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**To:** Development Permit Panel  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** July 29, 2010  
**File:** DP 09-457354  
**Re:** **Application by Johnny Leung for a Development Permit at 8171 and 8191  
Leslie Road**

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**Staff Recommendation**

That a Development Permit be issued which would:

1. Permit the construction of a commercial complex including retail spaces and carwash services at 8171 and 8191 Leslie Road on a site zoned Auto-Oriented Commercial (CA); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) reduce the exterior (east) side yard setback from 3.0 m (9.8 ft.) to 0.0 m (0.0 ft.);
  - b) reduce the interior (west) side yard setback from 3.0 m (9.8 ft.) to 0.0 m (0.0 ft.);
  - c) reduce the front (south) yard setback from 3.0 m (9.8 ft.) to 2.2 m (7.2 ft.) to allow an overhead gateway structure be erected along the Leslie Road frontage;
  - d) reduce the width of three (3) standard parking stalls from 2.65 m (8.7 ft.) to 2.5 m (8.2 ft.) and the width of one (1) handicap parking stall from 3.7 m (12.1 ft.) to 3.5 m (11.5 ft.);  
and
  - e) reduce the on-site parking requirement from eight (8) stalls to six (6) stalls.

Brian J. Jackson, MCIP  
Director of Development

BJJ:el  
Att.

## Staff Report

### Origin

Johnny Leung has applied to the City of Richmond for permission to develop a commercial complex with retail spaces, offices, and carwash service facility at 8171 and 8191 Leslie Road on a site zoned Auto-Oriented Commercial (CA). The site is currently vacant and there are no existing trees on the site.

A Servicing Agreement for storm main upgrades and frontage improvements is required prior to Building Permit issuance.

### Background

The owner of 8171 Leslie Road is proposing to purchase the City's property at 8191 Leslie Road and develop a new commercial complex on the consolidated site. The Sale and Purchase Agreement has been approved by Council and consolidation of the two (2) properties is required prior to DP issuance. The proposed development will provide the land dedication required for future road improvements on Hazelbridge Way.

### Site Context

- to the north, south (across Leslie Road) and west, commercial complexes on a sites zoned Auto-Oriented Commercial (CA)
- to the east, across Hazelbridge Way, existing single-family homes on properties zoned Single Detached (RS1/E)

### 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.

### Rezoning and Public Hearing Results

The site is currently zoned "Auto-Oriented Commercial (CA)"; rezoning is not required.

### Staff Comments

#### Proposed Development

The proposed development primarily consists of a single-storey commercial retail/office buildings fronting Hazelbridge Way and a carwash facility with two (2) carwash bays located behind the commercial retail/office buildings. A breezeway at the centre of the street fronting commercial building provides pedestrian access from the street to the parking and carwash behind.

The site plan allows all carwash bays in the building to function as a "drive-thru". On-site circulation is arranged to allow vehicles to enter from Hazelbridge Way (right-in only) and exit to Leslie Road (right-out only). The site plan layout responds to the Transportation Engineering request that vehicle accesses must be located as far away from the Hazelbridge Way/Leslie Road intersection as possible.

Proposed Car Wash Operation

Two (2) side-by-side car wash bays are proposed within the totally enclosed carwash building. The two (2) bays will be separated by a full height dividing wall. Entry and exit doors will be completely shut whenever the car wash equipment is running.

Entrances to the two (2) carwash bays is on the north side of the carwash building. A control console located approximately 2.5 m (8.2 ft.) from each entry door to the carwash bay is proposed. Verbal and visual instructions will be given to the driver of each car as it stops beside the control console. Exits of carwash facility are on the south side of the carwash building.

The applicant is proposing to operate the carwash facilities from 7:00 a.m. to 8:00 p.m. everyday. The City’s Business Regulation Bylaw No. 7538 does not regulate the hours of operation for this type of use on the subject property. This facility may be operated 24 hours a day if it meets all Public Health Protection Bylaw requirements.

Noise Regulation

An Acoustics Report was submitted in support of the application. According to the Public Health Protection Bylaw No. 6989, noise from the carwash itself would be defined as “continuous sound” whereas the audio instructions and the opening and closing of the entry and exit doors would be “non-continuous”. The volume level of the audio instructions is adjustable and it can be turned off altogether if desired since there are also visual instructions.

The acoustics engineer identified that the entry and exit doors will be the predominant transmission path for noise emitted to the exterior even though they remain shut throughout the entire wash and dry cycles. The proposed retail buildings along Hazelbridge Way will block the view of the entry and exit doors of the carwash facility from the nearest residences to the east and provide acoustic shielding. The proposed 7-ft high solid fence along the west property line will reduce noise emitted onto the neighbouring commercial property to the west.

The predicted sound level from the carwash operation with the relevant bylaw restrictions are summarized in the table below:

	Bylaw Restrictions	Predicted Level
Continuous – Day – Inside a Quiet Zone	max. 55 dBA	50 dBA
Continuous – Day – Outside a Quiet Zone	max. 65 dBA	65 dBA
Continuous – Night – Inside a Quiet Zone	max. 45 DBA	<b>50 dBA</b>
Continuous – Night – Outside a Quiet Zone	max. 60 dBA	<b>65 dBA</b>
Non-Continuous - Day	max. 80 dBA	70 dBA
Non-Continuous - Night	max. 75 dBA	70 dBA

Since the business plan for the carwash is to only operate during daytime hours, as defined by the bylaw (i.e. 7:00 a.m. to 8:00 p.m.), the acoustic engineer concluded that the predicted noise levels for the carwash comply with all the bylaw requirements (for daytime hours). Should the carwash operator wish to extend operating hours into the nighttime hours (i.e. 8:00 p.m. to 7:00 a.m.), it is possible to install additional acoustic insulation inside the carwash bays to reduce the

sound level by 5 decibels and bring the carwash operation in compliance with the Public Health Protection bylaw noise regulations for both daytime and nighttime hours.

Vancouver Coastal Health staff have reviewed the Acoustics Report and recommended that the operation be limited to daytime hours and the use of loudspeaker for verbal instructions be eliminated in the operating procedures. Staff raised the concern that future operators of the carwash facility may extend the business hour into the night time hours without installing additional insulation to reduce the noise level generates by the operation. The applicant proposes to register on a volunteer basis a covenant to restrict the hours of operation from 7 am to 8 pm. This covenant may be discharged when the facility is built and an updated acoustical report based on actual noise characteristics of the carwash proves that the operation is in compliance to the noise regulation at that time at all hours. Nonetheless, the carwash operation is subject to the Health Protection Bylaw and should it be found to be out of compliance with the Bylaw, it is subject to enforcement.

### Traffic Impact

The impact of the left-in traffic queue on Hazelbridge Way and the right-in traffic queue on Leslie Road was a concern and has been addressed. To minimize this impact, Transportation Engineering has requested that a directional commercial driveway with a 30° angle design at the Hazelbridge Way entrance and a “Do Not Enter” sign be placed for the Leslie Road exit driveway. These design standards will be incorporated in the Servicing Agreement.

The size of the development site offers a limited storage area for vehicles lining up for carwash services. A carwash is a highly weather dependent business and, based on experience at other carwash facilities in the city, when the weather conditions are favourable, traffic queues of customers waiting to be served would often spill over to the adjacent public roadways.

A Traffic Study Report was submitted in support of the application. The Report indicates that the three (3) queuing spaces would be sufficient for the proposed carwash facility according to the specification and performance of the proposed carwash system being proposed. The site plan layout indicates that the waiting area for the carwash facility can provide adequate spaces for five (5) waiting vehicles. In addition, a commitment has been made by the applicant to have an attendant stationed at the carwash office during the peak demand periods (10:00 a.m. to 6:00 p.m.). The function of the attendant is to manage the line-up of vehicles for carwash to ensure that traffic operations and safety on Hazelbridge Way are not adversely affected.

### Road Dedication

The owner of 8171 Leslie Road is proposing to purchase the City's property at 8191 Leslie Road and develop the proposed commercial complex on the consolidated site. Since a 4.0 m wide road right-of-way west of the existing Hazelbridge Way road right-of-way is required for future road widening, the developer will purchase the remnant parcel of 8191 Leslie Road after the required road dedication.

Due to the same road widening requirement, a triangular piece of road dedication (approximately 24.23 sq. m.) at the southeast corner of 8171 Leslie Road is required. In addition, a 4.0 m x 4.0 m corner cut at the southeast corner of the consolidated site is also required. The required road dedications and proposed consolidation must be completed prior to issuance of this Development Permit.

### Site Servicing and Frontage Improvements

An independent review of servicing requirements (storm and sanitary) has concluded that upgrades to the existing storm system are required to support the proposed development. Prior to issuance of the Building Permit, the developer is required to enter into the City's standard Servicing Agreement for the design and construction of the upgrades to the storm mains along the Leslie Road frontage as identified via the capacity analysis process.

In addition, the developer is required to undertake frontage improvements. Works include, but are not limited to, removing the existing sidewalk, pouring a new 2.0 m wide sidewalk at the new property line for both frontages, creating a grass and treed boulevard in the area between the existing curb and new sidewalk, and providing three (3) city centre benches along Hazelbridge Way.

### 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.

### 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, school, day care 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.

### Development Permit Guidelines

The subject property is located in the Aberdeen Village of the City Centre Area Plan. The subject site is designated "Urban Centre T5 (25m) and both of the site frontages (Hazelbridge Way and Leslie Road) are designated as "Pedestrian-Oriented Retail Precincts – Secondary Retail Streets & Linkage".

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 (OCP) and applicable Design Guidelines: Schedule 1, 9.2 General Guidelines and 9.4 Commercial Guidelines, and Schedule 2.10: City Centre Area Plan Section 3 (Sub-Area A4 – Commercial Reserve – Mid-to-High-Rise). Furthermore, it is generally in compliance with the Auto-Oriented Commercial (CA) except for the zoning variances noted below.

**Zoning Compliance/Variations (staff comments in bold)**

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- a) reduce the exterior (east) side yard setback from 3.0 m (9.8 ft.) to 0.0 m (0.0 ft.).

*(Staff consider the requested setback reduction reasonable as pushing the building closer to the street would create a stronger building presence, improve the streetscape for pedestrians, and complement the road and frontage upgrades that are being implemented as part of this project. It will also achieve the street frontage commercial continuity envisioned in the CCAP for this area.*

*It is noted that a number of encroachments into the future sidewalk are proposed in associated with the zero front yard setback:*

- i. *a 0.9 m (3.0 ft.) roof overhang across the entire building front along Hazelbridge Way with a minimum of 4.5 m (15.0 ft.) clearance;*
- ii. *three (3) sections of cedar framed glass canopies (2 sections along Hazelbridge Way frontage and one (1) section wraps around the corner at Hazelbridge Way and Leslie Road) with a clearance of 4.1 m (13.4 ft.) projecting 1.5 m (5.0 ft) onto the road right-of-way; and*
- iii. *a portion of the overhead beam at the entry driveway with a clearance of 4.2 m (13.7 ft.) projecting at the maximum of 1.3 m (4.2 ft.) onto the road right-of-way.*

*Staff do not have any objections to this request as it allows for a better articulation of the building façade and complements the overall architecture. The proposed overhangs also allow for weather protection for pedestrian over the proposed sidewalk and entries to the units. None of the proposed projections will extend beyond the future sidewalk nor project onto the grass boulevard. Council Policy 9002 supports canopies projecting over sidewalks next to shops. As a condition to Development Permit Issuance, the applicant is required to enter into a License Agreement with the City of Richmond for the proposed encroachment. Real Estates Services staff have reviewed the proposed encroachment and requested a one-time user fee of \$4,000 for the proposed encroachment.)*

- b) reduce the interior (west) side yard setback from 3.0 m (9.84 ft.) to 0.0 m (0.0 ft.).

