - i. No. 3 Road:
 - Maintain the existing east side road curb, provide a 3.0 m wide concrete sidewalk next to new property line, and provide a landscaped/treed boulevard within the remaining between the road curb and the new side walk. Design to match the existing sidewalk cross-section to the north of the development site and provide smooth transition to the sidewalk in front of the developments to the south of the subject site (Refer to SA 13-637313).
 - Construction of a 3m x 9m concrete landing pad at the bus stop.
 - Provide street lighting along No. 3 Road frontage.
 - Install a Special Crosswalk crossing No. 3 Road at the south side of Bennett Road and construct associated civil works.
 - Relocate the existing BC Hydro pole and junction box that will conflict with the driveway relocation at No. 3 Road.
 -
 - ii. north-south lane along the east property line of 7180 and 7200 No. 3 Road:
 - Add a raised pedestrian walkway (1.5m wide) on the east side along the north-south lane connecting to Bennett Road access.
 - Provide lighting along the lane.
 - b. Pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - c. Water Works:
 - i. Using the OCP Model, there is 398 L/s of water available at a 20 psi residual at the Bennett Road frontage. Based on your proposed development, your site requires a minimum fire flow of 200 L/s.
 - ii. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
 - Install a fire hydrant at No. 3 Road frontage to meet standard spacing for proposed commercial development.
 - iii. At the Developer's cost, the City is to:
 - Cut and cap at main the existing water service connection at the No. 3 Road frontage.
 - Install a new water service connection at Bennett Road frontage. Water meter shall be part of the on-site Mechanical design.
 - d. Storm Sewer Works:
 - i. The Developer is required to:
 - Upgrade the existing 450mm storm sewer (aligned north-south and located just west of the proposed Bennett Road driveway) that connects the drainage systems along the north and south side of Bennett Road to 750mm; approximate length of upgrade is 16 meters.
 - Upgrade the existing 600mm storm sewer along the south side of Bennett Road from the manhole located at the Bennett Road frontage of 7288 No. 3 Road to the box culvert along the west side of No. 3 Road to 900mm; approximate length of upgrade is 52 meters. Alignment of the new storm sewer shall be within the roadway.

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- ii. At the Developer's cost, the City is to:
 - Cut and cap at main the existing on-site catch basin connection at Bennett Road frontage.
 - Install a new storm service connection at Bennett Road frontage. Pipe sizing shall be determined via the servicing agreement design review.
- e. Sanitary Sewer Works:
 - i. At Developer's cost, the City is to install a new sanitary sewer connection and tie-in to the existing sanitary system located within the lane to the north. Pipe sizing shall be determined via the servicing agreement design review.
- f. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
 1. BC Hydro PMT – 4mW X 5m (deep)
 2. BC Hydro LPT – 3.5mW X 3.5m (deep)
 3. Street light kiosk – 1.5mW X 1.5m (deep)
 4. Traffic signal kiosk – 1mW X 1m (deep)
 5. Traffic signal UPS – 2mW X 1.5m (deep)
 6. Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 7. Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- g. General Items:
 - i. The Developer is required to:
 - If pre-load required, provide prior to first SA design submission, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.
 - 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.
 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.
 3. Incorporation of accessibility, CPTED, and sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
 4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site
 5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
 6. 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 Department at 604-276-4285.

Initial: _____

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.
- 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



City of Richmond

Development Application Data Sheet

Development Applications Department

DP 15-696896

Attachment 2

Address: 7120 No. 3 Road

Applicant: McDonald's Restaurants of Canada Ltd. Owner: McDonald's Restaurants of Canada Ltd.
No. A0073512

Planning Area(s): City Centre

Floor Area Gross: 507.4 m² Floor Area Net: 507.4 m²

	Existing	Proposed
Site Area:	6,641.69 m ²	6,542.89 m ²
Land Uses:	McDonald's Restaurant with single lane drive-through	McDonald's Restaurant with dual lane drive-through
OCP Designation:	OCP: Apartment Residential CCAP: General Urban T4 – Mixed Uses - Low-Rise Residential & Limited Commercial	No Change
Zoning:	Auto-Oriented Commercial (CA)	No Change
Number of Units:	1	1

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.08	none permitted
Lot Coverage:	Max. 50%	7.7%	none
Setback – Front Yard:	Min. 3.0 m	17.75 m	none
Setback – Side Yard (North):	Min. 3.0 m	11.76 m	none
Setback – Side Yard (South):	Min. 3.0 m	11.44 m	none
Setback – Rear Yard:	Min. 3.0 m	96.92 m	none
Setback to Residential Zone:	Min. 3.0 m for a 1 storey building	11.44 m	none
Height for buildings (m):	Max. 12.0 m	7.11 m	none
Height for accessory structures (m):	Max. 12.0 m	9.14 m	
Off-street Parking Spaces:	4.4 spaces per 100 m ² of gross leasable floor area on the first 2 floors of a building (507.4 m ²) = 23	47	none
Off-street Parking Spaces – Accessible:	Min. 2% when 3 or more visitor parking spaces are required (23 x Min. 2% = 1)	2	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (34 x Max. 50% = 17)	0	none

Loading:	1 medium size designated space	1 medium size designated space	none
Bicycle Parking – Class 1:	0.27 spaces per 100 m ² of gross leasable floor area on the first 2 floors of a building (507.4 m ²) = 2	2	none
Bicycle Parking – Class 2:	0.4 spaces per 100 m ² of gross leasable floor area on the first 2 floors of a building (507.4 m ²) = 3	5	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, November 9, 2016 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

3. **DP 15-696896 – SINGLE STOREY 508 SQ.M. RESTAURANT WITH DRIVE THRU (MCDONALD'S)**

ARCHITECT: IBI Group

PROPERTY LOCATION: 7120 No. 3 Road

Applicant's Presentation

Architect Brian Johnson, Reprise Design, Landscape Architect Cameron Owen, IBI Group, Cam McQuarrie, Project Manager, McDonald's Restaurants of Canada Ltd., and Joe Guzzo, restaurant owner, presented the project and answered queries from the Panel.

Panel Discussion

Comments from the Panel were as follows:

- refreshing and modern design; fits well with the neighbourhood;
We completely agree.
- location of pedestrian walkway conflicts with the drive-thru lane/exit fronting the west side entrance of the building; poses safety issues to pedestrians coming from No. 3 Road; consider introducing elements, e.g. mirrors, to provide warning to pedestrians of vehicle movements before crossing the drive thru lane;

We have provided a raised crossing using stamped concrete with the City of Richmond's painted zebra crossing colors which are bright and very noticeable, both to pedestrians and vehicles. We have also provided 6 bollards for protection and to act as a warning. We are providing "Yield to Pedestrian" signs for vehicles turning the corner of the drive thru. To assist at nighttime, there are pedestrian level lights in addition to parking lot lights and building exterior and soffit lighting.

- back of the building (i.e., east elevation) looks bare and appears like a “back end”; consider introducing architectural elements from the other building elevations to the east elevation;

Please refer to the revised rear elevation drawing showing building design and material upgrades. We have added a stone finish either side of the garbage enclosure door. Due to trucks being so close to the door when picking up containers we are not able to have any projections out from the wall here, as they would be prone to regular damage. We have added a white ribbon over the rear door. Keep in mind the walls at the rear of the building “step backwards” and are not seen on one plane, and they will also be screened from view by the abundance of landscaping and trees.

- appreciate the details on the model provided by the applicant which was helpful in understanding the proposed project;

Acknowledged.

- appreciate the new “bold” McDonald’s sign which is a nice feature on the street; can be considered an art piece considering its scale relative to the size of the building;

We agree with this opinion.

- diminutive scale of the building frontage along No. 3 Road is not a concern; a narrower look of the building along the street is refreshing; will provide a relief along the street when the street will be fully built out in the future;

We agree with this opinion.

- appreciate the well thought out landscaping as shown in the model; the applicant is encouraged to follow through with the proposed “lush” landscaping during construction of the project;

Understood.

- consider introducing skylights to provide natural lighting to the one-storey building; will benefit the customers as well as the owner in terms of potential energy cost savings;

The construction of the building and the amount of mechanical and electrical systems does not lend itself to introducing skylights so none have been incorporated. We do however have an abundance of windows throughout the dining area.

- appreciate the modern approach to the proposed McDonald’s building design; creates an urban feel;

Acknowledged.

- concerned about the location of the drive thru lane/exit fronting a building entrance; will create conflict between vehicles and pedestrians in the area; consider design development to the drive thru lane, e.g. offsetting the lane, to mitigate risks for pedestrians crossing the lane;

We have provided a raised crossing using stamped concrete with the City of Richmond's painted zebra crossing colors which are bright and very noticeable, both to pedestrians and vehicles. We have also provided steel bollards at the 4 corners of the crossing for protection and to act as a warning. We have also provided two "Yield to Pedestrian" signs for vehicles turning the corner of the drive thru and on the d/t concrete slab just before the raised ramp we have added the words "Yield to Pedestrians" to face cars turning the corner. To assist at nighttime, there are pedestrian level lights in addition to parking lot lights and building exterior and soffit lighting.

The d/t lane has not been "offset" as commented herein; however, the d/t exit lane in front of the building's west elevation is narrower in width than the d/t lane alongside the north elevation. This transition will require vehicles to approach the corner at very slow speed as they make the turn. Coupled with the signs noted in our comments herein we believe the design includes the necessary elements required to provide safe passage for pedestrians.

- appreciate the proposed architectural expression; supportive of the redevelopment of the existing building;

Acknowledged.

- street edge needs more definition; consider introducing a vertical element or fence in addition to the proposed plant materials to create a more urban edge and block headlight glares from the drive thru lane; look at precedent of urban street edge treatment in McDonald's restaurant at 41st Avenue, Kerrisdale, Vancouver;

A 3 ft high fence that matches the perimeter fence and compliments the site design has been provided to shield vehicle headlight glare. Enhanced landscaping has been provided including yew hedges along the public sidewalk.

- reconsider proposed use of stamped asphalt materials for paving due to its low level quality; consider using higher quality materials, e.g. unit concrete pavers, to match the quality of the proposed building; also consider introducing permeable pavers in some areas;

Permeable pavers have been added for the parking stall areas in the front parking area. As noted on the detail on L2, two colours of pavers are proposed – one for the field and one to delineate the parking stall lines. The balance of the front parking area is a truck route. The loading area has been changed to stamped concrete and will match the raised pedestrian connection.

- consider relocating the long row of shrubs to immediately adjacent to the wooden fence along the north property line to address potential CPTED issues;

For 2 reasons this was not incorporated. Firstly, the future lane widening would result in removal of all trees if this change were to be implemented. Secondly, the landscaping consists of low level plants and trees. We do not see a concern with safety as this strip should be in clear view. Keep in mind there are also lot lights along the drive thru lane in this area as well as exterior building lighting.

- consider introducing root barriers for trees adjacent to the north property line to protect the trees in the future widening and extension of the existing lane to the north of the subject site;

This has been incorporated.

- consider more planting on the parking area; 12 additional trees could potentially fit at the back end of the parking area and on some of the planting islands;

In conjunction with other revisions to the site, we have added additional trees (coniferous and deciduous) to the perimeter of the rear parking area as well as the internal islands. In addition, we are now proposing to retain an additional 9 trees previously noted for removal.

- appreciate the proposed heritage character of the McDonald's sign and interior of the building; however, also consider integrating some heritage character to the No. 3 Road streetscape, e.g. in the architecture and/or paving treatment, to differentiate the subject proposal from prototype McDonald's restaurants;

As discussed above, we are reviewing a design element to celebrate our 50th anniversary as this location was the first McDonald's in Canada and globally outside of the US. We anticipate adding something into the public realm fronting No. 3 Road.

- concerned about the long-term survivability of the small planters (i.e., between the front parking area and the side entry);

These have been removed as requested.

- appreciate the sustainability features incorporated into the proposed project;

Thank you.

- consider the potential to use heat recovery from the walk-in freezer to pre-heat ventilation or domestic hot water; also consider the potential to use heat recovery from the kitchen exhaust;

We reviewed this option and with a limited amount of recovery available the cost to implement recovery systems far outweighed the savings. We will not be proceeding.

- appreciate the proposed upgrade of the existing development; however, does not support the scheme for pedestrian traffic crossing a drive-thru lane/exit; consider retaining the existing location of the drive-thru and converting the proposed drive-thru lane/exit into a landscaped area with additional seating for CPTED reasons;

The current redevelopment program has been arrived at after several months of design development in consultation with the City and all relevant stakeholders. As explained at the ADP, the irregular shape of our property does not lend itself to any other McDonald's restaurant building layout/site design than what is being proposed (retaining the antiquated building and d/t layout/service does not address the need for progress at every level). As a result, the drive thru lane must wrap around the front to exit and by doing so there is safety concern between pedestrian and vehicle flow which must be addressed. In order to address the necessity for safety through design, a number of elements have been incorporated and these have been expressed as outlined in our comments to this draft response. The new development addresses CPTED measures which we have previously provided comments on.

- appreciate the contemporary character of the proposed redevelopment;

Thank you.

- consider relocating the bus stop shelter northwards to give it more prominence and avoid conflicting with the free-standing McDonald's sign;

This is a Translink directive and we will have to comply as required.

- size of the proposed patio is small;

The patio/seating area is a function of the location of the street-front setback and landscaping provisions, drive thru exit, building positioning and the various requirements of the layout of the site as a whole. We have provided an attractive and comfortable patio seating area while maintaining required clearances and pedestrian travel around the building.

- consider enhancing the landscaping in the middle of the large open space adjacent to the back of the building to create a "story" of the original site layout and enhance the pedestrian experience from the rear parking area going to the building;

As noted above, a significant amount of trees have been added to the rear parking lot area. Similar to the large front landscape area, we have made some adjustments to the plant palette by adding yew hedges and lilacs which were once a very common background plant in the community. This additional landscape material improves the pedestrian experience and ties the landscape design to the remainder of the site.

- appreciate the proposed landscaping; however, it could be further articulated with public art; a vertical element at the street front could also help mitigate the headlight glares that may impact traffic along No. 3 Road;

We are reviewing a design element to celebrate our 50th anniversary as this location was the first McDonald's in Canada and globally outside of the US. We anticipate adding something into the public realm fronting No. 3 Road.

Landscaping fronting the drive thru along No 3 has been upgraded in consultation with the City and a low level fence has been provided to address any headlight glare.

- agree with comments regarding (i) the survivability of planting beds at the southwest corner of the building, and (ii) the need for introducing root barriers for trees adjacent to the north property line;

The planting beds have been removed and root barriers are being provided.

- reconsider proposed planting of *Platanus x acerifolia* trees due to their leaves' potential health hazard;

Has been incorporated on the revised landscape drawings.

- also reconsider the planting of *Liriodendron tulipifera* at the southeast corner of the building as it is not suitable for paved areas;

Has been incorporated on the revised landscape drawings.

- agree with comment regarding adding vertical elements (e.g., cast-in-place concrete phony wall or yew planting) in addition to lavender planting along the west property line;

A 3 ft high fence that matches the perimeter fence and compliments the site design has been provided to shield vehicle headlight glare. Enhanced landscaping has been provided including yew hedges along the public sidewalk.

- agree with comment to reconsider stamped asphalt paving on the driveway; consider introducing concrete unit pavers;

Permeable pavers have been added for the parking stall areas in the front parking area complete with concrete banding as shown on the site plan. As noted on the detail on L2, two colours of pavers are proposed – one for the field and one to delineate the parking stall lines. The balance of the front parking area is a truck route so we have retained the heavy duty asphalt paving. In addition, the loading area has been changed to stamped concrete and will match the raised pedestrian connection.

- agree with the removal of the proposed grasspave along the street front; *Removed except for 2 small sections either side of the access to address truck turning radius requirement. Final design will be outlined in the SA.*

- proposed planting does not provide sound attenuation;

The acoustics report is going to address the acoustic aspects of the development

- consider relocating “yield to pedestrian” sign northward and adding another speed bump on the drive-thru lane before the north west corner to mitigate potential risks to pedestrians; and

We believe the current design successfully addresses any potential risks to pedestrians. We have provided a raised crossing using stamped concrete with the City of Richmond’s painted zebra crossing colors which are bright and very noticeable, both to pedestrians and vehicles. We have also provided steel bollards at the 4 corners of the crossing for protection and to act as a warning. We have also provided two “Yield to Pedestrian” signs for vehicles turning the corner of the drive thru and on the d/t concrete slab just before the raised ramp we have added the words “Yield to Pedestrians” to face cars turning the corner. To assist at nighttime, there are pedestrian level lights in addition to parking lot lights and building exterior and soffit lighting.

The d/t lane has not been “offset” as commented herein; however, the d/t exit lane in front of the building’s west elevation is narrower in width than the d/t lane alongside the north elevation. This transition will require vehicles to approach the corner at very slow speed as they make the turn. Coupled with the signs noted in our comments herein we believe the design includes the necessary elements required to provide safe passage for pedestrians.

- appreciate the free-standing McDonald’s original sign; however, consider introducing other elements to celebrate the restaurant’s heritage as the first McDonald’s restaurant in Richmond and outside of the United States.

As discussed above, we are reviewing a design element to celebrate our 50th anniversary as this location was the first McDonald’s in Canada and globally outside of the US. We anticipate adding something into the public realm fronting No. 3 Road.

Inside the lobby seating area we are dedicating certain sections of the interior décor to celebrate the rich history of McDonald’s in Richmond and in Canada. Photographs, mementoes and creative narrative is being researched and will form an integral part of the interior design.

Panel Decision

It was moved and seconded

That DP 15-696896 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

Opposed: Tom Parker



City of Richmond

Development Permit

No. DP 15-696896

To the Holder: MCDONALD'S RESTAURANTS OF CANADA LTD.

Property Address: 7120 NO. 3 ROAD

Address: C/O GRAHAM FANE
4400 STILL CREEK DRIVE
BURNABY, BC V5C 6C6

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 #5 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 \$186,307.00 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 15-696896

To the Holder: MCDONALD'S RESTAURANTS OF CANADA LTD.

Property Address: 7120 NO. 3 ROAD

Address: C/O GRAHAM FANE
4400 STILL CREEK DRIVE
BURNABY, BC V5C 6C6

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.

