



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: March 6, 2015

From: Wayne Craig
Director of Development

File: DP 13-641791

Re: Application by Urban Design Group Architects Ltd. on behalf of 0976440 B.C.
Ltd., Inc. No. 0976440 for a Development Permit at 3011 No. 5 Road

Staff Recommendation

That a Development Permit be issued which would permit the construction of a drive-through car wash and drive-through oil change service centre at 3011 No. 5 Road on a site zoned "Car Wash & Service Station (ZC35) – Bridgeport".

Wayne Craig
Director of Development

WC:dn
Att.

Staff Report

Origin

Urban Design Group Architects Ltd., on behalf of 0976440 B.C. Ltd., Inc. No. 0976440, has applied to the City of Richmond for permission to develop a drive-through car wash and drive-through oil change service centre at 3011 No. 5 Road on a site that is currently vacant.

Bylaw 9174 (RZ 13-642848) to rezone 3011 No. 5 Road from “Gas Station Commercial (ZC12) – Bridgeport Road and Ironwood Area” to “Car Wash & Service Station (ZC35) – Bridgeport” has received Third Reading and the applicant is actively working to address all conditions associated with Final Adoption.

A Servicing Agreement (SA) is required in association with the rezoning application and includes but is not limited to storm sewer and sanitary service improvements that will be constructed through a separate Servicing Agreement (SA 15-692574), which must be entered into prior to final adoption of the rezoning bylaw.

Development Information

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

Background

The subject site is located at the southwest corner of Bridgeport Road and No. 5 Road, is located within the Bridgeport Area generally, and is located within the Bridgeport Road Corridor specifically. The area is characterized by existing automobile-oriented commercial development. Redevelopment of the currently vacant site as a drive-through oil change and car wash service centre is compatible with nearby uses and is supported by the Bridgeport Area Plan’s objective to retain the corridor as an automobile-oriented commercial area.

Development surrounding the subject site is as follows:

To the North: A range of commercial uses are located on the north side of Bridgeport Road including a Scotia Bank, restaurant and a Chevron gas station. The sites are zoned “Neighbourhood Commercial (CN)” and “Gas Station Commercial (ZC 25) – Bridgeport Area” respectively and are designated “Industrial” in the Bridgeport Area Plan.

To the East: Retail and commercial uses are located on the east side of No.5 Road. The site is zoned “Industrial Retail (IR1)” and designated “Commercial/Industrial” in the Bridgeport Area Plan.

To the South and West: Bridgeport Centre, which contains a furniture store and a tile and flooring centre that wraps around the south and west edges of the subject site with frontages on both No. 5 Road and Bridgeport Road. The site is zoned “Industrial Retail (IR1)” and designated “Commercial/Industrial” in the Bridgeport Area Plan.

Rezoning and Public Hearing Results

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

- Design development of building facades including consideration of materials, signage, and illumination fixture details;
The building character has been redesigned from a suburban typology to a simplified building with a contemporary industrial-commercial character.
- If applicable, material and design development for screening of roof top mechanical equipment;
Roof top units will not be installed; instead the applicant intends to use an infrared gas tube heater and unit heaters to maximize heating efficiency..
- Opportunities to introduce additional on-site landscaping; and
The plans have been updated to include:
 - *A 0.5 m wide (1.6 ft.) landscaped edge along the southern edge of the site;*
 - *Two (2) trees between queuing areas;*
 - *Landscaping around the garbage/recycling enclosure; and*
 - *Accent pavers.*
- Demonstration that the principles of Crime Prevention Through Environmental Design (CPTED) have been integrated both into the site plan and the building design.
The development design includes under soffit LED downcast light fixtures that are integrated into the building design, low perimeter landscaping, and generous use of storefront windows on all four (4) building elevations.,

The Public Hearing for the rezoning of this site was held on October 20, 2014. No concerns were expressed at the Public Hearing. Staff did not receive any correspondence or phone calls related to the proposed development.

Urban Design Response

The proposed design concept is characterized as a simplified commercial building with an industrial character and addresses the significant urban design issues identified during the Development Permit application review process. The proposal addresses the urban design objectives of the Official Community Plan (OCP) and the Bridgeport Area Plan.

Advisory Design Panel Comments

The current proposal incorporates changes that reflect the proposal's consideration by the Advisory Design Panel (ADP) on November 5, 2014. Members of the ADP provided design development suggestions. In particular, the Panel advised the applicant to consider simplification of the proposed building scheme and reorganization of building elements, introduction of additional on-site landscaping, introduction of decorative pavers at the entrances to the site, and development of the proposed sustainability strategy. A copy of the relevant excerpt from the ADP Minutes from November 5, 2014 is attached for reference (Attachment 2). The design

response provided by the applicant has been included immediately following the specific Design Panel comments and is identified in “***bold italics***”.

Conditions of Adjacency

- The site is bordered by Bridgeport Road, No. 5 Road, and abuts a two-storey commercial building (“Bridgeport Centre”) on its south and west adjacencies.
- The proposed single storey development will not cast shadows, obstruct views, or introduce overlook concerns to adjacencies.
- Noise generated by the proposed car wash is not expected to significantly affect existing and anticipated development within the area, which is designated in the Bridgeport Area Plan as an automobile-oriented commercial area. Further, the applicant has advised the overhead doors will be down when the carwash is in use and while oil change customers are serviced.
- The subject site is located more than 150 m (490 ft) from a residential area, which precludes the noises associated with operation of a car wash from affecting residential uses. Further, as a condition of rezoning bylaw adoption, the applicant is required to demonstrate that operation of the proposed car wash will comply with the City’s Noise Regulation Bylaw No. 8856.

Streetscapes

- Improving the visual appearance of Bridgeport Road and enhancing the area’s overall image is an objective of the Bridgeport Area Plan.
- The boulevard and street fronting conditions will be improved through the proposed development. A minimum 1.5 m (5 ft.) wide sidewalk and a treed boulevard along both Bridgeport Road and No. 5 Road will be secured through the Servicing Agreement (SA), which is a requirement of rezoning.
- The width of the boulevard ranges from the standard 1.5 m (5 ft.) requirement along Bridgeport Road to an enhanced 2.4 m (8 ft.) wide boulevard at the north east corner of the site, and 3.4 m (11 ft.) wide boulevard along No. 5 Road.

Site and Functional Planning

- Drive through carwash and oil change service is proposed on-site and the site plan accommodates the necessary turning and queuing requirements associated with the use.
- Reduction and/or consolidation of individual access points along main arterial roads is a priority with any redevelopment in this area. Therefore, redevelopment of the subject site includes traffic management provisions that control access to and from the site. The No. 5 Road access is designed to facilitate right-in only vehicle access to the site, which will also be marked with signage. Through the Servicing Agreement, a raised island “pork chop” will be introduced to limit Bridgeport Road access to right-in, right-out movements.
- Only one-way traffic is accommodated on-site and all vehicle traffic is required to exit the site via the Bridgeport Road Access.
- The proposed low building form and modest building volume minimizes the impact of setting the building back 0.9 m (3 ft.) from Bridgeport Road. Further, the boulevard improvements that will be introduced along Bridgeport Road will mitigate the impact of the narrow building setback.

- The garbage and recycling enclosure is located at the southwest corner of the site within an enclosure to minimize its visibility.

Parking & Loading

- “Service Station” parking rates apply to the site; therefore, a total of eight (8) queuing stalls are required, in addition to five (5) parking stalls for employees and visitors.
- Two (2) parking stalls are located on the south side of the building and three (3) stalls are located on either side of the car vacuum station. Stall #8 is identified as employee parking; the remaining stalls are available for use by both employees and visitors.
- Using a turning template for a SU9 truck (9.1 m long), the applicant has demonstrated, to the satisfaction of Transportation staff, that the site plan accommodates truck movements in and out of the site.

Architectural Form and Character

- A contemporary industrial/commercial building character is proposed, which responds to the Bridgeport Area Plan’s objective to enhance the overall image within the Bridgeport Road Corridor. The proposed simplified contemporary building would introduce a modern character within this automobile oriented commercial district that is expected to be replicated as the area redevelops and would refresh this corner at the busy intersection of Bridgeport Road and No. 5 Road.
- Although a single storey building is proposed, the proposed building height and roof lines are varied to distinguish the oil change and car wash uses proposed on-site.
- A simplified color scheme and materials that introduce texture are proposed and include white horizontal metal panels, sterling gray lap siding, and pewter color fiber cement panels. Corporate branding is integrated into the building character without overwhelming the contemporary character of the building. Either a horizontal blue metal band or frame is proposed for each elevation, which addresses the applicant’s objective to reference a corporate identity while using color to introduce visual interest to the building façade.
- A high degree of transparency is achieved with the proposed use of store front windows and doors, spandrel glazing, and overhead doors that consist of clear glass in clear anodized frames.
- Weather protection is limited to the soffit overhang, which is supported based on the car oriented nature of the drive through uses proposed on-site.
- Signage will comply with the Sign Bylaw (No. 5560) and will be mounted to the exterior of the building.

