



**City of Richmond**  
Planning and Development Department

## Report to Development Permit Panel

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**To:** Development Permit Panel  
**From:** Wayne Craig  
Acting Director of Development  
**Date:** September 6, 2007  
**File:** DP 07-375679  
**Re:** **Application by Ventana Construction Corporation for a Development Permit at  
12200 Steveston Highway**

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### Staff Recommendation

That a Development Permit be issued which would permit the construction of an automobile dealership at 12200 Steveston Highway on a site zoned Comprehensive Development District (CD/187).

  
Wayne Craig  
Acting Director of Development

WC:dcb  
Att. 3

## Staff Report

### Origin

Ventana Construction Corporation has applied to the City of Richmond for permission to develop an automobile dealership at 12200 Steveston Highway on a site zoned Comprehensive Development District (CD/187). The site is currently vacant and has been partially preloaded in preparation of the proposed development.

The site is being rezoned from Agricultural District (AG1) to Comprehensive Development District (CD/187) for this project under Bylaw 8270 (RZ 07-362690).

### Development Information

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

### Background

Development surrounding the subject site is as follows:

- *to the north across Steveston Hwy.*, the former Fantasy Gardens and Art Knapps site. Lands zoned Botanical Garden District (BG1 and BG2);
- *to the east*, Highway 99 and agricultural lands along the east side of the freeway. A drainage canal with associated riparian vegetation running along the eastern property boundary of the subject site has been identified as a Riparian Management Area with a 15m setback which partially encroaches onto the property;
- *to the south and west*, Business Park Industrial uses (i.e. clean industrial uses with independent office uses).

A BC Hydro high voltage transmission line and associated right of way cross over a significant portion of the eastern side of the site affecting the positioning of the building and other structures on the site.

### Rezoning and Public Hearing Results

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

- Finalizing suitable plant selections for the Riparian Management Area (RMA);
- Improving landscaping plans around the building and adjacent to the bike/pedestrian trail;
- Stronger visual presence and physical elements to the building elevations;
- Improvements to the entry way and entrance facing portions of the building;
- Colour scheme compatibility with surrounding developments;
- Screening of exhaust fans from the repair and body shop;
- Ensuring flood construction levels are met;
- Reviewing the suitability of planting Alders within the required RMA setback;
- Details related to the design of the bike/pedestrian trail;
- Signage details integrated into the building design, etc.

The Public Hearing for the rezoning of this site was held on September 5, 2007. At the Hearing three issues were raised:

1. Concerns regarding general traffic flow along the Steveston Highway – Highway 99 Interchange areas;
2. Visibility of free standing signage to Highway 99, and;
3. On-site landscaping specifically as it relates to the Highway 99 & Steveston Highway frontages.

The first issue is being dealt with through a Council referral to staff and a separate staff report will be prepared to address the concerns in detail.

The second issue, signage visibility, has been addressed through the development permit which limits the height of the proposed pylon sign adjacent to Featherstone Way to be no higher than the south-west corner of the building – thereby minimizing potential visibility from Highway 99. Signage along the Hwy 99 frontage is limited to building mounted signage that is integrated into the overall design of the building.

The third issue, on-site landscaping has been increased in terms of the areas where trees and shrubs are being provided – particularly along the Steveston Hwy. and Highway 99 sides of the site.

Staff worked with the applicant to address the issues identified during the rezoning process in the following ways:

- Plant selections have been modified in the accompanying plans with an appropriate selection of trees and shrubs located as to minimize any negative impacts upon the dealership but still providing habitat benefits along the water course. Alder species were replaced with both conifer tree species and shrubs within the RMA setback.
- Additional landscaping has been placed adjacent to the building where appropriate and a landscaping scheme which varies in depth along the west side of trail that helps to soften the interface between the development and the trail but also allows the site to maintain a secure perimeter. Tree selections along the trail were also adjusted to include larger growing varieties such as Autumn Blaze Maples.
- Changes have been made to the internal layout have resulted in the exterior design being less box-like. Stronger vertical elements and extension of exterior materials around the sides and rear of the building have improved the visual presence of the building and the entrance facing portions of the building. Additional elements such as a wrought iron prefabricated fence system with graphics are being considered by the applicant as a way of further enhancing the entrance way to the site.
- The development's architects reviewed the color scheme of other buildings in the area noting them to be primarily white or cream in colour. The colour scheme for this building being cream was felt to be compatible with the neighbourhood.
- The development's architects will be installing a screening scheme for the exhaust fans from the repair and body shop compatible to the building design once the systems have been established in terms of size and location.
- Preliminary details for the design of the bike/pedestrian trail have been worked out which provide a broad 4.0 m wide travel surface with lighting and landscaping of varying depth along the east side of the trail. An option for a black chain link security fence is also provided with criteria for setbacks that will leave a vegetation edge adjacent to the trail itself.

itself. The owner has agreed not to install this fencing unless vandalism is shown to be a problem for the site.

- Principle signage has been incorporated into the building design and is shown on the elevation plans for this development. Smaller directional signage elements have also been planned for and are shown on the site plan drawings. The directional signage elements meet the City's Sign Bylaw requirements.

### **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with Comprehensive Development District (CD/187).

### **Zoning Compliance/Variances**

No additional variances are being sought through this application. A requested reduction in the number of loading bays from 3 stalls to 2 stalls has been incorporated into the Comprehensive Development District zoning schedule (CD/187) after having been reviewed and accepted by the City's Transportation staff.

### **Advisory Design Panel Comments**

The Advisory Design Panel reviewed this application both as a preliminary review and as a formal application. A copy of the relevant excerpt from the Advisory Design Panel Minutes from July 18, 2007 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

### **Analysis**

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

- Particular attention has been paid to the fit and appearance of the proposed building with the existing adjacent buildings to the west of the site. At a maximum height of 12m, the building itself is of a similar size and shape and has a similar colour scheme to the adjacent structures.
- The four metre wide pedestrian / bike trail along the western property line, plus its associated 1 to 2 metre wide vegetation buffer, in themselves provide a significant setback and partial screening from the adjacent industrial buildings. The building setback from the road is 24.3m exceeding bylaw minimums by four times. The provided side yard setbacks all exceed the bylaw minimums.
- Architectural treatments such as tinted glazing, decorative banding and silver metallic flashing have been carried around from the front of the building to the sides and partially to the rear (west facing) elevations.
- Mechanical elements such as exhaust vents will be screened from adjacent sites.
- The site grade has been brought up to a level consistent with the adjacent industrial buildings.

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

- Despite the site's constraints (e.g. significant hydro right of way, extensive riparian area and associated setbacks, etc.) the site design provides a functional response to the operational needs of the dealership accommodating two parts delivery bays, 216 display inventory vehicle stalls, 63 office and visitor stalls (exceeding bylaw requirements by 9 stalls), and 64 service stalls (exceeding bylaw requirements by 16 stalls). Three handicapped parking stalls are located adjacent to the main building entrance. Both rooftop parking and surface parking are used on the site.
- The customer service loading area is fully accessible and includes automatic doors. Both the washrooms and the employee areas are designed for accessibility.
- A pedestrian linkage connects the site to the pedestrian / bike trail just south of the connection with Steveston Hwy and the nearby bus stop allowing for walk in trade.
- Garbage and recycling facilities are located in a screened enclosure on a concrete pad along the western property boundary.
- The building footprint is less than half the bylaw maximum of 50%.

### ***Architectural Form and Character***

- Building materials and colours are generally in compliance with the OCP Guidelines and are consistent with the existing building forms in the area.
- The exterior design was adjusted in response to initial ADP comments to strengthen entrances and enhance the vertical presence of the building.
- Tinted and clear glazing, split block facia, banding, parapets and turret elements are used to create visually appealing building elevations and distinguish the structure.
- Branding elements have been incorporated into the building's turrets and vertical elements.

### ***Landscape Design and Open Space Design***

- No trees have been removed from the site and only 1 tree adjacent to the property will be removed. More than 60 trees are to be planted on the site outside the Riparian Management Area (RMA). An additional 44 trees are proposed within the RMA adjacent to the canal along Highway 99.
- Extensive planting of native trees, shrubs and ground covers will serve to enhance the RMA corridor. Trees in this area have been clustered to maintain visibility to the site and to avoid future conflicts with the BC Hydro lines as they grow.
- Trees and shrubs have also been strategically placed to enhance the building faces by breaking up large wall spaces, defining the entrance drive aisle and defining and enhancing property edges along the southern perimeter and adjacent to the pedestrian/bike trail at the site's western edge.
- Decorative pavers are used for display vehicle platforms.
- Art works are being considered for incorporation into a wrought iron fence intended to enhance and define the entrance drive aisle from Featherstone Way to the building's front entrance.
- The landscaping plan along the northern perimeter adjacent to Steveston Hwy. meets the Ministry of Transportation's requirements for a continuous vegetation screen to prevent vehicle headlights from the site impacting upon traffic along the Highway 99 on-ramp. The landscaping will be reviewed upon installation to ensure that MOT's minimum height requirements have been achieved.

***Crime Prevention Through Environmental Design***

- Appropriate down lighting is used throughout the site and along the pedestrian / bike trail ensuring that these areas will be well lit while minimizing stray light to peripheral areas such as Highway 99.
- The pedestrian – bike trail has been deliberately kept wide at 4m to ensure safe passage for both walkers and riders.
- Provision is made for a heavy grade black chain link fence along the pedestrian – bike trail should it be required to prevent vandalism. The owner has agreed to initially hold off on the installation of this fencing.

***Site Signage***

Appropriate scale branding elements have been incorporated into the building itself. Up to three directional signs and one pylon sign are also proposed for the property. All of these directional and free standing signs will be required to meet the City's Sign Bylaw criteria with the noted exception that up to three directional signs will be permitted in the locations as generally shown in the site plans. The Sign Bylaw normally permits only up to two directional signs per lot. This exception is supported by staff in view of the size of the site. The necessary adjustments have been incorporated within the Development Permit.

**Conclusions**

The applicant has worked to respond to suggestions by the Advisory Design Panel incorporating changes to the building elevations, materials, detailing and landscape layout. The applicant has satisfactorily addressed site planning, urban design, architectural form and character, landscaping design and adjacency related issues in the planning for this development.

Staff are recommending that support be given to this Development Permit application.



David Brownlee  
Planner 2

DCB:cas

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$ 128,348 (based on total floor area of 64,174 sq. ft.).



**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet  
 Development Applications Division**

**DP 07-375679** **Attachment 1**

Address: 12200 Steveston Hwy.

Applicant: Ventana Construction Corporation Owner: Dueck Lansdowne Pontiac Buick Cadillac GMC Ltd.

