



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: July 6, 2017

From: Wayne Craig
Director, Development

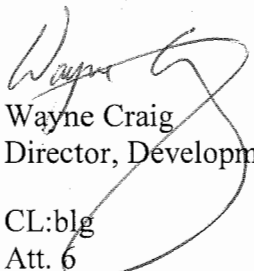
File: DP 16-741123

Re: Application by Christopher Bozyk Architects Ltd. for a Development Permit at
13100 Smallwood Place

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a two-storey auto dealership building and a single-storey car wash building at 13100 Smallwood Place on a site zoned Vehicle Sales (CV); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum required number of on-site loading spaces from two medium size and two large size, to 1 medium size on-site loading space; and
 - b) Increase the maximum permitted height for the principal building from 12.0 m to 15.5 m.


Wayne Craig
Director, Development

CL:blg
Att. 6

Staff Report

Origin

Christopher Bozyk Architects Ltd. has applied to the City of Richmond for permission to develop a two-storey auto dealership building containing retail sales, auto services, and rooftop vehicle parking, as well as a free-standing one-storey car wash building at 13100 Smallwood Place on a site zoned "Vehicle Sales (CV)" (Attachment 1). The site is currently being pre-loaded in preparation for the proposed development.

The applicant has provided copies of letters from the Richmond Auto Mall's Board of Directors confirming support for the proposal (Attachment 2).

A Zoning Text Amendment is also proposed with this project under Richmond Zoning Bylaw 8500, Amendment Bylaw 9672, to increase the maximum permitted Floor Area Ratio (FAR) to 0.70 for the subject site (ZT 16-754143). Bylaw 9672 was granted 3rd reading following the Public Hearing held on April 18, 2017.

A Servicing Agreement is required to be entered into prior to final adoption of the rezoning bylaw for a drainage upgrade, site service connection design, as well as removal of one existing driveway crossing and reinstatement of the boulevard to match the adjacent existing condition along Smallwood Place.

Development Information

Please refer to the attached Development Application Data Sheet for a comparison of the proposed development data with the relevant Zoning Bylaw requirements (Attachment 3).

Surrounding Development

The subject property is located within the Richmond Auto Mall at the northeast corner of the intersection of Westminster Highway and Jacombs Road. Existing land uses and development immediately surrounding the subject site is as follows:

- To the North, immediately across Smallwood Place, is an existing auto dealership on a site zoned "Vehicle Sales (CV)" within the Richmond Auto Mall at 13171 Smallwood Place.
- To the South, across Westminster Highway and a frontage road further south, are large properties zoned "Agriculture (AG1)" in the Agricultural Land Reserve (ALR), which contain single-family dwellings and accessory buildings.
- To the East, is an existing Auto dealership on a site zoned "Vehicle Sales (CV)" within the Richmond Auto Mall at 13220 Smallwood Place.
- To the West, across Jacombs Road, is the "Richmond Nature Park East" on a site zoned "School & Institutional Use (SI)" at 5991 Jacombs Road.

Rezoning and Public Hearing Results

During the rezoning process, staff identified general refinements to the proposed architectural and landscape plans, as well as review of the proposal by the Advisory Design Panel at the Development Permit application review stage:

The Public Hearing for the rezoning of this site was held on April 18, 2017. There were no written submissions or speakers at the Public Hearing and the rezoning bylaw was given second and third readings. The applicant is in the process of completing the items required prior to rezoning approval, and the rezoning bylaw is anticipated to be adopted in the Fall of 2017.

Staff Comments

The proposed development plans attached to this report (Plan # 1 to Plan # 3.e.) have satisfactorily addressed the planning and design issues identified as part of the review of this Development Permit application. The proposal also complies with the intent of the applicable sections of the Official Community Plan and East Cambie Area Plan, as well as being generally in compliance with the "Vehicle Sales (CV)" zone, with the exception of the zoning variances noted below.

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

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

- a) Reduce the minimum required number of on-site loading spaces from two medium size and two large size, to 1 medium size on-site loading space; and
- b) Increase the maximum permitted height for the principal building from 12.0 m to 15.5 m.

(Staff supports the proposed variations for the following reasons:

- *Due to the unique context and operating characteristics within the Richmond Auto Mall, the proposed variations are consistent with those that have been granted to other nearby auto dealerships in recent years.*
- *While the one medium-sized on-site loading space proposed adjacent to the loading bay on the west side of the main building accommodates the receipt and delivery of small-scale goods and materials associated with the auto dealership and service centre, all delivery of vehicles for sale by automobile transport trucks occurs at curb side during non-peak traffic hours, which is the standard practice for all dealerships within the Richmond Auto Mall.*
- *All automobile deliveries to the site are coordinated by the Richmond Auto Mall Association (RAMA). Prior to issuance of the 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.*
- *The proposed height of the auto dealership building is 11.81 m to the top of the main parapet; with portions of the building continuing to a maximum height of approximately 15.44 m for the elevator overrun, stairway structures, storage and screened mechanical equipment. Staff feel that the use of the rooftop level for proposed vehicle storage/employee parking and the proposed building height variance*

to facilitate the various rooftop functions increases the building's functional efficiency and supports on-site densification within the Auto Mall, rather than utilizing commercial land elsewhere for this purpose. The proposed rooftop functions will not significantly affect adjacencies by casting shadows, obstructing views or introducing overlook concerns.

- *The applicant has provided a letter from the RAMA, confirming they have no concerns with the proposed building height variance.*

Advisory Design Panel Comments

The Advisory Design Panel review of the proposal was held on June 7, 2017. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the meeting is attached for reference (Attachment 4). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Related Policies

- As part of the associated application for a Zoning Text Amendment (ZT 16-754143), the proposed land use at the subject site was reviewed and has been found to be consistent with applicable policies and designations in the City's Official Community Plan/East Cambie Area Plan, Floodplain Management Implementation Strategy, and Aircraft Noise Sensitive Development Policy.
- The Ministry of Transportation and Infrastructure (MOTI) has granted final approval of the proposed Zoning Text Amendment at the subject site; which is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road.
- The Ministry of Environment (MOE) has granted the necessary release for the City of Richmond to proceed with the Zoning Text Amendment and Development Permit applications at the subject site, however, the applicant is still required to conduct a site investigation for potential contamination issues and to obtain one of the contaminated sites legal instruments or alternative MOE release before any further applications to the City can be approved.

Existing Legal Encumbrances

- There is an existing statutory right-of-way for utilities along the north and west property lines that is registered on title, to which the City is a party (X135851, Plan 68776). With the drainage upgrade required as part of the Servicing Agreement, the storm sewer located along the west property line is being relocated to within Jacombs Road, thereby eliminating the City's interest in a right-of-way for the storm sewer over that portion of the property. Following completion of the required storm sewer relocation and upgrade, the City's interest in the portion of the right-of-way along the west property line must be discharged from title at the initiation of the applicant to accommodate the proposed landscaping in that portion of the property.
- There is also a covenant (Y2390) registered on title to ensure that the original development at the subject site was consistent with the original Development Permit (DP 84-134). Prior to

Council issuance of this Development Permit, Covenant Y2390 is required to be discharged from title.

- A legal notation regarding a previous Development Variance Permit registered on title on July 30, 1987 (DF AA144826) is also required to be discharged from title prior to Council issuance of this Development Permit.
- The applicant is required to ensure that the proposed development at the subject site does not conflict with any other third party charges registered on title.

Conditions of Adjacency

- The subject site is bordered by existing auto dealerships to the north and east, which are separated from the proposed development by the intervening Smallwood Place, as well as by perimeter landscaping and surface parking on those sites.
- The site is located more than 60 m (196 ft.) from existing residential dwellings on ALR land on the south side of the Westminster Highway, and more than 20 m (65 ft.) from the Richmond Nature Park East on ALR land on the west side of Jacombs Road.
- Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to identify an ALR buffer area along the south and west property lines and to ensure that landscaping planted within the buffer area is maintained and will not be abandoned or removed.
- 1.5 m high solid fencing is proposed on-site along the south property line parallel to Westminster Highway and along a portion of the west property line parallel to Jacombs Road to partially screen proposed buildings. New trees and soft landscaping are also proposed adjacent to the fencing to provide further screening and softening of the south and west building elevations.
- The single-storey accessory car wash building located at 3.0 m from the southwestern site boundary is largely screened by the proposed perimeter fencing and landscaping, and has a deliberately simplistic design to allow visual emphasis on the dynamic elements of the main building behind it. Prior to Building Permit issuance, the applicant is required to provide information to confirm that the car wash will comply with the Noise Regulation Bylaw No. 8856.

Urban Design and Site Planning

- The proposal involves redevelopment of the site to accommodate a two-storey building containing an auto dealership, showroom, offices, automotive service centre, and interior and rooftop level vehicle parking, as well as a free-standing one-storey car wash building, and associated surface parking and perimeter landscaping.
- The proposed Site Plan (Plans # 1 to 1.b.) illustrates the design: a principal two-storey building in the centre of the subject site, with surface parking and landscaping located around the perimeter. A secondary one-storey car wash building and a screened garbage/recycling enclosure are proposed in the southwest portion of the site.
- The pedestrian realm along Smallwood Place will be enhanced with the proposed development of the site by closing one driveway crossing, as well as landscape treatment of

the City boulevard and site perimeter with grass and layered planting beds consisting of groundcover, shrubs, and trees. Vehicle parking is proposed to be set back a minimum of 3.0 m from the property line and treated with permeable pavers. On-site improvements to the pedestrian realm are also proposed along Jacombs Road by removing a portion of the solid perimeter fencing at the north end of the west property line to create visual interest, and by shifting the remaining fencing along the west property line to accommodate a wider planting bed for the proposed groundcover, shrubs and new trees.

- Vehicle access to and from the site is proposed via two driveway crossings along Smallwood Place. On-site circulation for vehicles, small-scale deliveries, garbage collection trucks, and fire trucks is proposed over the drive-aisle, which forms a loop around the main building.
- Pedestrian access to and from the site is proposed from Smallwood Place to the building's main entry via a wide patterned concrete pathway, flanked by treed planting islands and seating. The pathway continues along the north side of the main building and wraps around the northwest corner of the building to provide for well-defined on-site pedestrian circulation (minimum 1.5 m wide).
- On-site storage of garbage and recycling is proposed in a screened enclosure in the southwest corner of the site, which is further screened by solid perimeter fencing along the south property line and next to the west property line. The enclosure is adequately sized to contain the required number of City-required containers and is proposed be clad in the same material as the car wash building and portions of the principal building. Vehicle access to the enclosure by the collection truck is via the drive-aisle that loops around the main building. Automotive waste materials are proposed to be stored in both the main building (e.g. waste motor oil and filters etc.) and the exterior garbage and recycling enclosure (e.g. pallets and tires).

Parking and Loading

- Richmond Zoning Bylaw 8500 requires a total of 248 vehicle parking spaces for the different uses proposed on-site (e.g. vehicle sale, office, storage, service/detail/car wash bays). 175 vehicle parking spaces are proposed on-site in the surface parking area, and 208 vehicle parking spaces are proposed within the building for employee parking and car storage, for a total of 383 spaces.
- Of the total vehicle parking spaces proposed on-site, six accessible parking spaces and three electric vehicle charging stations are proposed near the main building's entry points.
- In accordance with Richmond Zoning Bylaw 8500, a total of 22 long-term bike parking spaces are proposed within the main building in a secured bike storage room (Class 1), and 27 short-term bike parking spaces are proposed near the main building's entry points along the pedestrian pathway that runs across the north and northwest sides of the building.
- One medium-sized loading space is proposed on-site next to the loading bay on the west side of the main building to receive small-scale goods and materials associated with the auto dealership and service centre. As discussed earlier in this report, a request to reduce the required number of on-site loading spaces from two medium and two large-sized spaces down to one medium-sized space is proposed.

