

### Report to Development Permit Panel

To:

Development Permit Panel

Date:

April 19, 2016

From:

Wayne Craig

File:

DP 15-697654

Director of Development

Re:

Application by Canada Haotian Investment Ltd. for a Development Permit at

8191 Alexandra Road

### **Staff Recommendation**

That a Development Permit be issued which would:

- 1. Permit the construction of a two-storey commercial building at 8191 Alexandra Road on a site zoned "Auto-Oriented Commercial (CA)"; and
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum west interior side yard setback from 3.0 m to 0.46 m.

Wayne Craig

Director of Development

EL:blg Att.

### **Staff Report**

### Origin

This staff report addresses the referral from the April 13, 2016 Development Permit Panel meeting regarding the Development Permit application by Canada Haotian Investment Ltd. at 8191 Alexandra Road. Specifically, the Panel made the following recommendation:

"That DP 15-697654 be referred back to staff to:

- 1. investigate the exact distance of the west side of the proposed building in the subject site from its west property line;
- 2. examine the existing condition of the adjacent building to the west and its exact distance from the subject site's west property line;
- 3. enable the applicant to hold further discussions with staff and initiate discussion with the property owner of the adjacent building to the west of the subject site regarding appropriate treatment to address the narrow gap between the two buildings; and

report back to the April 27, 2016 Development Permit Panel meeting."

This staff report provides the requested information on the separation between the two (2) buildings, and summarizes the revisions made to the application in response to the Panel's referral. The report also presents the amended proposal for consideration by the Development Permit Panel and Council.

### **Development Information**

Please refer to the original staff report submitted to the April 13, 2016 Development Permit Panel meeting in Attachment A for information pertaining to the background, site context, development data, related policies, tree retention and replacement, site servicing, frontage improvements, and aspects of the proposal that have not been revised.

### **Building Separation**

In response to the Development Permit Panel's referral, the applicant confirmed that the proposed building will be set back 0.46 m from the west property line. The applicant decided to set the building back from the west property line as there are existing mechanical ducts on the east wall of the building to the west at 8171 Alexandra Road and the lack of clearance make it more challenging to build the proposed building at zero lot line. In addition, the applicant's engineer suggested that the proposed setback will have benefits for the construction of the foundation and enhance the opportunity for perimeter drainage.

The applicant also confirmed that the adjacent building to the west is set back 0.44 m from the common property line, and the gap building the two (2) buildings will be 0.9 m wide.

April 19, 2016 DP 15-697654

### **Proposed Revisions**

To address the narrow gap between the two (2) buildings, the applicant is proposing to add an architectural feature wall at the west side of the proposed building that will match the height of the adjacent building to the west and will align with that building's facade. This architectural feature will be cantilevered from the proposed restaurant building and clad with light weigh metal panels. These metal panels could be removed or modified in the future when the neighboring site to the west is redeveloped. An exit door will be constructed under the cantilevered wall to meet Building Code requirements.

The applicant is also proposing to construct a wall at the rear of the proposed building, adjacent to the garbage enclosure, to close the gap between the buildings for security reasons. The height of the wall will match the height of the garbage enclosure and will appear as an extension of the building. An exit door will be installed to meet Building Code requirements.

As the proposed architectural feature walls will be extended to the neighbouring building and will cross the property line into neighbouring property to the west, an easement to accommodate the proposal granted by the neighbouring property owner is required prior to Development Permit issuance. The Development Permit Considerations have been revised and can be found in Attachment B.

### Conclusions

The applicant has revised the Development Permit application to address the concerns expressed by the Development Permit Panel at the meeting held April 13, 2016 regarding the separation of buildings and façade treatment. The revised plans include additions of two (2) architectural feature walls; at the front façade and at the back of the garbage enclosure, to fill the space between the proposed restaurant building and the existing building to the west. The revised concept provides for upgrades to streetscape and the public realm with a continuous street wall along Alexandra Road.

On this basis, staff recommends support for the revised Development Permit application at 8191 Alexandra Road.

Edwin Lee Planner 1

(604-276-4121)

EL:blg

### Attachment A



### **Report to Development Permit Panel**

To:

**Development Permit Panel** 

March 14, 2016

From:

Wayne Craig

File:

DP 15-697654

Director of Development

Re:

Application by Canada Haotian Investment Ltd. for a Development Permit at

8191 Alexandra Road

### Staff Recommendation

That a Development Permit be issued which would:

- 1. Permit the construction of a two-storey commercial building at 8191 Alexandra Road on a site zoned "Auto-Oriented Commercial (CA)"; and
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum west interior side yard setback from 3.0 m to 0.46 m.

Wayne Craig

Director of Development

EL:blg Att.

### Staff Report

### Origin

Canada Haotian Investment Ltd. has applied to the City of Richmond for permission to develop a two-storey commercial building with restaurant uses at 8191 Alexandra Road on a site zoned "Auto-Oriented Commercial (CA)". The site is currently vacant.

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

### **Development Information**

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

### Background

Development surrounding the subject site is as follows:

- To the north, existing single-family lots on Leslie Road zoned "Single Detached (RS1/E)" and designated General Urban T4 (25 m) in the City Centre Area Plan (CCAP Aberdeen Village Specific Land Use Map);
- To the south, across Alexandra Road, three (3) vacant lots zoned "Auto-Oriented Commercial (CA)", as well as restaurants, a hotel, and commercial complex on lots zoned "Auto-Oriented Commercial (CA)", "Pub & Sales (CP1)", and on Land Use Contract (LUC079); all designated Urban Centre T5 (35 m) in the CCAP (Aberdeen Village Specific Land Use Map).
- To the east and west, a restaurant and retail commercial complexes fronting Alexandra Road; all zoned "Auto-Oriented Commercial (CA)" and designated General Urban T4 (25 m) in the CCAP (Aberdeen Village Specific Land Use Map);

### **Related Policies & Studies**

### Official Community Plan (OCP)

The subject property is designated "Mixed Employment" in the Official Community Plan (OCP). This land use designation allows industrial and stand-alone office development with a limited range of support services, including commercial and restaurant uses in certain areas. This proposal is considered consistent with the OCP.

### City Centre Area Plan (CCAP)

The site is designated "Urban Centre T4 (25 m)" in the CCAP as shown on the Aberdeen Village Specific Land Use Map, and is located within a designated "Industrial Reserve – Limited Commercial" area (Sub-Area A.2). This sub-area is intended for urban business park purposes; including light industrial uses contained within a building, together with office and, along designated frontages, retail, hotel, and related uses, provided that the floor area of non-industrial

uses on a development site does not exceed that of industrial uses supported. The maximum density floor area ratio (FAR) is 1.2, provided that non- industrial uses does not exceed 50% of total floor area (excluding parking) and retail uses are limited to the street frontage.

The development proposes an interim commercial use of the site, which complies with the site's existing CA zoning. The proposed density of 0.5 floor area ratio (FAR) is significantly less than the 1.2 FAR supported on the site by the CCAP. The applicant proposes to develop a two-storey commercial building and associated surface parking, which does respond to the objective of the CCAP to encourage pedestrian activity along Alexandra Road, which is also designated as a secondary retail street and linkage as part of the pedestrian-oriented retail precincts in the City Center Area Plan.

### 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.

### OCP Aircraft Noise Sensitive Development (ANSD) Policy

The subject site is designated as "Area 1A - New Aircraft Noise Sensitive Land Use Prohibited". In Area 1A, aircraft noise sensitive land uses such as residential (including residential security/operator unit), school, daycare and hospital are not permitted. The proposed development does not include any of the prohibited uses. Registration of a Restrictive Covenant on Title, including information to address aircraft noise mitigation and public awareness, 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:

- Two (2) Cherry trees (tag# 001 & 002) located on the development site are in very poor condition and are not good candidates for retention. In addition, these trees are in conflict with the proposed parking layout.
- One (1) tree (tag# A) located on City property to be retained (no impact from construction).
- Four (4) trees on neighbouring property (tag# D, E, F and G) are to be retained and protected as per Arborist Report recommendations.

The applicant is proposing to remove two (2) trees located on neighbouring property to the west (tag# B & C) due to the conflict with the proposed development. The applicant has obtained written permission from the adjacent property owner and a Tree Permit (2016-724362) to remove the two (2) trees. One (1) replacement tree will be required to be planted on the adjacent site to the west (8171 Alexandra Road) as a condition to the Tree Permit.

### Tree Replacement

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), four (4) replacement trees are required. The applicant is proposing to plant eight (8) deciduous trees on-site within the surface parking area.

### Tree Protection

Tree protection fencing is required to be installed as per the Arborist Report recommendations and the Tree Preservation Plan, prior to any construction activities occurring on-site. In addition, proof that the owner 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.

### 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; including, but not limited to a 0.15 m wide road curb, a minimum 1.5 m wide landscaped and treed boulevard, and a 2.0 m wide sidewalk, as well as service connections. All works are at the developer's sole cost (i.e., no credits apply).

### Development Proposal

The development proposal consists of a two-storey commercial building with surface parking at the back and a vehicle access from Alexandra Road. 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. In addition, it responds to the intention of applicable sections of the Official Community Plan (OCP) and City Centre Area Plan (CCAP) and is generally in compliance with the "Auto-Oriented Commercial (CA)" zone except for the zoning variances noted below.

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

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to vary the minimum west interior side yard setback from 3.0 m to 0.46 m.

(Staff support the reduced interior side yard setback in keeping with the CCAP Development Permit Guidelines for "Sub-Area A.2 – Industrial Reserve – Limited Commercial", where no interior side setback is required to the side property line. The requested variance allows for retail continuity along Alexandra Road, which is encouraged along this secondary retail street within the pedestrian-oriented retail precincts of the CCAP.)

### **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 4, 2015 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 massing of the proposed commercial building responds to the future urban context and fits into a transitional area between future "Industrial Reserve Limited Commercial" use to the north and "Commercial Reserve Mid-Rise" use to the south.
- Although the proposed development does not maximize the development potential of the site as supported by its Urban Centre T4 (25 m) designation in the Aberdeen Village, it will introduce an updated commercial character to this portion of the block.
- The existing commercial developments on Alexandra Road are primarily auto-oriented; with an inward orientation and surface parking adjacent to the road. The proposed development will provide new street oriented commercials to the block.
- The proposed building will be located adjacent to Alexandra Road and present a coordinated, urban image characterized by a largely continuous street wall along the street frontages and achieved the visions for "Pedestrian-Oriented Retail Precincts Secondary Retail Streets & Linkages" in the CCAP. The proposed development will contribute toward the process of incremental change that is underway within the immediate neighbourhood.
- A 1.8 m tall wood fence, 5 ft. wide Evergreen hedge and trees are proposed along the north property line to protect the privacy of the neighbouring single-family homes.
- Light from the anti-glare lighting fixtures in the surface parking lot will be directed away from the adjacent properties. The luminosity on the property line will not exceed 3 foot candles.
- The garbage and recycling storage facility is proposed to be attached to the building and will be located approximately 48 m from the northern lot line which abuts residential use.

### Urban Design and Site Planning

- The subject application proposes to introduce a more urban character to this block. The proposed building design will introduce a level of street animation and pedestrian interest along the public edge that is desirable.
- The entry driveway is located on the eastern edge of the site; surface parking is located internally on the lot and is screened from the street by the building.
- A covered sidewalk along the entry driveway will be provided between the parking area and the main entry of the building.
- The location and distribution of regular and small car parking stalls have been considered in order to maximize opportunities to introduce planting islands within the surface parking lot.
- Private utility kiosks are to be located within proposed internal planting area to minimize the impact of private utility structures on the street frontage.
- The development proposal provides 45 vehicle parking spaces; including one (1) accessible parking space, four (4) Class 1 and five (5) Class-2 bicycle parking spaces and

- one (1) medium sized loading space are to be provided on-site, all in accordance with the Zoning Bylaw.
- Garbage, recycling and organic waste storage facilities are enclosed and located on the back (north side) of the building.

