



**Development Permit Panel
Wednesday, June 26, 2019**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
John Irving, Acting General Manager, Engineering and Public Works
Peter Russell, Senior Manager, Sustainability and District Energy

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on June 12, 2019 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 11-593871
(REDMS No. 6204334 v. 2)

APPLICANT: IBI Architects (Canada) Inc. on behalf of South Coast British Columbia Transportation Authority (TransLink)

PROPERTY LOCATION: 6302 No. 3 Road and 6411 Buswell Street

INTENT OF PERMIT:

1. Permit the construction of a Bus Mall at 6302 No. 3 Road and 6411 Buswell Street on a site zoned "Downtown Commercial (CDT1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of parking spaces for the existing office building on 6411 Buswell Street from 44 to 25 spaces.

Applicant's Comments

Salim Narayanan, IBI Group Architects, with the aid of a visual presentation (attached to and forming part of these Minutes as Schedule 1) provided background information on the proposed Bus Mall, highlighting the following:

1.

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- access to the Bus Mall loop is provided through a southbound left turn lane and northbound right turn from No. 3 Road;
- the Bus Mall includes two bus loading bays on the north side, two unloading bays on the south side, five bus layover bays, a HandyDart bay and three parking stalls for temporary parking of maintenance vehicles;
- a secondary public pedestrian and emergency vehicle access routes are provided from the eastern end of the Bus Mall to Buswell Street secured with a statutory Right-of-Way (SRW);
- the Bus Mall is bordered by wide sidewalks on the north and south sides, with the wider north sidewalk connecting to Buswell Street;
- a one-meter fence is provided on the median between the bus loading and unloading bays;
- a mid-block crosswalk provides pedestrian connection from the north side of the Bus Mall to the south side of the Mall and to the proposed Keltic development to the south;
- a fence is provided along the perimeter of the eastern end of the Bus Mall to protect pedestrians from buses turning at the loop;
- a bus shelter and extensive glass canopies along the south frontage of the new ScotiaBank within the Mandarin building are provided along the north side sidewalk of the Bus Mall for weather protection along the passenger pick-up area; and
- a 12-foot high acoustic wall is proposed adjacent to the townhouses in the Emporio building to the north of the eastern end of the Bus Mall to mitigate noise and block headlight glare from the Bus Mall.

Dylan Chernoff, Durante Kreuk Ltd., presented the main landscape features for the proposed Bus Mall, noting that (i) tree grates in lieu of planting are proposed at the base of trees to be planted adjacent to the sidewalks along both sides of the Bus Mall so as not to impede the flow of pedestrian traffic, (ii) the proposed planting is intended to mitigate the impact of bus turning and to buffer the pedestrian realm from the vehicular realm, (iii) proposed plant species are drought tolerant and easy to maintain, (iv) seating is incorporated with some planting in the pedestrian area, (v) the proposed decorative paving treatment for the Bus Mall public realm have been coordinated with the paving treatments for the existing Mandarin development to the north and the future Keltic development to the south, (vi) there is a row of trees planted in front of the acoustic wall, and (vii) some off-site trees on No. 3 Road will need to be relocated or removed for the improvements to No. 3 Road in coordination with City staff.

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Panel Discussion

In reply to queries from the Panel, Mr. Chernoff and Chit Vyas, Translink, acknowledged that (i) significant features of the proposed Bus Mall which distinguish it from other Translink bus malls include the installation of fences, continuous stone pavement on the north and south urban plazas, and decorative pedestrian paving along the north and south sidewalks adjacent to the Bus Mall, and (ii) the proposed landscaping for the Bus Mall, extensive glass canopies, and a significant bus shelter further differentiate the proposed Bus Mall from other Translink bus malls.

In reply to further queries from the Panel, Mr. Vyas acknowledged that the applicant evaluated the parking needs of tenants of the existing office building on 6411 Buswell Street to determine the proposed parking variance from 44 to 25 spaces.

In reply to a query from the Panel, Sonali Hingorani, Transportation Engineer, Transportation Department, confirmed that (i) there are seven short-term parking spaces for the proposed “kiss and ride” drop-off within the Keltic development which is adjacent to the southeast corner of the Bus Mall, (ii) a pedestrian connection is provided from the “kiss and ride” area to the Bus Mall, and (iii) there is vehicle access from the “kiss and ride” area to Buswell Street through the adjacent City lane.

In reply to further queries from the Panel, Mr. Narayanan and Mr. Vyas confirmed that (i) there is no pedestrian connection from the south side of the Bus Mall to Buswell Street, (ii) pedestrians on the south side of the Bus Mall could access Buswell Street through the centre crosswalk and the north sidewalk, (iii) the south sidewalk adjacent to the Bus Mall could be extended eastward to connect to Buswell Street subject to the future redevelopment of the property to the east of the Bus Mall.

In reply to a query from the Panel, Joshua Reis, Program Coordinator, Development, referenced an architectural drawing showing the location of the “kiss and ride” drop-off within the Keltic development relative to the cul-de-sac within the Bus Mall.

In reply to a query from the Panel, Ms. Hingorani confirmed that (i) pedestrian access from the “kiss and ride” drop-off to the Bus Mall will be through the north plaza within the future Keltic development, and (ii) upon redevelopment of the existing office building on 6411 Buswell Street, the extension of the sidewalk along the south side of the Bus Mall up to Buswell Street could be considered.

In reply to further queries from the Panel, Mr. Narayanan and Mr. Vyas noted that (i) the turning radius at the southbound left-turn lane on No. 3 Road to the Bus Mall entrance has been increased to provide clear sightlines to the pedestrian crosswalk to enhance the safety of pedestrians, (ii) the cantilevered overhead lighting adjacent to the acoustic screen as shown in the architectural rendering is intended to provide lighting along the north sidewalk, (iii) retail spaces along the north side of the Keltic development will interface with the south side of the Bus Mall, and (iv) a prototype overhead electric bus charging station/depot is currently being developed by Translink and an electric bus charging station could be installed on the Bus Mall subject to its feasibility.

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Staff Comments

Suzanne Smith, Acting Director, Development, noted that a specific Bus Mall Servicing Agreement is associated with the project, which includes on-site and off-site improvements such as improvements to the southbound left-turn lane and the median on No. 3 Road, widened sidewalks on No. 3 Road, installation of new traffic signals at the intersection of No. 3 Road and the Bus Mall, and provision of emergency vehicle and public pedestrian access connecting through Buswell Street.

Ms. Smith further noted that (i) staff support the proposed variance from 44 to 25 parking spaces for the existing office building on 6411 Buswell Street due to its proximity to the Brighthouse Canada Line Station, ability to function in the past with 30 parking spaces and potential for its redevelopment and reassessment of its parking needs in the future, (ii) the Bus Mall has been designed in the context of its adjacency to the existing Mandarin development to the north and the Keltic development to the south currently under construction, (iii) ground-oriented units within the Keltic development will front the Bus Mall, (iv) the Bus Mall and Keltic sidewalk have been designed with the same landscaping and pavement standards, (v) the applicant has consulted with the Strata Council of the adjacent Emporio building which was built prior to the Bus Mall being proposed, and (vi) measures have been proposed to mitigate Bus Mall noise impacts including the installation of an acoustic screen adjacent to the Emporio building.

Correspondence

None.

Gallery Comments

Jenny Shao, 6288 No. 3 Road, expressed concern regarding the proximity of the proposed Bus Mall to high-density residential developments and noted the existing low density of planting along the north sidewalk adjacent to the Bus Mall which could be enhanced to mitigate potential noise.

With regard to the Ms. Shao's concern regarding the siting of the Bus Mall, the Chair advised that the existing development to the north and the development to the south currently under construction have been designed in consideration of the future construction of the Bus Mall.

With regard to planting along the north and south edges of the Bus Mall, staff noted that (i) the spacing of street trees to be planted will be consistent with the City standard, (ii) 24 street trees, majority of which are Pin Oak trees, are proposed to be planted along both sides of the Bus Mall adjacent to the sidewalks, and (iii) the Bus Mall functions as an enhanced City Centre street and has been designed as such.

In reply to a query from the Panel, Mark McMullen, Senior Coordinator-Major Projects, confirmed that acoustic measures to address potential noise from the future Bus Mall were incorporated into the design of residential units in the "Mandarin" building through the development permit process.

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A resident of 6351 Buswell Street, stated that she is residing in one of the townhouses of the Emporio building to the north of the Bus Mall and sought clarification regarding (i) whether the height of the proposed acoustic screen adjacent to the building would be able to effectively control Bus Mall noise at the upper levels of townhouses, (ii) whether engine idling of stationary buses on the Bus Mall is allowed, (iii) whether a future connection for buses from the Bus Mall to Buswell Street will be provided, and (iv) whether there are proposed measures to control pedestrian access and traffic along the north-south lane to the north of the Bus Mall to address the Emporio residents' safety and security concerns.

With regard to the resident's query whether a future vehicular connection for buses will be provided from the Bus Mall to the Buswell Street, the Chair advised that as decided by Council, there will be no bus connection through Buswell Street even though adjacent properties will be redeveloped in the future; however, an emergency vehicle access route will be provided from the Bus Mall to Buswell Street.

In response to the resident's other concerns and questions from the Panel, Mr. Narayanan, Mr. Vyas, and Emmanuel SanMiguel, IBI Group Architects, acknowledged that (i) the height of the proposed acoustic wall adjacent to the Emporio townhouses has been increased from eight feet to 12 feet in response to staff and Advisory Design Panel recommendations, (ii) the increased height of the acoustic wall adjacent to the townhouses is more than sufficient to provide a noise barrier for the Bus Mall as indicated in the acoustic report, (iii) the intensity of noise coming from the Bus Mall is expected to be highest near the townhouses due to its proximity to the Bus Mall cul-de-sac where buses generate significant noise when turning, (iv) the acoustic report indicates that the proposed acoustic screen will significantly decrease the noise impacts of the Bus Mall on adjacent townhouses, (v) the acoustic report does not mention the potential noise reduction to townhouse outdoor spaces as it focuses on noise reduction to townhouse indoor spaces, (vi) the proposed acoustic barrier will result in buses sounding as though they are two or three times far away, (vii) idling of buses on the Bus Mall is not allowed by Translink, and (viii) the buses on the Bus Mall will cover six bus routes with trip frequencies matching the Canada Line commuter loads.

In response to the resident's concern regarding safety and security along the north-south lane to the north of the Bus Mall, Ms. Hingorani noted that vehicle access from the lane to the Bus Mall is not permitted. In addition, Mr. Narayanan confirmed that removable steel bollards at the south end of the lane provide access only to emergency vehicles and pedestrians can access the lane from the south end of the lane.

Carmelita Chan, 6380 Buswell Street, queried (i) whether bus stops along Buswell Street will be relocated to No. 3 Road with the construction of the proposed Bus Mall, (ii) whether consideration has been given to mitigate Bus Mall noise impacts on 6380 Buswell Street, a residential development to the east of the Bus Mall across Buswell Street, and (iii) whether a pedestrian connection will be installed in the future from 6380 Buswell Street to Cooney Road.

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In reply to the query regarding the possible relocation of bus stops along Buswell Street, Ms. Hingorani advised that (i) the primary intention of the Bus Mall is to take passengers getting off at the Brighthouse Canada Line Station, and (ii) all existing bus routes and stops around the proposed Bus Mall area will be retained.

In reply to the query whether noise mitigating measures have been considered for the existing development on 6380 Buswell Street, Ms. Smith noted that the buses on the Bus Mall will be turning away from the existing development at the cul-de-sac. In addition, Mr. Narayanan advised that the Bus Mall will function as a regular City street except that buses turning at the cul-de-sac will create more noise.

In reply to the query whether a pedestrian pathway is proposed to connect 6380 Buswell Street eastward to Cooney Road, Ms. Hingorani advised that the City Centre Area Plan does identify a long-term vision for a future pedestrian connection from the Brighthouse Canada Line Station on No. 3 Road to Cooney Road subject to the redevelopment of adjacent properties.

Panel Discussion

It was suggested that the subject development permit application be referred to the Panel's next scheduled meeting to hear from the Panel's acoustical engineer and provide more information including specific details and assumptions regarding possible noise impacts of the proposed Bus Mall on neighbouring developments' indoor and outdoor spaces and proposed measures to mitigate Bus Mall noise.

It was also suggested that the applicant meet with residents of neighbouring developments who have presented their concerns before the Panel prior to the Panel's next meeting.

Panel Decision

As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

That the Development Permit application on 6302 No. 3 Road and 6411 Buswell Street (DP 11-593871) be referred back to staff to:

- 1. review the noise impacts of the proposed Bus Mall to neighbouring residents with the applicant; and***
- 2. coordinate with the applicant to address concerns reported by neighbouring residents;***

and report back to the July 10, 2019 Development Permit Panel meeting.

CARRIED.

2. Date of Next Meeting: July 10, 2019

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3. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:46 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, June 26, 2019.

Joe Erceg
Chair

Rustico Agawin
Committee Clerk

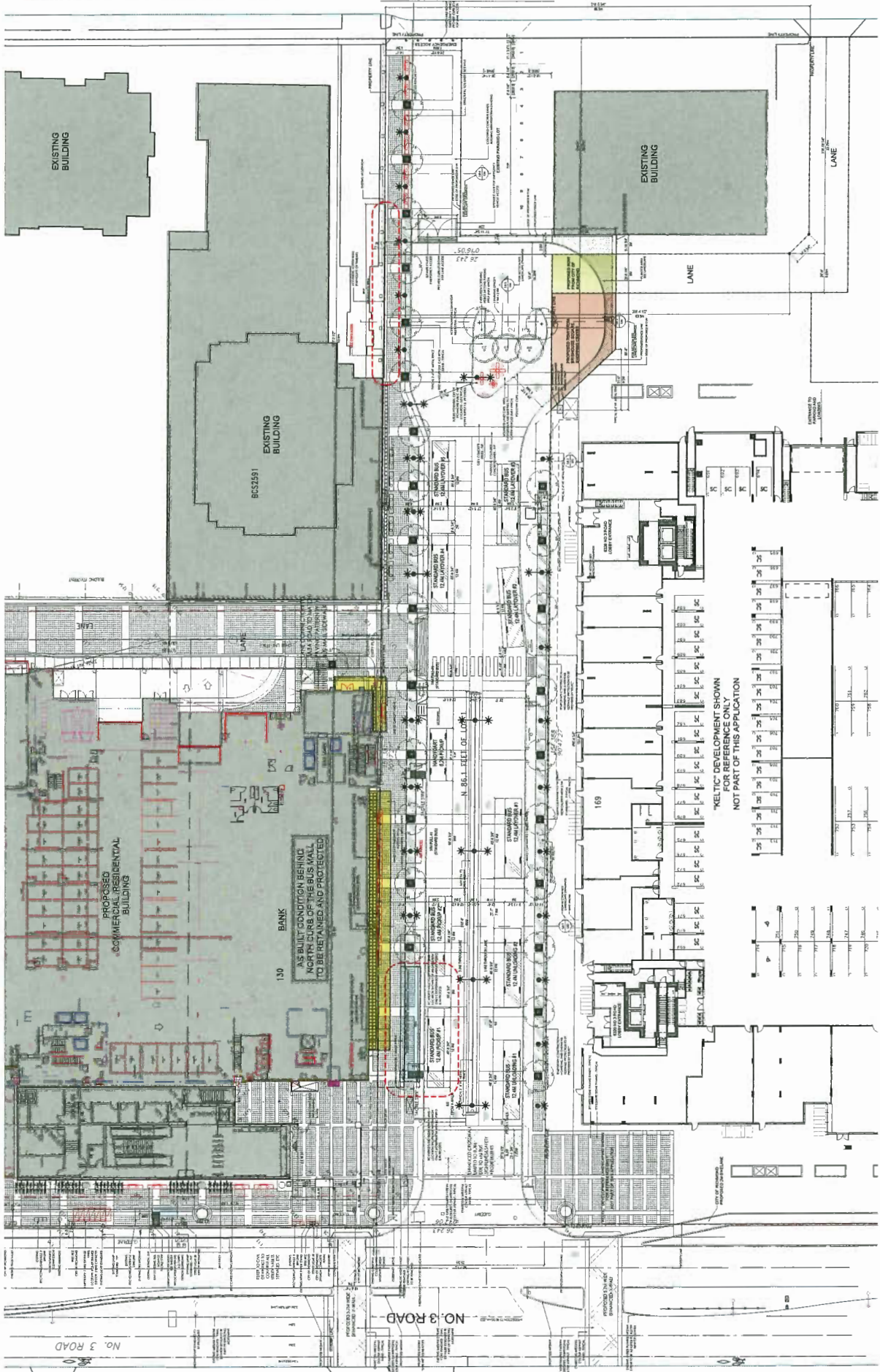
Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
June 26, 2019.