Architectural Form and Character

- The form and character of the proposed auto dealership building is compatible with other recent development within the Richmond Auto Mall, and complies with the design guidelines of the associated corporate brand and RAMA. Nonetheless, effort has been taken to provide a continuous primary building frontage along Smallwood Place and to create a dynamic experience at the prominent northwest corner of the site through the use of a distinct protruding building element, which is consistent with the City's commercial building design guidelines in the OCP to architecturally anchor the corner and act as a visual landmark.
- Building recesses and vertical architectural elements introduce variation and articulation to the building facades and building mass. Subtle differences in cladding materials and colours also assist with providing visual interest and breaking the building down into smaller components. Slight variations in building height are also proposed through the use of parapets, which also provide screening of the rooftop parking.
- The north building elevation orientated towards Smallwood Place, is characterized by generous use of solar controlled low-E vision glass that is broken up by glazed vertical sunshade blades, horizontal white aluminum composite panels, spandrel glass panels, and a digital media screen behind horizontal structural glass. The east portion of the north elevation that contains the auto service centre is proposed to be treated with a high-quality glazed overhead door system on the main level and light-coloured horizontal metallic cladding with spandrel glass panels on the second level.
- The west and east building elevations also include a mix of cladding materials, such as vision glass, spandrel glass panels, metal mesh sun shading and screening, as well as light and dark-coloured horizontal metallic cladding.
- The south building elevation along Westminster Highway is primarily treated with a light-coloured horizontal metallic cladding, with a protruding vehicle display element at the southwest corner of the building on the second level that is characterized by both vision and spandrel glazing along with a horizontal white aluminum composite panel system, which wraps around the corner to the west building elevation. The southeast corner of the building includes a recessed and covered outdoor amenity area with a glazed guardrail. The lower level of the south building elevation, which contains several auto service and detail bays is screened by solid perimeter fencing on-site that runs along the south property line.
- The accessory car wash building is limited to a single storey and is clad in a light-coloured metallic corrugated finish that is also used on parts of the main auto dealership building. The applicant has advised that the form and detailing of the car wash building was deliberately kept simple to allow visual emphasis on the main auto dealership building behind it.
- A concept for the proposed building signage is shown on the architectural elevation plans, which appears minimal and is limited to the north and south facades. A small pylon sign is also proposed on-site at the west driveway crossing, which the applicant indicates is currently being reviewed by the owner and RAMA for consistency with the proposed updates to the Richmond Auto Mall design guidelines. All signage associated with the proposal will comply with the Sign Bylaw No. 5560.

Landscape Design and Open Space Design

- The applicant submitted a Certified Arborist's Report as part of the Zoning Text Amendment application (ZT 16-754143); which was reviewed by the City's Tree Preservation Coordinator and the City's Parks Department staff. The Tree Removal and Preservation Plan in Attachment 4 reflect the final results of tree assessment; which is also summarized in the table below.

	Tree #	Total	Location
Trees to be retained	2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113	9	On-site at 13100 Smallwood Place
	OS1	1	Shared with neighbouring property at 13220 Smallwood Place
	OS2 to OS9	8	Westminster Highway frontage on City-owned property
	C1, C2, C6, C7	4	In boulevard along Smallwood Place on City-owned property
Total		22	
Trees to be removed	C11 to C20	9	On-site at 13100 Smallwood Place
	C3, C4, C5, C8, C9, C10	6	In boulevard along Smallwood Place and Jacombs Road on City-owned property
Total		15	

- The existing hedge along the east property line, which provides screening of the surface parking spaces along that portion of the site, is proposed to be retained.
- Prior to final adoption of the rezoning bylaw, the applicant must submit a Contract with a Certified Arborist for on-site supervision of retained trees at development stage, and tree survival securities for the 22 trees to be retained.
- In accordance with the 2:1 tree replacement ratio specified in the OCP, a total of 18 replacement trees are required to be planted and maintained on-site for the nine trees proposed to be removed (minimum 6 cm deciduous caliper or 3.5 m high conifer). The applicant is also required to submit a cash-in-lieu contribution to the City's Tree Compensation Fund prior to final adoption of the rezoning bylaw for the six trees to be removed from City-owned property.
- The Landscape Plan (Plans # 2 to 2.f.) shows the trees to be protected, as well as the 40 new trees that are proposed to be planted on-site in excess of the required number of replacement trees. Both deciduous and coniferous trees of a variety of sizes are proposed in the Landscape Plan (e.g., Maple, Katsura, Honeylocust, Ginkgo, Pine). In addition to tree planting on-site, a variety of groundcovers and shrubs are also proposed in prominent locations to minimize the visual impact of the proposed surface parking (e.g., Salal, Kinnikinnick, Dwarf Blue Juniper, Boxwood, Festuca, Honeysuckle, Dwarf Mugo Pine, Snowberry, Feather Grass, and Prairie Fire Sedge).

- To ensure that the proposed Landscape Plan and replacement trees are installed and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of 100% of a cost estimate prepared by the Registered Landscape Architect (including all materials, installation, and a 10% contingency) prior to Development Permit issuance.
- The applicant has confirmed that an in-ground irrigation system will be installed, as noted on the Landscape Plan.
- Solid perimeter fencing is proposed above a new retaining wall along the south property line abutting Westminster Highway. In the northwest corner of the property, a portion of the existing perimeter fencing is to be removed, which will enhance this prominent corner of the site. The remaining existing perimeter fencing on-site along the west property line abutting Jacombs Road is proposed to be relocated slightly east to enable a wider planting bed to consist of groundcover, shrubs and new trees.
- Permeable pavers are proposed for a portion of the surface parking spaces on-site next to the Smallwood Place frontage, along the north side of the main building, and wrapping around the northwest corner of the building. Vehicle and pedestrian entrances to the site are defined using scored, patterned concrete in accordance with RAMA guidelines.
- Green roof tiles with irrigation are proposed over a structural roof slab and assembly on the car wash building.

Environmental Sustainability

- The applicant indicates that the overall site design and increased density maximizes efficient use of the land and avoids the need for satellite office, shop, and inventory operations elsewhere. Sustainability considerations employed in the building's design are:
 - extensive glazing in the showroom and shop areas where possible to optimize natural light, while having a lower window to wall ratio elsewhere in the building for thermal efficiency;
 - high-efficiency mechanical and hot water heating systems; and
 - all LED lighting to reduce energy consumption.
- A green roof tile system is proposed for the car wash building, as is a water filtration and recovery system, which will enable 90% reuse of washwater, as well as improvement of the quality of residual wastewater discharged to the sanitary sewer, for which a permit must be obtained from Metro Vancouver (Attachment 5).
- Information provided by the applicant's civil consultant indicates that the storm water management system proposed with the development is designed to reduce the amount of runoff entering the City's drainage system by at least 20% as compared to a conventionally designed system. This is proposed to be achieved through the use of permeable hardscape, as well as an infiltration swale to provide for stormwater retention and infiltration of a portion of site run-off. Additional information will be included as part of the Building Permit application process to demonstrate compliance with the City's Green Roof Bylaw.
- The applicant has proposed three Electric Vehicle Charging Stations within the surface parking area along the north and west sides of the main building. Registration of a legal

agreement on Title to secure the number and location of proposed Electric Vehicle Charging Stations is required prior to issuance of the Development Permit.

- The proposal includes long-term bike storage, as well as end-of-trip facilities; such as change rooms, showers, and lockers for employees as encouraged in the design guidelines in the OCP.

Crime Prevention Through Environmental Design

The applicant has provided the following statement about how the proposal responds to the four main principles of Crime Prevention Through Environmental Design (CPTED):

- **Natural Surveillance:** Extensive LED lighting is used both in the building and on-site as part of the landscape treatment. Existing mature trees are maintained, while other planting is low-level to allow for optimum sightlines and visibility. Extensive glazing on the main facades allows constant passive surveillance throughout opening hours. The site plan is designed to have no 'dead-ends', increasing personal security for its users. Although fencing is provided along the south, east and west perimeters; the north and northwest site boundaries are open to allow maximum passive surveillance. Driveways and pathways are orientated toward the main building entrance areas.
- **Natural Access Control:** Separate vehicular and pedestrian access to the subject site is clearly delineated from Smallwood Place and helps provide a series of thresholds up to the main building entry points. Throughout the site, the vehicle drive-aisle, pedestrian pathways, and adjoining landscape guide people easily to their destination. Site perimeters are landscaped and also have attractive fencing at the 'back of house' area.
- **Territorial Reinforcement:** The main facades of the building are separated from the road by layers of landscaping and surface parking. With additional pedestrian pathways on-site and smaller incidental landscape immediately adjacent to the building, thresholds are formed without creating any obvious barriers.
- **Maintenance:** The property owner has a dedicated maintenance team providing continual assessment of property condition. As with their other properties, any 'nuisance' items will be rectified as they occur. It is worth noting that the proposed building material panels are modular and can be replaced if necessary.

Accessibility

The applicant has provided the following statement about how the proposal responds to the design guidelines for accessibility:

- Due to favorable site gradients, there are no stepped pedestrian entrances or abrupt changes in level required, therefore no ramps are required. There is permanent and firm slip-resistant concrete surface.
- The proposed pathways on-site surrounding the building are a minimum of 1.5 m clear.
- Six accessible vehicle parking spaces are proposed adjacent to the auto dealership building's main point of entry, which will be clearly identified as being for use by persons with disabilities.

- Main building entries are to use fully automatic doors activated by motion detectors, which are proposed to be fully accessible for all building users.
- Separate universal access washrooms are proposed on both the main and second floors. Fully accessible stalls are also provided in each of the main public washrooms. Accessible washrooms are designed according to best practice as per the BC Building Access Handbook.
- Manifestations are to be used on all interior glass for the benefit of persons with visual impairments, and all interior signage and finishes are to be in accordance with best practice as set out in the BC Building Access Handbook.
- Interior corridors have a minimum 1.2 m clear width, with no obstructions below 1.98 m. All doors are to be a minimum 0.8 m of clear opening. Where double doors have an uneven leaf, at least one leaf is to have a minimum clear opening of 0.80 m. All door thresholds are to be flush or have maximum difference in level of 0.013 m.
- All hardware is to be lever handle type or have a push plate/door pull option.
- There are two elevators in the building serving both the main and second floors for use by the public; one of which also serves the rooftop parking area for use only by employees and for inventory. These elevators both have a minimum door width of 0.91 m and have minimum internal dimensions of 1.725 m by 1.37 m.
- Stairs are proposed to have a textured non-slip finish, closed risers, contrasting nosing, and handrails with a height of 0.92 m as measured from the nose of the stairs on both sides. Tactile warning strips are to be installed at the top of each flight. Handrails are to be continuous or extend beyond the stairs.

Public Art

- The Public Art Policy applies to the proposed development as the total buildable floor area exceeds 2,000 m². The recommended public art contribution based on the proposed buildable area at the subject site is approximately \$51,762 (\$0.43/ft² for commercial use). The Applicant may contribute directly to the Public Art Reserve Fund for City-wide projects, or consider integrating public art on-site with the development.
- The applicant has indicated an interest in integrating public art on-site with the proposed development. If proposing to commission public art on-site, the applicant is required to submit the contribution to the Public Art Reserve Fund in the amount of \$51,762 and to submit a Detailed Public Art Plan prepared by a recognized public art consultant prior to Council issuance of the Development Permit for subsequent staff review and recommendations from the Richmond Public Art Advisory Committee for City approval prior to occupancy of the building.

Conclusion

The auto dealership building and car wash building proposed in the context of the subject site's location in the Richmond Auto Mall responds to the design objectives articulated in the East Cambie Area Plan and the OCP for commercial development.

The character of the proposed buildings is consistent with existing newer development within the Auto Mall and the proposed building mass and height are respectful of adjacent land uses.

The densification of the site contributes to maximizing the function of the Richmond Auto Mall and supports OCP objectives for economic growth while preserving commercial land that is located elsewhere in the City.

Staff recommend that the proposed Development Permit be endorsed, and considered for issuance by City Council.



Cynthia Lussier
Planner 1
(604-276-4108)

CL: blg

Attachment 1: Location Map

Attachment 2: Letters of support from Richmond Auto Mall Association

Attachment 3: Development Application Data Sheet

Attachment 4: Excerpt from the Minutes to the June 7, 2017 Advisory Design Panel Meeting

Attachment 5: Tree Removal & Preservation Plan (T-1)

Attachment 6: Specifications for the proposed car wash water filtration and recovery system

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

1. Submission of a letter from RAMA supporting off-site vehicle loading/unloading and confirming RAMA's role in coordinating all vehicle deliveries.
2. City acceptance of the applicant's voluntary contribution of \$51,762 (\$0.43/ft² for commercial uses) the City Public Art Reserve Fund for City-wide projects. Note: If commissioning public art on-site, the applicant is required to submit the contribution as well as to submit a Detailed Public Art Plan prepared by a recognized public art consultant prior to Council issuance of the Development Permit for subsequent staff review and recommendations from the Richmond Public Art Advisory Committee for City approval prior to occupancy of the building.
3. Discharge of the legal notation regarding the previous Development Variance Permit registered on title July 30, 1987 (DF AA144826).
4. Discharge of Covenant Y2390 that is registered on Title of the subject site for the original Development Permit (DP 84-134).
5. Registration of a legal agreement on Title to secure the number and location of proposed Electric Vehicle Charging Stations.
6. Receipt of a Letter-of-Credit for landscaping in the amount of \$304,590.00 (including all materials, installation costs, and a 10% contingency).

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

- Submit information to confirm that the car wash will comply with the Noise Regulation Bylaw No. 8856.
- Incorporation of all accessibility features identified in Development Permit plans and necessary reconfigurations as committed to in response to the comments of the Advisory Design Panel, as identified in Attachment 3 of this report.
- Conduct a site investigation for potential contamination issues and to obtain one of the following contaminated sites legal instruments from the Ministry of Environment (MOE); such as: a Determination that the site is not a contaminated site; a Voluntary Remediation Agreement; an Approval in Principle of a remediation plan; Certificate of Compliance confirming the satisfactory remediation of the site; or an alternate notice of release from the MOE that the City may proceed with approval of the Building Permit application.
- 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 Department at 604-276-4285.*
- Submission of a Construction Traffic and Parking Management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>).
- If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.