Landscape Form and Character

- There are no trees on the site and Parks supports the removal of two (2) existing City trees that are located along No. 5 Road, which will be affected by the required sidewalk and boulevard upgrades. Compensation will be secured through the associated rezoning process.
- A double row of trees will be introduced along the road frontages and includes Katsura and Sweet Gum deciduous trees on the subject site and street trees that will be selected by the City within the boulevard.
- The applicant proposes to maximize the limited on-site landscaping opportunities by undertaking the following:

- Landscaping the southern edge of the site. The 0.5 m (1.6 ft.) landscape strip will accommodate three (3) Sweet Gum trees, Hick's Yew shrubs, and Blue Fescue grass. This strip of landscaping will be protected by a barrier curb and similar to all landscaping on-site, will be irrigated by an efficient irrigation system that includes moisture sensors;
 - Planting Slender Hinoki False Cypress, which is a tall growing evergreen shrub that may reach a height of 4.5 m (15 ft.) and remains dark green through the winter, and low shrubs on either side of the garbage/recycling enclosure;
 - Placing oil storage tanks within the underground pit to create an opportunity to introduce a tree that is protected by a tree grate on either side of the oil change queuing area, and using permeable pavers to interrupt the surrounding asphalt treatment; and .
 - Using aqua pave permeable pavers at both access points to the site.
- The applicant has advised that monument signs will not be introduced on-site; therefore, the perimeter landscaping will be uninterrupted by signage.

Sustainability

- The applicant has provided a summary of sustainability features that will be included within the development, which include (Attachment 3):
 - Low maintenance building materials to increase the life cycle of the building;
 - Radiant heating and compliance with ASHRAE 2010 for energy efficiency;
 - LED light fixtures;
 - Tanks will be installed underground to collect rainwater from the roof and to recycle gray water from the car wash to reduce the use of potable water;
 - Collection of used oil by a third party, which will be recycled off-site;
 - Antifreeze will be collected for recycling.

Crime Prevention Through Environmental Design (CPTED)

- On-site wayfinding is clear and sightlines are unobstructed.
- Although the proposed drive through development is car oriented, the introduction of pavers at the site's access points and defined perimeter landscaping establish an edge that defines the pedestrian public realm and provides separation from the on-site car oriented uses.
- Glass storefront windows on each of the building's elevations create opportunity for passive surveillance.
- LED downcast light fixtures are integrated into the building design. Site lighting improves overall safety, and discourages loitering and vandalism.

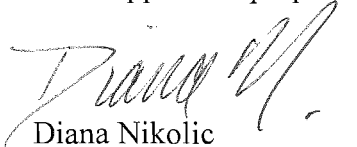
Accessibility

- The building will comply with Building Code accessibility conditions and provide barrier-free access from the street.
- The washroom has been designed to accommodate the turning radii required by wheel chair users.

Conclusions

The proposed drive through oil change and car wash service centre meets Bridgeport Area Plan and OCP design objectives. While addressing on-site site planning constraints, the proposal

introduces an enhanced boulevard treatment along the site's building edges, maximizes on-site landscaping opportunities, and proposes to introduce a building with a contemporary commercial-industrial building character to refresh the site, which is located at a busy intersection. The proposed development will contribute toward the process of incrementally updating the commercial character along this section of Bridgeport Road. Based on the proposal's design response to the objectives of the area plan and OCP, and site specific context, staff support the proposed development scheme.



Diana Nikolic
Planner II, Urban Design

DN:rg

Attachment 1: Data Sheet

Attachment 2: Advisory Design Panel Minutes & Applicant Responses (inserted in bold italics)

Attachment 3: Sustainability Provisions (provided by applicant)

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$29,161.55.

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

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- Demonstrate the following to the satisfaction of the Building Department:
 - Demonstration that the pit area is not water permeable;
 - Provide details associated with the access hatch to the mechanical room at pit elevation. The details must demonstrate that the hatch and associated area is water tight and that the hatch cannot be closed and/or locked when someone is in the area. If the floor elevation of the hatch is higher than (or at) the flood plain elevation, then the hatch will need to demonstrate the safety aspects that allow someone from inside the mechanical room to egress at any time. If the room is accessed from within the pit, the door will be required to be watertight.
 - Compliance with the BC Plumbing Code, which requires installation of a sand trap and oil interceptor.
 - Any waste water sent to the sanitary system requires compliance with Metro Vancouver Liquid Waste Management bylaws and a Waste Water Discharge Permit from Metro Vancouver. The applicant must demonstrate compliance as a condition of Building Permit issuance.
 - Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.



DP 13-641791

Attachment 1

Address: 3011 No. 5 Road

Applicant: Urban Design Group Architects Ltd.

Owner: 0976440 B.C. Ltd

Planning Area(s): Bridgeport Area Plan

Floor Area Net: 353.18 m² (3,800 ft²)

Commercial
Floor Area Net: 333.7 m² (3,590 ft²)

	Existing	Proposed
Site Area:	1,289 m ² (13,870 ft ²) (0.32 acre)	1,289 m ² (13,870 ft ²) (0.32 acre)
Land Uses:	Vacant	Drive-through oil change and car wash (sale of oil related to oil change service)
OCP Designation:	Mixed Employment	Mixed Employment
Zoning:	Gas Station Commercial (ZC12) – Bridgeport Road and Ironwood Area	Car Wash & Service Station (ZC35) - Bridgeport
Number of Units:	vacant	1 building

	Bylaw No. 9174 "Car Wash & Service Station (ZC35)"	Proposed	Variance
Floor Area Ratio:	Max. 0.30 FAR	0.26	none permitted
Lot Coverage:	Max. 20%	16.7%	none
Setback – Bridgeport Road (Front Yard):	Min. 0.9 m	0.9 m	none
Setback – No. 5 Road (Exterior yard):	Min. 10.0 m	10.4 m	none
Setback – Interior side yard and rear yard:	Min. 7.9 m	Min. 8.0 m (south) Min. 20.8 m (west)	none
Height (m):	Building: 9.0 m	6.4 m	none
Off-street Parking Spaces:	Service Station: 2/100 m ² of gross leasable floor area; plus: -1 space for each car wash bay; plus -3 spaces for each vehicle service bay	Customer/employee parking: 5 stalls Car wash: 2 queuing stalls Vehicle Service Bay: 3 queuing stalls for each oil change bay (total 6)	none

Total off-street Spaces:	12 (including queuing stalls) Customer/employee parking: 5 Queuing stalls: Car Wash: 1 Vehicle Service Bay: 6	13 (including queuing stalls) Customer/employee parking: 5 Queuing stalls: Car Wash: 2 Vehicle Service Bay: 6	none
Bike Parking	Class 1: 1 Class 2: 1	Class 1: 2 Class 2: 4	none
Amenity Space – Indoor:	n/a	n/a	none
Amenity Space – Outdoor:	n/a	n/a	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, November 5, 2014 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

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3. **DP 13-641791 – DRIVE THROUGH OIL CHANGE AND CAR WASH**

APPLICANT: Urban Design Group

PROPERTY LOCATION: 3011 No. 5 Road

Applicant's Presentation

Architect Fariba Gharaei, Urban Design Group Architects Ltd., and Denitsa Dimitrova, PMG Landscape Architects, presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- proposed planting on the street side is well-resolved; however, planting on the south side is negligible and will struggle to survive; consider carving out a narrow strip along the south edge for cedar hedge planting to provide separation from the adjacent property to the south and introduce a green vertical element on the south edge;

We made the building smaller to allow for a 2' strip of landscape and trees along the south property line.

- consider introducing decorative pavers on-site; e.g. as the sidewalks cross the drive aisles;

Decorative pavers are added at the main entrance of the site from No. 5 Road and Bridgeport and between the oil change and car wash.

- pleased to know that the site is irrigated;

Irrigation has been provided.

- the exterior of the building has too many elements, e.g. awnings, considering its small size and function; simplify and organize the elements;

Building design is revised to address the Panel's comments. Awnings are removed and building is simplified.

- canopies are out of place on the building; the proposed building should have an industrial character; look at the steel and glass frame Home Depot building at Terminal Avenue for precedent; simplify the building expression, the big plaster stucco parapet's purpose is to accommodate the signage;

Building design is revised to address the above comments. We simplified the building by removing the 4' overhang and the canopies, since the proposed building is an automated drive thru facility which weather protection is not required. Material selection is revised to avoid the use of stucco.

- understand the limitations of franchising with regard to lay-outs and plans; however, some degree of freedom on the part of the applicant with regard to the design of the building would be beneficial;

Building design is revised to address the Panel's comments.

- appreciate the landscaping along the road frontages; however, a softer street edge could have been created along the streetfronts;

We have revised the plantings along the street edges with more layering and softer approach with more trees, ornamental grasses and perennials.

- site is small and challenging; concern on the form and character of the building; understand the brand requirements, however, the proposed development will not enhance the area;

Building design is revised to enhance the area.

- choice of materials is unfortunate; architectural elements, e.g. canopies fall short in many respects; stand-alone building has no clear interface with the public sidewalk; proposed form and character is a concern; building does not fit well with its context;

2'-6" concrete up stand reduce to 10" smooth finish concrete and extend the glazing to address the interface with the public sidewalk. Building is redesigned to create a more industrial look.

- no comments with regard to accessibility;
- concern on the car wash facility using high quality drinkable water that is dumped into the drainage; look at ways to recycle water; and

Reclaim water system will be provided to re-use the gray water and collect the rain water to minimize the use of potable water.

- applicant has done what could be done in a challenging site; however, the prescribed program for the franchise is not responsive to the site context.

Panel Decision

It was moved and seconded

That DP 13-641791 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

DEFEATED

Opposed: Matthew Thomson, Grant Brumpton, Kai Chen, Norm Chin, Paul Goodwin, and
Michael Mammone

...

