



To: Development Permit Panel

Date: June 18, 2015

From: Wayne Craig
Director of Development

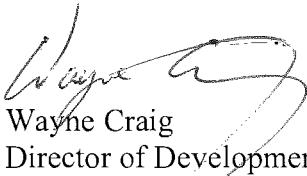
File: DP 14-669686

Re: Application by Buttjes Architecture on behalf of 0737974 B.C. Ltd. for a
Development Permit at 5580 Parkwood Crescent

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of an automobile dealership and service centre at 5580 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and
2. Waive the requirement for an on-site large size loading space.



Wayne Craig
Director of Development

DN:blg
Att.

Staff Report

Origin

Buttjes Architecture on behalf of 0737974 B.C. Ltd. has applied to the City of Richmond for permission to develop an auto dealership at 5800 Parkwood Way on a site zoned "Vehicle Sales (CV)". The site currently contains a two-storey industrial office park building.

The property was rezoned from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" on February 23, 2015. A Servicing Agreement (SA) was required as a condition of rezoning bylaw adoption. The SA required utility upgrades as well as dedications to improve the road network and introduce Parkwood Crescent.

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.

Surrounding Development

The proposed development site is located at the periphery of the Richmond Auto Mall and abuts existing industrial business park and auto dealership uses.

Development surrounding the subject site is as follows:

- To the north, two-storey industrial business park buildings at 5500 Parkwood Way and 5388 Parkwood Place, zoned "Industrial Business Park (IB1)" and designated "Industrial" in the East Cambie Area Plan, and highway on/off loops.
- To the east, across Knight Street, two-storey industrial business park buildings, zoned "Industrial Business Park (IB1)" and designated "Industrial" in the East Cambie Area Plan.
- To the south, proposed redevelopment of 5600 Parkwood Way to accommodate an Audi and Jaguar car dealership and service centre on a site zoned "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.
- To the west, newly introduced Parkwood Crescent and vehicle sales and service dealerships within the Richmond Auto Mall on sites zoned "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.

Background

The proposal includes redevelopment of the site to accommodate a two-storey auto dealership and service centre, associated surface parking, and perimeter landscaping. The property was rezoned from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" on February 23, 2015 (Bylaw 9054).

The proposed development is part of a more extensive expansion and redevelopment within the Richmond Auto Mall that involves shifting existing dealerships to newly created lots. In association with the rezoning process, a series of legal agreements were registered on title to ensure orderly coordination of the process of introducing a new road and services, changing

property lines, and relocating dealerships. The following legal documents will become redundant after demolition of the existing building and should be released and discharged following demolition of the existing building: BP278368, BA110541, and BB548802. These documents become redundant once the existing building is demolished as they relate to the use of equivalent fire, building code and life safety measures associated with the existing building.

Related Policies & Studies

Official Community Plan/East Cambie Area Plan

The subject site is designated “Commercial” in both the Official Community Plan (OCP) and the East Cambie Area Plan. Redevelopment of the site as an auto dealership and service centre is supported by both plans and is compatible with adjacent land uses.

Flood Protection

The site is located in the East Cambie Planning Area where the Flood Construction Level (FCL) requirement is 2.9 m GSC for habitable spaces. A flood plain covenant was registered on title as a condition of rezoning bylaw adoption.

Aircraft Noise

The subject property is located within Aircraft Noise Policy “Area 1B – New Residential Land Uses Prohibited”. Residential use is not supported by the site’s existing zoning and no residential use is proposed. An aircraft noise indemnity covenant was registered on title as a condition of rezoning bylaw adoption.

Ministry of Transportation and Infrastructure (MOTI)

The development proposal was referred to MOTI both at the time the associated rezoning (RZ 12-626430) was reviewed and again through the Development Permit review process. MOTI preliminary approval was granted conditional to all storm water being directed to a municipal storm drain system, ensuring no direct access to the site from Highway 91, and MOTI approval of the associated subdivision. MOTI also specified that any future buildings/structures are to be located at least 4.5 m from the highway right of way, or 3 m where the structure has access from another street, and no future building may exceed 4,500 m² (48,437 ft²) without approval from MOTI. MOTI has confirmed that the accessory structures proposed along the rear property line could be removed and or relocated; therefore, MOTI has no objections to the proposed development.

Richmond Auto Mall Association Review

As the site is located within the Richmond Auto Mall, the applicant has worked with the Richmond Auto Mall Association (RAMA) to ensure that the proposed development is consistent with their Design Guidelines that relates to aspects of the building appearance, landscaping and site layout. The applicant has provided a copy of a letter from the Richmond Auto Mall’s Board of Directors confirming support for the proposed building design (Attachment 2).

Urban Design Response

The proposed auto dealership and service centre is a simple building with an industrial business park/commercial character that is responsive to its context. Design issues and other staff

comments identified as part of the Development Permit application review process have been addressed. Further, the proposal addresses OCP urban design objectives for commercial development and responds to the RAMA design guidelines, which were developed to ensure consistency and integration between auto dealerships within the Richmond Auto Mall.

Zoning Compliance/Variances (staff comments in bold)

The applicant requests waive the requirement for an on-site large size loading space.

(Transportation staff support the proposed variance based on special operating characteristics within the Richmond Auto Mall.

The findings of a loading and access review report submitted by the applicant's traffic engineer substantiates that deliveries using large transport vehicles (BW-17) can be accommodated off-site without impacting traffic, safety or the operator's service needs.

The report advises that the site plan accommodates functional access and circulation for SU9 and large tanker trucks that transport oil on and off site. An on-site WB-17 loading space to accommodate an automobile transport truck is not provided; instead, curb side delivery is proposed, which is consistent with the current standard practice within the Richmond Auto Mall. The large delivery trucks are parked next to the curb and cones and four-way flashers are placed in the roadway to alert motorists of the unloading activity that is occurring. Deliveries would be coordinated by the RAMA and would occur after peak traffic times to minimize the impact on traffic flow.

Prior to issuance of a Development Permit, the applicant is required to submit a letter from the RAMA that substantiates support for off-site deliveries and confirms the RAMA's role in coordinating deliveries.)

Advisory Design Panel Comments

The subject application was considered by the Advisory Design Panel (ADP) on January 21, 2015. Members of the ADP provided design development suggestions. In response to comments from the Panel, the applicant has strengthened on-site pedestrian circulation, introduced more pavers to the surface parking area, introduced additional landscaping opportunities, and added an elevator to improve accessibility. A copy of the relevant excerpt from the ADP Minutes of January 21, 2015 is attached for reference (Attachment 3). The design response provided by the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

- The site is bordered by Parkwood Crescent, an existing two-storey industrial business park building, future redevelopment to introduce two (2) additional auto dealerships, and adjacent Highway 91 on/off loops. The proposed development will not cast shadows, obstruct views, or introduce overlook concerns to adjacencies.
- The visual impact of the proposed development from the adjacent Highway 91 on/off loops, including consideration of building material and form, surface parking, and roof treatment, was studied to ensure no significant impacts would result from the proposed development.

- The visibility of the site from the Highway 91 access loop is limited by the change in elevation that occurs at the loop and visibility being generally obscured by the outer loop that connects vehicles to Knight Street from Highway 91.
- Visibility of the building's "utilitarian" façade, which consists of concrete with horizontal and vertical reveal lines similar to the façade of the existing adjacent industrial office park building, is limited by the design of the curve of the access loop that connects vehicles to Knight Street from Highway 91, and existing trees and large shrubs that are planted adjacent to the property line and extend toward the highway.
- The site is located more than 350 m (1,150 ft.) from a residential area and the Richmond Auto Mall is separated from property within the Agriculture Land Reserve (ALR) by Jacombs Road and Westminster Highway. Operation of an auto dealership on the subject property will not impact residential or agricultural uses.

Site and Functional Planning

- Despite the vehicle oriented nature of an automobile sales centre, a pedestrian circulation system is established within the Richmond Auto Mall to encourage shoppers to walk between dealerships. The proposed development would contribute toward enhancement and expansion of the public realm by effectively establishing a double row of trees along the new Parkwood Crescent frontage and planting grass within the 3 m (10 ft.) setback between the property line and vehicle parking, which is interrupted by a single driveway access.
- The subject site is prominently located close to the new Parkwood Crescent roundabout. The building is centrally located on-site rather than pulled closer to the road frontage due to constraints associated with the building's functional layout, specifically circulation requirements occurring at the back of the lot. Although unable to move the building toward Parkwood Crescent, the proposed use of an extensive, transparent curtain wall on the building's west elevation, which wraps around the corners of the building to continue along the north and south building elevations, would support a relationship between activity within the building and the pedestrian realm.
- Associated service centre uses, including enclosed on-site car washes and service bays, are enclosed and screened from view.
- An outdoor storage structure and garbage/recycling collection enclosure are located in the northwest corner of the site where access is restricted by an aluminium sliding gate and the structures are screened from view by the perimeter wood fence.