Following completion of the required storm sewer upgrade and relocation to Jacombs Road (as detailed in the scope of works for the Servicing Agreement):

- The City's interest in the portion of statutory right-of-way X135851 (Plan 68776) along the west property line of the subject site must be discharged from title at the initiation of the applicant.

[illegible]



June 23, 2016

MEMO TO: Christian Chia, OpenRoad Toyota Richmond
FROM: RAMA Board of Directors

RE: OpenRoad Toyota Richmond Building Design Application

Dear Christian,

This letter is to inform you that your building design application submitted on June 21, 2016 for the new OpenRoad Toyota Richmond dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

We note that the maximum Floor Area Ratio of .7 is higher than the municipal bylaw of .5 and that the height of the stair and elevator tower exceeds the bylaw maximum of 12m by 2.86 m. Based on the variances granted on the recent Audi and Jaguar LandRover applications on these same two issues, the Board has also approved the variances on your application.

If you have any questions, please don't hesitate to call. On behalf of the Directors and myself, we wish you the very 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



May 19, 2017

MEMO TO: Christian Chia, OpenRoad Toyota Richmond

FROM: RAMA Board of Directors

RE: OpenRoad Toyota Richmond Development Permit Application

Dear Christian,

This letter is to inform you that the Richmond Auto Mall Association is in agreement with the changes set out in the letter from City Planner, Cynthia Lussier, in her letter of May 8, 2017 regarding your development permit application (file DP 16-741123) for the new OpenRoad Toyota Richmond dealership in the Richmond Auto Mall.

If you have any questions, please don't hesitate to contact me. We look forward to the successful completion of your new facility!

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', with a stylized flourish at the end.

Gail Terry
General Manager
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval



DP 16-741123

Attachment 3

Address: 13100 Smallwood Place

Applicant: Christopher Bozyk Architects Ltd.

Owner: OpenRoad Auto Group Ltd.

Planning Area(s): East Cambie

	Existing	Proposed
Site Area:	15,932 m ² (171,491 ft ²)	15,924 m ² (171,405 ft ²) after the corner cut road dedication
Land Uses:	Vacant lot	Auto dealership and associated services
OCP Designation:	Commercial	No change
Area Plan Designation:	Commercial	No change
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV), with a Zoning Text Amendment to allow a maximum 0.70 FAR at the subject site
Other Designations:	ANSD Policy applies to the subject site, which is located in "Restricted Area (Area 1B)", where all new residential land uses are prohibited and some other noise sensitive uses will be considered	The proposed auto dealership and services is consistent with the ANSD Policy as it is a commercial use.

	Zoning Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	A Zoning Text Amendment is proposed to allow a maximum 0.70 FAR at the subject site	0.68 FAR	None permitted
Buildable Floor Area (m ²):	Max. 11,146 m ² (119,983 ft ²)	10,814 m ² (116,401 ft ²)	None permitted
Lot Coverage - Buildings:	Max. 50%	37.56%	None
Building Setbacks (m):	Front (north): Min. 3.0 m	16.00 m	None
	Rear (south): Min. 3.0 m	Principal building:	<ul style="list-style-type: none"> 10.63 m (roof level) 4.75 m (main floor)
		Gar/recycling enclosure:	3.0 m
	Interior Side (east): Min. 3.0 m	Principal building:	<ul style="list-style-type: none"> 20.38 m (roof level) 21.81 m (main floor)

	Zoning Bylaw Requirement		Proposed		Variance
	Exterior Side (west): Min. 3.0 m		Principal building:	<ul style="list-style-type: none">22.50 m (roof level)22.63 m (main floor)	None
			Car wash building:	3.0 m	
			Gar/recycling enclosure:	3.0 m	
Parking Setback (m):	3.0 m from a public road		3.0 m from Smallwood Place and Jacombs Road		None
Height (m):	Max. 12.0 m		Main roof parapet height:	11.81 m	Variance requested to increase the maximum permitted building height to 15.5 m
			SE stair, rooftop equipment/ storage:	13.00 m	
			NW elevator overrun:	15.44 m	
			Car wash:	5.21 m	
On-site Vehicle Parking Spaces:	Rate	# Spaces	<ul style="list-style-type: none">175 spaces in the surface parking area208 spaces within the building for employees and inventory		None
Vehicle Sales and Office:	3 spaces per 100 m ² gross leasable area	Min. 139			
Service Area, parts and storage:	1 space per 100 m ² gross leasable area; plus 3 spaces per service bay; plus 1 space per detail bay.	Min. 107			
Carwash:	1 space per bay	Min. 2			
Total:		Min. 248			
Accessible:	2% of the total required spaces	Min. 5	of which 6 are Accessible spaces		
On-site Bicycle Parking Spaces:	Rate	# Spaces	22 spaces		None
	Class 1 - 0.27 spaces per each 100 m ² of gross leasable area greater than 100 m ²	Min. 22			
	Class 2 - same	Min. 22			

	Zoning Bylaw Requirement		Proposed	Variance
On-site Loading:	Rate	# M/L Spaces	1 Medium size space	Variance requested to reduce the required number of on-site loading spaces to 1 medium size space
	Medium: 1 space, plus 1 for each 5000 m ² over 1860 m ² Large: 1 space for each 5000 m ² over 1860 m ²	Min. 2 Medium Min. 2 Large		
Amenity Space – Indoor:	1 m ² per 100 m ² of gross leasable area = 182 m ²		Approx 300 m ² For customers and employees	none

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

**Wednesday, June 7, 2017 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

1. DP 16-741123 - TWO-STOREY 10,814 S.M. CAR DEALERSHIP BUILDING AND ONE-STOREY 315 S.M. CAR WASH BUILDING

ARCHITECT: Christopher Bozyk Architects Ltd.

PROPERTY LOCATION: 13100 Smallwood Place

Applicant's Presentation

Keiran Walsh, Christopher Bozyk Architects, Ltd., Ken Larsson, Connect Landscape Architecture, and Moe Saboune, OpenRoad Toyota Richmond, presented the project and answered queries from the Panel.

(Tom Parker left at 6:06 p.m. and did not return.)

Panel Discussion

Comments from the Panel were as follows:

- *(Written comment submitted by Jubin Jalili and read into the record by Sara Badyal)*
- consider incorporating a water filtration system to allow re-use of water in the car wash facility to reduce the use of freshwater consumption;

A water filtration and recovery system is proposed within the car wash building that allows 90% reuse of water and improvement of the quality of residual wastewater discharged to the sanitary sewer.

- *(Comments of Tom Parker during Panel deliberation)*
- ensure accessibility for customers in wheelchair from the parking area into the building; ensure that automatic door openers for customers with disabilities are installed at the building entries;

An automatic door system will be used. There is a level threshold at this area. All disabled parking is located close to the main door.

- ensure accessibility of disabled employees of the dealership into the staff lunch room, washrooms and locker rooms on the second floor of the building;

Washrooms and locker rooms will be reconfigured to ensure accessibility for disabled persons. Lunch room is fully accessible.

- consider attaching the facility for disabled staff in the male and female locker room area on the second floor;

Locker rooms will be reconfigured to ensure accessibility for disabled persons.

- *(Comments of the Panel members present)*
- the applicant has successfully integrated building elements perpendicular to the streets fronting the three sides of the proposed development;
- proposed buildings materials are high quality; hierarchy is evident in the design of the building;
- the rectangular projecting element on the south side of the building facing Westminster Highway animates the street; buttressing under the element could be a bit bolder to make it more interesting; applicant should review the visibility of parked vehicles behind the trees fronting the south side of the building facing Westminster Highway;

Buttressing elements are required to support the projecting element. There is a ramp behind this element on both the main and second levels, which makes it difficult to support a cantilever. The finish of the supports is to be high quality architectural grade concrete. The angled shape of these supports helps add to the dynamic of the design. Parked vehicles within the surface lot will not be visible from Westminster Highway as there is fencing in place.

- appreciate the unbranded metal mesh sunshading at the west elevation;
- proposed location of the car wash building is not appropriate; consider offsetting the car wash building further away from the fence at the west side and relocating the vehicle parking at the east side of the facility;

The car wash building is a low-level building located 3 m from the western site boundary. It is situated here as it forms the last step (cleaning) of all cars before they leave the site. There are extensive trees and vegetation proposed in this area. The carwash building is also proposed to be screened by a fence which is proposed to be relocated to provide additional landscape to Jacombs Road. The building is clad in a corrugated metal with a light coloured metallic silver finish. The form of this building was kept deliberately simple to help offset the dynamic protruding element of the main building behind.

- support the recommendation to move the car wash building further to the east to provide space for additional vegetative screening;

There is extensive planting and a fence proposed to the west side of the car wash, we believe this provides adequate screening to the car wash.

- long linear treatment of the building on Westminster Highway elevation reduces the scale of the building; proposed parapet height appears adequate to provide screening to parked vehicles on the roof top; however, slightly increasing the parapet height could help;

The parapet height has been increased by 8" to help increase screening of parked cars.

- rationale for framing the building frontage along Smallwood Place is justified; appreciate the articulation of the northwest corner of the building; investigate opportunities to further enhance the dynamism of this prominent corner of the building;

Over the course of the design process many other options were looked at for this corner. We believe the option proposed was the best of these and responds to programmatic requirements while creating a dynamic corner.

- investigate opportunities for berming at the edges of the site to raise the greenery in order to provide visual screening to parked vehicles at the perimeter of the site;

Berm would not suit character of site or encourage visibility. Planting has been enhanced at site edges to provide a natural layered edge to the site.

- support the proposed materials palette; appreciate the corrugation and variation of textures of light and dark gray panels; works well in the elevations;
- applicant's approach to focus on key areas as focal points for the building expression is successful;
- proposed site lay-out is well handled;
- appreciate the applicant's approach to increase the permeability of the site; also support the applicant introducing low planting in lieu of grass to provide height, texture and colour to landscaping;
- consider eliminating the fence at the west edge of the site as it is not aesthetically pleasing and does not enhance security to the site; a nice row of trees and strong planting underneath would provide a more effective buffering from the street;

Fence is proposed to be eliminated at the North West portion of the site. There is extensive planting to the west of the fence providing a landscaped buffer to the front of it.

- concerned with the use of gravel for landscaping; consider introducing planting in landscaped areas with gravel;

Gravel areas reduced where possible and landscaping added.

- concerned with the huge reflective surface on rooftop parking; investigate opportunities for introducing some planting on the rooftop;
- pushing back the fence at the west side of the site and opening up the northwest corner of the building help create a gateway to Richmond Automall;

This has been done.

- consider extending the ribbon language to the southwest and southeast corners of the building to create a sense of node to these prominent corners;

At the ADP meeting this ribbon language referred to the white horizontal parapet at the North façade of the building. It was subsequently discussed that it was better to provide a hierarchy of Architectural treatment and materials than to treat all facades in the same manner.

- consider increasing the parapet height of the building to adequately screen the rooftop parking;

The parapet height has been increased by 8" to help increase screening of parked cars.

- City staff is encouraged to raise the level of expectations for the treatment of the northwest and southwest corners of the building as the project moves forward;

These portions of the building have a distinct and high quality architectural treatment offset by the materials and massing of the main body of the building. They provide a strong visual landmark on all three road frontages.

- Richmond Automall and Toyota dealership requirements need to be coordinated with City guidelines in the design of the proposed car dealership;

RAMA is currently reviewing its guidelines.

- the project design team is encouraged to introduce creative approaches to landscaping to provide screening to vehicle parking stalls along the perimeter of the site appropriate to the site context;

Landscaping has been reviewed and enhanced at the perimeter of the site where it adjoins parking.

- consider extending the rectangular projecting element on the southwest side of the building to wrap the southwest corner of the building, consider a lighter look to provide more visual interest to this prominent corner; look at the design of OpenRoad Toyota Port Moody dealership for precedent;

The rectangular projecting element has been increased to provide visual interest and further engage with the western façade.

- consider introducing more sustainability features for the proposed project; e.g. green roofs, use of solar energy, planting beds on rooftops, electric vehicle charging stations, and vertical wind turbines;

Green roof tiles have been added to the roof of the car wash building. Electric Vehicle Charging stations are incorporated on site.

- appreciate the provision of bicycle storage, locker rooms and showers in the building; validate whether the small size of the bicycle storage is adequate;

We believe the internal location of the bike storage is adequate. See layout of room on drawing A004.

- entryway to the dealership has an open feel; the northwest corner of the building could be a little more dynamic;

Other Architectural treatments have been considered for this corner, however we feel the current proposal works well and already is dynamic.

- consider removing the ginkgo biloba trees directly facing the rectangular projecting element fronting Westminster Highway to enhance its visual connection from the highway; agree with Panel comment that the element could be lighter;

The Ginkgo tree locations have been adjusted to provide additional visibility to the southwest corner of the building. We have maintained the number of proposed trees on site.

- appreciate the hierarchy of building elevations; hierarchy and proportions should be maintained if parapet heights will be increased;

Proportions have been maintained whilst parapet height has been increased.