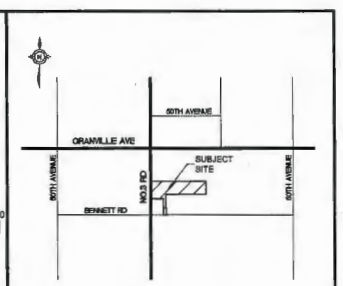
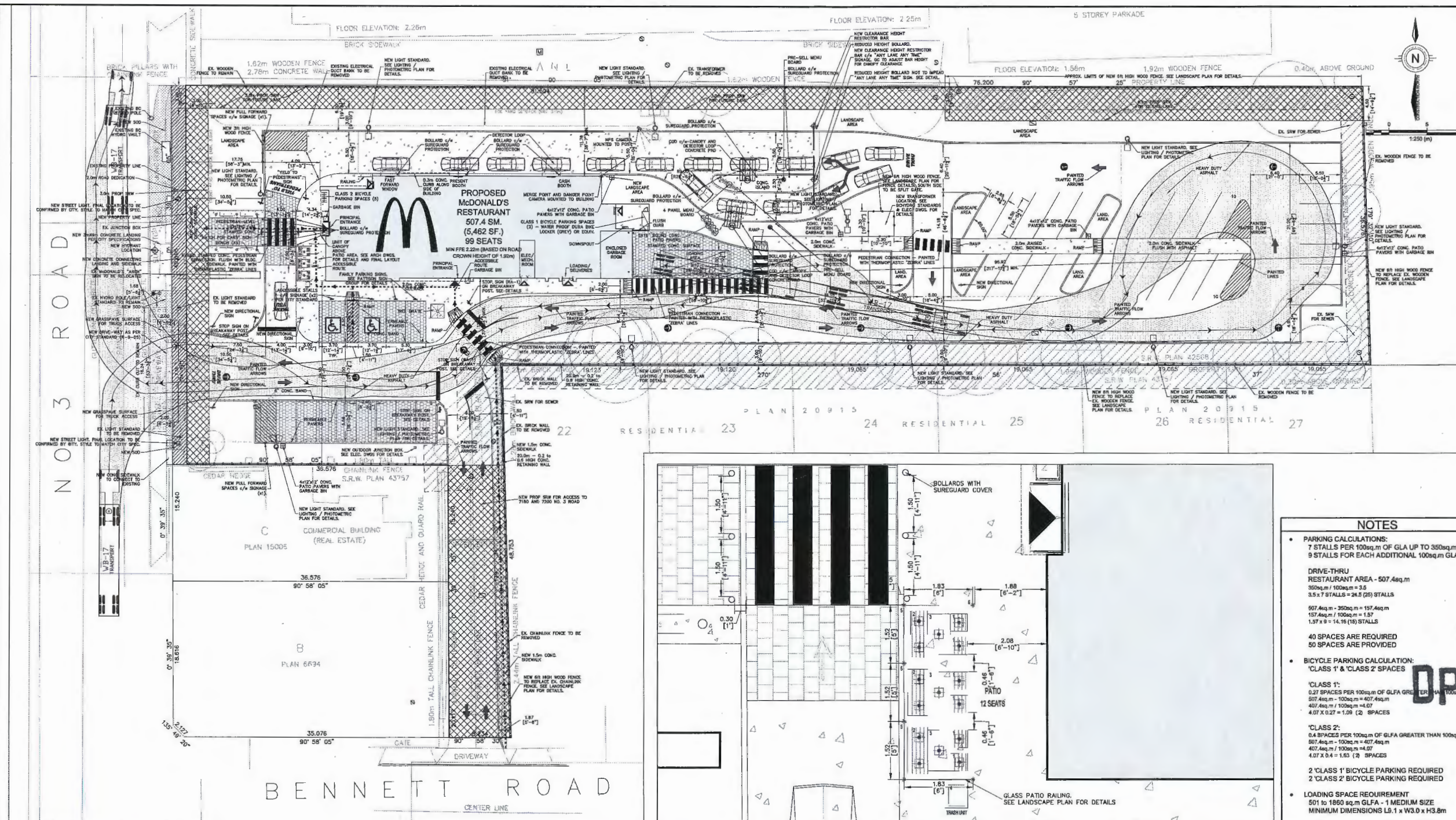
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



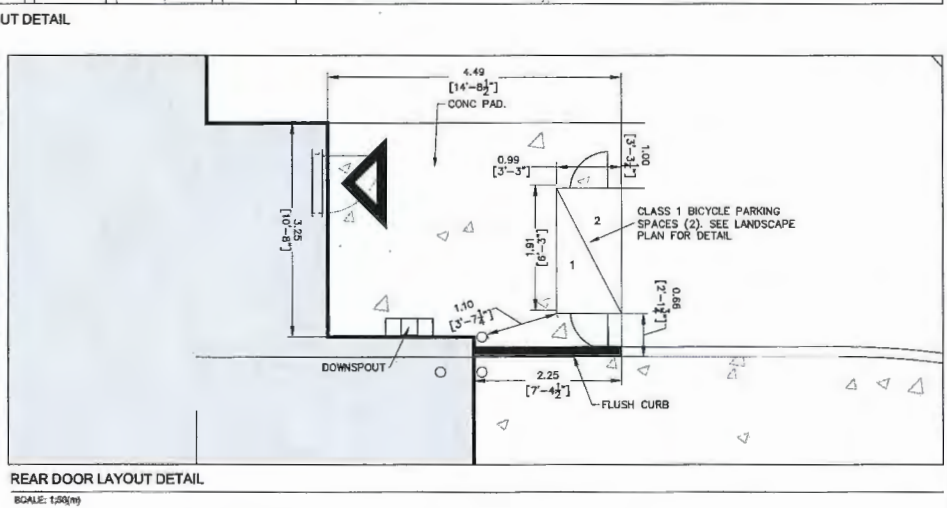
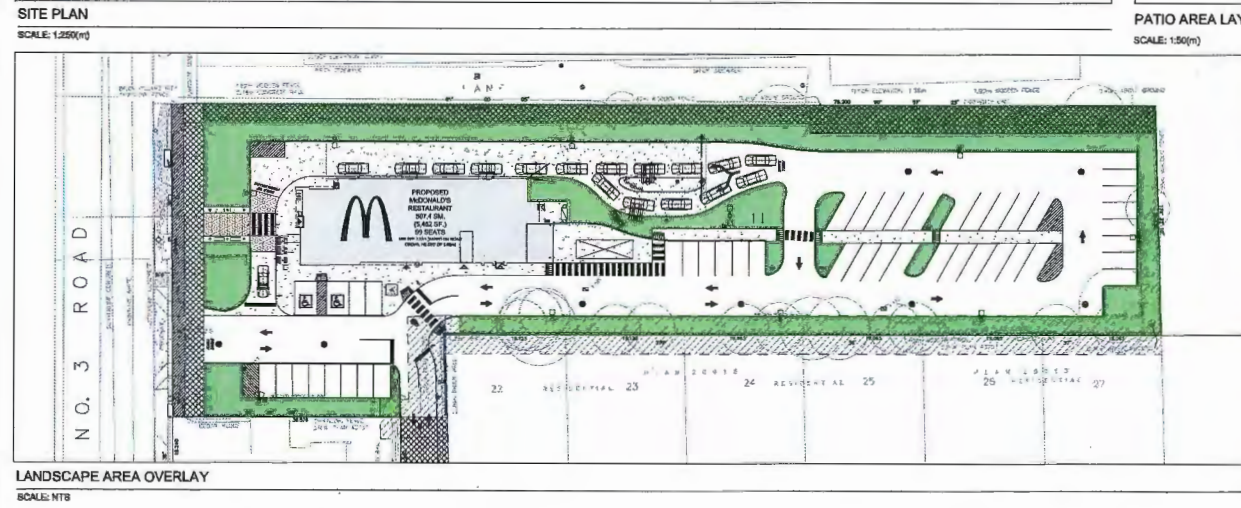
KEY MAP - N.T.S.

DETAILS OF DEVELOPMENT

DATA	REQUIRED	PROVIDED
ZONING	CA - AUTO-ORIENTED COMMERCIAL ZONE	
SETBACKS		
FY	3.00m	17.75m
RY	3.00m	96.92m
INT. SY 1	3.00m	11.76m
EXT SY 2	3.00m	11.44m
EX. LOT AREA		6,641.69 sq.m
ROAD DEDICATION		98.90 sq.m
NET LOT AREA		6,542.89 sq.m
RESTAURANT AREA		507.4 sq.m
GARBAGE ENCLOSURE		INCLUDED
SEATS		99
BUILDING COVERAGE		7.6%
LANDSCAPE AREA		1,936.09 sq.m (29.6%)
IMPERVIOUS AREA		4,099.4 sq.m (62.8%)
DT STACKING		13
	REQUIRED	PROVIDED
PARKING SPACES	40	50
LOADING SPACES	1	1
BICYCLE CLASS 1	2	2
BICYCLE CLASS 2	2	5

NOTES

- PARKING CALCULATIONS:
7 STALLS PER 100sq.m OF GLA UP TO 350sq.m GLA
9 STALLS FOR EACH ADDITIONAL 100sq.m GLA
- DRIVE-THRU RESTAURANT AREA - 507.4sq.m
350sq.m / 100sq.m = 3.5
3.5 x 7 STALLS = 24.5 (25) STALLS
- 507.4sq.m - 350sq.m = 157.4sq.m
157.4sq.m / 100sq.m = 1.57
1.57 x 9 = 14.16 (15) STALLS
- 40 SPACES ARE REQUIRED
50 SPACES ARE PROVIDED
- BICYCLE PARKING CALCULATION:
'CLASS 1' & 'CLASS 2' SPACES
- 'CLASS 1':
0.27 SPACES PER 100sq.m OF GLFA GREATER THAN 100sq.m
507.4sq.m - 100sq.m = 407.4sq.m
407.4sq.m / 100sq.m = 4.07
4.07 x 0.27 = 1.09 (2) SPACES
- 'CLASS 2':
0.4 SPACES PER 100sq.m OF GLFA GREATER THAN 100sq.m
507.4sq.m - 100sq.m = 407.4sq.m
407.4sq.m / 100sq.m = 4.07
4.07 x 0.4 = 1.63 (2) SPACES
- 2 'CLASS 1' BICYCLE PARKING REQUIRED
2 'CLASS 2' BICYCLE PARKING REQUIRED
- LOADING SPACE REQUIREMENT
501 TO 1860 sq.m GLFA - 1 MEDIUM SIZE
MINIMUM DIMENSIONS L3.1 x W3.0 x H3.8m
- ALL SITE FEATURES ARE EXISTING UNLESS OTHERWISE NOTED.
- THESE DRAWINGS ARE COMPILED FROM INFORMATION SUPPLIED BY McDONALD'S AND SHALL BE SITE VERIFIED BY CONTRACTOR AT BID TIME.
- CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS PERTINENT TO WORK BEING PERFORMED, PRIOR TO STARTING CONSTRUCTION, AND REPORT ANY DISCREPANCIES OR VARIANCES TO PROJECT MANAGER.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION AND BE RESPONSIBLE FOR SAME.
- ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF LOCAL CODES.
- CONTRACTOR SHALL MAKE GOOD ALL EXISTING CONDITIONS THAT ARE DISTURBED BY NEW WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY REPAIRS OR RELOCATION ASSOCIATED WITH CURB/ASPHALT/CONC. BASE WORK.



NOV 22 2016

PLAN #1

DP 15-696896

REVISIONS

#	DATE	BY	DESCRIPTION
1	2016.11.29	DN	ISSUED FOR TENDER
2	2016.11.29	DN	ISSUED FOR BID
3	2016.11.22	DN	REVISED TRANSFORMER LOCATION
4	2016.11.18	DN	REVISED AS PER CITY COMMENTS
5	2016.11.10	DN	REVISED AS PER CITY COMMENTS
6	2016.10.14	DN	REVISED AS PER CITY COMMENTS
7	2016.08.18	DN	REVISED AS PER CITY COMMENTS

McDonald's Restaurants of Canada Ltd.
4400 Still Creek Drive
Burnaby, BC
V5C 6C6
Tel: 604-294-2181

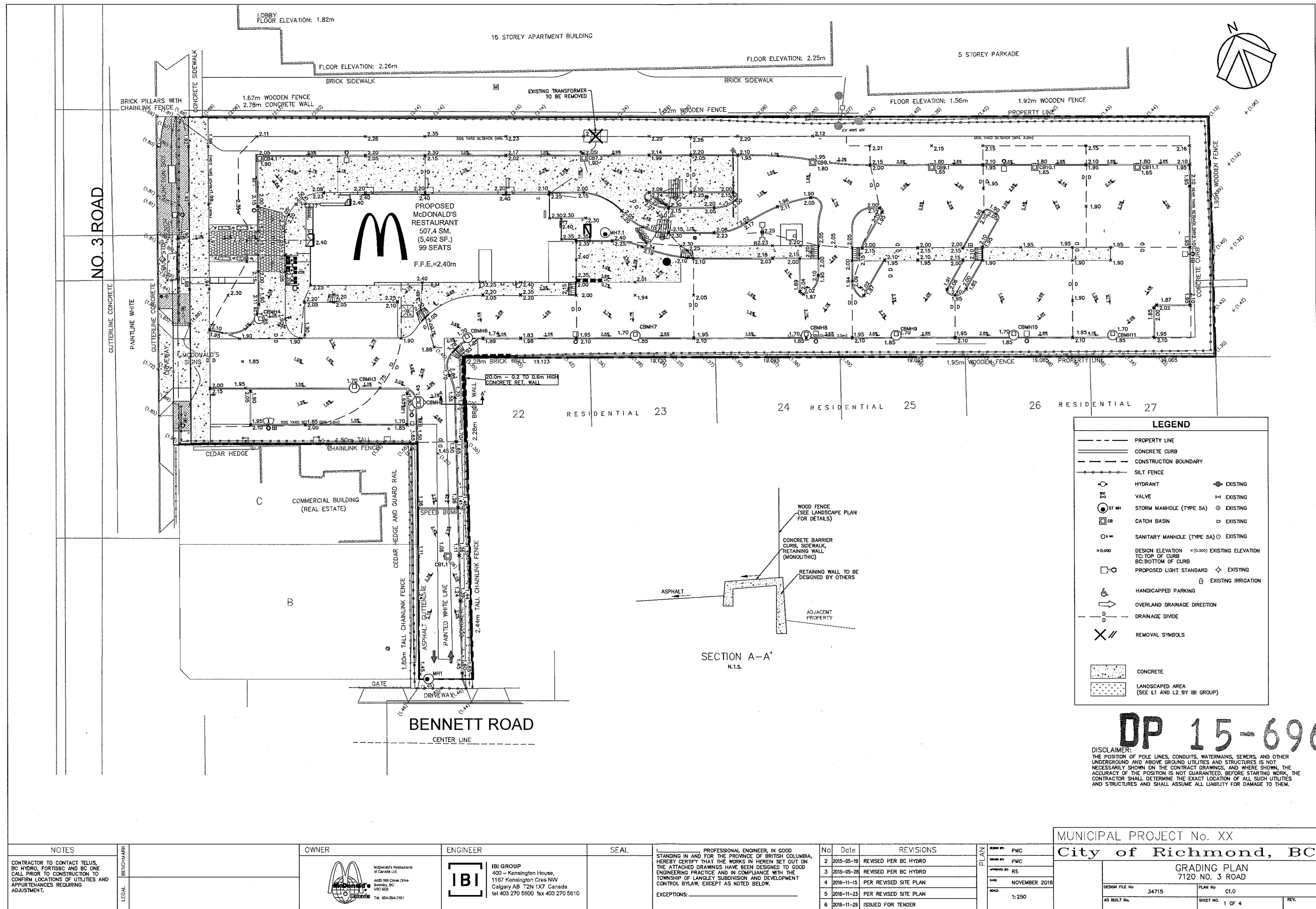
IBI GROUP
308 - 30 Eglington Avenue West
Mississauga ON L5R 3E7 Canada
tel 905 890 3550 fax 905 890 7081
ibigroup.com

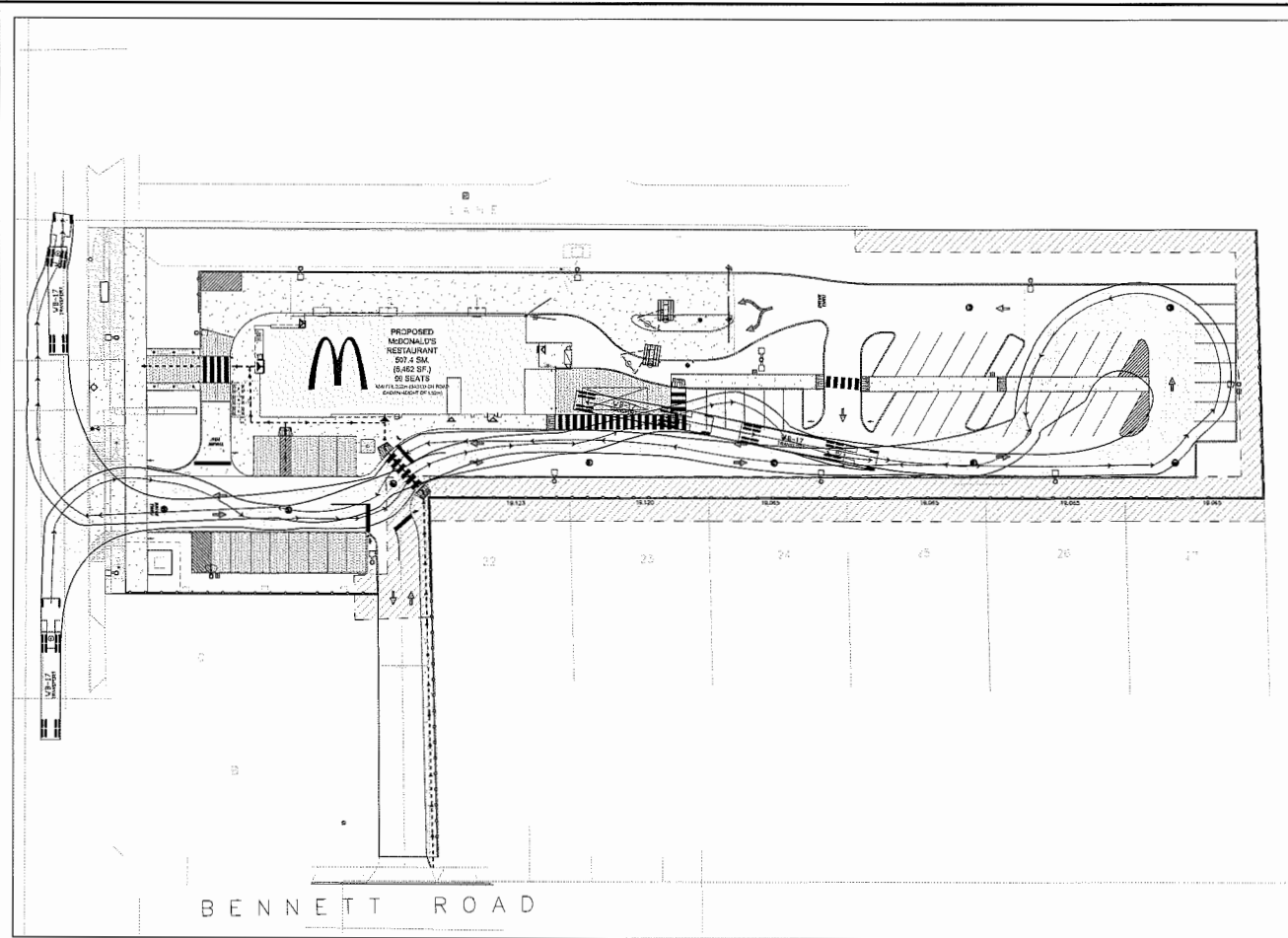
610001 - NO. 3 ROAD

McDONALD'S RESTAURANTS OF CANADA LIMITED
7120 NO. 3 ROAD
RICHMOND, B.C.