*(“Zero” interior side and rear yard setback to property line is supported by the Sub-Area Guidelines under the City Centre Area Plan. The two (2) adjacent buildings to the west are also built to zero lot line.)*

- c) reduce the front (south) yard setback from 3.0 m (9.8 ft.) to 2.2 m (7.2 ft.) to allow an overhead gateway structure be erected along the Leslie Road frontage.

*(The overhead gateway structure is proposed to be located above the exit driveway, at the west edge of the Leslie Road frontage. The overhead gateway structure proposed would continue the design pattern to be established on the Hazelbridge Way frontage and help to create a stronger building presence along the Leslie Road frontage.)*

- d) reduce the width of three (3) standard parking stalls from 2.65 m (8.7 ft.) to 2.5 m (8.2 ft.) and the width of one (1) handicap parking stall from 3.7 m (12.1 ft.) to 3.5 m (11.5 ft.);

*(Transportation Engineering has reviewed the submission and supports the proposed variance. The proposed dimensions of the parking stalls can accommodate standard size vehicles and the proposed drive aisle width would allow sufficient space for standard size vehicles to manoeuvre in and out of the parking stalls.)*

- e) reduce the on-site parking requirement from 8 stalls to 6 stalls;

*(Since "Carwash" is considered as a "Service Station" use under the onsite parking requirement, a total of eight (8) parking stalls are required for this proposal. Staff have no objection to the proposed variance since six (6) parking stalls are provided onsite for staff and customer parking as well as five (5) queuing spaces are provided for the carwash use. The "drive-thru" design of the carwash means no customer vehicle will be parked for the carwash services. Vehicles will not stay in the development after car washing as vehicles cannot return to the parking area.)*

### **Advisory Design Panel Comments**

The Advisory Design Panel supported the project and changes have been incorporated in line with comments made by Panel members. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, December 17, 2009 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

### **Analysis**

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

- The proposed height and siting of the buildings relate well to the massing of the existing commercial complexes to the north and the west.
- The massing of the commercial buildings responds to the future urban context in terms of bulk and height, and fits into a transitional area between future "Industrial Reserve – Limited Commercial" use to the east and "Commercial Reserve – Mid-to-High-Rise" use to the west.
- The retail building is designed to be located between the carwash facility and the residential area to the east of Hazelbridge Way to shield the views of the carwash operation from the streets and to act as a natural sound barrier to the potential noise generated by the carwash operation.

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

- The proposed development maintains a presence on both streets and addresses the corner with small-scale retail fronts.
- The layout of the site plan is based on positioning the building closer to Hazelbridge Way to improve the overall streetscape and pedestrian scale of the building. This approach minimizes the visibility of the carwash and parking facility as they will be situated at the rear.

- Continuous retail spaces with multi-tenant building entries and small unit frontage along both of the site frontages achieved the visions for “Pedestrian-Oriented Retail Precincts – Secondary Retail Streets & Linkage” in the CCAP.
- Access is limited to a right-in only driveway on Hazelbridge Way and a right-out only driveway on Leslie Road that is located as far away from the intersection as possible. An angled driveway is provided on both Hazelbridge Way for right turn entry and Leslie Road right turn exit. An “Exit Only” sign is proposed above the exit point.
- Five (5) stacking spaces for the carwash facility are proposed on the north side of the carwash building.
- Six (6) parking spaces, including one (1) handicap parking stall, are provided on the site. Transportation Demand Management measures (provision of city centre area standard benches along the Hazelbridge Way frontage) are proposed for the reduced onsite parking requirement as per Section 7.4.4 of the Zoning Bylaw 8500.
- Two (2) Class-1 bicycle storage lockers are provided in the north end of the retail building and two (2) Class-2 bicycle parking stalls are provided in the landscaped area at the southeast corner of the site. The size and number of bicycle parking stalls proposed conform to the bylaw.
- Garbage and recycling enclosures are located adjacent to the proposed drive aisle between the carwash and retail buildings. The applicant has confirmed the proposed site configuration provides sufficient space for the movement of private disposal service vehicles.

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

- The architecture of the building creates a distinctively identifiable single storey building at a corner locale.
- The building front is pushed up to the property line on Hazelbridge Way to upgrade and create a more urban character for a pedestrian oriented streetscape along Hazelbridge Way.
- The building is designed to provide a continuous storefront facade on street level. The storefront along both Hazelbridge Way and Leslie Road allows for maximum window area that will activate the street frontage.
- The large proportions of the window openings together with the orientation of the cedar siding give a strong horizontal expression to the building while the large windows and use of natural material provide a west coast lifestyle expression.
- Overhead gateway structures in the form of thick horizontal beams are introduced above the entry and exit points as an extension of the building façade along the street.
- The exterior cladding is mainly of the natural cedar siding and smooth sand flow stucco finish. Hardi panel facia and aluminums storefront windows are also proposed. These materials are generally consistent with the Official Community Plan (OCP) Guidelines.
- The primary building material is 4’ horizontal cedar siding with a redwood stain. This is complement with cedar canopy and soffit in a cedar stain and sand flow stucco in a light beige colour. The combination of the materials and colours create a warm tone that responds well with the adjacent developments.



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

- Most landscaping is concentrated at the southeast corner of the site at the Hazelbridge Way and Leslie Road intersection to provide a soft edge at a prominent corner.
- A landscape area with a Rustica Rubra Magnolia tree at the northwest corner of the site is also proposed to provide a green terminus point at the entry driveway.
- A narrow landscape strip along the west property line on either sides of the carwash building as well as a small landscaping island between the waiting area and the handicap parking space are proposed to soften the presence of a large piece of hard surface on the drive aisles and waiting area.
- A waterfall feature with L.E.D. lighting is introduced along the Hazelbridge Way frontage at the breeze way between the two (2) components of the building to provide added visual interests on the streetscape. Storm water collected from the roof will be recycled for the use of this waterfall feature.

***Crime Prevention Through Environmental Design***

- Development is designed to minimize hidden corridor and corners as well as visual obstacles in pedestrian circulation.
- Open design overhead gates are proposed at entry/control points.

***Sustainability***

- Use of natural materials such as cedar siding and canopy.
- Recycling of the rainwater for the water features.
- Large south and east facing windows to allow maximum natural light in to the retail spaces.

**Conclusions**

The subject proposal is a good response to a challenging site for a commercial complex containing both retail spaces and a carwash service facility. The applicant has made a great effort in delivering a design that meets all the applicable development design guidelines as well as transportation requirements and relevant noise regulations. Although the retail units are small and narrow, the continuous storefront facade on street level would enhance the streetscape in this Pedestrian-Oriented Retail Precinct in the City Centre. Therefore, staff recommend support of this Development Permit application.



Edwin Lee  
Planning Technician - Design

EL:rg

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

- Dedication of a triangular piece of land (approximately 24.23 sq. m.) at the southeast corner of 8171 Leslie Road to facilitate future road widening (4.0 m) along the west side of the existing Hazelbridge Way road right of way; consolidation of 8171 and 8191 Leslie Road into one development parcel; and dedication of a 4.0 m x 4.0 m corner cut at the southeast corner of the consolidated site.

- Receipt of a Letter-of-Credit for landscaping in the amount of \$6,069.32 (based on total floor area of 281.92 m<sup>2</sup> (3,034.66 ft<sup>2</sup>)).
- City acceptance of the developer's offer to voluntarily register a covenant on title to restrict the hours of the carwash operation from 7 am to 8 pm. This covenant may be discharged when the facility is built and an updated acoustical report, based on actual noise characteristics of the carwash, proves that the operation is in compliance to the noise regulation at that time in all hours.
- Registration of a flood indemnity covenant on title.
- Registration of an Aircraft noise covenant on title.
- Enter into a License Agreement with the City of Richmond for the proposed roof overhang and canopy overhang encroachment along Hazelbridge Way. The agreement must include languages to ensure that the encroachment is limited to the lifespan of the proposed building as presented in this Development Permit application. Any modifications or redevelopments are subject to review. A one-time user fee of \$4,000 will be required. A Section 219 covenant and SRW for access maybe required.

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

- Enter into the City's standard Servicing Agreement, works include, but not limited to:
  - i. storm upgrades along about 42 m of Leslie Road to 600mm as identified in the capacity analysis;
  - ii. frontage improvements, including removal of the existing sidewalk, construction of a new 2 m wide sidewalk at the new property line for both frontages, and construction of a grass and treed boulevard in the area between the existing curb and new sidewalk. Directional commercial driveways at Hazelbridge Way (one-way in) and Leslie Road (one-way out). Tree species to be determined. City Centre Street Lights to be City Spec L12.6A for Hazelbridge Way and L12.6B for Leslie Road. Three (3) city centre standard benches along the Hazelbridge Way frontage.

Note: All works are at the developer's sole cost.

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/tp/special.htm>).



**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 09-457354**

**Attachment 1**

Address: 8171 and 8191 Leslie Road

Applicant: Johnny Leung

Owner: 10800 Enterprise Ltd.

Planning Area(s): City Centre - Aberdeen Village

Floor Area Gross: 281.92 m<sup>2</sup>

Floor Area Net: 268.14 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	1,035 m <sup>2</sup>	860.59 m <sup>2</sup>
<b>Land Uses:</b>	Vacant	Commercial
<b>OCP Designation:</b>	Commercial	No Change
<b>Zoning:</b>	Auto-Oriented Commercial (CA)	No Change
<b>Number of Units:</b>	0	4

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.31	none permitted
Lot Coverage:	Max. 50%	32.8%	none
Setback – Front Yard– Leslie Road (South):	Min. 3.0 m	2.2 m	<b>variance supported</b>
Setback – Exterior Side Yard – Hazelbridge Way (east):	Min. 3.0 m	0.0 m	<b>variance supported</b>
Setback – Interior Side Yard (west):	Min. 3.0 m	0.0 m	<b>variance supported</b>
Setback – Rear Yard (north):	Min. 3.0 m	3.0 m	none
Height (m):	Max. 12.0 m	6.7 m	none
Lot Size:	n/a	860.64	none
Off-street Parking Spaces	8	6	<b>variance supported</b>
Off-street Parking Spaces – Accessible:	1	1	none
Total off-street Spaces:	8	6	<b>variance supported</b>
Tandem Parking Spaces	not permitted	n/a	none

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

Thursday, December 17, 2009 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall

The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

The comments of the Panel were as follows:

**A. The applicant making the following improvements to the project design:**

1. design development to address security concerns regarding open corridors between the buildings;

*Security gates are being provided at three access points:*

- *Rollup gates are installed at the overhead beam at entry from Hazelbridge Way and at the common entry.*
- *A swing gate is installed behind Building 1 to the SE corner of the Carwash building.*
- *All gates will not be closed until all business hours ended.*

2. design development to address security concerns regarding open unsecured main entry and vertical circulation;

*Since the design has been revised to a single storey complex, security concerns can be addressed as per gates installed at the three access points to and from Parking and entries.*

3. design development to address security concerns regarding number of unsecured access points to lower level parking;

*The design revision eliminated this concern.*

4. design development to increase the queuing/stacking area for vehicles going to the carwash facility;

*The revised design has increased the queuing/stacking area to accommodate 5 spaces to the carwash facility.*

5. design development to streetscape design. Consider a contiguous paving treatment, blending pattern, banding, or limiting pavers to one side of sidewalk only;

*The proposed sidewalk will be concrete broom finish and the two paved areas with the property line are natural slate pattern tiles. The city boulevard will be all lawn.*

**B. The applicant taking into consideration the following comments:**

6. consider using stormwater from roof as aesthetic feature to animate building entry and public realm;

*The stormwater will be recycled for the water feature(water fall/fountain).*

7. consider improvements to the water feature. Consider lowering the wall height to increase visibility of water feature to pedestrians and motorists. Consider additional planting in front of the water feature to mitigate the amount of paving in the area;

*The water feature is now a reversed terraced water fall on to a fountain of about 2' high with L.E.D. lighting to enhance the effect at each level.*

8. consider planting the north side of the property with mid-size shrubs to punctuate the landscape and screen the edge;

*Landscaping is being proposed at both the NW & NE corners of the property. A continuous 7' high fence is proposed along the north property line.*

9. consider appropriateness of materials for the type of development and location. The combination of Hardi and cedar is a concern and other materials are available;

*The 4" horizontal butt joint cedar siding and smooth sand flow stucco finish will be the combination of the Exterior finish. The Hardi Panel will be used for the Facia of the roof overhang.*

10. consider improving the street edge to enhance the marketability of the small CRUs. Consider increasing storefront window area;

*The storefront along both Hazelbridge and Leslie are design to allow for maximum window area, as well as to extend window to wrap around building corners of both building 1 & 2, except that the corner where the water feature is located.*

11. consider long term survival or removal of planting under the canopies;

*The only plants under the Canopy are located along the Leslie roadside. The proposed height of canopy and the south facing will allow more sun in the area.*

12. consider mullion design of large areas of glass in the building;

*Minimum mullion design is addressed with the maximum size of glass allowed.*

13. consider heating on the carwash ramp; and

*The carwash ramp has been eliminated.*

14. consider using stormwater coming from the roof for the carwash.