RICHMOND-BRIGHOUSE BUS MALL

6302 No 3 Road, Richmond
DEVELOPMENT PANEL MEETING

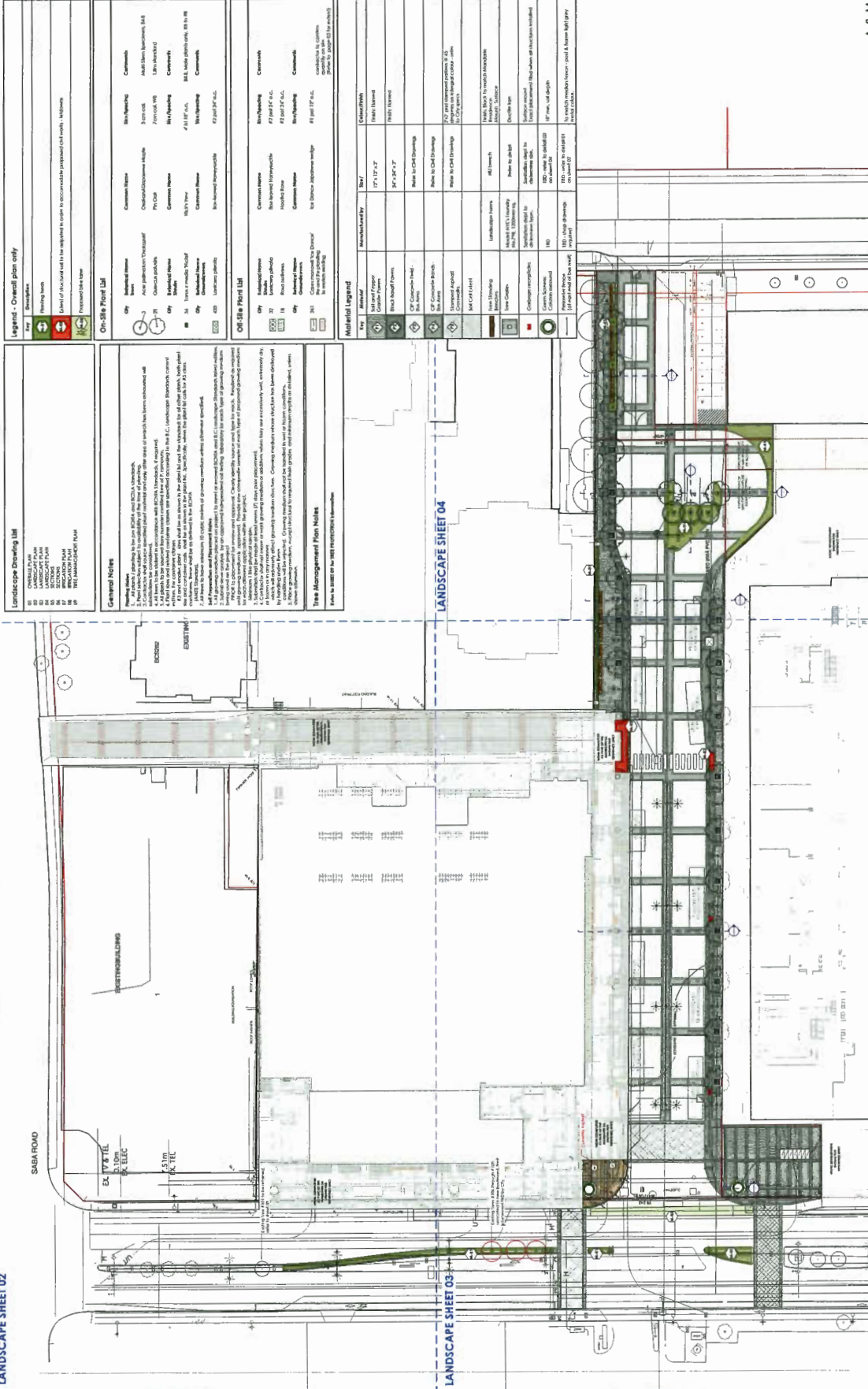
JUNE 26, 2019







LANDSCAPE SHEET 02



Legend - Overall plan only

Area	Symbol	Comments
1	[Symbol]	Existing Trees
2	[Symbol]	Proposed New Trees
3	[Symbol]	Proposed New Shrubs
4	[Symbol]	Proposed New Planters
5	[Symbol]	Proposed New Planting
6	[Symbol]	Proposed New Planting
7	[Symbol]	Proposed New Planting
8	[Symbol]	Proposed New Planting
9	[Symbol]	Proposed New Planting
10	[Symbol]	Proposed New Planting

Notes:
 1. All plants to be installed in accordance with the following specifications:
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On-Site Plant List

City	Common Name	Size/Spacing	Comments
1	Alder populus	12' tall	Multi-trunk specimen, 1/4"
2	Amelanchier	12' tall	Specimen, 1/4"
3	Boxelder	12' tall	Specimen, 1/4"
4	Bur Oak	12' tall	Specimen, 1/4"
5	Cornus	12' tall	Specimen, 1/4"
6	Flowering Dogwood	12' tall	Specimen, 1/4"
7	Green Ash	12' tall	Specimen, 1/4"
8	Hamamelis	12' tall	Specimen, 1/4"
9	Red Maple	12' tall	Specimen, 1/4"
10	White Birch	12' tall	Specimen, 1/4"

Off-Site Plant List

City	Common Name	Size/Spacing	Comments
1	Black Walnut	12' tall	Specimen, 1/4"
2	Black Locust	12' tall	Specimen, 1/4"
3	Black Gum	12' tall	Specimen, 1/4"
4	Black Sycamore	12' tall	Specimen, 1/4"
5	Black Spruce	12' tall	Specimen, 1/4"
6	Blackberry	12' tall	Specimen, 1/4"
7	Blackberry	12' tall	Specimen, 1/4"
8	Blackberry	12' tall	Specimen, 1/4"
9	Blackberry	12' tall	Specimen, 1/4"
10	Blackberry	12' tall	Specimen, 1/4"

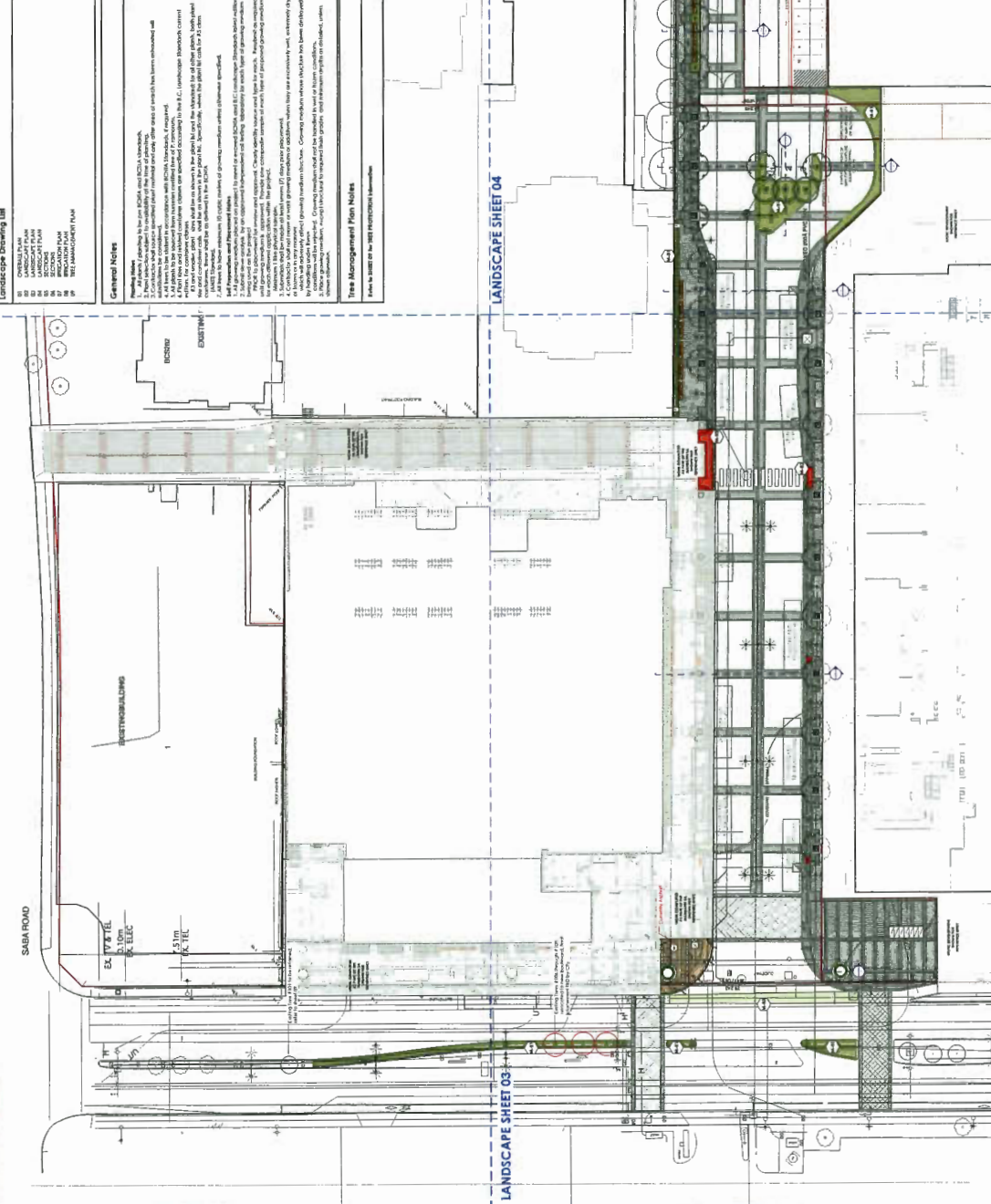
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Key	Material	Notes
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4	12" x 12" x 12"	Finish: 1/4"
5	12" x 12" x 12"	Finish: 1/4"
6	12" x 12" x 12"	Finish: 1/4"
7	12" x 12" x 12"	Finish: 1/4"
8	12" x 12" x 12"	Finish: 1/4"
9	12" x 12" x 12"	Finish: 1/4"
10	12" x 12" x 12"	Finish: 1/4"

Notes

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LANDSCAPE SHEET 03



General Notes

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Tree Management Plan Notes

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Material Legend

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Notes

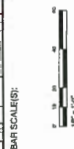
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A & M Project No. 13-021

BRIGHOUSE STATION
BUS MALL
OVERALL PLAN

SCALE: 1/8" = 1'-0"	SHEET NO.: 13022	DATE: JAN 2013	PROJECT: BRIGHOUSE STATION
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO			



PREPARED BY:
 DUNN KRAUL LLC
 102 - 1537 West 26th Ave
 Vancouver BC V6L 1N6
 1-604-664-4611
 www.dunkraul.com