Planning Area(s): Shellmont

Floor Area Gross: 5,967 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	20,888 m <sup>2</sup>	20,567 m <sup>2</sup> after Featherstone Way dedication
<b>Land Uses:</b>	Currently vacant & partially preloaded	Automobile Dealership
<b>OCP Designation:</b>	Business and Industry	Commercial
<b>Zoning:</b>	Agricultural District (AG 1)	Comprehensive Development District (CD/187)
<b>Number of Units:</b>	Vacant	One commercial building
<b>Riparian Management Area:</b>	15 m buffer from top of ditch bank at east property line	Provided
<b>Flood Management Policy:</b>	Proposed Min. 2.6 m geodetic	Provided
<b>Bike Path:</b>	Min. 4 m at west property line	Provided

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max 0.5	0.29	none permitted
Lot Coverage:- building	Max. 50%	24%	None
Setback – Public Road:	Min. 6 m	22.9 m min.	None
Setback – Side and Rear Yards:	Min. 1.5 m	16.8 m	None
Height (m):	Max. 12 m	12 m max.	None
Lot Size:	4,047 m <sup>2</sup>	Net 20,567 m <sup>2</sup>	None
Off-street Parking: Inventory	None	216	None
Office & Visitors	54	63	
Service Bays	48	64	
Accessible Parking Stalls	3	3	None
Total off-street Spaces:	106	343	None
Tandem Parking Spaces	Permitted for display vehicles	Display vehicles only	None
Loading Spaces	3 stalls (5536 m <sup>2</sup> /1860 m <sup>2</sup> )	2 stalls	Incorporated into the CD Zone

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

**Wednesday, July 18 2007 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall**

**1. Development Permit 07-375679 – Dueck Richmond Automobile Dealership**

**APPLICANT:** Brian Quiring  
**PROPERTY LOCATION:** 12200 Steveston Highway

**Staff Comments**

Diana Nikolic, Planner noted that the project had been reviewed by the Advisory Design Panel on June 6, 2007, and proceeded to review the site context, directing the Panel's attention to the improvements undertaken by the applicant since the project was last reviewed by the Panel. She asked the Panel to carefully review the west elevation façade, located at the south west corner of the site. It was noted that the applicant has added banding to the façade, however the elevation remains primarily a blank wall. Ms. Nikolic also noted that this application will be proceeding to the September 5, 2007, Public Hearing.

**Applicant's Comments**

With the aid of a model, colour board and various artist's renderings, Moray B. Keith, President of Dueck GM, and Mark Hamilton, Architect, MQN Architects reviewed revisions made to the development proposal in response to the Advisory Design Panel's previous comments. It was noted that the plans provided to the Panel as part of their agenda did not reflect all the revisions (the drive aisle width should be 9 m instead of 7.5 m and the landscape plans have been further developed).

In order to create a large and inviting entrance and driveway, the driveway has been widened to 9 m (30 feet); and an iron rail fence, and gate have been added in combination with landscaping. The landscaping and fence assist in clearly distinguishing the traffic flow pattern for visitors without having to provide a great deal of signage.

To assist with site identification, and to draw traffic to the front of the building; a vehicle upon a pedestal will be located at the arrival point of the driveway as a monument; glass and further architectural treatment have been added to the south elevation; the size of the tower has been increased; and the tree species adjacent to the bike path will be less columnar. The intention is to move people away from the utilitarian areas on site toward the sales area.

**Panel Discussion**

In answer to several questions, the applicant provided the following advice:



- The arrangement of the interior space has not been revised in any way.
- The artist's rendering and colour board do not match; the colour palette on the colour board and the updated elevations is in response to the Panel's previous comments, and the site's surrounding area. The colour board will be used for the project, not the colours shown on the renderings.
- Clear glass is used on the main frontage and wash bay side of the building.
- The plant material species have been modified to include larger trees; a screen edge and additional landscaping have been incorporated along the access point; and the alder trees in the previous plan have been removed from the site design.
- Rock wall signage will be located at the entrance; a pylon sign will be introduced on-site and will comply with the Sign Bylaw.
- Provisions have been taken for accessibility, the site is designed to channel visitors to the closest entrance of the building; the loading area located within the customer service area is fully accessible and includes double automatic doors; the employee area is accessible by elevator; and the washrooms are accessible.

*Comments from the Panel were as follows:*

- The Panel's previous comments have been adequately addressed.
- The applicant's response to previous comments is appreciated; and the building has improved. However, there are outstanding concerns associated with the south west corner; possible solutions include:
  1. Treating the corner with wrapping or more glazing;
  2. Raising the parapet;
  3. Using a different color on the corner;
  4. Sealing off the corner with trees;
  5. Placing a car on a pedestal to mask the corner (sculptural solution) or;
  6. Increasing the glazing on-site.Addressing the corner architecturally is preferred.
- The Panel's previous comments are well addressed. Ensure the plans correctly label the proposed use of split faced block and stucco band. The fascia panels along the south and west side have been addressed; and the building doesn't appear to be turning it's back to the entrance. The landscaping should be dense enough to serve as a screen. It is unfortunate that no details could be provided on pylon signage.
- Concurs that the south west corner needs improvement, as it still feels too much like the back of the building. The change to the driveway is an improvement.
- South west corner requires further design development. Consider adding emphasis to the path along the side of the building by massing up the landscaping as much as possible on one side, and having the corrugated iron fence on the other side. This will draw attention to the access. Consider using decorative pavers to create a "lot plaza" atmosphere. The decorative iron fence seems to be right up against the building, and there is a lack of transition detail between the building and fence. Consider extending the stucco banding along the west elevation to the overhead door located to the left of the smaller door.

- The provisions for accessibility, and accommodations for employees are appreciated.
- Give consideration to the appropriateness of placing an existing public art piece called E-Race on the site. E-Race is a sculpture that makes a statement about street racing in Richmond.  
If E-Race is not appropriate, consider assisting the Public Art Commission in locating an alternative site for the piece, consider working with the Public Art Commission to place a piece of public art at the dealership, possibly at the south west corner, or consider offering an alternative contribution towards public art in Richmond.
- The added transparency to the entrance is a move in the right direction.

In response to the Panel's comments, Mr. Keith stated that he shared the Panel's concerns regarding the south west corner and fence detail. He further stated that the lot plaza with decorative pavers and stamped concrete is a great idea; that the plans will be amended to indicate the 9m wide drive aisle width, and consideration will be given to extending the banding on the side of the car wash area.

Mr. Keith concluded by stating that he shared the concerns associated with street racing, but was unsure of the appropriateness of displaying a sculpture of a car involved in a street racing accident at a new car dealership. However, he would welcome the opportunity to become involved in E-Race; and would explore options of locating more appropriate public art on the site, perhaps modernistic art related to cars.

### **Panel Decision**

It was moved and seconded

That Development Permit 07-375679 move forward to the Development Permit Panel, taking into consideration the following comments provided by the Advisory Design Panel:

1. Consider further design development to the south west corner, an architectural response is preferred to a landscaping response; *(Due to changes to the internal layout, the exterior design has been adjusted to suit and resulted in less box-like form. Landscaping and fencing have also been rearranged to make the Featherstone entrance more appealing. Refer to drawing #4)*
2. Consider additional landscaping to emphasize the route to the front of the building; *(The increase in the drive aisle to 9m and reconfiguration of the parking on the South of the site has enabled the landscaping to be emphasise the entrance to the front of the building to be a guided promenade. Refer to drawing Plan #2, #3a, 3b & 3c)*
3. Consider adding pavers to enhance the plaza area; *(Stamped concrete will be incorporated into the drive aisle around the feature display at the end of the entrance drive aisle. Refer to drawing Plan #2)*
4. Consider further development of fence details and the juncture of the fence and the building; *(The fence is intended to be a wrought iron prefabricated system with graphics (eg. Cars) which would be set proud of a vegetation background at the South west corner of the Drive Thru. Refer to drawing Plan #4.)*
5. Consider extending the banding along the west elevation toward the overhead door; and *(Refer to drawing Plan #4 for most recent elevations.)*

6. Discuss public art, and give consideration to the existing E-Race piece with regard to placing it on site, identifying a suitable location for the piece, or providing an alternative piece of public art on site. *(As stated in point 4, displaying art on the wrought iron fencing will be taken in to consideration but further investigation of the design of the graphic is required at this time.)*

**CARRIED**

**Conditional Development Permit Requirements**  
**12200 Steveston Highway DP 07-375679**

Prior to forwarding this application to Council for Development Permit approval, the developer is required to complete the following requirements:

1. Adoption of the rezoning (RZ 07-362690); and
2. Receipt of a Letter of Credit for landscaping in the amount of \$128,348.00 The amount is based on the total floor area (64,174 SF) , including areas which may be exempt from floor area ratio (F.A.R.) calculations.

*[Signed Original on File]*

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



**No. DP 07-375679**

To the Holder: VENTANA CONSTRUCTION CORPORATION

Property Address: 12200 STEVESTON HIGHWAY  
Address: #109-3855 HENNING DRIVE  
BURNABY, B.C. V5C 6N3

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 #9 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. The installation of all freestanding and directional signs on the property are subject to Sign Bylaw No. 5560 with the exception that up to three directional signs are permitted on the lot and that the freestanding sign proposed for the Featherstone Way entrance shall be no higher than the parapet at the south-west corner of the building.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$128,348. 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 07-375679

To the Holder: VENTANA CONSTRUCTION CORPORATION

Property Address: 12200 STEVESTON HIGHWAY  
Address: #109-3855 HENNING DRIVE  
BURNABY, B.C. V5C 6N3