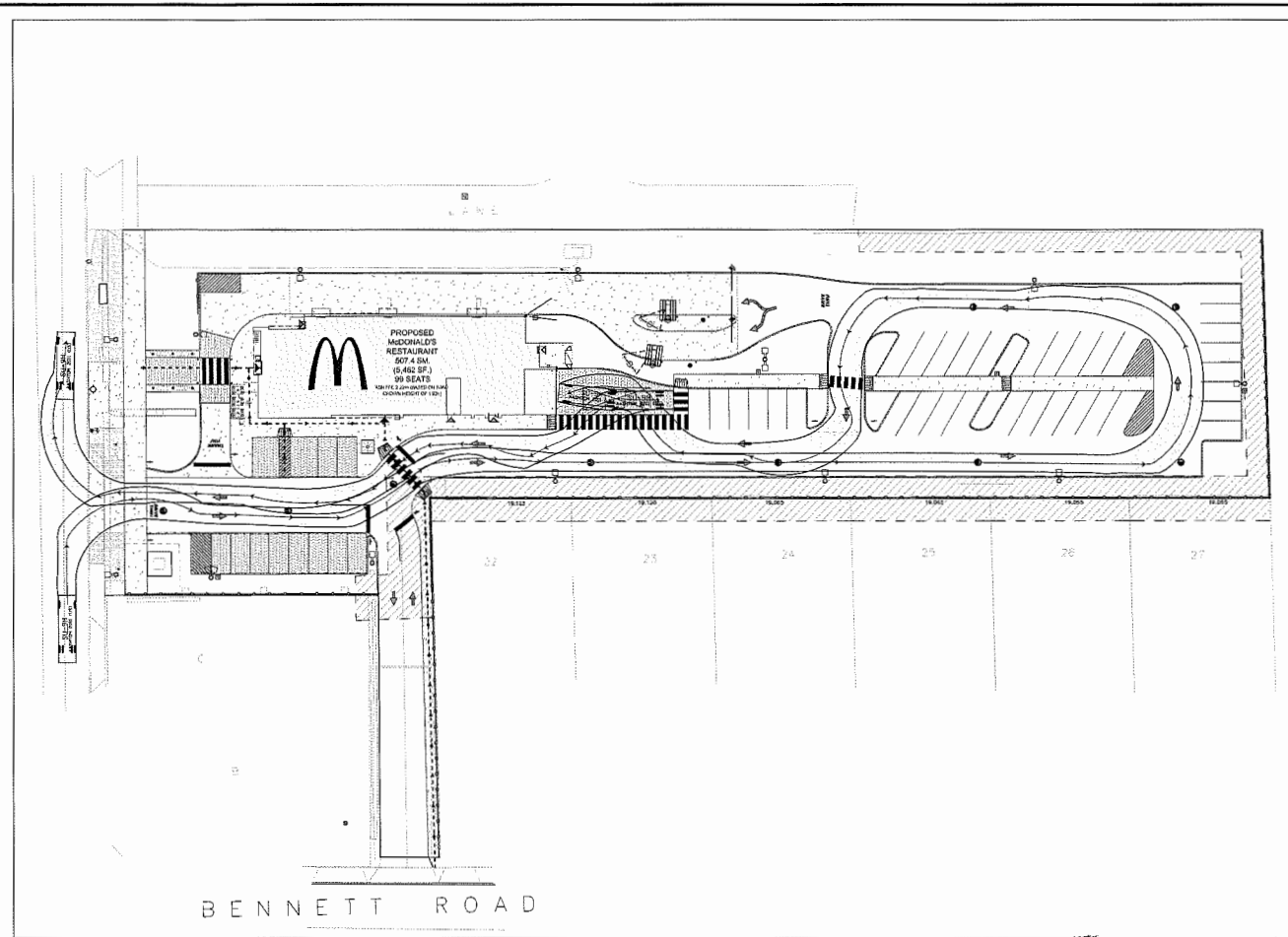
SITE PLAN

DESIGNED BY: TW SCALE: AS NOTED
DRAWN BY: DN DRAW PLAN # 34715
CHECKED BY: TW FILE NUMBER: 34715
DATE: 2016.11.27 SHEET NUMBER: 34715

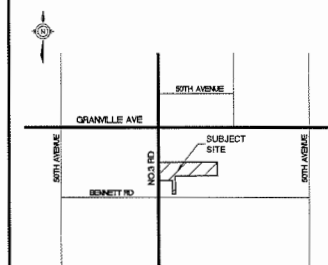




DELIVERY TRUCK
SCALE: N.T.S.



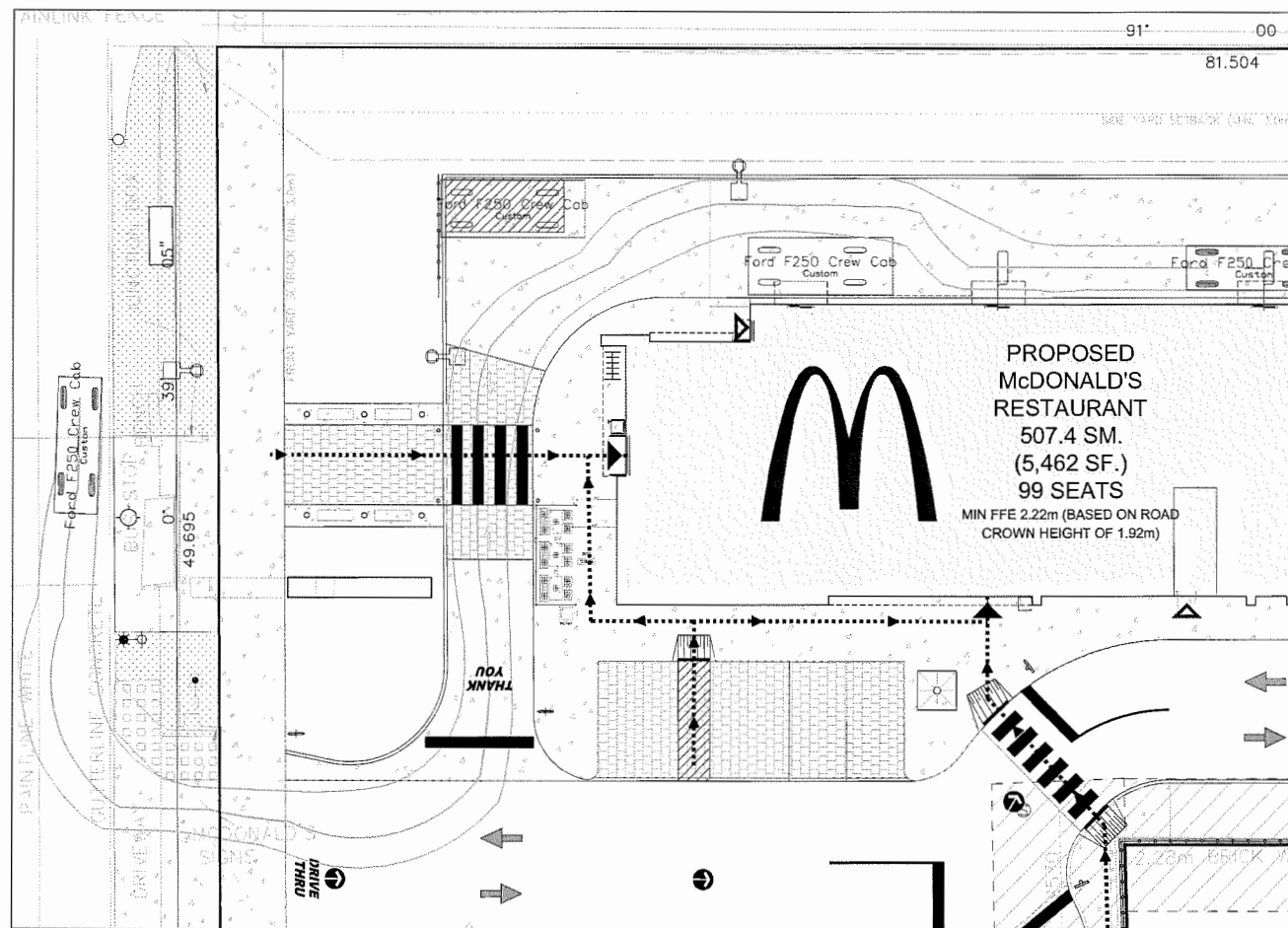
GARBAGE TRUCK
SCALE: N.T.S.



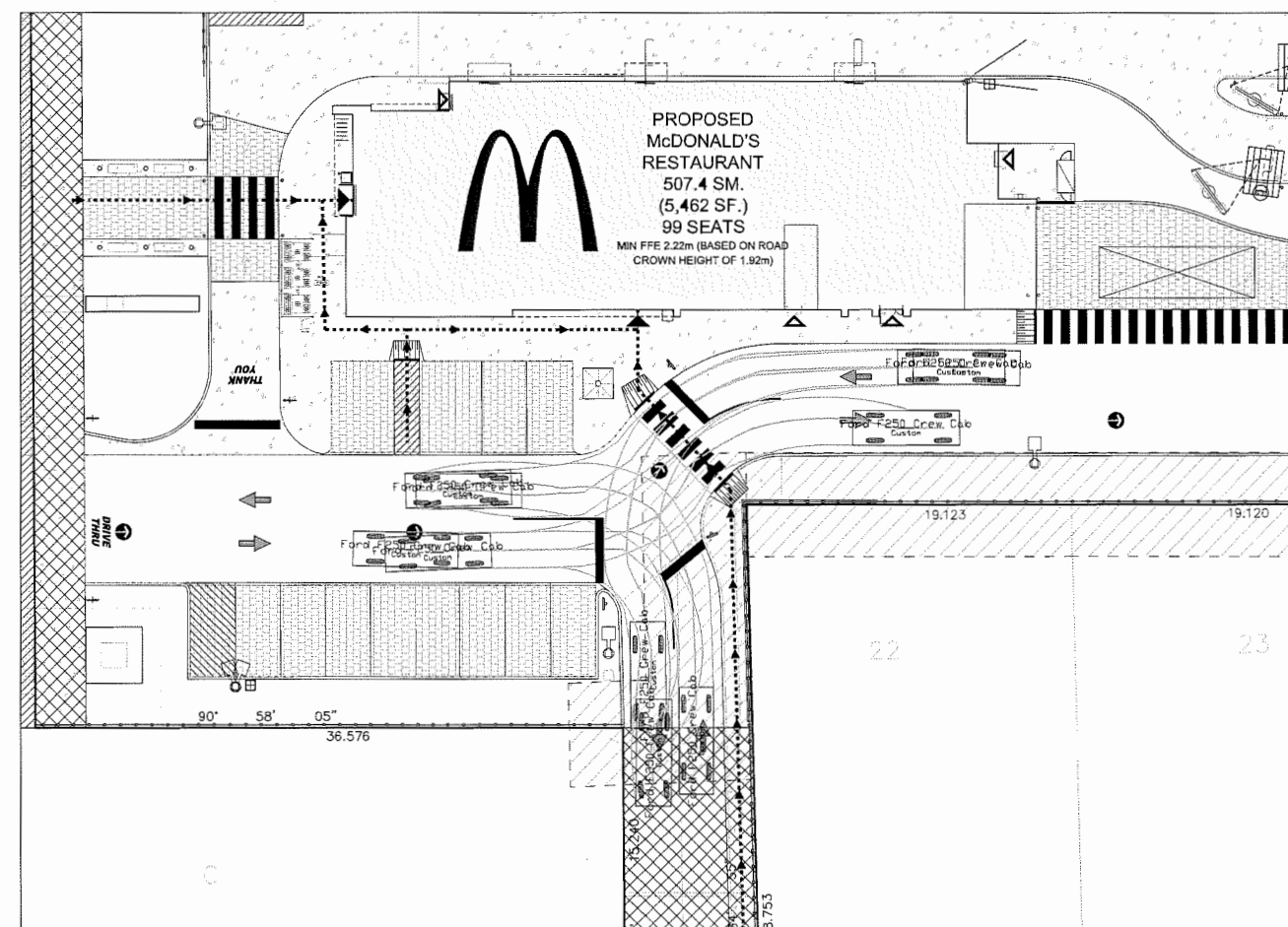
DP 15-696896

PLAN #2

NOV 22 2016

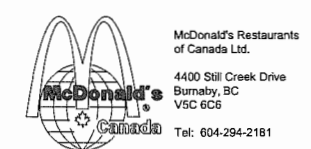


FORD 250 DT
SCALE: N.T.S.



PICK-UP TRUCK 3 WAY INTERSECTION
SCALE: N.T.S.

DATE	BY	REVISIONS
2016 09 09	DN	REVISED AS PER CITY COMMENTS



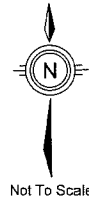
IBI GROUP
308 - 30 Eglinton Avenue West
Mississauga ON L5R 3E7 Canada
tel 905 890 3550 fax 905 890 7081
ibigroup.com

610001 - NO. 3 ROAD

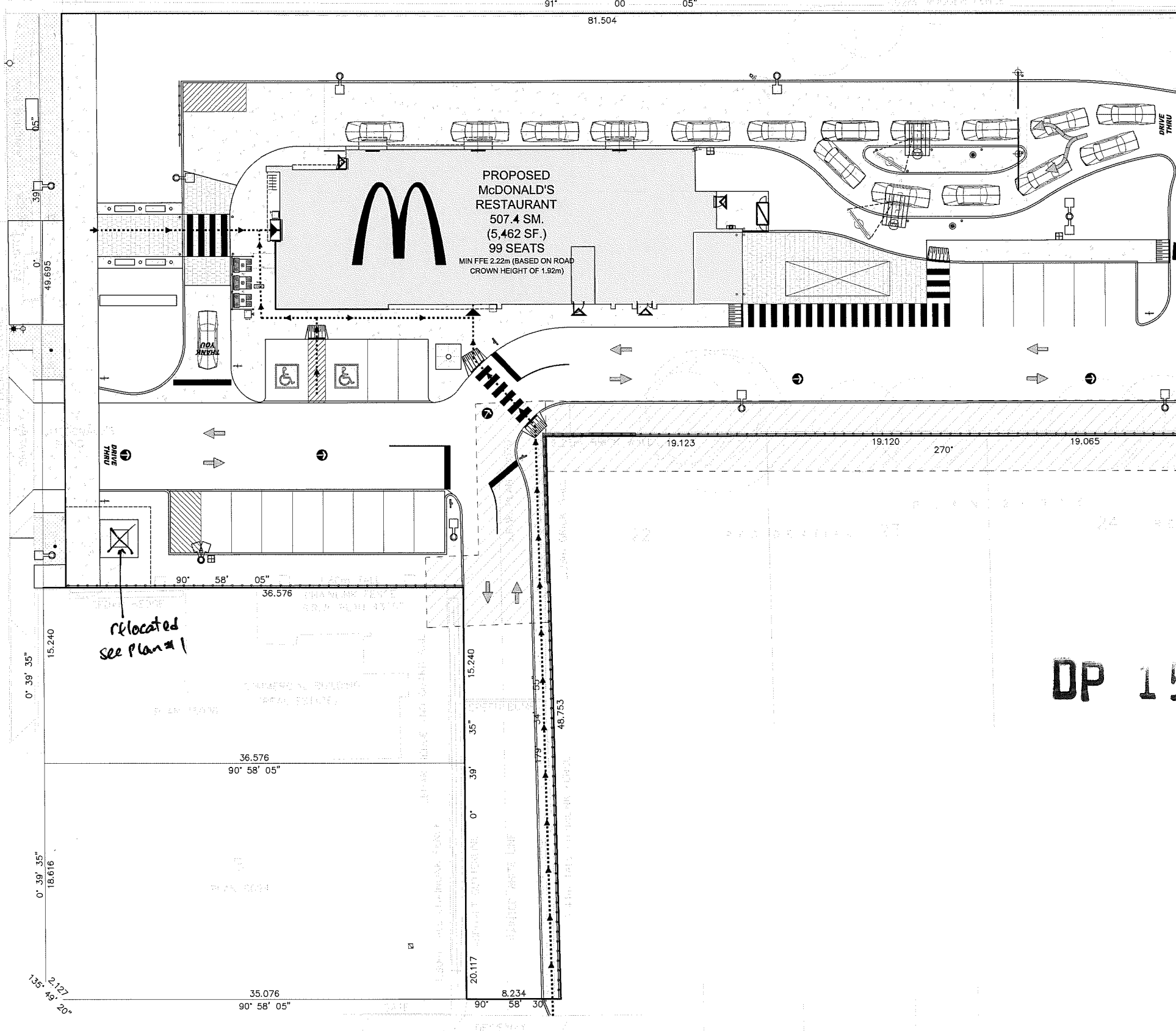
McDONALD'S RESTAURANTS OF CANADA LIMITED
7120 NO. 3 ROAD
RICHMOND, B.C.

VEHICLE TURNING PLAN

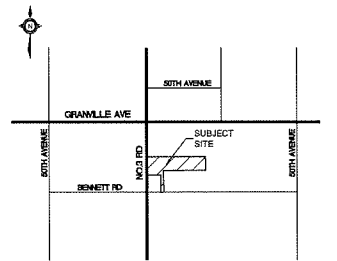
DESIGNED BY:	TW	SCALE:	AS NOTED
DRAWN BY:	DN	DRAFT PLAN #:	34715
CHECKED BY:	TW	FILE NUMBER:	2015 02 17
DATE:	2015 02 17	SHEET NUMBER:	TR1



NO. 3 ROAD



BENNETT ROAD



KEY MAP - N.T.S.

WHEELCHAIR CIRCULATION ROUTE

NOV 22 2016
PLAN # 2A

DP 15-696896

#	DATE	BY	DESCRIPTION
REVISIONS			



McDonald's Restaurants of Canada Ltd.
4400 Still Creek Drive
Burnaby, BC
V5C 6C6
Tel: 604-294-2181



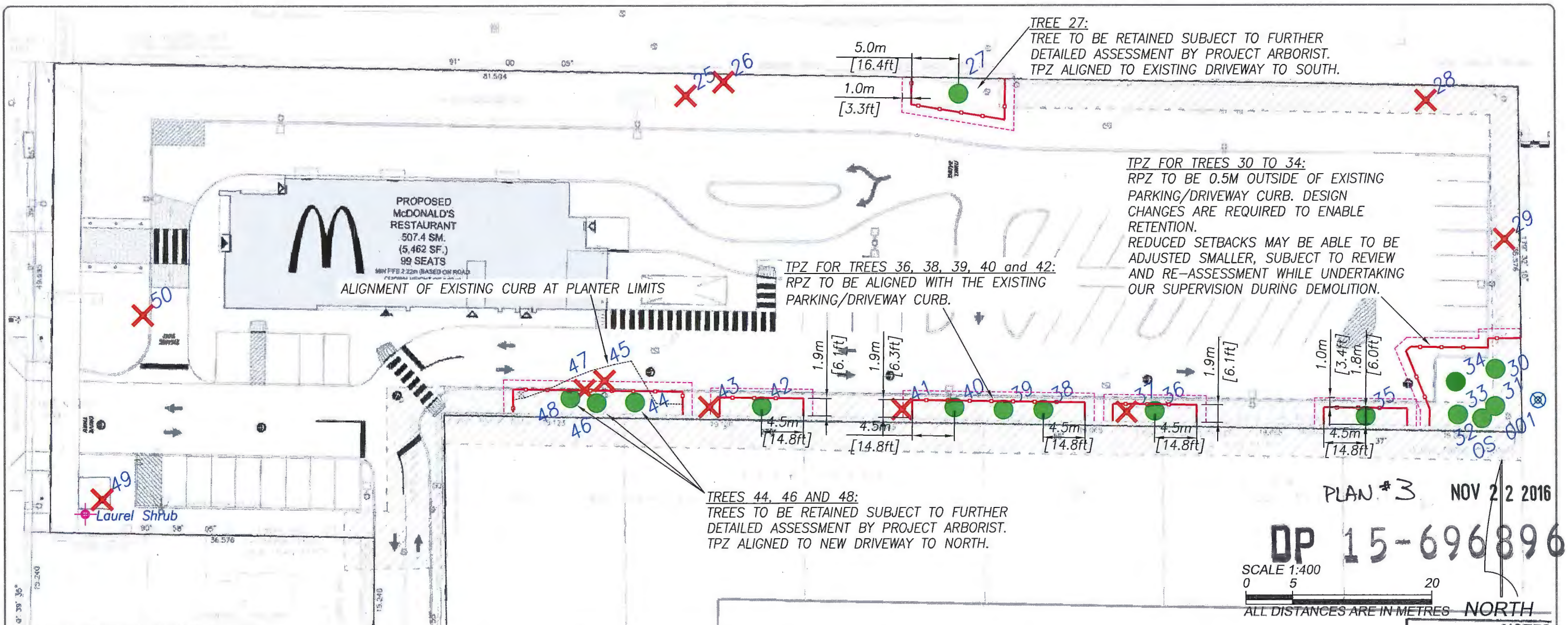
IBI GROUP
308 - 30 Eglington Avenue West
Mississauga ON L5R 3E7 Canada
tel 905 890 3550 fax 905 890 7081
ibigroup.com

610001 - NO. 3 ROAD

McDONALD'S RESTAURANTS OF CANADA LIMITED
7120 NO. 3 ROAD
RICHMOND, B.C.