Parking & Loading

- "Vehicle Sale/Rental" parking rates apply to the site; therefore, a total of 100 stalls are required, which includes 45 stalls for the 15 on-site service bays. The car wash is not available for use by the general public; therefore, no parking is required in association with the use. The applicant proposes 138 parking stalls on-site, which exceeds the 100 parking stalls required by the Zoning Bylaw.
- Two (2) SU9 parking stalls are accommodated on-site in accordance with the Zoning Bylaw.
- Class 1 and Class 2 bike parking is provided in accordance with the Zoning Bylaw.

Architectural Form and Character

- A contemporary, articulated rectangular building, consistent with the modern corporate image associated with the brand, is proposed.

- The building is characterized by the use of steel, glass and spandrel for the public areas and concrete with horizontal and vertical reveal lines for the car service portion of the building.
- The applicant proposes extensive use of showroom glazing and accent spandrel glass on the west building elevation, which wraps around the corners of the building and continues along the north and south building elevations for a third of the length of the building façade before transitioning to concrete for the portion of the building associated with service centre uses. Overhead vehicle access doors would consist of polycarbonate windows in aluminum frames. Roof top mechanical equipment would be screened using accent metal horizontal strips that are complimentary to the contemporary character of the building.
- The proposed building design makes a distinction between the showroom and service centre components of the building. The showroom and office use component is pulled diagonally forward toward the property line, the main entry to the showroom sits proud of the building face, and the glass tower extends vertically beyond the adjacent roof line, which introduces interest to the building’s rectangular character.
- A simplified color scheme that is compatible with the contemporary character of the building is proposed and includes muted hues of gray.
- Signage will comply with the Sign Bylaw (No. 5560) and includes signs that are mounted on the exterior of the building, and a free standing pylon sign and directional sign.

Tree Retention & Replacement

- The City Tree Preservation Coordinator has reviewed an Arborist Report and associated tree plan submitted by the applicant, which analyzes tree retention/removal on-site and is summarized below:

Location of trees	# of trees	Condition and Recommendation	Compensation
Development site	3	Marginal condition	2:1 replacement
Adjacent site (5500 Parkwood Way)	2	Very good condition Sequoia trees	Retain and protect

- The Sequoia trees identified for retention and protection on an adjacent property (5500 Parkwood Way) are identified on both the architecture site plan and landscape plan attached to this report.
- The applicant intends to demolish the existing building in advance of the proposed Development Permit being issued. The applicant has provided a letter of undertaking with the project arborist that articulates measures to ensure retention of the off-site trees. To remove on-site trees, the applicant will apply separately for a T3 permit.
- The attached landscape plan confirms 24 replacement trees will be planted on-site.

Landscape Design and Open Space Design

- An auto dealership is typically associated with significant surface parking. The application proposes to minimize the visual impact of the proposed surface parking by undertaking the following:
 - Trees within a grass boulevard are proposed along the site’s Parkwood Crescent frontage. When experienced in association with the boulevard improvements that will be undertaken offsite through the Servicing Agreement, which include

introducing a row of trees, sidewalk, and wide grass boulevard, an appealing pedestrian space, with a double row of trees, will be established.

- The proposed building's main western elevation is lined with low shrubs.
- A wood fence will be erected along the perimeter of the site and lined with planting including Boxwood Hedge, Emerald Green Cedar, Columnar Maple Trees, and wetland landscaping (Rush and variegated Sedge) for the bio-swale.
- Japanese Snowbell trees and shrubs are planted within islands between surface parking spaces on the southern side of the site.
- Permeable asphalt is proposed for parking stalls that line the south and east perimeter of the site.
- Permeable concrete pavers are used to differentiate parking stalls from the drive aisle along the building's main façade, to establish a pedestrian link between the side walk and the building's main entry, and to treat the outdoor car display area at the southwest corner of the site next to the Parkwood Crescent roundabout.
- The applicant has advised that an in-ground irrigation system will be installed.

Sustainability

- The applicant has provided a summary of sustainability features that will be included within the development, which include (Attachment 4):
 - Use of permeable asphalt, permeable pavers, and a bio-swale in the north east corner of the site. The applicant's civil consultant has advised that these provisions will reduce the amount of surface runoff between 24-33%;
 - Compliance with Ashrae 90.1 and the Nation Energy Code of Canada for Buildings. To achieve these ratings, the roof insulation has been increased to compensate for the large areas of proposed glazing;
 - Showroom glazing material will be insulated glass with low E coating;
 - The top two (2) panel sections in the showroom area and the top three (3) panel sections of the service area are opaque metal panels or spandrel panels, which will reduce solar gain during the summer;
 - The applicant has advised that the owner will install a rain water recapture system for the carwash and irrigation system;
 - Low energy LED fixtures;
 - Low flow water washroom fixtures; and
 - Oversize fans to increase ventilation and cooling.

Crime Prevention Through Environmental Design

- On-site wayfinding is clear and sightlines are unobstructed.
- Although the proposed use is automobile oriented, the introduction of pavers with a curb edge linking the sidewalk with the main building entry would contribute to defining the pedestrian public realm.
- Extensive use of showroom glazing on three (3) of the building elevations create opportunity for passive surveillance.
- On-site illumination would comply with design guidelines established by the RAMA. The guidelines articulate:
 - The maximum permitted illumination level;
 - Required use of 'down lighting' fixtures;

- The manufacturer and luminary type;
- Color (medium bronze, anodized aluminum finish);
- Height (6 m (20 ft.));
- Parameters to achieve consistency in the number of poles on any individual site; and
- Permission to install low level illumination in planting beds and to illuminate special display areas.

Accessibility

- The building will comply with Building Code accessibility conditions and provide barrier-free access from the street.
- An elevator is included in the proposed building design.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund at a rate of \$0.41 per buildable square foot (approximately \$13,677.00).

Conclusions

The proposed auto dealership and service centre responds to design objectives articulated in the East Cambie Area Plan and the OCP for commercial development. The character of the proposed auto dealership is consistent with existing development within the Richmond Auto Mall and is compatible with adjacent industrial business park uses. The proposed development effectively accommodates both sales centre and service centre uses within a building that has been designed to present a transparent façade along its public elevations while enclosing and concealing the service centre uses at the back of the building. The surface parking area incorporates a bio-swale, perimeter landscaping, permeable asphalt and concrete pavers, and small planting islands. Staff recommend support for the proposed Development Permit.



Diana Nikolic
Planner II, Urban Design

DN:blg

Attachment 1: Data Sheet

Attachment 2: Letter of Support from the Richmond Auto Mall Association

Attachment 3: Advisory Design Panel Minutes & Applicant Responses (inserted in bold italics)

Attachment 4: Sustainability Provisions (provided by applicant)

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 \$78,062.00.

- City acceptance of the developer's offer to voluntarily contribute \$0.41/sq. ft. per buildable square foot (e.g. \$13,677.00) to the City's public art fund.
- Provision of a letter from the RAMA that substantiates support for off-site deliveries and confirms the RAMA's role in coordinating deliveries to minimize traffic interruption/disruption to businesses.
- Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition occurring on-site.

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

- 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/ttp/special.htm>).
- Following demolition of the existing building, the following should be released and discharged: BP278368, BA110541, and BB548802.



DP 14-669686

Attachment 1

Address: 5580 Parkwood Crescent

Applicant: Buttjes Architecture

0737974 B.C. Ltd., Inc. No.
Owner: BC0737974

Planning Area(s): East Cambie Area Plan

Floor Area Gross: 3,099.15 m² (33,359 ft²)

Floor Area Net: 3,099.15 m² (33,359 ft²)

	Existing	Proposed
Site Area:	9,326 m ²	9,326 m ²
Land Uses:	Two-storey office park building	Auto Dealership
OCP Designation:	Commercial	Commercial
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV)
Number of Units:	1 office building	1 auto dealership

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.50	0.332	none permitted
Lot Coverage:	Max. 50%	27.3%	
Setback – Front Yard:	Min. 3.0 m	18.4 m	
Setback – Interior Yard:	Min. 3.0 m	16.2 m	
Setback – Rear Yard:	Min. 3.0 m	13.4 m	
Height (m):	Max. 12.0 m	11.9 m	
Lot Size:	No minimum	9,326	
Off-street Parking Spaces – Regular/Commercial:	Vehicle Sale/Rental: 3/100 m ² plus 3 spaces for each vehicle service bay Showroom and office(1290.42 m2): 38.7 stalls 2 nd Floor (510.5 m2): 15.3 Service bays (15 bays): 45 stalls Total: 100	138	

Off-street Parking Spaces – Accessible:	2% required: 3 stalls	3	
Total off-street Spaces:	100	138	
Loading:	SU9: 2 spaces WB-17: 1 space	SU9: 2 WB-17: off-site	Variance Waive the requirement for on-site large size loading space.
Bike Parking (General & Heavy Industrial Rate)	Class 1: 8 Class 2: 8	Class 1: 8 Class 2: 11	
Indoor Amenity Space	Min 70 m ²	112 m ²	



Friday, October 31, 2014

MEMO TO: Peter Brasso, Richmond Honda

FROM: RAMA Board of Directors

RE: Richmond Acura Building Design Application

Dear Peter,

This letter is to inform you that your building design application submitted on October 9, 2014 for the new Richmond Acura dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

If you have any questions, please don't hesitate to call.