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF

ISSUED BY THE COUNCIL THE

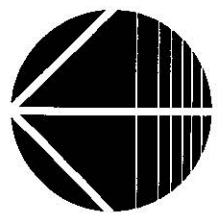
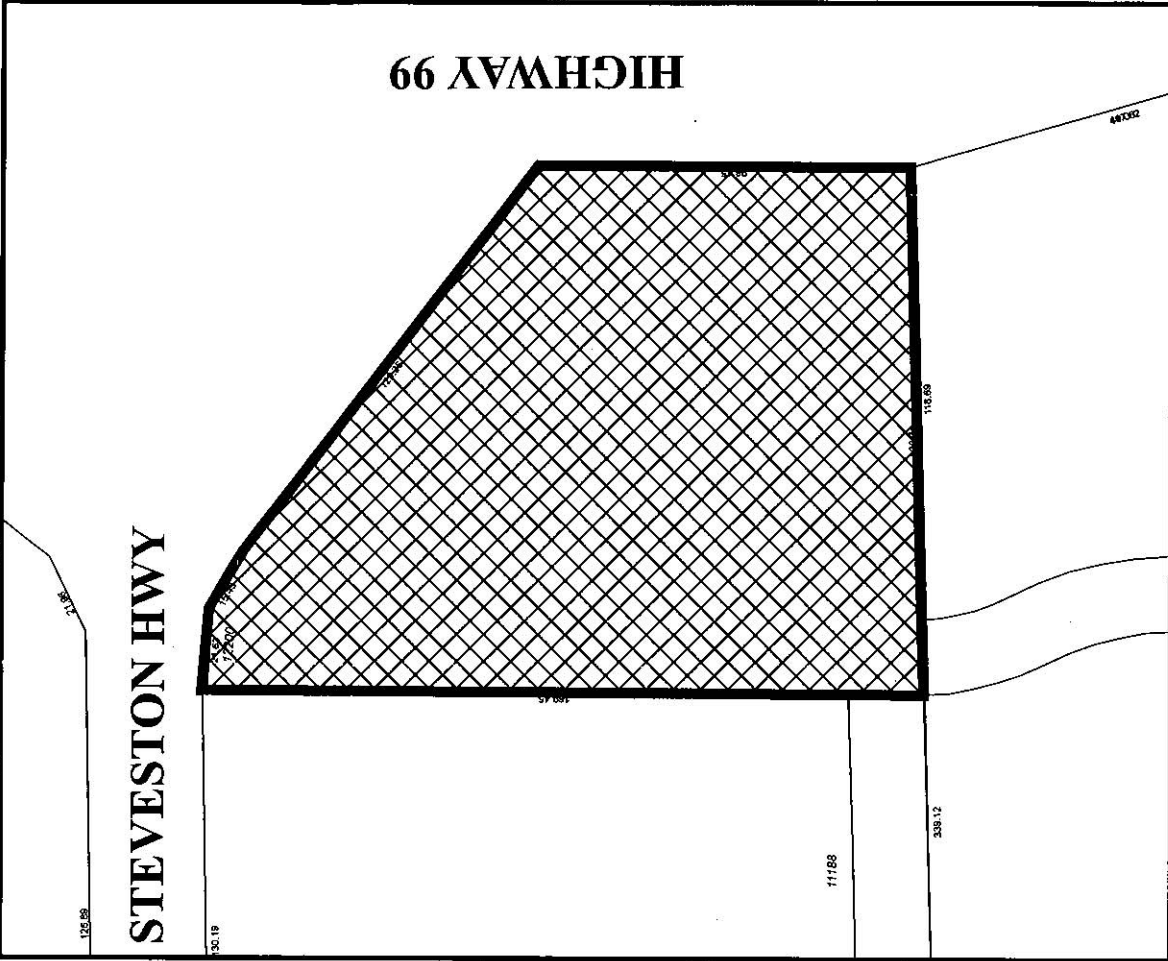
DELIVERED THIS DAY OF

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MAYOR



# City of Richmond



## DP 07-375679 SCHEDULE "A"

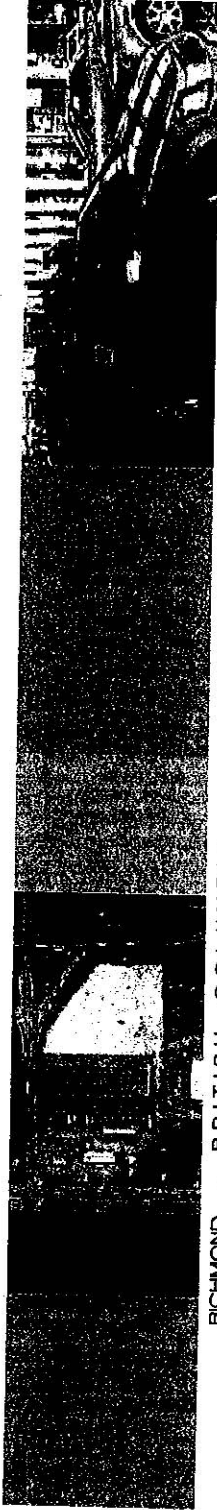
Original Date: 07/05/07

Revision Date:

Note: Dimensions are in METRES

# DUECK RICHMOND

12 200 STEVESTON HIGHWAY



RICHMOND · BRITISH COLUMBIA

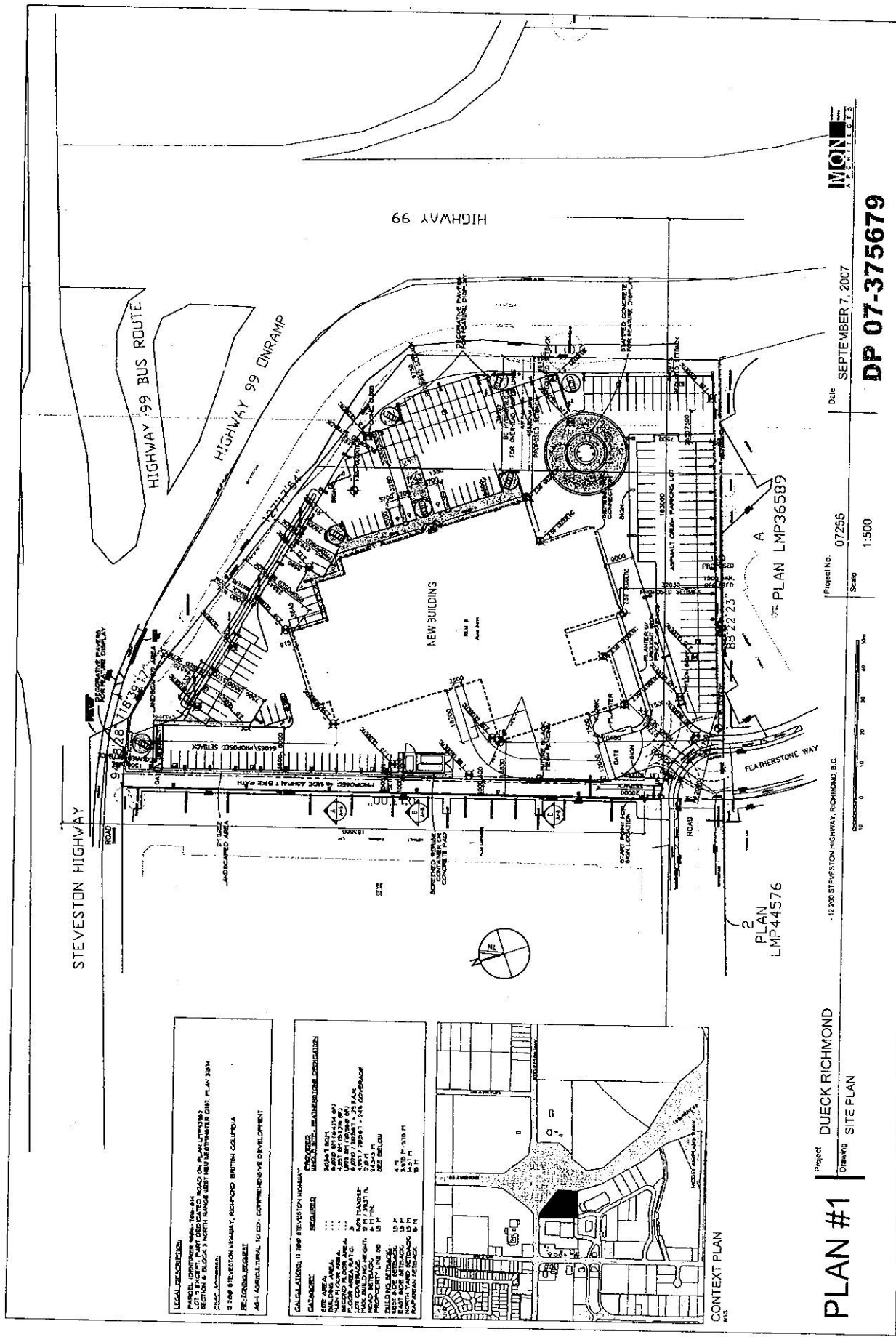
#### ARCHITECTURAL DRAWING LIST

- TITLE PAGE
  - PLAN 1 SITE PLAN
  - PLAN 2 PARKING PLAN
  - PLAN 3 LANDSCAPE PLAN
  - PLAN 4
  - PLAN 5
  - PLAN 6 ENVIRONMENTAL DESIGN PLAN
  - PLAN 7 SURVEY PLAN
  - PLAN 8 ELEVATIONS
  - PLAN 9
  - PLAN 10 FLOOR PLAN
  - PLAN 11 ROOF PLAN
  - PLAN 12 SECTIONS
  - PLAN 13
  - PLAN 14 SITE DETAILS
- ISSUED FOR DEVELOPMENT PERMIT - 23 MAY 2007  
■ RE-USED FOR DEVELOPMENT PERMIT - 4 JUNE 2007  
■ RE-USED FOR DEVELOPMENT PERMIT - 14 AUGUST 2007  
■ RE-USED FOR DEVELOPMENT PERMIT - 20 AUGUST 2007



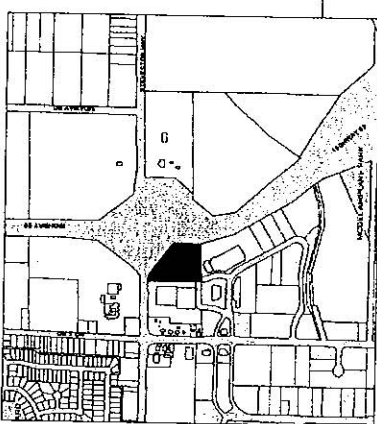
07375679





**LEGAL DESCRIPTION**  
 THE SOUTHWEST CORNER OF LOT 10 OF BLOCK 3 OF THE WESTERN WATER DISTRICT PLAN 1874  
 SECTION 8 BLOCK 3 NORTH RANGE WESTERN WATER DISTRICT PLAN 1874  
 COUNTY OF ALBERTA  
 CITY OF STEVESTON, RICHMOND, BRITISH COLUMBIA  
 RELYING SUBJECT  
 AS-1: AGRICULTURAL TO CITY COMPREHENSIVE DEVELOPMENT

**CALCULATIONS OF THE STEVESTON HIGHWAY**  
 ZONING: R-1000  
 REGULATED: 10000 SQ M  
 MAXIMUM AREA: 10000 SQ M  
 MAXIMUM FLOOR AREA: 10000 SQ M  
 LOT COVERAGE: 100%  
 MAXIMUM HEIGHT: 12 M  
 MAXIMUM SETBACK: 10 M  
 MAXIMUM SIDE SETBACK: 5 M  
 MAXIMUM FRONT SETBACK: 5 M  
 MAXIMUM REAR SETBACK: 5 M