URBAN DESIGN GROUP ARCHITECTS LTD., 600 - 1140 W PENDER ST, VANCOUVER, BC V6E 4G1 (604) 687-2334 FAX (604) 688-7481

Paul Chiu, Architect AIBC, MRAIC, AAA, SAA, MAA, OAA, SBA, Principal
Fariba Gharael, Architect AIBC, MRAIC, OAA, LEED AP, SBA, Associate
Steven Wagner, Architect AIBC, MRAIC, AIA, LEED AP, Associate
Rudi Klauser, RID, NCIDQ, LEED AP, Senior Associate
Crosbby Chiu, MRAIC, SBA, Senior Associate

Rick Jones, Principal
Aaron Vornbrock, Senior Vice President
Eric Ching, CSBA, Vice President
Martin Grube, Associate
Bojan Illic, Associate

June 23, 2014

City of Richmond
6911 No. 3 Road
Richmond BC
V6Y 2C1

Attention: Diana Nikolic, MCIP
Planner

Re: Sustainability

Mobile 1 - Oil Change & Car Wash, 3011 No. 5 Road, Richmond

Our Project No. 3674

Dear Mayor and Councilors,

This new development is for a Mobile 1 - Oil Change and Car Wash facility which incorporates the following:

- High quality building materials with low maintenance are proposed to increase the life-cycle of the building and minimize the need for repair/additional construction work.
- Radiant heating systems are to be used to heat the occupant rather than the space. This building is categorized as a semi-heated building and we will comply with the requirements of ASHRAE 2010 for energy efficiency.
- LED light-fixtures will be used to minimize both energy consumption and frequent replacement of the lighting.
- Low-flow plumbing fixtures and water wise landscaping is proposed in order to lower water consumption for this development.
- High efficiency plumbing fixtures to be provided.
- Rain water collection and re-use of the water system to be provided to minimize discharge of the water to the City sanitary line and reduce the water usage for the car wash.

- Recycled measures to be considered during the construction time.
- The used oil will be recycled and reused. Garbage recycling is provided to minimize the waste material.
- Antifreeze and used motor oil will be picked up for recycling.

Yours Truly,

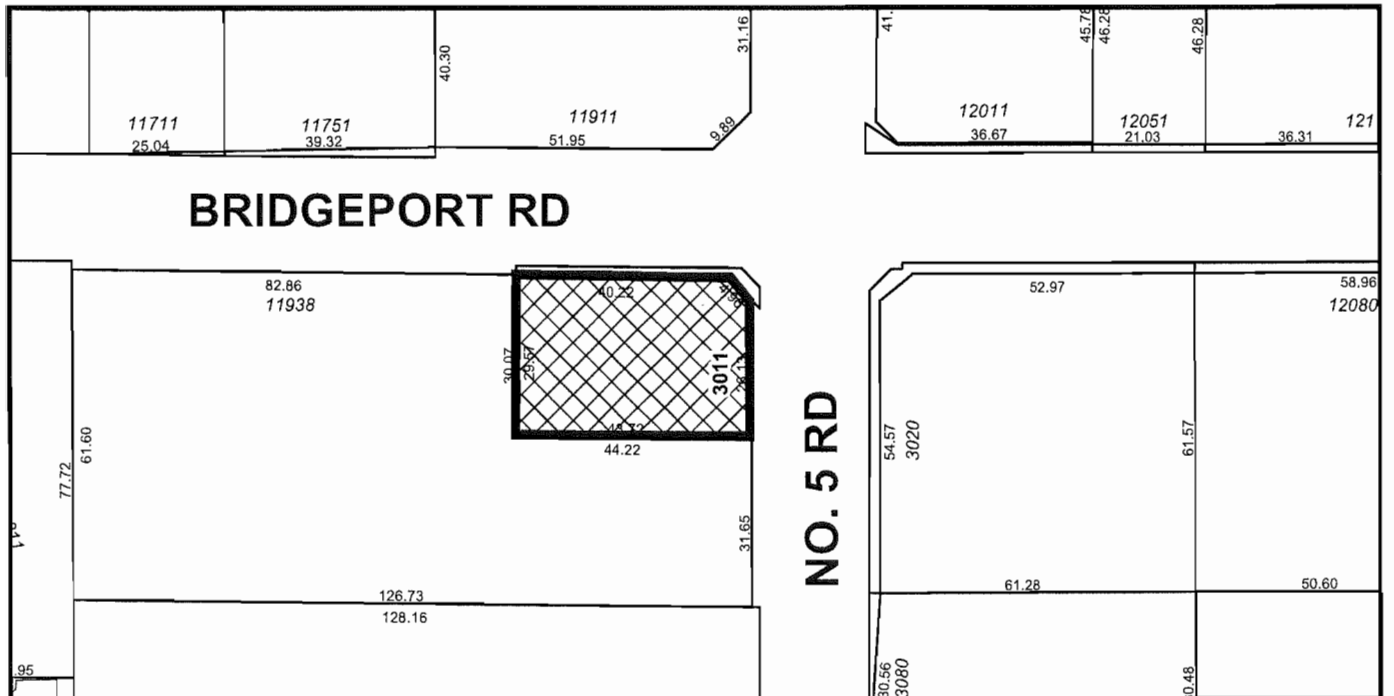
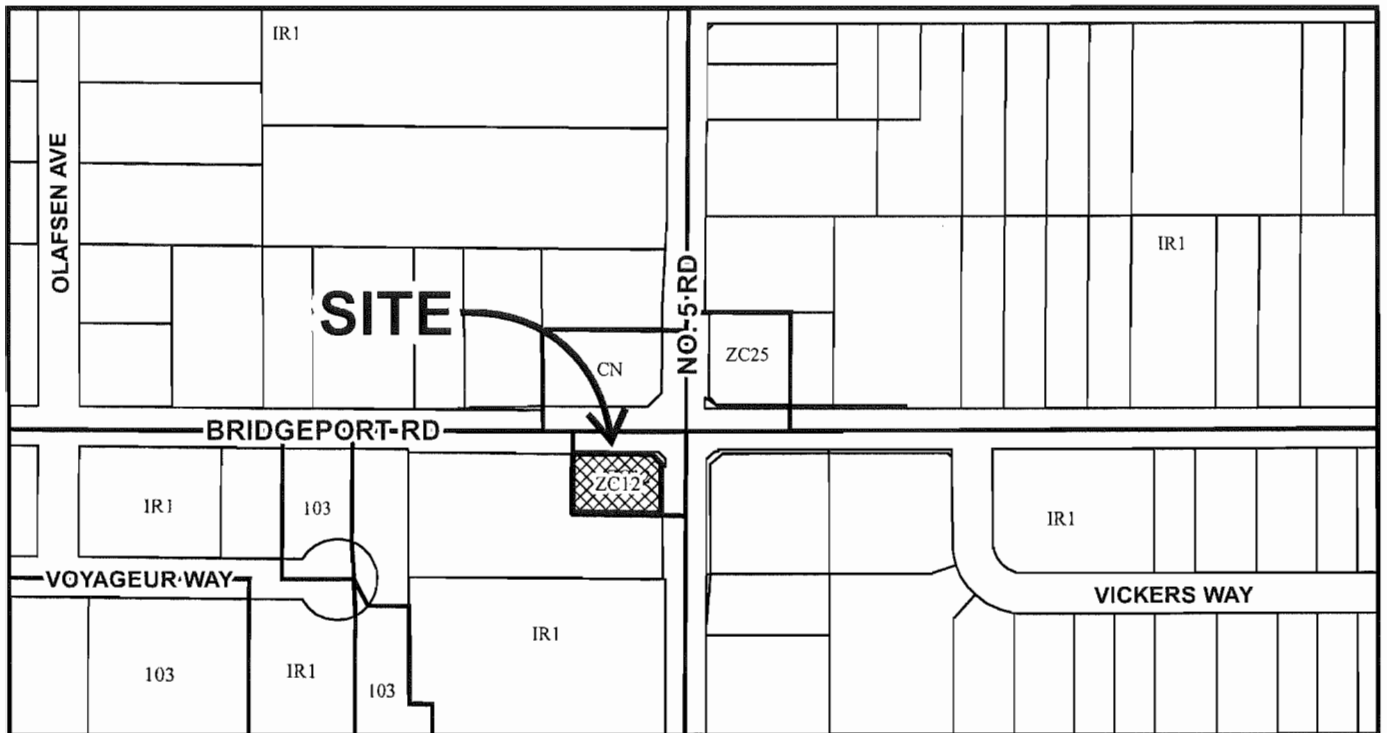


Fariba Gharael, Architect AIBC, MRAIC, OAA, LEED AP, SBA, Associate
URBAN DESIGN GROUP ARCHITECTS LTD.

FG/mp



City of Richmond



DP 13-641791

Original Date: 03/06/15

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Development Permit

No. DP 13-641791

To the Holder: URBAN DESIGN GROUP ARCHITECTS LTD. ON BEHALF OF
0976440 B.C. LTD., INC. NO. 0976440

Property Address: 3011 NO. 5 ROAD

Address: C/O FARIBA GHARAEI, ARCHITECT AIBC
600 – 1140 WEST PENDER STREET
VANCOUVER, BC V63 4G1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #7 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$29,161.55 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.
6. 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 13-641791

To the Holder: URBAN DESIGN GROUP ARCHITECTS LTD. ON BEHALF OF
0976440 B.C. LTD., INC. NO. 0976440

Property Address: 3011 NO. 5 ROAD

Address: C/O FARIBA GHARAEI, ARCHITECT AIBC
600 – 1140 WEST PENDER STREET
VANCOUVER, BC V63 4G1

7. 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

GENERAL NOTE:

BOUNDARIES SHOWN HEREON ARE DERIVED FROM EXISTING RECORDS AND MUST BE CONFIRMED BY SURVEY PRIOR TO THE DETERMINATION OF DIMENSIONS OR AREAS FOR DEVELOPMENT PURPOSES.