WHEELCHAIR CIRCULATION ROUTE

DESIGNED BY:	TW	SCALE:	AS NOTED
DRAWN BY:	DN	DRAFT PLAN #:	34715
CHECKED BY:	TW	FILE NUMBER:	2016.10.26
DATE:	2016.10.26	SHEET NUMBER:	SP2



TREE RETENTION DETAIL

SEE ARBORIST REPORT FOR TREE DETAILS AND DATA
TREE REPLACEMENT DESIGN SPECIFIED BY PROJECT LANDSCAPE ARCHITECT

TREE MANAGEMENT IN PROJECT:

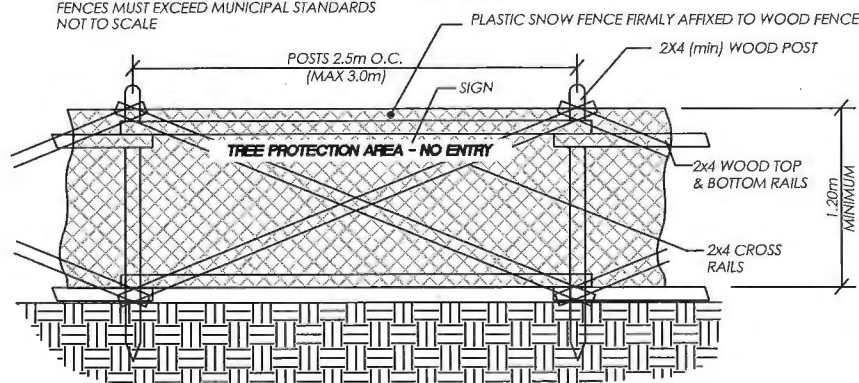
- denotes **RETENTION** tree (protection measures required).
- ✗ denotes **REMOVAL** tree (permit may be required).
- ⊕ denotes **HIGH RISK REMOVAL** tree (permit may be required).
- ⊙ denotes **OFF-SITE** tree (see report for treatment).
- ✦ denotes **NON-BY-LAW** undersize tree (as measured by arborist).

TREE PROTECTION SPECIFICATIONS:

- denotes **CROWN PROTECTION ZONE - CPZ** (dripline extents)
- denotes **TREE ROOT PROTECTION ZONE - RPZ**
alignment for **BARRIERS**. Street tree protection to 0.6m from curb, 0.3m from sidewalk and to dripline extents.
- denotes **WORKING SPACE SETBACK (WSS)** 1.5m offset from RPZ or as specified by project arborist for **MANAGED WORK ACTIVITIES** with Project Arborist coordination and supervision.

TREE PROTECTION BARRIER DETAIL - SAMPLE:

FENCES MUST EXCEED MUNICIPAL STANDARDS
NOT TO SCALE



TREE PROTECTION ZONE RESTRICTIONS:

RESTRICTIONS IN TPZ:

See Arborist Report for further details. Any construction related work within a **CPZ** and/or within 1.0m of a **RPZ** requires advance approval from the project arborist, and may require on-site direction or supervision from the project arborist. General restrictions in the **TPZ** are as follows:

- No soil disturbance (surface or to any depth) including: trenching, stripping of over-burden, excavation, fill placement, etc.,
- No storage of soil, spoil, gravel, construction materials, waste materials, etc.,
- No waste or washing of concrete, stucco, drywall, paint, or other potentially harmful materials,
- No passage or operation of vehicles or equipment,
- No placement of temporary structures or services,
- No affixing lights, signs, cables or any other device to retained trees,
- No unauthorized pruning or cutting of retained trees.

2	NOV 22, 2016	RE: CITY REQUESTED RETENTION OF 27, 44, 46 AND 48
0	OCT 7, 2016	INITIAL SUBMISSION
REV #	DATE	COMMENTS

TREE MANAGEMENT DRAWING

PROJECT:	MCDONALDS REDEVELOPMENT
ADDRESS:	7120 NO 3 RD RICHMOND BC
CLIENT:	IBI GROUP
ACL FILE:	16330
SHEET:	1 OF 2

aclgroup.ca

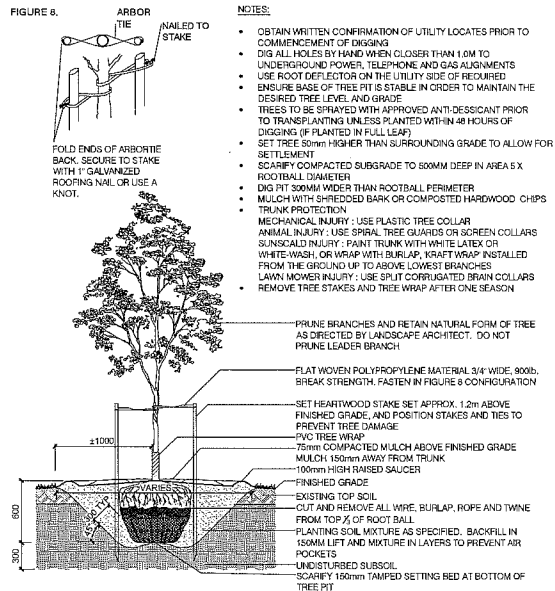


SUITE 145 - 12051 HORSESHOE WAY, RICHMOND, BC V7A 4V4

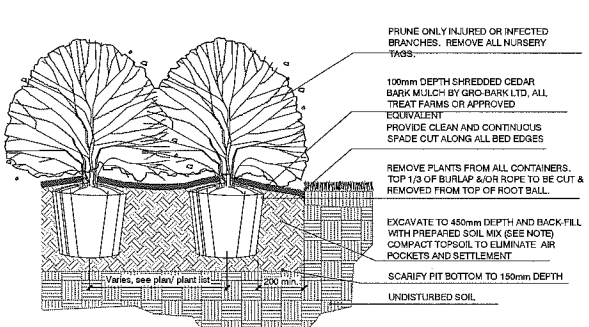
p 604 275 3484

PLAN NOTES:

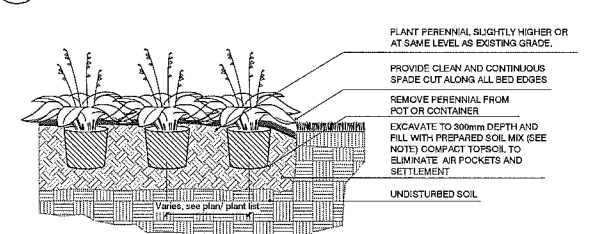
This plan is based on drawings supplied by the project Surveyor (BCLSI), Engineer (P ENG) and/or Design Professionals and is provided for context only as it relates to the planning and implementing the management of existing trees. This plan does not warrant or certify the accuracy of locations of features or dimensions thereof. Refer to the original drawings from those professionals for those purposes.



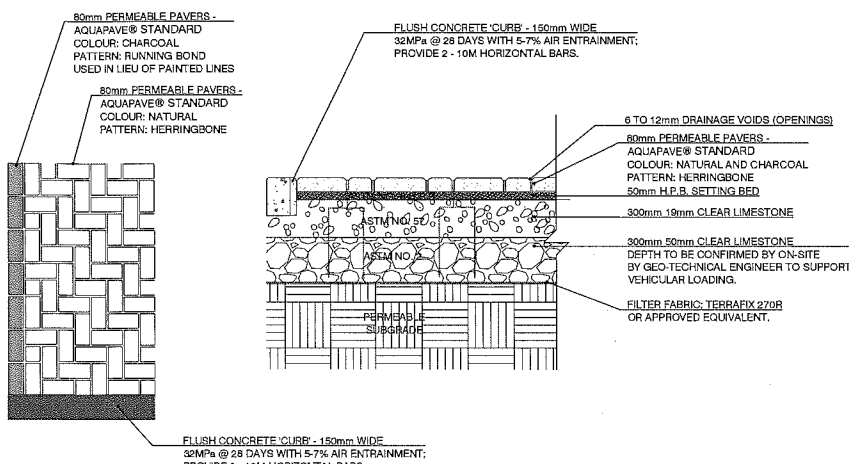
1 BALLED & BURLAPPED/ WIRE BASKET DECIDUOUS TREE
LP2 N.T.S.



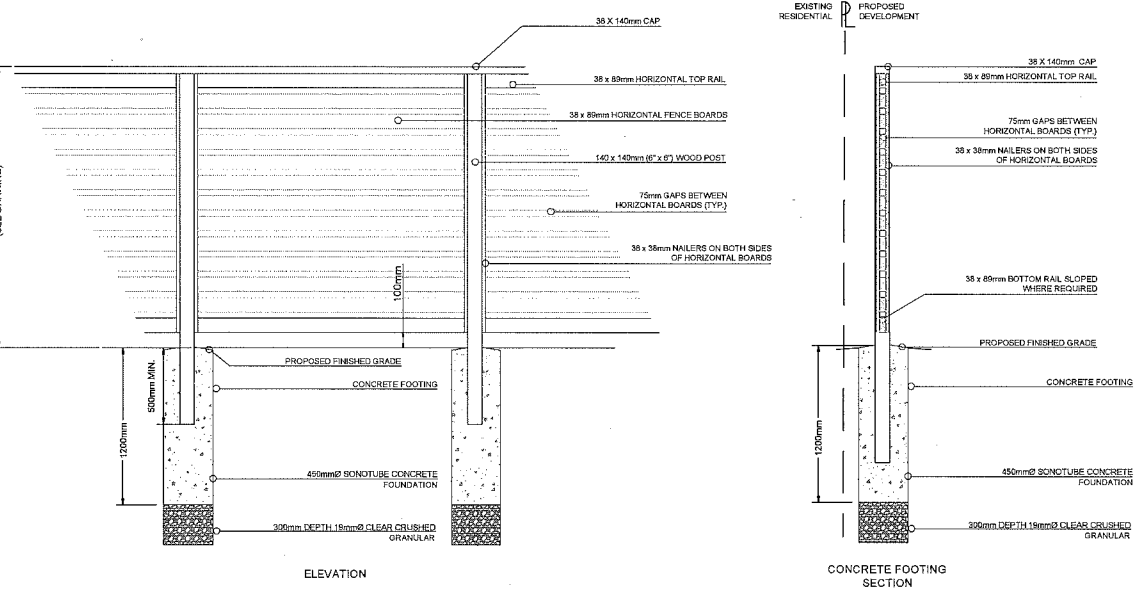
2 BALLED AND BURLAPPED/POTTED SHRUB
LP2 N.T.S.



3 CONTAINER GROWN PERENNIAL/GRASS
LP2 N.T.S.



5 PERMEABLE PAVERS WITH CONCRETE BAND
LP2 N.T.S.

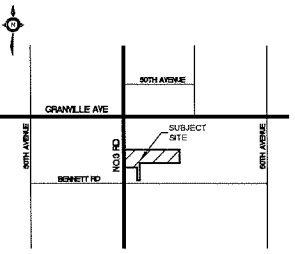


4 0.9m & 1.8m HEIGHT WOOD PRIVACY FENCE
LP2 N.T.S.

NOTES:
1. ALL MATERIALS, COMPONENTS AND WORKMANSHIP TO CONFORM TO BUILDING AND LOCAL BY-LAWS.
2. FENCES CONSTRUCTED ON BERMS:
A) EXTEND FOOTINGS 1500MM INTO UNDISTURBED SUB-GRADE.
B) ERECT FENCE ALONG CENTRE-LINE OF BERM.
3. ALL WOOD TO BE PRESSURE TREATED SELECTED MAINLY FOR GOOD APPEARANCE ALL MEMBERS SHALL BE FREE OF WANE AND BARK POCKETS. ALL TORN GRAIN SHALL BE ELIMINATED BY SANDING AND PLANING. MEMBERS EXHIBITING MODERATE TO HEAVY KNOTS SHALL BE WELL DISTRIBUTED THROUGHOUT THE SITE.
4. ALL WOOD TO BEAR LUMBER GRADING STAMP.
5. NAILS SHALL BE GALVANIZED ARDOX CONFORMING TO CSA STANDARD B11.
6. ALL GALVANIZING TO BE HOT DIPPED IN CONFORMANCE TO CSA STANDARD C14.
7. DRIVE ALL NAIL HEADS BELOW SURFACE OF WOOD. USE SUFFICIENT SIZE AND QUANTITY OF NAILS TO ENSURE A STABLE, SECURE STRUCTURE.
8. STEP FENCE PANELS MINIMUM OF 100 x 200mm AT POSTS AS REQUIRED BY GRADE CONDITIONS. SLOPING OF PANELS MAY BE REQUIRED FOR CERTAIN GRADE CONDITIONS - CONSULTANT'S APPROVAL REQUIRED.
9. ALL LUMBER SIZES ARE ACTUAL SIZES RATHER THAN NOMINAL SIZES.
10. CONCRETE TO HAVE MINIMUM COMPRESSIVE STRENGTH OF 20 MPA @ 28 DAYS WITH 5.7% AIR ENTRAINMENT.
11. SEE LANDSCAPE PLAN LPI FOR FENCE LOCATION.

GENERAL LAYOUT NOTES:
1. ALL FENCES ADJACENT TO ROAD ALLOWANCES AND WALKWAYS TO BE ERECTED 0.15M ONTO PRIVATE PROPERTY. FENCING IS NOT TO BE ERECTED ON THE LOT LINE OR INTO ANY ROAD ALLOWANCE OR EASEMENT.
2. FOOTING AND EXCAVATION TO BE ENTIRELY ON PROPOSED DEVELOPMENT LANDS.

CONTRACTOR TO PROVIDE SHOP DRAWINGS AND FENCE MATERIALS TO BE APPROVED BY CLIENT AND/OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

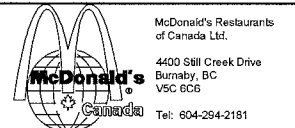


KEY MAP - N.T.S.

PLAN # 38 NOV 22 2016

DP 15-696896

#	DATE	BY	DESCRIPTION
1	2015-11-25	SW	ISSUED FOR TENDER
2	2015-11-25	SW	ISSUED FOR BUILDING PERMIT
3	2015-11-25	SW	REVISED AS PER CITY COMMENTS
4	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
5	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
6	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
7	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
8	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
9	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
10	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
11	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
12	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
13	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
14	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
15	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
16	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
17	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
18	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
19	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES
20	2015-11-25	SW	REVISED AS PER SITE PLAN CHANGES



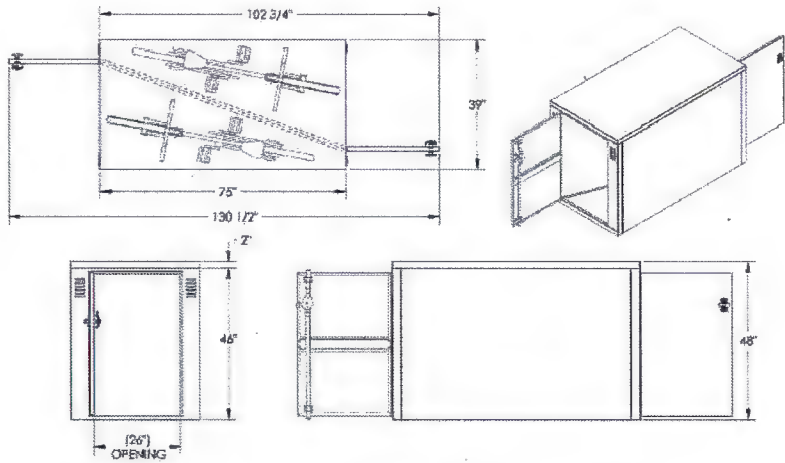
McDonald's Restaurants of Canada Ltd.
4400 88th Creek Drive
Burnaby, BC
V5C 6C6
Tel: 604-294-2181

61001- NO. 3 ROAD

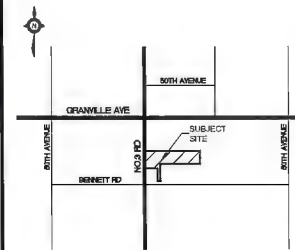
McDONALD'S RESTAURANTS OF CANADA LIMITED
7120 NO. 3 ROAD
RICHMOND, B.C.

LANDSCAPE DETAILS

DESIGNED BY: SW SCALE: AS NOTED
DRAWN BY: SW DRAFT PLAN #: 34715
CHECKED BY: TB FILE NUMBER: 15-696896
DATE: 2015-03-23 SHEET NUMBER: 15-696896



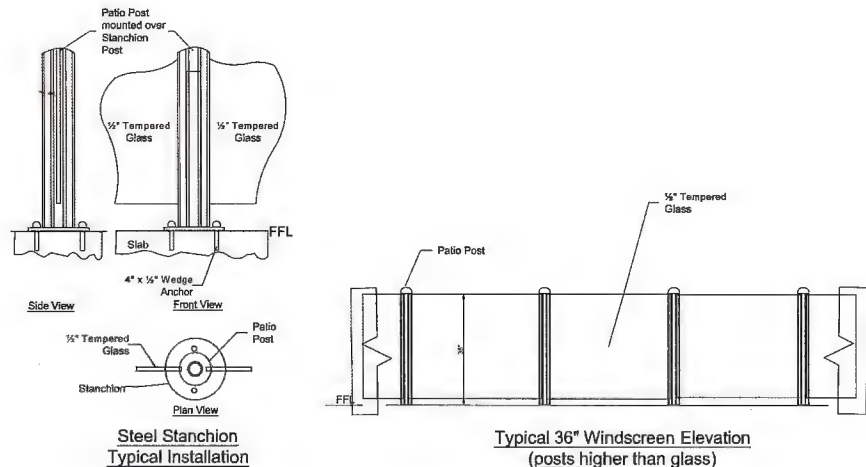
Source: Dura Bike Locker
Model DL2



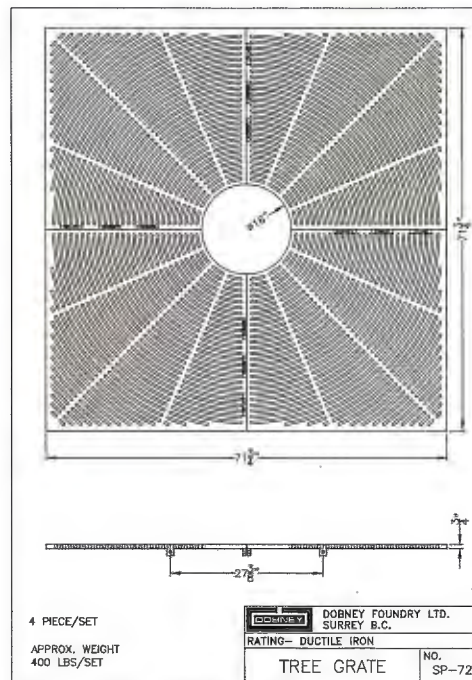
KEY MAP - N.T.S.