### Architectural Form and Character

- The proposed two-storey commercial building is of appropriate scale and massing in relationship to the surrounding buildings.
- A pedestrian scale is achieved along the Alexandra Road; with the inclusion of building projections, recesses, entry canopy, varying material combinations, and landscape features. Architectural elements; such as wrap-around windows along the street and at the building entry area, as well as a cantilever roof at the top of the northeast corner of the building are incorporated into the design to reflect the site's urban setting and distinguish the building from others commercial developments in the area. Canopies are provided at the restaurant fronts to offer weather protection.
- The proposed building materials (metal wall cladding, curtain wall, wood veneer panel, and stucco) are generally consistent with the Official Community Plan (OCP) Guidelines and are compatible with the existing character of the neighbourhood.
- The palette of colors; including light grey metal panels, earth tone colour stucco finishes, wood slat, and dark colour window mullion, enhances the building appearance.
- The location of the kitchen exhaust and mechanical equipment will be screened by the 5 foot parapet wall on the roof.

### Landscape Design and Open Space Design

- The landscape design responds to the site conditions and architectural design and supports sustainability principles.
- Permeable pavers are proposed on the entry driveway and a portion of the surface parking lot.
- The soft landscaping proposed will feature a variety of tree and shrub plantings; which will provide a softening of the buildings, allow for easy maintenance and maintain the privacy of the adjacent developments.
- Low- to mid-height shrubs and groundcovers are planted at the street front to expose the most building character. The texture and seasonal effects of the plants would increase the attractiveness of the streetscape. The openness of the landscaping scheme also provides better indoor-outdoor visual connection.
- Along the east side of the entry driveway, fence and trellis with clematis vine will be planted to break the blank wall of the adjacent building to the east and to provide an attractive feature with seasonal effects within a limited space.
- At the northwestern corner of parking lot, a Pacific Dogwood tree and a Western Red Cedar tree will be planted to provide visual interest in the parking lot.

- Inside the parking lot, a row of Bowhall Red Maple will be planted. Their columnar habit will not interfere with the vehicular operation and will maintain unobstructed view within the parking lot.
- In order to ensure the landscaping works are undertaken, the applicant is required to provide a landscape security of \$114,555.10 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 building are visible from the street. Large glazing area along the street front offers opportunities for passive surveillance. Glazing at the north and east elevations provides unobstructed views over the parking lot and entry driveway.
- Parking lighting will provide adequate illumination without spilling onto adjacent properties in the parking area.
- The proposed landscaping and fencing will provide a good separation from the public and adjacent properties.

### Accessibility

- An accessible parking space will be provided at a location closest to the building.
- A barrier free circulation path, with a clear width of 1.5 m from the parking area, as well as from the City side walk to the main entrance of the building, will be provided.
- Wheelchair access to the second level restaurant will be provided by an elevator.
- The buildings will comply with all Building Code accessibility conditions.

### Sustainability

- Use of permeable paving for the entry driveway and portion of the parking area to improve the permeability of the site and reduce volume of storm water discharge to the utility services.
- Use of high Solar Reflectance Index (SRI) material roof (light colour) to reduce heat island effect in order to decrease the amount of heat transferred into the building.
- Use of daylight sensors that respond to weather to control exterior lighting fixtures in order to achieve best energy efficiency.
- Use of low-consumption flush fixtures and low-flow rate faucets to reduce potable water consumption.
- Drought-tolerant species are proposed throughout the site.
- Use of high performance glazing to minimalize heat gain or loss.

### 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 does support the changing character of the area and the City Centre Area Plan (CCAP) by introducing a more urban commercial development that is characterized by a building design intended to encourage pedestrian activity along Alexandra Road.

Based on the proposal's design response to the objectives of the CCAP, general 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

(604-276-4121)

EL:blg



### **Development Permit Considerations**

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

Address: 8191 Alexandra Road

File No.: DP 15-697654

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

- 1. Receipt of a Letter of Credit for landscaping in the amount of \$114,555.10 (based on the costs estimate provided by a CSLA registered landscape Architect including 10% contingency).
- 2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any onsite 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.
- 3. Registration of an aircraft noise indemnity covenant on title.
- 4. Registration of a flood indemnity covenant on title.

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

- 1. Enter into a Servicing Agreement\* for the design and construction of frontage improvements along entire frontage on Alexandra Road as well as the design and construction of Water, Storm, and Sanitary service connections. Works include, but may not be limited to:
  - a) Alexandra Road Frontage Improvements (from existing road pavement): 0.15m wide road curb, minimum 1.5 m wide landscaped and treed boulevard and 2.0 m wide sidewalk. A functional plan is required to confirm whether road dedication is required to facilitate the prescribed frontage improvements.
  - b) The Developer is required to coordinate with BC Hydro, Telus and other private communication service providers:
    - i. To underground Hydro service lines when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). All above ground structures are to be located within the development site.
  - c) Water Works:
    - i. Using the OCP Model, there is 212.0 L/s of water available at a 20 psi residual at the Alexandra Rd 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. If adequate flow is not available, the Developer shall be required to upgrade the existing water system that may extend beyond the development site frontage.
    - iii. At the Developers cost, the City is to install a new water service connection complete with meter and meter box along Alexander Road frontage.
  - d) Storm Sewer Works:
    - i. The Developer is required to retain the existing storm service connection and IC along Alexandra Road.
    - ii. At the Developers cost, the City is to:
      - Cut and cap the existing storm service connection at the southwest corner of the development site along the Alexandra Road frontage.

| Initial: |  |
|----------|--|
|          |  |

- Cut and cap the existing storm service connection and remove the existing IC at the southeast corner of the development site.
- Upgrade the existing storm service connection and IC as required to City standards.
- e) Sanitary Sewer Works: The Developer is required to utilize the existing sanitary service connection.
- 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 Development Permit process.
- 4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

### Note:

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
  - All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
  - The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 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 |  |
|--------|------|--|



## **Development Application Data Sheet**

Development Applications Department

DP 15-697654 Attachment 2

Address: 8191 Alexandra Road

Applicant: Canada Haotian Investment Ltd. Owner: Canada Haotian Investment Ltd.

Planning Area(s): City Center - Aberdeen Village

Floor Area Gross: 1,438 m<sup>2</sup> Leasable Area Gross: 1,200 m<sup>2</sup>

|                  | •                             |                             |
|------------------|-------------------------------|-----------------------------|
|                  | Existing                      | Proposed                    |
| Site Area:       | 2,885 m <sup>2</sup>          | No Change                   |
| Land Uses:       | Vacant                        | One (1) commercial building |
| OCP Designation: | Mixed Employment              | No Change                   |
| Zoning:          | Auto Oriented Commercial (CA) | No Change                   |
| Number of Units: | 0 .                           | 2 units                     |

|   | Bylaw Requirement  | Proposed                       | Variance              |
|---|--|--------------------------------|-----------------------|
| Floor Area Ratio:                       | 0.5  | 0.5                            | none permitted        |
| Lot Coverage:                           | Max. 50%   | 30.7%                          | none                  |
| Setback – Front Yard:                   | Min. 3.0 m   | 3.19 m                         | none                  |
| Setback – Side Yard (East):             | Min. 3.0 m   | 8.08 m                         | none                  |
| Setback – Side Yard (west):             | Min. 3.0 m   | 0.46 m                         | Variance<br>Requested |
| Setback – Rear Yard:                    | Min. 3.0 m   | 48.23 m                        | none                  |
| Setback to Residential Zone:            | Min. 7.5 m for a 2 storey building   | 48.23 m                        | none                  |
| Height (m):                             | Max. 12.0 m  | 12.0 m                         | none                  |
| Off-street Parking Spaces:              | 3.75 spaces per 100 m <sup>2</sup> of gross<br>leasable floor area on the first 2 floors of<br>a building (1,200 m <sup>2</sup> ) = 45 | 45                             | none                  |
| Off-street Parking Spaces – Accessible: | Min. 2% when 3 or more visitor parking spaces are required (45 x Min. 2% = 1)  | 1                              | none                  |
| Small Car Parking Spaces                | Max. 50% when 31 or more spaces are provided on site (45 x Max. 50% = 22)  | 21                             | none                  |
| Loading:                                | 1 medium size designated space   | 1 medium size designated space | none                  |
| Bicycle Parking – Class 1:              | 0.27 spaces per 100 m <sup>2</sup> of gross leasable floor area on the first 2 floors of a building (1,200 m <sup>2</sup> ) = 4        | 4                              | none                  |

| Bicycle Parking – Class 2: | 0.4 spaces per 100 m <sup>2</sup> of gross leasable floor area on the first 2 floors of a building (1,200 m <sup>2</sup> ) = 5 | 5 | none |
|----------------------------|--|---|------|
|----------------------------|--|---|------|

# Excerpt from the Minutes from The Design Panel Meeting

Wednesday, November 4, 2015 – 4:00 p.m. Rm. M.1.003 Richmond City Hall

### Panel Discussion

Comments from the Panel were as follows:

soil per tree. See landscape plan.

- project is well-designed;
   Acknowledged.
- cantilevered piece at the top of the northeast corner of the building is attractive and distinguishes the building in the area;
   Acknowledged.
- landscape plan looks good; however, there are too many trees planted in the northwest corner; consider retaining only either grand fir or western red cedar trees;
  Acknowledged, the grand fir has been removed and the western red cedar and pacific dogwood to be retained.
- consider replacing the western sword fern in the planter at the front of the building with another species more appropriate for full southern sun exposure;
   Acknowledged, the western sword fern has been replaced by Choisya Ternata, which is appropriate for full southern sun exposure. See landscape plan.
- concerned on the health of red maples in the median at the outdoor parking area; consider introducing wheel stops to protect the trees from vehicles; also ensure adequate soil volume for the red maples;
  Acknowledged, the wheel stops will be introduced to protect the trees from vehicles. The adequate soil volume will be ensured in construction drawing phase to comply min. 6 cubic
- applicant has adequately addressed the pedestrian scale on the main street; appreciate the front of the building and the overhang; however, the back of the building appears neglected in terms of material treatment;
  - The metal panels have been extend to the north and west elevations to give additional articulation and interest. Additional wood slats are proposed at back elevations to give a warmer presence to contrast the proposed glass and stucco of the building. The north half of the elevation has been given additional articulation and interest by these material treatments. See architectural elevation drawings.

- appreciate the overhang at the top of the building which provides weather protection for restaurant customers; consider a different material for the lower portion that extends all the way around the building; consider further treatment to the eaves, e.g. by introducing a metal lattice, to enhance visual interest;
  - Acknowledged. Metal canopy and horizontal window mullions at lower floor will add articulation all the way around the front part building. For the eaves, additional treatments will be added to enhance visual interest in detail design phase.
- big eaves element above the garbage area appears heavy and does not tie-in with the modern design of the restaurant; consider de-emphasizing the storage area;
   The eaves have been removed and the storage area has been de-emphasized.
- noted the sustainability features of the project; overhang at the east side will have minimum impact from a sustainability perspective; would reduce solar heat gain if located in the south side of the building; there is a potential thermal comfort issue due to the large expanse of glass at the south side of the building;

  The high-performance glazing (low-e coating) will be utilized at east and south façade to
  - The high-performance glazing (low-e coating) will be utilized at east and south façade to allow the sunlight for interior lighting and also to minimize unwanted heat gain or loss. The roof overhang has been expanded to 5 feet on the south elevation to minimize unwanted heat gain. Together, the thermal comfort will be improved.
- review the location of the kitchen exhaust to avoid adversely affecting the operations of the adjacent property;

  The location of the kitchen exhaust has been reviewed to avoid adversely affecting the operation of the adjacent property. See preliminary layout in roof plan.
- great potential to use heat recovery in the kitchen;
  Heat recovery in kitchen has been included into in the list of proposed sustainability features and will be considered in the next design phase.
- interesting addition to the area; appreciate the provision of accessible parking; ensure accessibility for pedestrians from the parking area to the main entrance slab via the pedestrian walkway along the east side of the restaurant building;

  Acknowledged. The accessibility for pedestrians has been ensured by providing 5 feet wide pedestrian walkway along the east side of the restaurant building.
- appreciate the design of the building; soffit materials are effective; like the general massing;
   Acknowledged.
- noticed the lack of programming in seating relative to the kitchen; difficult to determine whether the proposed location of the elevator and stairs are appropriate; the elevator could be relocated to the back of the building to enliven the parking area;
  The actual programming in seating relative to the kitchen will be based on future restaurant operators' practical requirements. The current location of elevator and stairs are based on some previous seating layout studies. Because a lot of customers will come by

public transit, there will be more convenient for them if the elevator is located in the front.