SITE INFORMATION:

LEGAL DESCRIPTION: 1 SEC 25 BLKSN R6BW PL 1366 EXCEPT PLAN LMP89115, E 150 FT, REF PL 17050, & EXC BYLAW PL59971, PL LMP 21779

Civic ADDRESS: 3011 NO. 5 ROAD, RICHMOND, BC

CURRENT ZONING: ZC-35 CAR WASH AND SERVICE STATION (BRIDGEPORT)

EXISTING SITE AREA: 1,289.1 SM (13,870.72 SF)

PROPOSED BUILDING AREA: 327.48 SM (3,525 SF)

LOT COVERAGE: 213.4 SM / 289.1 SM x 100 = 15.55%

AREA SUMMARY:

	FLOOR AREA	SERVICES / FIT	GROSS AREA
BASEMENT	N/A	114.08 SM (1,228 SF)	114.08 SM (1,228 SF)
GROUND LEVEL	213.39 SM (2,297 SF)	N/A	213.39 SM (2,297 SF)
TOTAL COMMERCIAL	213.39 SM (2,297 SF)	114.08 SM (1,228 SF)	327.48 SM (3,525 SF)

PARKING BYLAW REQUIREMENTS:

SERVICE STATION = 2 SPACES PER 100SM (1,076SF) G.F.A., PLUS 1 SPACE PER CAR WASH BAY; PLUS 3 SPACES PER VEHICLE SERVICE BAY

PARKING SIZES:

REGULAR CAR STALL: 2.5m x 5.5m (8,695 x 18,046)

SMALL CAR STALL: 2.4m x 5.0m (7,874 x 16,465)

MANOEUVRING ANGLE WIDTH (REGULAR STALL): 7.5m (24,609)

PARKING REQUIREMENTS:

TOTAL PARKING REQUIRED:

20 (15.2M²/100) = 4.30 STALLS

1 CAR WASH BAY = 1 STALL

3 & 2 SERVICE BAYS = 6 STALLS

= 11.30 STALLS - 12 STALLS

(BASED ON MIN. 6' COPT ONLY)

(DOES NOT INCLUDE BASEMENT)

TOTAL PARKING PROVIDED:

2 CAR WASH BAY QUEUE + 2 SERVICE BAYS QUEUE + 5 PARKING STALLS = 13 SPACES

13 STALLS/215.2 SM = 6 STALLS/100SM

BICYCLE PARKING: CLASS 1 BICYCLE LOCKER FOR 2 BIKES W/ DOORS PROVIDED ON SITE

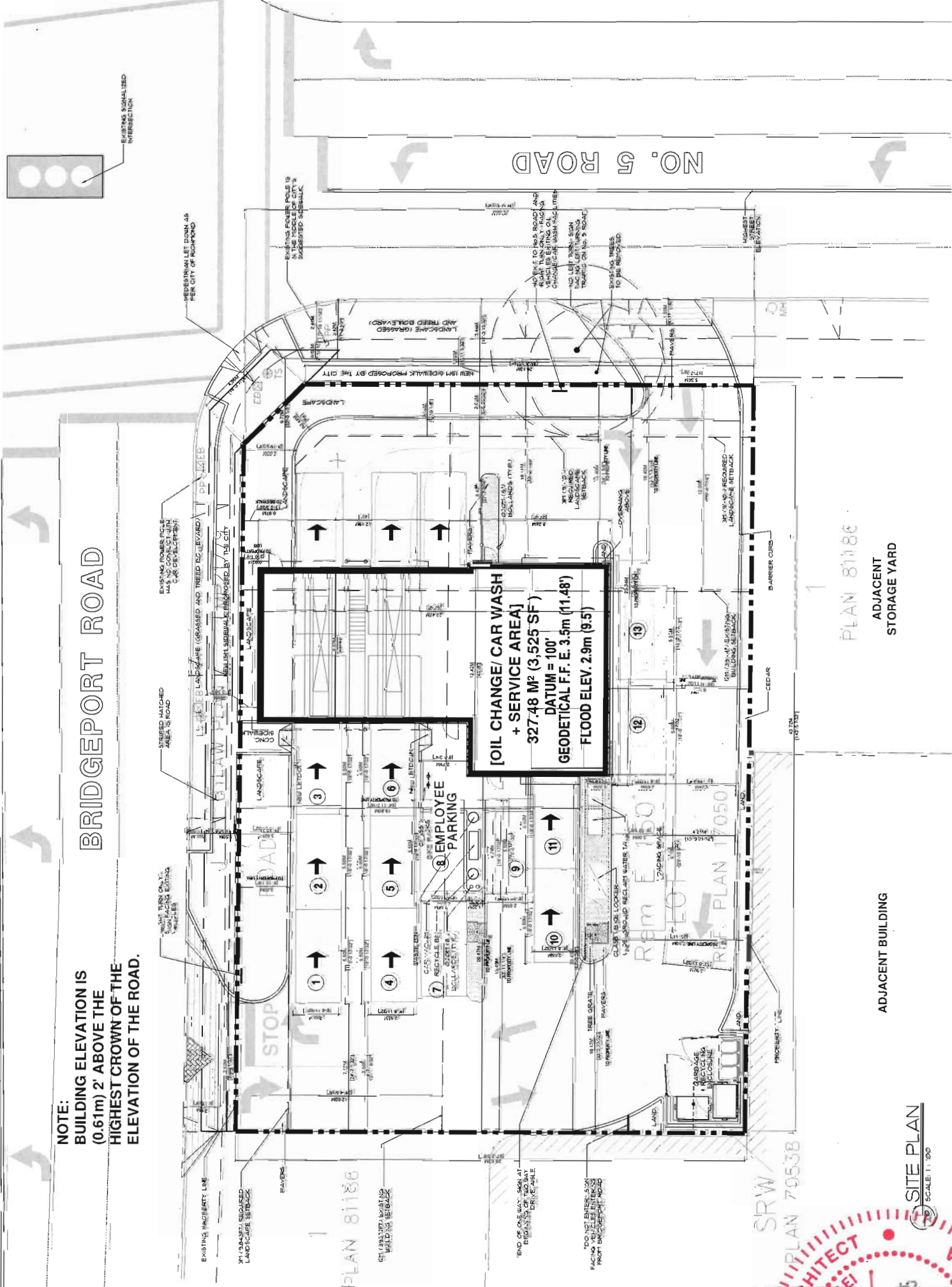
CLASS 2 BICYCLE RACK FOR 4 BICYCLES PROVIDED ON SITE

YARDS & SETBACKS:

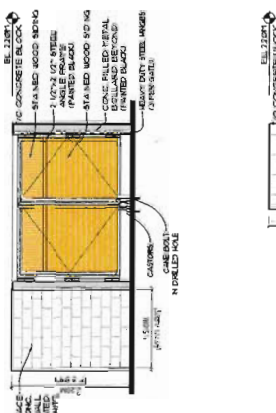
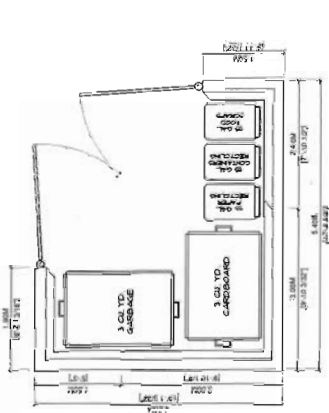
FLOOR AREA RATIO:	REQUIRED:	PROPOSED:	NOTES:
HEIGHT:	9m (29.527')	5.9m (19.5')	0.28 N/A
BUILDING SETBACK (BRIDGEPORT):	12.0m (39.372')	0.2m (3.019')	VARIANCE REQUIRED
BUILDING SETBACK (NO 5 ROAD):	12.0m (39.372')	10.40m (34.122')	VARIANCE REQUIRED
BUILDING SETBACK (INTERIOR SIDE YARD):	1.5m (4.922')	20.87m (68.674')	N/A
BUILDING SETBACK (INTERIOR REAR YARD):	1.5m (4.922')	8.19m (26.882')	N/A
OVERHANG SETBACK (EXTERIOR SIDE YARD):	1.5m (4.922')	10.11m (32.17')	N/A
OVERHANG SETBACK (INTERIOR SIDE YARD):	3.0m (9.843')	20.83m (67.03')	N/A
LANDSCAPE SETBACK (BRIDGEPORT):	3.0m (9.843')	0.2m (3.019')	VARIANCE REQUIRED
LANDSCAPE SETBACK (NO 5 ROAD):	3.0m (9.843')	2.0m (6.562')	VARIANCE REQUIRED

NOTE: BUILDING ELEVATION IS (0.61m) 2' ABOVE THE HIGHEST CROWN OF THE ELEVATION OF THE ROAD.