On behalf of the Directors and myself, we wish you all the best with your new facility!

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', written in a cursive style.

Gail Terry
General Manager
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, January 21, 2015 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

...

3. **DP 14-669686 - ACURA DEALERSHIP**

APPLICANT: Buttjes Architecture Inc.

PROPERTY LOCATION: 5580 Parkwood Crescent

Applicant's Presentation

Architects Dirk Buttjes and Brian Gee, Buttjes Architecture, Inc., Alan Martin, Operations Manager, Westec Construction and Project Management, and Landscape Architect Al Tanzer, LandSpace Design Inc., presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- the project looks good; materials are nice; architectural renderings presented by the applicant show the intent of the project;
- well-designed building; applicant is encouraged to introduce public art to enhance the building design or make a contribution to the public art fund;
Our client will make a contribution to the public art fund.
- understand that the vast paving is needed to meet the project's requirements for parking spaces and consistent with the character of an auto mall;
- agree with the applicant that there is no need to accent the back and roof of the building as the views from the loop that climbs in elevation to allow vehicles to merge onto Highway 91 and the loop that connects to Knight St. are screened by the existing adjacent vegetation;
- appreciate the design of the showroom;
- agree that the back of the building does not need further design development; tilt-up concrete speaks to the utilitarian nature of the rear end;
- the wood fence is visible from the roundabout; the small storage shed, gate and fence should read as a unit and the materials and colour for these buildings need to be consistent;

The wooden fence will wrap around the garbage and recycling bins on three sides and the storage shed on two sides. The storage shed will have metal cladding to match the metal swing gates of the recycling area.

- appreciate the treatment to the streetscape; understand that the provision of numerous parking spaces is warranted by the nature of the project; however, the pedestrian circulation within the site is not clear, particularly at the western corner; consider strengthening the pedestrian circulation within the site, perhaps by reducing the number of parking spaces;

We have extended the concrete curb along the east face of the client centre around to the south face and tied it into the curb around the showroom. We have also shifted the car display parking area west to increase the paving in front of the main entry tower.

- applicant has done a good job in introducing planting in the project; consider introducing a paved spine in front of the building;

We have added permeable pavers to the front parking area to enhance the visual link between the parking area and the curb entry areas.

- agree that the treatment to the back of building is not an issue; appreciate the bio-swale and stormwater retention; consider increasing the planting area;

As noted above, the addition of permeable pavers to the car display parking area in front of the showroom will reduce runoff from the site.

- appreciate the services provided to the customers on the ground floor, e.g. waiting spaces, washroom facilities, and sales offices; however, spaces and facilities for employees on the ground floor are inadequate; lack of alternative access to the second floor other than through the stairs would make access to offices and facilities, e.g. lunch and meeting/training rooms, difficult for employees who are seniors and those with disabilities; the applicant should consider providing access to the second floor without climbing the stairs; look at precedent in Dueck car dealership which provides an elevator lift for employees and officers with disabilities;

An elevator has been included in the building design.

- staff is encouraged to review the BC Building Code requirements for accessibility to working spaces;

An elevator has been included in the building design.

- will support the project contingent on the applicant providing elevator access to the second floor;

An elevator has been included in the building design.

- appreciate the design of the car dealership; however, sustainability features of the project are lacking; consider incorporating additional sustainability features other than a bioswale and permeable paving; consider a water recycling system for the car wash and a rainwater harvesting system;

See note above regarding additional permeable paving. We will review this with our mechanical consultant and carwash supplier to see if a water recycling system is feasible.

The owner has agreed to put in a rain water recapture system for the carwash and possible irrigation system.

- architectural renderings presented by the applicant do not indicate the use of low-e coating on the south façade; consider using exterior solar shading devices to minimize solar gain during summer;

Low E coating noted on sheet A3.01. Refer to item G on the material and color legend. The top two panel sections in the showroom area and the top three panel sections in the client car center area are opaque metal panels or spandrel panels sections that are intended to reduce solar gain in the summer.

- look at the potential for using heat recovery for ventilation;

The owner will not pursue this option

- try to retain the corner tree; understand the applicant's choice of trees as visibility of the site is critical; however, consider opportunities to plant broader canopy trees or bigger conifers at the back of the proposed development; and

We agree and have located conifers (for this project and the adjacent site to the east) in the corner where there is ample room for the natural spread and character of conical shaped trees; however, along the narrow perimeter there is not sufficient room and columnar deciduous trees will survive much better.

- look at the utility of the design of the outdoor car storage area off the roundabout; consider design development and introduce tree(s) in the area.

We will add lighting to this area to highlight the display cars.

The alternating pattern of the onsite and offsite street trees is measured based on the location of the street light standards and the view of the car display area; however, we can add another tree as requested along the west property line beside the car display area to provide more 'volume' that will 'frame' the site nicely.

Panel Decision

It was moved and seconded

That DP 14-669686 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

Opposed: Tom Parker

June 11, 2015

Richmond Planning Department,
City of Richmond
6911 No. 3 Road,
Richmond, B.C. V6Y 2C1

Re: Proposed New Acura Dealership
5580 Parkwood Way,
Richmond, B.C.

Att: Diana Nikolic

The design incorporates the following sustainable design features :

- 1) Permeable asphalt and permeable paving to increase site filtration.
- 2) Rainwater harvesting system for recycling rainwater for the carwash and irrigation system.
- 3) Adding trees, hedges and a bioswale to enhance the natural features and reduce runoff.
- 4) Low E coating and spandrel panels to reduce solar heat gain.
- 5) oversize fans to increase ventilation and cooling
- 6) High efficiency equipment (ex Roof top units & Hot water tanks)
- 7) Building will use low flow water washroom fixtures
- 8) Building will also use Low energy LED fixtures made in North America.

Regards
Brian Gee, Architect, AIBC



No. DP 14-669686

To the Holder: BUTTJES ARCHITECTURE
ON BEHALF OF 0737074 B.C. LTD.

Property Address: 5580 PARKWOOD CRESCENT

Address: 13611 SMALLWOOD PLACE
RICHMOND, BC V6V 1W8

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 waive the requirement for an on-site large size loading space.
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 #6 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 \$78,062.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
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 14-669686

To the Holder: BUTTJES ARCHITECTURE
ON BEHALF OF 0737974 B.C. LTD.