- the restaurant building could be pushed back to create a patio/outdoor dining area adjacent to the sidewalk and a south-facing outdoor dining deck at the second floor to enliven the street and mitigate solar heat gain from the south side;
  - There are not too many restaurants along Alexandra Road with outdoor dining deck. To respect the context, and also based on the owner's business mode, second floor patio hasn't been adopted. However, the ground floor windows could be easily modified to patio doors. The patio doors could be opened during the summer time to create semi-outdoor dining experience and also to enliven the street.
- support the previous comments from the Panel regarding the project's plant material; also, the applicant should expect that a street tree will be required for the project as per the City's regulations;
  Acknowledged.
- ensure adequate soil volume for the red maple trees in the parking area; spacing between trees appears too close; applicant needs to demonstrate compliance with applicable regulations; structural soil might be required; curb stops would be necessary to keep vehicles off the tree trunks;
  - Acknowledged, the wheel stops will be introduced to protect the trees from vehicles. The adequate soil volume will be ensured in construction drawing phase to comply min. 6 cubic soils per tree. See landscape plan. The typical spacing between trees is 18'-8" (5.6m).
- proposed vine planting at the east side of the subject site could grow vigorously and present a potential issue with the adjacent development; consider a free standing trellis/green screen product and an appropriate type of vines;
  The free standing trellis has been added along the east side of the entrance driveway. The
  - The free standing trellis has been added along the east side of the entrance driveway. In proposed vine planting has been changed to Clematis the president, which is better flowering looking less aggressive. See landscape plan.
- consider introducing some patterning to the large permeable unit paver paving at the entrance driveway; and
   Acknowledged. The stripe pattern has been added on entrance driveway. see landscape
  - Acknowledged. The stripe pattern has been added on entrance driveway. see landscape plan.
- noticed the hose bibs in the parking islands; not sure if the applicant is introducing irrigation.
  - Yes, hose bibs for irrigation systems.

### Attachment B



### **Development Permit Considerations**

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

Address: 8191 Alexandra Road

File No.: DP 15-697654

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

- 1. Receipt of a Letter of Credit for landscaping in the amount of \$114,555.10 (based on the costs estimate provided by a CSLA registered landscape Architect including 10% contingency).
- 2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any onsite 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.
- 3. Registration of an aircraft noise indemnity covenant on title.
- 4. Registration of a flood indemnity covenant on title.
- 5. Registration of a restrictive covenant and/or alternative legal agreement(s), to the satisfaction of the City, securing permission from the owners of 8171 Alexandra Road to allow the proposed architectural features to extend to the existing adjacent building to the west at 8171 Alexandra Road and encroach into the said property.

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

- Enter into a Servicing Agreement\* for the design and construction of frontage improvements along entire frontage on Alexandra Road as well as the design and construction of Water, Storm, and Sanitary service connections. Works include, but may not be limited to:
  - a) Alexandra Road Frontage Improvements (from existing road pavement): 0.15m wide road curb, minimum 1.5 m wide landscaped and treed boulevard and 2.0 m wide sidewalk. A functional plan is required to confirm whether road dedication is required to facilitate the prescribed frontage improvements.
  - b) The Developer is required to coordinate with BC Hydro, Telus and other private communication service providers:
    - i. To underground Hydro service lines when relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - ii. To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). All above ground structures are to be located within the development site.
  - c) Water Works:
    - i. Using the OCP Model, there is 212.0 L/s of water available at a 20 psi residual at the Alexandra Rd 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. If adequate flow is not available, the Developer shall be required to upgrade the existing water system that may extend beyond the development site frontage.
    - iii. At the Developers cost, the City is to install a new water service connection complete with meter and meter box along Alexander Road frontage.
  - d) Storm Sewer Works:
    - i. The Developer is required to retain the existing storm service connection and IC along Alexandra Road.

| Initial: |  |
|----------|--|
|          |  |
|          |  |

- ii. At the Developers cost, the City is to:
  - Cut and cap the existing storm service connection at the southwest corner of the development site along the Alexandra Road frontage.
  - Cut and cap the existing storm service connection and remove the existing IC at the southeast corner of the development site.
  - Upgrade the existing storm service connection and IC as required to City standards.
- e) Sanitary Sewer Works: The Developer is required to utilize the existing sanitary service connection.
- 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 Development Permit process.
- 4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

### Note:

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
  - All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
  - The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- 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.

| to perform a survey and clisure that development activities are in compitance with an relevant legislation. |      |  |
|---|------|--|
|   |      |  |
| Signed  | Date |  |
|   |      |  |



### **Development Permit**

No. DP 15-697654

To the Holder:

CANADA HAOTIAN INVESTMENT LTD.

Property Address:

8191 ALEXANDRA ROAD

Address:

C/O PATRICK XU YANG

PACIFIC WEST ARCHITECTURE INC. 1120 - 1200 WEST 73<sup>RD</sup> AVENUE VANCOUVER, BC V6P 6G5

- 1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
- 2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
- 3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the minimum west interior side yard setback from 3.0 m to 0.46 m.
- 4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
- 5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
- 6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$114,555.10 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
- 7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

# Development Permit No. DP 15-697654

|                                 | 110.21 10.00   |
|---------------------------------|--|
| To the Holder:                  | CANADA HAOTIAN INVESTMENT LTD.   |
| Property Address:               | 8191 ALEXANDRA ROAD  |
| Address:                        | C/O PATRICK XU YANG<br>PACIFIC WEST ARCHITECTURE INC.<br>1120 - 1200 WEST 73 <sup>RD</sup> AVENUE<br>VANCOUVER, BC V6P 6G5                       |
|                                 | n shall be developed generally in accordance with the terms and sof this Permit and any plans and specifications attached to this a part hereof. |
| This Permit is not a Build      | ding Permit.   |
| AUTHORIZING RESOLUT<br>DAY OF , | TON NO. ISSUED BY THE COUNCIL THE  |
| DELIVERED THIS                  | DAY OF ,   |
|                                 |  |
| MAYOR                           |  |







DP 15-697654 SCHEDULE "A"

Original Date: 06/29/15

Revision Date:

Note: Dimensions are in METRES

### GENERAL NOTE:

BOUNDARIES SHOWN MEREON ARE DERIVED FROM EXISTING RECORDS AND MUST BE CONFIRMED BY SURVEY PRIOR TO THE DETERMINATION OF DIMENSIONS OR AREAS FOR DEVELOPMENT PURPOSES.

#### SITE INFORMATION

LEGAL ADDRESS:

LOT 11 SECTIONS 33 AND 34 BLOCK 5 NORT RANGE 6 WEST NEW WESTMINSTER DISTRI PLAN 6979

OVERALL SITE AREA:

### GROSS FLOOR AREAS

1ST FLOOR RESTAURANT #1 LEASEABLE AREA; 530 m² (5,705 SQ.FT.) 2ND FLOOR RESTAURANT#2 LEASEABLE AREA; 670 m² (7,212 SQ.FT.) PUBLIC CIRCULATION AND SERVICE: 238 m² (2.562 SQ. FT.)

TOTAL GROSS FLOOR AREAS: 1,438 m² (15,479 SQ.FT.) GROSS LEASEABLE FLOOR AREA: 1,200 m² (12,917 SQ.FT)

### PERMITTED USES IN CA (T5) ZONE:

RESTAURANT
ENTERTAINMENT
EDUCATION
NEIGHBORHOOD PUB
INSTITUTIONAL USE
RECREATION
STUDIO
COMMUNITY USE
ACCESSORY USE

### PARKING REQUIREMENTS:

7.9.4 RESTAURANT: 3.75 SPACES PER 100.0M2 OF GROSS LEASABLE FLOOR AREA ON THE FIRST 2 FLOORS OF A BUILDING GROSS LEASEABLE FLOOR AREA; 1,200 m²

PARKING SPACES REQUIRED: 45

INCLUDING:

STANDARD SPACE: 23 SMALL SPACE: 21

DESIGNATED SPACE: 1

#### LOADING REQUIREMENTS:

N-SITE LOADING SPACE PROVIDED: 1 MEDIUM SIZE LOADING SPACE

#### BICYCLE PARKING REQUIREMENTS:

N-SITE BICYCLE PARKING SPACES REQUIRED:

CLASS 1: 4 CLASS 2: 5

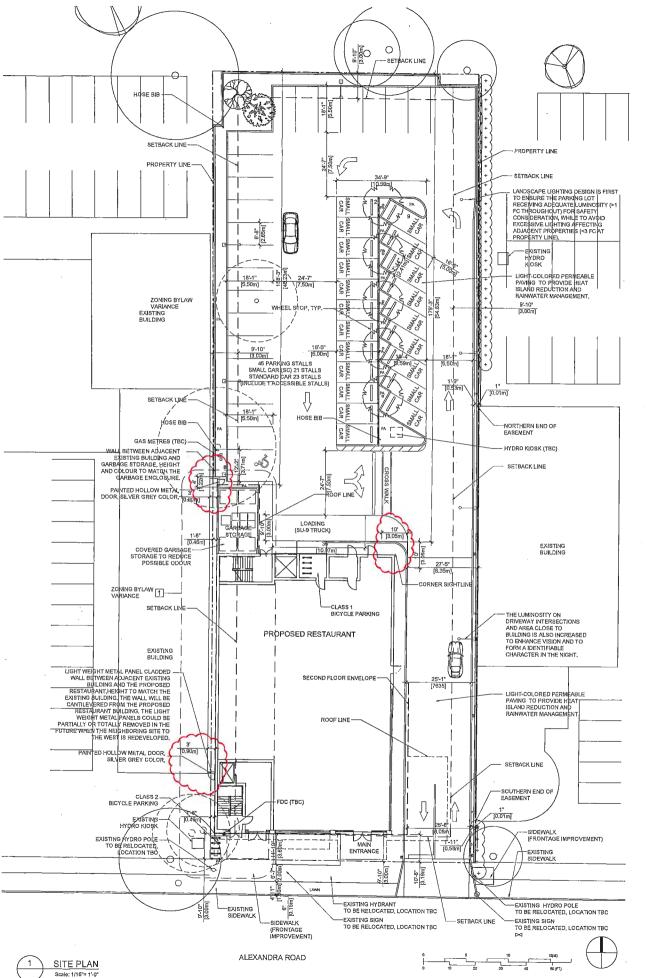
N-SITE BICYCLE PARKING SPACES PROVIDED:

CLASS 1: 4 CLASS 2; 5

#### PARKING SIZES:

### ZONING BYLAW VARIANCE NO. BYLAW DESC 1 10.3.6.2 MIN. SIDE YARD 3,0M 0,5M @ WEST

8'-8" (2.65m) x 18'-0" (5.5m) 7'-11" (2.4m) x 18'-5" (5.0m 12'-2" (3.70m) x 18'-0" (5.5m) 24'-7' (7.5m 14'-0" (5.5m) 13'-1" (4.0m) 8'-10" (3.00m) X 29'-10" (9.1m)





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ISSUED FOR ADVISORY DESIGN PANEL PROJECT NUMBER A015 CHECKED BY DATE CHECKED CONSULTANT

### 8191 ALEXANDRA ROAD

RICHMOND, BC

SITE PLAN

PLAN #1A

DP 15-697654

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OP 15-697654 PLAN - 1.B

7.9.4 RESTAURANT: 3.75 SPACES PER 100,0M2 OF GROSS LEASABI FLOOR AREA ON THE FIRST 2 FLOORS OF A BUILDING GROSS I FASFABLE FLOOR AREA: 1,200 m<sup>2</sup>

PARKING SPACES REQUIRED: 45

PARKING SPACES REQUIRED: 45 PARKING SPACES PROVIDED: 45

INCLUDING;

SMALL SPACE; 21

### LOADING REQUIREMENTS:

ON-SITE LOADING SPACE REQUIRED: 1 MEDIUM SIZE LOADING SPACE
ON-SITE LOADING SPACE PROVIDED: 1 MEDIUM SIZE LDADING SPACE

### BICYCLE PARKING REQUIREMENTS:

ON-SITE BICYCLE PARKING SPACES REQUIRED:

CLASS 1: 4 CLASS 2: 5

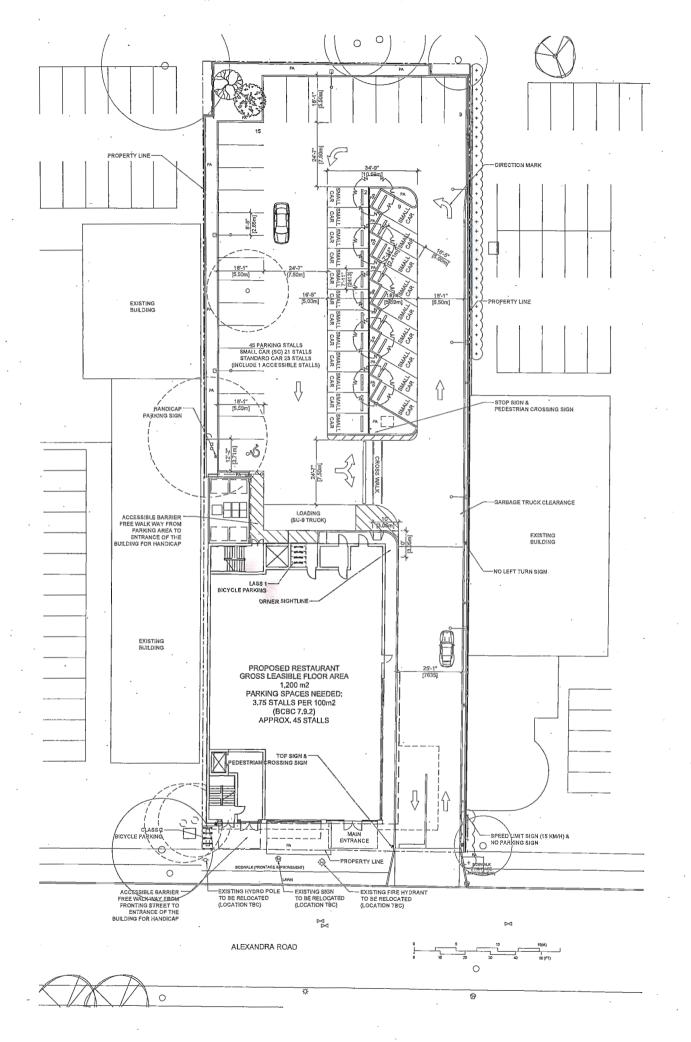
ON-SITE BICYCLE PARKING SPACES PROVIDED:

CLASS 1: 4 CLASS 2: 5

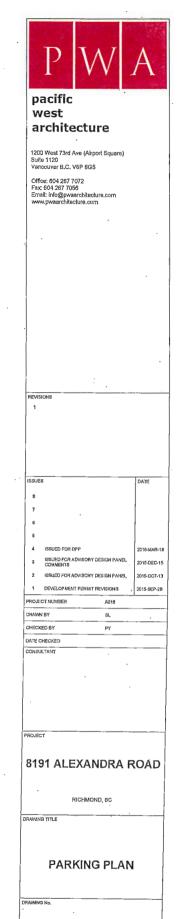
#### PARKING SIZES:

REGULAR CAR STALL:
SMALL CAR STALL:
HANDICAP CAR STALL:
HANDICAP CAR STALL:
MANEUVERING AISLE WIDTH(90\*):
MANEUVERING AISLE WIDTH(90\*):
MANEUVERING AISLE WIDTH(45\*):
LOADING SPACE (MEDIUM SIZE):
LOADING SPACE (MEDIUM SIZE):

8'-8" (2.65m) x 18'-0" (5.5m) 7'-11" (2.4m) x 16'-5" (5.0m) 12'-2" (3.70m) x 18'-0" (5.5m) 24'-7" (7.5m) 14'-0" (5.5m) 13'-1" (4.0m)







PLAN #2a
DP 15-697654



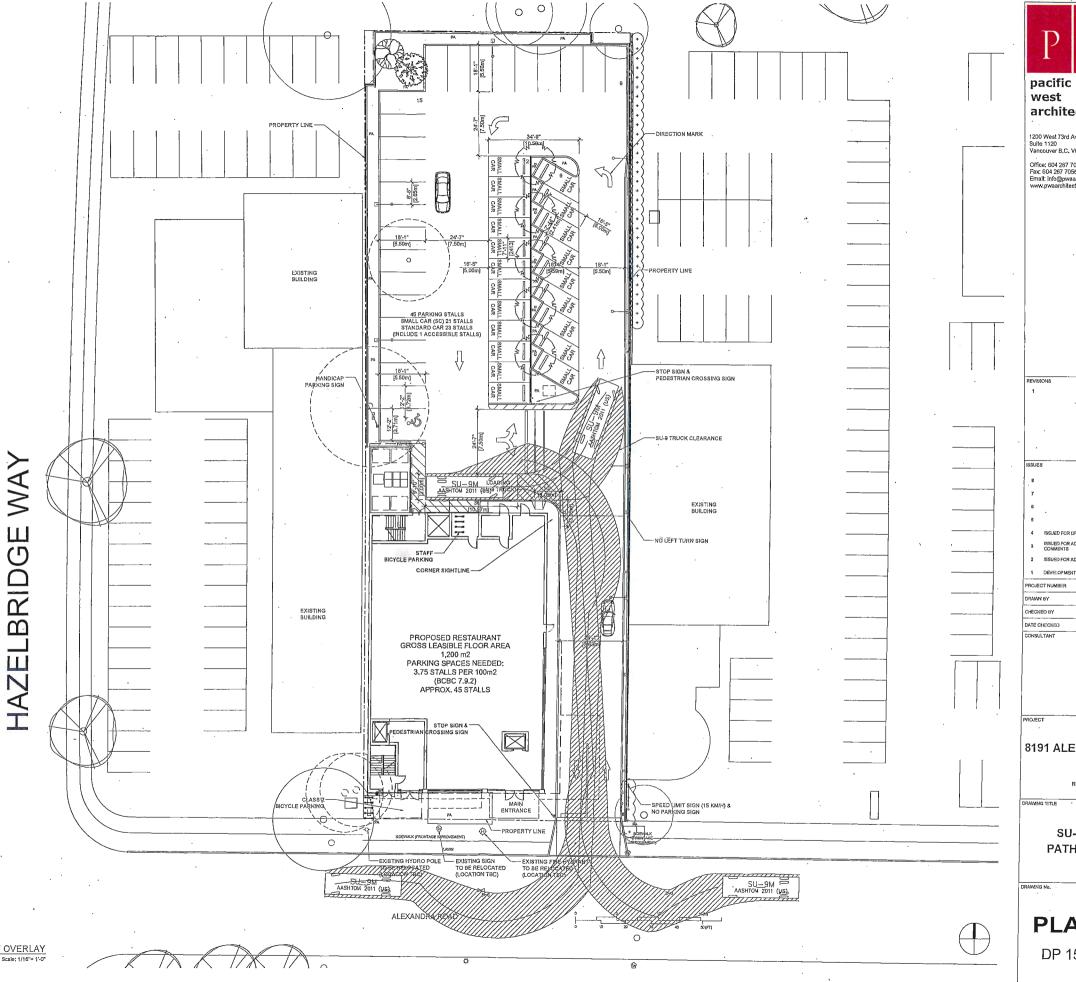
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west architecture

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Fax: 604 267 7056
Email: info@pwaarchitecture.com

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8191 ALEXANDRA ROAD

RICHMOND, BC

SU-9 TRUCK PATH OVERLAY

PLAN #2b

DP 15-697654



west architecture

1200 West 73rd Ave (Airport Square) Suite 1120 Vancouver B.C. V6P 6G5

Office; 604 267 7072 Fax: 604 267 7056 Email: info@pwaarchitecture.com www.pwaarchitecture.com

PROJECT NUMBER

8191 ALEXANDRA ROAD

**GARBAGE TRUCK** PATH OVERLAY

PLAN #2c

DP 15-697654

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### pacific west architecture

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www.pwaarchitecture.com

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| 4     | ISSUED FOR DPP                  |              | 2016-MAI |
| 3     | ISSUED FOR ADVISORY<br>COMMENTS | DESIGN PANEL | 2015-DEG |
| 2     | ISSUED FOR ADVISORY             | DESIGN PANEL | 2015-001 |
| 1     | DEVELOPMENT PERMIT              | REVISIONS    | 2015-SEF |
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8191 ALEXANDRA ROAD

RICHMOND, BC

BARRIER FREE ROUTE

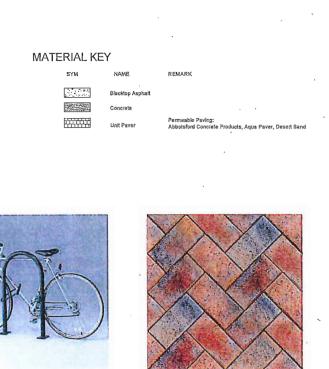


PLAN #2d

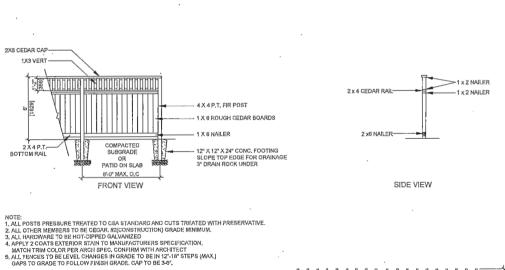
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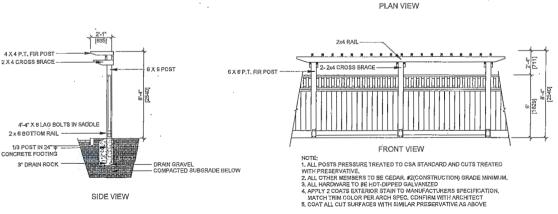
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Unit Paver