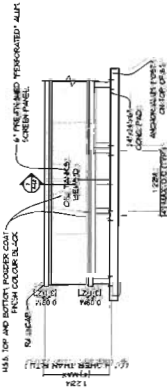
BRIDGEPORT ROAD



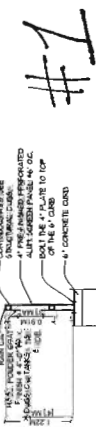
KEY PLAN
SCALE: NTS



GARBAGE ENCLOSURE DETAIL
SCALE: 1:50



DECORATIVE LOW SCREEN
SCALE: 1:50



#1

OP 13-64

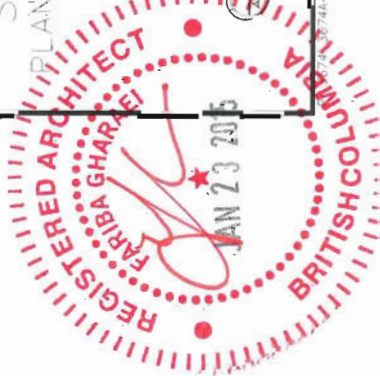
SITE PLAN
SCALE: 1:50

ADJACENT BUILDING

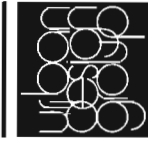
ADJACENT STORAGE YARD

PLAN 81186

SRW
PLAN 70538



MOBILE 1 - OIL CHANGE AND CAR WASH
3011 NO. 5 ROAD, RICHMOND, BC
FOR BILL'S DEVELOPMENT LTD
MAR 06 2015



bloom architects ltd.
600-140 WEST PENDER
VANCOUVER, BC
V6C 3E7
TEL: 604-688-7481
FAX: 604-688-7481

Project number: 3074

Sheet 1 of 1

SITE PLAN

DATE: 1-27-15

BY: MJC

13-64

1. DRAWING OF EXISTING BUILDING	2. DRAWING OF EXISTING BUILDING
3. DRAWING OF EXISTING BUILDING	4. DRAWING OF EXISTING BUILDING
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97. DRAWING OF EXISTING BUILDING	98. DRAWING OF EXISTING BUILDING
99. DRAWING OF EXISTING BUILDING	100. DRAWING OF EXISTING BUILDING



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MOBILE 1 - OIL CHANGE AND CAR WASH
3011 NO. 5 ROAD, RICHMOND, BC
For BILL'S DEVELOPMENT LTD

MAR 06 2015



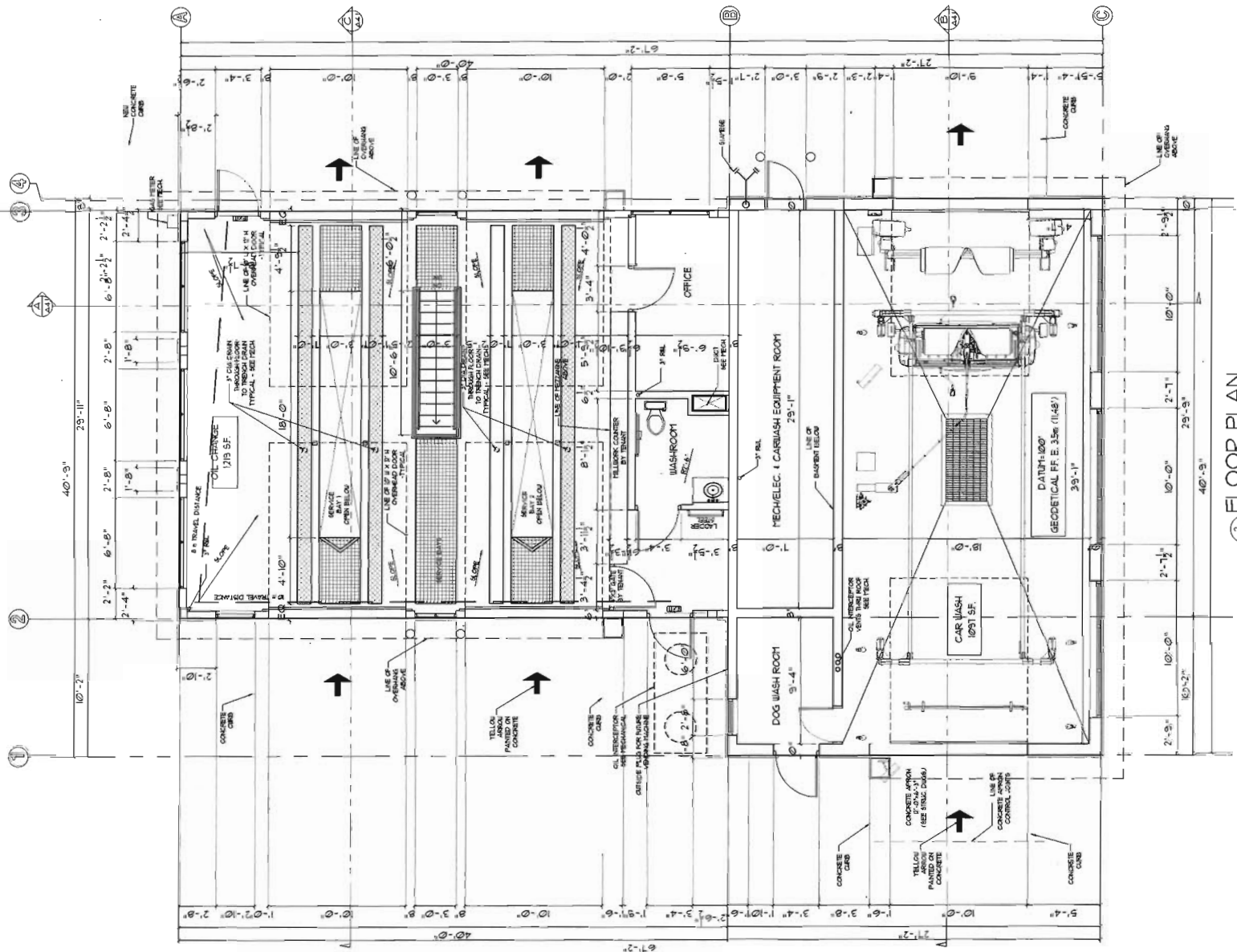
architects ltd
600-1140 WEST PENDER
VANCOUVER, BC V6C 4C1
TELEPHONE 604-687-2204
FACSIMILE 604-687-4581

PROJECT NUMBER 3074

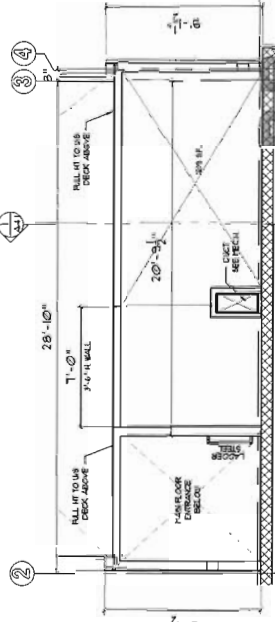
DATE 02/25/15

BY A-01

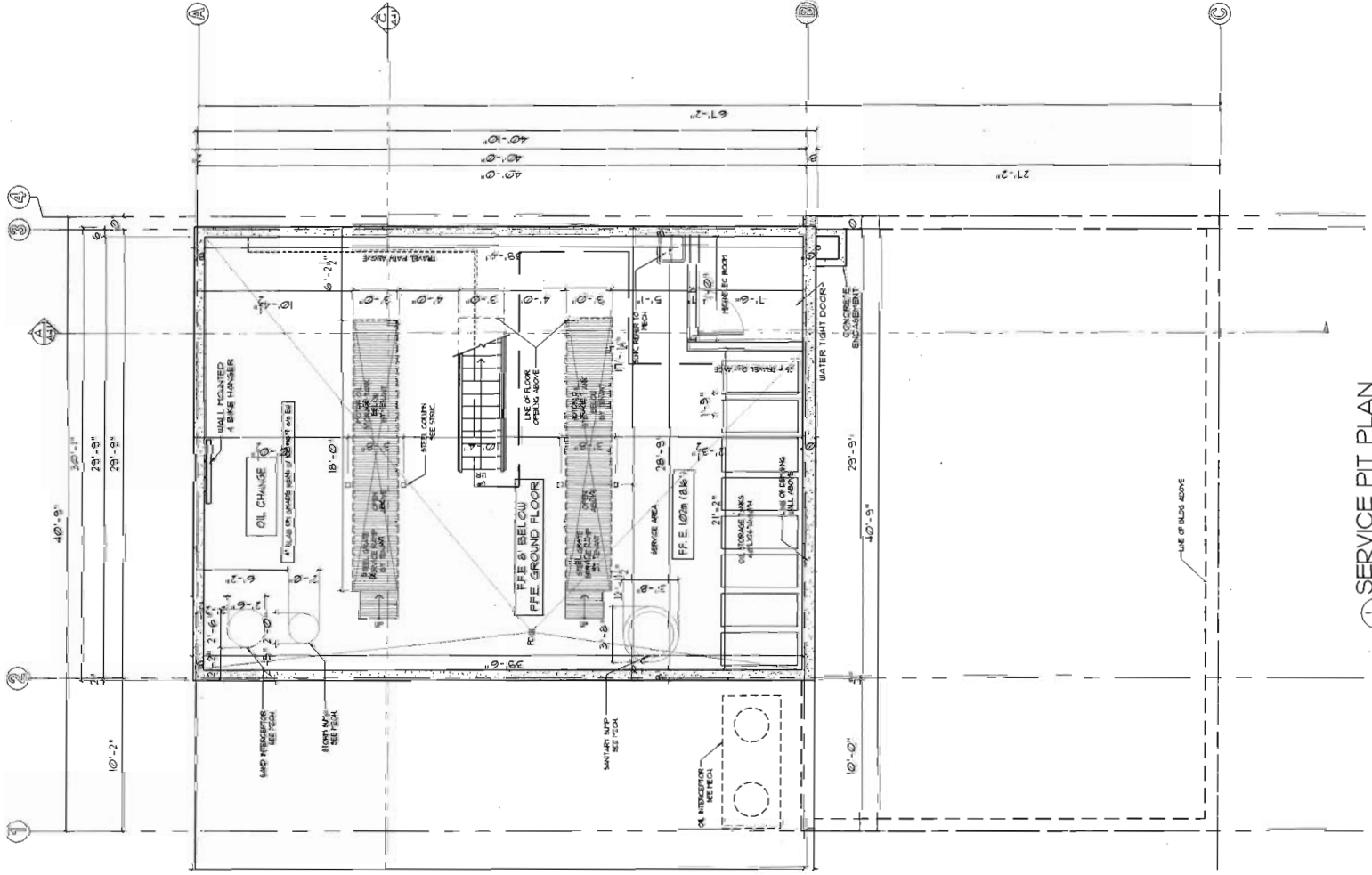
DATE 02/25/15



FLOOR PLAN
SCALE: 1/4" = 1'-0"