Property Address: 5580 PARKWOOD CRESCENT

Address: 13611 SMALLWOOD PLACE
RICHMOND, BC V6V 1W8

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

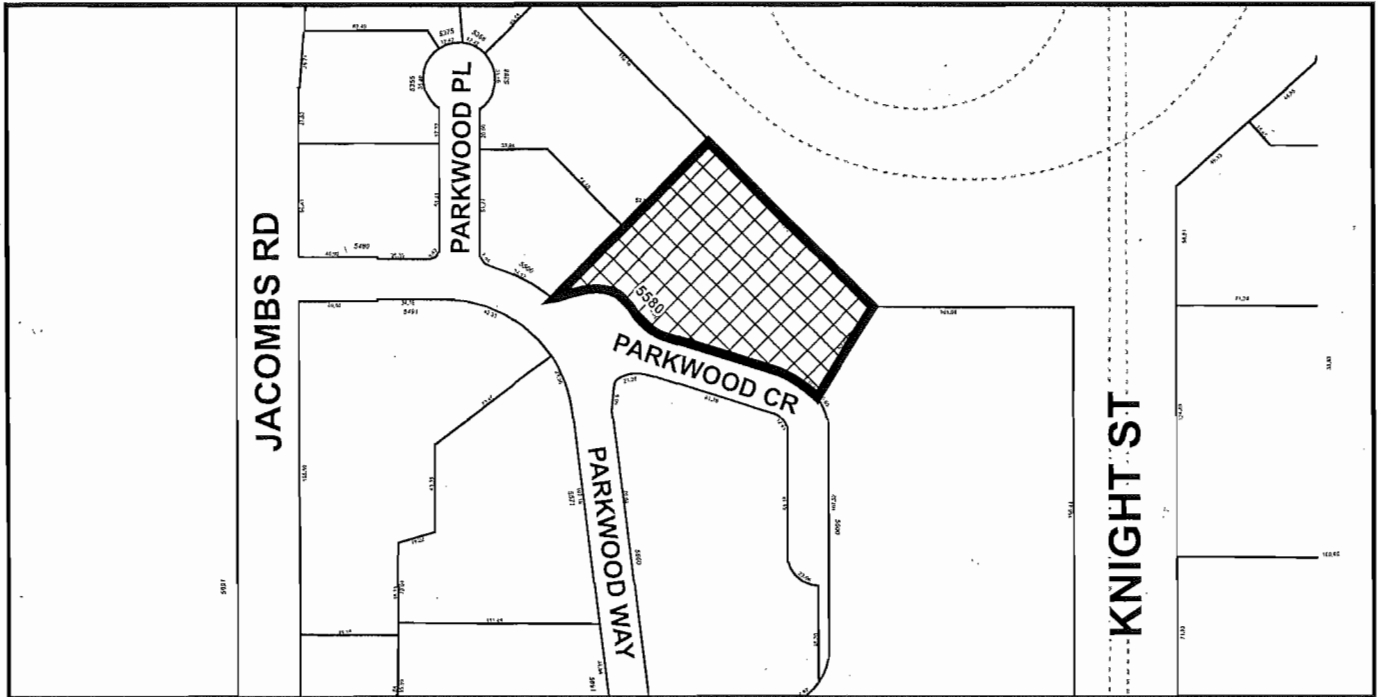
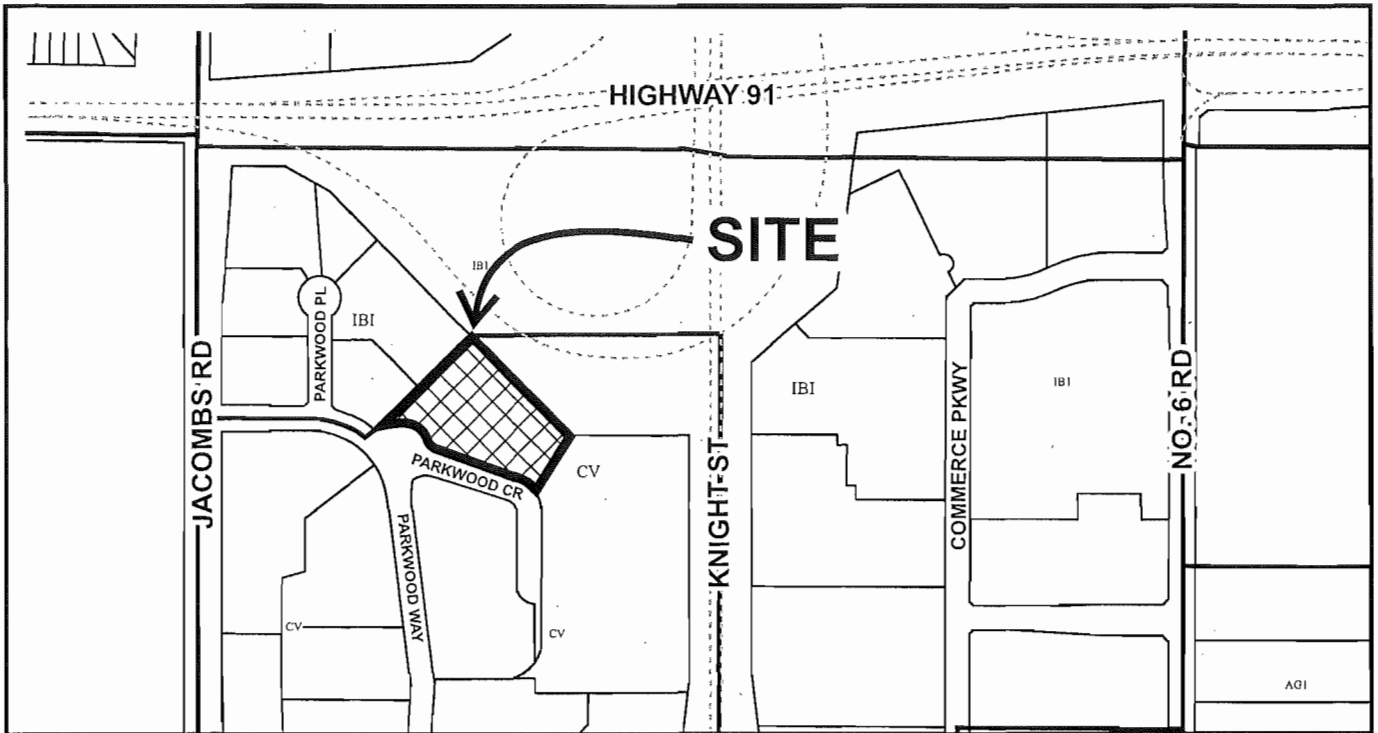
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 14-669686
SCHEDULE "A"

Original Date: 08/08/14

Revision Date: 05/04/15

Note: Dimensions are in METRES

SITE ADDRESS:
5590 PARKWOODWAY, RICHMOND, B.C. CANADA

LEGAL DESCRIPTION:

SITE AREA - 100,388 SQ. FT. (9,265.28 SQ.M.)
LOT 25, SECTION 5 BLOCK 4N R65W PL 66865

ZONING:

CURRENT ZONING (BI - INDUSTRIAL BUSINESS PARK)
PENDING ZONING (SUBDIVISION APPLICATION 2012.626430.000.00RZ) CV -
VEHICLE SALES

BUILDING STATISTICS:

BUILDING AREA = 27,430 SQ. FT. (2,548.33 SQ.M.)

FLOOR AREA:

GROUND FLOOR = 13,520 SQ. FT. (1,256 SQ.M.)
SERVICE AREA = 13,890 SQ. FT. (1,290.42 SQ.M.)
SUB-TOTAL = 27,410 SQ. FT. (2,546.47 SQ.M.)
SECOND FLOOR = 5,495 SQ. FT. (510.5 SQ.M.)
MEZZANINE FLOOR = 454 SQ. FT. (42.17 SQ.M.)
TOTAL FLOOR AREA = 33,359 SQ. FT. (3,099.15 SQ.M.)

FLOOR SPACE RATIO - 50% RATIO:

= 100,388 / 2 = 50,194 SQ. FT. 50% (ALLOWABLE FSR)
33,359 SQ. FT. 33.23% (PROPOSED FSR)

SITE COVERAGE - 50% PERMITTED - 100,388 / 2 = 50,194 SQ. FT.

- 27.33% (PROPOSED) = 27,430 / 100,388 SQ. FT.

PARKING REQUIREMENTS:

3 STALLS PER 100 SQ.M. (OFFICE / CAR SALES)
= 2,165 SQ.M. / 100 = 20.24 x 3 = 65 SPACES

3 STALLS PER SERVICE BAYS = 3 x 15 = 45 SPACES

TOTAL PARKING REQUIRED (65+45) = 110 SPACES

TOTAL PARKING PROVIDED = 138 SPACES

LOADING BAY REQUIREMENTS:

1 DESIGNATED SPACE PER 1861 SQ.M. REQ.

2 MEDIUM SIZE LOADING SPACE PROVIDED

ON-SITE BICYCLE REQUIREMENTS:

OFFICE / CAR SALES:

0.27 SPACES PER 100 SQ.M. GREATER THAN 100 SQ.M.
= 1,830 SQ.M. - 100 SQ.M. / 100 SQ.M. x 0.27 = 5 CLASS 1 SPACES

0.40 SPACES PER 100 SQ.M. GREATER THAN 100 SQ.M.
= 1,830 SQ.M. - 100 SQ.M. / 100 SQ.M. x 0.40 = 7 CLASS 2 SPACES

GENERAL INDUSTRIAL:

0.27 SPACES PER 100 SQ.M. GREATER THAN 100 SQ.M.
= 1,298 SQ.M. - 100 SQ.M. / 100 SQ.M. x 0.27 = 3 CLASS 1 SPACES

same calculation for class 2 spaces = 3 CLASS 1 SPACES

TOTAL CLASS 1 REQUIRED = 8 SPACES

TOTAL CLASS 2 REQUIRED = 10 SPACES

NOTE:

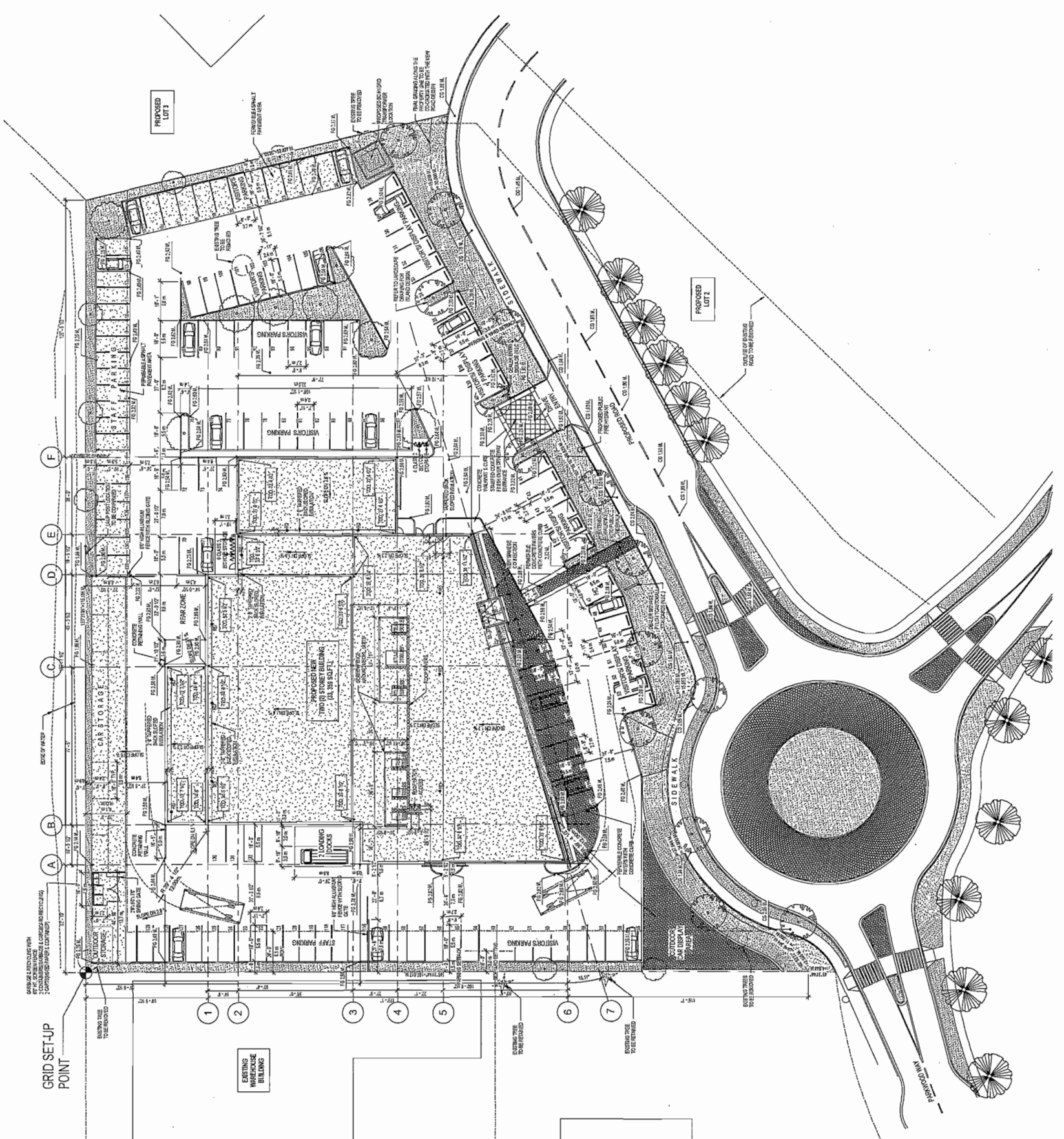
- REFER TO SUBDIVISION APPLICATION (2102-60643.00.00RZ) FOR PROPOSED LOCATION OF NEW LOTS AND PROPERTY LINES.
- REFER TO CIVIL DRAWINGS BY MPT FOR INFORMATION ON THE DESIGN GRADES OF THE NEW ROAD AND SIDEWALKS.

TABLE OF CONTENTS:

- A1.01 SITE PLAN
- A2.01 GROUND FLOOR PLAN
- A2.02 SECOND FLOOR PLAN
- A3.01 BUILDING ELEVATIONS
- A4.01 BUILDING SECTIONS

LEGEND:

- CG.00 CIVIL GRADES
- FG.00 FINISH GRADES
- EE.00 EXISTING GRADE
- TD.00 TOP OF STEEL DECK (ROOF)



1 Site Plan
1" = 20'-0"

NO.	DATE	DESCRIPTION
1	2015.06.18	PRELIMINARY
2	2015.06.18	REVISED
3	2015.06.18	REVISED
4	2015.06.18	REVISED



butler Architecture Inc.



PROJECT	NO.	DATE
1204	AS INDICATED	
ISSUE	ISSUE DATE	
REV	REV	
BY	DATE	
APPROVED		

A1.01

SITE PLAN

JUN 18 2015

069686

#7

DP

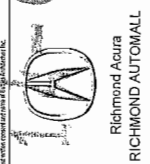
#2

669686

JUN 18 2015

GROUND FLOOR PLAN

A2.01

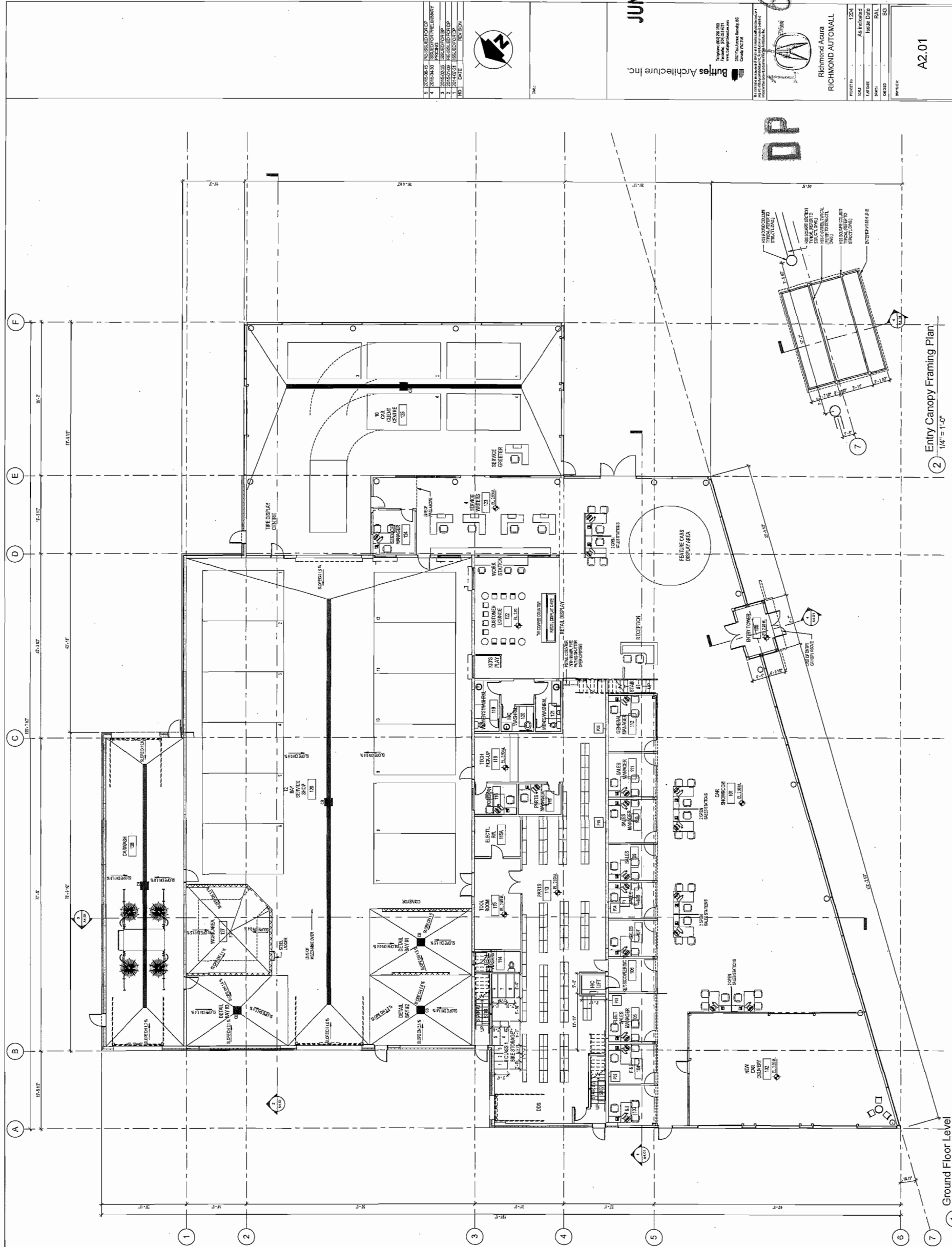


Richmond Acura
RICHMOND AUTOMALL

Burthes Architecture Inc.
3527 Fife Avenue, Richmond, BC
V6V 1K7
Tel: 604.278.2000
Fax: 604.278.2001
www.burthes.com