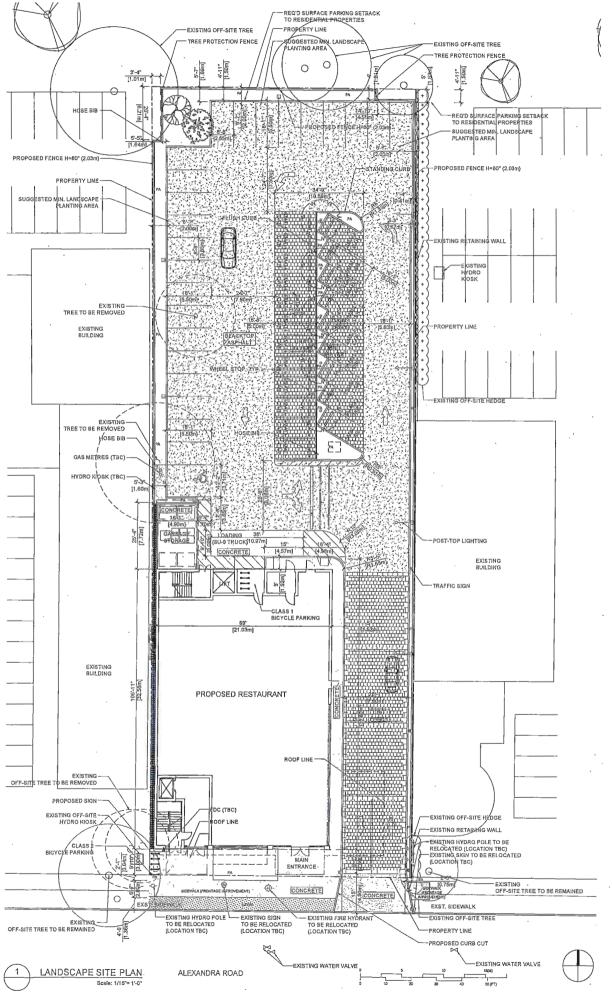
Bike Rack

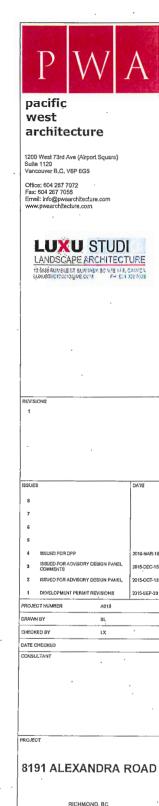


DRAIN GRAVEL COMPACTED SUBGRADE BELOW



SIDE VIEW





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LANDSCAPE SITE PLAN

PLAN #3a

DP 15-697654



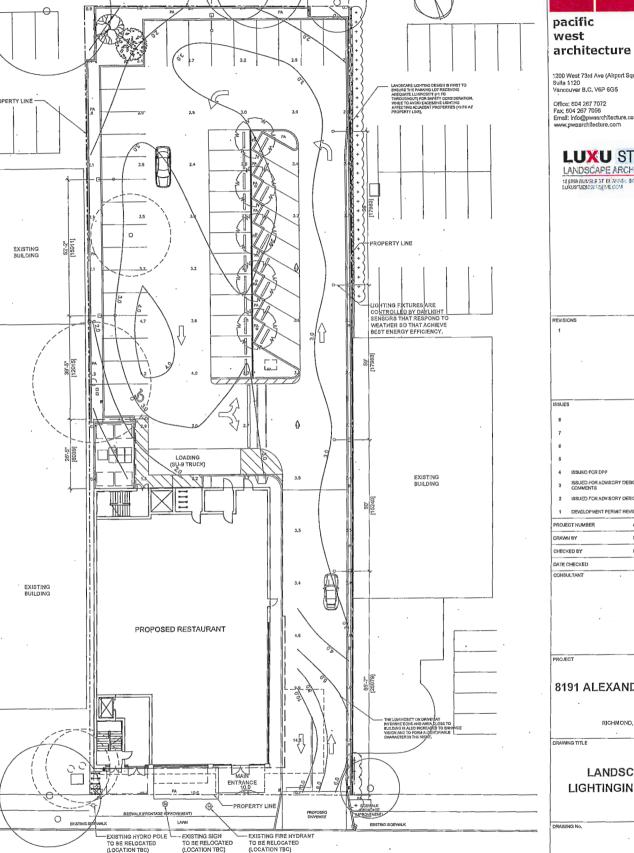
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LANDSCAPE LIGHTING DESIGN IS FIRST TO ENSURE THE PARKING LOT RECEIVING ADEQUATE LIMINISTY P FETHROUGHOUT) FOR SAFETY CONSIDERATION, WHILE TO AVOID EXCESSIVE LIGHTING AFFECTING ANACENT PROPERTIES (4-3 FO AT PROPERTY LINE). SECONDLY, THE LUMINOSITY ON DRIVEWAY MITTERSECTIONS AND AREA CLOSE TO BUILDING IS ALSO INCREASED TO ENHANCE VISION AND TO FORM A IDENTIFIABLE CHARACTER IN THE NIGHT.

LANDSCAPE LIGHTING LEGEND

3.1 LUMINOSITY VALUE (FOOT-CANDLE)

LIGHTING FIXTURE SCHEDULE

SYMBOL DESCRIPTION O---- POST-TOP LIGHT

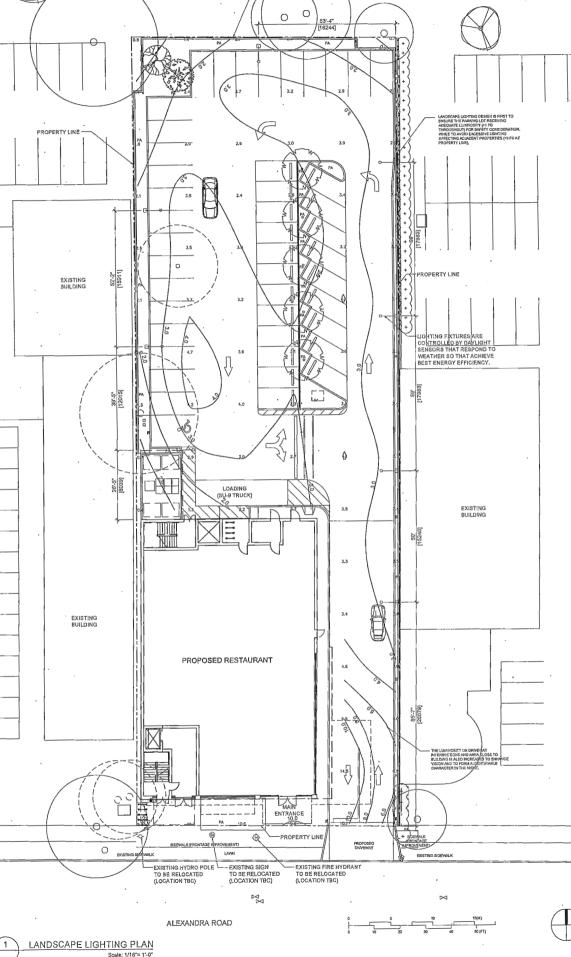
THE PHOTOMETRIC ANALYSIS IS CALCULATED USING SOFTWARE "DESIGN MASTER PHOTOMETRICS", BASED ON FOLLOWING LIGHTING FIXTURES:

TYPE: POST-TOP LIGHT WI ANTI-GLARE SHIELD.
MODEL: PHILIPS AVALUME AVA-1-3-150MH-120
LAMP HEIGHT 30 FT,
TILT 30 DEGREE (TOWARD PARKING LOT),
ARN LENGTH 6 FT,
LOSS FACTOR = 1

TYPE: CEILING MOUNT RECESSED POT LIGHT MODEL: PHILIPS GARDCO DESIGNER CANOPY 220P-150-MH LAMP HEIGHT 30-33 FT, LOSS FACTOR = 1

CHANGES IN LIGHTING FIXTURES REQUIRE RE-CALCULATION





1200 West 73rd Ave (Airport Square) Office; 604 267 7072 Fax; 604 267 7056 Email: info@pwaarchitecture.com www.pwaarchitecture.com

LUXU STUDI LANDSCAPE ARCHITECTURE 12 SESSERUMELE ST. BLAVIAGO, SCIVES 145, CANADA LUXUSTUDIO20128 NE COM. FR. 801 205 505