*The use of Stormwater from the roof for the carwash will not be considered as there are concerns in the practicality and the accepting level of the consumer. The manufacturer of the Carwash equipment system will not warrant the use of Storm water for the system. In addition, the client will not have enough funding to devise a stormwater recycling for the carwash system as any detailed research of such system is not feasible at this time.*



**No. DP 09-457354**

To the Holder:                   JOHNNY LEUNG  
Property Address:               8171 AND 8191 LESLIE ROAD  
Address:                         8879 SELKIRK STREET  
                                      VANCOUVER, BC V6P 4J6

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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:
  - a) reduce the exterior (east) side yard setback from 3.0 m (9.8 ft.) to 0.0 m (0.0 ft.);
  - b) reduce the interior (west) side yard setback from 3.0 m (9.8 ft.) to 0.0 m (0.0 ft.);
  - c) reduce the front (south) yard setback from 3.0 m (9.8 ft.) to 2.2 m (7.2 ft.) to allow an overhead gateway structure be erected along the Leslie Road frontage; and
  - d) reduce the width of three (3) standard parking stalls from 2.65 m (8.7 ft.) to 2.5 m (8.2 ft.) and the width of one (1) handicap parking stall from 3.7 m (12.1 ft.) to 3.5 m (11.5 ft.); reduce the on-site parking requirement from 8 stalls to 6 stalls.
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 #7 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 \$6,069.32 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

# Development Permit

No. DP 09-457354

To the Holder:                   JOHNNY LEUNG  
Property Address:               8171 AND 8191 LESLIE ROAD  
Address:                         8879 SELKIRK STREET  
                                      VANCOUVER, BC V6P 4J6

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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.
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 \_\_\_\_\_, \_\_\_\_\_.

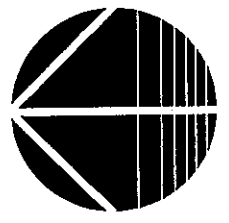
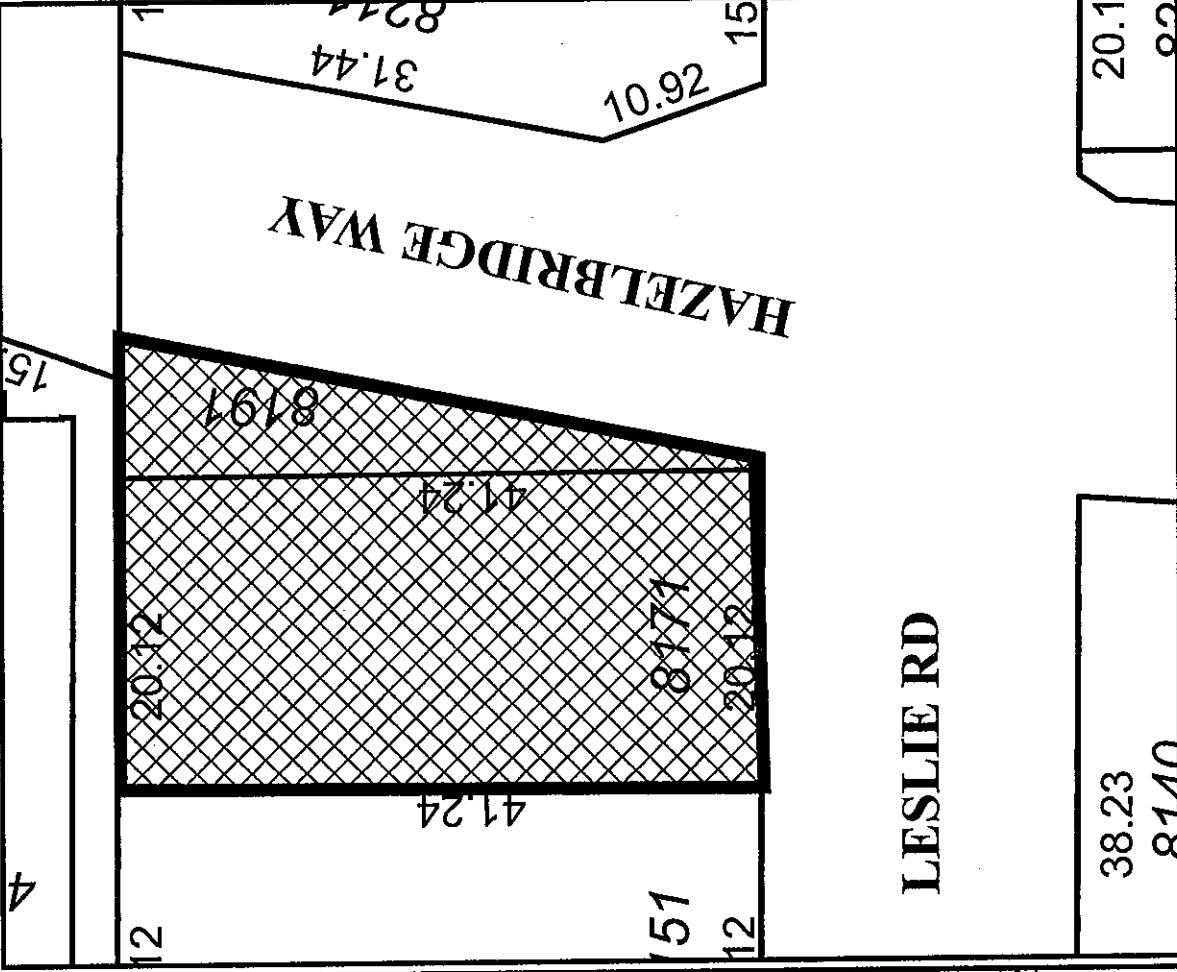
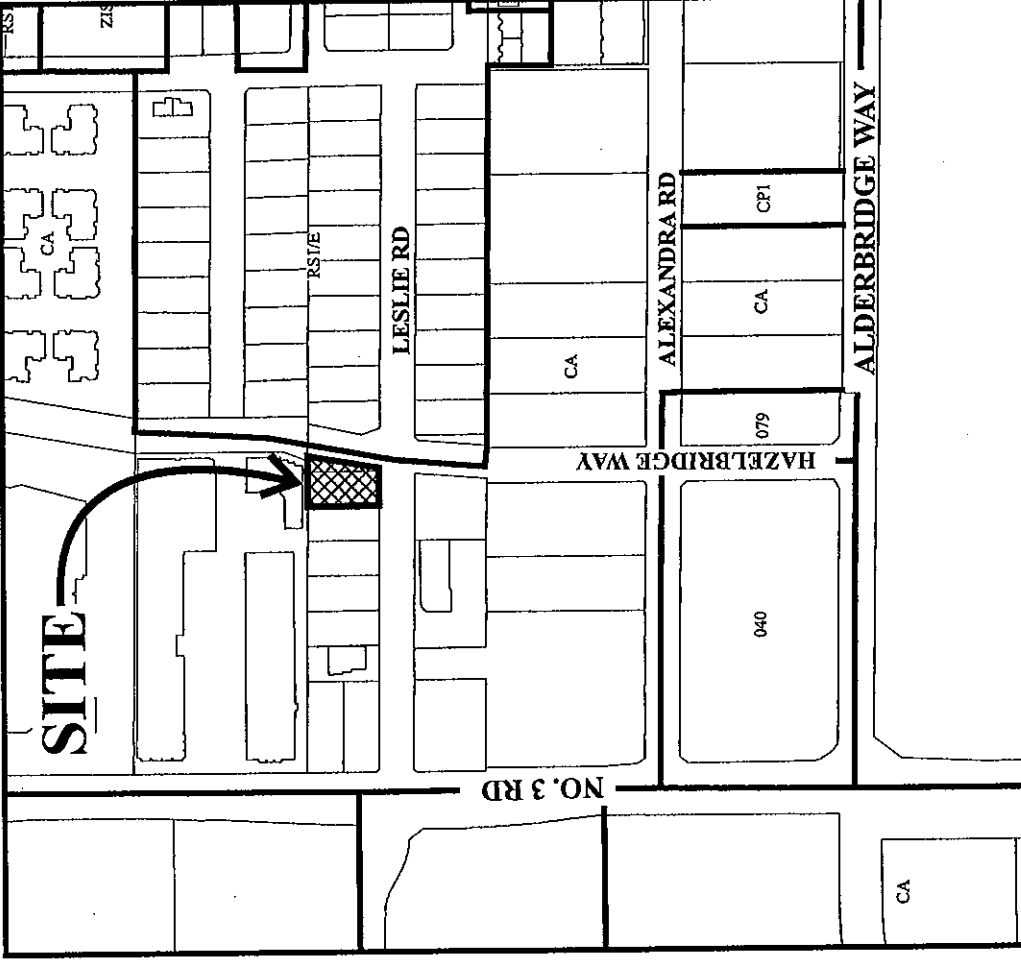
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MAYOR



# City of Richmond

**SITE**



## DP 09-457354

### SCHEDULE "A"

Original Date: 02/11/09  
 Revision Date: 07/27/10  
 Note: Dimensions are in METRES





### Project Statistics

**Project Information:**  
 6171 Leslie Road, Richmond, 9 C.  
**Legal Description:** Lot 8 Section 33, Block 5 North, Range 6 West N.W.D. Plan 8705  
 Zoning: CA

**Lot Dimensions:** 135.20ft (41.21m) 62.14ft (18.93m) 123.88ft (37.76m) 20.18ft (6.15m) 42.57ft (13.10m)  
**Lot Area:** 9,263.25sf (860.58sqm)

**Setbacks:**  
 Front 9.98ft (3.04m)  
 Sides 9.98ft (3.04m)  
 Rear 9.98ft (3.04m)

**Permitted Density** 4.631.63sf/(430.30sqm)  
**Site Coverage** 4,631.63sf/(430.30sqm)  
**Maximum Building Height** 39.37ft (12.00m)

**Proposed**  
 10,779.37sf  
 Zero Lot Line  
 9.98ft (3.04m)

**Leslie Road Property Line to Building Face:**  
 2,886.22sf (268.14sqm.)  
 3,034.51sf (281.92sqm.)  
 22.53ft (6.86m.)