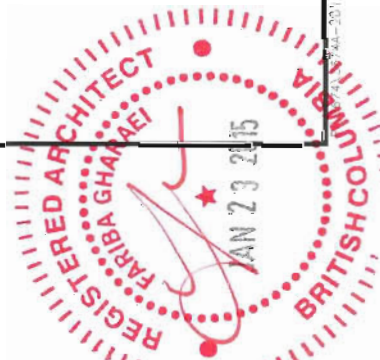
UPPER STORAGE AREA PLAN
SCALE: 1/4" = 1'-0"

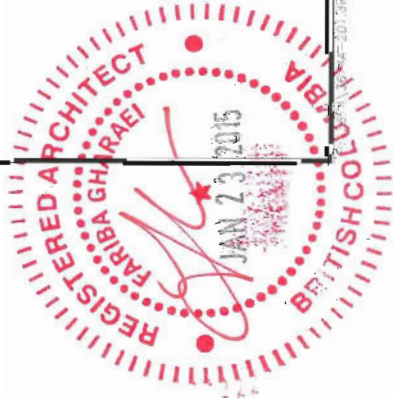


SERVICE PIT PLAN
SCALE: 1/4" = 1'-0"

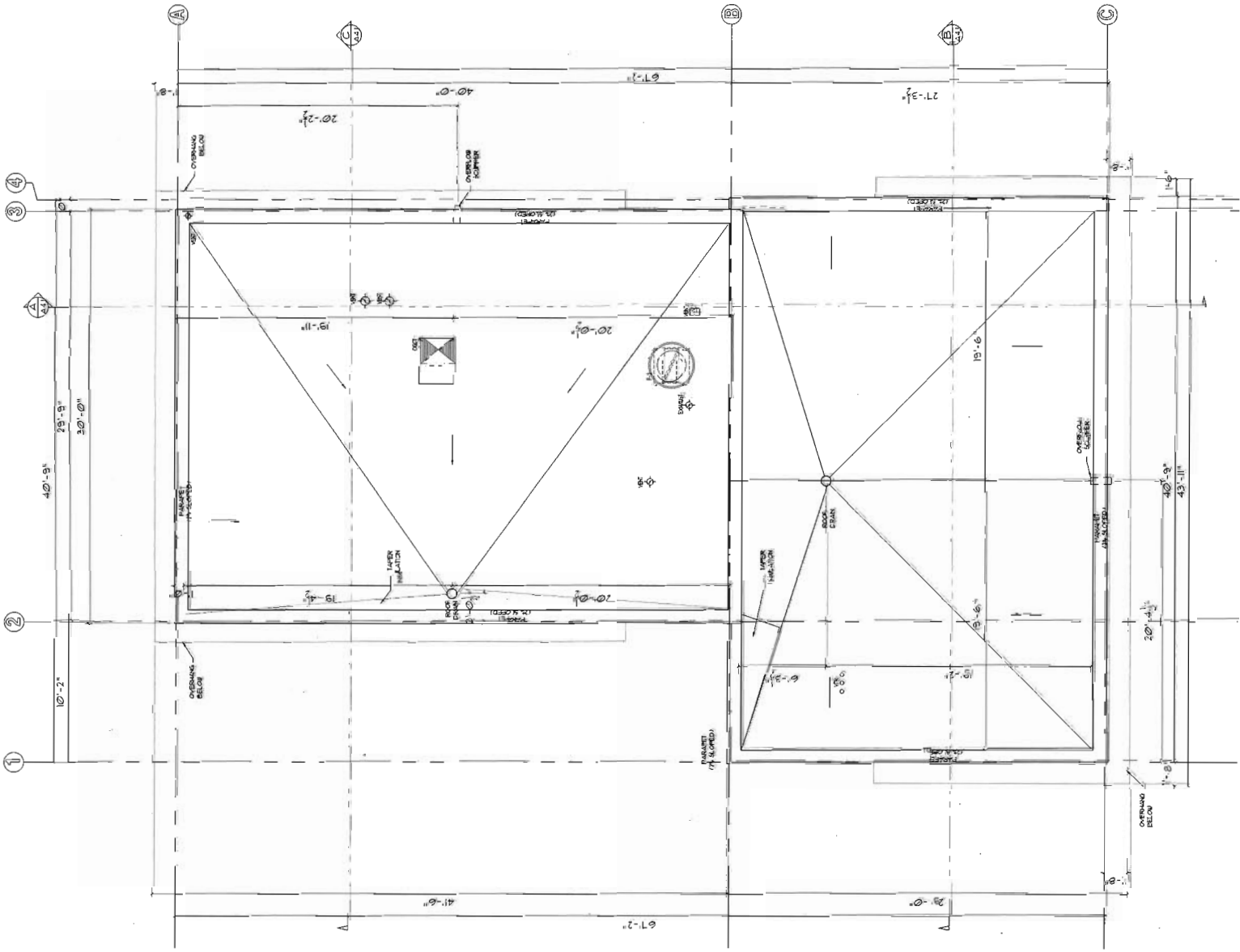
GENERAL NOTES:

1. ALL WORK SHALL CONFORM WITH THE BC BUILDING CODE AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
3. ALL EXISTING CONDITIONS SHALL BE MAINTAINED UNLESS OTHERWISE SPECIFIED.
4. ALL NEW WORK SHALL BE DONE IN ACCORDANCE WITH THE BC BUILDING CODE AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
6. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL AUTHORITY.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
8. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BC BUILDING CODE AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
10. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BC BUILDING CODE AND IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.





- GENERAL NOTES:**
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE, 2015 EDITION, AND ALL APPLICABLE BYLAW CODES. IT IS THE RESPONSIBILITY OF THE ARCHITECT TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
 2. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS NOTED THE FOLLOWING: THESE PLANS SHALL BE SUBJECT TO THE ATTENTION OF THE ARCHITECT PRIOR TO WORK COMMENCEMENT.
 3. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS NOTED THE FOLLOWING: THESE PLANS SHALL BE SUBJECT TO THE ATTENTION OF THE ARCHITECT PRIOR TO WORK COMMENCEMENT.
 4. ALL EXISTING CONDITIONS SHALL BE MAINTAINED AND PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS.
 5. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE BC BUILDING CODE, 2015 EDITION, AND ALL APPLICABLE BYLAW CODES.
 6. THE ARCHITECT HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS NOTED THE FOLLOWING: THESE PLANS SHALL BE SUBJECT TO THE ATTENTION OF THE ARCHITECT PRIOR TO WORK COMMENCEMENT.
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2. ROOF PLANS
SCALE: 1/8" = 1'-0"

#3

DP 13-64

1791



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VANCOUVER, BC V6C 4C1
PHONE: 604-687-2204
FACSIMILE: 604-687-4601

PROJECT NUMBER: 3074

SHEET NO: 1791

DATE: 1791

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

DATE: 1791

DATE: 1791

DATE: 1791

DATE: 1791

DATE: 1791

DATE: 1791

MOBILE 1 - OIL CHANGE AND CAR WASH
3011 NO. 5 ROAD, RICHMOND, BC
FOR BILL'S DEVELOPMENT LTD

MAR 06 2015



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1. PROJECT INFORMATION	2. CLIENT INFORMATION
3. PROJECT LOCATION	4. PROJECT DESCRIPTION
5. PROJECT PHASE	6. PROJECT STATUS
7. PROJECT BUDGET	8. PROJECT RISK
9. PROJECT SCHEDULE	10. PROJECT TEAM
11. PROJECT CONTACTS	12. PROJECT NOTES
13. PROJECT HISTORY	14. PROJECT COMMENTS
15. PROJECT REFERENCES	16. PROJECT APPENDICES
17. PROJECT GLOSSARY	18. PROJECT INDEX
19. PROJECT LEGEND	20. PROJECT SIGNATURES
21. PROJECT DRAWINGS	22. PROJECT EXHIBITS
23. PROJECT SPECIFICATIONS	24. PROJECT SCHEDULES
25. PROJECT CALCULATIONS	26. PROJECT PHOTOGRAPHS
27. PROJECT MEETINGS	28. PROJECT DELIVERABLES
29. PROJECT RISKS	30. PROJECT CHANGES
31. PROJECT ISSUES	32. PROJECT DECISIONS
33. PROJECT ACTIONS	34. PROJECT RESULTS
35. PROJECT EVALUATION	36. PROJECT LESSONS LEARNED
37. PROJECT RECOMMENDATIONS	38. PROJECT CONCLUSIONS
39. PROJECT SUMMARY	40. PROJECT INDEX

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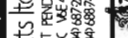
consultant