NO.	DATE	DESCRIPTION
1	2014.08.15	PRELIMINARY
2	2014.08.22	REVISION
3	2014.09.02	REVISION
4	2014.09.02	REVISION

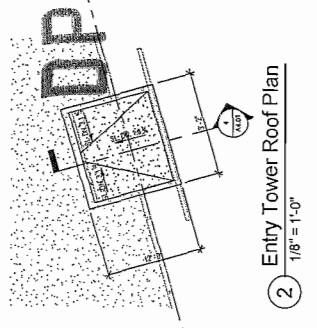
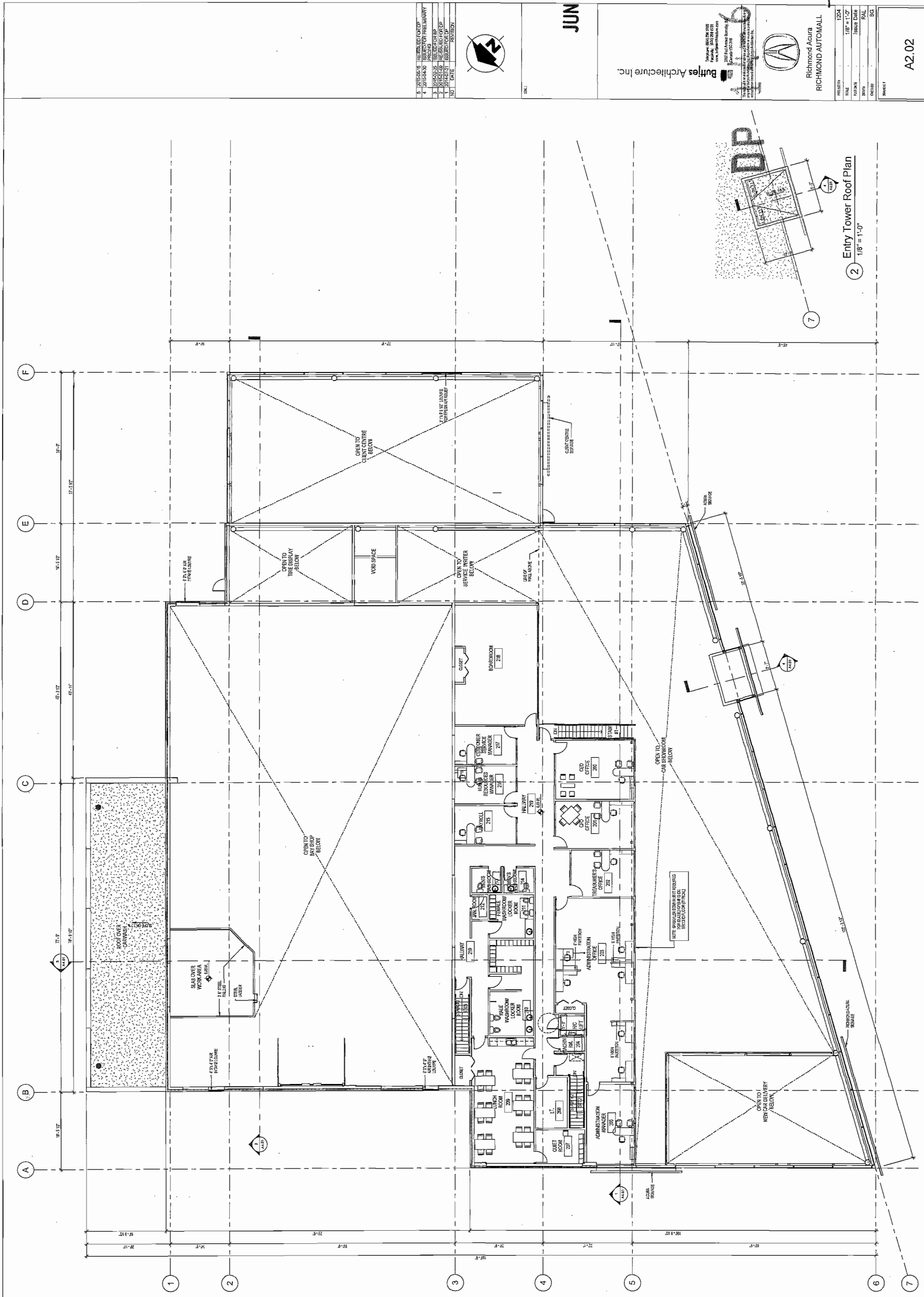


DP

2 Entry Canopy Framing Plan
1/4" = 1'-0"

1 Ground Floor Level
1/8" = 1'-0"

1 Second Floor Level
1/8" = 1'-0"



2 Entry Tower Roof Plan
1/8" = 1'-0"

NO.	DATE	ISSUED FOR	REVISION
5	10/16/14	REVISION FOR	
4	10/14/14	REVISION FOR	
3	10/14/14	REVISION FOR	
2	10/14/14	REVISION FOR	
1	10/14/14	REVISION FOR	



JUN 18 2015

Bullies Architecture Inc.

2001 Park Avenue Building
 Suite 200
 Richmond, VA 23261
 Phone: (804) 261-2300
 Fax: (804) 261-2301
 www.bulliesarch.com



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RICHMOND AUTOMALL

NO.	DATE	ISSUED FOR	REVISION
1204		1/8" = 1'-0"	
		ISSUE DATE	
		SCALE	
		DATE	
		BY	
		CHECKED	

A2.02

SECOND FLOOR PLAN

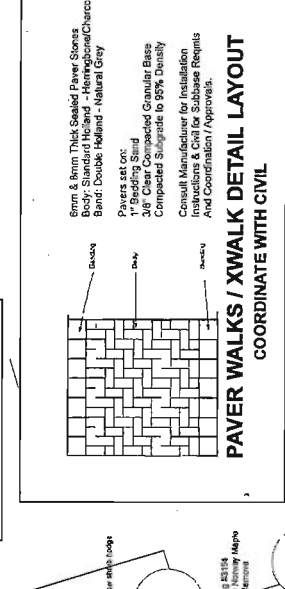
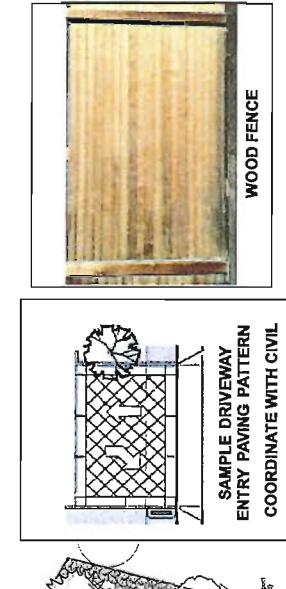
69686

#3



LANDSCAPE ARCHITECT
Landscapes
 2107 First Avenue, Suite 200
 Richmond, VA 23261
 Phone: 804.771.1111
 Fax: 804.771.1112
 www.landscapesinc.com

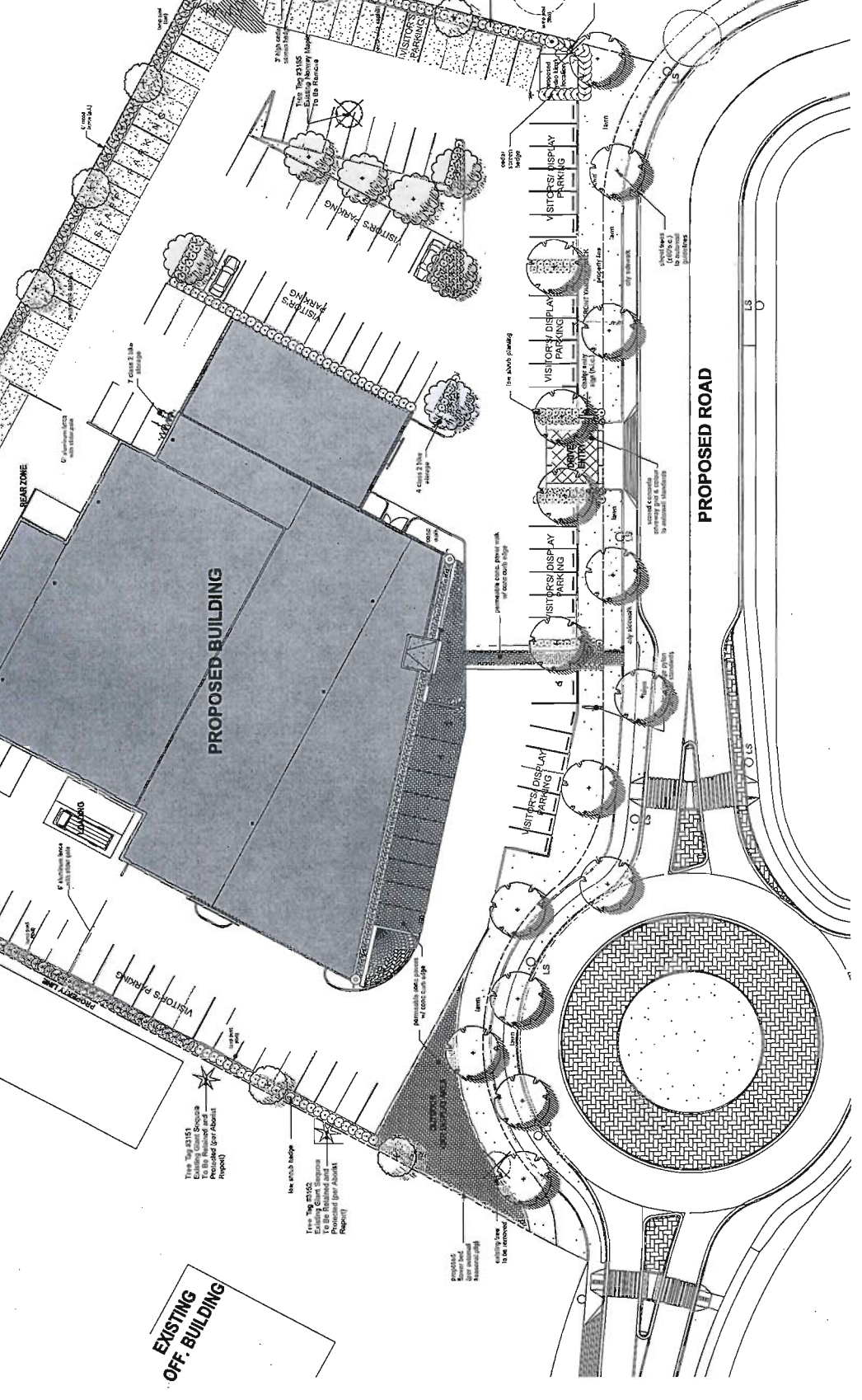
SYMBOL	CITY	BOTANICAL NAME	COMMON NAME	SIZE
	16	Castanea L. 'Stylyx'	Honey Locust Var.	7m tall / 1.5m cald
	7	Acer rubrum 'Monrovia'	Hopbush Var.	5m tall / 1.5m cald
	7	Styax japonica 'Pink Chime'	Japanese Blenheim	5m tall / 1.5m cald
	1	Chamaecyparis thuyoides	Honoki Cypress	2m H / 1.5m cald
	104	Azalea japonica 'Hinode'	Japanese Azalea	4.5' cald
	79	Buxus sempervirens	Boxwood Hedge (Support)	4.5' cald
	145	Thuja occidentalis 'Smaragd'	Emerald Green Cedar	1m H.
	19	Thuja occidentalis 'Smaragd'	Emerald Green Cedar	1.5m H.
	85	Prunella L. 'Old Lady'	Lavender Hedge	4.5' cald
	128	Cornus coccinea 'Aureovariegata'	Variiegated Dogwood	4.5' cald
	79	Juncus effusus	Rush	4.5' cald
	11	Flemingia (for fountain fountain)	Decorative fountain	1.0m cald