#### Carwash Operation Proposal:

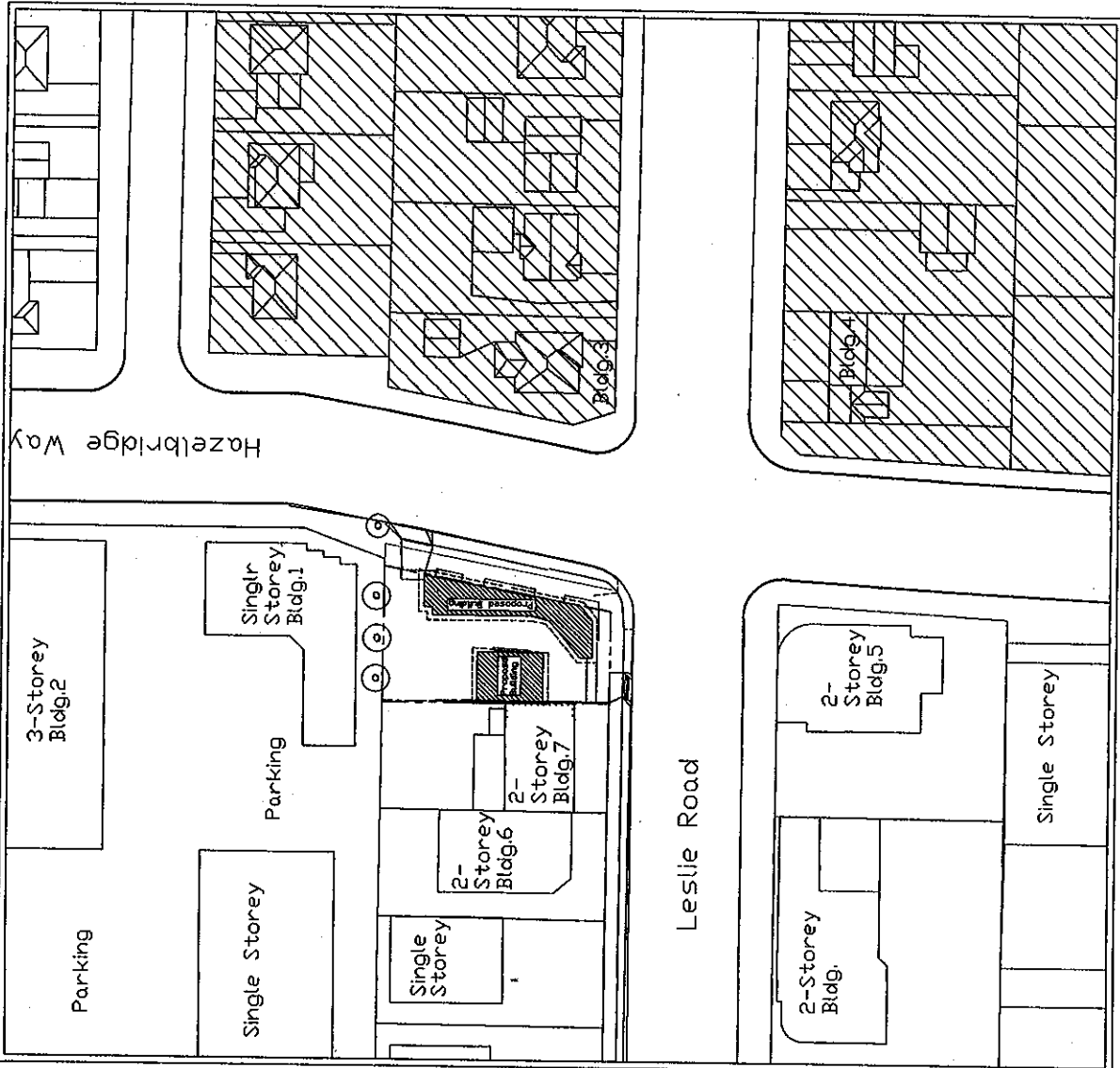
**Carwash system** - Laser Wash MS (TouchLess) system  
**Wash Duration** - Average Wash time per car from 2 - 3 minutes.  
**Wash Cycle** - Both entry and exit doors will be kept closed until both wash and drying cycle have been completed.  
**Pay Stations** - Two Exact, Excel Teller Kiosk stations.

**Attendant** - Full time attendant to monitor and direct traffic and to avoid line up and traffic jam at the carwash.  
 The attendant will also accept payment with Portable ATM Unit if requested by customers.

**Site Drainage control** - Trench drains are provided at critical points of entries and exits:  
 i.e. entry from Hazelbridge Way and entry to Carwash.  
 i.e. exit from Carwash and to Leslie Road.  
 Two area catch basins are provided at the weiling area and Garbage & Recycle Area.

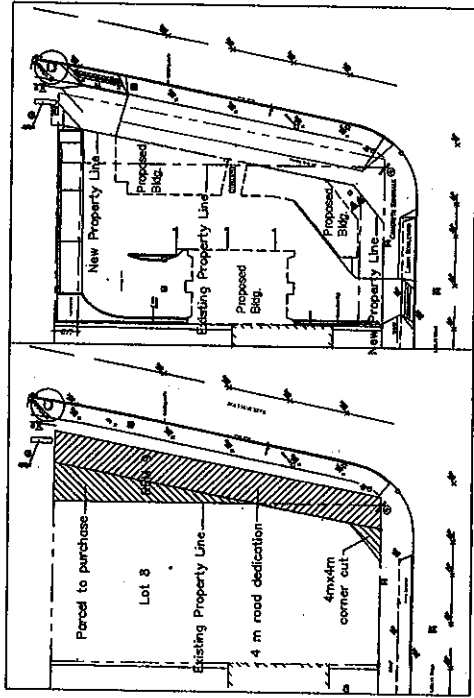
**Traffic Control** - Minimal waiting time due to the high efficiency wash operation.  
 Right out to Leslie Road only.  
 Right in from Hazelbridge Way only.  
 Encourage pedestrian and bicycle usage with ample bike storage.  
 Small retail space encourages short stop shopping and high turn over rate for parking.

**Acoustic Control** - Completely enclosed during wash operation.  
 Provision of sound absorbent material internally and wood acoustic fence along west property line.



Site Context Plan

Not to Scale



SITE PLAN  
 Lot 8 & REM'S

SITE PLAN  
 Proposed New Property

JUL 29 2010

Plan #1A

DP 09 457354

1 of 13

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 DP 09 457354

120 Feet



- LEGEND:**
- Area Catch Basin
  - Payment Quack
  - Structural Column
  - Hygro Transformer Quack
  - Trench Drain
  - Metal Balustrade
  - No Left Turn
  - No Entry
  - Existing Elevation/Grade
  - Proposed New Elevation/Grade
  - Top of Wall Direction
  - Bottom of Wall Direction

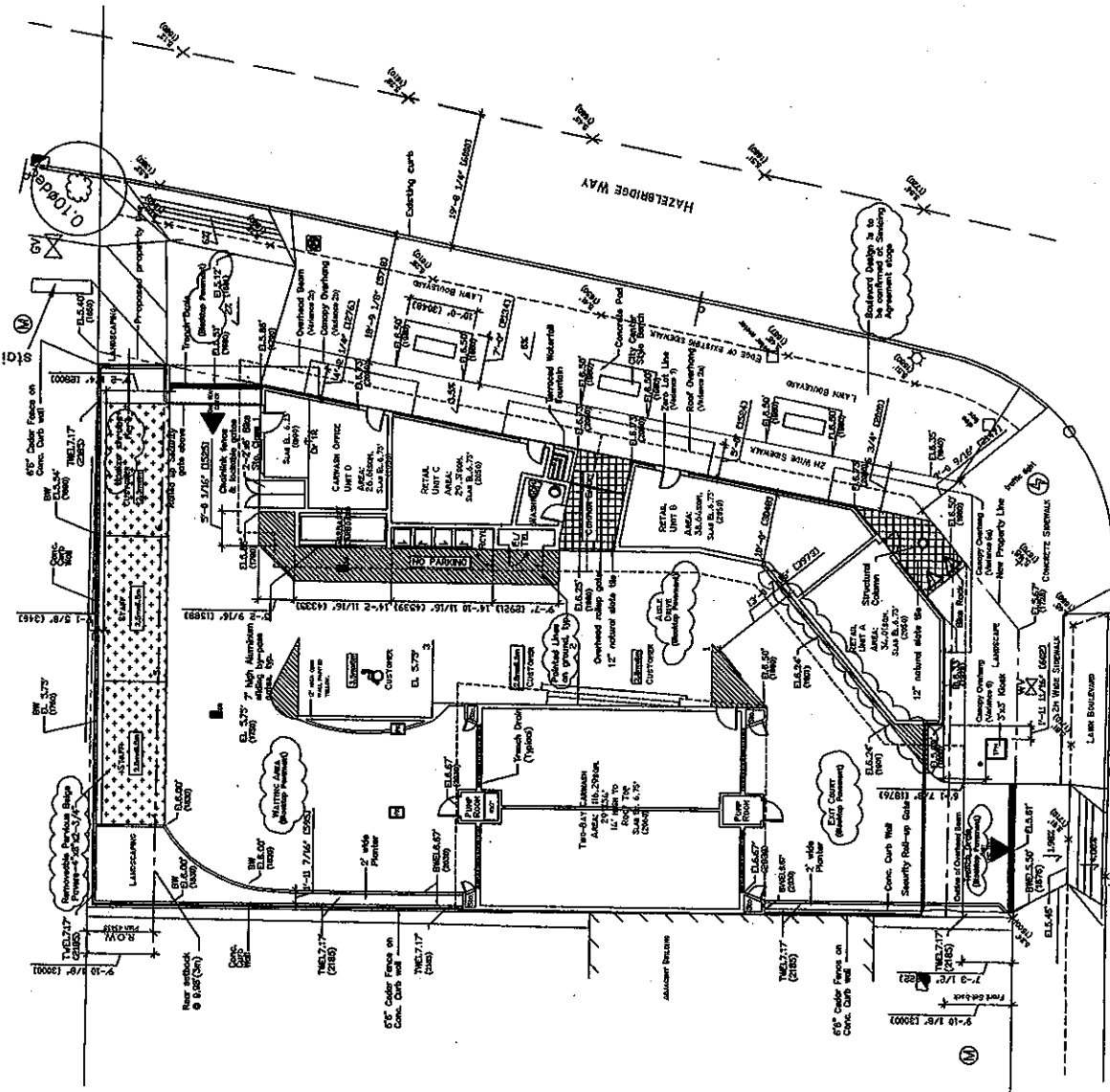
**Project Statistics**

- Variances:**
- Zero Lot line at east property line along Hazelbridge Way.
  - At East Property Line, along Hazelbridge Way:
    - a) 5 feet(0.9m) roof overhang.
    - b) 2'-0" (0.6m) Clear framed glass canopies - three sections, 16'x5', 20'x5', 30'x5', 21.7'x4'
    - c) 2'-0" (0.6m) canopy overhead beam.
  - Standard truck loading space required, none provided.
  - Leslie Road Front Setback:
    - a) Entry Overhead Beam, 7'3.57(2.2m)

**FLOOR AREA CALCULATION**

Office/Retail	Bldg. No.1	Unit A	Unit B	Subtotal	Bldg. No.2	Unit C	Unit D--Cannesh Office	Bike Storage--Class 1	Carbage/Recycle	Electrical/Tel.	Washroom	Subtotal	Bldg. No.3	Corncash	Subtotal	Total	Common Entry	TOTAL COVERED FLOOR AREA:
	366.12sf. [34.01sqm.]	415.88sf. [38.64sqm.]	782.00sf. [72.65sqm.]		315.52sf. [29.31sqm.]	266.45sf. [24.62sqm.]	38.48sf. [3.57sqm.]	120.80sf. [11.22sqm.]	27.39sf. [2.54sqm.]	49.64sf. [4.62sqm.]	838.28sf. [77.86sqm.]		1,265.94sf. [117.61sqm.]	2,686.22sf. [248.14sqm.]	148.29sf. [13.78sqm.]	3,054.51sf. [281.92sqm.]		3,054.51sf. [281.92sqm.]