CONTEXT PLAN

**PLAN #1**

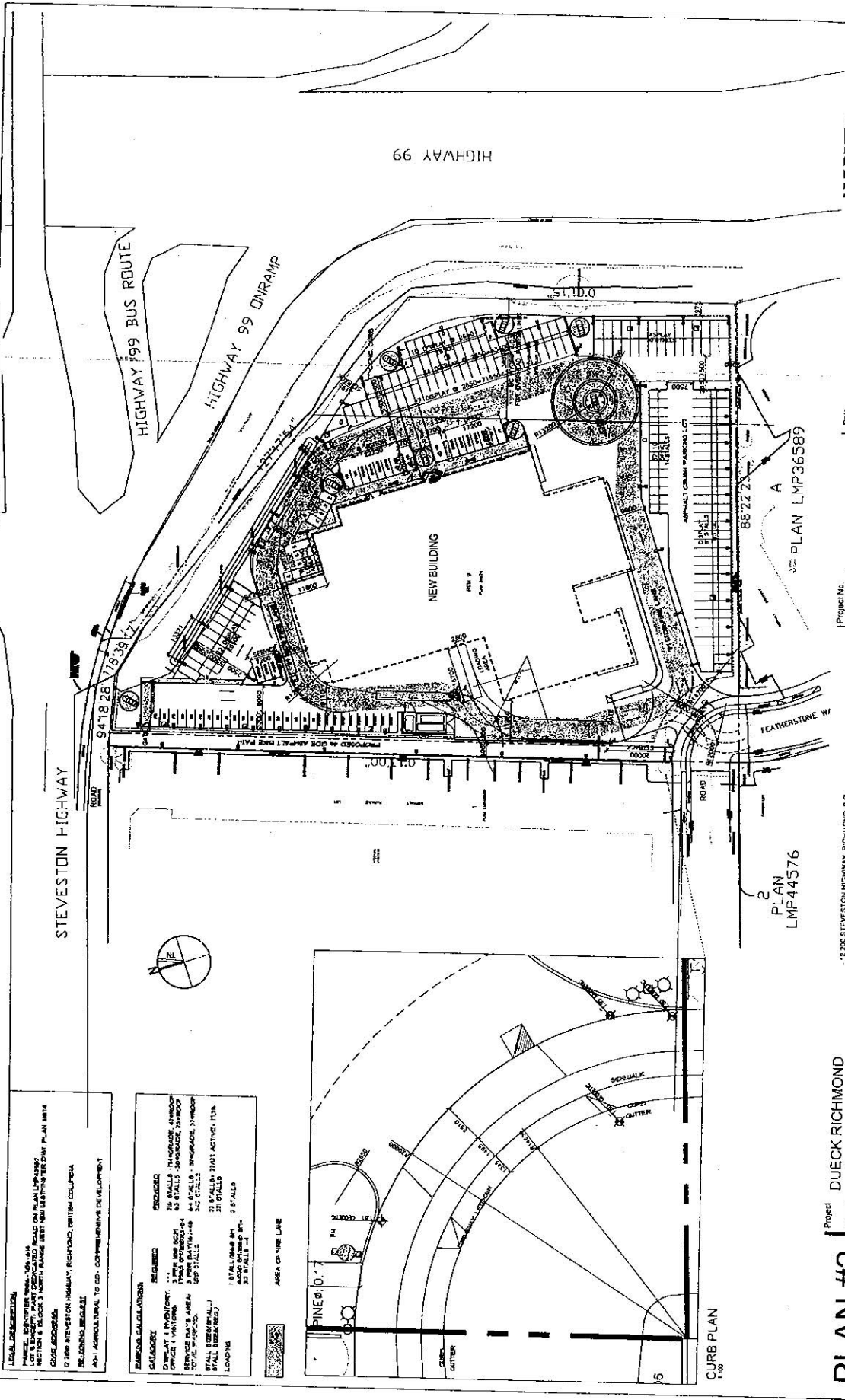
Project: DUECK RICHMOND  
 Drawing: SITE PLAN

Project No. 07255  
 Date: SEPTEMBER 7, 2007

Scale: 1:500

IMON

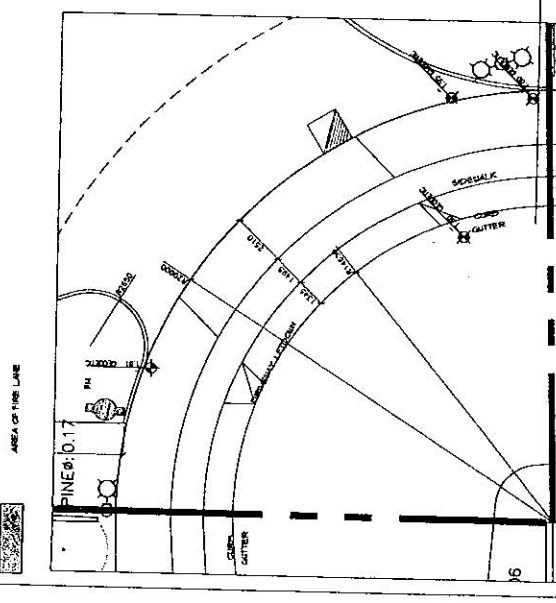
**DP 07-375679**



**LEGAL DESCRIPTION:**  
 PARCEL BOUND BY: 106.14M  
 LOT 5 BLOCK 3 NORTH RANGE WEST 100' SUBSTANTIAL PLAN 1974  
 9 100 STEVESTON HIGHWAY, RICHMOND, BRITISH COLUMBIA  
 BEING: 106.14M  
 AS-1 AGRICULTURAL TO CITY COMMERCIAL DEVELOPMENT

**PARKING CALCULATIONS:**

CLASSIFICATION	REQUIRED	PROPOSED
DISPLAY (INVENTORY)	28 STALLS	THROUGHOUT ANCHOR
OFFICE (FUNCTION)	73 STALLS	43 STALLS - 35% OFFICE, 38% OFFICE
TOTAL OFFICE AREA	1,140 SQ. METERS	1,140 SQ. METERS
STALL (OFFICE/RETAIL)	27 STALLS	27 STALLS (21% OFFICE, 6% OFFICE)
LOADING	1 STALL (ON 57)	3 STALLS
	25 STALLS (17)	25 STALLS (17)



# PLAN #2

Project: DUECK RICHMOND  
 Drawing: PARKING PLAN

12 208 STEVESTON-HIGHWAY, RICHMOND, B.C.

Project No: 07255  
 Date: SEPTEMBER 7, 2007

Scale: 1:500



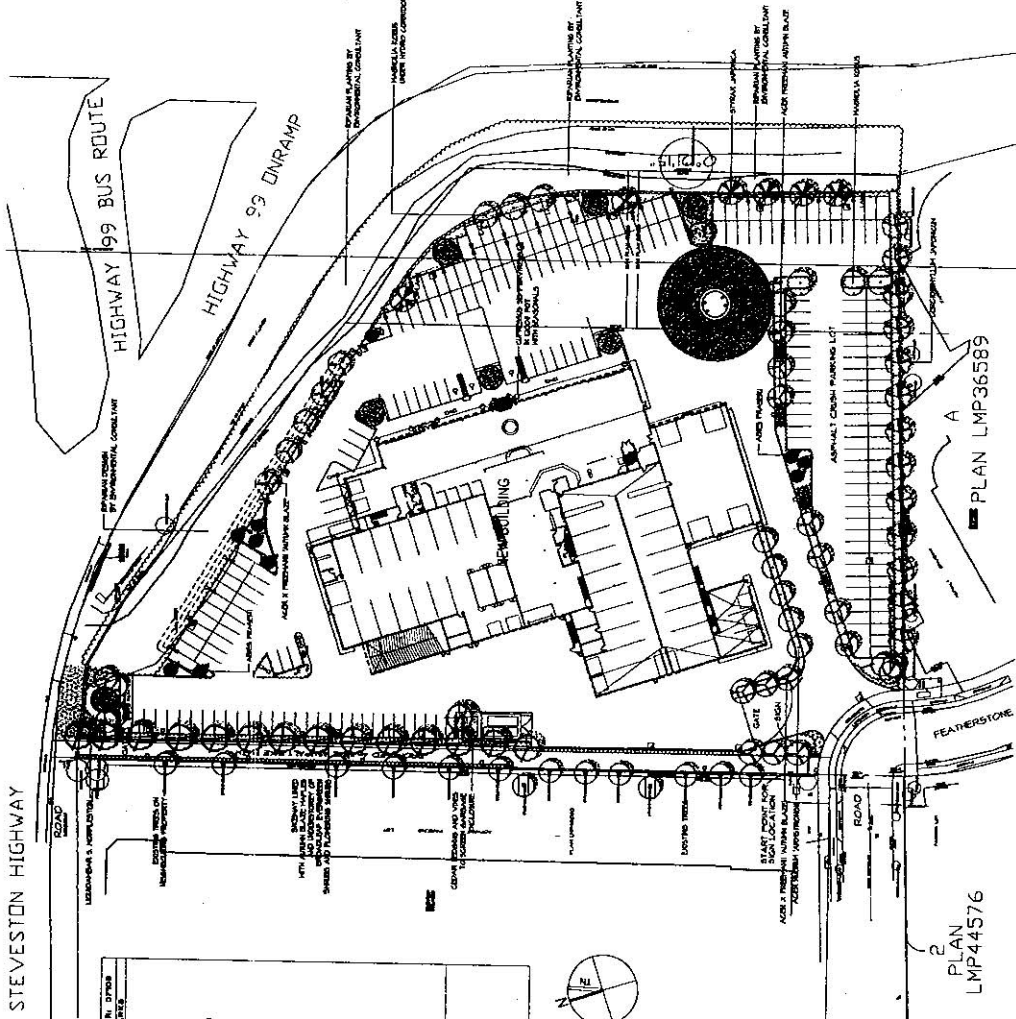
## DP 07-375679

SEP 05 2007

STEVESTON HIGHWAY

HIGHWAY 99 BUS ROUTE  
HIGHWAY 99 ONRAMP

HIGHWAY 99



**PLANT SCHEDULE**

NO.	SYMBOL	COMMON NAME	DBH AND HEIGHT
1	(Symbol)	FRUIT TREE	10 FT DBH
2	(Symbol)	FRUIT TREE	10 FT DBH
3	(Symbol)	FRUIT TREE	10 FT DBH
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PLAN LMP44576