1 BIKE STORAGE LOCKER DETAIL - WATERPROOF DURA LOCKER (GREY) OR EQUIV.
LP3 N.T.S.

2 CORA 6 RING BIKE RACK (MCDONALD'S STANDARD) IN MCDONALD'S RED
LP3 N.T.S.



3 36\"/>

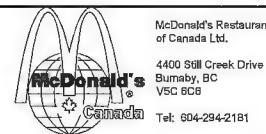


4 TREE GRATE BY DOBNEY FOUNDRY LTD.
LP3 N.T.S.

PLAN #3C NOV 22 2016

DP 15-696896

#	DATE	BY	DESCRIPTION
8	2015-11-29	SW	ISSUED FOR TENDER
7	2015-11-29	SW	ISSUED FOR BUILDING PERMIT
6	2015-11-15	SW	REVISED AS PER CITY COMMENTS
5	2015-10-17	SW	REVISIONS AS PER SITE PLAN CHANGES
4	2015-05-20	SW	REVISIONS AS PER SITE PLAN CHANGES
3	2015-05-20	SW	REVISIONS AS PER SITE PLAN CHANGES
2	2015-05-20	SW	REVISIONS AS PER SITE PLAN CHANGES
1	2015-05-20	SW	ISSUED FOR DEVELOPMENT PERMIT



61001- NO. 3 ROAD

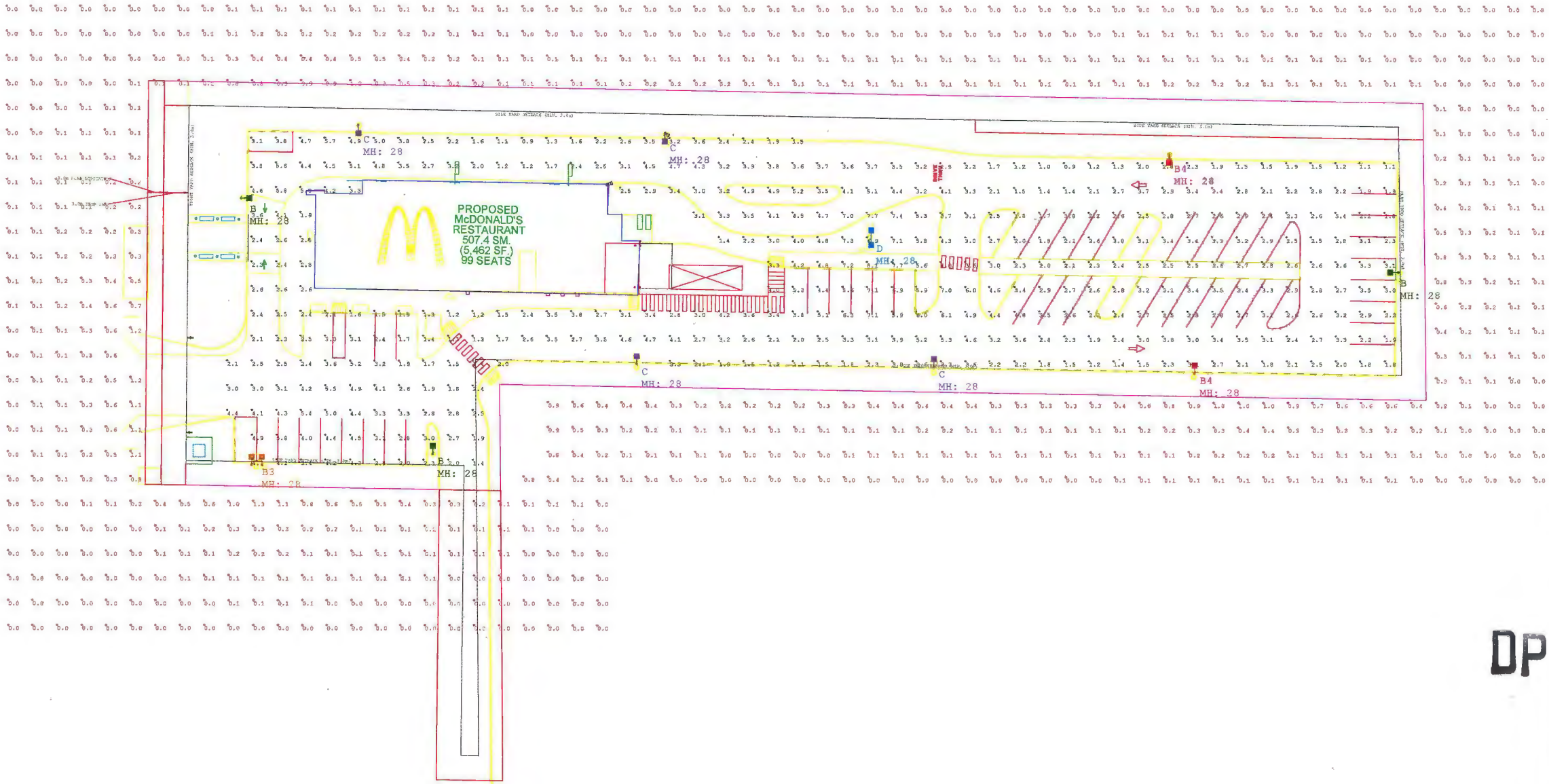
MCDONALD'S RESTAURANTS
OF CANADA LIMITED
7120 NO. 3 ROAD
RICHMOND, B.C.

LANDSCAPE DETAILS

DESIGNED BY:	SW	SCALE:	AS NOTED
DRAWN BY:	SW	DRAFT PLAN #:	34715
CHECKED BY:	SW	FILE NUMBER:	LP3
DATE:	2015 03 23	SHEET NUMBER:	1

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Filename: N:\Applications\AE Projects\Key Accounts\McDonald's\McDonald's No. 3 Road Richmond\20160923 Revision\9032-20160923.JC01.AGI



PROJECT

McDonald's No. 3 Road
Richmond

PLAN #3D

DP 15-696896

NOV 22 2016

Date: 9/23/2016

REVISIONS		
1	23/09/16	Submission

ILLUMINANCE VALUES

Footcandles

Layout by:

Jack Chung
Cree Canada
3-6889 Rexwood Road
Mississauga, ON
L4V 1R2
Voice Number: 905-671-1991 x2534
Fax Number: 905-671-3595
Email Address: jack.chung@cree.com

DIMENSIONS

Feet

SCALE

1" = 20'-0"

PAGE

D1

Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Lumens	LLF	Description
	3	B	SINGLE	14620	0.930	OSQA_4MEJ57K_ with OSQ-BLSMF (OSQ Series, Type IV Medium BLS, Input J, 5700K)
	1	B3	TWIN	14620	0.930	OSQA_4MEJ57K_ with OSQ-BLSMF (OSQ Series, Type IV Medium BLS, Input J, 5700K)
	2	B4	SINGLE	14799	0.930	OSQA_3MEJ57K_ with OSQ-BLSMF (OSQ Series, Type III Medium BLS, Input J, 5700K)
	4	C	SINGLE	14978	0.930	OSQA_2MEJ57K_ with OSQ-BLSMF (OSQ Series, Type II Medium BLS, Input J, 5700K)
	1	D	BACK-BACK	17474	0.930	OSQA_2MEJ57K_ (OSQ Series, Type II Medium, Input J, 5700K)

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Boundary	Illuminance	Fc	0.14	1.3	0.0	N.A.	N.A.
CalcPts_1	Illuminance	Fc	3.13	8.1	0.9	3.48	9.00

NOTES:

1. Luminaires mounted at 28' AFG.

2. Calculation points are set on a 10' x 10' grid.

3. Maintained light levels are shown at grade.

4. LMF based on light levels at 50,000 hours operating in an average annual ambient temperature of 10 degrees celsius.

Illumination results shown on this lighting design are based on project parameters provided to Cree Canada used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying compliance with any applicable electrical, lighting, or energy code.



DP 15-696896
PLAN #4

NOV 22 2016

DP 15-696896

PLAN #4A

NOV 22 2016



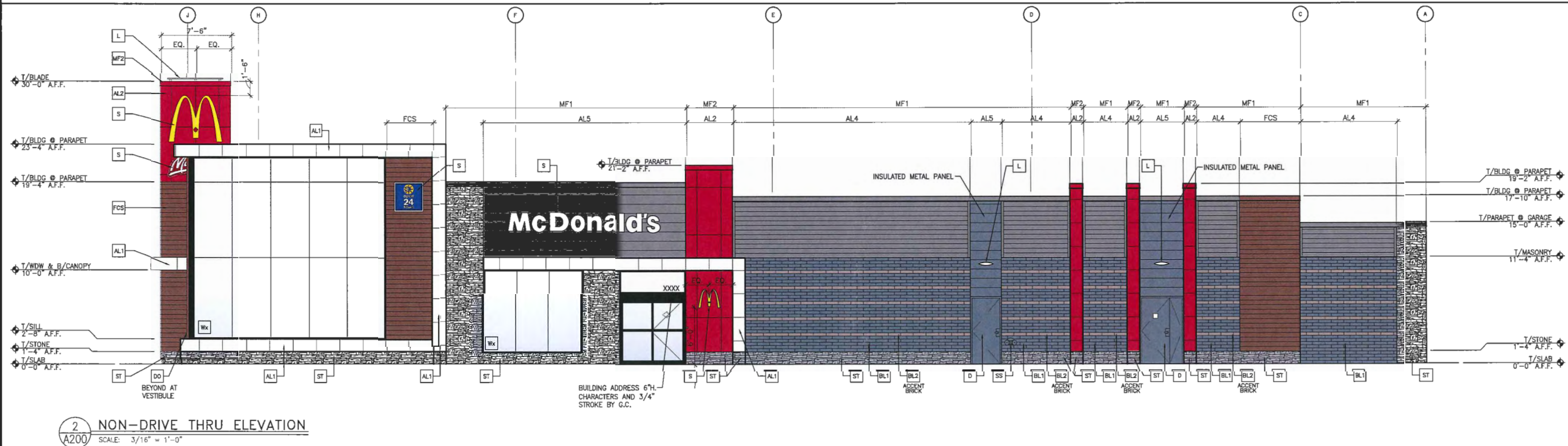


1 FRONT ELEVATION
A200 SCALE: 3/16" = 1'-0"

DP 15-696896

PLAN #4B

NOV 22 2016



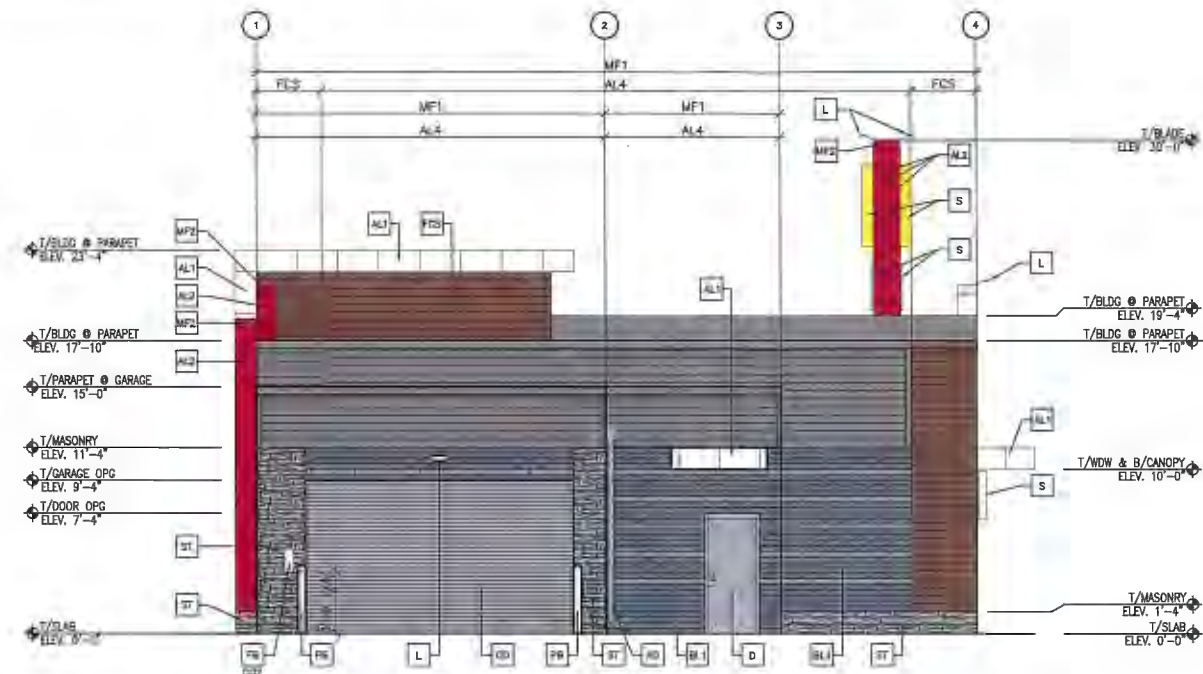
2 NON-DRIVE THRU ELEVATION
A200 SCALE: 3/16" = 1'-0"

KEY NOTES

- AL1 VICWEST MERCURY METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "BNT - WHITE"
- AL2 VICWEST MERCURY METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "RON-RED"
- AL3 NOT USED
- AL4 VICWEST AD-150 METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "MZG-GREY"
- AL5 VICWEST AD-300SR METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "MZG-GREY"
- AD PREFINISHED ANODIZED ALUMINUM OPEN FACE METAL DOWNSPOUT AND SCUPPER W/ DE-ICING HEAT CABLE - SEE ELECTRICAL
- BL1 BRICK (4"x4"x16") RICHVALE CAMBRIDGE SERIES - COLOUR: "ONYX"
- BL2 BRICK (4"x4"x16") RICHVALE CAMBRIDGE SERIES - COLOUR: "DOVER GREY"
- D INSULATED HOLLOW METAL DOOR - PAINT DOOR & FRAME TO MATCH COLOR OF ADJACENT MATERIAL

- DO AUTOMATIC DOOR OPERATOR
- FB CO₂ FILL BOX
- FCS WOOD HORIZONTAL LAP SIDING - PRE-STAINED TO MATCH COLOUR: DULUX "CHESTNUT BROWN" McD-37
- GP GREASE INTERCEPTOR PORT - SEE 1/P500
- L LIGHT FIXTURE - SEE ELECTRICAL
- MF1 METAL FASCIA COLOUR "CHARCOAL GREY"
- MF2 METAL FASCIA COLOUR TO MATCH VICWEST METAL PANEL SYSTEM "RON-RED"
- MF3 METAL FASCIA COLOUR TO MATCH VICWEST METAL PANEL SYSTEM "BNT-WHITE"
- MF4 METAL FASCIA COLOUR TO MATCH VICWEST METAL PANEL SYSTEM "BROWN"????

- ML PREFINISHED MECHANICAL LOUVER - COLOUR TO MATCH ADJACENT BRICK
- OD INSULATED OVERHEAD DOOR - LIGHT BROWN
- PB STEEL PIPE BOLLARD W/ SUREGUARD BOLLARD SHIELD - SEE SITE DETAILS
- PT (RMHC) CDIN COLLECTOR UNIT #WPT DT2000 STD CALL 1-888-743-7435 TO ORDER
- S McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT
- SC STEEL COLUMN W/ PREFINISHED ELECTROSTATIC COATING TO MATCH - "RON-RED"
- SS SPRINKLER STANDPIPE, SIAMESE CONNECTION
- ST1 "PACIFIC ASHLAR" THIN STONE
- ST2 "PACIFIC ASHLAR" FULL BED
- Wk EXTERIOR WINDOW ASSEMBLY - SEE SHEET A600

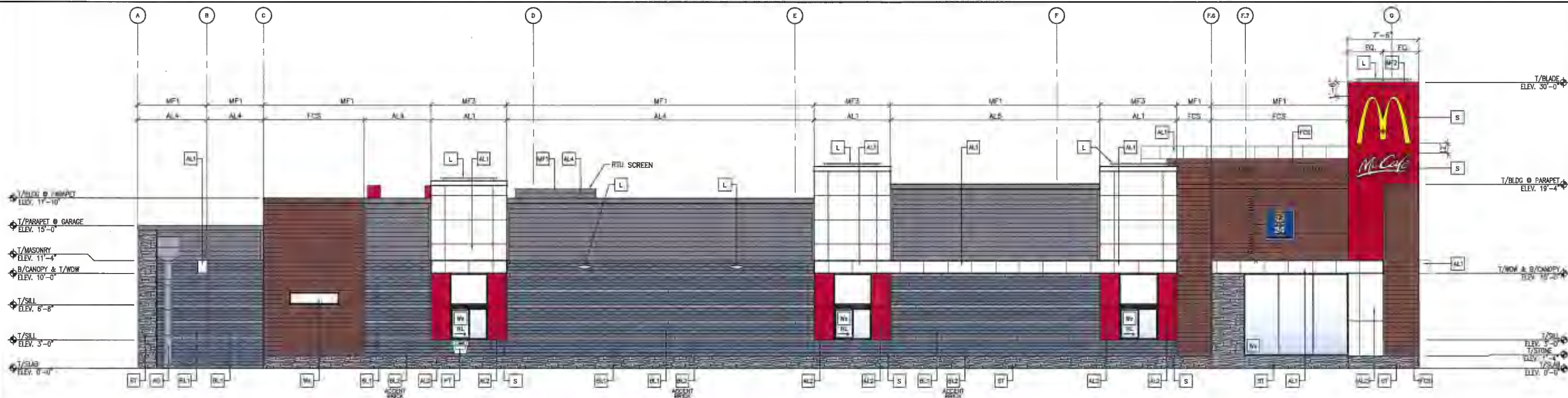


1 REAR ELEVATION
A201 3/16"=1'-0"

DP 15-696896

PLAN #4C

NOV 22 2016



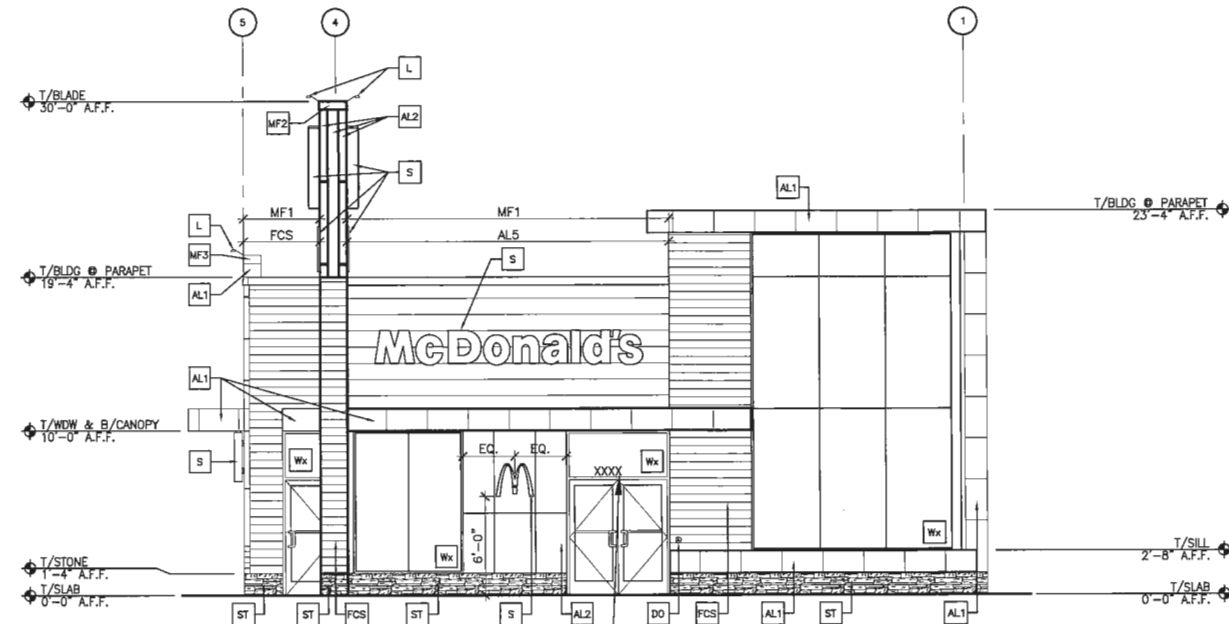
2 DRIVE THRU ELEVATION
A201 3/16"=1'-0"