**SITE PLAN**  
 Scale: 1/8" = 1'-0"



**LEGEND**

Area Cabin Block	Area Cabin Block
Payment Booth	Payment Booth
Structural Column	Structural Column
Hydro Transformer Mark	Hydro Transformer Mark
French Drain	French Drain
Motor Bolard	Motor Bolard
No Left Turn	No Left Turn
No Entry	No Entry
Stop Sign	Stop Sign

**Bicycle Parking/Storage Requirement Calculations**

Space Description	Floor Area - sf(sqm)	Factor	Required Parking Spaces	Provided
Office/Retail	1,097.52sf. [101.96sqm.]	0.4/100sqm.	0.41 spaces	2.00 spaces
Short term Bicycle Parking		0.27/100sqm.	0.28 spaces	2.00 spaces
Long Term Bicycle Parking/Storage				

**Parking Requirements/Calculations**

Space Description	Floor Area - sf(sqm)	Factor	Required Parking Spaces
Carwash	1,265.94sf. [117.61sqm.]	2.00/100sqm	2.55 spaces
Carwash Office	296.45sf. [26.61sqm.]	2.00/100sqm	.53 spaces
Carwash Bay	2 bays	1.00/Bay	2.00 spaces
Subtotal			4.88 spaces
City Center Parking Zone 1 Reduction		15%	- 0.73 spaces
Net Total			4.15 spaces
Office/Retail	1,097.52sf. [101.96sqm.]	3.75/100m	3.82 spaces
Grand Total			7.97 spaces
Max. TDM Measures Reduction		10%	- 0.80 spaces
Net Total			7.17 spaces
			<b>8 spaces req'd</b>

**Parking Spaces Provided (Variance 3)**

Staff Parking (over five employees per business)	2.00 spaces
Customer Parking (included 1 handicapped space)	4.00 spaces
Total	6.00 spaces

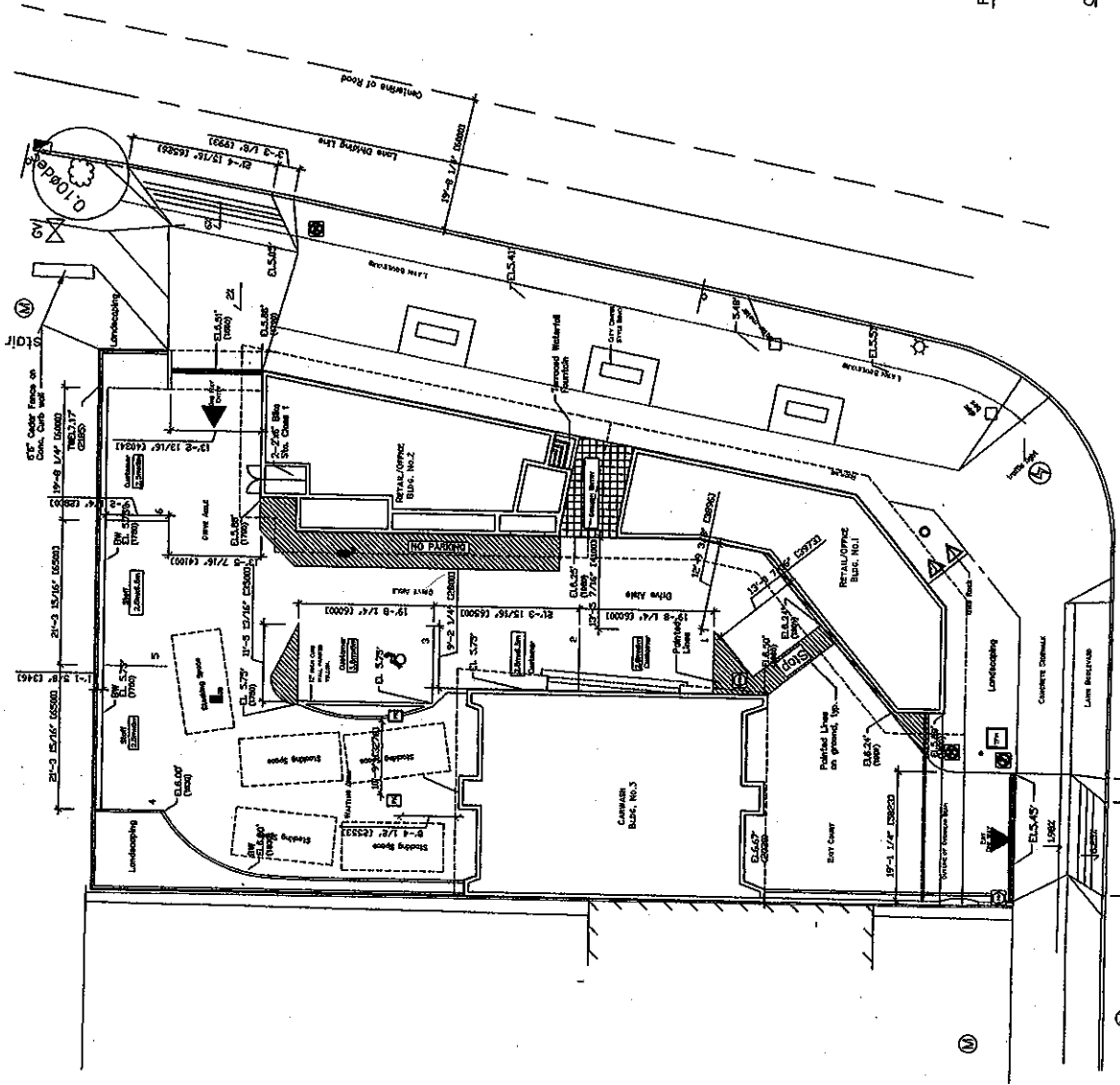
**On-site Loading Bay Requirement (Variance 4)**

Space Description	Floor Area - sf(sqm)	Factor	Required	Provided
Office/Retail/Carwash	2,886.22sf. [268.14sqm.]	1.00/500sqm.	1.00 space	0.00 space

**DP 09 457354**

**JUL 29 2010**

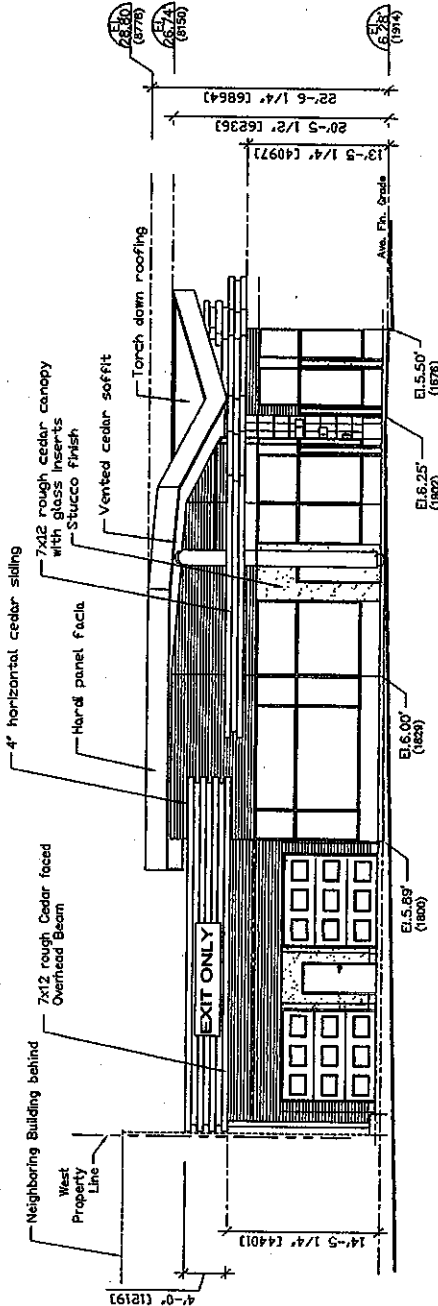
**PARKING PLAN**  
 Scale: 1/8" = 1'-0"



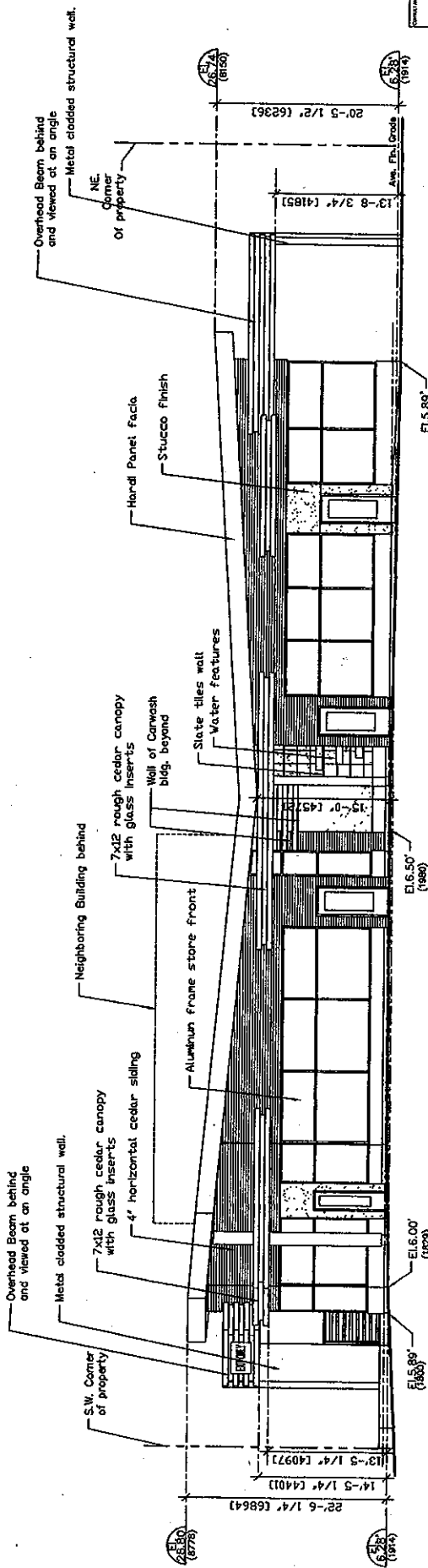


**Exterior Finishes**

- Siding:**
1. Butt joint horizontal cedar siding—semi transparent tinted stain—Superdeck=1903, Redwood.
  2. Sand float finish acrylic stucco—painted light beige exterior paint—General Paint=C.I.C. 1262W
- Others:**
3. Plain Hard Panel Facia
  4. All concrete curb wall painted Dark Brown—General Paint=C.I.C. 1284N to be natural finish.
  5. Structural round column — painted to match Facia, Dark Brown.
  6. Cedar soffit w/ vent strip finished w/ transparent stain—Superdeck=1901 Cedar.
  7. All metal flashings to be the same color as facia—Dark Brown.
  8. Exterior Door painted to match Store Front Window—General Paint=C.I. 3257N
  9. Rough Cedar Canopy—Superdeck=1901, Cedar.