PLAN LMP36589

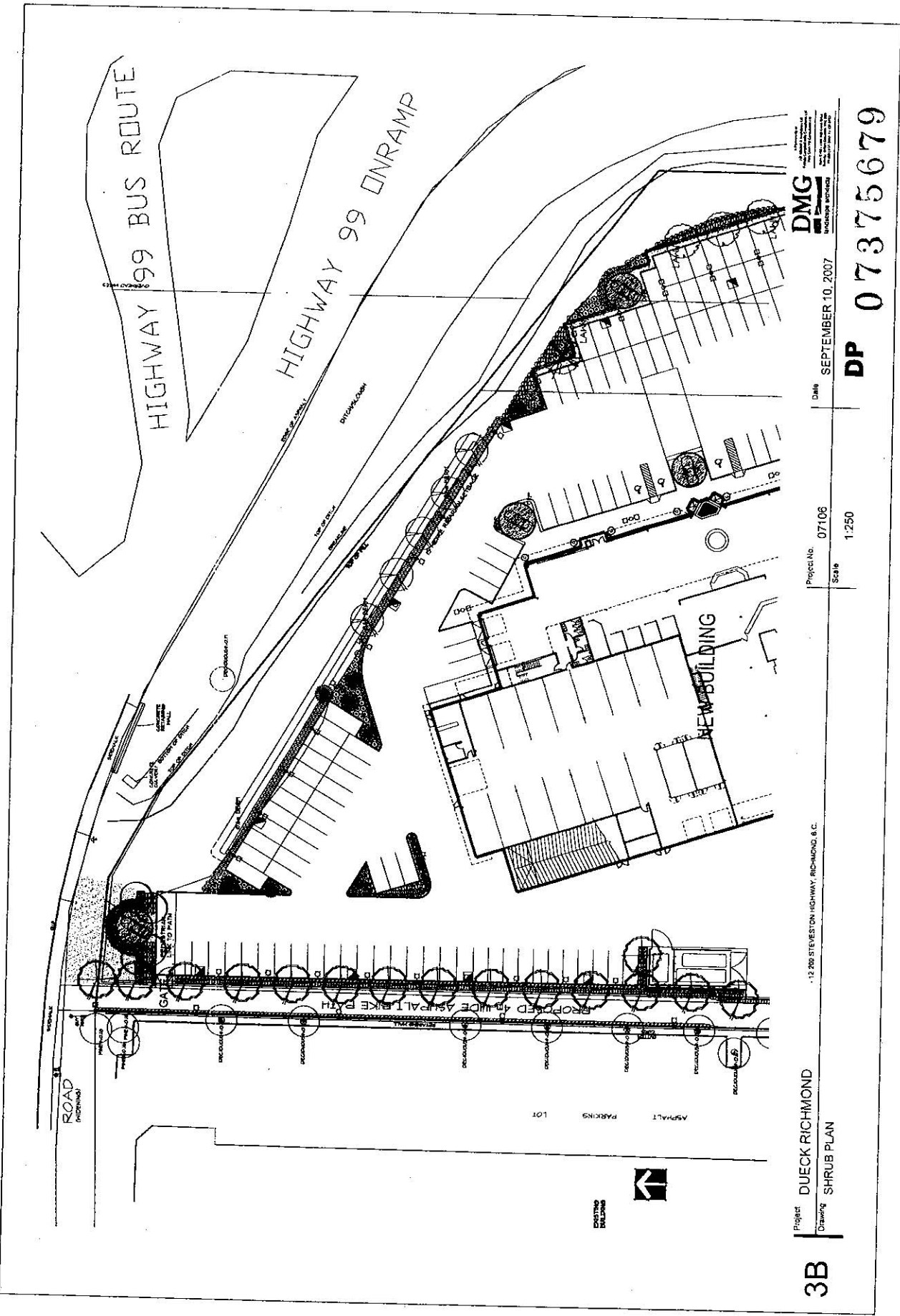


Project No. 07106  
Date SEPTEMBER 10, 2007  
Scale 1:500

Project DUECK RICHMOND  
Drawing LANDSCAPE PLAN

3A

DP 07375679



**DMG**  
 DESIGN MANAGEMENT GROUP  
 10000 STEVENSON HIGHWAY, RICHMOND, B.C.  
 V6X 1K7

Project No. 07106  
 Date SEPTEMBER 10, 2007

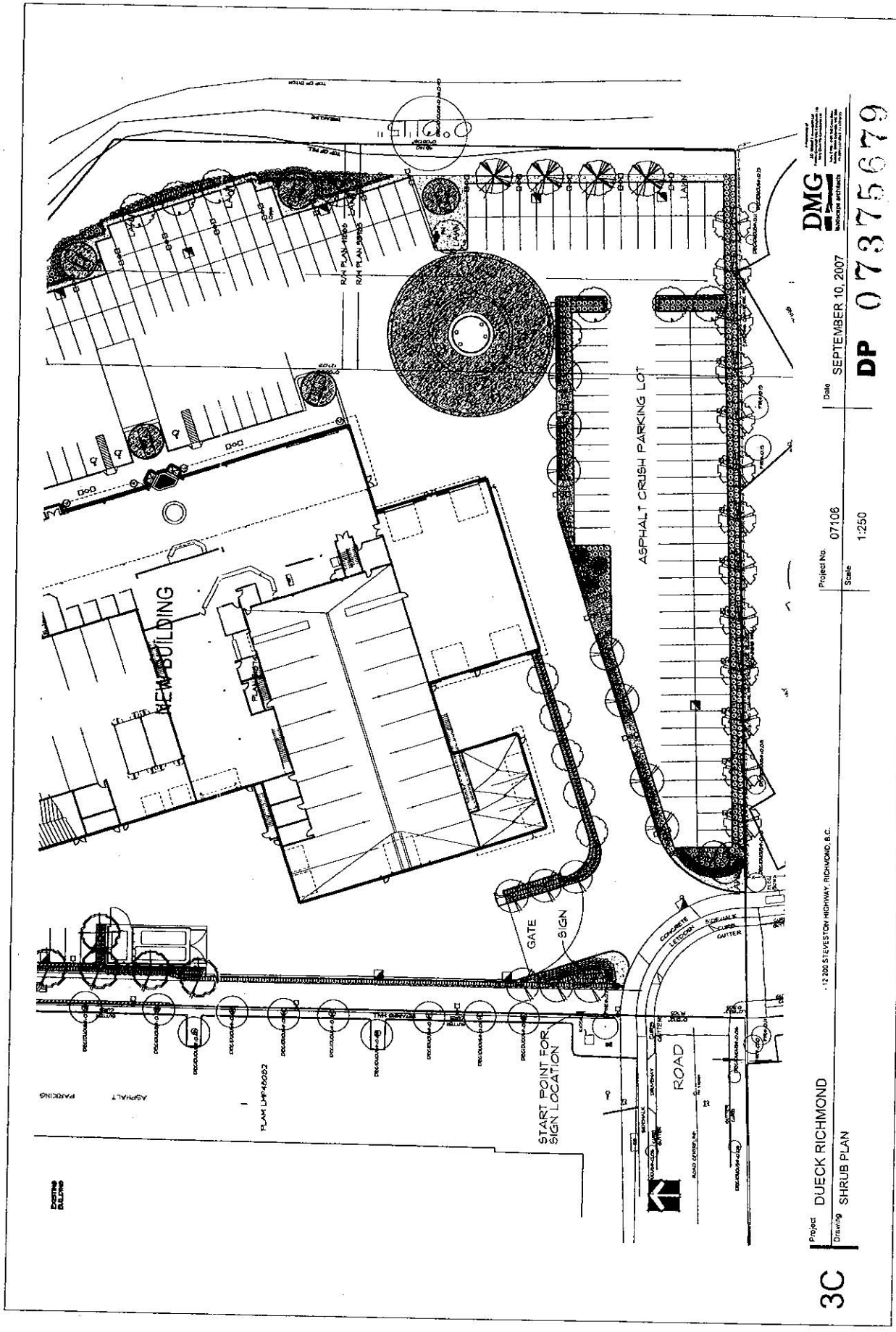
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Project DUECK RICHMOND  
 Drawing SHRUB PLAN

**3B**

SEP 05 2007

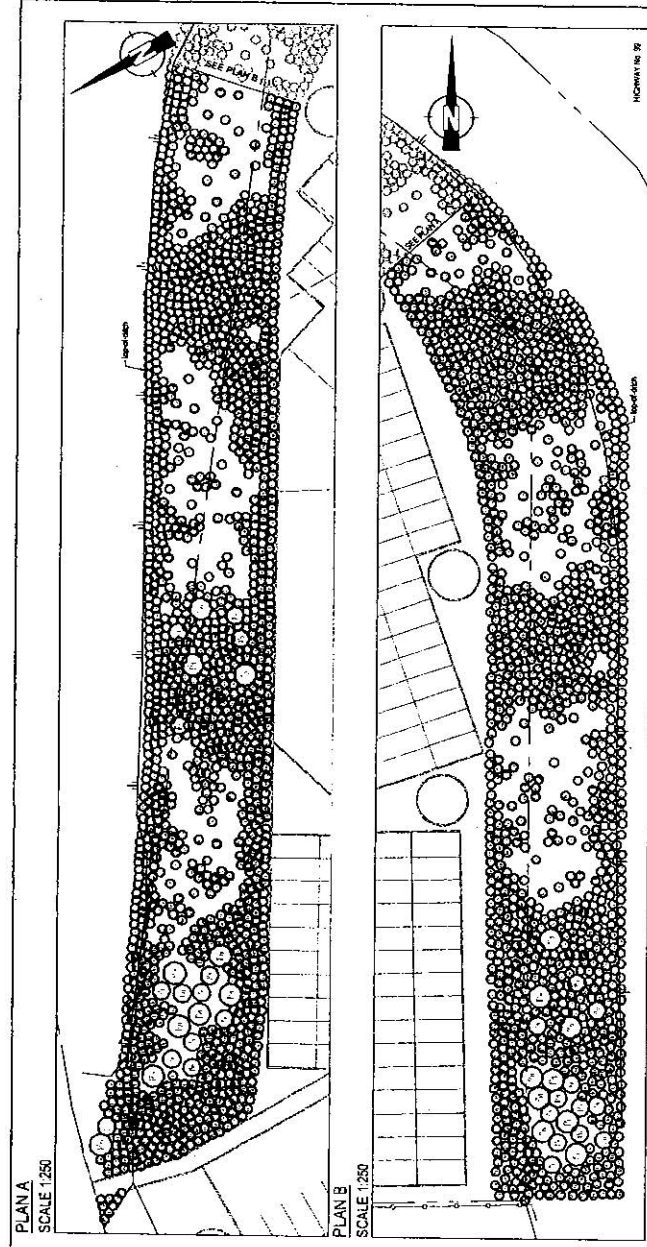
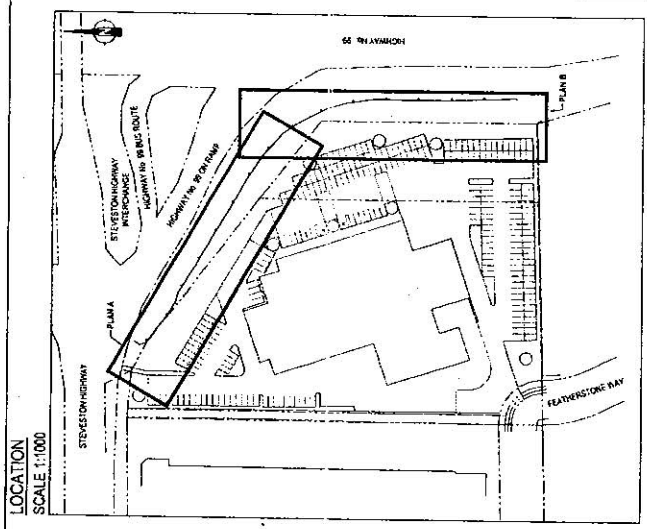


**DMG**  
 DESIGN MANAGEMENT GROUP  
 11111 150th Avenue  
 Richmond, B.C. V6V 1K1  
 Phone: (604) 273-8888  
 Fax: (604) 273-8889  
 Email: info@dmg.ca

Project No. 07106  
 Date SEPTEMBER 10, 2007  
 Scale 1:250

Project DUECK RICHMOND  
 Drawing SHRUB PLAN  
 -12 288 STEVESTON HIGHWAY, RICHMOND, B.C.