KEY NOTES

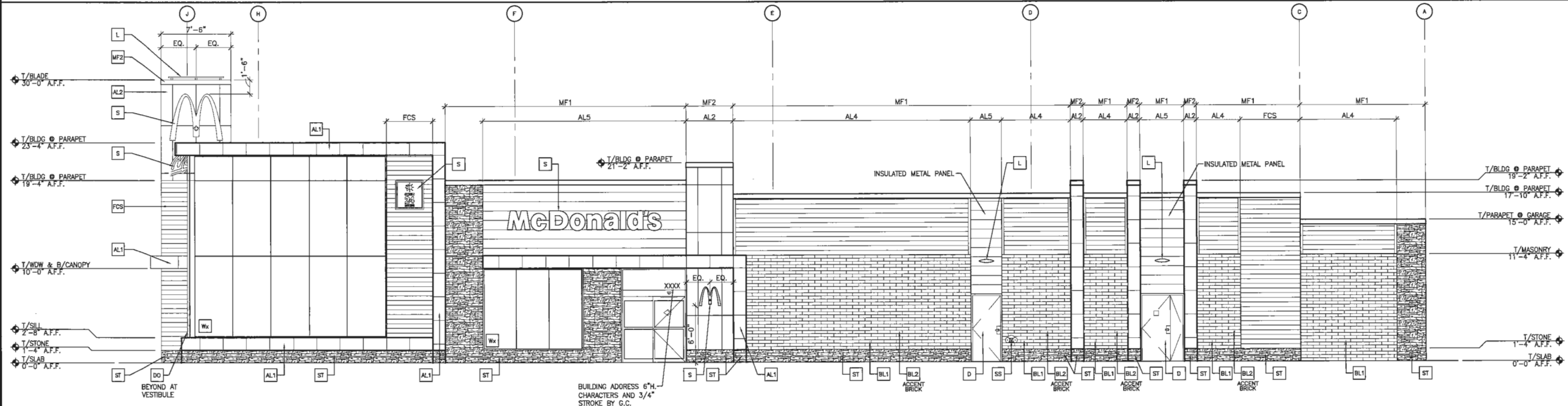
- AL1 VICWEST MERCURY METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "BNT - WHITE"
- AL2 VICWEST MERCURY METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "RON-RED"
- AL3 NOT USED
- AL4 VICWEST AD-150S METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "MZG-GREY"
- AL5 VICWEST AD-300SR METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "MZG-GREY"
- AD PREFINISHED ANODIZED ALUMINUM OPEN FACE METAL DOWNSPOUT AND SCUPPER W/ DE-ICING HEAT CABLE - SEE ELECTRICAL
- BL1 BRICK (4"x4"x16") RICHVALE CAMBRIDGE SERIES - COLOUR: "ONYX"
- BL2 BRICK (4"x4"x16") RICHVALE CAMBRIDGE SERIES - COLOUR: "DOVER GREY"
- D INSULATED HOLLOW METAL DOOR - PAINT DOOR & FRAME TO MATCH COLOR OF ADJACENT MATERIAL

- DO AUTOMATIC DOOR OPERATOR
- FB CO2 FILL BOX
- FCS WOOD HORIZONTAL LAP SIDING - PRE-STAINED TO MATCH COLOUR: DULUX "CHESTNUT BROWN" McB-37
- GP GREASE INTERCEPTOR PORT - SEE 1/P500
- L LIGHT FIXTURE - SEE ELECTRICAL
- MF1 METAL FASCIA COLOUR "CHARCOAL GREY"
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- S McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT
- SC STEEL COLUMN W/ PREFINISHED ELECTROSTATIC COATING TO MATCH - "RON-RED"
- SS SPRINKLER STANDPIPE, SIAMSESE CONNECTION
- ST1 'PACIFIC ASHLAR' THIN STONE
- ST2 'PACIFIC ASHLAR' FULL BED
- Wk EXTERIOR WINDOW ASSEMBLY - SEE SHEET A600



1 FRONT ELEVATION
SCALE: 3/16" = 1'-0"



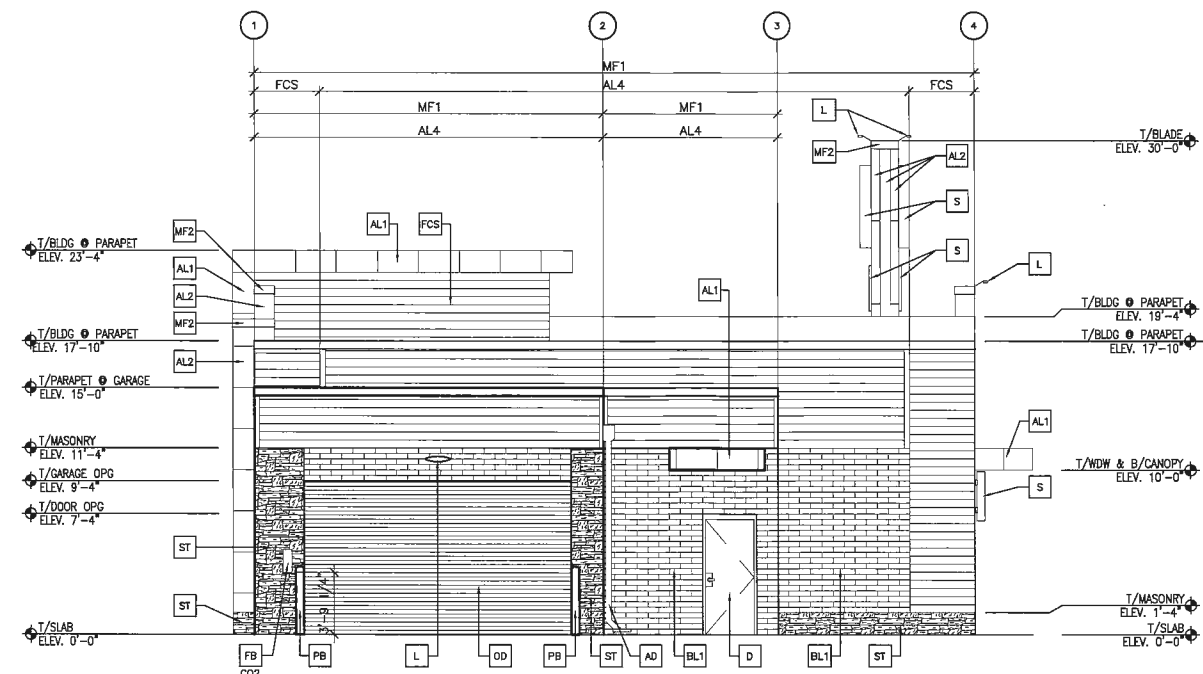
2 NON-DRIVE THRU ELEVATION
SCALE: 3/16" = 1'-0"

KEY NOTES

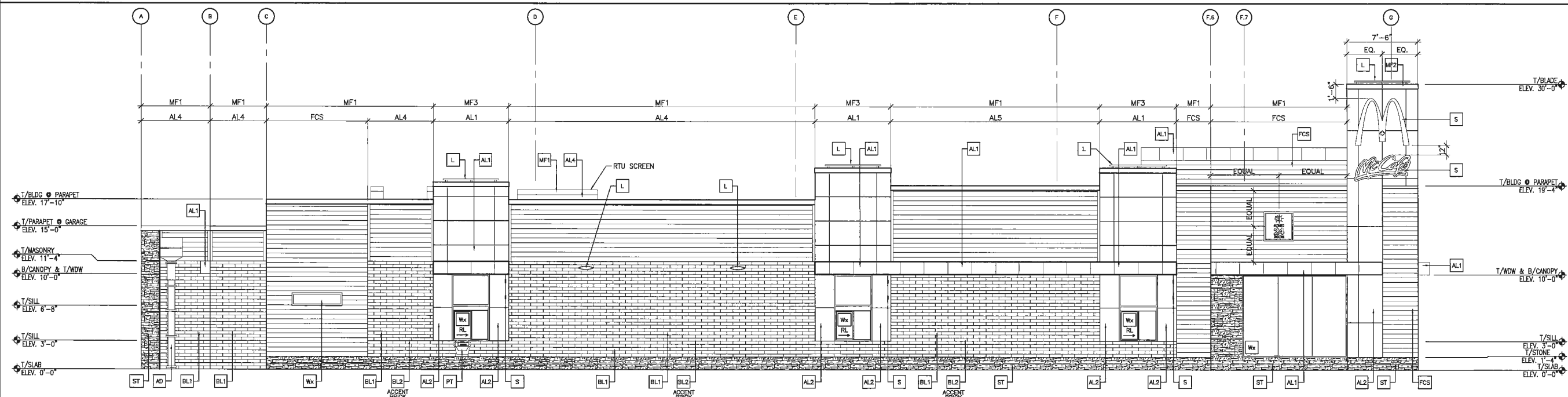
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- ST1 "PACIFIC ASHLAR" THIN STONE
- ST2 "PACIFIC ASHLAR" FULL BED
- Wk EXTERIOR WINDOW ASSEMBLY - SEE SHEET A600



1 REAR ELEVATION
3/16"=1'-0"



2 DRIVE THRU ELEVATION
3/16"=1'-0"

KEY NOTES

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- AL3 NOT USED
- AL4 VICWEST AD-150 METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "MZG-GREY"
- AL5 VICWEST AD-300SR METAL PANEL SYSTEM - COLOUR MATCH ALPOLIC MFR. "MZG-GREY"
- AD PREFINISHED ANODIZED ALUMINUM OPEN FACE METAL DOWNSPOUT AND SCUPPER W/ DE-ICING HEAT CABLE - SEE ELECTRICAL
- BL1 BRICK (4"x4"x16") RICHVALE CAMBRIDGE SERIES - COLOUR: "ONYX"
- BL2 BRICK (4"x4"x16") RICHVALE CAMBRIDGE SERIES - COLOUR: "DOVER GREY"
- D INSULATED HOLLOW METAL DOOR - PAINT DOOR & FRAME TO MATCH COLOR OF ADJACENT MATERIAL

- DO AUTOMATIC DOOR OPERATOR
- FB CO₂ FILL BOX
- FCS WOOD HORIZONTAL LAP SIDING - PRE-STAINED TO MATCH COLOUR: DULUX "CHESTNUT BROWN" McD-37
- GP GREASE INTERCEPTOR PORT - SEE 1/P500
- L LIGHT FIXTURE - SEE ELECTRICAL
- MF1 METAL FASCIA COLOUR "CHARCOAL GREY"
- MF2 METAL FASCIA COLOUR TO MATCH VICWEST METAL PANEL SYSTEM "RON-RED"
- MF3 METAL FASCIA COLOUR TO MATCH VICWEST METAL PANEL SYSTEM "BNT-WHITE"
- MF4 METAL FASCIA COLOUR TO MATCH VICWEST METAL PANEL SYSTEM "BROWN"?????

- ML PREFINISHED MECHANICAL LOUVER - COLOUR TO MATCH ADJACENT BRICK
- OD INSULATED OVERHEAD DOOR - LIGHT BROWN
- PB STEEL PIPE BOLLARD W/ SUREGUARD BOLLARD SHIELD - SEE SITE DETAILS
- PT (RMHC) COIN COLLECTOR UNIT #WPT DT2000 STD CALL 1-888-743-7435 TO ORDER
- S McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT
- SC STEEL COLUMN W/ PREFINISHED ELECTROSTATIC COATING TO MATCH - "RON-RED"
- SS SPRINKLER STANDPIPE, SIAMESE CONNECTION
- ST1 "PACIFIC ASHLAR" THIN STONE
- ST2 "PACIFIC ASHLAR" FULL BED
- Wx EXTERIOR WINDOW ASSEMBLY - SEE SHEET A600

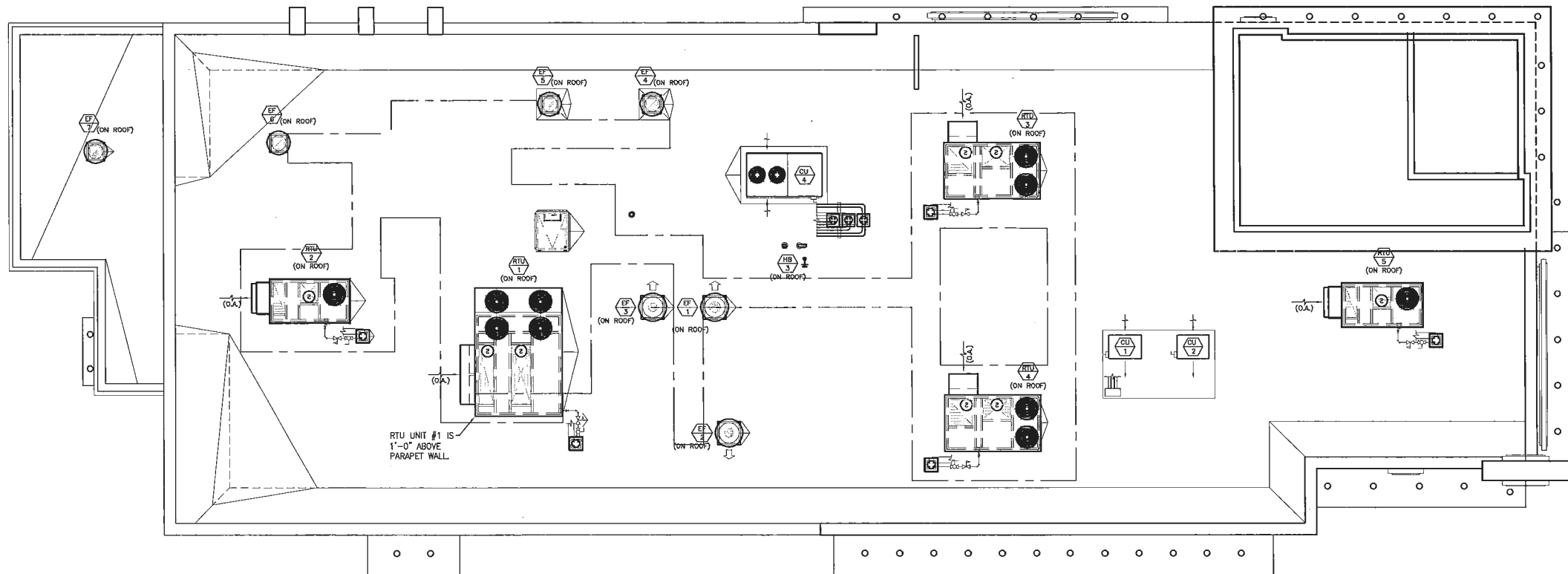
DP 15-696896

PLAN #4E

NOV 22 2016

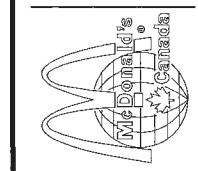


DP 15-696896



- LEGEND**
- L.P. LOW POINT
H.P. HIGH POINT
— DIRECTION OF DRAINAGE
- KEY NOTES**
- AS PREFINISHED ALUMINUM SCUPPER W/ DOWNSPOUTS
C CANOPY SYSTEM - SEE A300 FOR NOTES. SEE ROOF PLAN FOR DIMENSIONS
F METAL PARAPET FLASHING - SEE ELEVATIONS AND SECTIONS
L LIGHT FIXTURE - SEE ELECTRICAL
S McDONALD'S SIGNAGE BY OTHERS SEE ELEVATIONS
SC STEEL COLUMNS W/ PREFINISHED ELECTROSTATIC COATING

- ROOFING NOTES**
- SINGLE-PLY ROOFING SYSTEM WITH BASE FLASHING SHEET EXTENDING UP PARAPET AND TERMINATED UNDER COPING HOT WELDED TO SEALING STRIP SECURED TO WOOD BLOCKING
 - INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND PER DETAIL 2 OF THIS SHEET.
 - PROVIDE PREFABRICATED METAL CURBS. COORDINATE SIZE, LOCATION AND INSTALLATION REQUIREMENTS W/ M, E, P & S SHEETS. PROVIDE SHIMS TO LEVEL CURB AREAS WHERE ROOF DECK IS PITCHED.
 - FOR EXACT LOCATION OF EXHAUST FANS, HVAC UNITS, AND ROOF HATCH. REFER TO STRUCTURAL DRAWINGS.
 - CRICKETS MUST BE INSTALLED AT ALL ROOF CURBS & EQUIPMENT PLATFORMS BY GENERAL CONTRACTOR.
 - AERCO TO SUPPLY CURB FOR CONDENSERS.

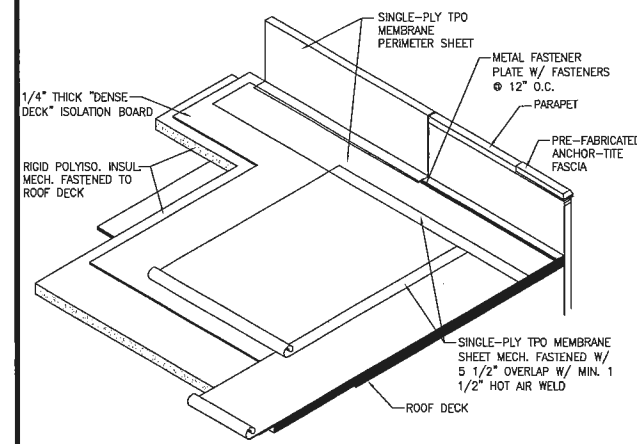


McDONALD'S RESTAURANT
WEST REGIONAL R2.0 - 95
7120 NO 3 ROAD
RICHMOND, BC

ROOF PLAN

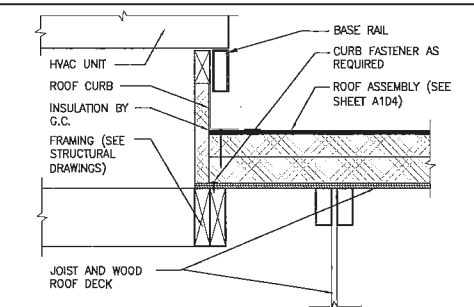
1 ROOF PLAN CEILING PLAN
A103 3/16"=1'-0"

NOV 22 2016
PLAN # 4G
DP 15-696896

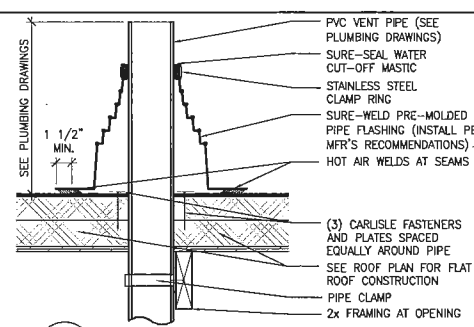


2 ROOFING SYSTEM
A104 N.T.S.

- ROOFING SYSTEM**
- MANUFACTURERS AND PRODUCTS:
A. CARLISLE SYNTEC, INC. SURE-WELD TPO ROOFING SYSTEM
B. JOHNS MANVILLE ULTRAPAD SRT-80
C. FIRESTONE ULTRAPLY TPO
NO SUBSTITUTIONS ALLOWED
 - SPECIFIED ROOFING SYSTEMS (AS SHOWN):
HEAT-WELDABLE SINGLE-PLY 60 MIL TPO ROOFING SYSTEM, INSTALLED OVER RIGID INSULATION ON WOOD ROOF DECK HAVING A SLOPE OF 1/4"/FT. MATERIALS SHALL BE AS FOLLOWS:
A. TPO ROOFING SYSTEM AS MANUFACTURED BY ONE OF THE MANUFACTURERS LISTED ABOVE TO COMPLY WITH ASTM D-6878, AND FMG 1-90 FOR WIND UPLIFT.
B. FASTENERS: METAL FASTENERS AND PLATES AS PER MANUFACTURER.
C. ACCESSORIES: PRE-FABRICATED CURBS, FLASHING, CORNERS, TERMINATION BARS, PIPE FLASHING, VENT FLASHING ETC. AS PER MANUFACTURER.
 - WALKWAYS:
A. JOHNS MANVILLE TPO WALK PAD (30"W.)
B. CARLISLE SYNTEC SURE-WELD WALKWAY ROLL (34" W.)
1. WALKWAY ROLL, HOT AIR WELDED TO MEMBRANE.
2. PROVIDE WALKWAY FROM ROOF LADDER EXIT TO ALL ROOF TOP EQUIPMENT AS PER ROOF PLAN ABOVE.
3. INSTALL WALKWAY ACCORDING TO WALKWAY PAD MANUFACTURER'S WRITTEN INSTRUCTION.
 - RIGID INSULATION:
PROVIDE REQUIRED LAYERS OF POLYISOCYANURATE INSULATION W/ COVER BOARD TO MEET A MINIMUM CONTINUOUS R-25 VALUE - THICKNESS AS REQUIRED. PROVIDE POSITIVE SLOPE TO ALL ROOF SCUPPERS. SEE ROOF PLAN. PROVIDE TOP LAYER PROTECTION MATERIAL AS PER MANUFACTURER'S RECOMMENDATIONS. BOTTOM LAYER OF INSULATION TO HAVE INTEGRAL THERMAL BARRIER OR APPROVED ROOFING MANUFACTURER'S THERMAL UNDERLAYMENT SHEET. ASSEMBLY SHALL COMPLY WITH UL 1256 OR FMG 4450.
 - TAPERED INSULATION:
PROVIDE TAPERED INSULATION AS REQUIRED FOR POSITIVE DRAINAGE TO ROOF SCUPPERS AS INDICATED PER ROOF PLAN ABOVE. 1/4" PER FOOT MIN. REQUIRED.
 - EXHAUST FANS:
PROVIDE ADDITIONAL LAYER OF ROOF MEMBRANE AROUND EXHAUST FANS AS INDICATED PER ROOF PLAN ABOVE.