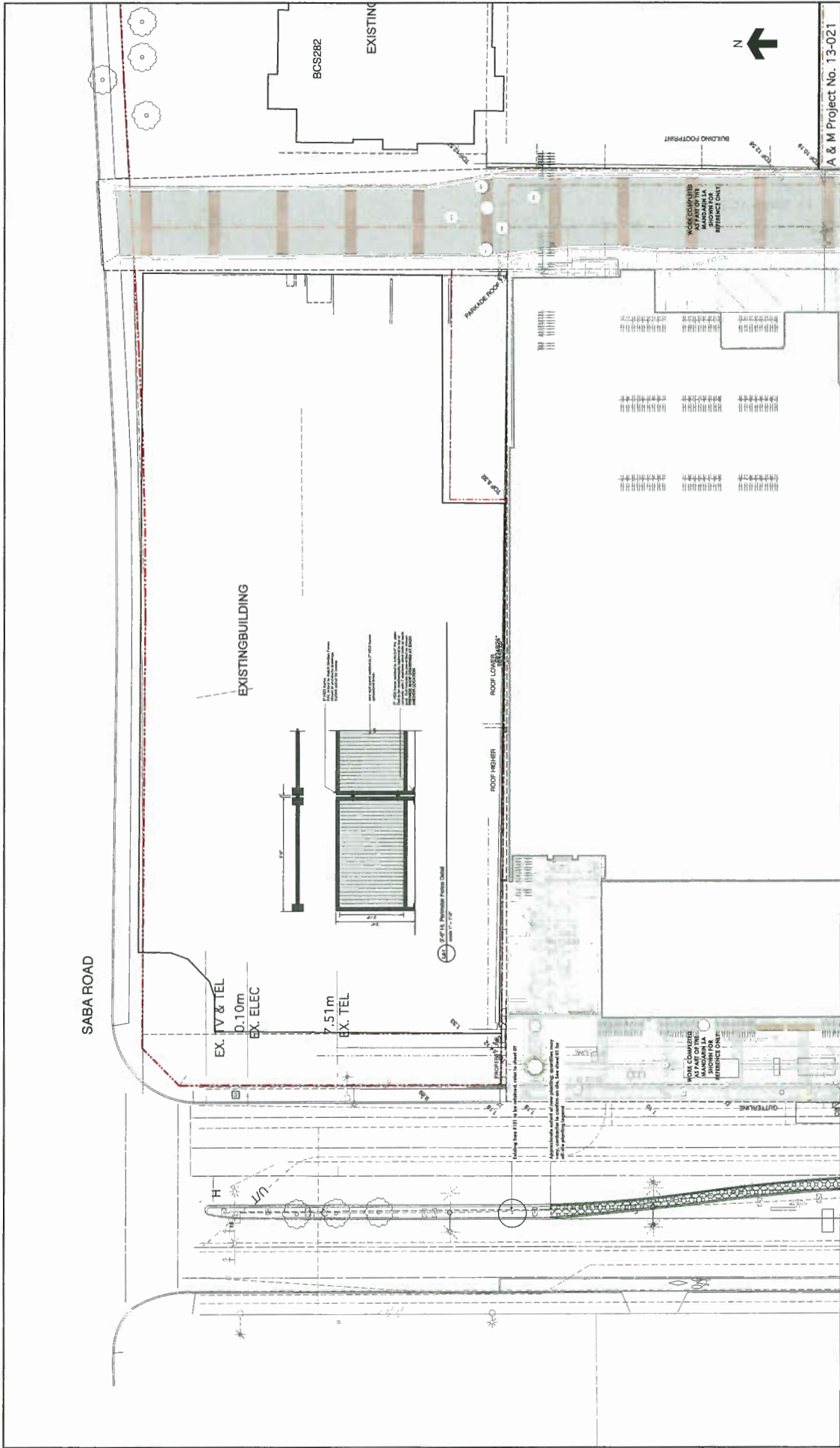
REVISIONS

NO.	DATE	BY	DESCRIPTION
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2	JUNE 10, 2013	AS	PRELIMINARY

REFERENCE DRAWING

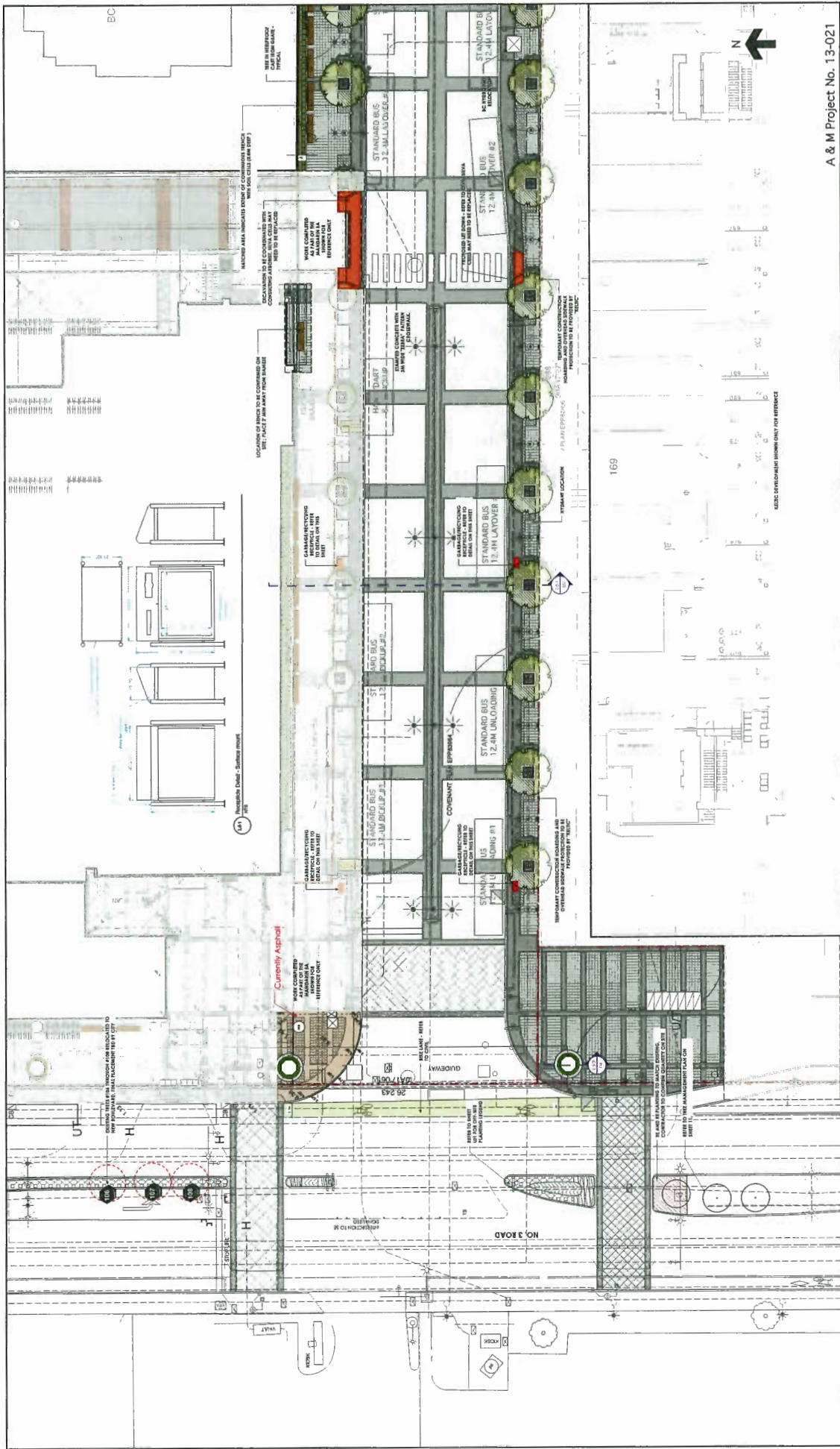
NO.	DATE	DESCRIPTION
1	10/11/12	BRIGHOUSE STATION

DESIGNED: AL	DATE: _____
CHECKED: _____	DATE: _____
APPROVED: _____	DATE: _____



DRAWN: _____ DATE: _____ CHECKED: _____ DATE: _____ APPROVED: _____ DATE: _____		REFERENCE DRAWING NO. _____ DATE: _____ DESCRIPTION: _____		REVISIONS NO. _____ DATE: _____ DESCRIPTION: _____ NO. _____ DATE: _____ DESCRIPTION: _____	
PREPARED BY:  Durant & Associates 10000 Woodloch Forest Drive Alexandria, VA 22304 T: 703 684 4811 F: 703 684 4877 www.dra.com		SEAL 		A & M Project No. 13-021 BRIGHOUSE STATION BUS MALL LANDSCAPE PLAN	

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →



A & M Project No. 13-021

**BRIGHOUSE STATION
BUS MALL
LANDSCAPE PLAN**

SCALE: 1/8" = 1'-0"	DATE: 03/05/10
PROJECT: 13003	DATE: 03/05/10
DESIGNER: 842825-10-10	DATE: 03/05/10

BASE SCALE(S):
1/8" = 1'-0"

SEAL



TRANS LINK

Durante Kneek Ltd.
1000 West Broadway
Vancouver BC V6J 1N6
T: 604 684 4611
F: 604 684 0277
www.dkllc.ca

PREPARED BY:

NO.	DATE	BY	DESCRIPTION
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2	JUNE 02 2010	AM	REVISION FOR CITY

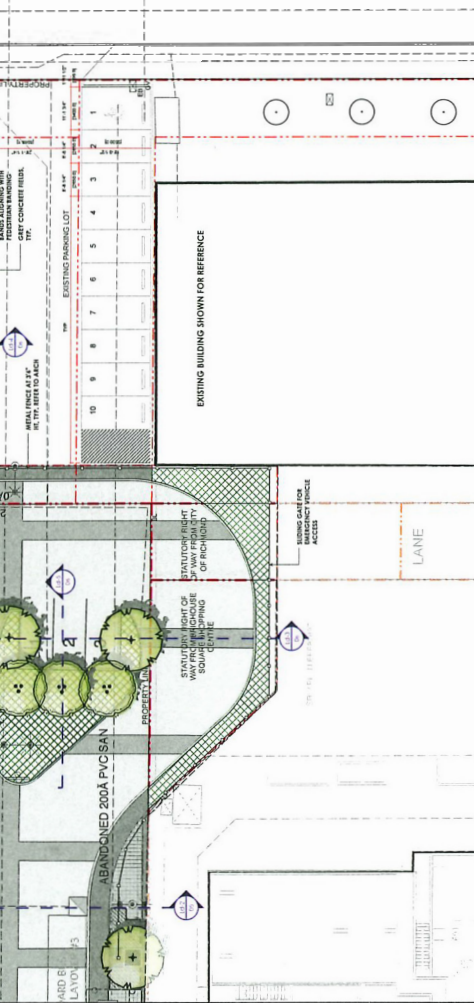
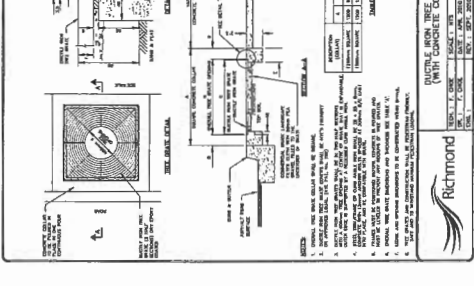
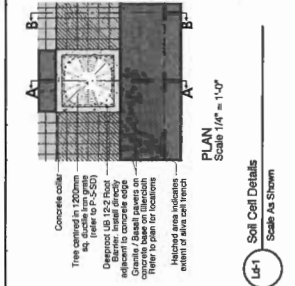
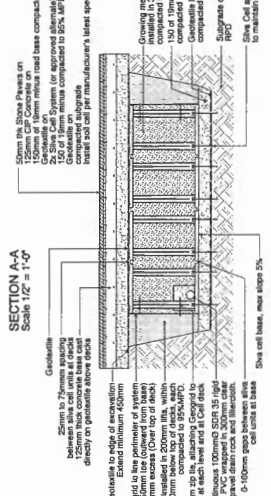
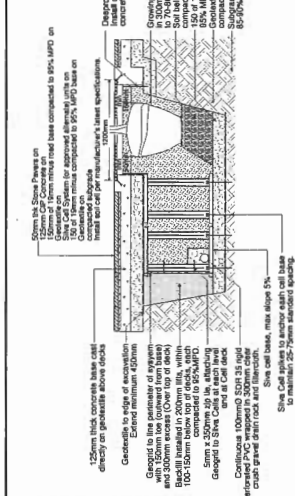
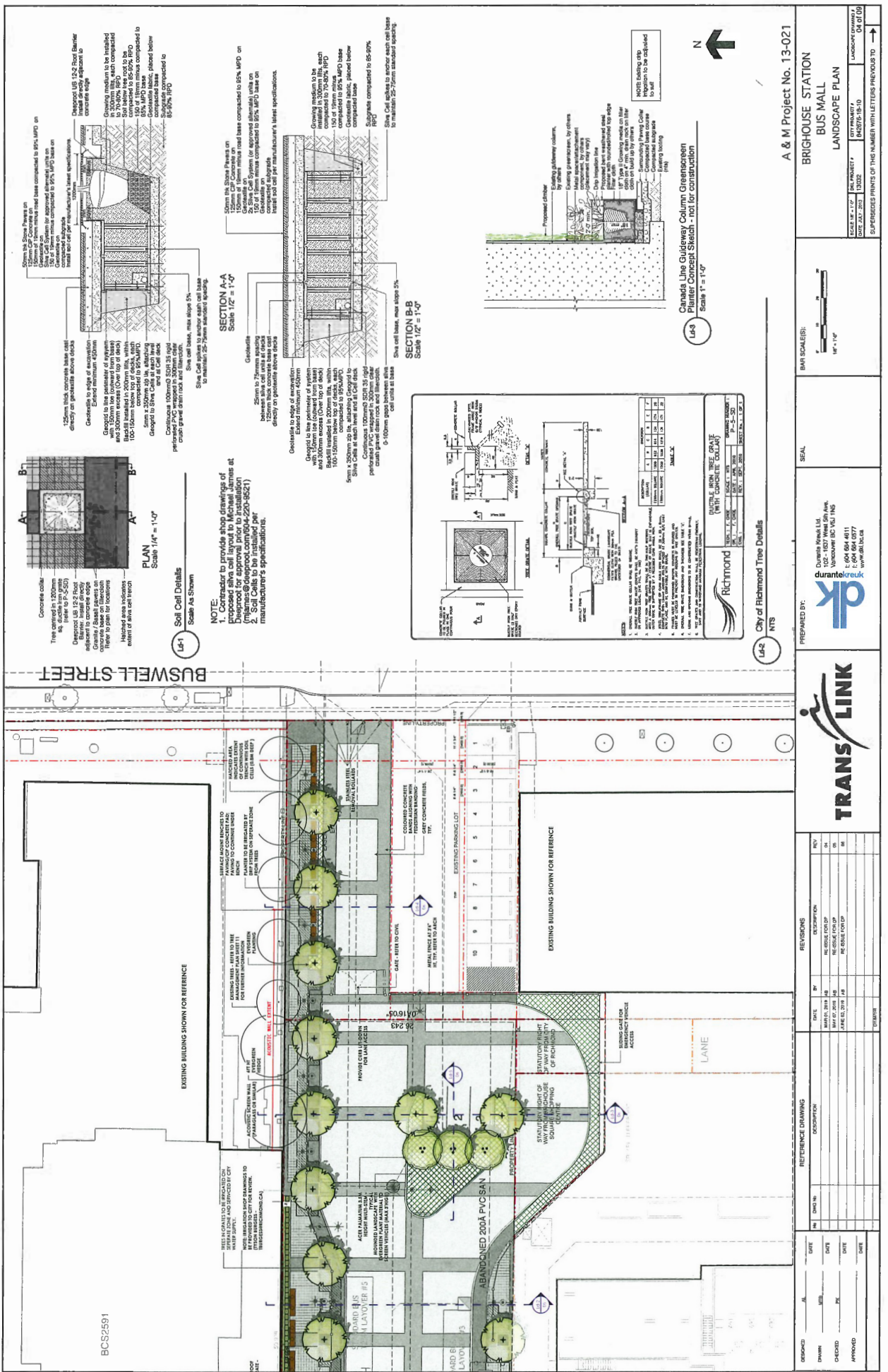
REVISIONS

NO.	DATE	BY	DESCRIPTION
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2	JUNE 02 2010	AM	REVISION FOR CITY

REFERENCE DRAWING

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2	JUNE 02 2010	AM	REVISION FOR CITY

DESIGNED: _____ DATE: _____
 DRAWN: _____ DATE: _____
 CHECKED: _____ DATE: _____
 APPROVED: _____ DATE: _____



BCS2591

REVISIONS

NO.	DATE	BY	DESCRIPTION
01	MAY 07 2015	MS	RELEASE FOR DP
02	MAY 07 2015	MS	RE-SUBMIT FOR DP
03	MAY 07 2015	MS	FOR REVIEW FOR DP