PROJECT NUMBER CHECKED BY LX DATE CHECKED

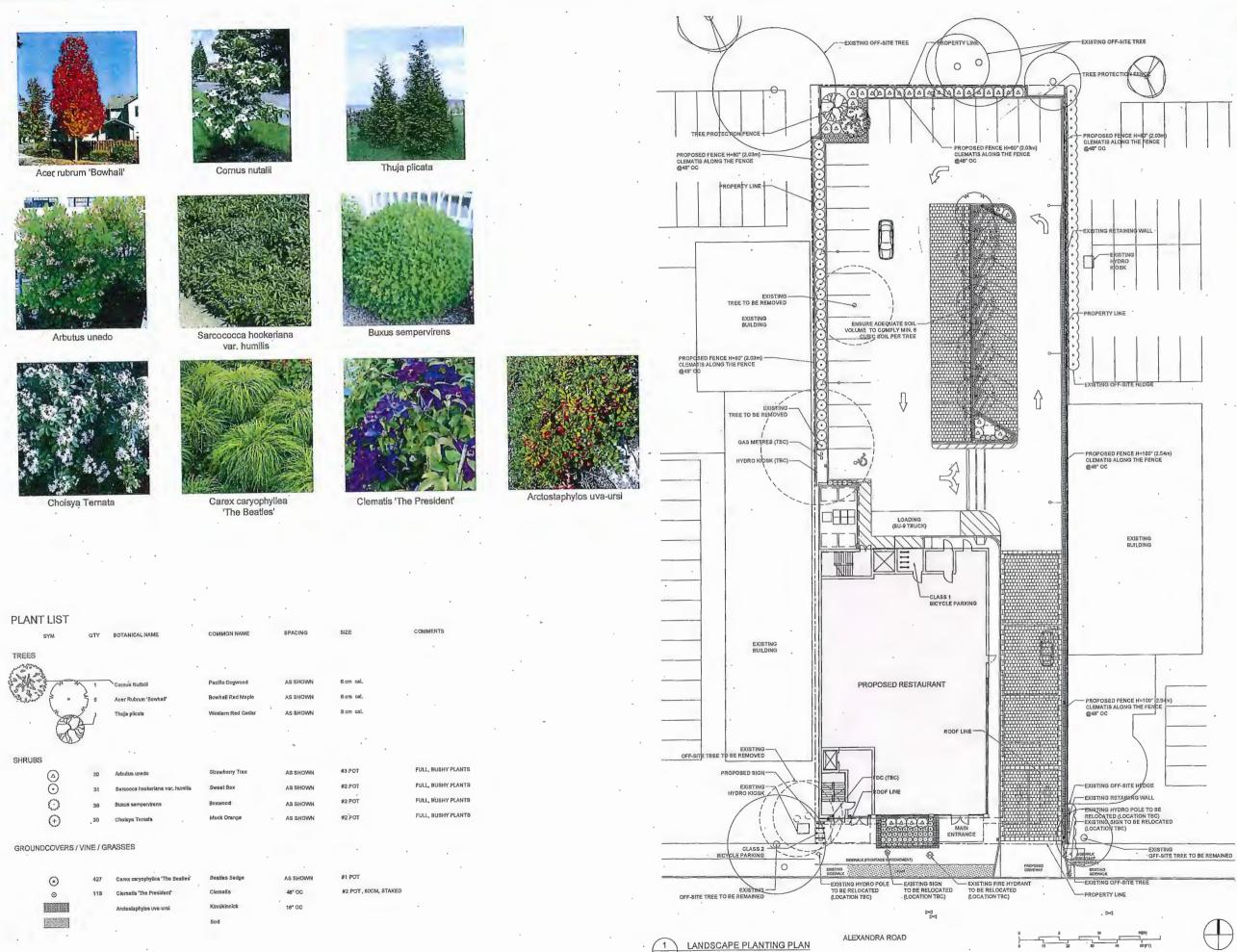
8191 ALEXANDRA ROAD

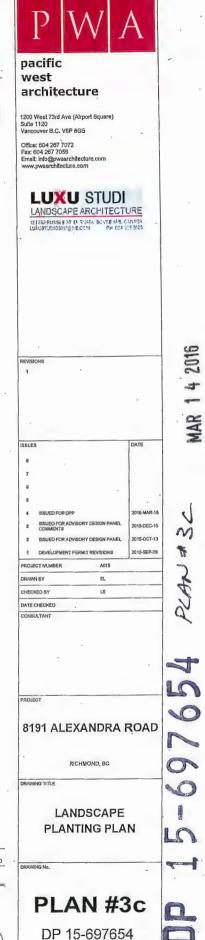
RICHMOND, BC

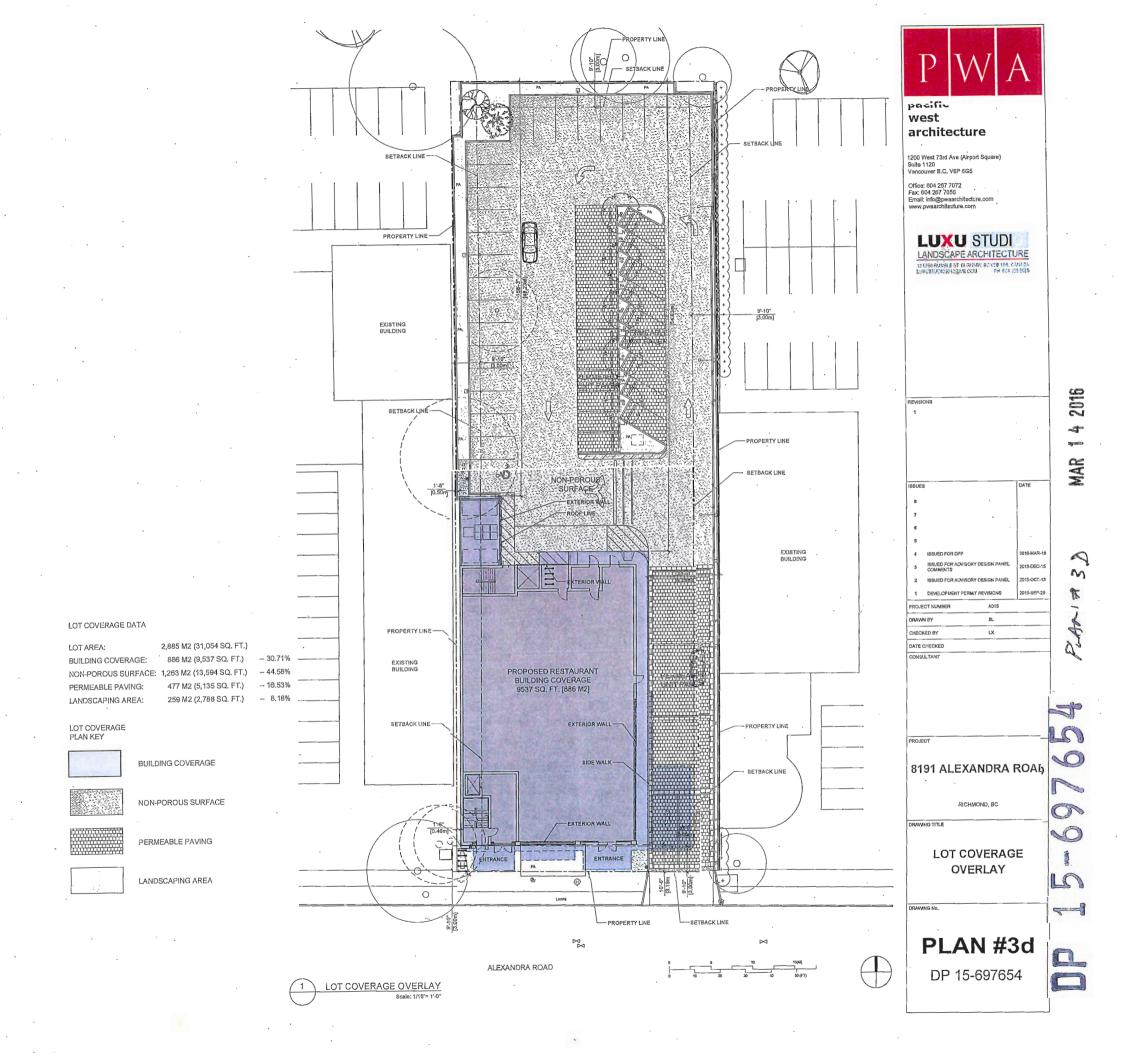
LANDSCAPE LIGHTINGING PLAN

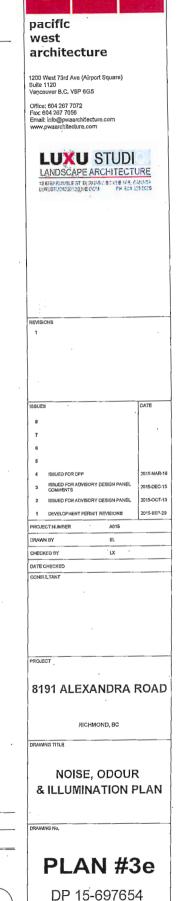
PLAN #3b

DP 15-697654









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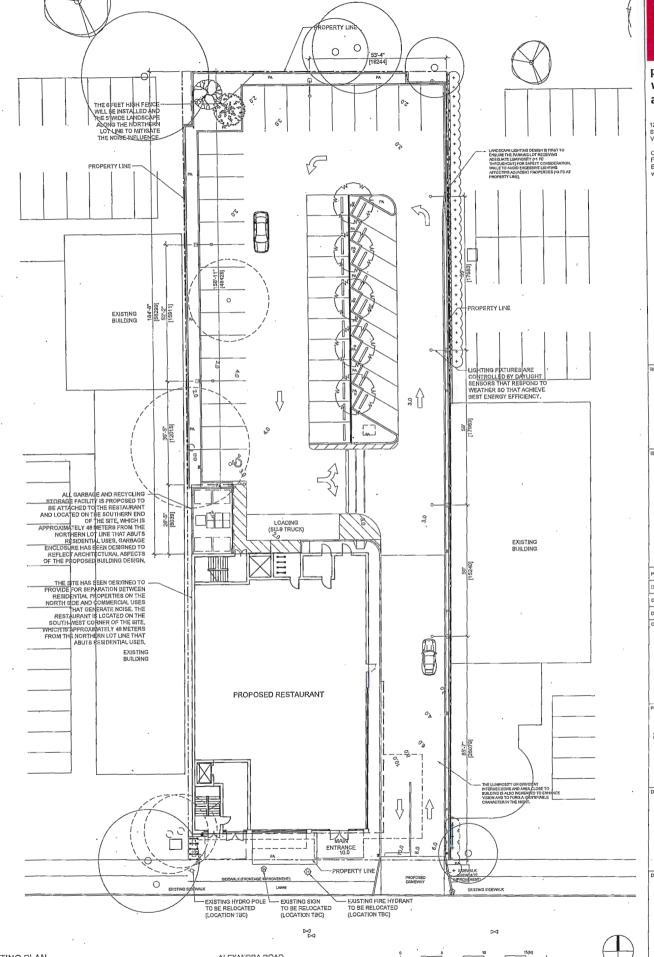
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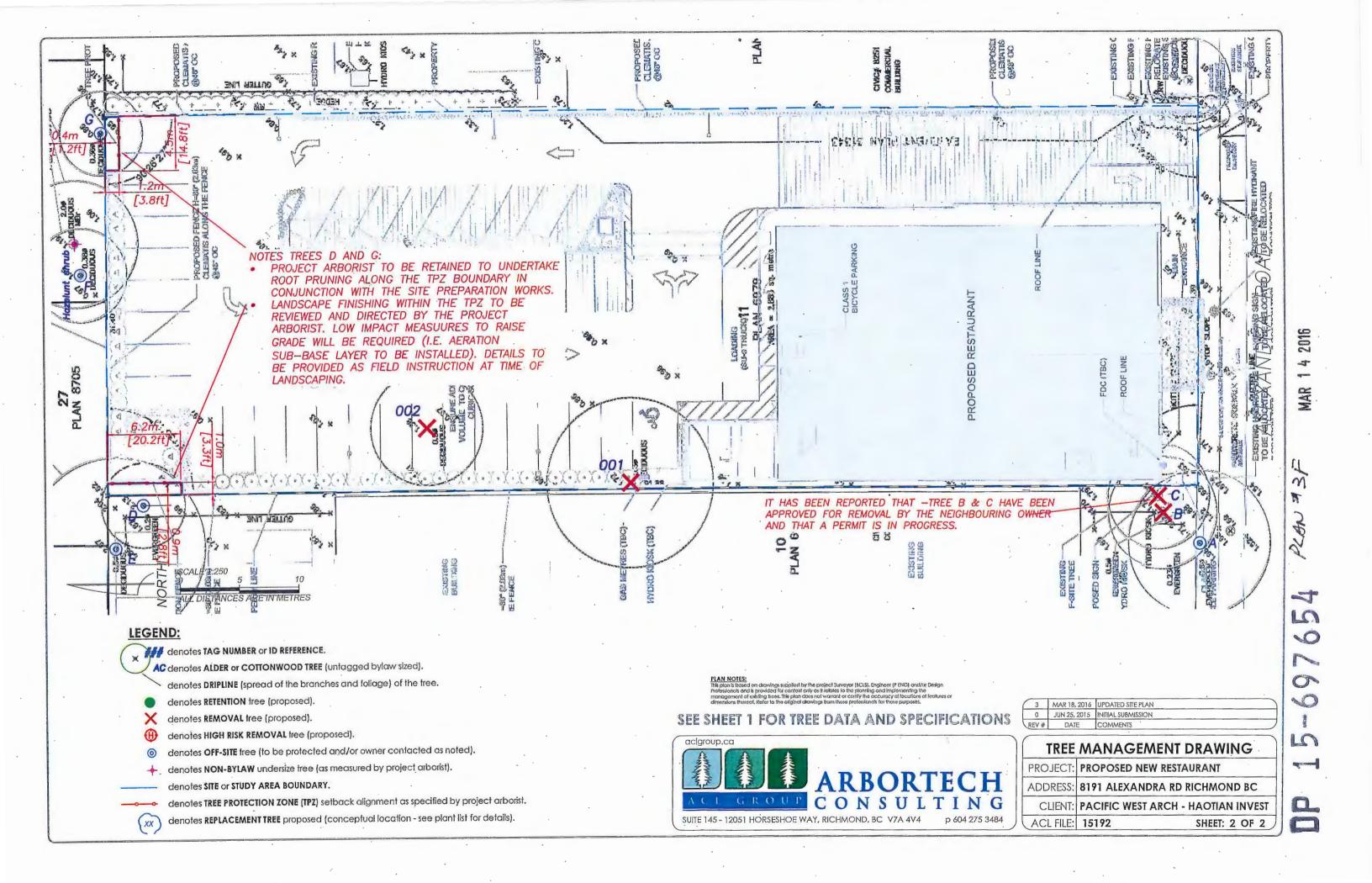
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NOISE, ODOUR & ILLUMINATION MITIGATING PLAN

ALEXANDRA ROAD



Tag # denotes the tag affixed to the tree for reference in report and on drawings.

Dbh denotes the diameter of the frunk measured at 1.4 m above grade or as per arbancultural standards (i.e. For multi stem trees).

Cond denotes health and structural rating using VIsual Tree Assessment (VIA) procedures.

U denotes Unsuitable = a tree in very poor condition that is deemed not viable for retention in active land use areas due to pre-existing advanced health decline or significant structural defects.

M denotes Marginal = a free in poor to fair condition that has a pre-existing moderate rated defect that may affect its viability considering the proposed land use but is considered

for retention conditional to certain special measures,

S denotes <u>Sullable</u> = a tree in good or excellent condition with no overt or identificible significant defects, and is well suited for consideration of retention if the project design can

| · Ac | commodale<br>tion denotes | the proposed treatme | ent of the tr | e within the current development design, See report and drawing for more details.  | Action  |
|------|---------------------------|----------------------|---------------|--|---------|
| Tag# | Dbh (cm)<br>40            | Tree Type<br>Cherry  | Cond<br>. U   | Observations  Growing directly adjacent to the existing building on the adjacent neighbouring property.  Narrowly bifurcated at 2.0m above grade with a long bark inclusion and forming ribs. The union is extremely weak and risk of fallure is high, however there is not largef in the current  | Remove  |
|      |                           |                      |               | land use.  Severe sweep from base corrected at 2.5m above grade and heavily asymmetrical crown blased to the east due to proximity of adjacent building, compounding the risk of failure.  The proposed construction is in direct conflict with the free, but it is in such poor condition that it does not warrant that the design is altered to accommodate its protection setbacks.   |         |
| 2    | 60                        | Cherry               | tı            | <ul> <li>Necrofic and missing bark on the stem at base, consisting of 70% circumference.</li> <li>Narrowly bifurcated at 2.0m above grade with a long bark inclusion.</li> <li>A large decaying subordinate scaffold limb is weakly affacted at the base of the tree with included bark in the union.</li> <li>Epicarmic grawth from root crown.</li> </ul>  | Remove. |
|      |                           |                      |               | <ul> <li>Dieback in the upper crown (40%).</li> <li>The proposed construction is in direct conflict with the tree, but it is in such poor condition that it does not warrant that the design is altered to accommodate its protection serbacks.</li> </ul>   |         |
| . A  | 64                        | Austrian pine        | U             | <ul> <li>Historically topped at 4.0m above grade and pruned via heading cuts for BC. Hydro safety setback; resulting in an asymmetrical crown and a poor structure.</li> <li>Not within influencing distance of the project.</li> </ul>  | None    |
| В    | 23                        | Western hemlock      | . М           | <ul> <li>This off-site tree grows in close proximity from the adjacent curb and its roots are restricted by limited growing space.</li> <li>Outside of influencing distance from the subject site.</li> <li>Asymmetrical crown biased to the west due to the proximity of adjacent tree.</li> </ul>  | Remove  |
|      |                           |                      |               | <ul> <li>This tree may be impacted by the removal of the adjacent tree and is desired by the<br/>neighbouring owner for retention. At the time that tree treatments are underway, the<br/>condition and viability should be reviewed in context to risk assessment.</li> </ul>   |         |
| c    | 61                        | Western hemlock      | M             | Two co-dominant stems weakly altach at the base with a bark inclusion; One of which has been historically topped at 8.0 above grade. Replacement leaders attach at the historic topping site and have developed a weak structural form prone to fallure.     The proposed construction is within 0.9m from the trunk which could result in excessive root loss.     It has been reported that this tree has been approved by the neighbouring owner for removal and a permit is in progress. | Remove  |
| D    | 20                        | Wesfern hemlock      | Μ.            | <ul> <li>Embedded in the crown of adjacent trees, resulting in an asymmetrical crown and suppressed form dependant on the adjacent trees for stability.</li> <li>The roots are expected to extend into the subject site, therefore protection measures are recommended within the site for the duration of construction,</li> </ul>  | Protect |
|      | •                         |                      |               |  |         |
| E    | 55                        | Norway maple         | \$            | <ul> <li>This off-site tree is in good condition.</li> <li>Root zone is not in influencing distance of the project.</li> <li>Protection measures within the site are recommended to protect the crown.</li> </ul>  | Protect |
| F    | 30 (est.)                 | Horsecheslnut        | S             | <ul> <li>This off-site tree is in good condition. Not in influencing distance of the project.</li> </ul>   | None    |
| G    | 35                        | Crabapple            | u             | <ul> <li>Multiple co-dominant stems weakly attach at 2.0m above grade with a back inclusion.</li> <li>While it is in poor condition, it can be profescled, since the roots are expected to extend into</li> </ul>  | Protect |

the subject site, protection measures within the project are recommended.