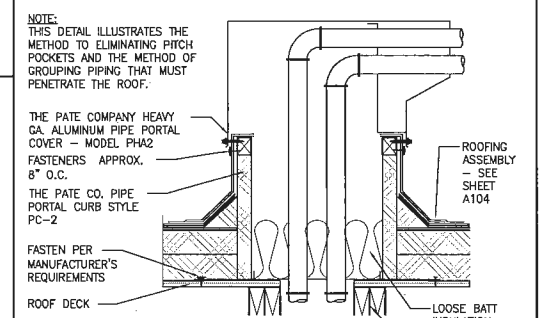


3 HVAC UNIT ROOF CURB DETAIL
A104 1 1/2"=1'-0"

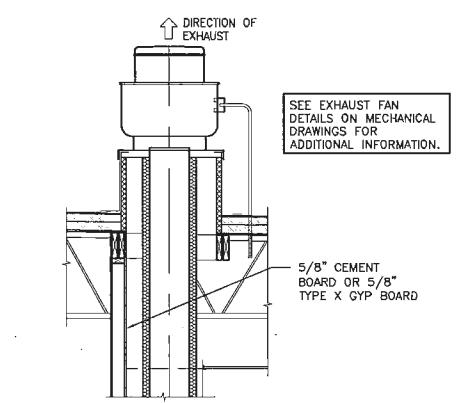


4 TYPICAL VENT PENETRATION
A104 1 1/2"=1'-0"

THE PATE COMPANY IS A SUPPLIER OF PREFABRICATED ROOF ACCESSORIES AND DOES NOT ASSUME RESPONSIBILITY FOR ERRORS IN DESIGN, ENGINEERING OR INSTALLATION. THE ROOFING SYSTEM MANUFACTURER'S INSTALLATION REQUIREMENTS MAY SUPERSEDE THESE DETAILS FOR WARRANTED ROOF SYSTEMS.



5 PIPE PORTAL DETAIL
A104 1 1/2"=1'-0"



6 DETAIL @ EXHAUST FAN
A104 1/2"=1'-0"

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DATE ISSUED
DP ISSUE 10/20/16

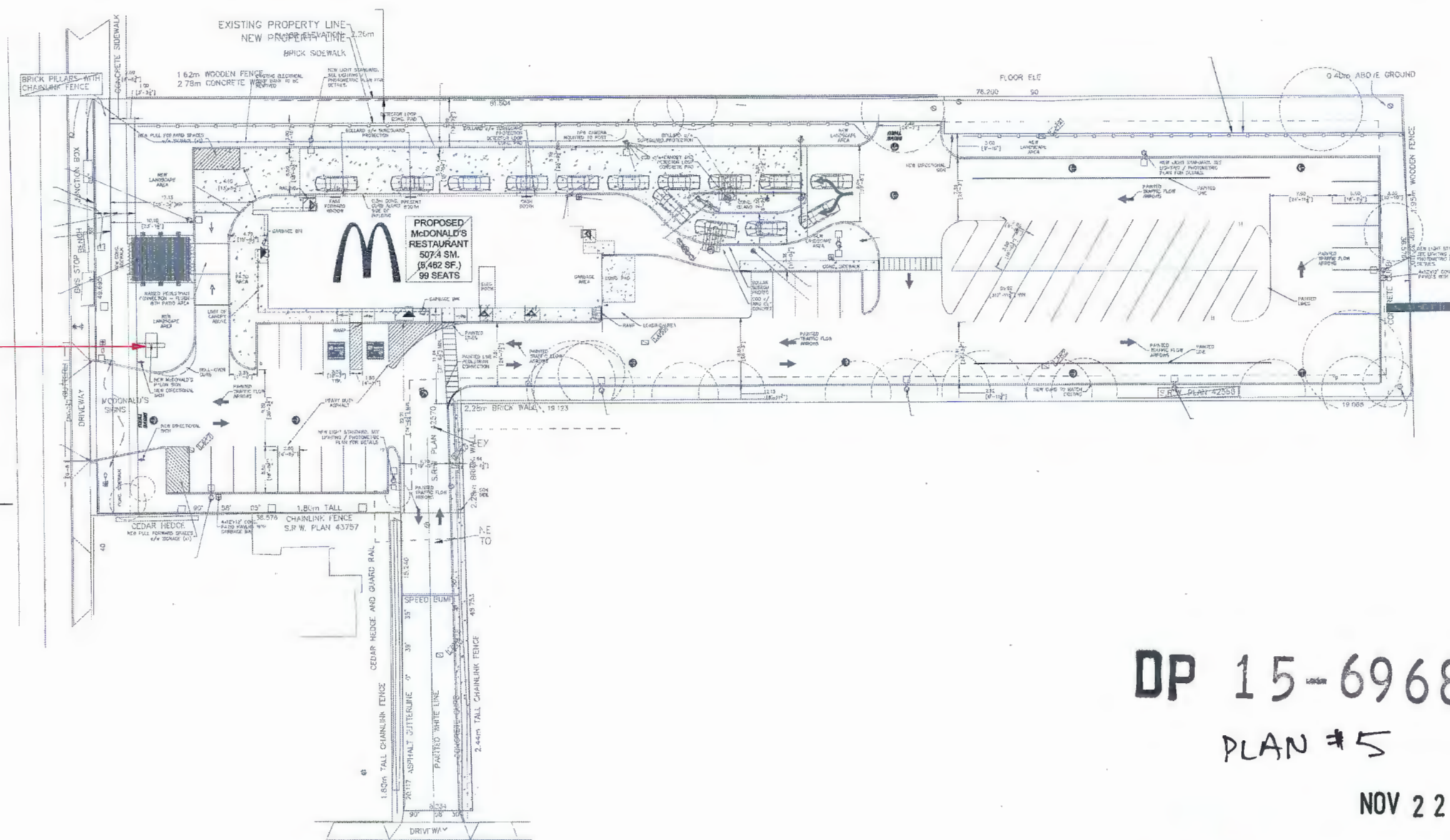
DRAWN BY KW
CHECKED BY GJ
JOB NO. 13203

A104

SITE PLAN

Descriptions:

1	REFURBISHED EXISTING PYLON SIGN WITH DRB
---	--



B E N N E T T R O A D

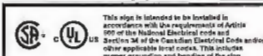
PLAN # 5

NOV 22 2016



Pattison Sign Group

Date: ____/____/____
Customer Approval: _____



Pattison Sign Group illuminated signs contain Fluorescent, Neon and/or HID Lamps. These lamps contain Mercury (Hg). Dispose of these lamps according to Local, Provincial, State, or Federal Laws.

IF THIS AGREEMENT INCLUDES THE MANUFACTURING AND INSTALLATION OF A BASE(S) BY PATTISON SIGN GROUP FOR THE SIGNS ORDERED HEREIN, SUCH BASE(S) SHALL BE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS. IF A BASE(S) IS TO BE BUILT OR PROVIDED BY THE CUSTOMER (OR HIS AGENT), AND NOT BY PATTISON SIGN GROUP, THE CUSTOMER SHALL ENSURE THAT THE BASE(S) ARE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS AND SHALL HOLD PATTISON SIGN GROUP HARMLESS AND NOTWITHESTANDING ANY AND ALL CLAIMS, DAMAGES, LOSSES, ACTUAL OR ALLEGED, CONTRACTUAL OR TORT, AND ANY LEGAL FEES INCURRED BY PATTISON SIGN GROUP UNLESS IT BECOMES THE FAULT OF THE CUSTOMER (AND/OR ITS AGENT) CONDUCT.

 www.pattisonsign.com

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Tel: (506) 735-5506 | Fax: (877) 737-1734 | Toll Free: 1-800-561-9798

Client:	MCDONALD'S STORE # 1197		
Site:	7120 NO.3 ROAD, RICHMOND, BC		
Consultant:	GARRI SIGOUIN		
Draftsman:	CLAUDIA VOGT	Date:	09.08.2016
Page:	1/3	Scale:	3/16"=1'-0"

ISO 9001:2008 Certified Enterprise



JL3-16958

D/F ILLUMINATED
PYLON SIGN

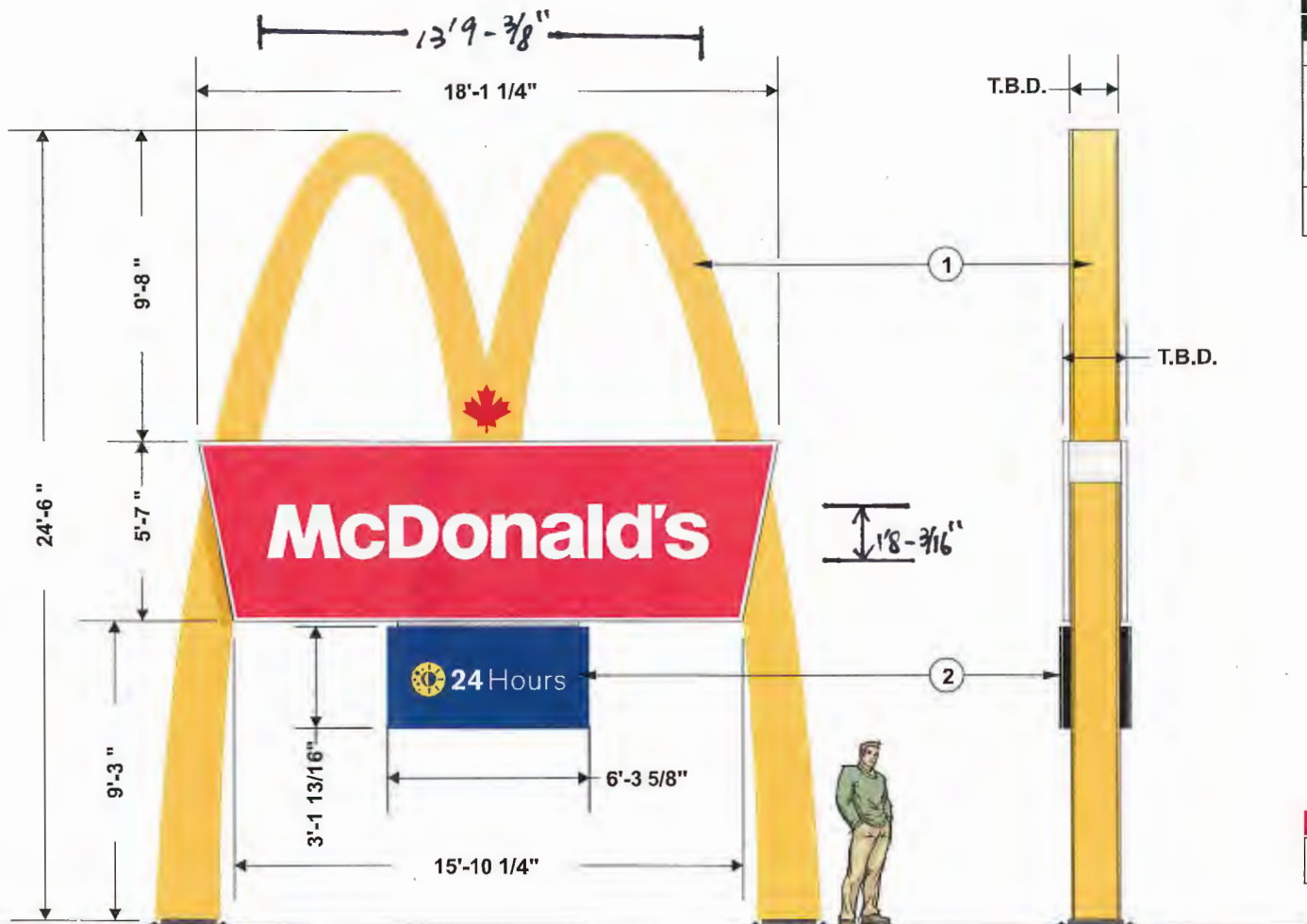
Installation: ☐ Interior: ☒ Exterior:

#	Descriptions:
1	REFURBISHED EXISTING PYLON SIGN
2	ELMC0031 - VISION IQ D/F COLOR EMB 13.3MM 72X144 PIXEL, CABINET SIZE 3' 1-13/16" X 6' 3-5/8", NO BORDER WITH CABLE AND SCAN BOARD REDUNDANCY SIGNAREA: 19.89 FT ² / 1.85 M ²
3	EXISTING APPENDAGE TO BE REMOVED SIGNAREA: 16.17 FT ²



EXISTING

20'-8 1/2"



FRONT VIEW/ PROPOSED

20'-8 1/2"

SIDE VIEW

Notes:
- DETAILS TO FOLLOW
- CUSTOM SHAPE T.B.A.

DP 15-696896
PLAN # 5A

NOV 22 2016



Date: / /
Customer Approval:

This sign is intended to be installed in accordance with the requirements of Article 610 of the National Electrical Code and Section 91 of the Canadian Electrical Code and other applicable local codes. This includes proper grounding and bonding of the sign.

Pattison Sign Group illuminated signs contain Fluorescent, Neon and/or HID Lamps. These lamps contain Mercury (Hg). Dispose of these lamps according to Local, Provincial, State, or Federal Laws.

IF THIS AGREEMENT INCLUDES THE MANUFACTURING AND INSTALLATION OF A SIGN BY PATTISON SIGN GROUP FOR THE SIGN ORDERED HEREIN, SUCH SIGN(S) SHALL BE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS. IF A SIGN IS TO BE BUILT OR PROVIDED BY THE CUSTOMER (OR ITS AGENT), AND NOT BY PATTISON SIGN GROUP, THE CUSTOMER SHALL ENSURE THAT THE SIGN(S) ARE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS AND SHALL HOLD PATTISON SIGN GROUP HARMLESS AND INCURRED IT AGAINST ANY AND ALL CLAIMS, LIABILITIES, ACTIONS, PENALTIES, FINES, AND ANY LOCAL, STATE, PROVINCIAL, OR FEDERAL LAWS.

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Tel: (506) 735-5506	Fax: (877) 737-1734	Toll Free: 1-800-561-9798
Client:	MCDONALD'S STORE # 1197	
Site:	7120 NO.3 ROAD, RICHMOND, BC	
Consultant:	GARRI SIGOUIN	
Draftsman:	CLAUDIA VOGT	Date: 09.08.2016
Page:	2/3	Scale: 3/16"=1'-0"



EXISTING



PROPOSED

JL3-16958

PRESENTATION

Installation:

Interior:

Exterior:

Descriptions:

1

REFURBISHED EXISTING PYLON SIGN WITH DRB

DP 15-696896

PLAN #5B

NOV 22 2016

Date: / /
Customer Approval:

SR

UL

This sign is intended to be installed in accordance with the requirements of Article 612 of the National Building Code and all other applicable codes and regulations. These signs contain mercury (Hg). Dispose of these signs according to Local, Provincial, State, or Federal Laws.

IF THIS AGREEMENT INCLUDES THE MANUFACTURING AND INSTALLATION OF A BASE(S) BY PATTISON SIGN GROUP FOR THE SIGNS ORDERED HEREIN, SUCH BASE(S) SHALL BE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS. IF A BASE(S) IS TO BE BUILT OR PROVIDED BY THE CUSTOMER (OR HIS AGENT), AND NOT BY PATTISON SIGN GROUP, THE CUSTOMER SHALL ENSURE THAT THE BASE(S) ARE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS AND SHALL HOLD PATTISON SIGN GROUP HARMLESS AND INDEMNIFY IT AGAINST ANY AND ALL CLAIMS, LIABILITIES, ACTIONS, PENALTIES, FINES, AND ANY LEGAL FEES INCURRED BY PATTISON SIGN GROUP ARISING FROM THE FAILURE OF THE CUSTOMER (AND/OR ITS AGENT) IN DOING SO.

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Pattison

Sign Group

Tel: (506) 735-5506 | Fax: (877) 737-1734 | Toll Free: 1-800-561-9798

Client:

MCDONALD'S STORE # 1197

Site:

7120 NO.3 ROAD, RICHMOND, BC

Consultant:

GARRI SIGOUIN

Draftsman:

CLAUDIA VOGT

Date:

09.08.2016

Page:

3/3

Scale:

3/16"=1'-0"

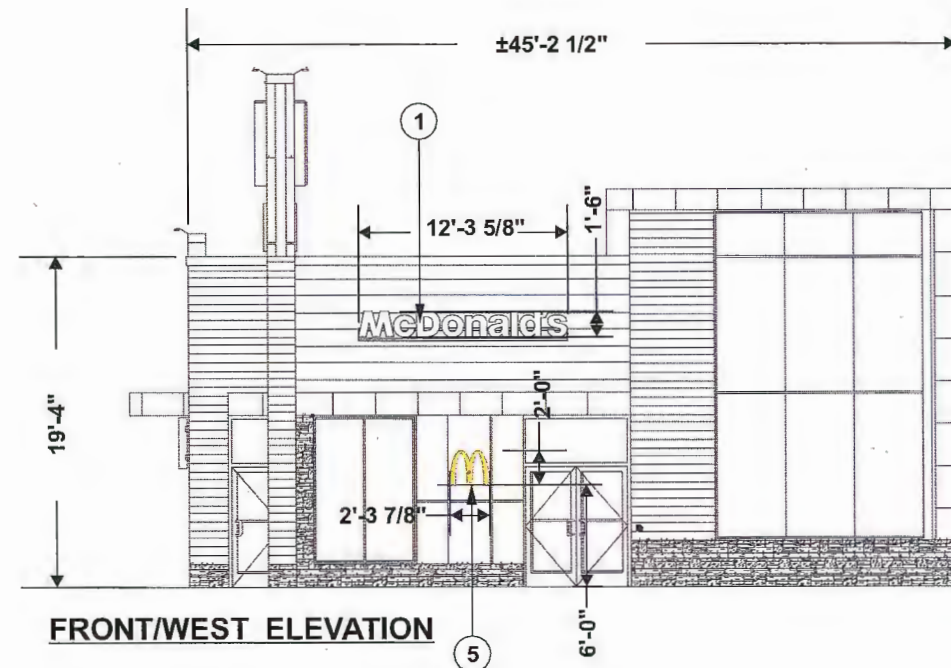
ISO 9001:2008 Certified Enterprise

GS1-6956E

ELEVATIONS

Installation: ☐ Interior: ☒ Exterior:

#	Descriptions:
1	18" ILLUMINATED MCDO CHANNEL LETTERS ON RACEWAY SEE MCD1C4D7146 SQUARE FOOTAGE: 18.45 FT ²
2	60" ILLUMINATED ARCHES LOGO SIGN MCD1S4D7037 SQUARE FOOTAGE: 29.05 FT ²
3	60" ILLUMINATED MCCAFFEE SIGNATURE SIGN SEE MCD1S9C7012 SQUARE FOOTAGE: 12.03 FT ²
4	36" ILLUMINATED S/F 24H SIGN SEE MCD1S3D7017 SQUARE FOOTAGE: 9.00 FT ²
5	24" ILLUMINATED S/F PEDESTRIAN ARCH LOGO SIGN SEE DRAWING MCD1L7D7018 - SIGNAGE AREA 4.64 SQ. FT.