- consider introducing green roof for the car wash building to soften the southwest corner of the site;

Green roof tiles have been added.

- address the condition of the stair that diagonally drops down to grade on the second floor at the west elevation to create a rhythm of verticality;

Vertical screening has been added.

- appreciate the outdoor deck at the east end of the south elevation;
- appreciate the metal mesh sun shading at the northwest corner; and
- investigate visibility of parked cars on rooftop parking at full capacity particularly at the northwest corner and consider increasing the parapet height if necessary.

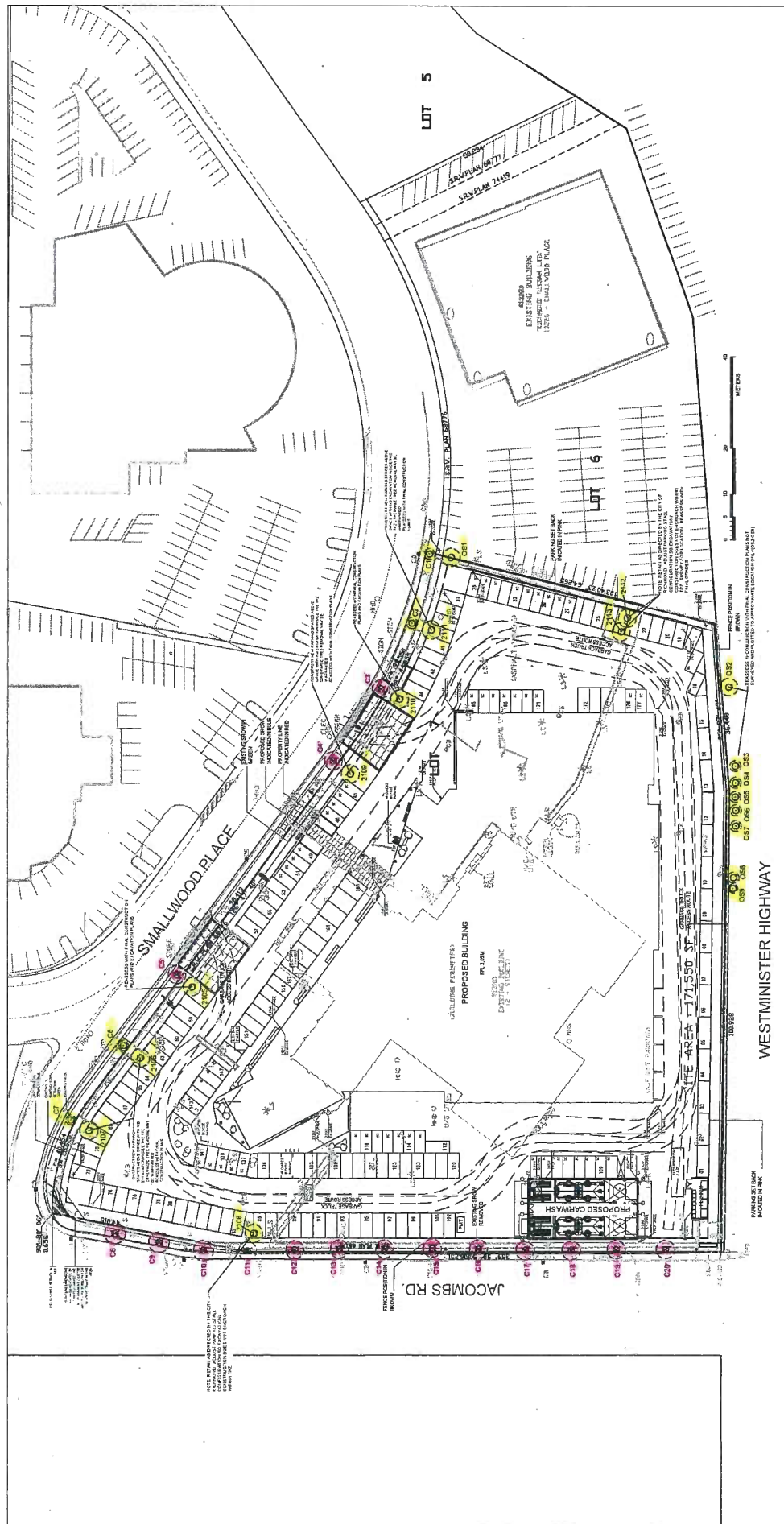
The parapet height has been increased by 8" to help increase screening of parked cars.

Panel Decision

It was moved and seconded

That DP 16-741123 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

CARRIED



LEGEND

- TREE TO BE RETAINED
 TREE TO BE REMOVED

NO	DATE	BY	REVISION
1	MAY/17/17	MC	SITE PLAN
2	JUN/17/17	MC	SITE PLAN

**MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS**

**#105, 8277 129 St.
Surrey, British Columbia
V3W 0A6
Ph: (778) 593-0300
Fax: (778) 593-0302
Mobile: (604) 240-0309
Email: mfadum@fadam.com**

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PROJECT TITLE
13100 SMALLWOOD
PLACE
OPEN ROAD TOYOTA
RICHMOND, B.C.

7 TITLE
T1 - TREE REMOVAL AND
PRESERVATION PLAN

DRAWN	MK
SCALE	AS SHOWN
DATE	JANUARY 9

T-1

PURWATER

WATER RECOVERY SYSTEMS

NEWWAVE
INDUSTRIES

200-5M24O Series (60 GPM)



Features

- ◆ VFD Driven Continuous Duty Motor
- ◆ Self Priming Pump
- ◆ High Efficiency Cyclonic Separators
- ◆ 5 Micron Water Output
- ◆ 24 Gram Ozone
- ◆ Powder Coated Frame
- ◆ Control Signal Activation
- ◆ Automatic Fresh Water Bypass
- ◆ HMI - User Friendly Text Screen for Instant Access to System Status
- ◆ Self Flushing Underflow Orifice
- ◆ Motorized Ball Valve Monitoring
- ◆ Breathers - Keeps Components Cool and Increases Life
- ◆ AquaLink Ready - Plug and Play Connectivity

Specifications	200-5M24O Series (60 GPM)
Water Requirements	
PVC	(2) 2" PVC Suction lines, one for use and one for spare, to come up from settling tanks to the right of the recirculation with 2" PVC full flapper check valves at end, 2" unions above water line. (1) 2" line out to the wash manifold. (1) 1" Line to return to the second chamber of the first reclaim tank for ozone. (1) 2" freshwater line (40PSI) to the right of the system four feet up from the bottom of the floor. (1) 1" Line to return to the catch basin for the underflow of the PurWater succession filters.
Reclaim Maximum Output	60 GPM
Reclaim Pump	5 HP - Amp draw at (208/230 Volt = 13 / 12.2) / 5 HP - Amp draw at (460/480 Volt = 6.1)
Pump Voltage	208-230 Volts or 460-480 Volts (depending on site specifications)
Dimensions	48" Wide X 84" Tall X 16" Deep
Net Weight	860 Lbs. (including crate)
Electrical Requirements	
Reclaim Pump and VFD	(1) 208/230 Volt 30 Amp or 460/480 Volt 20 Amp Three phase circuits to be hard wired 5 feet up from the floor to the right of the system.
Control Voltage for (PLC) Logic Controller and Ozone	(1) 120 Volt 20 Amp Single phase
Conduit	(1) 1" Conduit from reclaim equipment control box to front of the last tank (for floats). (1) .5" Conduit from each carwash equipment control box to send a control voltage signal to PurWaters repressurization power box. Control wiring from carwash controller (110V is default, 110vac, 24vac and 24vdc avail.) to be wired into control box on frame.
Tank Configuration Recommendation	Triple tank configuration

Reclaim Water Systems

General Description:

The use of reclaim water has become an important method for the car wash operator to reduce his / her operating expenses (water / sewer costs) and start-up costs (impact / connection fees). Many municipalities are requiring the use of reclaim water in car wash operations and operators are continually looking for ways to increase profits, so reclaim systems are becoming essential in the overall operation of the wash.

Reclaim water is the re-use of water that has already been used in the wash and recovered by the drain system in the wash bay. Most drain systems consist of a catch basin to settle out the large solids, followed by two or three underground reclaim tanks to remove oil & grease, floatable materials and settleable solids. Overflow water from the last reclaim tank is then discharged to sewer or an oil / water separator.

Water from the reclaim tanks contains solids that have not settled within the tank. These solids are typically small in size (less than 150 microns) and consist of sand, clay, and silt. These solids can increase wear on pumps, piping, and nozzles, and increase the potential of plugging nozzles. Reclaim water also is a great environment for growing bacteria which can create plugging and odor problems. Typically, anaerobic bacteria (bacteria that grow in the absence of oxygen) will grow beneath the settled solids in the reclaim tank. This type of bacteria produces hydrogen sulfide and methane that has an odor similar to rotten eggs. A properly designed reclaim system must both remove solids and provide biological / odor control.

A PurWater reclaim system takes water from the last compartment of the reclaim tank and treats it further so that the quality is acceptable for re-use in the wash. The PurWater reclaim system also returns a portion of the water back to the reclaim tank to provide biological / odor control. Reclaim water that is treated by a PurWater system can then be used for the undercarriage, side panel blasters, mitters, and high pressure rinse cycles which greatly reduces the overall amount of city water required by the wash and the amount of water discharged to sewer. Typically, 60-85% of the water used on the car can be reclaim water.

PurWater Reclaim System:

The PurWater Reclaim System consists of cyclone separators to remove solids down to the 5 micron range and one of three methods (air sparger, enzyme addition or ozone addition) to control odor and biological growth. The system is contained on a compact frame with its own pump / motor and controls. The system will recirculate water continuously back to the second compartment of the reclaim tank for odor and biological control. When a demand for reclaim water is received from the wash, the system will provide treated reclaim water.

PW 100/200/300-M5 Series Systems: The PW 100/200/300-5M series systems consist of high efficiency cyclones, pump / motor, controls and one of three odor control systems ... air sparger, enzyme addition, or ozone addition. The standard systems are designed to treat 30, 60, and 90 gpm of reclaim water. The new generation of high efficiency cyclones will remove down to 5 micron solids, so that the treated water can be used by high pressure touchless or friction in-bay automatics and tunnel wash applications. The system utilizes a Variable Frequency Drive (VFD) on the pump motor which is controlled by the wash demand, to vary the amount of water that is treated and delivered. Water continuously recirculates back to the reclaim tank, both when water is demanded by the wash and when there is no demand. Up to three different demand inputs from the wash can be incorporated into the VFD. The PW 100/200/300-5M system piping also incorporates a city water intake line for use as: 1) a by-pass to meet wash water demands in case the system is not operating due to an extremely low level in the reclaim tank or a fault; and 2) an automatic pump prime operation for system start-up.

Ozone

The third method utilizes ozone to kill the bacteria (models ending in 5M12O or 5M24O). Ozone is a contact killing agent, similar to chlorine used in city water. Ozone (O_3) is generated by concentrating the oxygen (O_2) in ambient air and passing the concentrated oxygen through a high voltage electric current to produce ozone. The ozone laden gas is then educted into the recirculation water stream and into the reclaim tank to kill the bacteria. Drawing #4G shows the Process & Instrumentation Diagram (P&ID) for the Ozone Design.

Caution: Breathing concentrated ozone can create severe breathing problems. Precautions must be made to prevent exposure to concentrated ozone.



Left: PW200-5MAS Center: PW300-5M240
Right: PW400-5MAS

Process & Instrumentation Diagram (P&ID)





City of Richmond

Development Permit

No. DP 16-741123

To the Holder: CHRISTOPHER BOZYK ARCHITECTS LTD.
Property Address: 13100 SMALLWOOD PLACE
Address: C/O 414-611 ALEXANDER STREET
VANCOUVER, BC V6A 1E1

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 minimum required number of on-site loading spaces from two medium size and two large size, to 1 medium size on-site loading space, and
 - b) Increase the maximum permitted height for the principal building from 12.0 m to 15.5 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to 3.e. 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 \$304,590.00. 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 16-741123

To the Holder: CHRISTOPHER BOZYK ARCHITECTS LTD.

Property Address: 13100 SMALLWOOD PLACE

Address: C/O 414-611 ALEXANDER STREET
VANCOUVER, BC V6A 1E1

-
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.