REFERENCE DRAWING

NO.	DATE	DESCRIPTION
1		
2		
3		

PREPARED BY: DURANTE CREUX

City of Richmond Tree Details

City of Richmond

TRANS LINK

BRIGHOUSE STATION
BUS MALL
LANDSCAPE PLAN

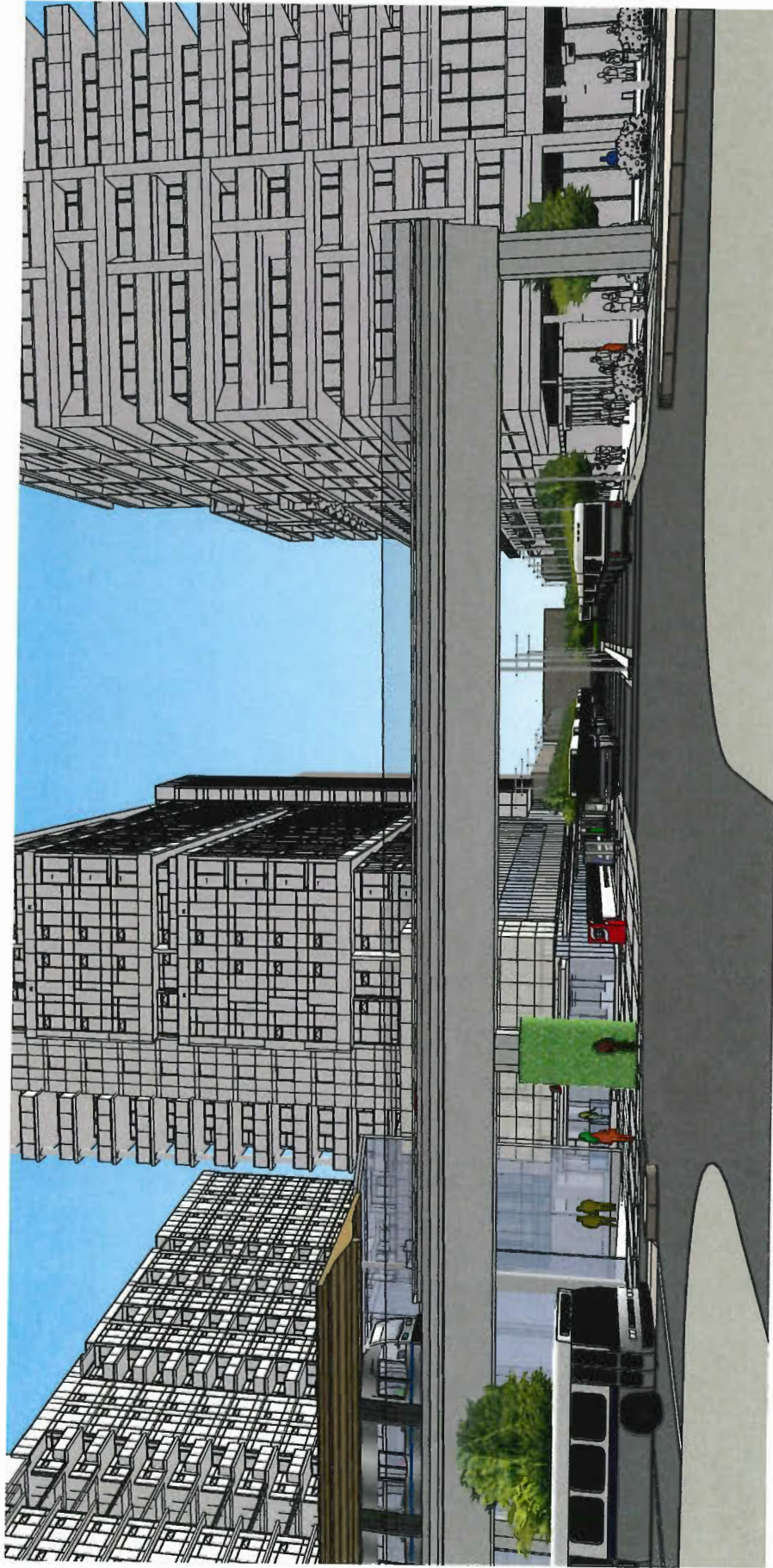
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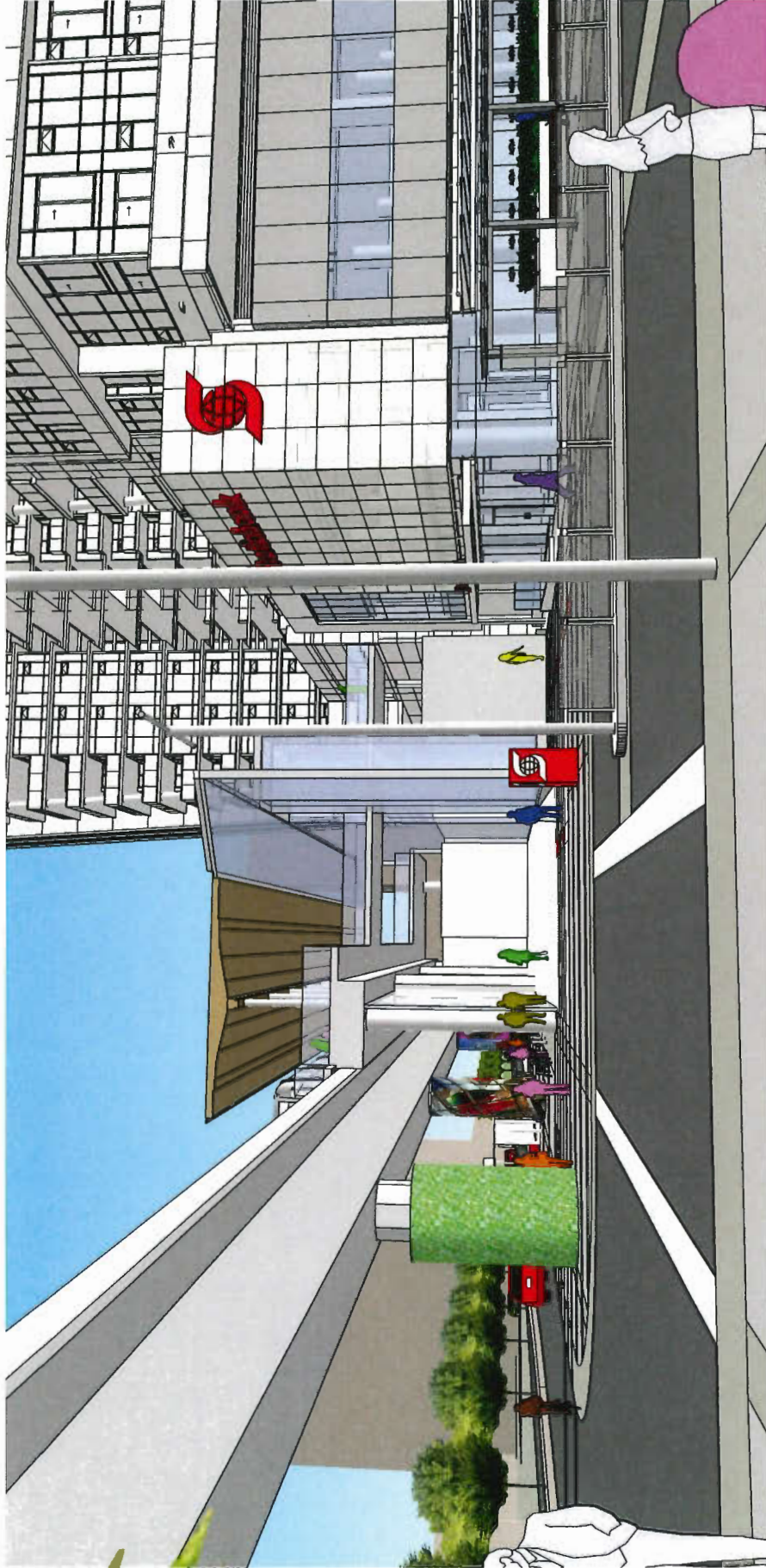
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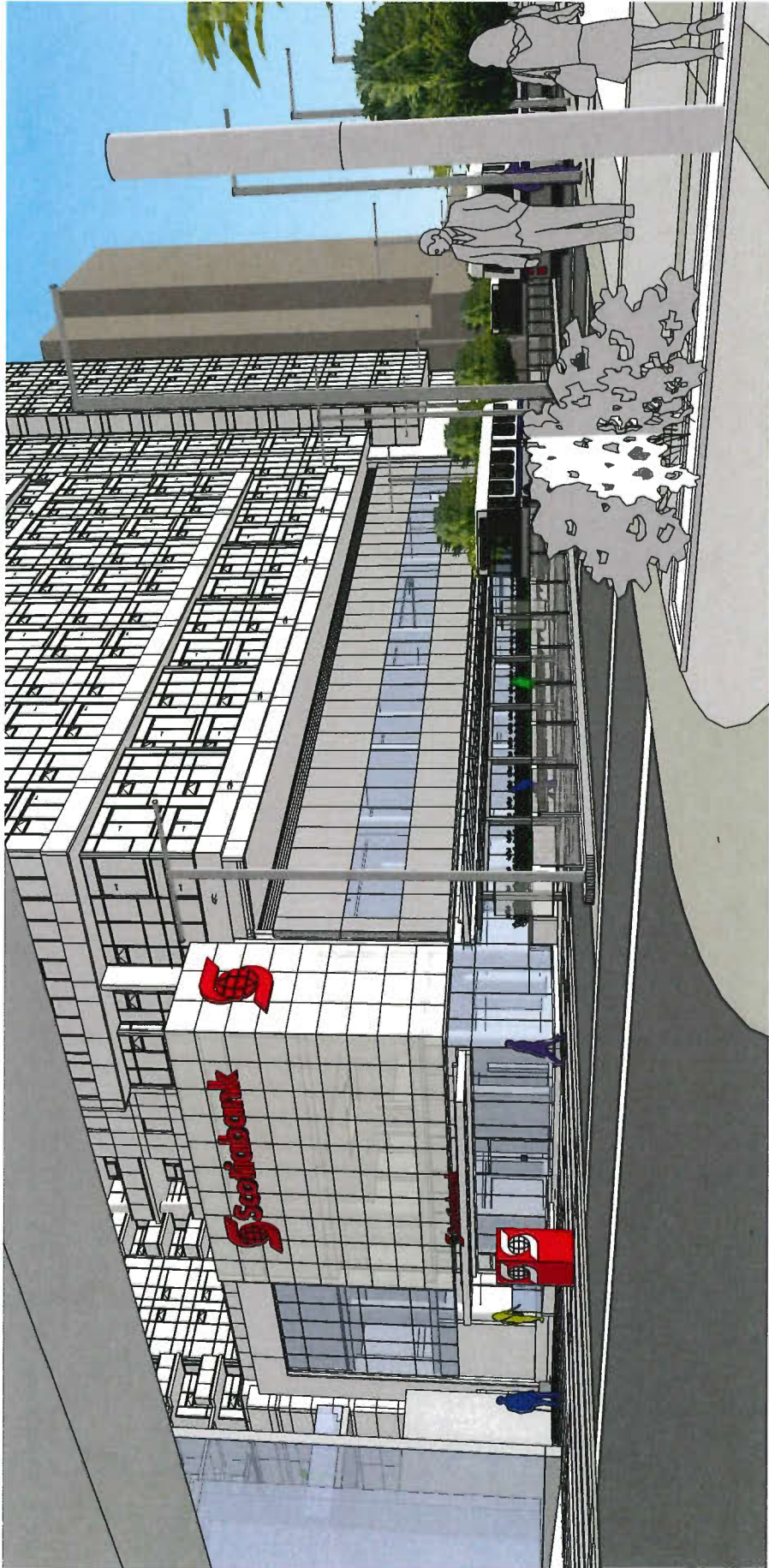
APPROVED:









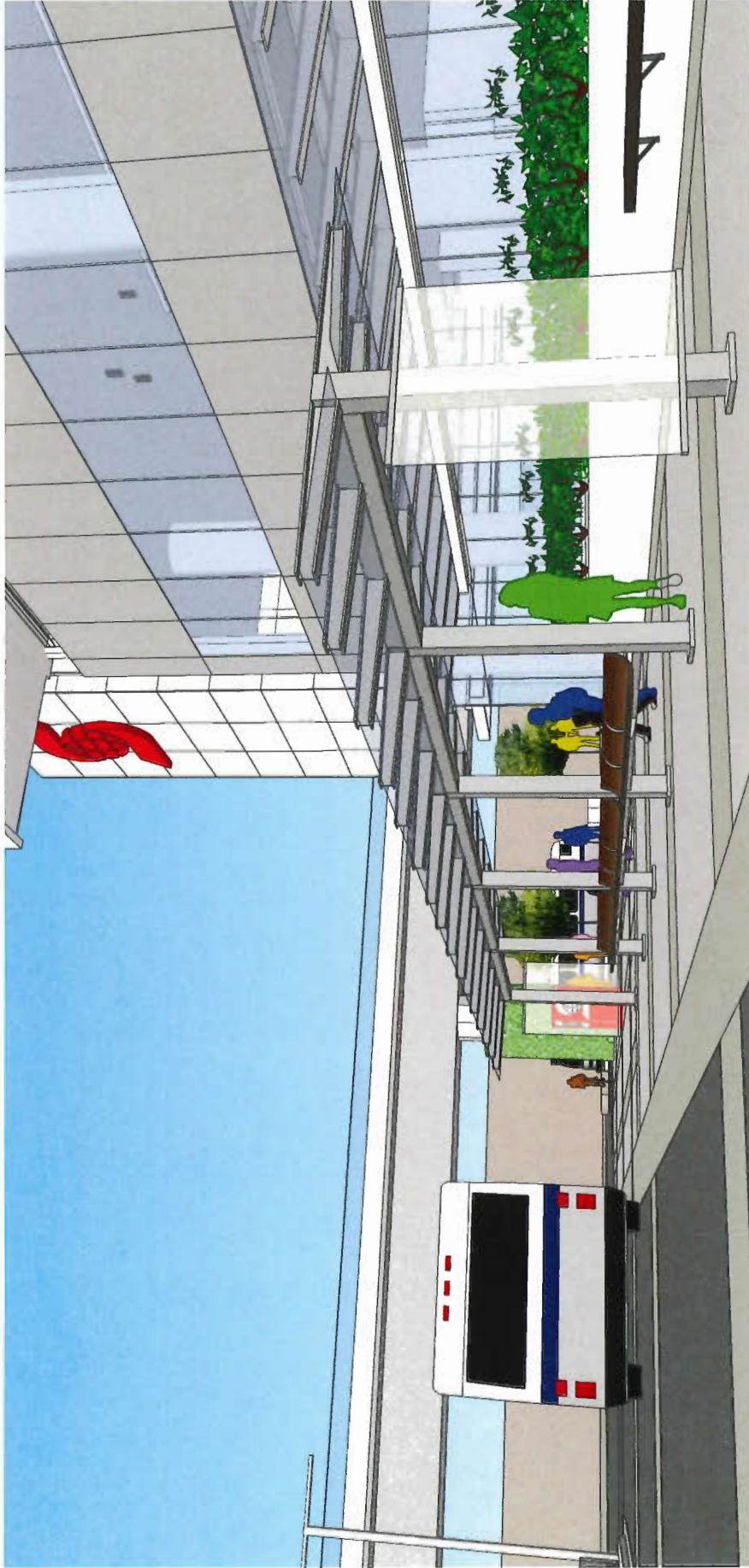


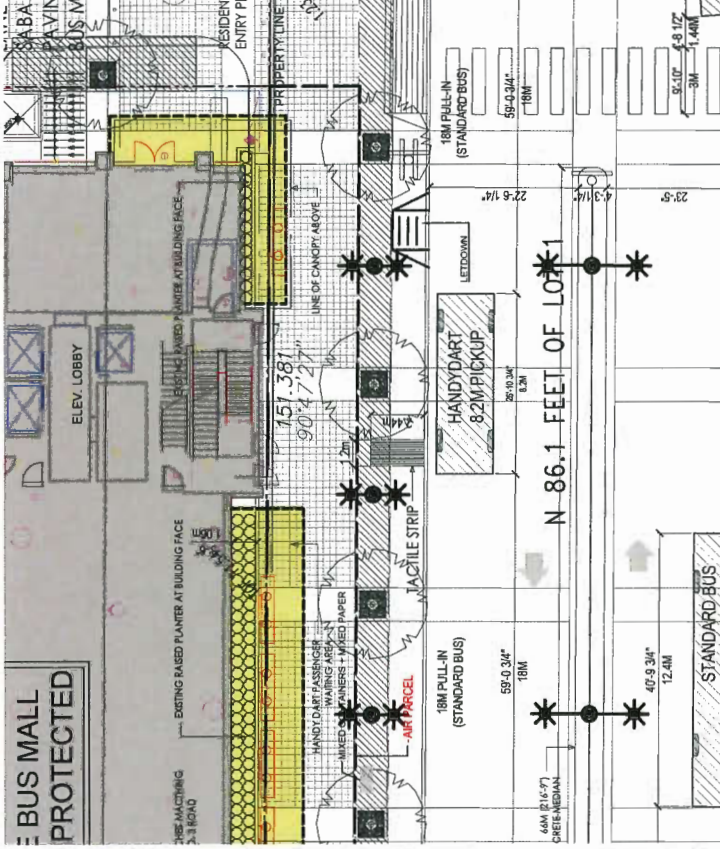
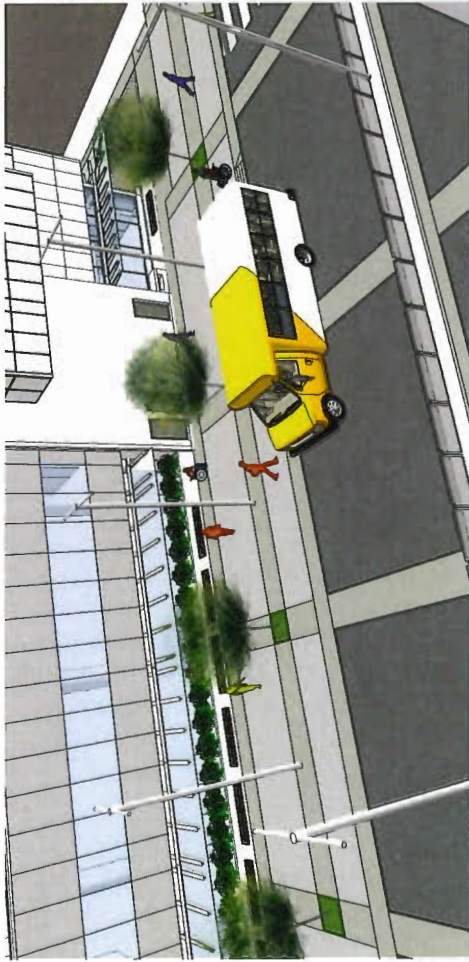