FRONT/WEST ELEVATION

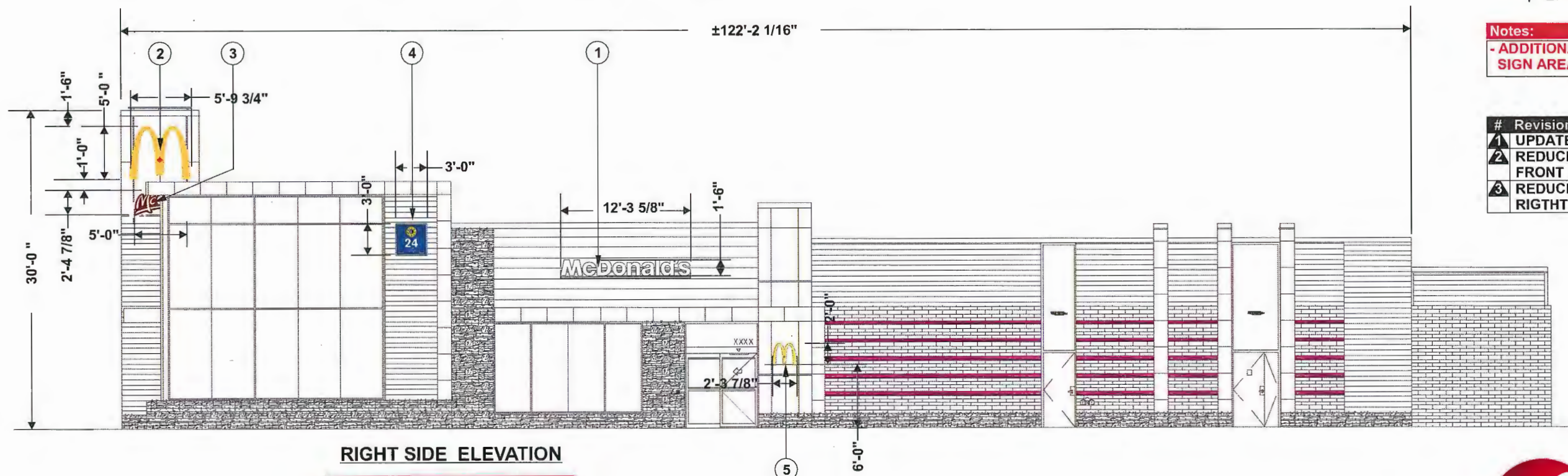
ALLOWABLE SIGN AREA: 24.55 FT²
PROPOSED SIGN ARE: 23.09 FT²

DP 15-696896

- PLAN #5C NOV 22 2016

Notes:
- ADDITIONAL WALL SUPPORT/BACKING BEHIND SIGN AREA SUPPLIED BY OTHERS

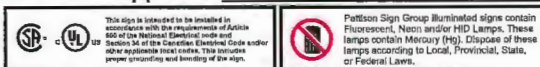
#	Revision(s)	By:	Date:
1	UPDATED AS PER NEW PLAN	CV	09.29.2016
2	REDUCED LETTERS SIZE ON FRONT ELEVATION	CV	11.04.2016
3	REDUCED LETTERS SIZE ON RIGHT ELEVATION	CV	11.14.2016



RIGHT SIDE ELEVATION

ALLOWABLE SIGN AREA: 74.00 FT²
PROPOSED SIGN ARE: 73.17 FT²

Date: ____/____/____
Customer Approval:



THIS AGREEMENT INCLUDES THE MANUFACTURING AND INSTALLATION OF A BASE(S) BY PATTISON SIGN GROUP FOR THE SIGNS ORDERED HEREIN. SUCH BASE(S) SHALL BE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS. IF A BASE(S) IS TO BE BUILT OR PROVIDED BY THE CUSTOMER (OR HIS AGENT) AND NOT BY PATTISON SIGN GROUP, THE CUSTOMER SHALL ENSURE THAT THE BASE(S) ARE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS AND SHALL HOLD PATTISON SIGN GROUP HARMLESS AND INDEMNIFY IT AGAINST ANY AND ALL CLAIMS, DAMAGES, LOSSES, ACTIONS, PENALTIES, FINES, AND ANY LEGAL FEES INCURRED BY PATTISON SIGN GROUP ARISING FROM THE FAILURE OF THE CUSTOMER (AND/OR ITS AGENT) TO DO SO.

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Tel: (506) 735-5506 | Fax: (877) 737-1734 | Toll Free: 1-800-561-9798

Client:	MC DONALD'S S/S 1197
Site:	7120 NO.3 ROAD, RICHMOND, BC
Consultant:	GARRY SIGOUIN
Draftsman:	CLAUDIA VOGT
Date:	09.29.2016
Page:	3/3
Scale:	3/32" = 1'-0"

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GS1-6956E

ELEVATIONS

Installation: ☐ Interior: ☒ Exterior:

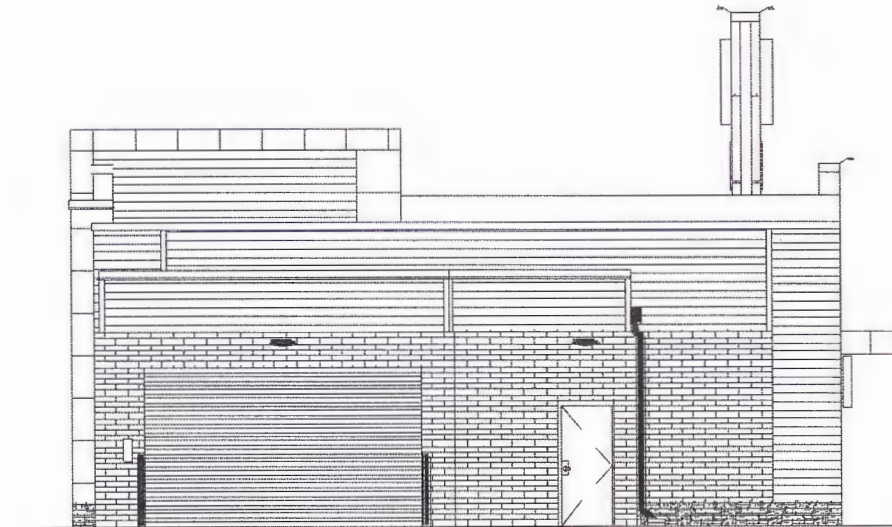
Descriptions:

- 1 NON-ILLUMINATED PULL FORWARD DT WINDOW SIGNS SEE DRAWINGS
MCD1S9KX007, MCD1S9KX013 & MCD1S9KX014
- 2 60" ILLUMINATED ARCHES LOGO SIGN
MCD1S4D7037
SQUARE FOOTAGE: 29.05 FT²
- 3 60" ILLUMINATED MCCAFFEE SIGNATURE SIGN
SEE MCD1S9C7012
SQUARE FOOTAGE: 12.03 FT²
- 4 36" ILLUMINATED S/F 24H SIGN SEE
MCD1S3D7017
SQUARE FOOTAGE: 9.00 FT²

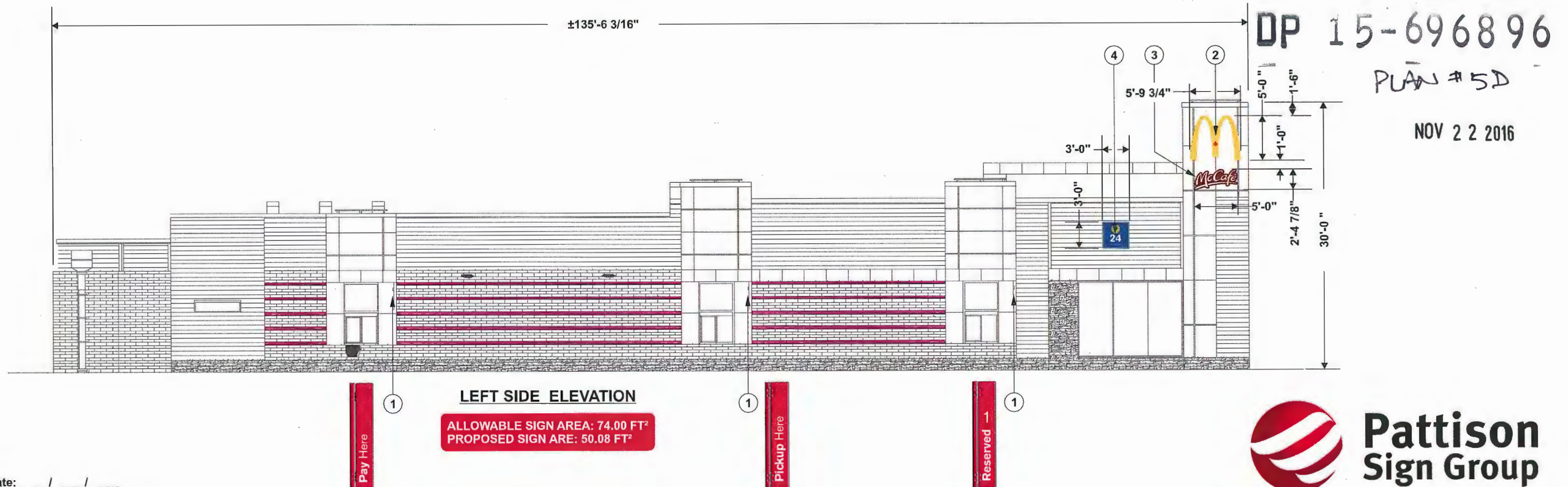
Notes:

- ADDITIONAL WALL SUPPORT/BACKING BEHIND SIGN AREA SUPPLIED BY OTHERS

Revision(s) By: Date:
1 UPDATED AS PER NEW PLAN CV 09.29.2016




REAR ELEVATION




LEFT SIDE ELEVATION


ALLOWABLE SIGN AREA: 74.00 FT²
PROPOSED SIGN ARE: 50.08 FT²

Date: _____
Customer Approval: _____

 This sign is intended to be installed in accordance with the requirements of Article 685 of the National Electrical Code and Section 34 of the Canadian Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

 Pattison Sign Group illuminated signs contain Fluorescent, Neon and/or HID Lamps. These lamps contain Mercury (Hg). Dispose of these lamps according to Local, Provincial, State, or Federal Laws.

IF THIS AGREEMENT INCLUDES THE MANUFACTURING AND INSTALLATION OF A BASE(S) BY PATTISON SIGN GROUP FOR THE SIGNS ORDERED HEREIN, SUCH BASE(S) SHALL BE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS. IF A BASE(S) IS TO BE BUILT OR PROVIDED BY THE CUSTOMER (OR HIS AGENT), AND NOT BY PATTISON SIGN GROUP, THE CUSTOMER SHALL ENSURE THAT THE BASE(S) ARE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS AND SHALL HOLD PATTISON SIGN GROUP HARMLESS AND WHOLLY EXEMPT FROM ANY AND ALL CLAIMS, LIABILITIES, ACTIONS, PENALTIES, FINES, AND ANY LEGAL FEES INCURRED BY PATTISON SIGN GROUP ARISING FROM THE FAILURE OF THE CUSTOMER (AND/OR ITS AGENT) IN DOING SO.

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Client:	MC DONALD'S S/S 1197		
Site:	7120 NO.3 ROAD, RICHMOND, BC		
Consultant:	GARRY SIGOUIN		
Draftsman:	CLAUDIA VOGT	Date:	09.29.2016
Page:	2/3	Scale:	3/32" = 1'-0"





This sign is designed to be installed in accordance with the requirements of article 10.1.1. of the National Electrical Code, Section 14 of the Canadian Electrical Code and other applicable codes and regulations. For proper grounding and bonding of the sign.



Patagon Sign Group Illuminated signs contain Fluorescent, Neon and/or HID Lamps. These lamps contain Mercury (Hg). Dispose of these lamps according to Local, Provincial, State or Federal Laws.

IF THE AGREEMENT INCLUDES THE MANUFACTURING AND INSTALLATION OF A BASE(S) BY PATAGON SIGN GROUP FOR THE SIGNS ORDERED, THEN:

HURD, SUCH BASE(S) SHALL BE BUILT & INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS. IF A BASE(S) IS TO BE BUILT BY PATAGON SIGN GROUP, PATAGON SIGN GROUP ASSUMES THAT THE CUSTOMER'S BASE(S) WILL BE BUILT AND INSTALLED IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS AND SHALL HOLD PATAGON SIGN GROUP HARMLESS AND INCUMBENT IF A CUSTOMER'S BASE(S) AND/OR BASE(S) LABELS, ACTIONS, PENALTIES, AND/OR ANY LAMP, HURD INCURRED BY PATAGON SIGN GROUP ARISING FROM THE FAILURE OF THE CUSTOMER (AND/OR ITS AGENT) IN COMPLIANCE.



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Installation: <input type="checkbox"/>		Interior: <input type="checkbox"/>	Exterior: <input checked="" type="checkbox"/>
#	Descriptions:		
1	NON-ILLUMINATED VHD (LEFT SIDE) WITH SWING ARM		
2	ILLUMINATED ROTATING MODULAR PRE SELL BOARD SEE DRAWING MCD1H6D7020		
3	INTEGRATED COD SEE MCD1G8A7012		
4	ILLUMINATED ROTATING 4-PANEL MODULAR MENU BOARD SEE DRAWING MCD1H6D7021		
5	ILLUMINATED DIRECTIONAL SIGNS SEE DRAWING MCDO0DR4B30003		
6	NON-ILLUMINATED PULL FORWARD PARKING SIGNS (MOUNTING METHOD T.B.D.)		
7	NON-ILLUMINATED 2-LANE VHD WITH 2 SWING ARMS SEE DRAWING MCDO0CS4XX0002 WITH ILLUMINATED APPENDAGE MCD1S4D7040		
8	NP6 CAMERA POST SEE DRAWING MCDO0ST3XX022 LOCATION TO BE CONFIRMED BY GC PRIOR TO POURING BASES/INSTALL		
9	REFURBISHED PYLON SIGN SEE JL3-16958		

NOV 22 2016

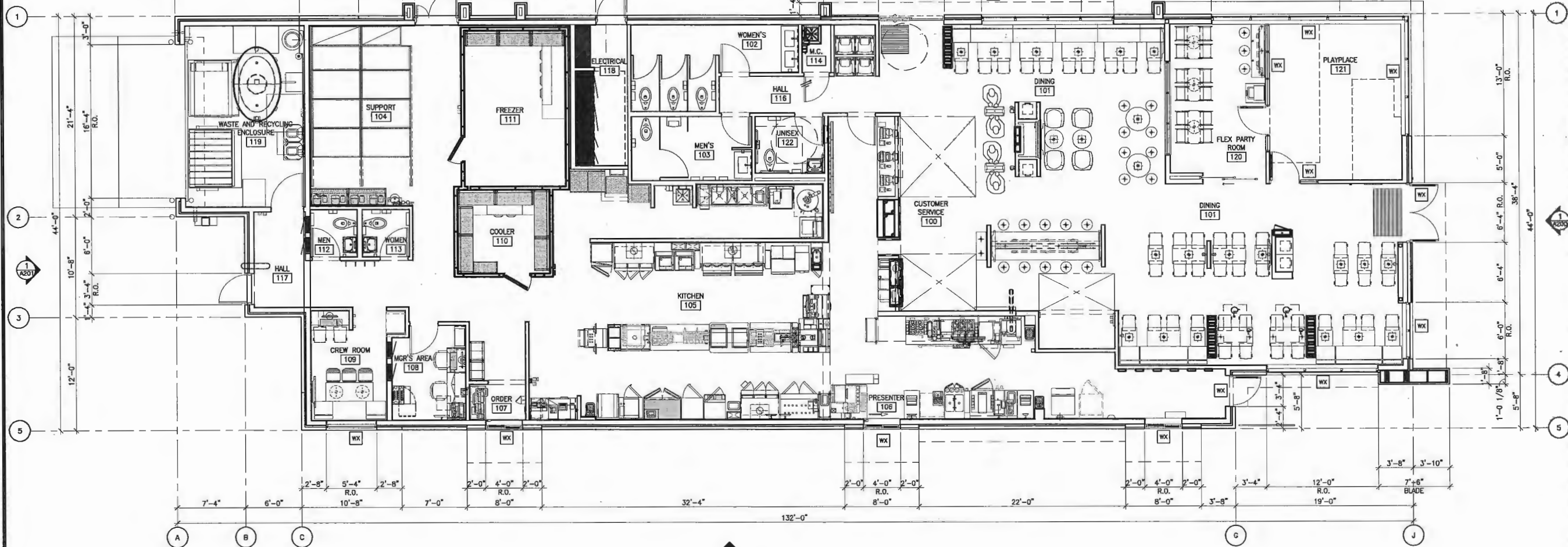
#	Revision(s)	By:	Date:
1	UPDATED AS PER NEW SP	CV	09.29.2016
2	ADDED EXIT/TY DIRECTIONAL SIGN AS PER NEW SP	CV	11.02.2016
3	UPDATED NP6 POST/SHOW SINGLE LANE VHD WITH HINGE/UPDATED DIRECTIONALS	CV	11.03.2016



Client:	MC DONALD'S S/S 1197		
Site:	7120 NO.3 ROAD, RICHMOND, BC		
Consultant:	GARRY SIGOUIN		
Draftsman:	CLAUDIA VOGT	Date:	09.29.2016
Page:	3/3	Scale:	N.T.S.

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BUILDING DATA
 BUILDING SQUARE FOOTAGE: 5,462 SF
 TRASH SQUARE FOOTAGE: 301 SF
 TOTAL SQUARE FOOTAGE: 5,161 SF

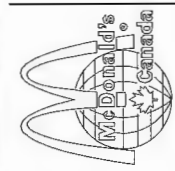


1 FLOOR PLAN
 A100 SCALE: 3/16" = 1'-0"

DP 15-696896

REFERENCE PLAN

NOV 22 2016



MCDONALD'S RESTAURANT
 WEST REGIONAL R3.0 - 95
 7120 NO 3 ROAD
 RICHMOND, BC

FLOOR PLAN

PREPARED FOR:
 McDonald's Restaurants of Canada Limited

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