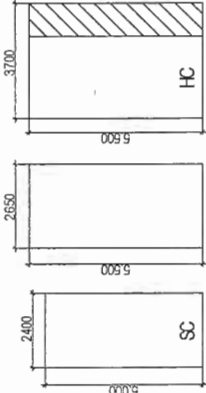
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

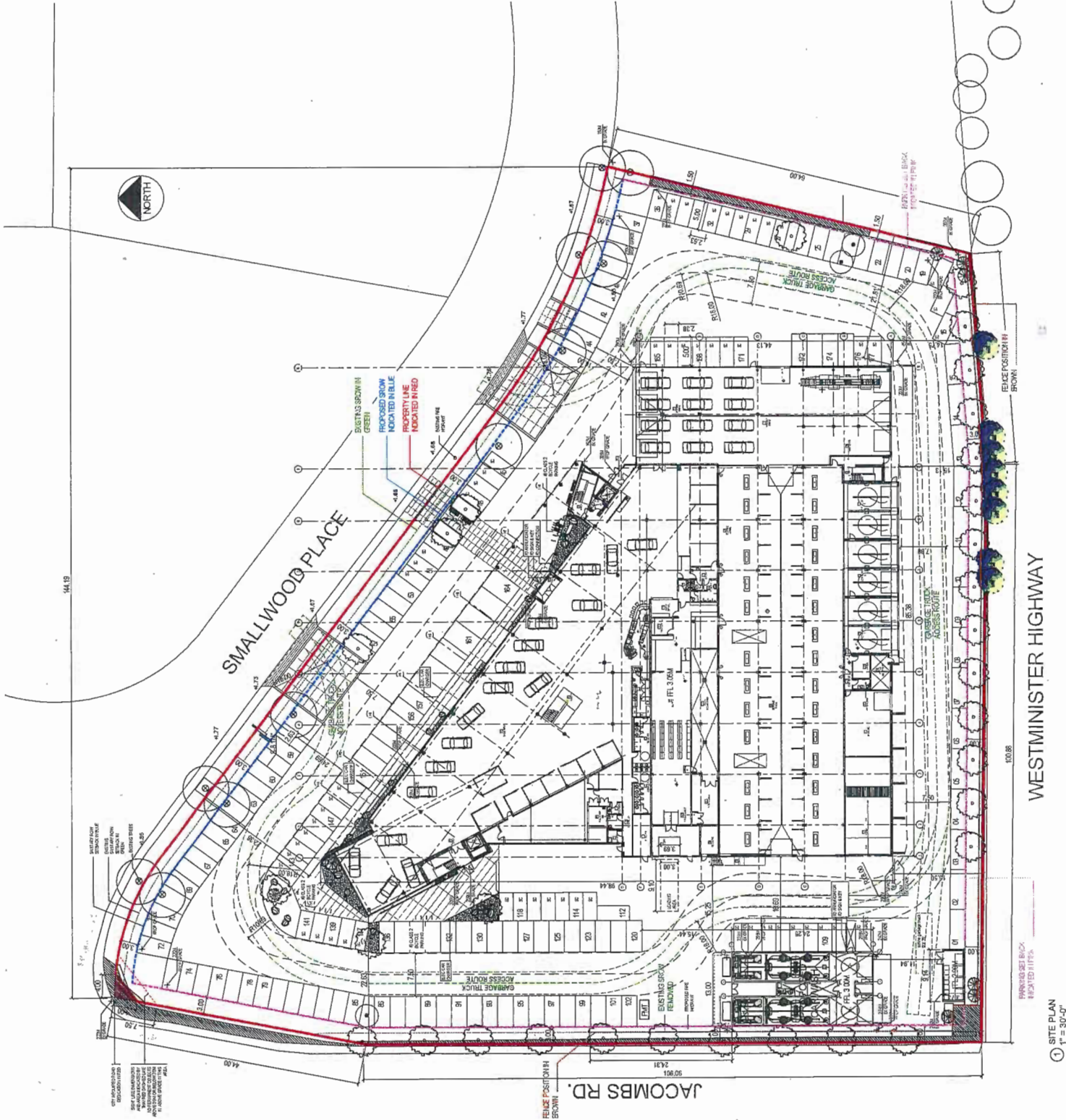
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



④ TYPICAL PARKING LAYOUT
NTS



① SITE PLAN
1"=50'-0"

③ SITE LOCATION
NTS

PROPERTY STATISTICS:	
PROJECT NAME:	OPENROAD TOYOTA SHOWROOM
CIVIC ADDRESS:	13100 SMALLWOOD PLACE, RICHMOND BC V6V1W8
LEGAL ADDRESS:	LOT 7 SEC 5 BLK 4AN RGE5W NWD PL 68775
ZONING:	C1
AUTHORITY:	CITY OF RICHMOND
USES:	CAR SHOWROOM
LOT AREA:	15,924 M2
FLOOR AREA:	
MAIN FLOOR:	5,635.610 M2
2ND FLOOR:	4,823.319 M2
3RD FLOOR:	38,305 M2
CAR WASH:	315.320 M2
TOTAL:	9,813.454 M2
LOT COVERAGE:	
MAIN FLOOR:	5,689.438 M2
CAR WASH:	315.320 M2
% TOTAL:	57.85%
FAR:	0.6791
% LANDSCAPE:	9.14% (1,459.8 M2)
SETBACKS:	NORTH: 16.0M SOUTH: 10.63M - GARBAGE ENCL. 3.0M EAST: 20.38M WEST: 22.5M - CARWASH 3.0M
BIKE PARKING:	22 CLASS 1, 27 CLASS 2
VEHICULAR PARKING:	
SURFACE PARKING:	175 NCLS 6 DISABLED PARKING SPACES AND SMALL SPACES
WITHIN BUILDING:	208 (STAFF AND INVENTORY ONLY)
TOTAL PARKING PROVIDED REQUIRED:	383
LOADING SPACES:	248
	1 PROVIDED (VARIANCE REQUIRED)
BUILDING HEIGHT:	AVERAGE SITE GRADE: FINISHED FLOOR LEVEL: ROOF TOP STORAGE ROOM SOUTHERN STAIR ONLY: AT ELEVATOR OVERRUN ONLY: 268 M - Geodetic 308 M - Geodetic 15.02 M from grade 13.02 M from grade 15.44 M from grade denotes height variance required

8	9.06.28	RE-ASSUED FOR DP
7	9.05.30	RE-ASSUED FOR DP
6	9.05.19	RE-ASSUED FOR DP
5	9.03.10	RE-ASSUED FOR DP
4	9.03.08	RE-ASSUED FOR DP
3	9.11.25	ISSUED FOR BUILDING PERMIT
2	9.08.08	ISSUED FOR DP
1	8.07.11	ISSUED FOR DP PRE-APP
REVISION	DTE	DESCRIPTION

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OpenRoad
Toyota Richmond

DP 16-741123 PLAN#1
SITE PLAN

SCALE 1"=32'7" DTE 4.1.2018 DRAWN: ADR
PROJECT NUMBER: 601

A0.02

Plan #1

DP 16-741123



① SITE PLAN
1" = 30'-0"

WESTMINSTER HIGHWAY

3	9/25/30	REVISED FOR DP
2	9/25/18	REVISED FOR DP
1	9/25/08	REVISED FOR DP
0		

REVISION DATE DESCRIPTION
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OpenRoad
Toyota Richmond

DP 16-741123 PLAN#1.A
SECOND LEVEL PLAN
WITH CONTEXT

SCALE 1" = 30'-0" DATE: 04/1/2016 DRAWN: RRM
PROJECT NUMBER: 001

A0.02-a

Plan #1.a.

DP 16-741123



① SITE PLAN
1" = 30'-0"

4	9/08/30	REVISED FOR DP
3	9/03/30	REVISED FOR DP
2	9/03/10	REVISED FOR DP
1	9/03/08	REVISED FOR DP
PERSON	DATE	DESCRIPTION

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When dimensions are given, they shall be taken from the center of the building unless otherwise specified. Dimensions shall be taken from the center of the building unless otherwise specified. Dimensions shall be taken from the center of the building unless otherwise specified.

OpenRoad
Toyota Richmond

DP 16-741123 PLAN#1.B
ROOF LEVEL PLAN
WITH CONTEXT

SCALE 1" = 30'-0" DATE: 04/1/2016 DRAWN: ABOY
PROJECT NUMBER: 001

A0.02-b

Plan #1.b.

DP 16-741123

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND / OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND / OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:
CHRISTOPHER BOZYK ARCHITECTS

9	REISSUED FOR DP	17-06-29
8	ISSUED FOR ADP	17-06-27
7	RE-ISSUED FOR DP	17-05-30
6	RE-ISSUED FOR DP	17-05-19
5	ISSUED FOR BUDGETING	17-03-24
4	RE-ISSUED FOR DP	17-03-09
3	ISSUED FOR BP	16-11-25
2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-30

REVISIONS

OPENROAD TOYOTA

13100 Smallwood Place Richmond, British Columbia	
Scale:	AS SHOWN
Drawn:	KD
Reviewed:	KL
Project No.	06-450

LANDSCAPE
COVER PAGE

L0.0

Plan #2

OpenRoad Toyota

LANDSCAPE ARCHITECTURAL SET — REISSUED FOR DP

LANDSCAPE DRAWING INDEX

SHEET No.	SHEET NAME	DRAWING INDEX
L0.0	COVER SHEET AND DRAWING LIST	
L0.1	TREE MANAGEMENT PLAN	
L1.0	LANDSCAPE SITE PLAN	
L1.1	LANDSCAPE ENLARGEMENTS	
L2.0	LANDSCAPE PLANT MATERIALS - NORTH	
L2.1	LANDSCAPE PLANT MATERIALS - SOUTH	
L3.0	LANDSCAPE DETAILS	

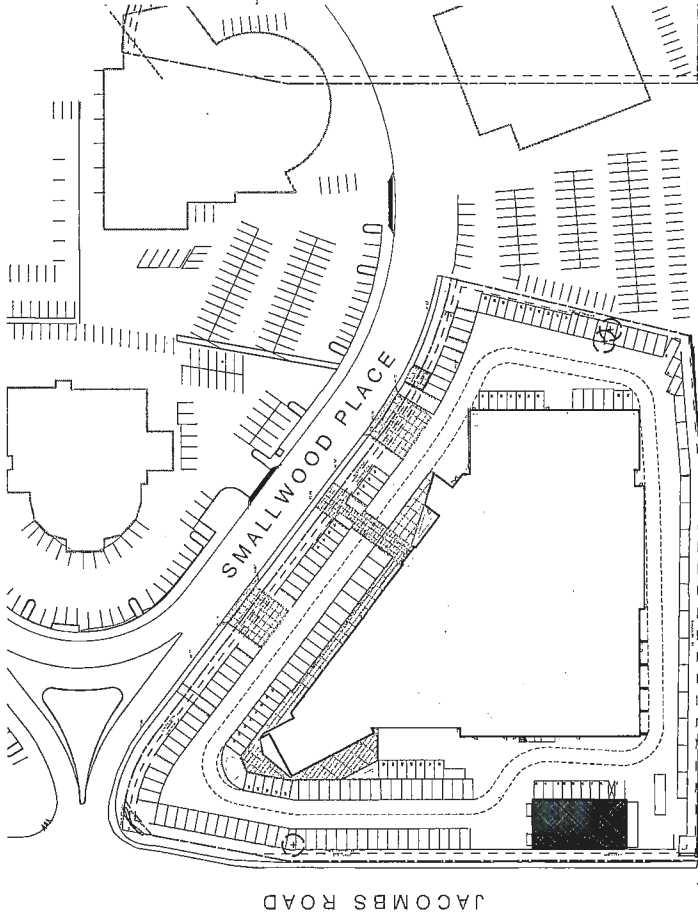
PROJECT INFORMATION

CLIENT:
OPENROAD AUTO GROUP
CONTACT NAME: MOE SABOUNIE
EMAIL: MOE.SABOUNIE@OPENROADAUTOGROUP.COM
PH: 604.630.0202

LANDSCAPE ARCHITECT:
CONNECT LANDSCAPE ARCHITECTURE INC.
CONTACT NAME: KEN LARSSON
2365 HEMLOCK STREET
VANCOUVER, BRITISH COLUMBIA, V6H 2V1
EMAIL: KEN@CONNECTLA.CA
PH: (604) 981-3303

GENERAL NOTES

- ALL LANDSCAPE ARCHITECTURAL DRAWINGS IN THIS PACKAGE SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT DRAWINGS, DETAILS, SPECIFICATIONS, AND CORRESPONDENCE THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
- IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.
- THE CONTRACTOR SHALL VISIT THE SITE TO VERIFY THE TRUE EXISTING CONDITIONS. ANY UNCLEAR ISSUES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT. NO CLAIM SHALL BE ALLOWED FOR EXTRAS WHICH MAY ARISE THROUGH NEGLIGENCE OF THIS ADVICE.
- THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.
- ALL EXISTING INFORMATION IS BASED ON AVAILABLE RECORDS AND SHALL NOT BE CONSTRUED TO BE COMPLETE OR ACCURATE.
- LAYOUT OF HARDSCAPE, SITE FURNITURE, SOIL, PLANTING, AND ALL OTHER LANDSCAPE MATERIALS ARE TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL PUBLIC REALM DETAILS, AND FINAL SELECTION / APPROVAL OF ALL STREET TREES TO BE APPROVED BY THE MUNICIPALITY.



CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:
CHRISTOPHER BOZNYK ARCHITECTS

9	REISSUED FOR DP	17-05-29
8	ISSUED FOR ADP	17-05-07
7	RE-ISSUED FOR DP	17-05-30
6	RE-ISSUED FOR DP	17-05-19
5	ISSUED FOR BUDGETING	17-03-24
4	REISSUED FOR DP	17-03-09
3	ISSUED FOR BP	16-11-25
2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-20
REVISIONS		

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:300
Drawn:	KD
Reviewed:	KL
Project No.	06-480

LANDSCAPE
TREE MANAGEMENT

L0.1

Plan #2.a.

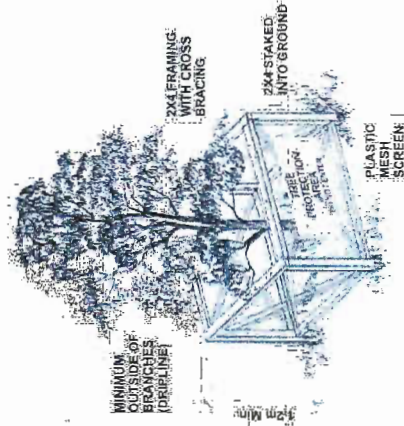
TREE MANAGEMENT LEGEND

DESCRIPTION	SYMBOL
EXISTING TREE TO BE REMOVED PER ARBORIST REPORT	
EXISTING TREE TO BE RETAINED PER ARBORIST REPORT	
TREE PROTECTION FENCING PER CITY OF RICHMOND	

TO BE REMOVED:	13
JACOBS ROAD	3
SMALLWOOD PLACE	16
TOTAL	

TO BE INSTALLED:	10 (7.6cm CAL)
JACOBS ROAD	3 (7.6cm CAL)
SMALLWOOD PLACE	7 (7.6cm CAL)
EAST PROPERTY LINE	1
SOUTH PROPERTY LINE	14 (7.6cm CAL)
ONSITE	12
TOTAL	44 (28 @ 7.6cm CAL)

SEE PLANTING PLAN L2.0 FOR NEW AND REPLACEMENT TREES



Tree Protection Distance Table

Tree Trunk Diameter cm	Radius m	Distance from Trunk m	Radius m	Minimum Protection Radius Around Tree m	Tree Diameter cm
20	0.3	1.2	1.5	1.8	15.2
25	0.4	1.3	1.7	2.1	16.7
30	0.5	1.4	1.9	2.4	18.2
35	0.6	1.5	2.1	2.7	19.7
40	0.7	1.6	2.3	3.0	21.2
45	0.8	1.7	2.5	3.3	22.7
50	0.9	1.8	2.7	3.6	24.2
55	1.0	1.9	2.9	3.9	25.7
60	1.1	2.0	3.1	4.2	27.2
65	1.2	2.1	3.3	4.5	28.7
70	1.3	2.2	3.5	4.8	30.2
75	1.4	2.3	3.7	5.1	31.7
80	1.5	2.4	3.9	5.4	33.2
85	1.6	2.5	4.1	5.7	34.7
90	1.7	2.6	4.3	6.0	36.2
95	1.8	2.7	4.5	6.3	37.7
100	1.9	2.8	4.7	6.6	39.2

1 EXISTING TREE PROTECTION
NOT TO SCALE

WESTMINSTER HIGHWAY

0 25 50 m

DP 16-741123

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND / OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND / OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:

CHRISTOPHER BOZYK ARCHITECTS

Plan #2.b.

8	ISSUED FOR DP	17-06-30
7	RE ISSUED FOR DP	17-06-30
6	RE ISSUED FOR DP	17-06-19
5	ISSUED FOR BUDGETING	17-03-24
4	RE ISSUED FOR DP	17-03-09
3	ISSUED FOR BP	18-11-25
2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-20
	REVISIONS	

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:300
Drawn:	KD
Reviewed:	KL
Project No.	06-490

LANDSCAPE
SITE PLAN

0.17

Plan #20



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ARCHITECT:
CHRISTOPHER BOZNYK ARCHITECTS

9	RE-ISSUED FOR DP	17-06-29
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3	ISSUED FOR BP	16-11-25
2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-20
REVISIONS		

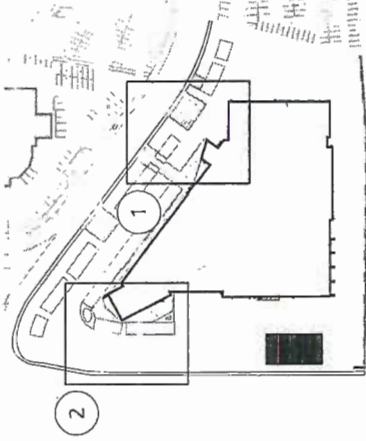
OPENROAD TOYOTA

13100 Smallwood Place Richmond, British Columbia	
Scale:	1:150
Drawn:	KD
Reviewed:	KL
Project No.	06-480

LANDSCAPE
ENLARGEMENTS

L1.1

Plan # 2.c.



2 CORNER ENLARGEMENT PLAN
1:150



1 MAIN ENTRY ENLARGEMENT
1:150



DP 16-741123

REFER TO L2.0 FOR PLANT LIST.

PLANTING NOTES

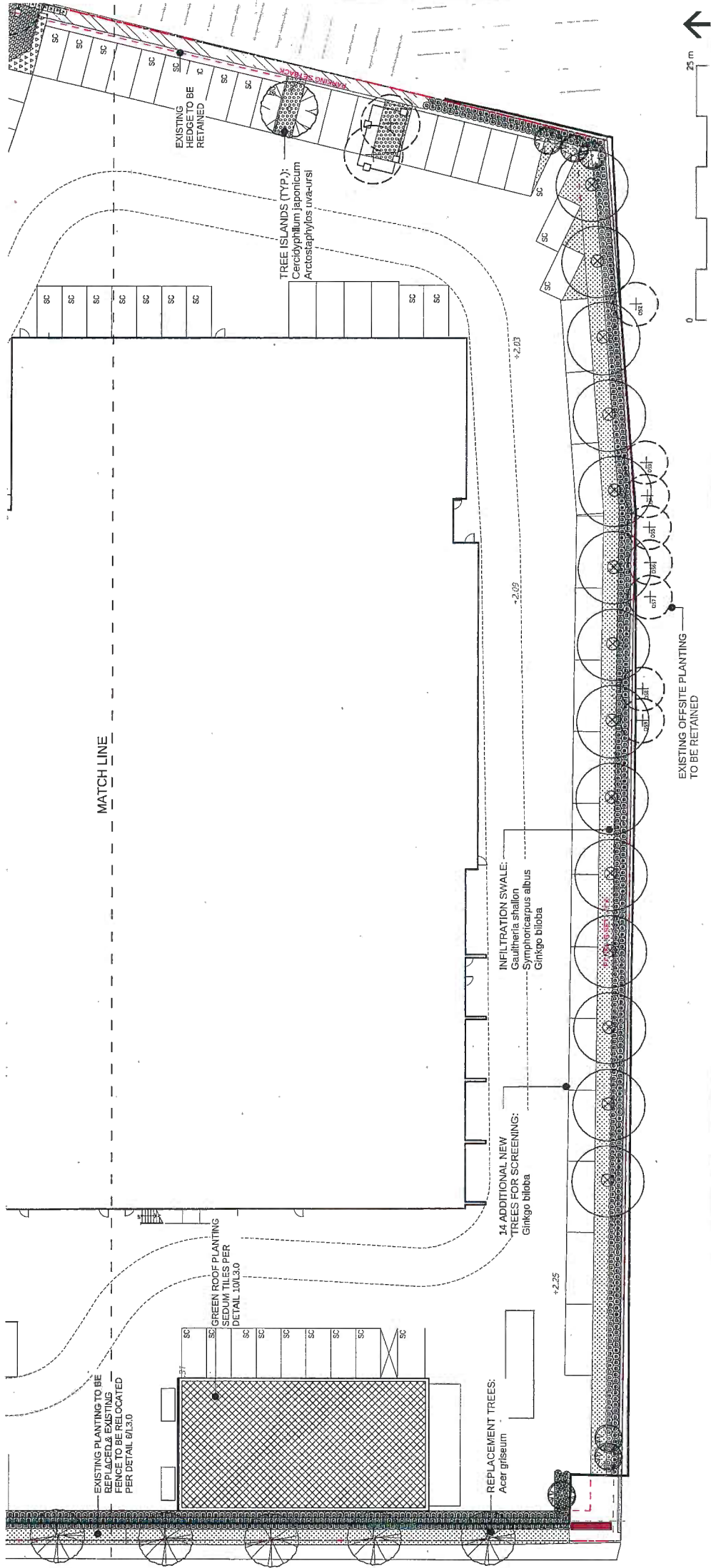
- 1. ALL PLANTING SHALL MEET OR EXCEED THE REQUIREMENTS AS OUTLINED IN THE BC LANDSCAPE STANDARD, LATEST EDITION. IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS THIS LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
- 2. ALL PLANTING PLANS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE DETAILS AND SPECIFICATIONS.
- 3. FINAL LANDSCAPE BERM / BED LAYOUTS, AS WELL AS ACTUAL TREE AND SHRUB LOCATIONS AND SPACING, TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- 4. CONTRACTOR TO LAYOUT TREES FOR APPROVAL BY THE CONSULTANT AND/OR THE CITY OF RICHMOND PRIOR TO COMMENCEMENT OF WORK.
- 5. ALL "SOFT" LANDSCAPE AREAS ARE TO BE IRRIGATED WITH DESIGN BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM, INCLUDING RAIN SENSOR, TO IMBC STANDARDS.
- 6. ALL IRRIGATION VALVE BOXES EQUIPPED WITH QUICK-COUPERS.
- 7. CONTRACTOR RESPONSIBLE FOR MAINTENANCE INCLUDING IRRIGATION OF ALL PLANTED AREAS FOR 1 FULL YEAR AFTER SUBSTANTIAL COMPLETION.

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND / OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:

CHRISTOPHER BOZYK ARCHITECTS



9	REISSUED FOR DP	17-06-20
8	ISSUED FOR ADP	17-06-07
7	REISSUED FOR DP	17-05-30
6	REISSUED FOR DP	17-05-19
5	ISSUED FOR BUDGETING	17-03-24
4	REISSUED FOR DP	17-03-09
3	ISSUED FOR BP	16-11-25
2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-20
REVISIONS		

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:200
Drawn:	KD
Reviewed:	KL
Project No.	06-490