LEGEND

- INDICATES PERMEABLE ASPHALT
- COORDINATE WITH CIVIL
- 2 TREES TO BE RETAINED AND PROTECTED DURING CONST.
- 3 TREES TO BE REMOVED AND REPLACED PER CITY BYLAW.
- 6 NEW ON-SITE TREES REQUIRED
- 22 NEW ON-SITE TREES PROVIDED (SEE PLANT LIST)

SEE ARBORIST REPORT PREPARED BY: MIKE PACHA AND ASSOCIATES LTD.



PARKWOOD WAY

JUN 18 2015

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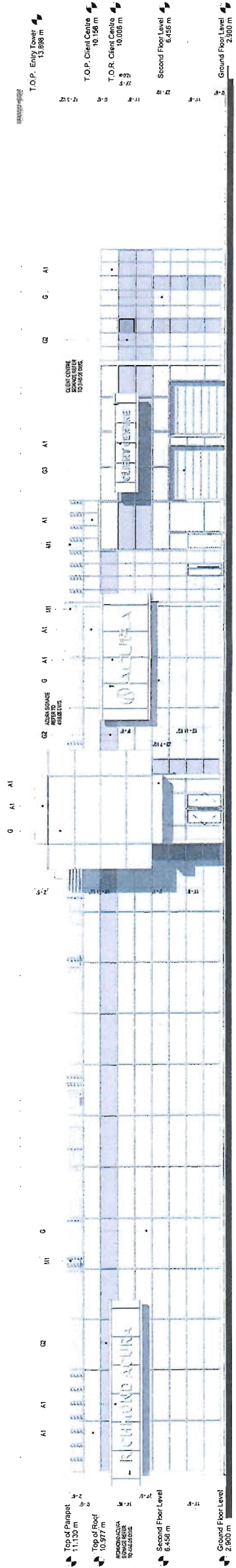
DP 14-669686

#4

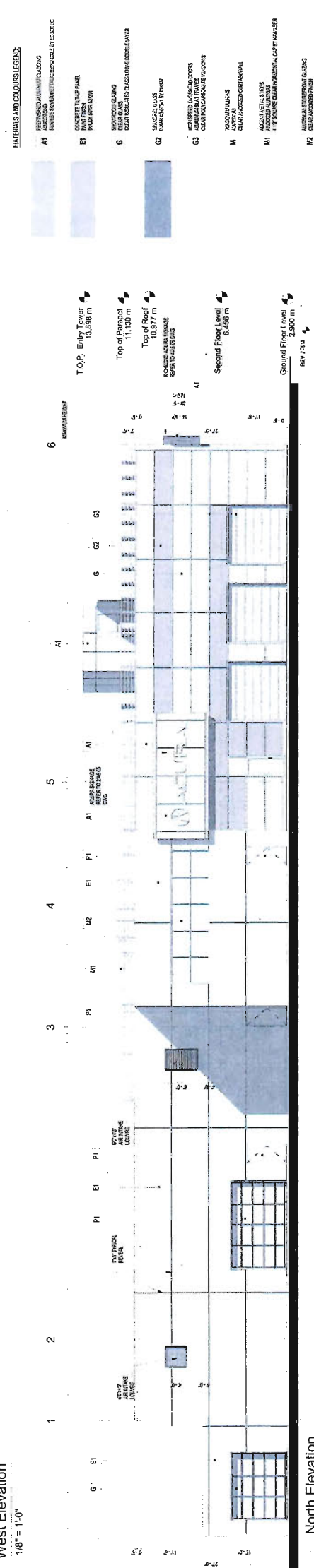
L1

PROJECT NO. : 1004
SCALE : 1/8"=1'-0"
DATE : JUN 18, 2014
DESIGNED BY : ACT
DRAWING # : L1

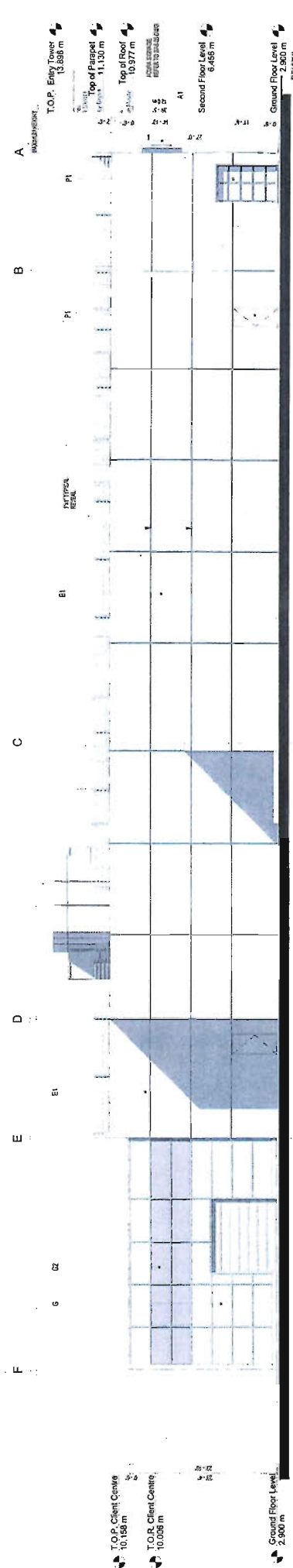
NO	DATE	ISSUE
10	JUN 18 2015	ISSUED FOR PERMITS
9	JUN 18 2015	ISSUED FOR DP
8	JUN 18 2015	ISSUED FOR DP
7	JUN 18 2015	ISSUED FOR DP
6	JUN 18 2015	ISSUED FOR DP
5	JUN 18 2015	ISSUED FOR DP
4	JUN 18 2015	ISSUED FOR DP
3	JUN 18 2015	ISSUED FOR DP
2	JUN 18 2015	ISSUED FOR DP
1	JUN 18 2015	ISSUED FOR DP



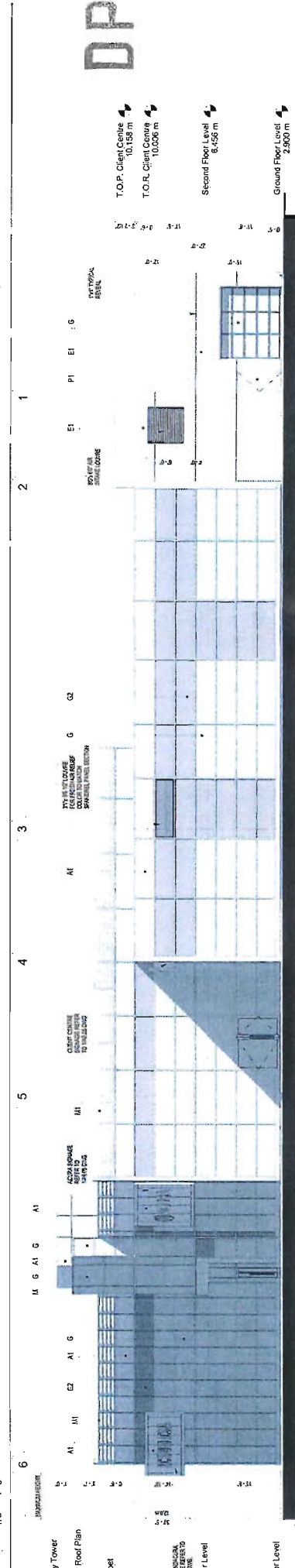
1 West Elevation
1/8" = 1'-0"