**South Elevation ( Leslie Road View)**



**East Elevation ( Bldg. 1 & 2 - Hazelbridge Way View)**

JUL 29 2010

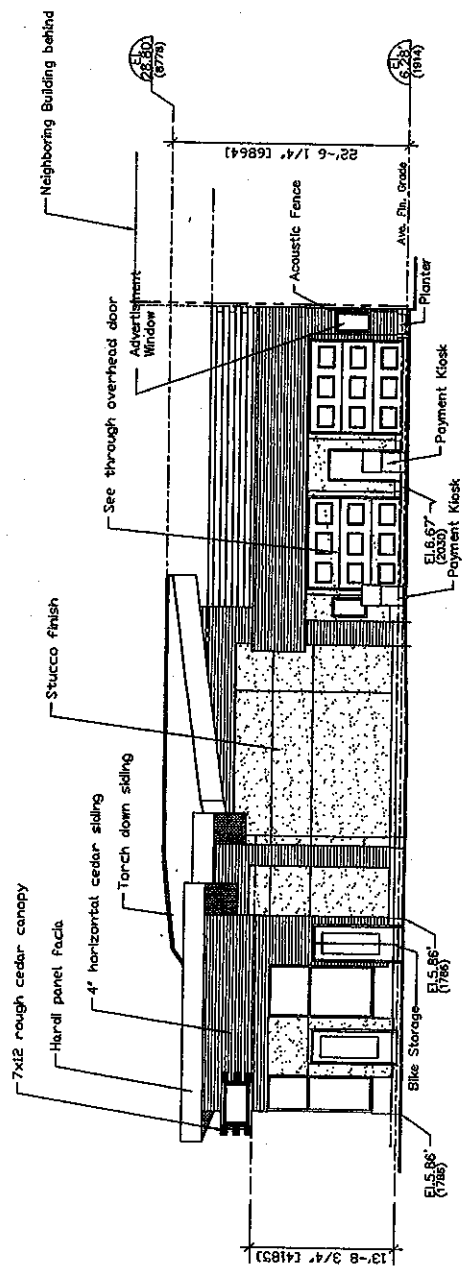
DP 09 457354

70 feet

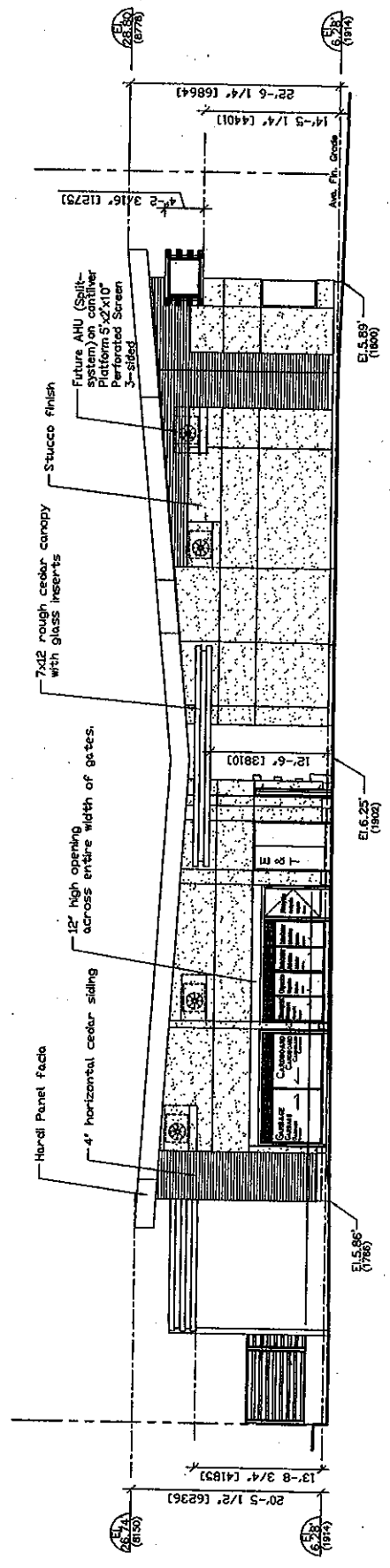
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10

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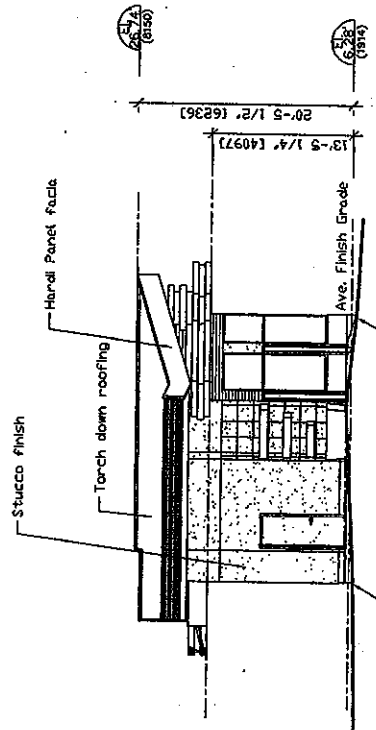
North Elevation (Bldg. 2 & Carwash)



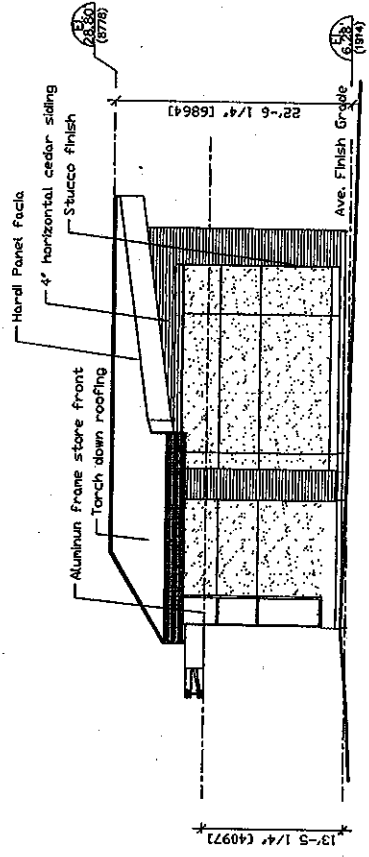
West Elevation (Bldg. 1 & 2)

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DP 09 457354

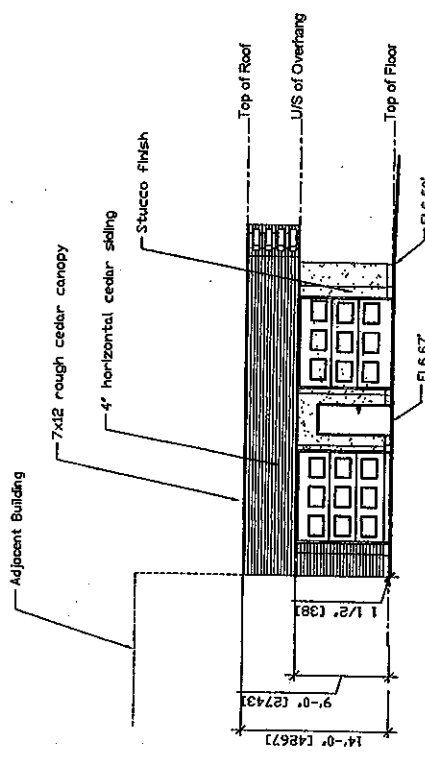




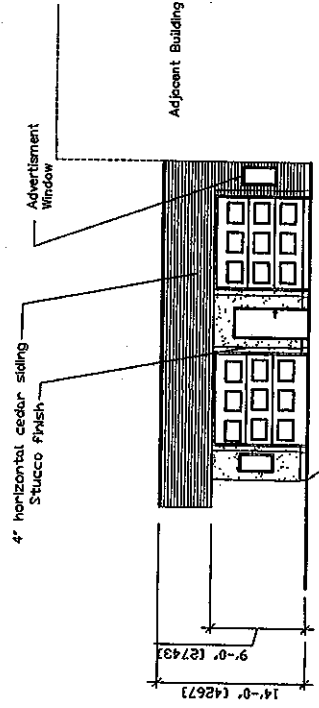
South Elevation ( Bldg. 2 )



North Elevation ( Bldg. 1 )



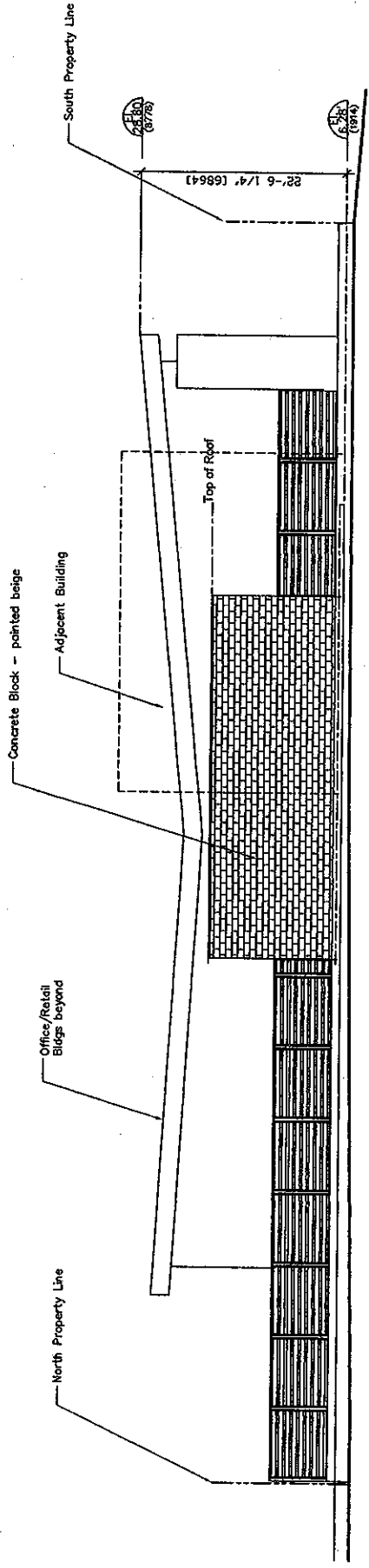
South Elevation ( Carwash )



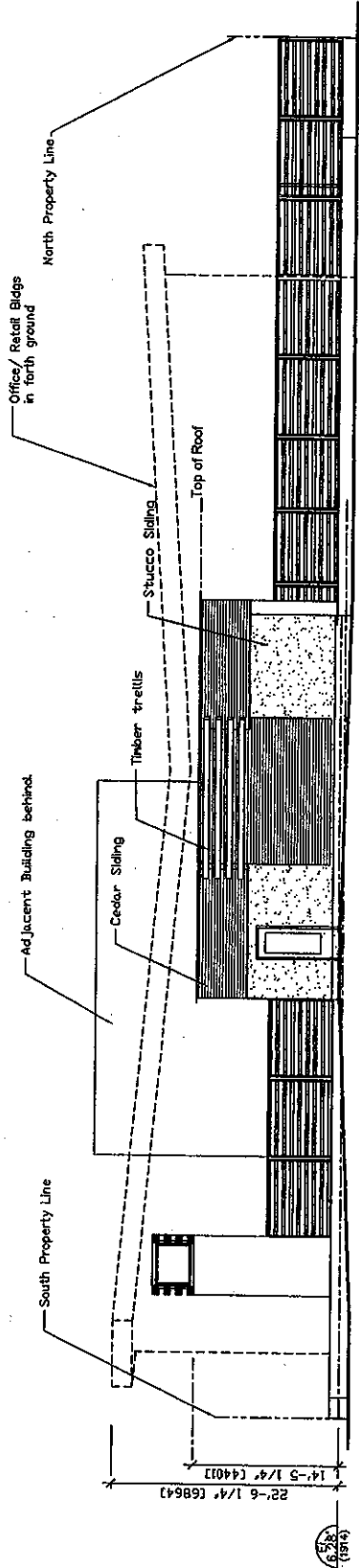
North Elevation ( Carwash )