MAR 06 2015



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FACSIMILE 460-698-7489

3677

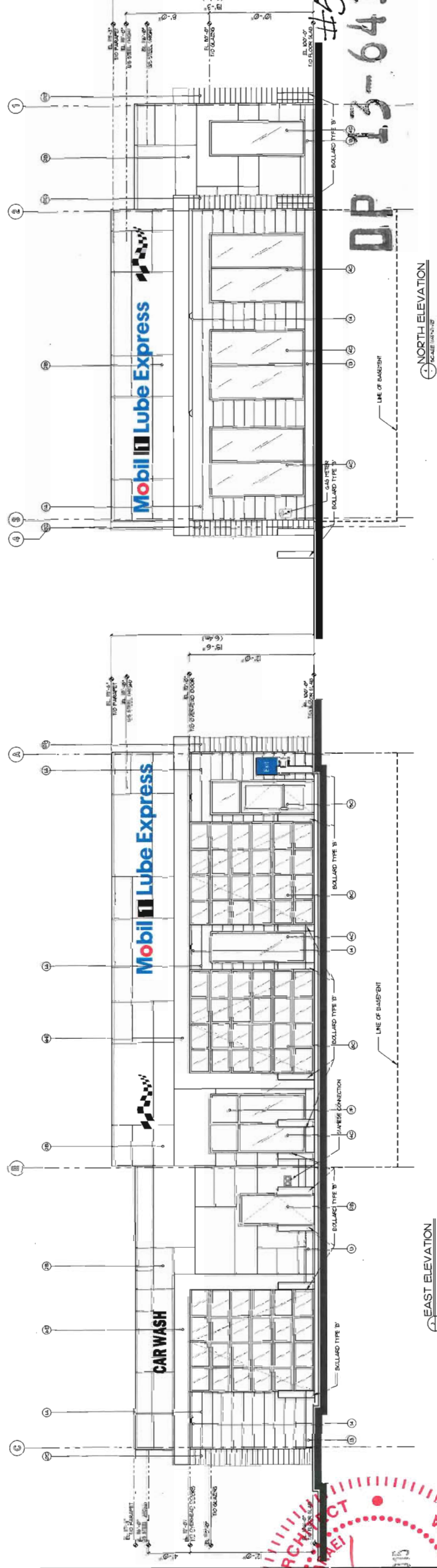
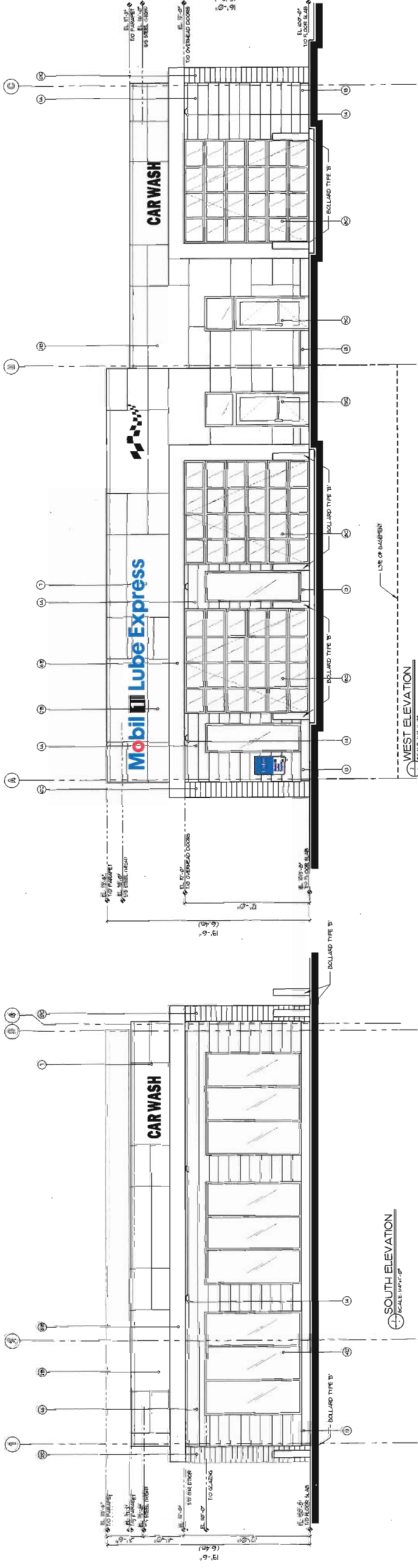


ELEVATIONS

DATE: 10/24/87

A-3.0

SCALE	1/8" = 1'-0"
REVISION	1
DATE	10/24/87



EXTERIOR FINISHES	EXTERIOR COLOURS
1 BERRICO METAL WITH HORIZONTAL RAIL PANEL	1 BERRICO COLOUR
2 ALUM. POWDER PAINT, BLACK PAINTED	2 BERRY PINK 30-50 PASTEL
3 ALUM. POWDER PAINT, GREEN	3 BERRY PINK 50-70 PASTEL
4 68-6145	4 BERRY ROSE 30-50 PASTEL
5 68-6145	5 BERRY ROSE 50-70 PASTEL
6 COLOUR GLAZED WINDOW IN THE PRISMED	6 FACTORY FINISH, SERRING GALV.
7 ALUM. INDEPENDENT FRAME	7 FACTORY FINISH, SERRING GALV. BLUE-TEC
8 NO GLASS PANEL, GLASSING	8 HAZEL, ONE SHANTUNG BLUE-TEC
9 METAL PANEL	9 HAZEL
10 LIFTED FRAME	10 HAZEL
11 68-6145	11 HAZEL
12 68-6145	12 HAZEL
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EXTERIOR FINISHES	
1	BRUSHED METAL, 1/8" X 1/8" SQUARE
2	ALUMINUM VERTICAL PANEL CONTACT, 3/16" X 1/8" X 1/8"
3	REVEALS
4	DOUBLE GLAZED WINDOWS & THE ALUMINUM SPRING FRAME
5	NO GLAZE METAL FINISHING
6	METAL PANEL
7	ILLUSTRATED SPRING FINISHING, GARNET LETTERS
8	OVERLAP CODE
9	SHADE TEMPERED GLAZING
10	ALUMINUM SPRING FRAME DOORS
11	ALUMINUM SPRING FRAME DOORS

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consultant

MOBILE 1 - OIL CHANGE AND CAR WASH
3011 NO. 5 ROAD, RICHMOND, BC
For BILL'S DEVELOPMENT LTD

MAR 0 6 2015

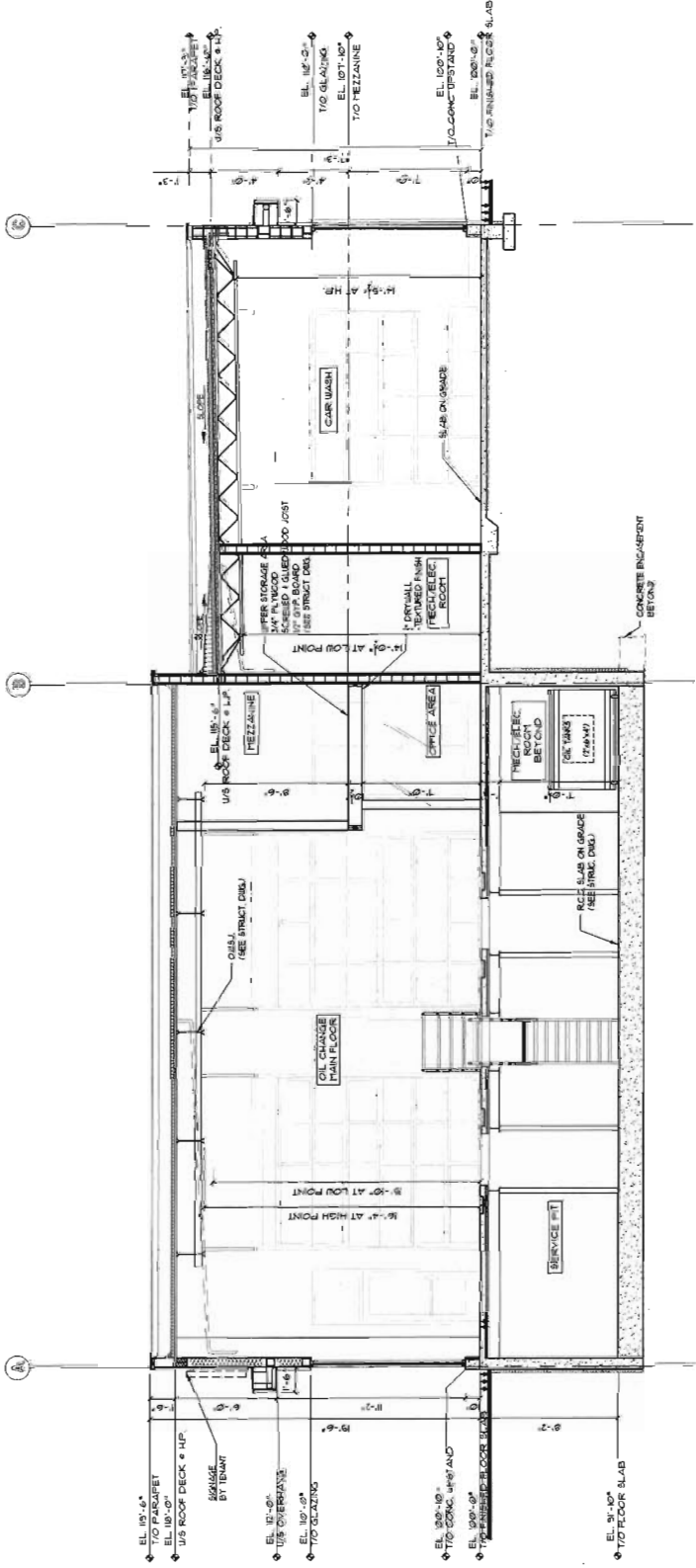


architects ltd
600-1140 WEST RENDLER
RICHMOND, BC V6X 1A2
TEL: 604-273-8888
FAX: 604-273-8881