**3C**  
**DP 07375679**



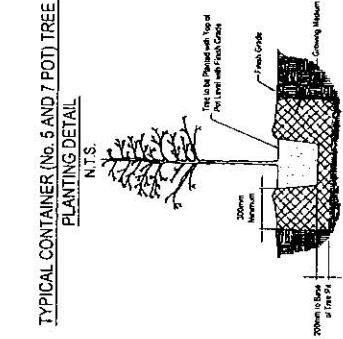
**PLANT SPECIES LIST AND SPECIFICATIONS**

SYMBOL	COMMON NAME	LATIN NAME	NUMBER	COMMENTS
(1)	White pine	Pinus strobus	19	1.5m container, no 7 pot, 100% established
(2)	Salix sp.	Salix sp.	7	2.1m container, no 7 pot, 100% established
(3)	Shrub sp.	Shrub sp.	17	no 7 pot, 1.5m, 100% established
(4)	Salix sp.	Salix sp.	8	no 7 pot, 1.5m, 100% established
(5)	Berberis	Berberis sp.	30	no 7 pot, 1.5m, 100% established
(6)	Black hawthorn	Crataegus sp.	32	no 7 pot, 1.5m, 100% established
(7)	Osprey	Osprey sp.	16	no 7 pot, 1.5m, 100% established
(8)	Red maple	Acer rubrum	84	no 7 pot, 1.5m, 100% established
(9)	Black locust	Rhus glabra	35	no 7 pot, 1.5m, 100% established
(10)	Pink weinreb	Physalis sp.	137	no 7 pot, 1.5m, 100% established
(11)	Black locust	Rhus glabra	140	no 7 pot, 1.5m, 100% established
(12)	Red maple	Acer rubrum	62	no 7 pot, 1.5m, 100% established
(13)	Red maple	Acer rubrum	261	no 7 pot, 1.5m, 100% established
(14)	Black locust	Rhus glabra	510	no 7 pot, 1.5m, 100% established

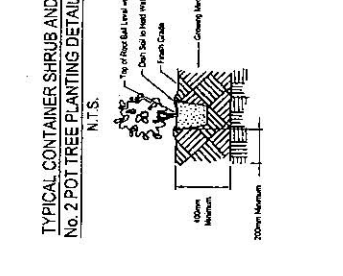
**GENERAL LANDSCAPE SPECIFICATIONS**

- All work to be completed in accordance with the relevant contract provisions of the "Land Development Guidelines for the Department of Planning and Development" and the "Municipal Land Use and Planning Act".
- All plant material to be inspected and approved by the relevant authority.
- Container plants to be inspected and approved by the relevant authority.
- All plants to be inspected and approved by the relevant authority.
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**TYPICAL CONTAINER SHRUB AND NO. 2 POT TREE PLANTING DETAIL**



**TYPICAL CONTAINER SHRUB AND NO. 2 POT TREE PLANTING DETAIL**



**NOTE**  
The Ministry of Transportation requires that vegetation in Plan A, bordering the Highway Overlay, shall be installed and maintained in a way so that a safe, year-round visual barrier of no less than 0.6 metres from the surface of the planting is required.

**VENTANA CONSTRUCTION CORP.**  
Burnaby, BC  
**DUECK RICHMOND**  
Richmond, BC

**envirowest**  
ENVIRONMENTAL CONSULTANTS  
ECL ENVIRONMENTAL CONSULTANTS LIMITED  
Suite 130 - 3700 North Fraser Way  
Burnaby, B.C. V0J 3A4  
www.ecl-environmental.com  
voice: 604-451-0026  
fax: 604-451-0037

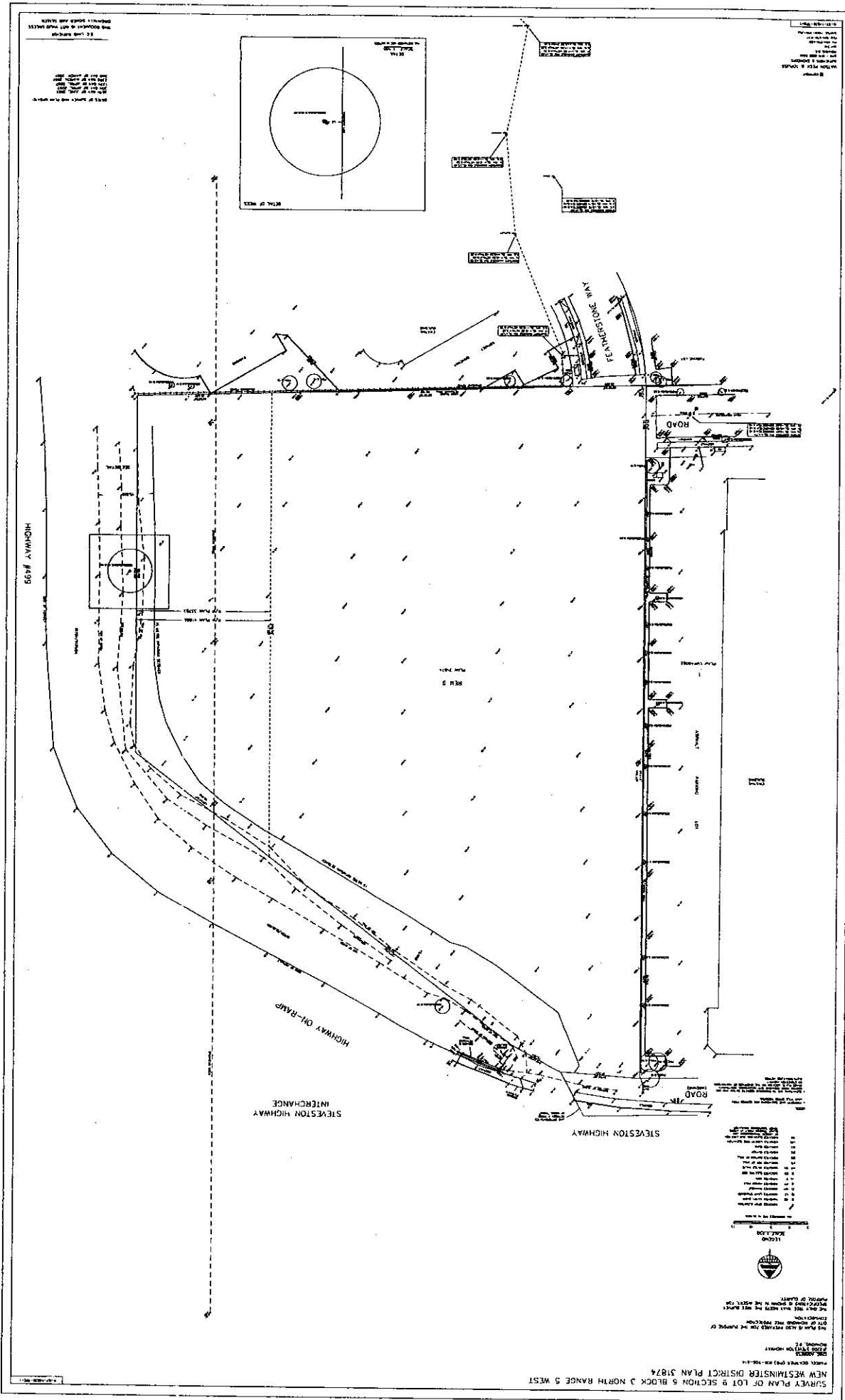
**PLANTING PLAN**

DATE	REVISED	BY	DATE
May 22, 2007		AS SHOWN	July 11, 2007

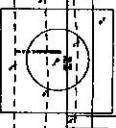
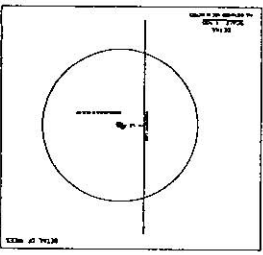
PLAN # 3d  
(ECL Drawing No. 113-07-01)

07975070

**REFERENCE DRAWING**  
File No. 10325 (PG. 00) - Survey Plan of Lot 9, Section 6 Block 3 North, Range 5 West  
New Westminster District Plan 31874 - April 30, 2007. Mason Peck & Toplis Surveyors & Engineers.



DATE OF SURVEY AND PLAN  
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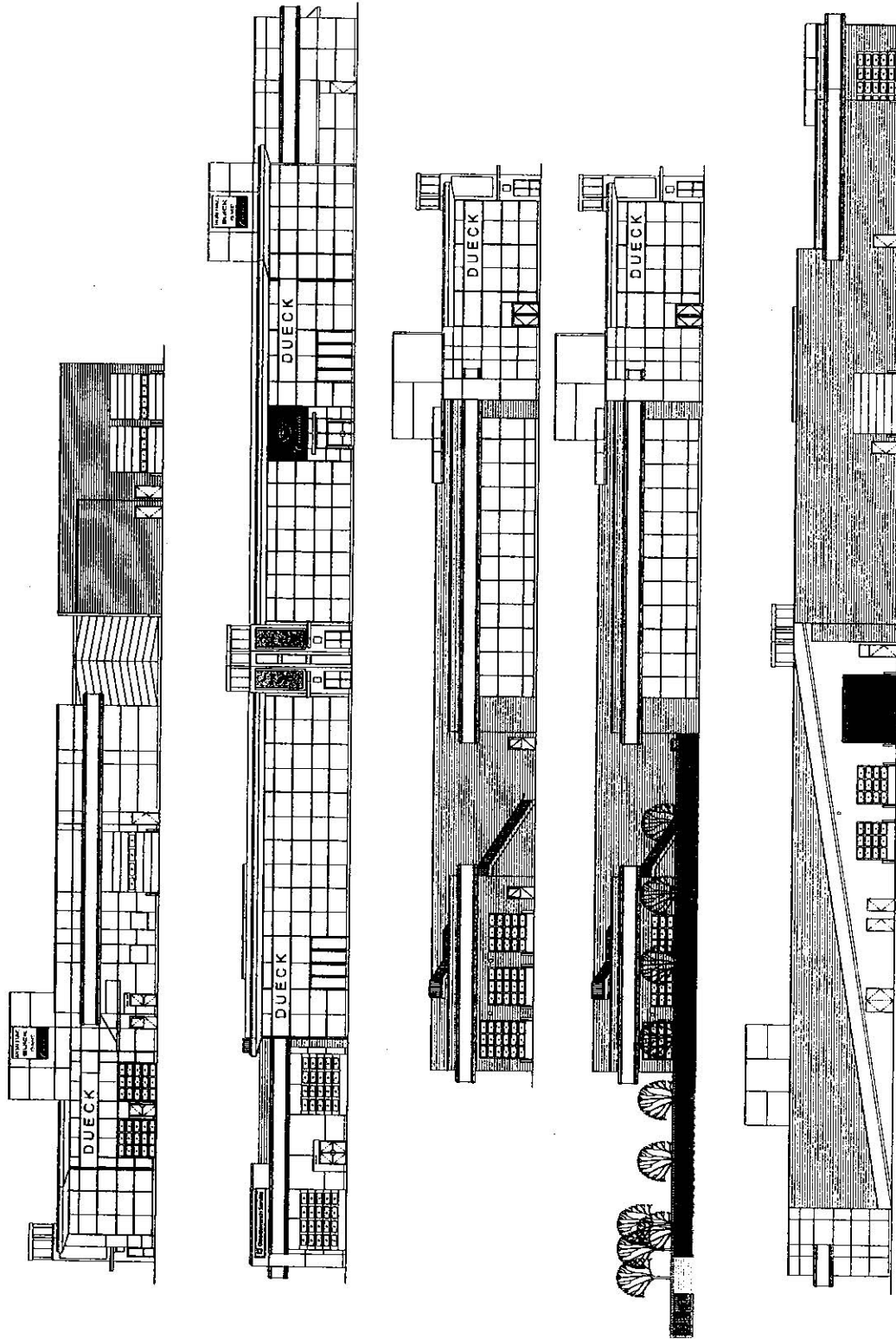