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 DP 09 457354





West Elevation (Carwash)

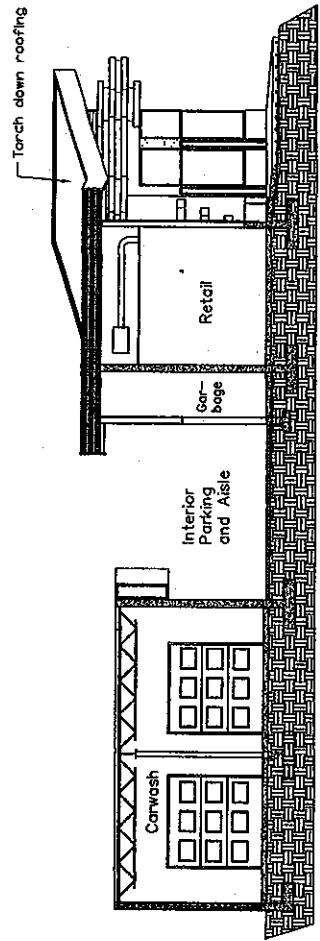


East Elevation (Carwash)

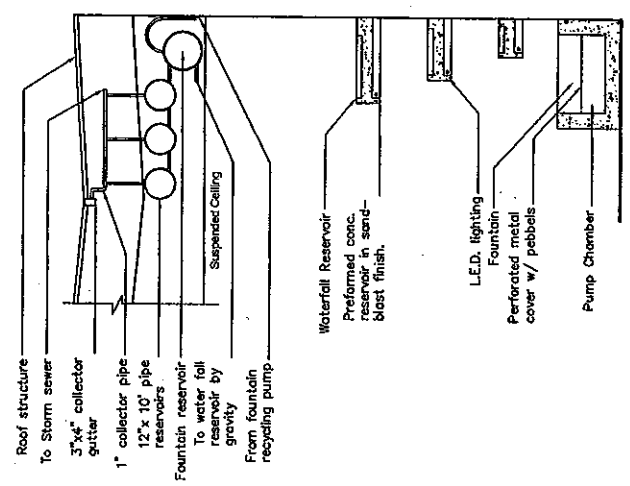
JUL 29 2010  
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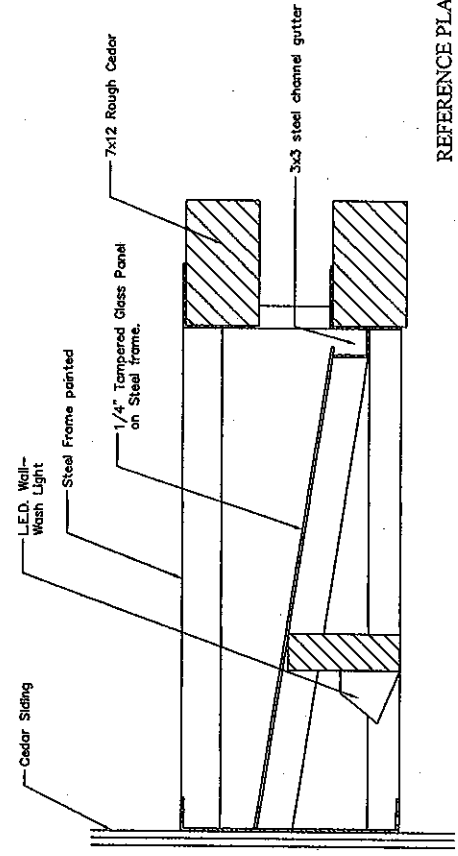
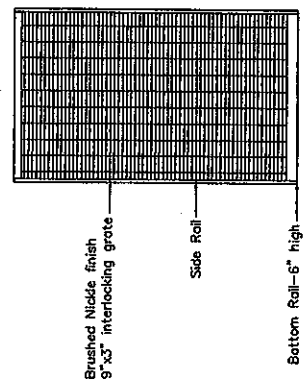
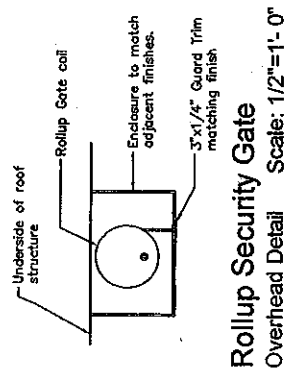




**Section through Carwash & Retail**



**Water Feature Detail & Rain Water Recycling System**  
 Scale: 3/4" = 1'-0"



REFERENCE PLAN

NTS JUL 29 2010

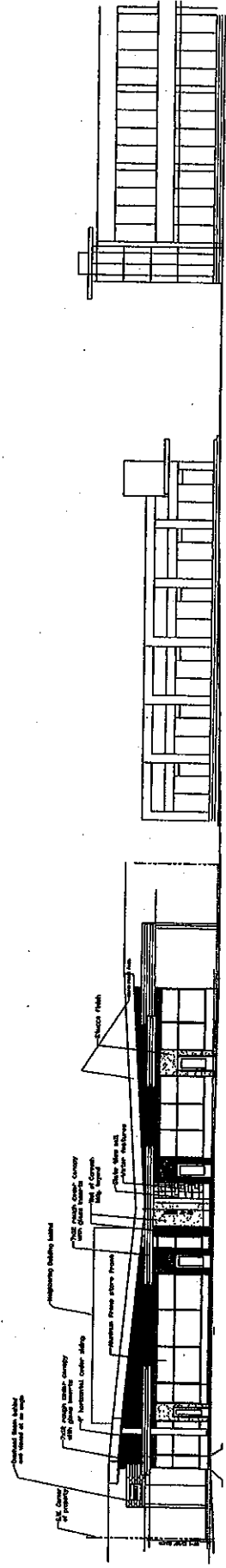
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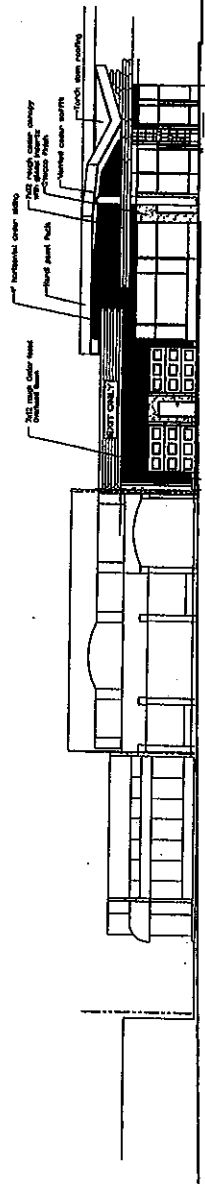
Professional Seal  
 JAMES W. LITTLE  
 ARCHITECT  
 100 N. W. 12th St., Suite 100  
 Miami, FL 33136  
 (305) 371-1111  
 www.jwla.com

Project:  
 1500 S.W. 8th St.  
 1500 S.W. 8th St.  
 1500 S.W. 8th St.  
 1500 S.W. 8th St.  
 1500 S.W. 8th St.



Hazelbridge Streetscape

Scale: 3/16"=1'-0"



Leslie Streetscape

Scale: 3/16"=1'-0"

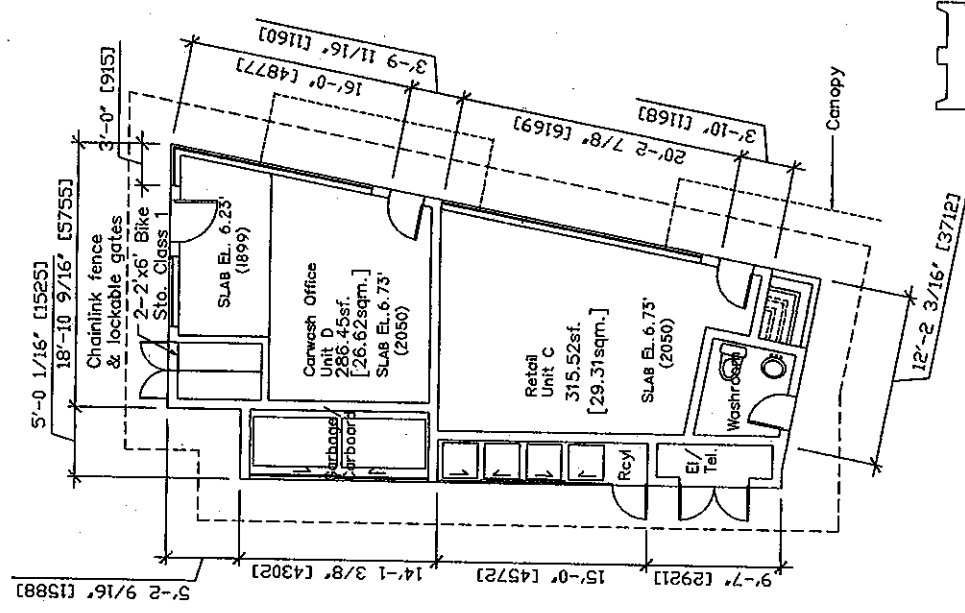


Plan #9

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REFERENCE PLAN JUL 29 2010  
 DP 09 457354  
 240 feet

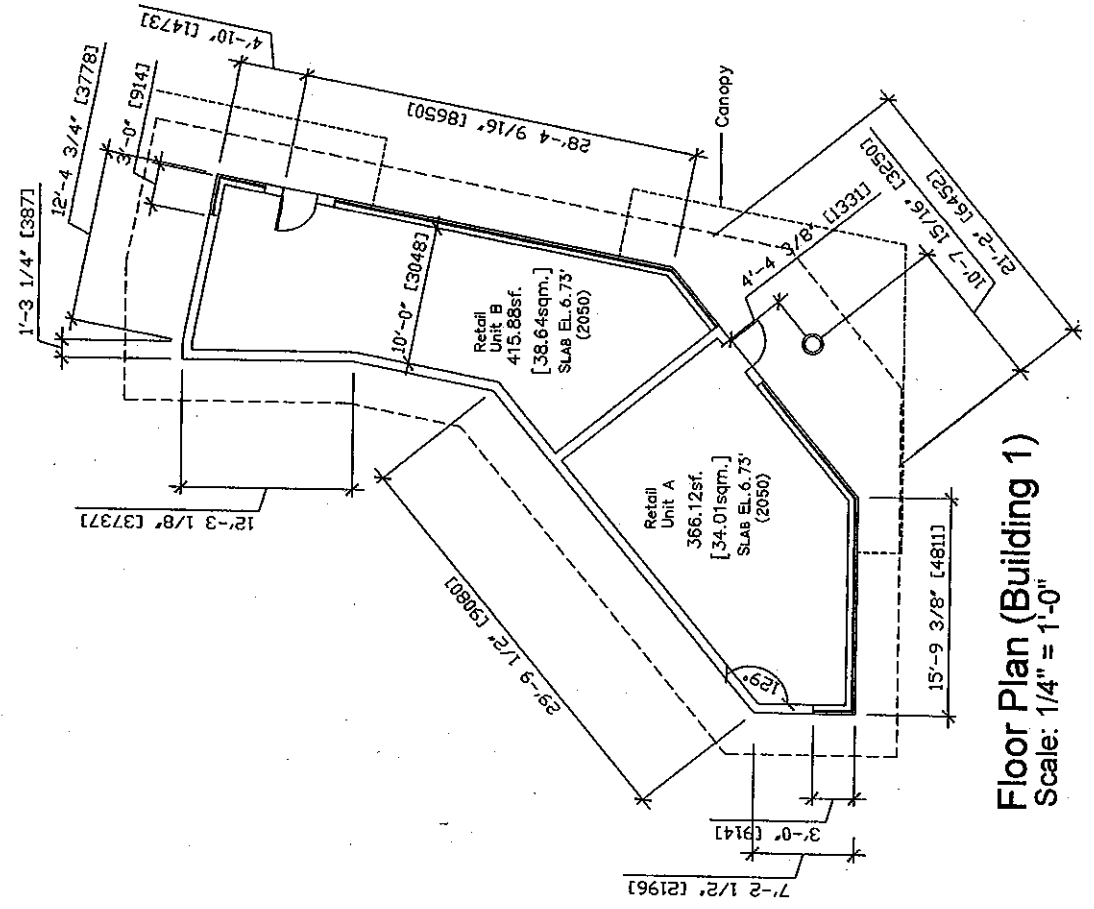
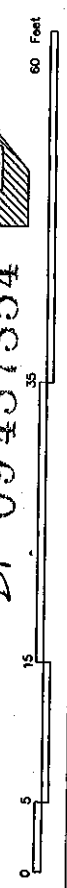