2 North Elevation
1/8" = 1'-0"



3 East Elevation
1/8" = 1'-0"



4 South Elevation
1/8" = 1'-0"

MATERIALS AND COLORS LEGEND

A1	PERFORATED ALUMINUM CLADDING AS PER MANUFACTURER'S SPECIFICATIONS FINISH TO MATCH EXISTING BUILDING
E1	CONCRETE TO EXPOSE PAINT FINISH AS PER MANUFACTURER'S SPECIFICATIONS
G	ROOFING SYSTEM AS PER MANUFACTURER'S SPECIFICATIONS COLOR TO MATCH EXISTING BUILDING
G2	GLAZED GLASS AS PER MANUFACTURER'S SPECIFICATIONS
G3	ROOFING SYSTEM AS PER MANUFACTURER'S SPECIFICATIONS COLOR TO MATCH EXISTING BUILDING
M	PAINT FINISH AS PER MANUFACTURER'S SPECIFICATIONS
M1	ASBESTOS-CONTAINING PAINT FINISH AS PER MANUFACTURER'S SPECIFICATIONS
M2	PAINT FINISH AS PER MANUFACTURER'S SPECIFICATIONS
P1	EXTERIOR PAINT AS PER MANUFACTURER'S SPECIFICATIONS

- 2014-04-14 RE-DESIGN FOR DP
 - 2014-04-14 RE-DESIGN FOR DP
 - 2014-04-14 RE-DESIGN FOR DP
 - 2014-04-14 RE-DESIGN FOR DP
- NO DATE REVISION

JUN 18 2015

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14-669686

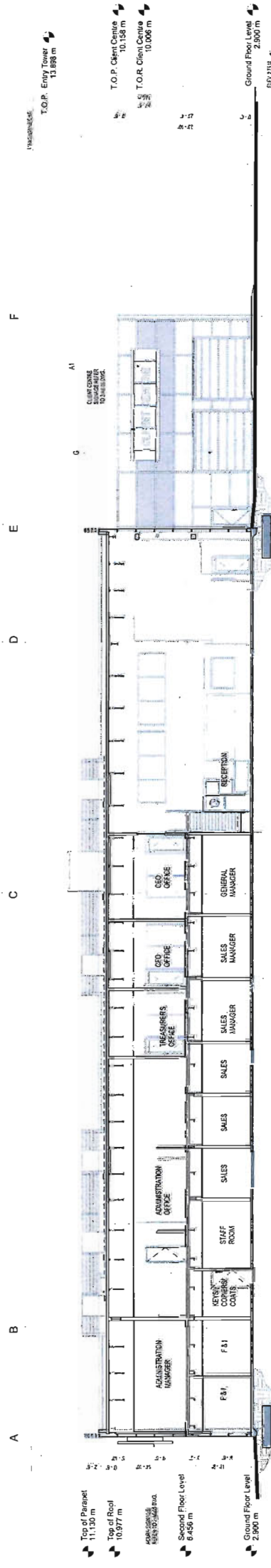
DP

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RICHMOND AUTOMALL

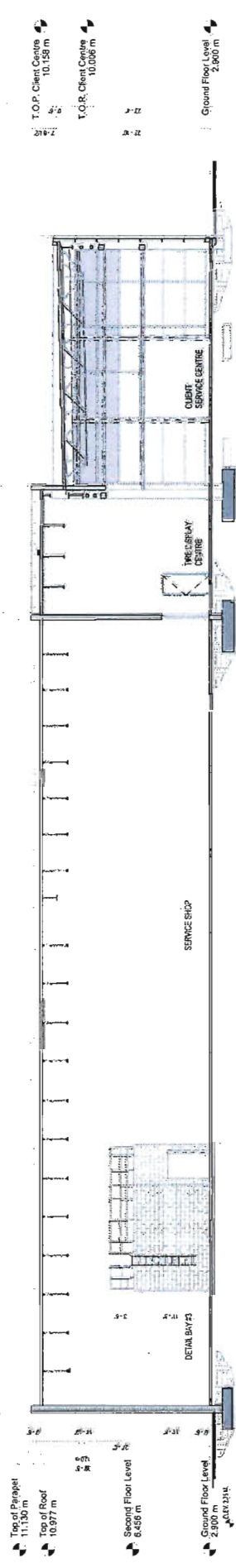
1204
As Indicated
Issue Date
RAL
BIG

A3.01

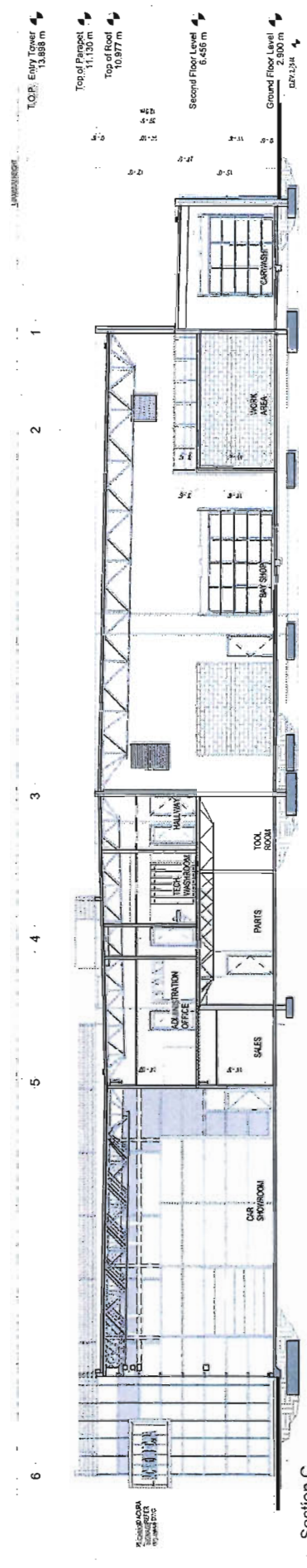
BUILDING ELEVATIONS



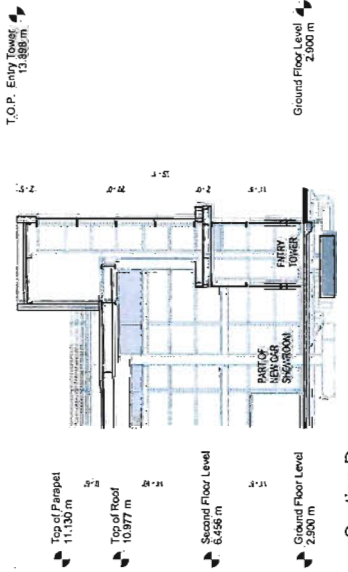
Section A
1/8" = 1'-0"



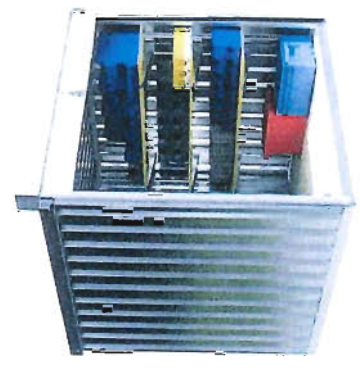
Section B
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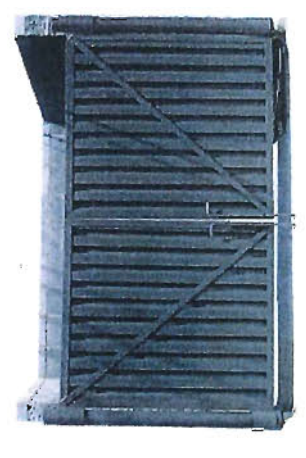
Section C
1/8" = 1'-0"



Section D
1/8" = 1'-0"



PROPOSED OUTDOOR STORAGE SHED
PAINTED METAL CC-544
OVERCOAT SEMI-GLOSS
BY BENJAMIN MOORE



PROPOSED GATE FOR GARBAGE RECYCLING
PAINTED METAL CC-544
OVERCOAT SEMI-GLOSS
BY BENJAMIN MOORE

- 5. 2015-06-15 RELEASED FOR CP
- 4. 2015-04-30 ISSUED FOR PRELIMINARY
- 3. 2015-02-25 PROCEED FOR SP
- 2. 2015-01-05 RELEASED FOR CP
- 1. 2014-12-15 ISSUED FOR CP
- NO. DATE REVISION

JUN 18 2015

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1204
1/8" = 1'-0"
Issue Date
RAL
BG

DP 1/4 69686

#6

A4.01

BUILDING SECTIONS