- 1. ALL DISTANCES ARE IN METERS
- 2. ALL ANGLES ARE IN DEGREES
- 3. ALL BEARINGS ARE TRUE BEARINGS
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STEVESTON HIGHWAY  
 HIGHWAY ON-RAMP  
 INTERCHANGE  
 ROAD  
 ROAD DEPARTMENT  
 ROAD

07375679

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**PLAN #4**

Project **DUECK RICHMOND**  
 Drawing **ELEVATIONS**

12 200 STEVESTON HIGHWAY RICHMOND B C

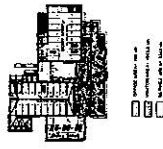
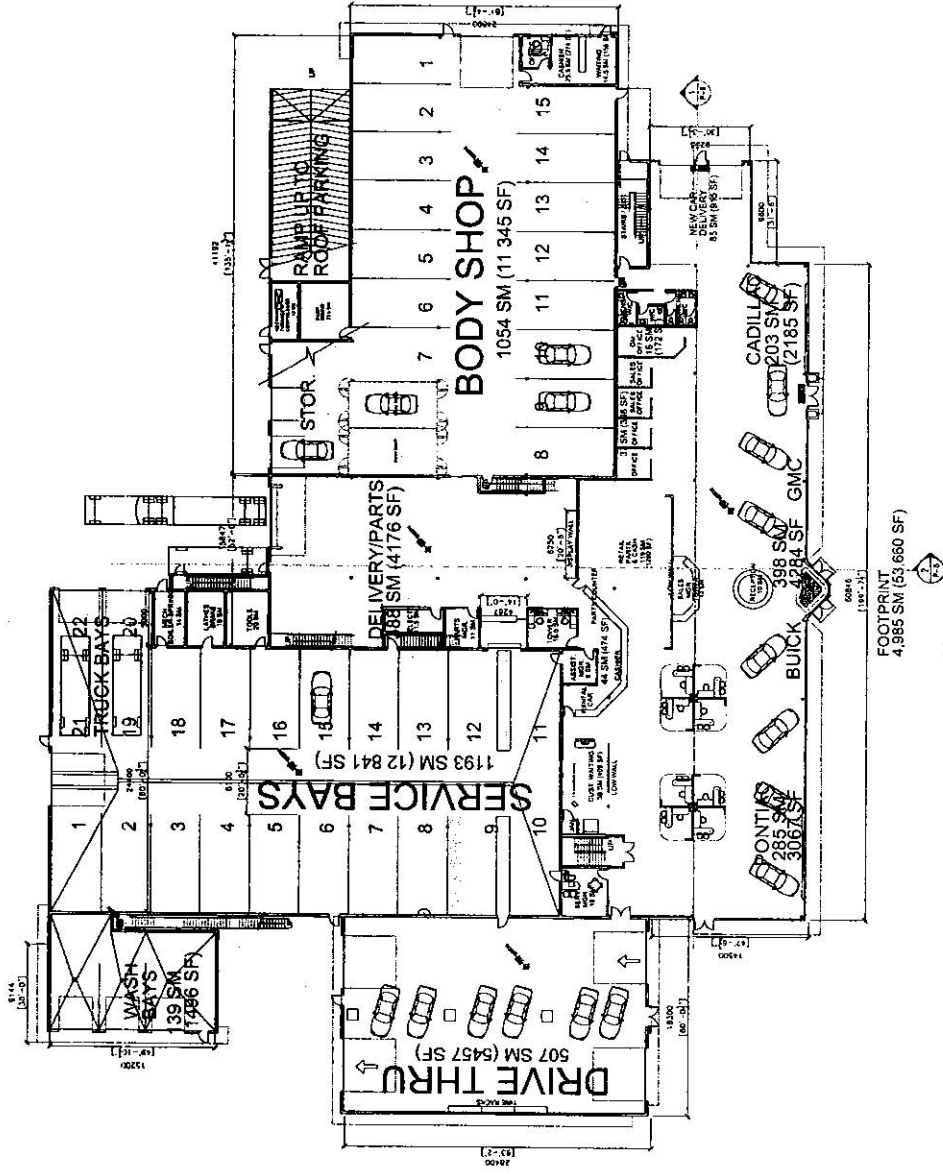
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Date **AUGUST 28, 2007**



**DP 07-375679**





Date AUGUST 28, 2007

Project No. 07255

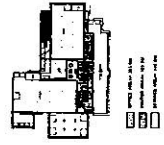
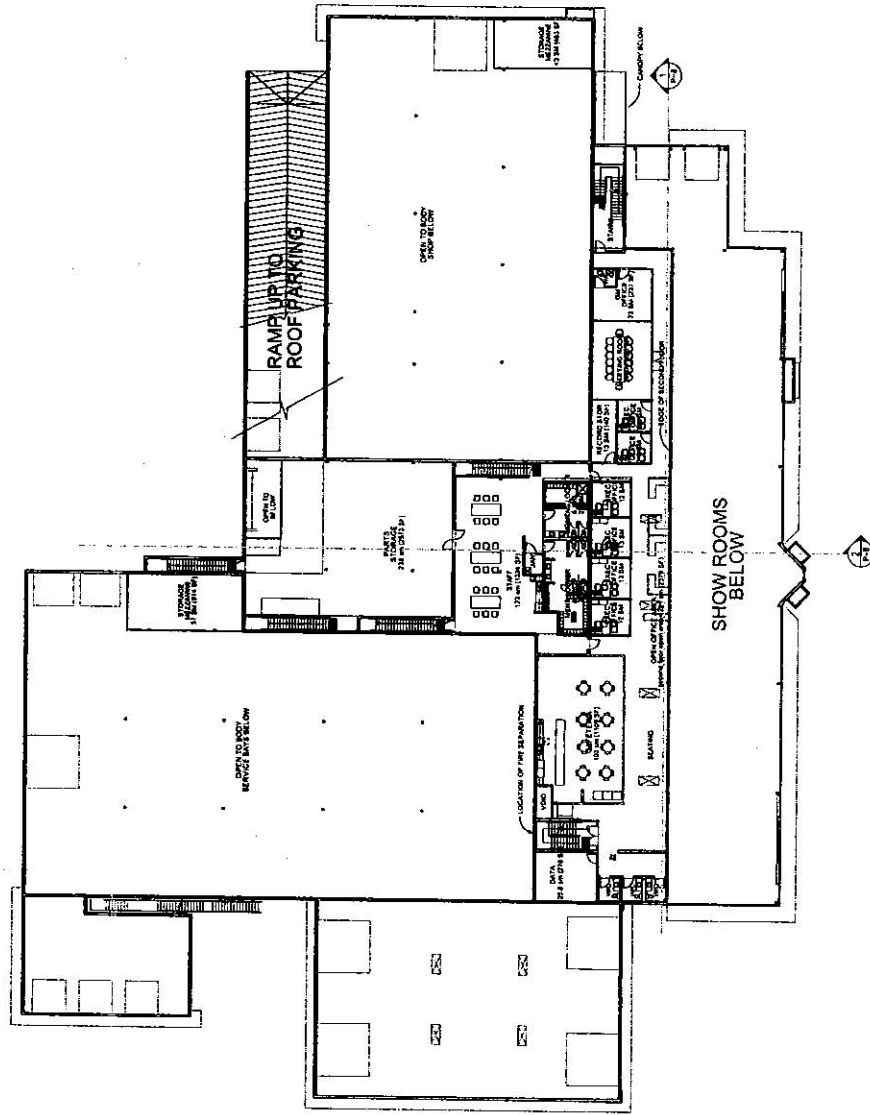
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17200 STEVENSON HIGHWAY, RICHMOND, B.C.