TRANSLINK

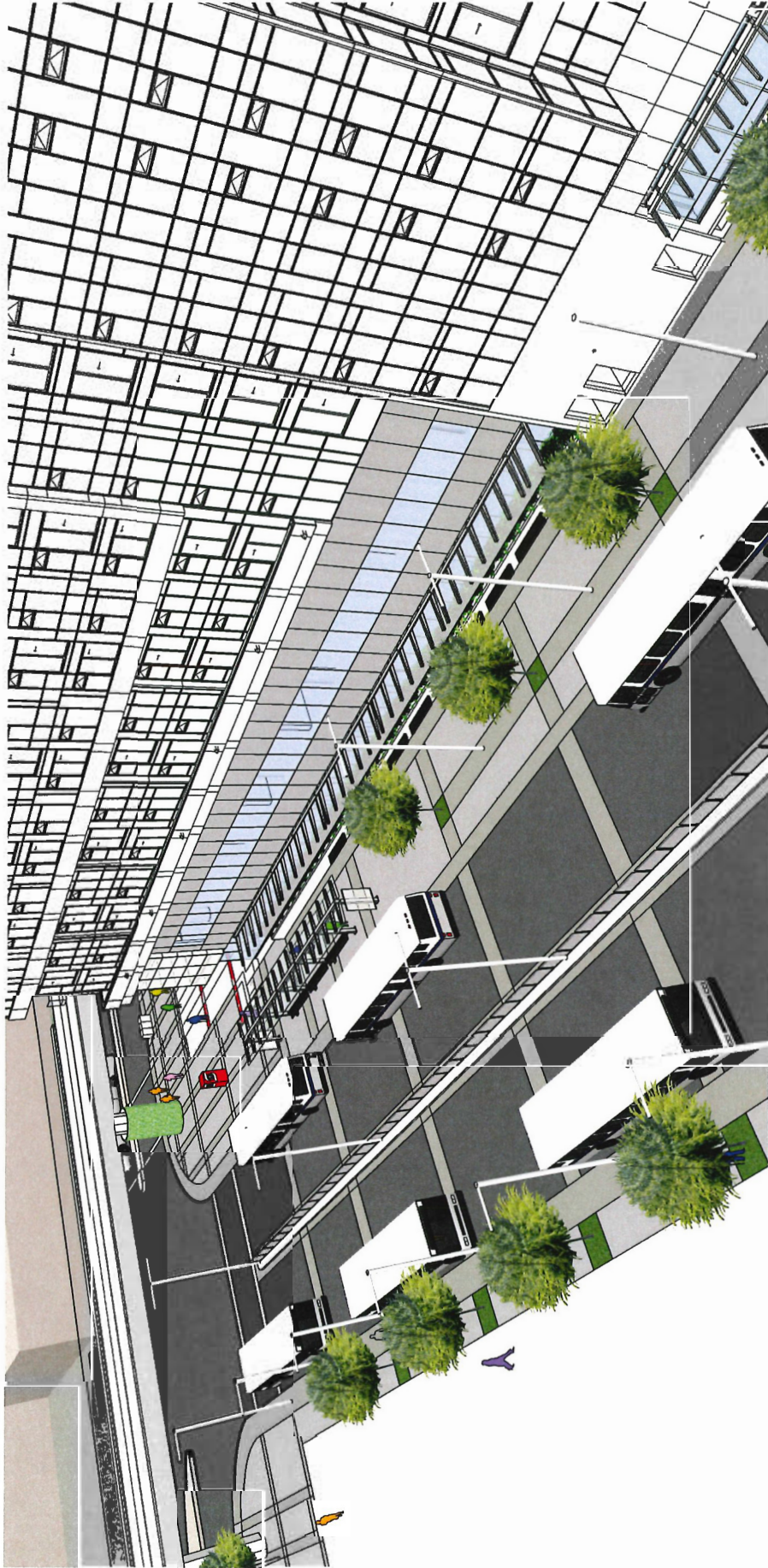
A0027

6302 No 3 Road, Richmond
Development Permit Re-Submission
June 03, 2019

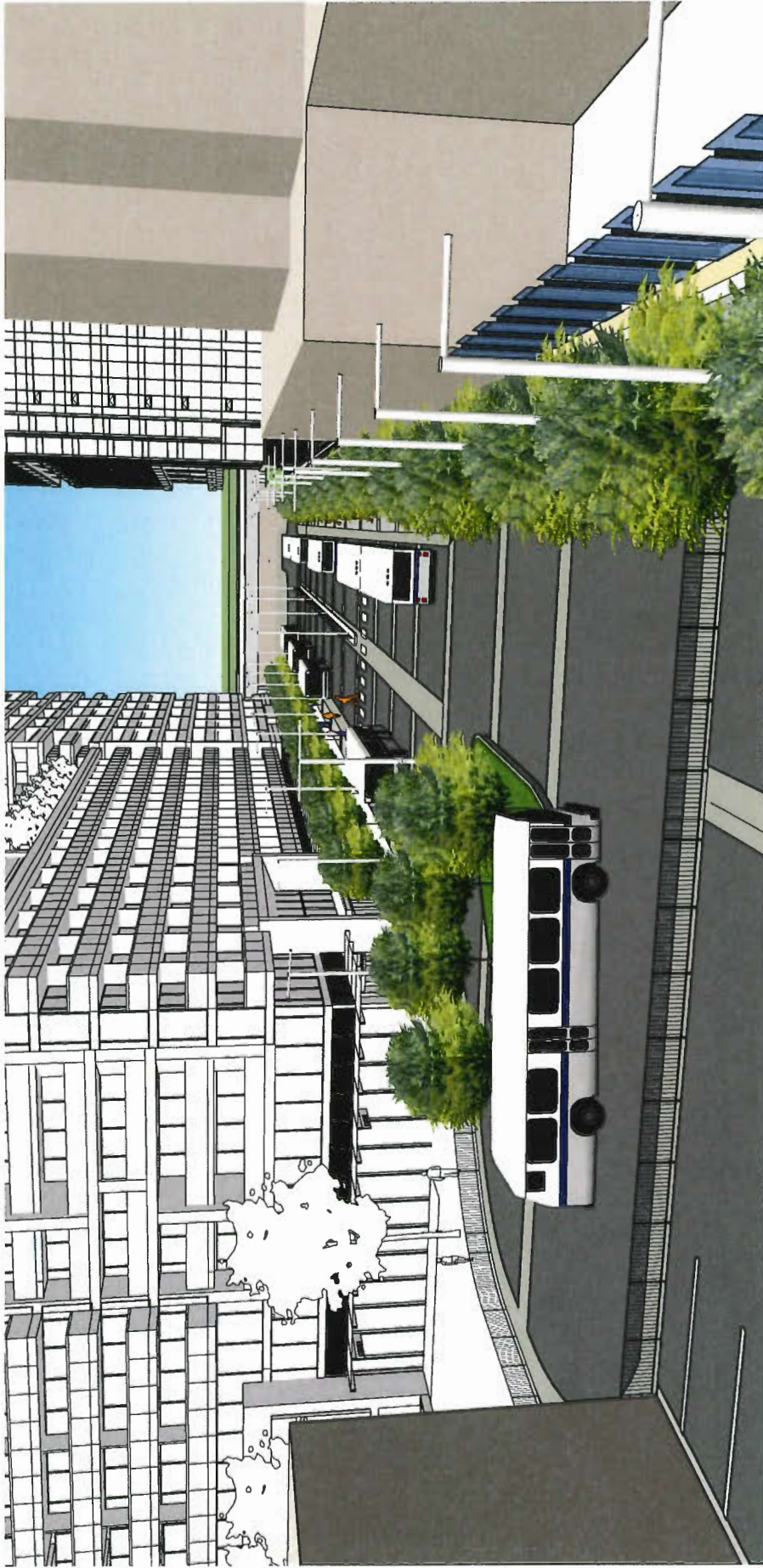




HANDYDART BUS LOCATION AND PASSENGER AREA







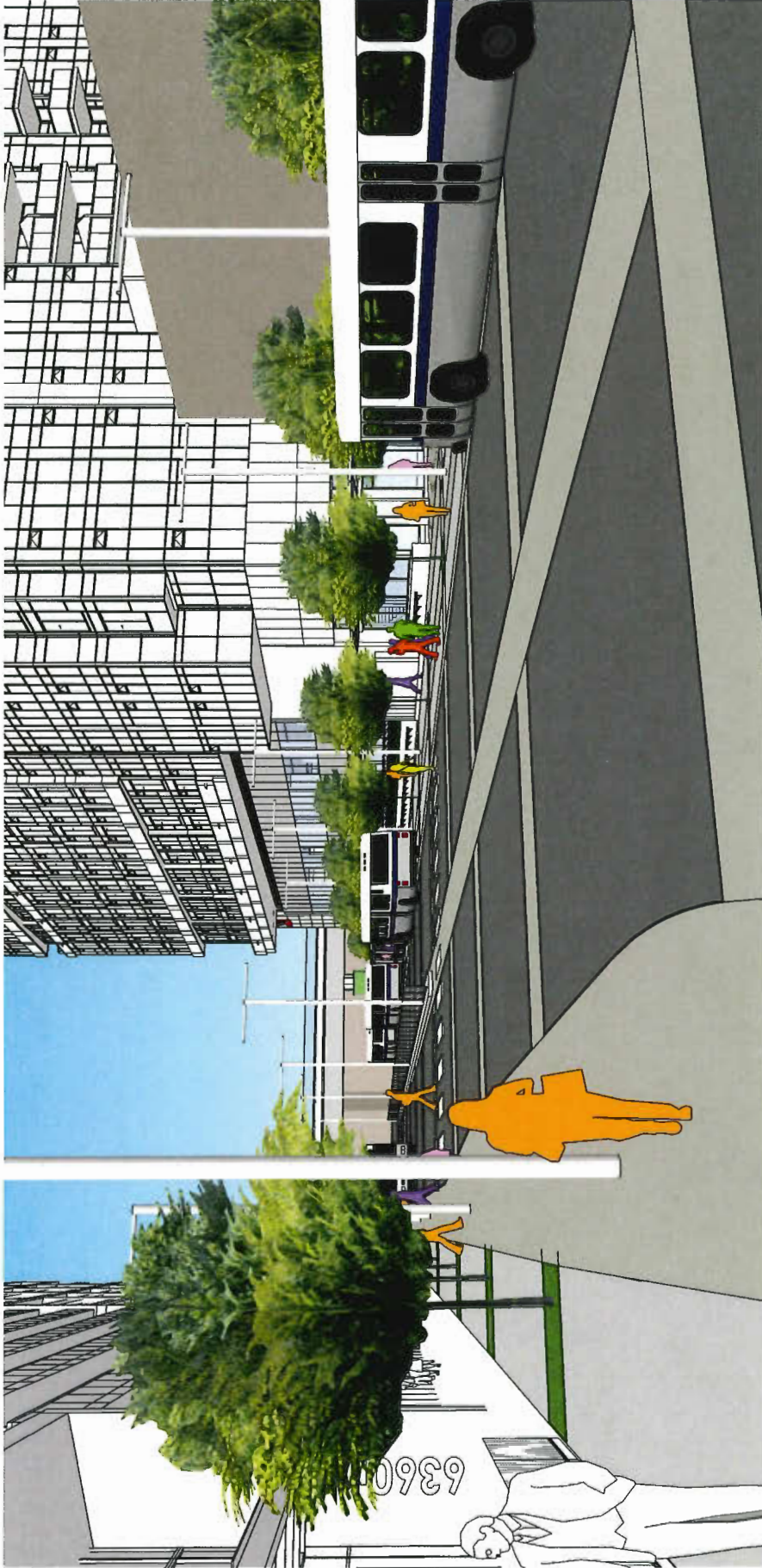


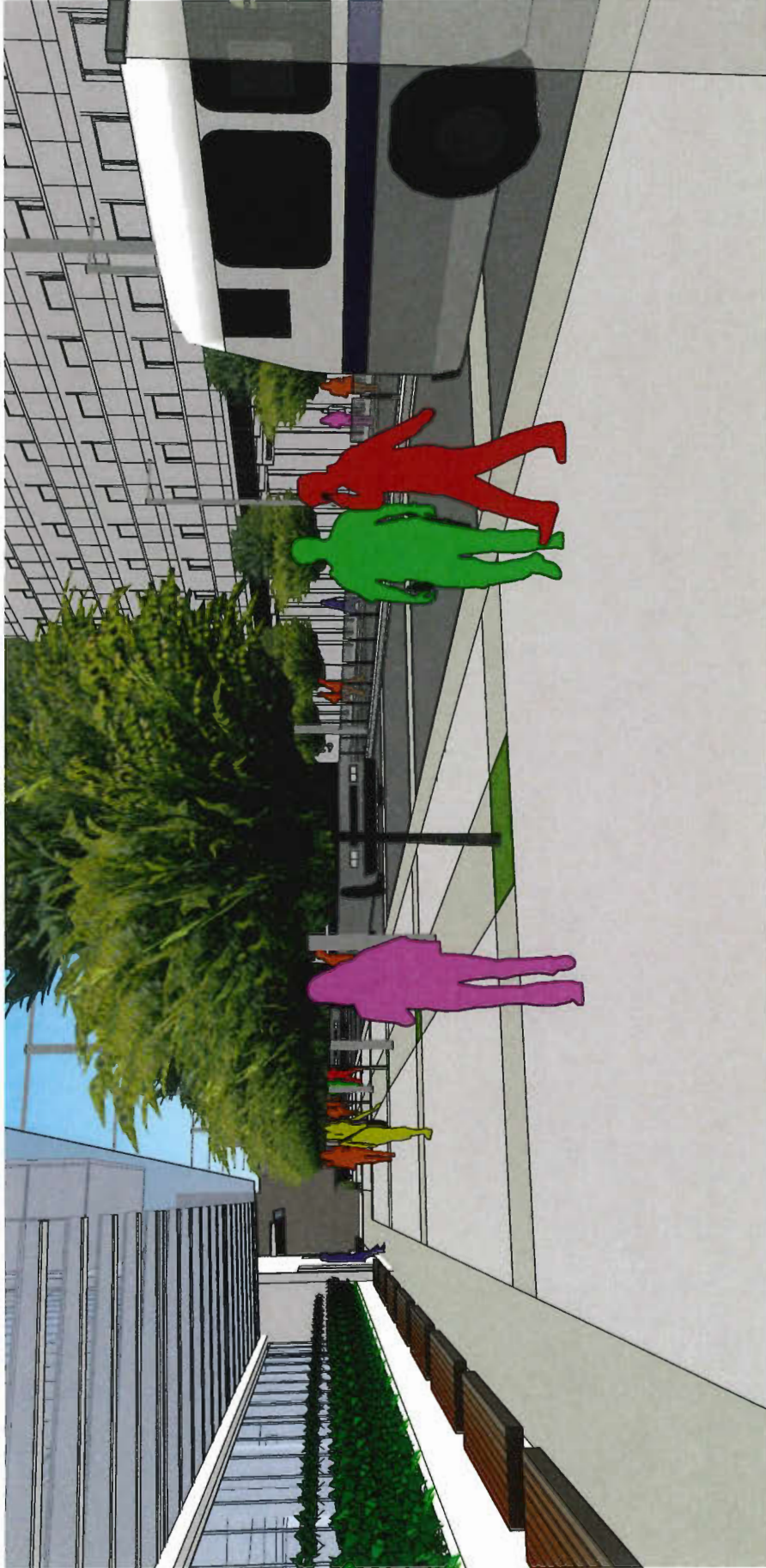
6302 No 3 ROAD, RICHMOND
DEVELOPMENT PERMIT RE-SUBMISSION
June 03, 2019

BUS MALL

TRANSLINK

IBI
 4000 UNIVERSITY AVENUE
 SUITE 200
 RICHMOND, BC V6X 1A6
 TEL: 604.273.4333
 WWW.IBI.COM





6302 NO 3 ROAD, RICHMOND
DEVELOPMENT PERMIT RE-SUBMISSION
June 03, 2019

BUS MALL

TRANSLINK

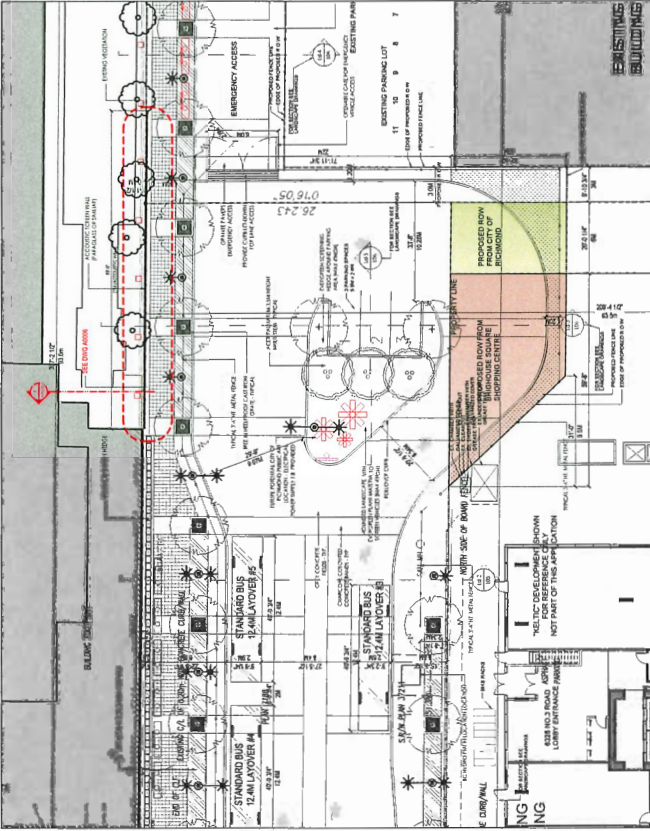
IBJ ARCHITECTURE
100-1100 West 10th Street
Vancouver, BC V6H 2T6
Tel: 604.681.1234



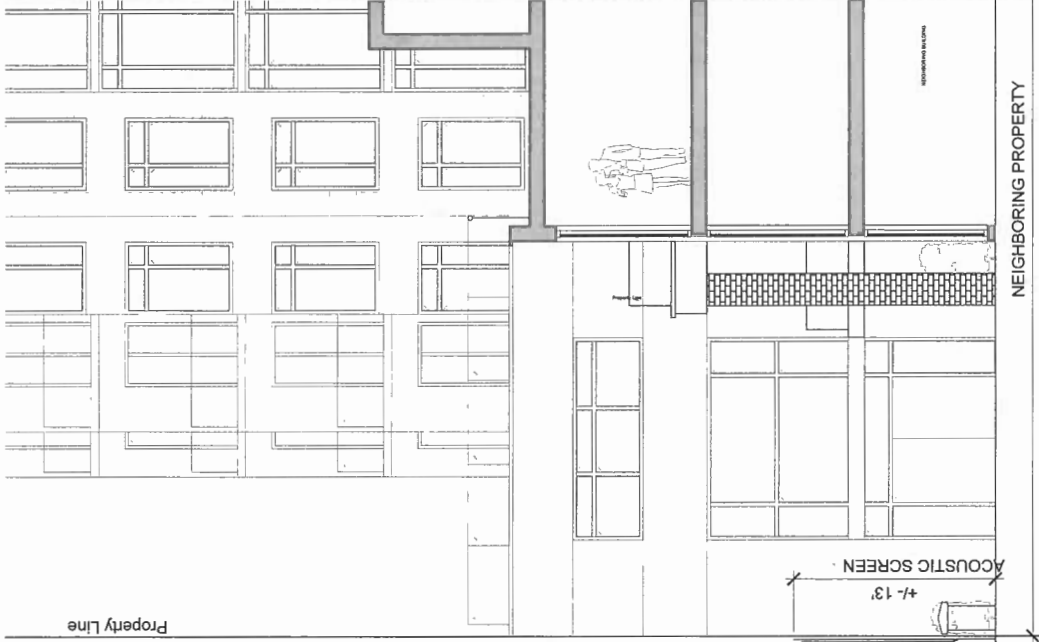
Image 1: North Neighbour
FACING EAST ELEVATION



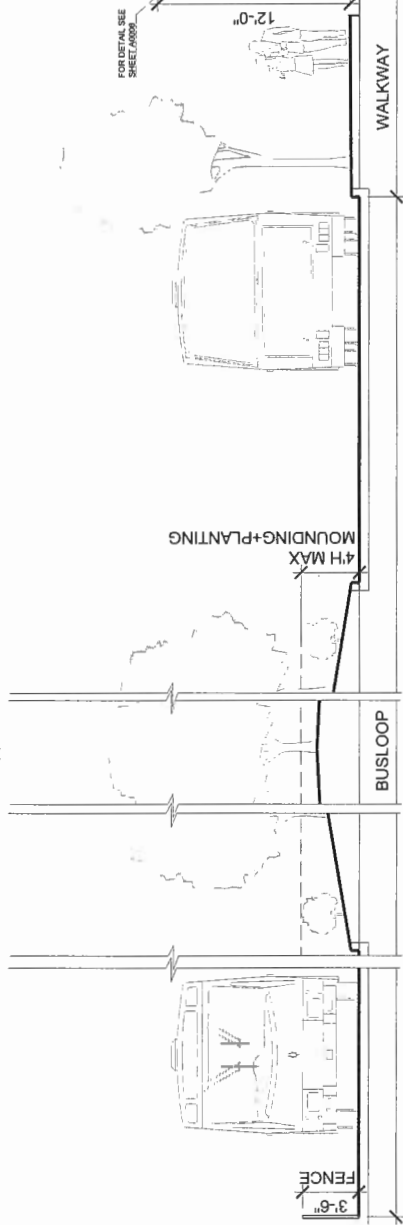
Image 2: North Neighbour
FACING SOUTH-EAST ELEVATION



Key Plan
Scale: 1/16" = 1'-0"



Acoustic Screen
Scale: 1/4" = 1'-0"



ACOUSTIC SCREEN

SCALE:

1/12" = 1'-0"

6302 No. 3 ROAD, RICHMOND
DEVELOPMENT PERMIT RE-SUBMISSION
June 03, 2019

A0005



Brown Stratton Associates
Consulting Engineers in Architecture

December 9, 2015
IBI Group Architects
300 West 15th Street
Vancouver, BC V6B 4R1

DAVID M. REYNOLDS

Dear Mr. Reynolds:

Re: Jhabib Hussain, Empress, Translink, Acoustical Screen

Further to our telephone discussion of 8 December 2015, the following confirms our advice with respect to the acoustical screen proposed for sit north-west in Empress, 651 Burraville, facing south towards the loop turn around (attached).

Our original work on the Empress was to evaluate the proposed design and to recommend feasible alternatives. This work was completed in late 2014. The proposed design is a 100% reduction in noise for transportation noise along the 651 Burraville. The proposed design is a 100% reduction in noise for transportation noise along the 651 Burraville. The proposed design is a 100% reduction in noise for transportation noise along the 651 Burraville.

Our design evaluation considered traffic on the Canal Line, two possible bus loop scenarios and PVF with 90% L and 10% M, commonly, should have.

Based on the bus volume and other sources, the average design level for the facade facing the bus loop from 651 Burraville, for 24 hour average level as specified in the CDP (BCA Report 788 651), 24 hours, 2000, is 65 dBA. The proposed design is a 100% reduction in noise for transportation noise along the 651 Burraville. The proposed design is a 100% reduction in noise for transportation noise along the 651 Burraville.

The proposed acoustical screen represents an additional noise reduction measure beyond the noise reduction (NRP) requirements. We understand that it is to provide additional noise reduction for the bus loop. We understand the screen material will be glass, which meets the required requirements.

Yours very truly,
David M. Reynolds
Principal
Brown Stratton Associates

Mr. Slem Murray
December 9, 2015

CH2C describes quiet interior levels as ranging from 25 to 35 dBA. For reference, 0 dBA is the threshold of perception for a young person with good hearing. With respect to subjective impressions, 10 dBA is the threshold of hearing for a young person with good hearing. 30 dBA is the level of a quiet office space. 40 dBA is the level of a quiet residential area. 50 dBA is the level of a typical residential area. 60 dBA is the level of a typical office space. 70 dBA is the level of a typical residential area. 80 dBA is the level of a typical office space. 90 dBA is the level of a typical residential area. 100 dBA is the level of a typical office space.

As detailed above, the design level for the facade facing the bus loop is 65 dBA. Subject to a reduction of 30 decibels through the translucent facade in application to about a 30% reduction in the noise level, the design level for the facade facing the bus loop is 35 dBA. The same 6-1/2' x 3' panels for the bus loop facade as shown detail in the bus loop were included.

More noise than behind a screen is transmitted over the top and the screened noise reduction from a typical screen is 2-14 decibels. Subject to a 3-4 decibel reduction in noise level and a 10 decibel noise reduction in noise level, the noise level behind a screen would be about 5-15 dBA. This noise level is below the threshold of hearing for a young person with good hearing. The noise level behind a screen would be about 5-15 dBA. This noise level is below the threshold of hearing for a young person with good hearing.

Please call if you have any questions.

Yours very truly,
David M. Reynolds
Principal
Brown Stratton Associates



David M. Reynolds, P.Eng.
IBI GROUP ARCHITECTS
300 West 15th Street
Vancouver, BC V6B 4R1
Tel: 604.681.2211
Fax: 604.681.2212

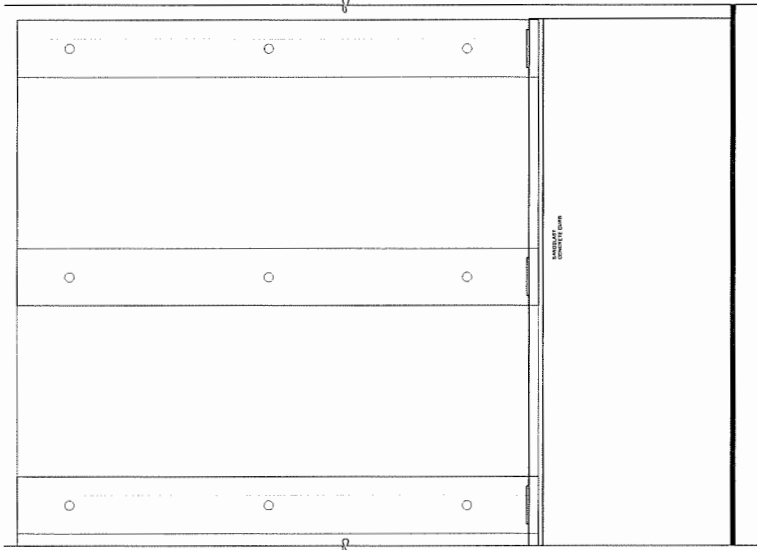
IBI GROUP ARCHITECTS
300 West 15th Street
Vancouver, BC V6B 4R1
Tel: 604.681.2211
Fax: 604.681.2212

David M. Reynolds, P.Eng.
IBI GROUP ARCHITECTS
300 West 15th Street
Vancouver, BC V6B 4R1
Tel: 604.681.2211
Fax: 604.681.2212

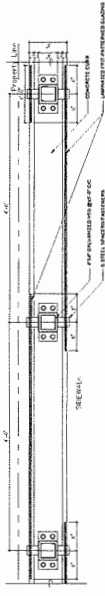
Proposed Elevation
Scale: NTS



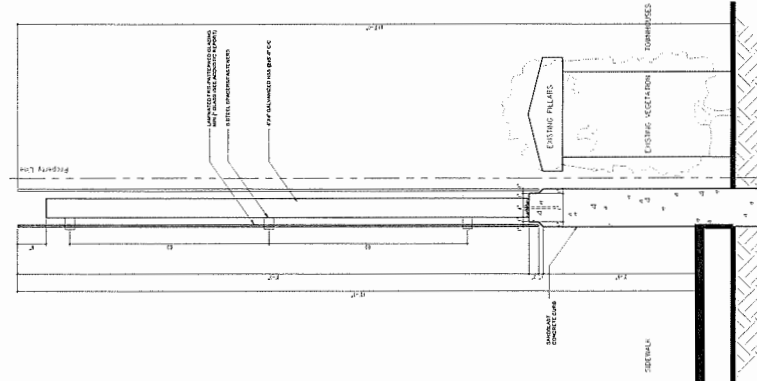
IBI GROUP ARCHITECTS
300 West 15th Street
Vancouver, BC V6B 4R1
Tel: 604.681.2211
Fax: 604.681.2212