#### TREE PROTECTION GUIDELINES:

### 1. TREE PROTECTION ZONE SETBACKS:

The Tree Projection Zone (TPZ) allonments are established as directed by this office to provide a suitable setback to ensure adequate root protection to maintain tree health and free stability. These digriments are based on site and tree conditions as determined by the project aroorst, and they supersede any other tree protection setbacks provided by others (Including setbacks derived from municipal quidelines), and may be conditional to certain milligation measures being undertaken (i.e. root oruning, compensatory treatment to remaining root zone). The tree protection guidelines also apply to the overhead partions of the tree (trunk, branches and folloge), even if those tree parts extend autiside of the TP7 solback,

 TREE PROTECTION FENCES (BARRIERS):
 Barriers must be erected at the specified alignments and setbacks, maintained in good condition until the project reaches substantial completion, and the restrictions and quidelines implemented as detailed herein through to the completion of the landscoping phase. The materials and installation of the fence must meet or exceed the municipal standards. Signs stating TREE PROTECTION ZONE - NO ENTRY" must be placed on the free protection lenge at a suitable frequency at the direction of the project arborist. Arbortech will install signs in cases that we are retained to provide field senices for compliance during construction. The owner, contractors, subcontractors and trades should be made gware of the restrictions therein, and consult with this office for any access, if required. Tree protection fencing must be inspected and approved by the municipality and/or the project prior to commencement of any

### 3. SURVEY OF FENCES:

If any tree protection fences are aligned with ar within close proximity to a restrictive coverant, a property line, and/or an environmentally sensitive or protected area, the contractor must undertake a survey of the location of those property lines such that the protection fence can be installed and inspected accurately,

#### 4. TREE PROTECTION AND LAND CLEARING OPERATIONS:

#large scale land cleaning areas contain a TPZ and/ar there is windfirming treatments required in new forest edge interfaces along the perimeters of the tand cleaning areas, and/or when certain trees within a TPZ are specified for removal, it is strongly recommended that the land cleaning contractor should coordinate with the project orbanist in advance to review their work plan and to identify retained trees and the protection measures for them, as well as during the clearing process to improve compliance and to assess new forest edges and provide tree failure risk mitigation prescriptions.

for lendering purposes, the proponents should be required to provide unit costs for the following treatments (including disposal of waste) in the forest interface zones.

Removal of defective trees in size categories of small (dbh up to 20 cm dbh), medium (dbh 21 cm to 45 cm), large (dbh 46 to 75

cm) and very large (76 cm obh and greater), and Fruning services (hourly).

Male that appropriate for leaving chips or large woody debris created by the waste of these operations on the site will be investigated with affected property owners upon request, in certain cases, and subject to municipal approval, inferim free protection measures instead of standard free protection fence

installation may be acceptable, such as but not limited to:

Retaining the services of the project arbarist to attend and direct the compliance to protection measures during the clearing scope that is in proximity to the TPZ, or

### Installing alternative demarcation of the TPZ such as survey stakes, pointing lines on the ground, and/or placing rope and flogging.

Any construction related work or activities within or directly adjacent to a TPT requires advance approval and the on-site direction of the project arcords. The trunks, branches, folioge and roots of relatined frees, as well as the soil within the tree projection zones, must not be damaged by construction activities, except as approved and directed by the project orbarist, activities within and access to

the TPZ are restricted during the sile preparation, construction and landscape installation phases of the project as follows:

Restricted low impact methods for the removal of trees and stumps within or adjacent to TPZ; No soil disturbance, including trenching for underground services or utitilies, stripping of organic soil for hard landscape Installation, excavation for building foundations. Ill placement, or trenching for intigation or conduit installation, No storage or transport of, soil, spoil, construction materials, waste materials, etc.,

No waste or washing of concrete, stucco, drywall, point, or other materials that may adversely impact the soil or roots, 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. Any pruning or other treatment of a retained tree must be completed by a qualified arboilst or tree service firm employing ISA Certified Arboilsts and in conformance with ANSI A390 Standards, and/or under the disection of the Project Arboilst from this office, and.

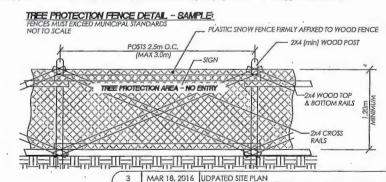
Any excavations adjacent to the TPZ will require the attendance of the project arborist and root pruning to be undertaken as

necessary.

The use of cerial lifts, crones or other overhead equipment is restricted in proximity to retained trees and should be planned with

the size and height of the crown of the tree accordingly.
It is recognized that certain unpredictable construction conflicts with a TPZ may arise that could interfere with the protection of the selected frees, however any encroachment into a TPZ and/or changes to the free retention scheme are subject to approval in advance by the project orbards and the municipality. Certain TPZ restrictions or guidelines noted herein may be walved if they are considered by the project arbards to be tolerable impacts, and/or if the impacts to the trees can be successfully miligated by implementing special measures, protection systems, compensatory treatments, and/or follow-up works, as specified and directed by

The landscaping phase is when retained irees can be severely damaged. The operation of equipment, the placement of growing medium, grading and sub-base preparation for hard landscape features, [i.e., sidewalks and patios), site preparation for retaining walks and footings, excavation for tences, signs and other landscape features, diagram of planting holes for new plants and trees, the digging of trenches for irrigation, crainage and lighting, and the placement of turi and other finishing works, all have a very high potential for tree and root damage. It is vital that the landscape works respect the limitations on activities within the TPZ therefore the londscape installation stoff should be advised. On-site direction by the project arborist is strongly recommended.



0 JUN 25, 2015 INITIAL SUBMISSION

SEE SHEET 2 FOR DRAWING DETAILS



TREE MANAGEMENT DRAWING

PROJECT: PROPOSED NEW RESTAURANT ADDRESS: 8191 ALEXANDRA RD RICHMOND BC CLIENT: PACIFIC WEST ARCH - HAOTIAN INVEST ACL FILE: 15192 SHEET: 1 OF 2



# PWA

### pacific west architecture

1200 West 73rd Ave (Airport Square) Suite 1120 Vancouver B.C. V6P 6G5

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ISSUES

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4 ISSUED FOR DPP
3 ISSUED FOR ADVISORY DESIGN PANEL 2
COMMENTS
2 ISSUED FOR ADVISORY DESIGN PANEL 2

DRAWN BY SL
CHECKED BY PY
DATE CHECKED
CONSULTANT

8191 ALEXANDRA ROAD

RICHMOND, BC

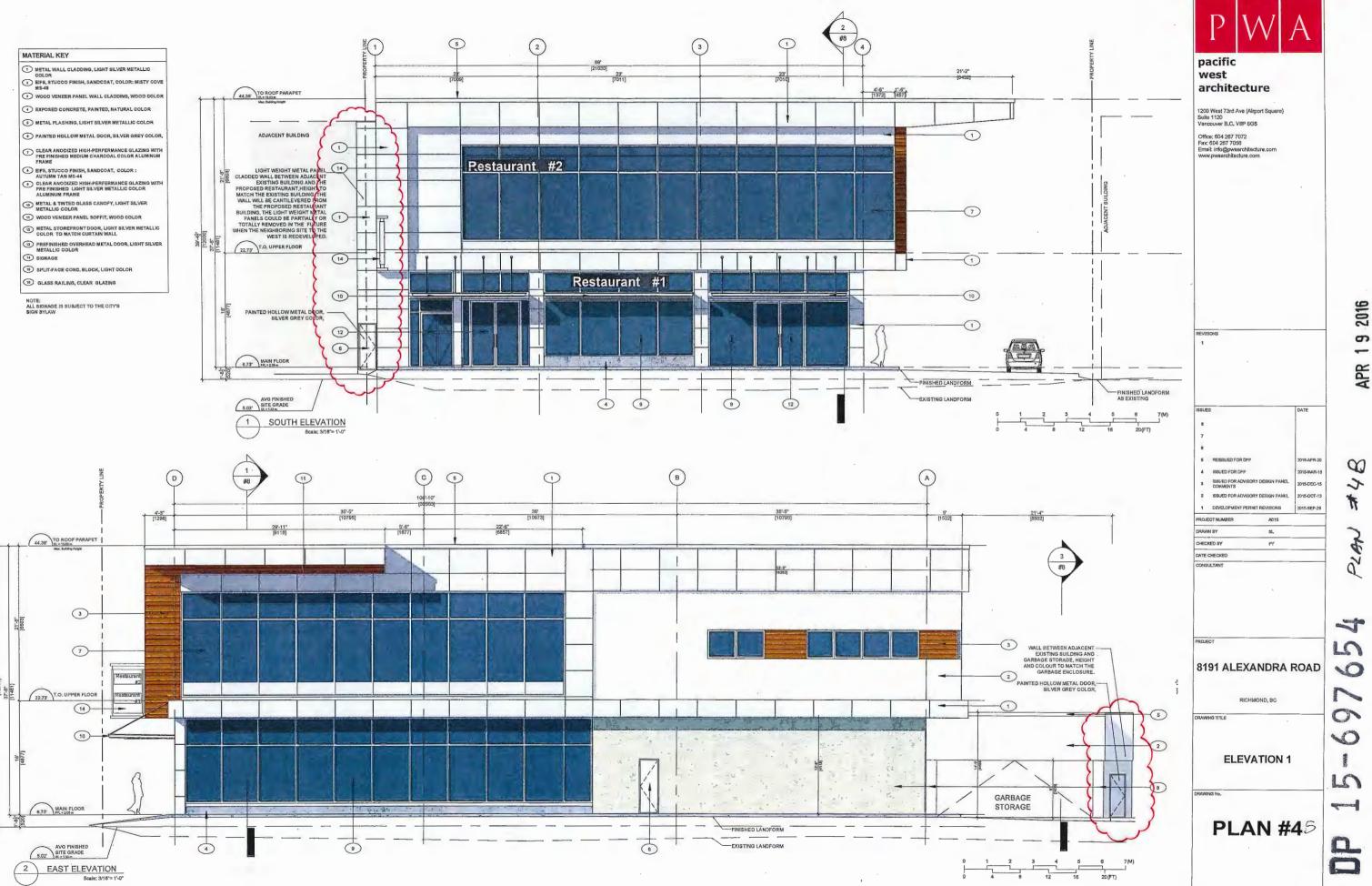
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PERSPECTIVE VIEW

DRAWING No.