LANDSCAPE
PLANT MATERIALS
SOUTH

L2.1

DP 16-741123

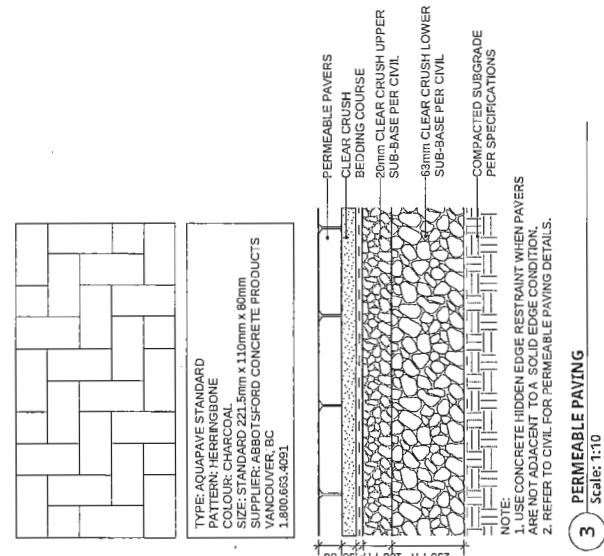
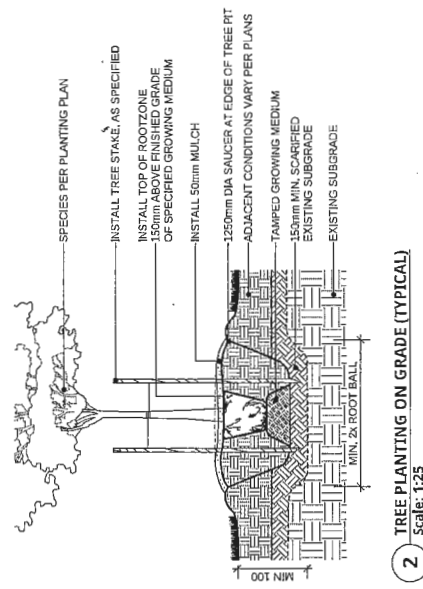
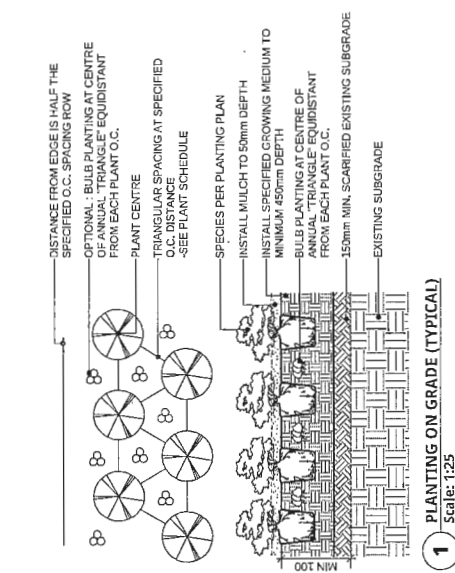
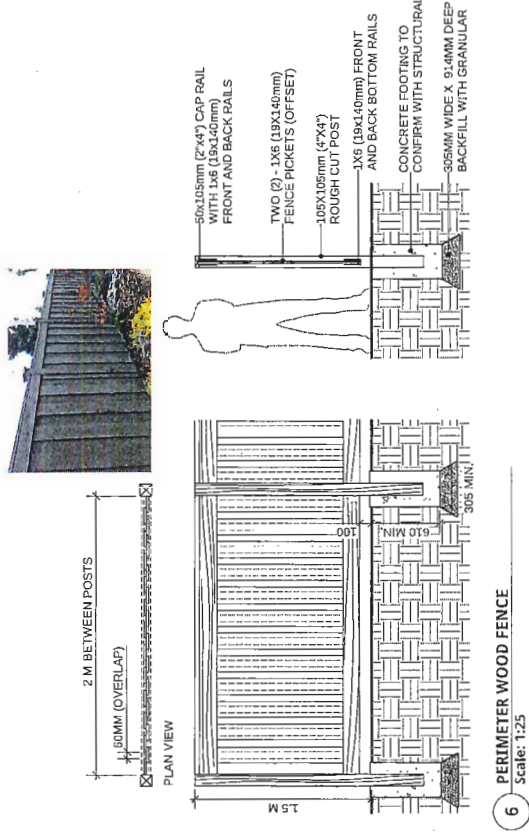
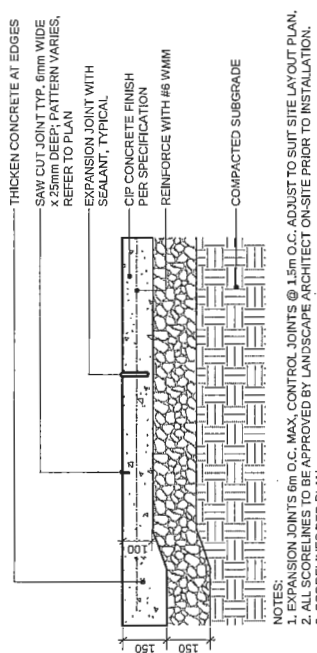
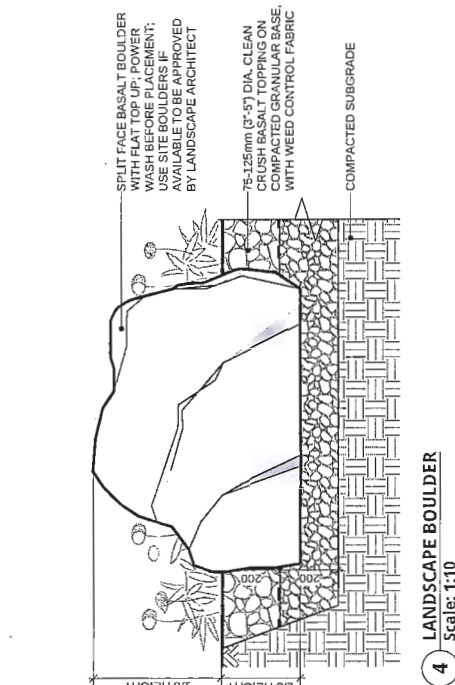
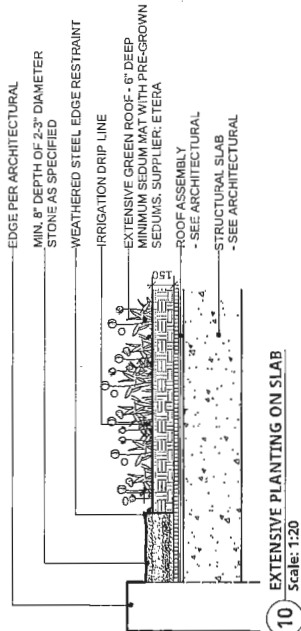
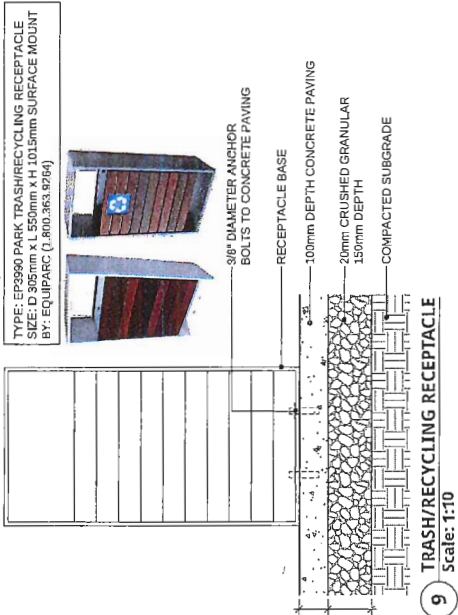
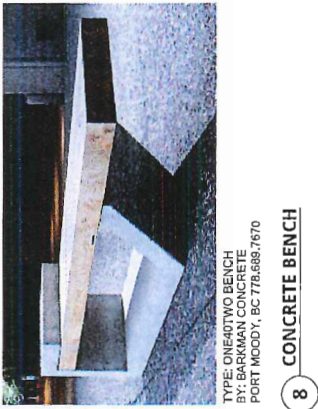
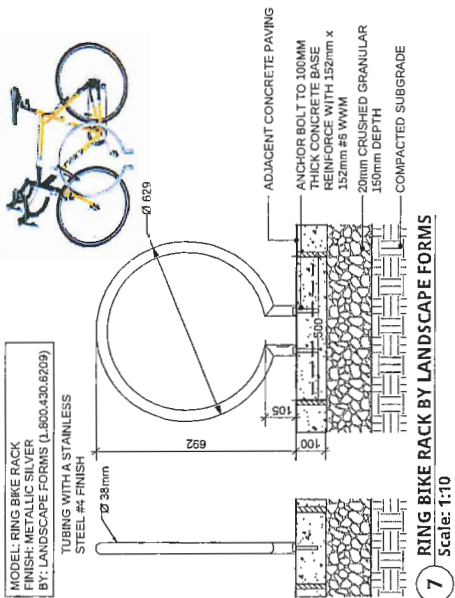
Plan #2.e.

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

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ARCHITECT:

CHRISTOPHER BOZYK, ARCHITECTS



OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	AS SHOWN
Drawn:	KD
Reviewed:	KL
Project No.	06-490

LANDSCAPE
DETAILS

L3.0

Plan #2.f.

DP 16-741123



OpenRoad Toyota Richmond

PROJECT NUMBER: 21007

**CHRISTOPHER
HOWK ARCHITECTS**

204 S. 10th Street, Suite 100, Minneapolis, MN 55401
Phone: 612-338-7000 Fax: 612-338-7001
Email: info@christopherhowk.com

PLOT DATE: 6/20/17 3:24:59 AM

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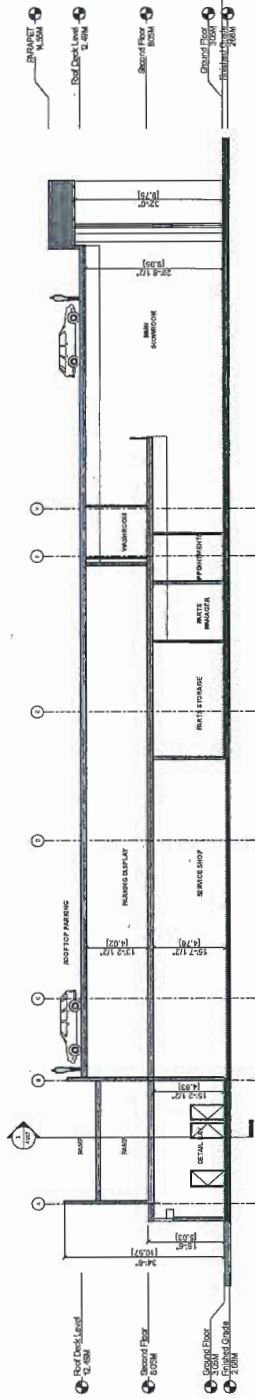
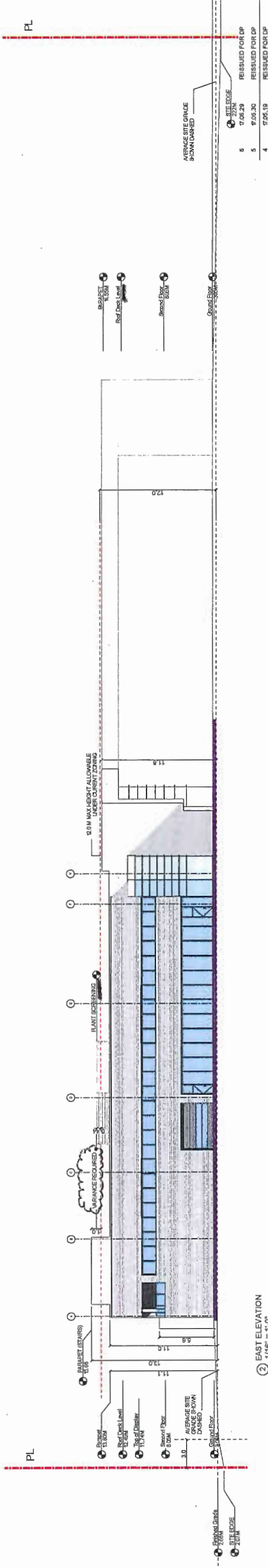
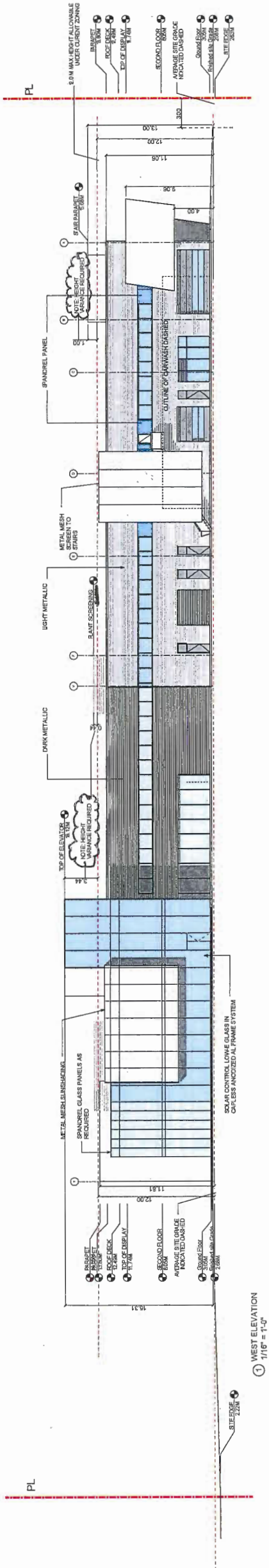
3D VIEW

SCALE: DATE: JUN 7, 2017

A-000

DP 16-741123

Plan # 3



REVISION DATE DESCRIPTION
6 7.05.29 ISSUED FOR DP
5 7.05.30 ISSUED FOR DP
4 7.05.19 ISSUED FOR DP
3 7.03.10 ISSUED FOR DP
2 5.08.08 ISSUED FOR DP
1 8.07.11 ISSUED FOR DP PRE-APP

OPENROAD
Toyota Richmond

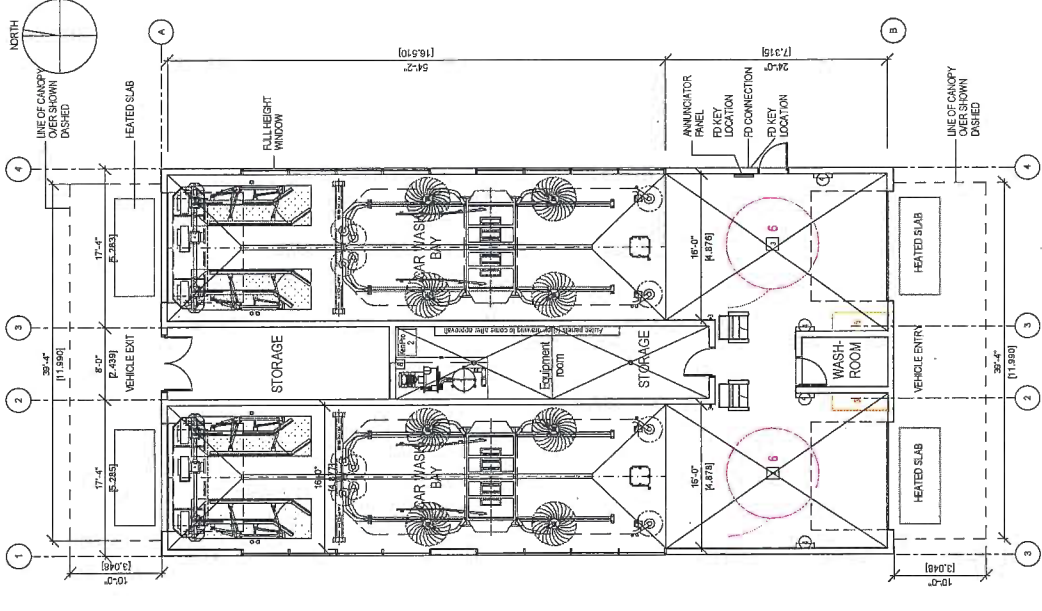
DP 16-741123 PLAN#4
ELEVATIONS AND
SECTIONS

DATE: 3/1/2018
PROJECT NUMBER: 001

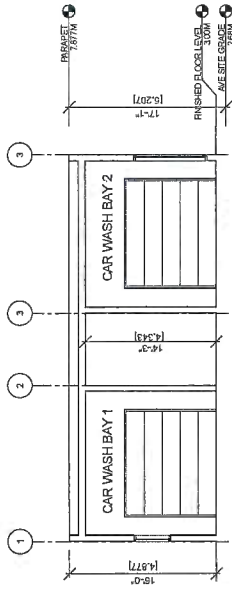
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Plan # 3.a.