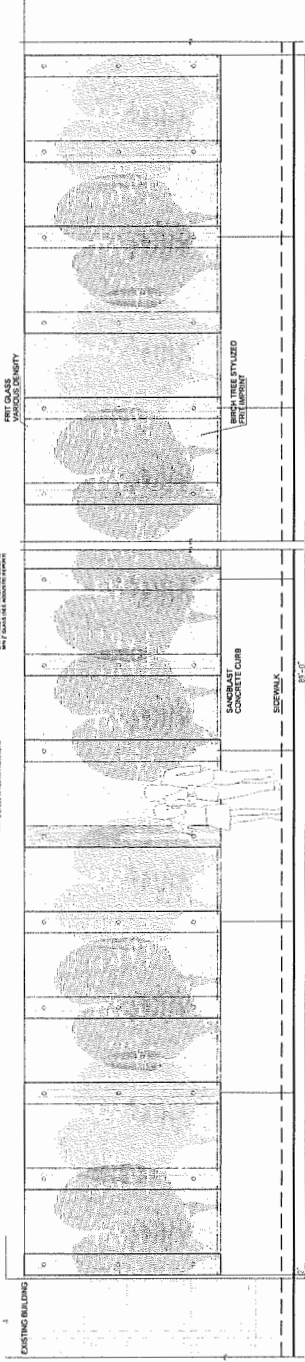
Elevation
Scale: 1" = 1'-0"



Plan
Scale: 1" = 1'-0"



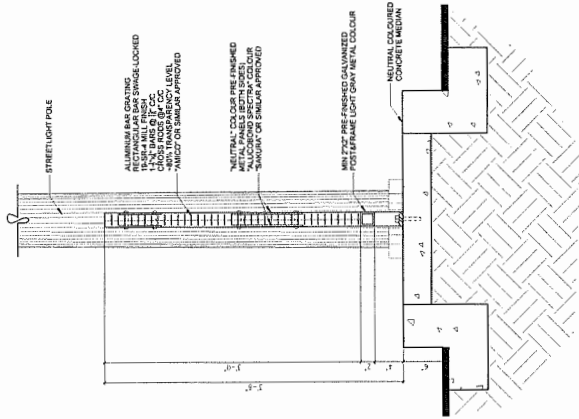
Acoustic Screen
Scale: 1" = 1'-0"
Complete glass and securing to be engineered by glass wall supplier / installer



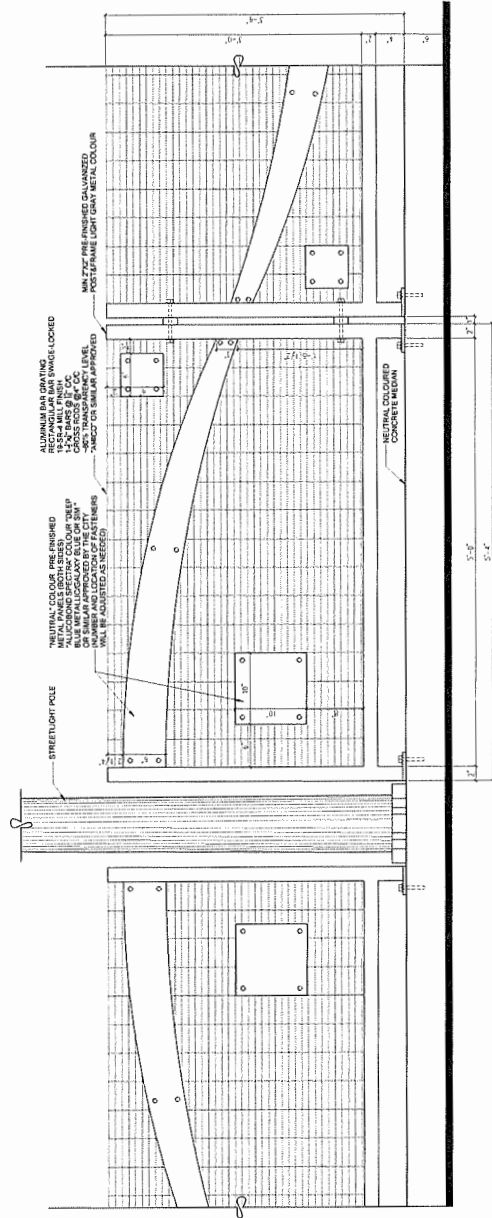
ACOUSTIC SCREEN

SCALE: 1 1/2" = 1'-0"

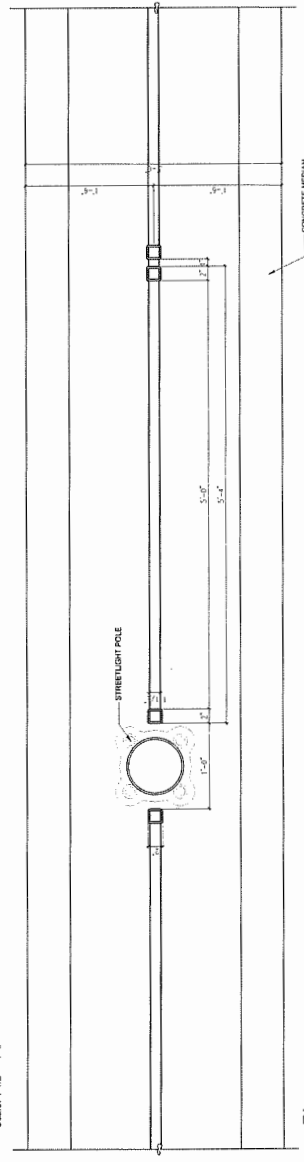
6502 No 3 Road, Richmond
DEVELOPMENT PERMIT RE-SUBMISSION
June 03, 2019
A-0008



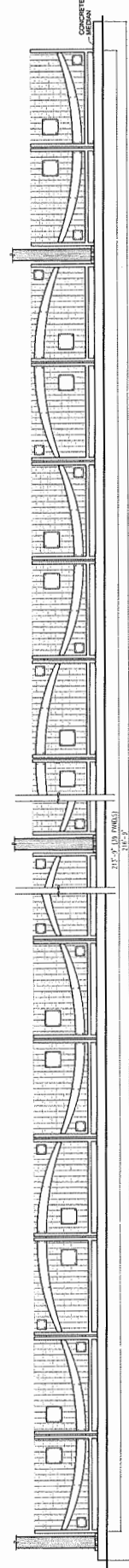
Section
Scale: 1 1/2" = 1'-0"



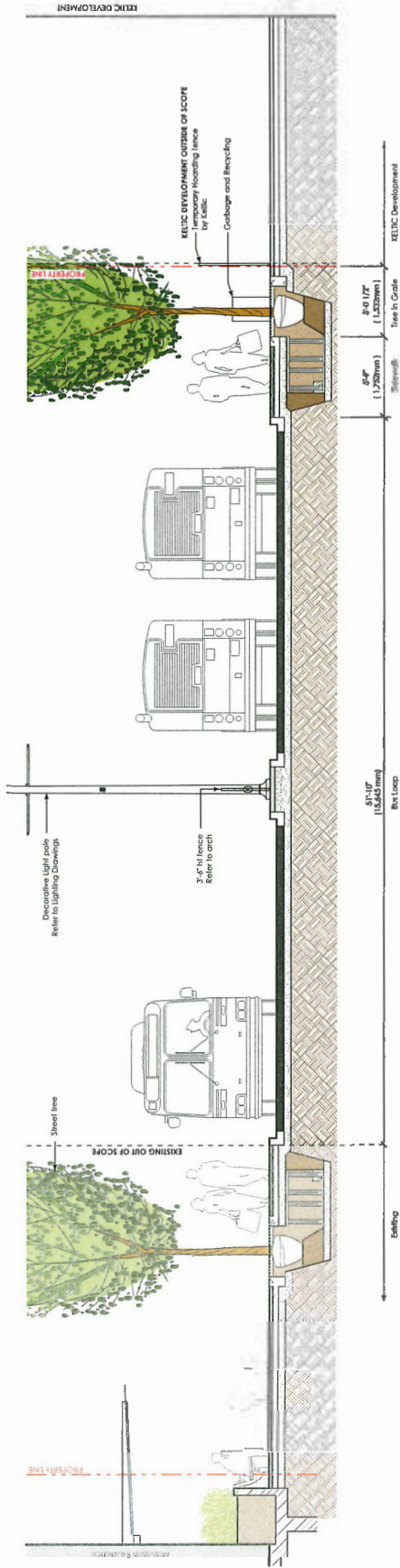
Elevation
Scale: 1 1/2" = 1'-0"



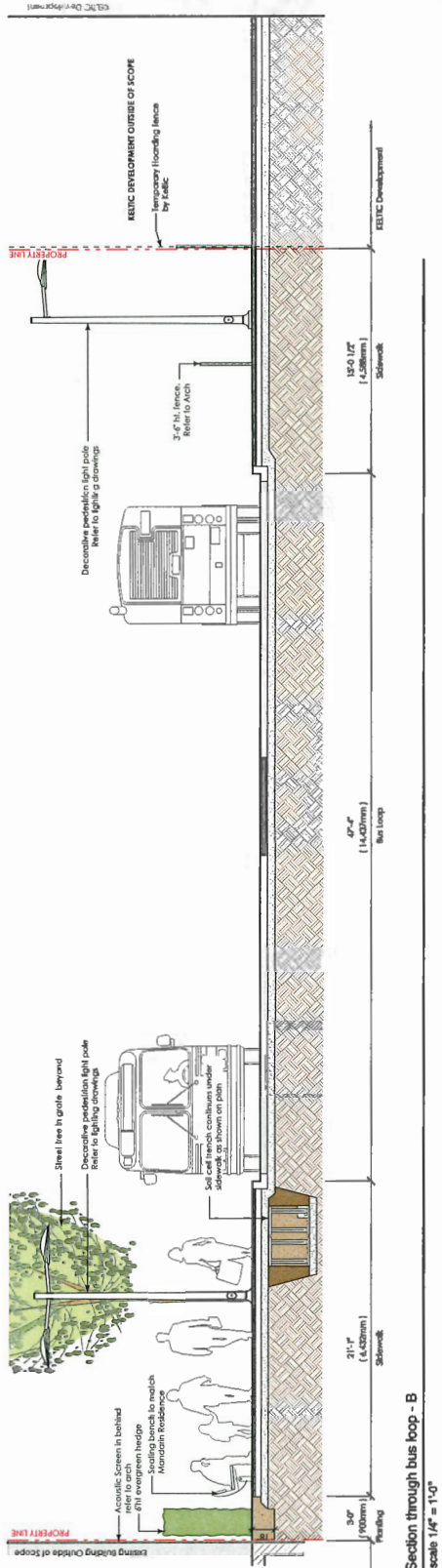
Plan
Scale: 1 1/2" = 1'-0"



Elevation
Scale: NTS



L4-1 Section through bus loop - A
scale 1/4" = 1'-0"



L4-2 Section through bus loop - B
scale 1/4" = 1'-0"

A & M Project No. 13-021

BRIGHOUSE STATION
BUS MALL
LANDSCAPE SECTIONS

SCALE AS SHOWN

SEAL

durante | kreuk
1000 1st Avenue
Seattle, WA 98101
P: 206.461.4011
F: 206.461.4017
www.durante-kreuk.com

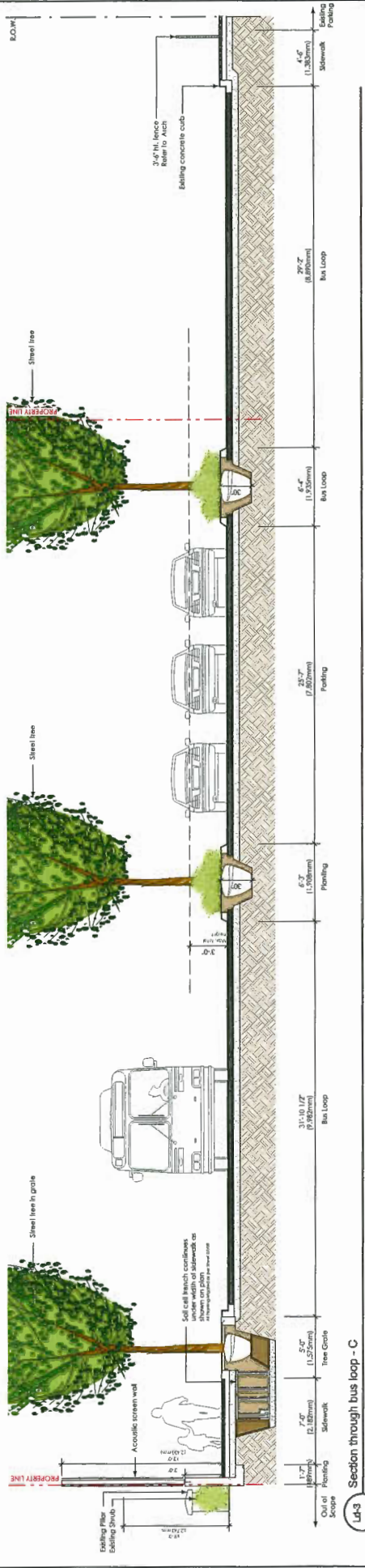


REVISIONS	DATE	BY	DESCRIPTION
REV 01	MAY 07, 2014	AS	RE-SHAPE FOR DP
REV 02	MAY 07, 2014	AS	RE-SHAPE FOR DP
REV 03	MAY 07, 2014	AS	RE-SHAPE FOR DP

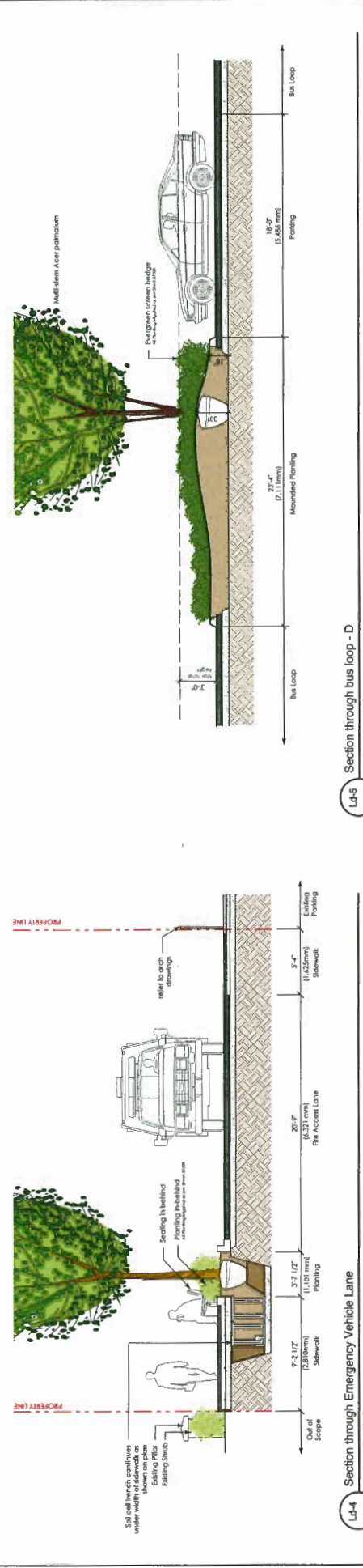
DATE	DESCRIPTION
DATE	DATE
DATE	DATE
DATE	DATE