PLAN

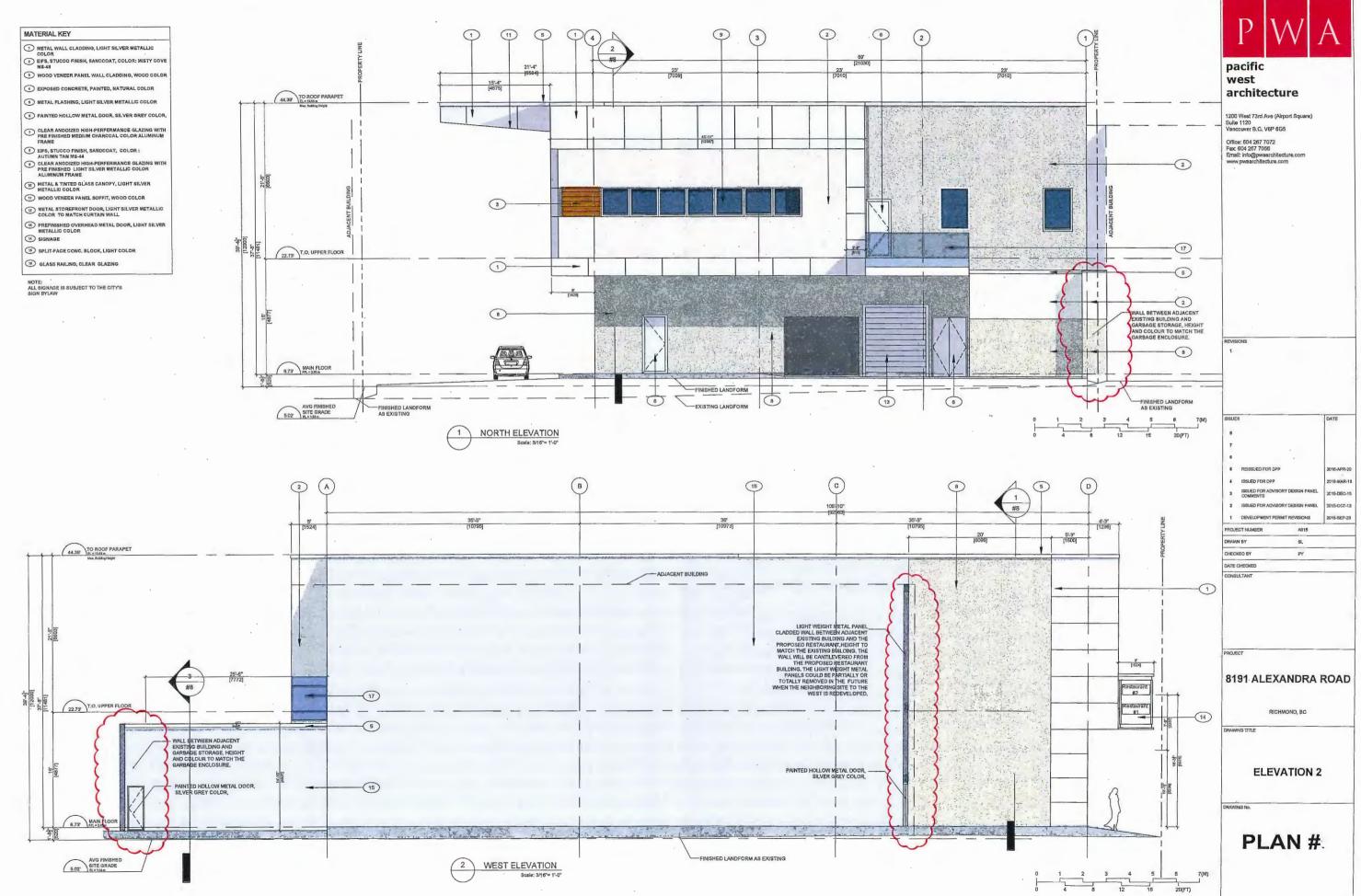
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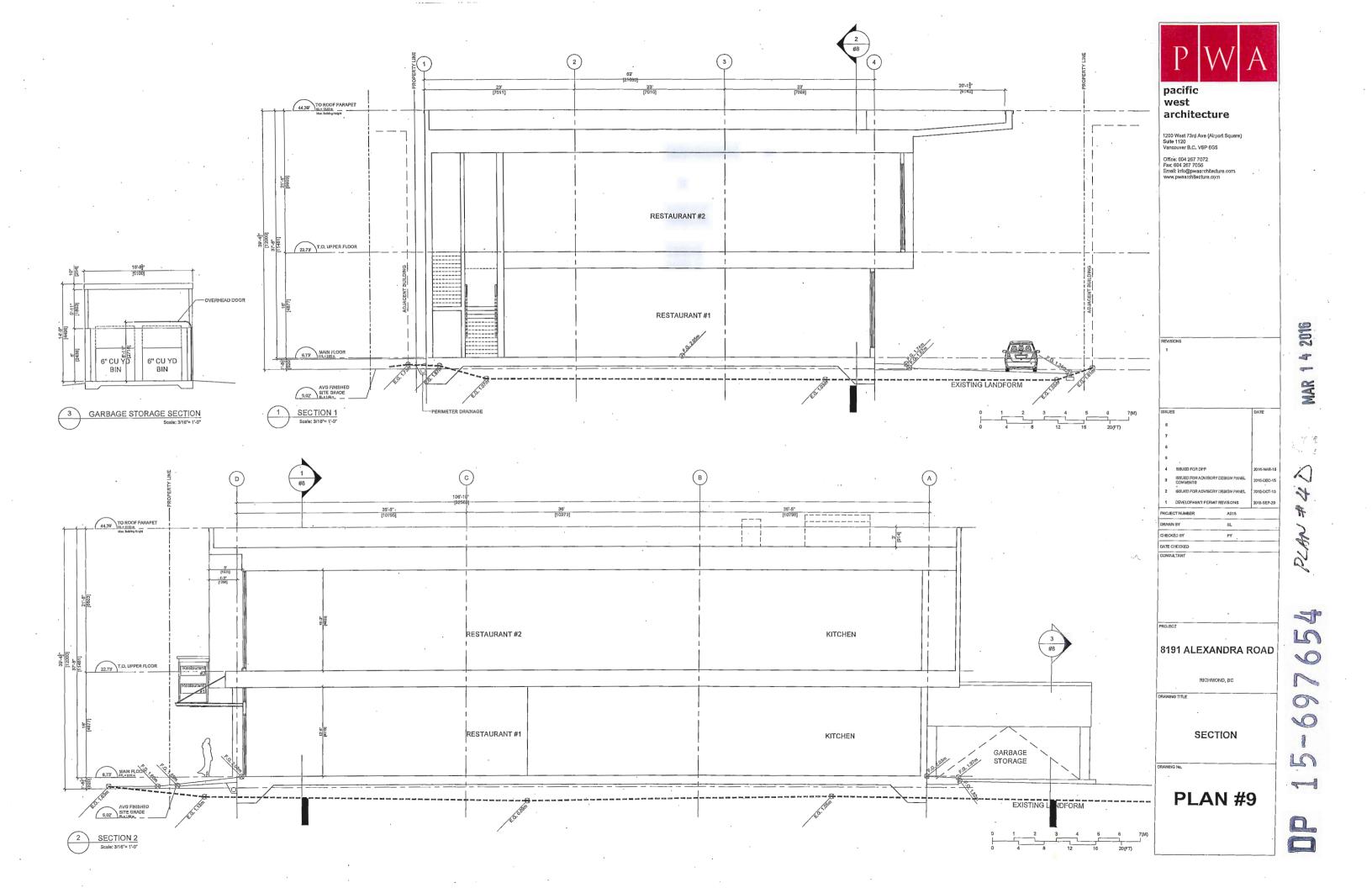


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1200 West 73rd Ave (Airport Square) Suile 1120 Vancouver B.C. V6P 6G5

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8191 ALEXANDRA ROAD

RICHMOND, BC

RAWING TITLE

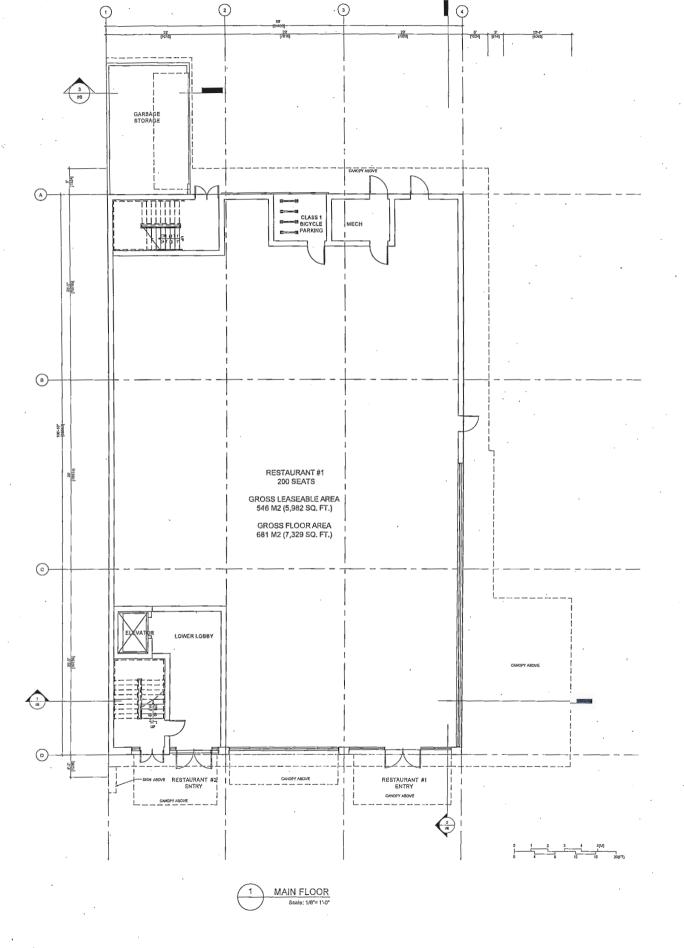
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MAIN FLOOR PLAN

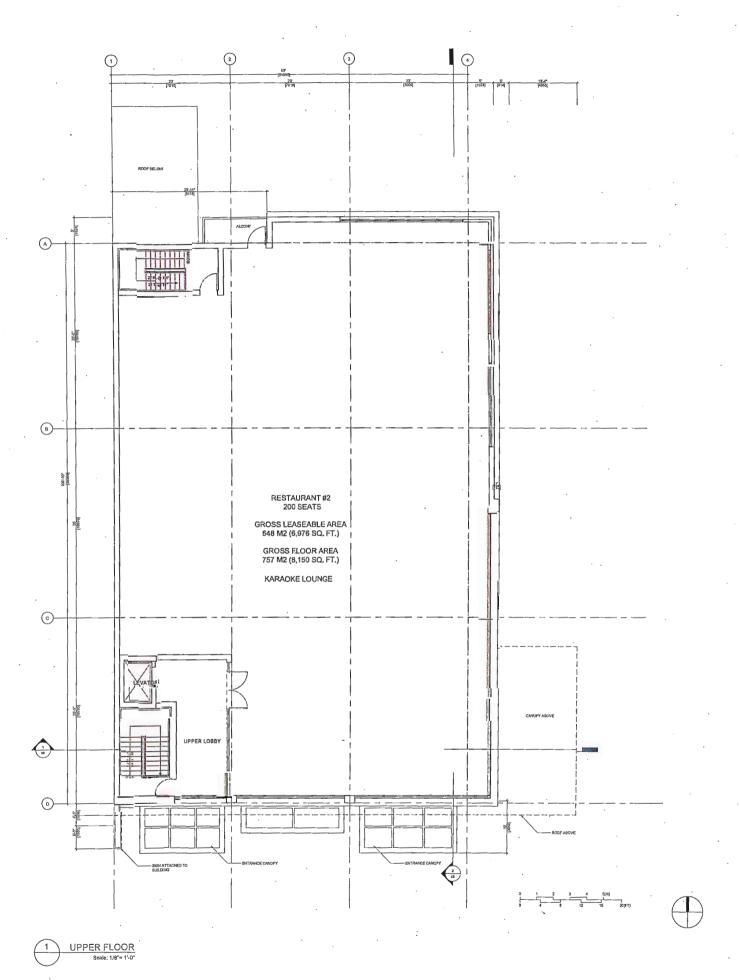
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**PLAN #10** 

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pacific

architecture 1200 West 73rd Ave (Airport Square) Suite 1120 Vancouver B.C, VSP 6G5

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REFERENCE PLAN

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UPPER FLOOR PLAN

**PLAN #11** 

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