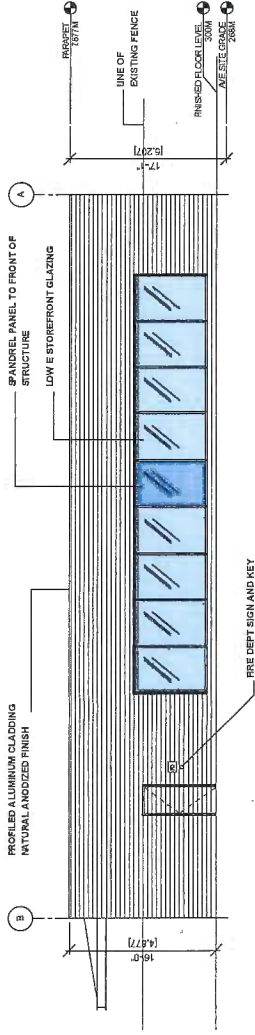
DP 16-741123



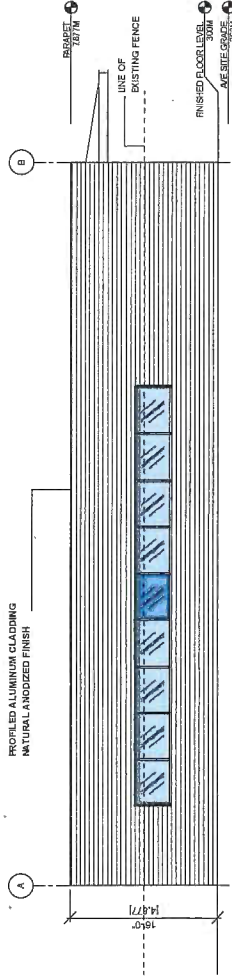
1 MAIN FLOOR PLAN
1/8" = 1'-0"



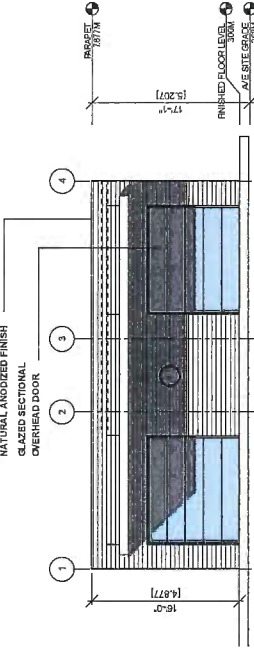
2 SECTION
1/8" = 1'-0"



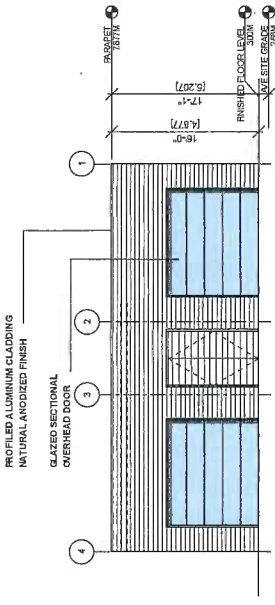
1 EAST ELEVATION
1/8" = 1'-0"



1 WEST ELEVATION
1/8" = 1'-0"



1 SOUTH ELEVATION
1/8" = 1'-0"



1 NORTH ELEVATION
1/8" = 1'-0"

9	7/26/29	RE-ISSUED FOR DP
8	7/26/30	RE-ISSUED FOR DP
7	7/26/32	RE-ISSUED FOR DP
6	7/24/18	SEMED FOR REVIEW
5	7/23/29	RE-ISSUED FOR DP
4	6/11/25	ISSUED FOR BUILDING PERMIT
3	6/10/24	ISSUED FOR REVIEW
2	6/08/08	ISSUED FOR DP
1	6/27/11	ISSUED FOR DP FIRE APP

REVISION	DATE	DESCRIPTION
9	7/26/29	RE-ISSUED FOR DP
8	7/26/30	RE-ISSUED FOR DP
7	7/26/32	RE-ISSUED FOR DP
6	7/24/18	SEMED FOR REVIEW
5	7/23/29	RE-ISSUED FOR DP
4	6/11/25	ISSUED FOR BUILDING PERMIT
3	6/10/24	ISSUED FOR REVIEW
2	6/08/08	ISSUED FOR DP
1	6/27/11	ISSUED FOR DP FIRE APP

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When dimensions shall have precedence over verbal dimensions. Conditions shall apply and be responsible for all dimensions and conditions on the job. Staff request for clarification of drawings, conditions and details shall be submitted to the architect. The architect shall not be responsible for any resulting typographic work and the cost of modification.

OpenRoad
Toyota Richmond

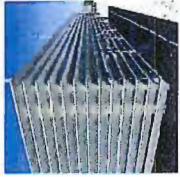
CAR WASH BUILDING

SCALE: 1/8" = 1'-0" DATE: JAN 1, 2016 DRAWN: KNOX PROJECT NUMBER: 001

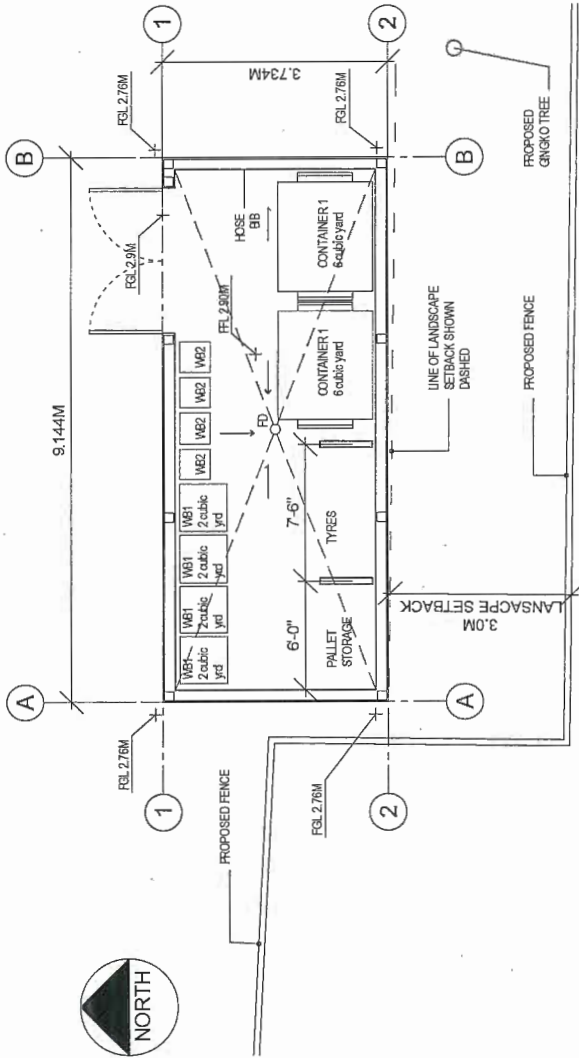
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DP 16-741123 Plan # 3.d.

VISION GUARD ARCHITECTURAL
ALUMINUM LOUVER

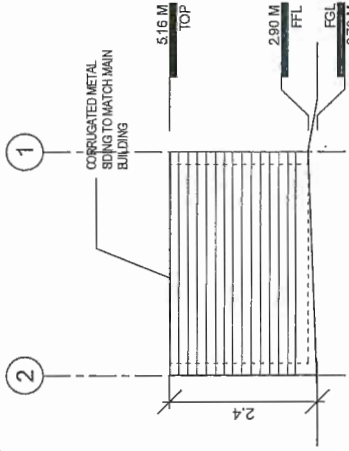


VISION GUARD ARCHITECTURAL ALUMINUM
LOUVER OR SIMILAR LOCAL APPROVED SYSTEM

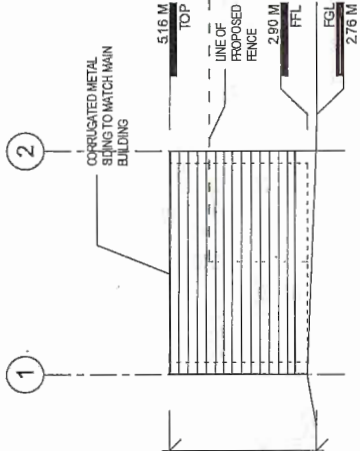


1 GARBAGE ROOM PLAN
1/4" = 1'-0"

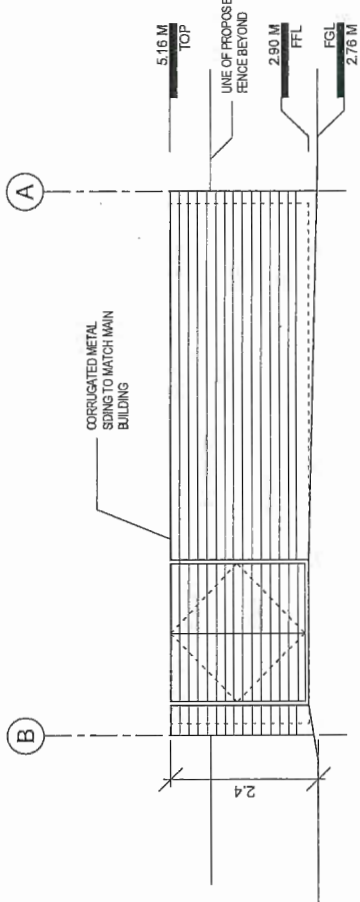
5 WEST ELEVATION
1/4" = 1'-0"



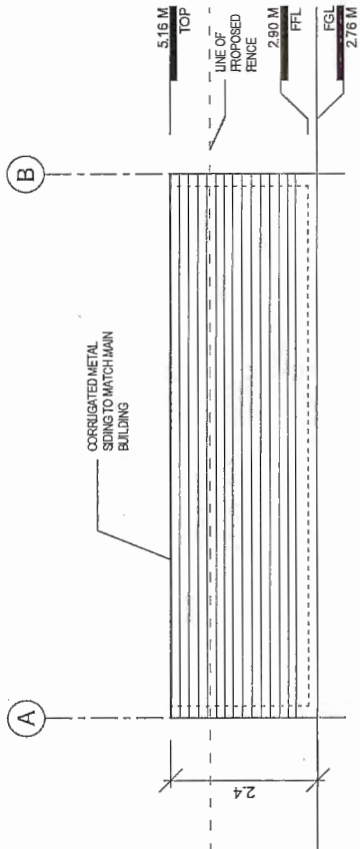
4 EAST ELEVATION
1/4" = 1'-0"



5 WEST ELEVATION
1/4" = 1'-0"



2 NORTH ELEVATION
1/4" = 1'-0"



3 SOUTH ELEVATION
1/4" = 1'-0"

REVISION	DATE	DESCRIPTION
2	9.05.20	ISSUED FOR DP
1	7.06.19	ISSUED FOR DP

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When dimensions shall have precedence over scaled dimensions, Contractor shall verify and be responsible for all dimensions and conditions on the job, and report any discrepancies to the Architect immediately. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of modification.

OpenRoad
Toyota Richmond

DP 16-741123 PLAN#1
GARBAGE ENCLOSURE &
ROOF TOP SCREENING
SCALE: 1" = 3'-0"
DATE: JUN 1, 2016
PROJECT NUMBER: 801

A0.13

Plan # 3.e.

DP 16-741123

REVISION	DATE	DESCRIPTION
2	17-06-20	ISSUED FOR CP
1	17-06-20	ISSUED FOR CP

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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. shall report conditions of work, discrepancies, or omissions immediately in writing to the Architect. The Architect shall be responsible for any resulting improper work and the cost of rectification.

OpenRoad Toyota Richmond

13100 SMALL WOOD PLACE, RICHMOND, BC
SECOND FLOOR PLAN

SCALE: 1:200 DATE: JAN. 2017 DRAWING NUMBER: 210007 PROJECT NUMBER

A.004

Architect: Christopher Bozyk Architects Ltd. 414-411 Alexander Street Windover BC V4A 1E1

(Reference Plan)

DP 16-741123