DATE: MAY 03, 2013
PROJECT: BRIGHOUSE STATION
DRAWN BY: KREUK
CHECKED BY: KREUK
DATE: MAY 03, 2013
PROJECT: BRIGHOUSE STATION
DRAWN BY: KREUK
CHECKED BY: KREUK
DATE: MAY 03, 2013
PROJECT: BRIGHOUSE STATION
DRAWN BY: KREUK
CHECKED BY: KREUK

SURPRISES PRINTS OF THIS NUMBER WITH LETTERS PRECEDES TO



L1-3 Section through bus loop - C
scale 1/4" = 1'-0"



L1-4 Section through Emergency Vehicle Lane
scale 1/4" = 1'-0"

REVISIONS

NO.	DATE	BY	DESCRIPTION
1	MAY 20 2014	AB	REVISED FOR THE STATE OF MD
2	JUNE 02 2014	AB	REVISED FOR DP

PREPARED BY:

DURANTE GROUP

Durante Group LLC
10000 Newmarket Ave
Newover, MD 21614 US
t: 604 894 4611
f: 604 894 3577
www.dgll.com

RECEIVED _____ DATE _____

DRAWN _____ DATE _____

CHECKED _____ DATE _____

APPROVED _____ DATE _____

SCALE AS SHOWN

SEAL

DURANTE GROUP

Professional Engineer
No. 10000777
State of Maryland
06/09/09

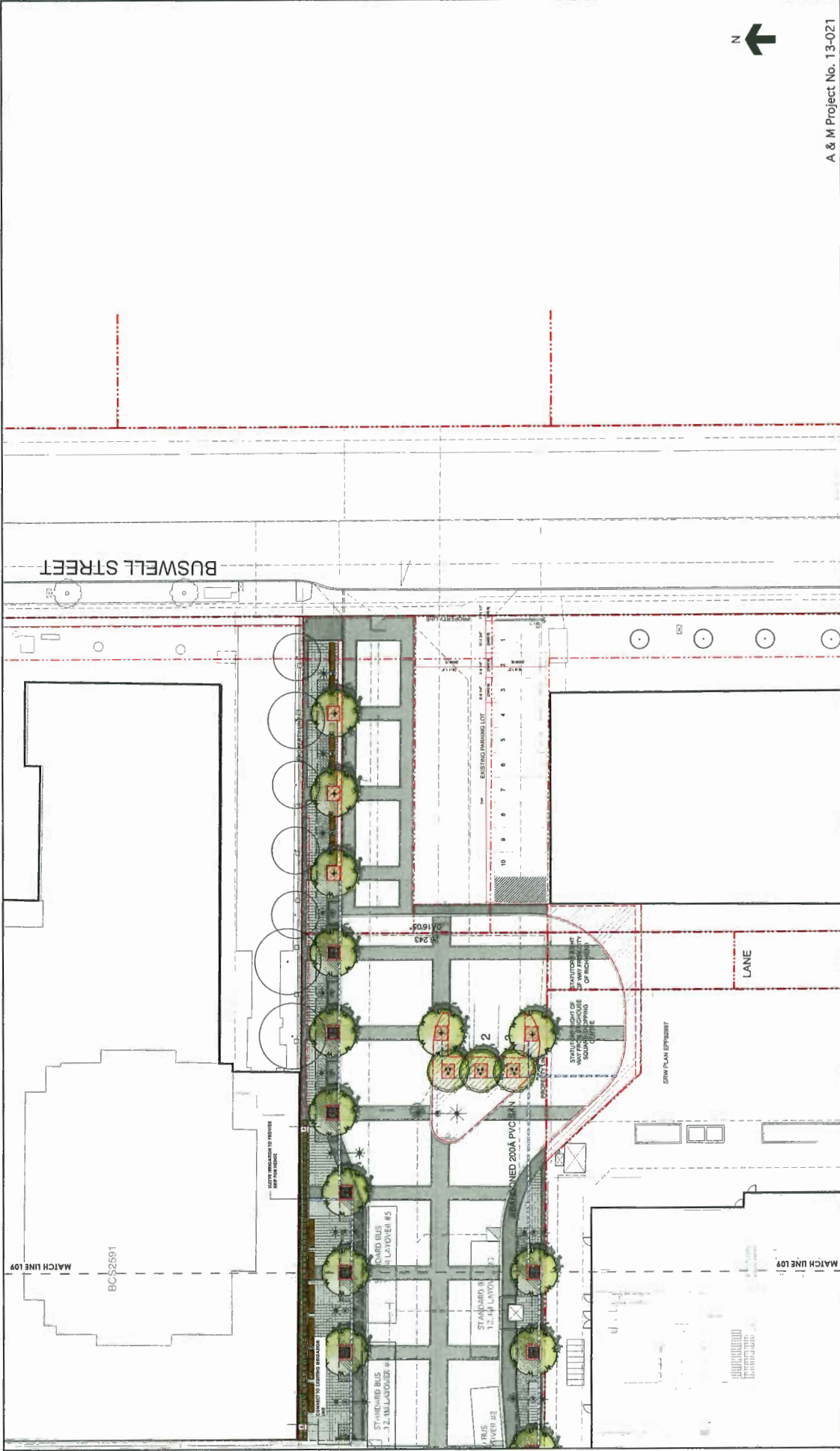
A & M Project No. 13-021

BRIGHOUSE STATION

BUS MALL

LANDSCAPE SECTIONS

UNDESIGNED
DATE: 06/09/09



A & M Project No. 13-021

**BRIGHOUSE STATION
BUS MALL
IRRIGATION PLAN**

SCALE: 1" = 10'

DATE: 08/08/10

PROJECT: BRIGHOUSE STATION

CLIENT: A&M

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

DATE: [Date]

APPROVED BY: [Signature]

DATE: [Date]

PREPARED BY: **TRANS LINK**

Duration Kneib Ltd.
1000 West 10th Ave
Vancouver BC V6J 1N2
T: 604.684.4611
F: 604.684.0577
www.dkl.bc.ca

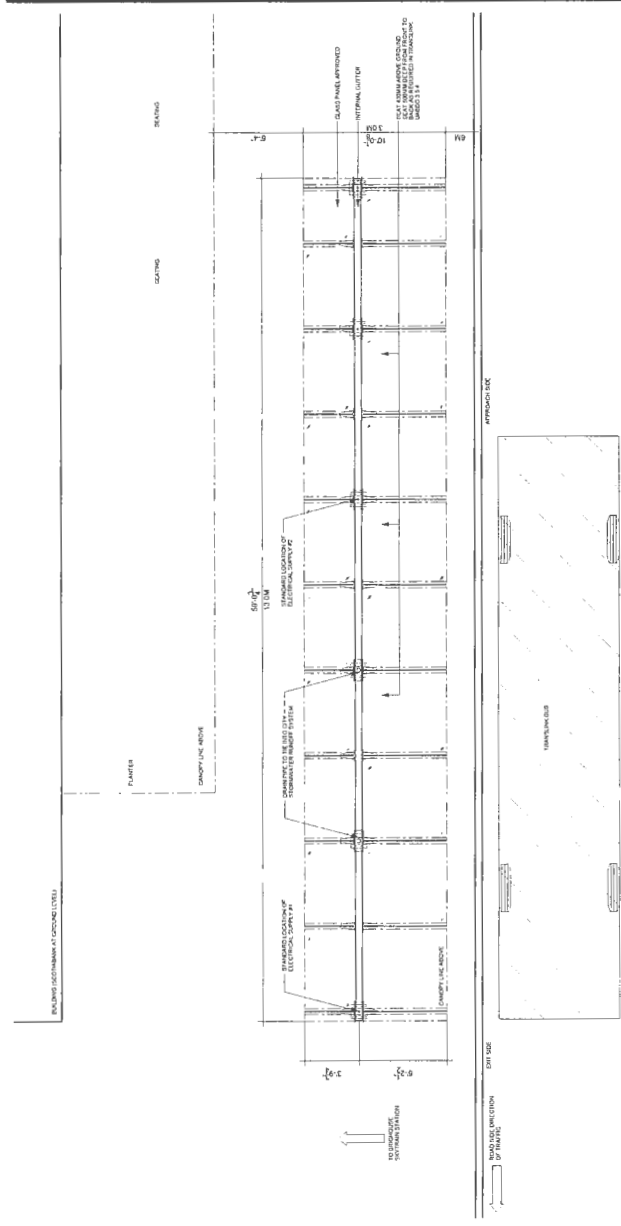
SEAL

DATE SCALED: 10/1/10

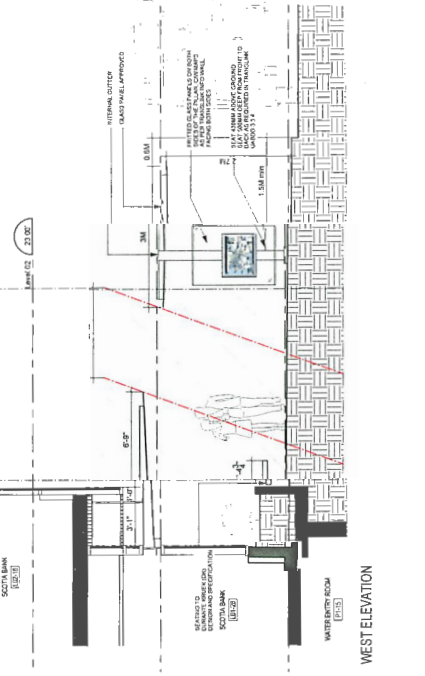
SCALE: 1" = 10'

BUYER'S PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →

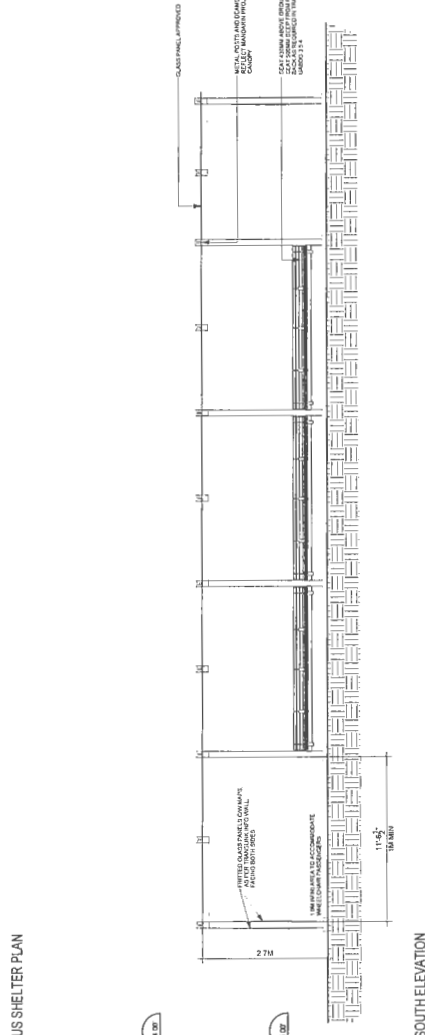
NO.	DATE	BY	DESCRIPTION
1	MAY 02 2010	AM	PRELIMINARY LAYOUT
2	JUNE 02 2010	AM	PRELIMINARY LAYOUT
3	JULY 02 2010	AM	PRELIMINARY LAYOUT



BUS SHELTER PLAN



WEST ELEVATION



SOUTH ELEVATION

4.5-5.5 Poster Case – Double-Sided Info Wall

Product Codes
 PCe.iw, 2PCe.iw

Relevant Sign Types
 E3, T7

Lines
 All

Description
 Free standing twin ANSI E double sided poster case, displaying paper based information (4 posters). Two levels of header panel

Materials and construction
 External frame Translink Two Part Extrusion to main body top and bottom with aluminum capping plates on sides.

Proprietary hinged extruded aluminum framing system supporting a glass door panel with SkyTrain cam locks, combined header panels to be fabricated, welded and dressed using low carbon steel for Vitreous Enamel finish.

Main structure supported by 101.6mm (4") aluminum posts with 76.2 (3") tapping rail and spun aluminum feet to finish at grade level.

Colour s: (See Common Parts and Finishes)

- Colour A
- Colour B
- Colour E
- Colour F
- Colour N

Finishes
 All external trim and support structure finished with suitable grade of architectural quality polyester powdercoat or other paint finish appropriate to environment. Powder coat colour Supermel P4100-919G Sparkle Silver.

Shadow gap detailing between main post supports and main structure together with tapping rail connection saddles powdercoated RAL 5003.

Header Panels: Vitreous Enamel on low carbon steel.

Marie-Louise poster border (applied to inside face of glass) 3M Vinyl Pearl Gray Series 7725-11 or Series 7125_11.

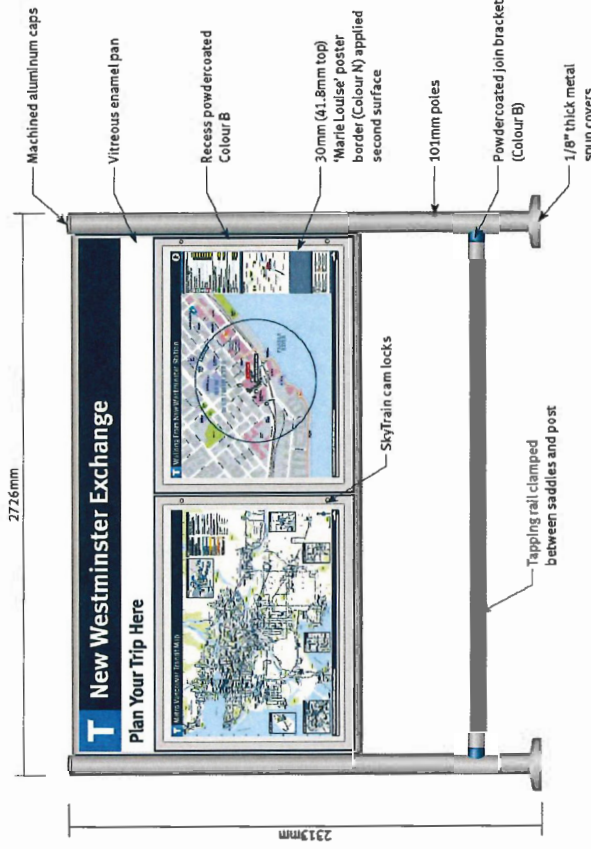
5mm thick clear tempered glass.

Installation
 Surface fixed at grade with chemical fixings or cast in studs to concrete base or sidewalk.

Overall dimensions
 These are approximate dimensions. See production drawings for exact sizes.

- 2PCe.iw
- Outside dimensions: 2313mm X 2726mm X 249mm

Production drawings reference section
 5.2.4.2



Sign Type: E3 – Journey Planning
 Product Code: 2PCe.iw