Project DUECK RICHMOND  
Drawing MAIN FLOOR PLAN

**PLAN #5**

**DP 07-375679**



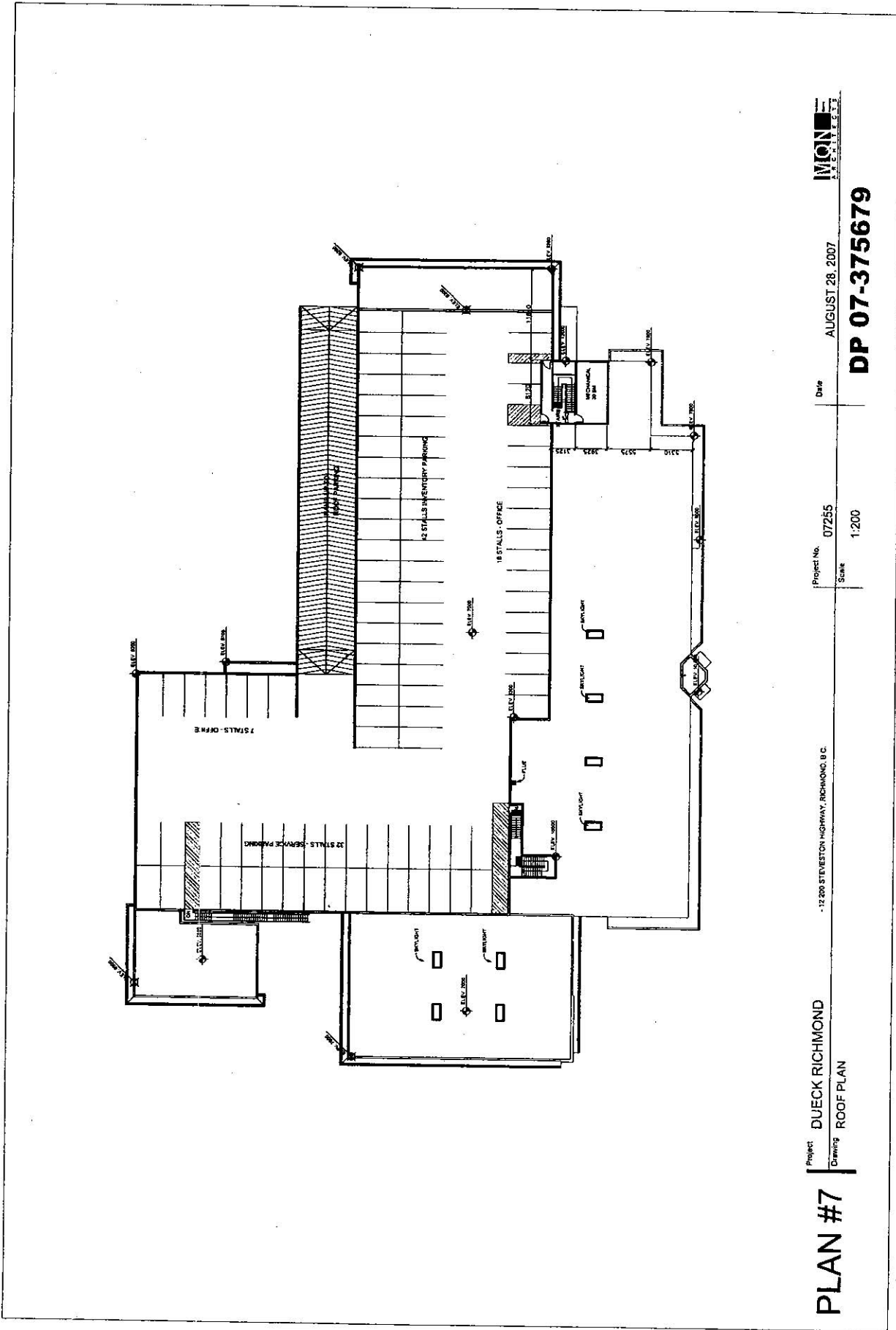
**PLAN #6**  
 Project: DUECK RICHMOND  
 Drawing: SECOND FLOOR PLAN

Project No. 07255  
 Scale 1:200

Date AUGUST 28, 2007  
 Project: 12 208 STEVENSON HIGHWAY RICHMOND, B.C.

**DP 07-375679**





Date  
AUGUST 28, 2007

Project No.  
07255

-17, 208 STEVESTON HIGHWAY, RICHMOND, B.C.

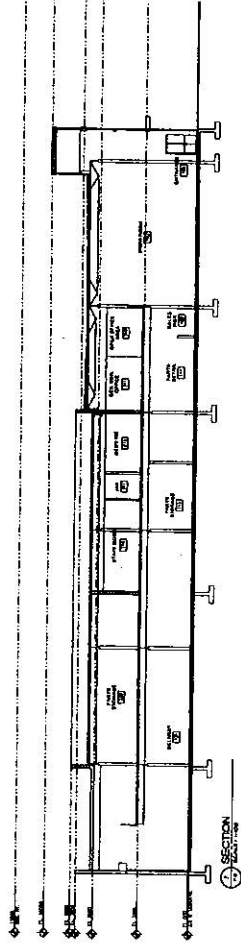
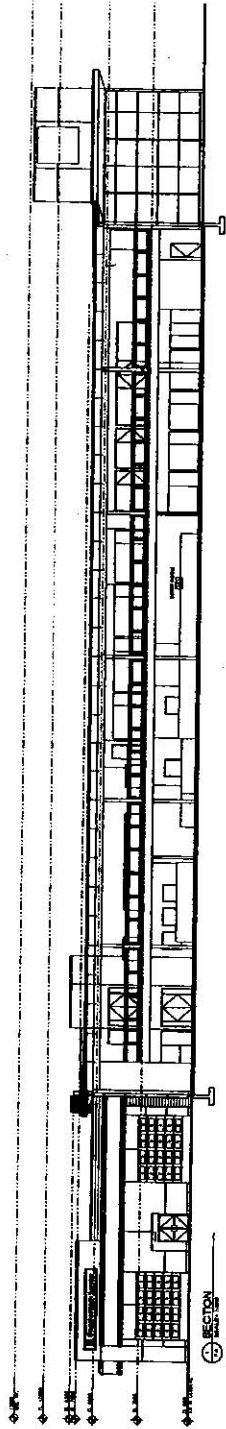
Project  
DUECK RICHMOND

Drawing  
ROOF PLAN

DP 07-375679

Scale  
1:200

SEP 05 2007



**PLAN #8**

Project **DUECK RICHMOND**  
Drawing **SECTIONS**

02 200 STEVENSON HIGHWAY, RICHMOND, B.C.

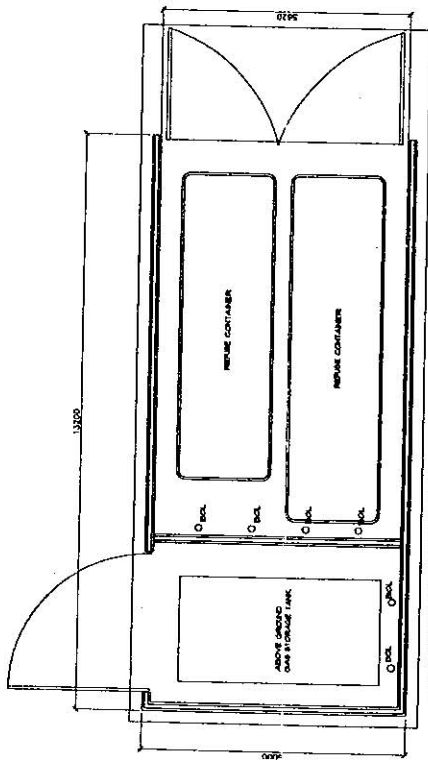
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Scale **1:150**

Date **AUGUST 28, 2007**

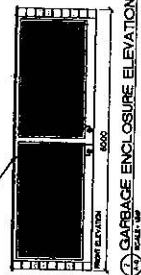


**DP 07-375679**



1. GARBAGE ENCLOSURE PLAN  
SCALE: 1/8" = 1'-0"

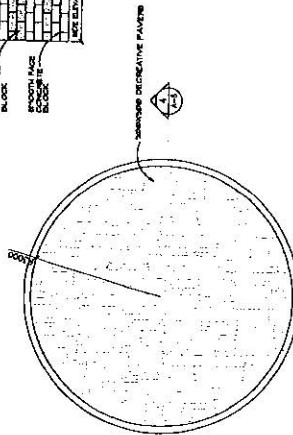
CONCRETE FOUNDATION  
BY THE CONTRACTOR



2. GARBAGE ENCLOSURE ELEVATIONS  
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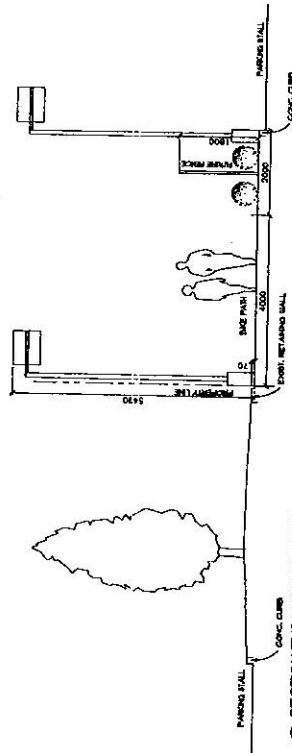


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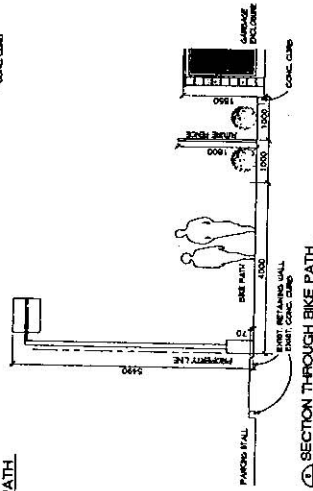


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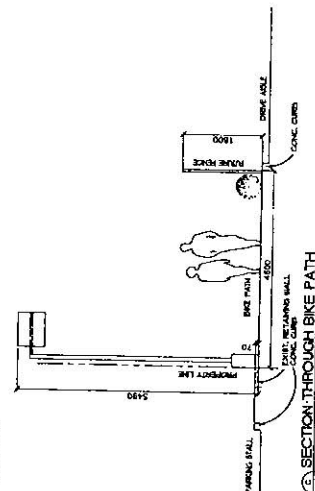
CONCRETE FOUNDATION  
BY THE CONTRACTOR



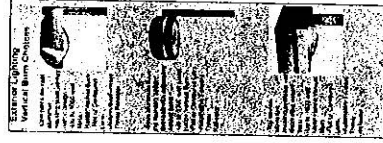
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SCALE: 1/8" = 1'-0"



2. SECTION THROUGH BIKE PATH  
SCALE: 1/8" = 1'-0"



3. SECTION THROUGH BIKE PATH  
SCALE: 1/8" = 1'-0"



4. LIGHTING DETAIL OPTIONS  
SCALE: 1/8" = 1'-0"



5. LIGHTING DETAIL OPTIONS  
SCALE: 1/8" = 1'-0"

Project: DUECK RICHMOND  
Drawing: SITE DETAILS

Project No: 07255  
Scale: 1/8" = 1'-0"

Date: AUGUST 28, 2007

12200 STEVENSON HIGHWAY, RICHMOND, B.C.



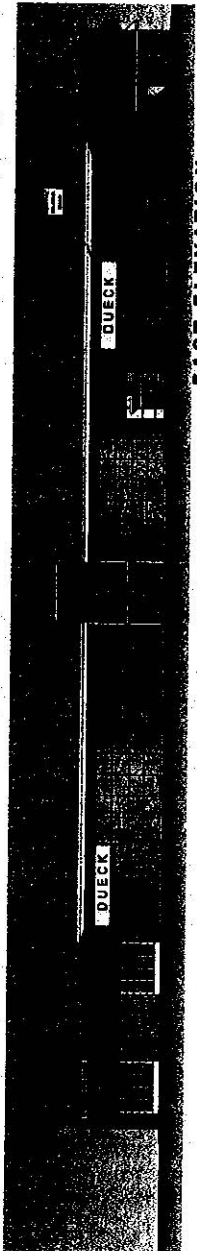
DP 07-375679



**NORTH ELEVATION**



**WEST ELEVATION**



**EAST ELEVATION**



**SOUTH ELEVATION**



**SOUTH ELEVATION**

**ELEVATIONS**

**DUECK ON LANSDOWNE**

Richmond British Columbia

**PRELIMINARY DESIGN**

AUGUST 2007



07375679

SEP 05 2007