**Floor Plan (Building 2)**  
 Scale: 1/4" = 1'-0"

REFERENCE PLAN JUL 29 2010

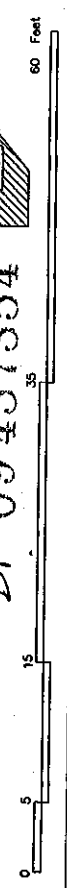
DP 09 457354

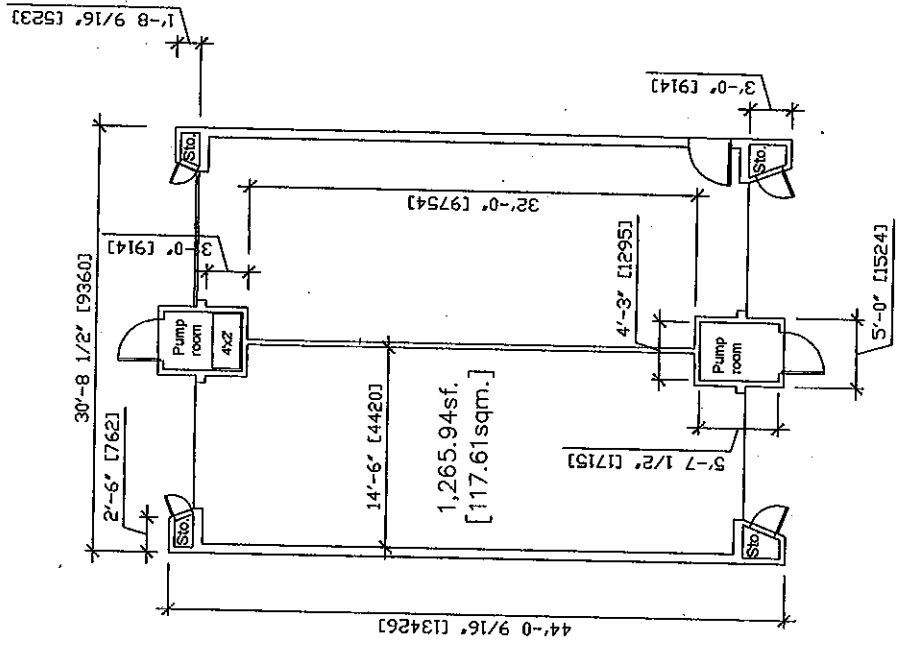


**Floor Plan (Building 1)**  
 Scale: 1/4" = 1'-0"

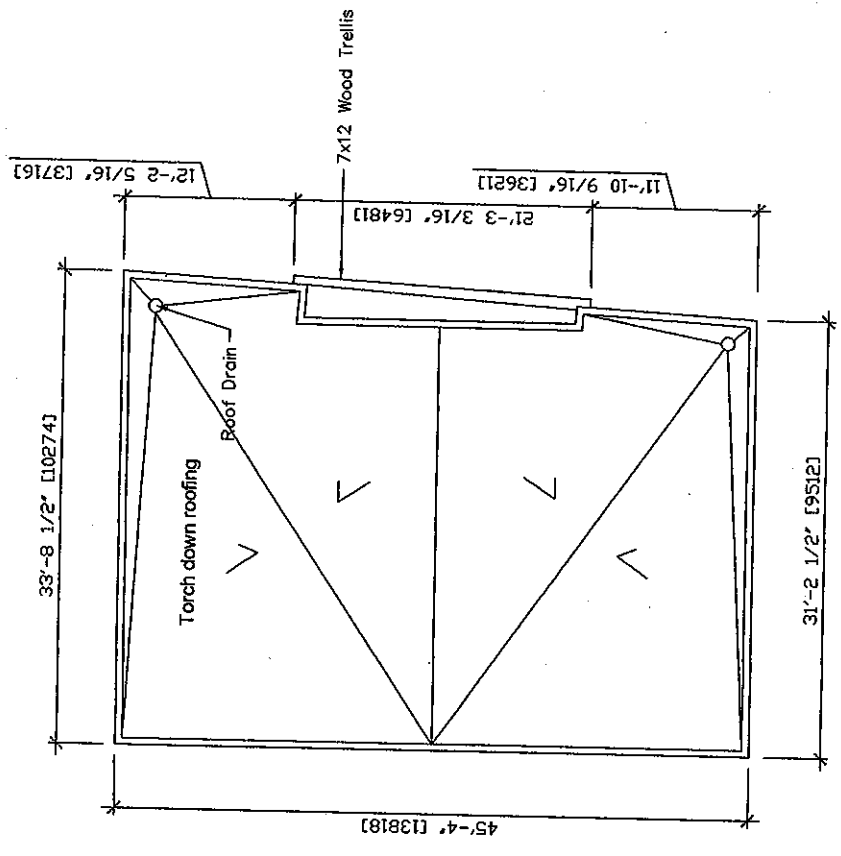
REFERENCE PLAN JUL 29 2010

DP 09 457354

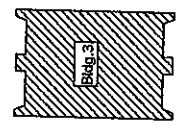




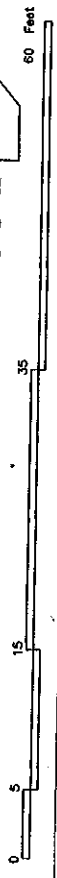
**Floor Plan (Carwash)**  
 Scale: 1/4" = 1'-0"

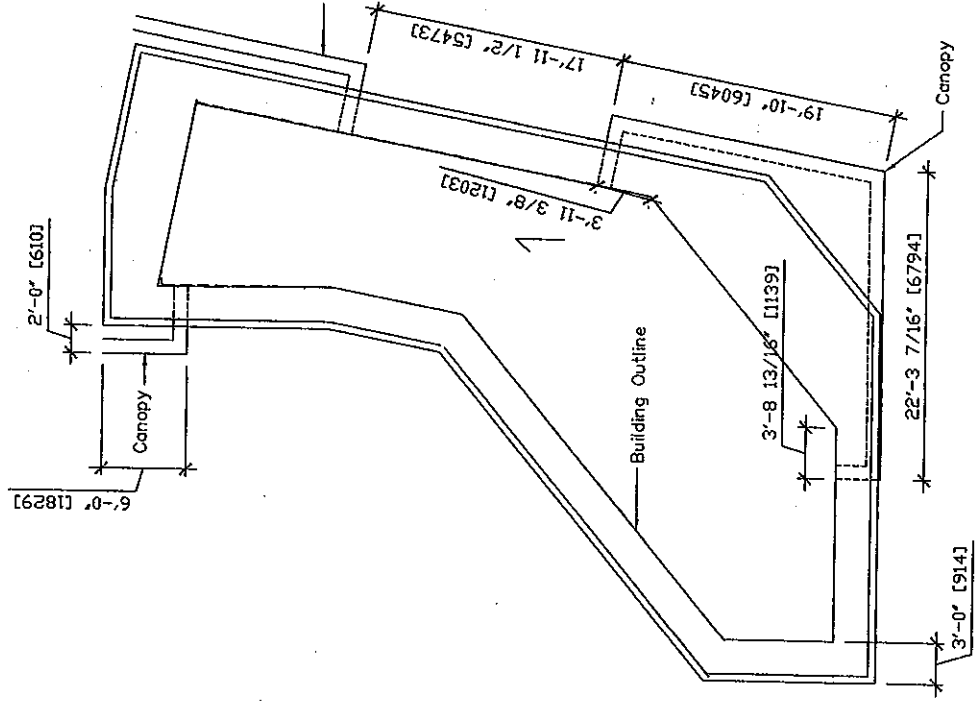
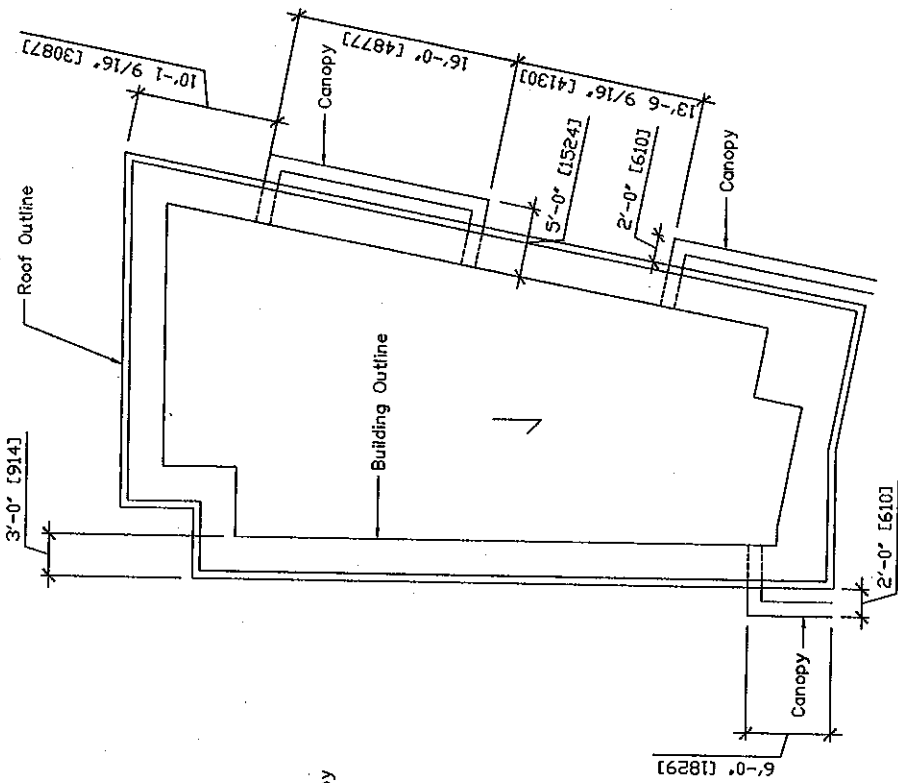


**Roof Plan (Carwash)**  
 Scale: 1/4" = 1'-0"



REFERENCE PLAN JUL 29 2010  
 DP 09 457354





REFERENCE PLAN

Roof Plan (Building 2)  
Scale: 1/4" = 1'-0"

JUL 29 2010

DP 09457354

Roof Plan (Building 1)  
Scale: 1/4" = 1'-0"

60 Feet