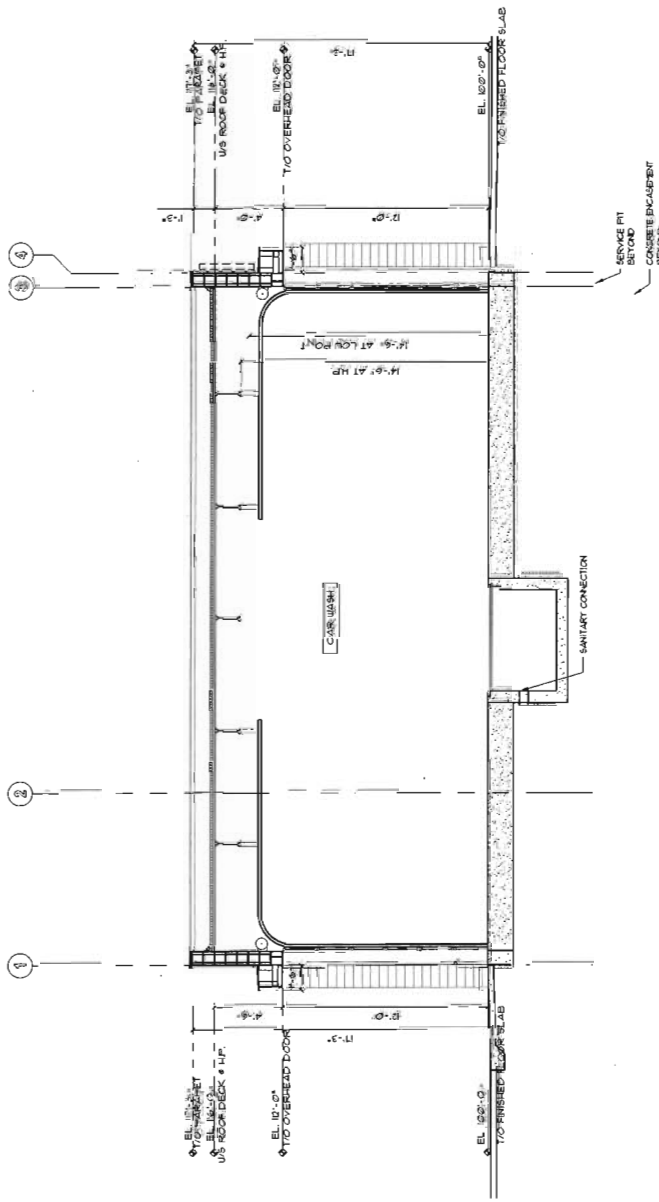
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BUILDING SECTIONS

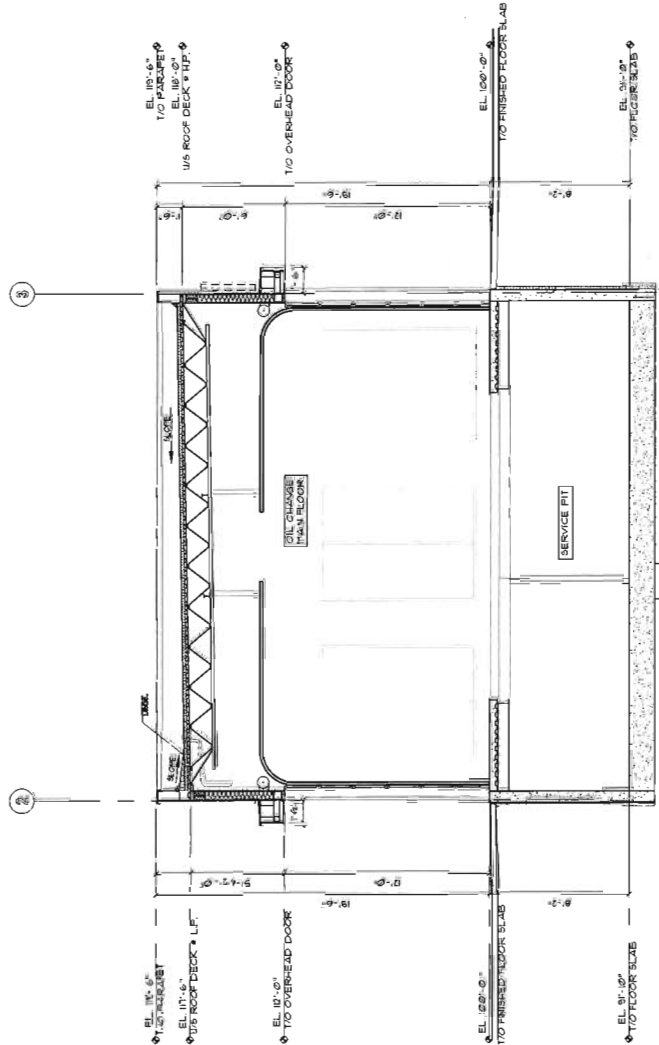
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BY	MS
CHECKED	TC
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PROJECT	MOBILE 1
SECTION	A-A



SECTION A-A
SCALE 1/4" = 1'-0"

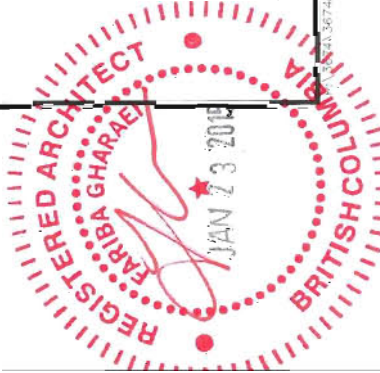


SECTION B-B
SCALE 1/4" = 1'-0"



SECTION C-C
SCALE 1/4" = 1'-0"

#7
DP 13-64179



1. SITE PLAN	2. NORTH ARROW
3. EXISTING BUILDING	4. PROPOSED BUILDING
5. EXISTING DRIVEWAY	6. PROPOSED DRIVEWAY
7. EXISTING SIDEWALK	8. PROPOSED SIDEWALK
9. EXISTING PARKING	10. PROPOSED PARKING
11. EXISTING FENCE	12. PROPOSED FENCE
13. EXISTING LIGHTS	14. PROPOSED LIGHTS
15. EXISTING SIGNAGE	16. PROPOSED SIGNAGE
17. EXISTING LANDSCAPE	18. PROPOSED LANDSCAPE
19. EXISTING UTILITIES	20. PROPOSED UTILITIES
21. EXISTING ROADS	22. PROPOSED ROADS
23. EXISTING TREES	24. PROPOSED TREES
25. EXISTING FENCES	26. PROPOSED FENCES
27. EXISTING LIGHTS	28. PROPOSED LIGHTS
29. EXISTING SIGNAGE	30. PROPOSED SIGNAGE
31. EXISTING LANDSCAPE	32. PROPOSED LANDSCAPE
33. EXISTING UTILITIES	34. PROPOSED UTILITIES
35. EXISTING ROADS	36. PROPOSED ROADS
37. EXISTING TREES	38. PROPOSED TREES
39. EXISTING FENCES	40. PROPOSED FENCES
41. EXISTING LIGHTS	42. PROPOSED LIGHTS
43. EXISTING SIGNAGE	44. PROPOSED SIGNAGE
45. EXISTING LANDSCAPE	46. PROPOSED LANDSCAPE
47. EXISTING UTILITIES	48. PROPOSED UTILITIES
49. EXISTING ROADS	50. PROPOSED ROADS
51. EXISTING TREES	52. PROPOSED TREES
53. EXISTING FENCES	54. PROPOSED FENCES
55. EXISTING LIGHTS	56. PROPOSED LIGHTS
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79. EXISTING TREES	80. PROPOSED TREES
81. EXISTING FENCES	82. PROPOSED FENCES
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87. EXISTING LANDSCAPE	88. PROPOSED LANDSCAPE
89. EXISTING UTILITIES	90. PROPOSED UTILITIES
91. EXISTING ROADS	92. PROPOSED ROADS
93. EXISTING TREES	94. PROPOSED TREES
95. EXISTING FENCES	96. PROPOSED FENCES
97. EXISTING LIGHTS	98. PROPOSED LIGHTS
99. EXISTING SIGNAGE	100. PROPOSED SIGNAGE

This drawing is an architectural rendering of the proposed building and signage. It is not a photograph and should not be used for any other purpose. All dimensions are in feet and inches. The drawing is for informational purposes only and does not constitute a contract. The drawing is the property of the architect and should not be reproduced, copied, or distributed without written permission. The drawing is for informational purposes only and does not constitute a contract. The drawing is the property of the architect and should not be reproduced, copied, or distributed without written permission.

MOBILE 1 - OIL CHANGE AND CAR WASH
3011 NO. 5 ROAD, RICHMOND, BC
For BILL'S DEVELOPMENT LTD

MAR 06 2015



Uppoon architects ltd
4000 WEST PACE
VICTORIA, BC V8N 1C5
TEL: (250) 383-7284
FAX: (250) 383-7284

PROJECT NUMBER: 30374

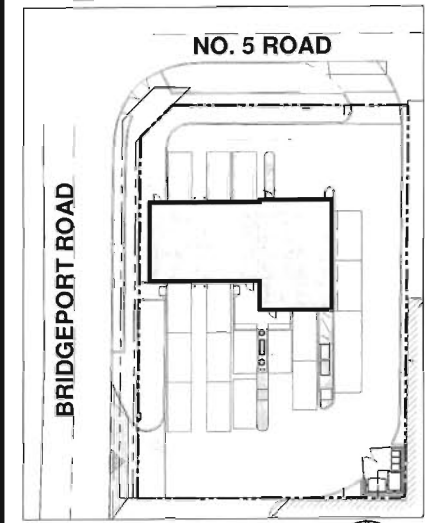
SIGNAGE

DATE: 03/06/15

BY: [Signature]

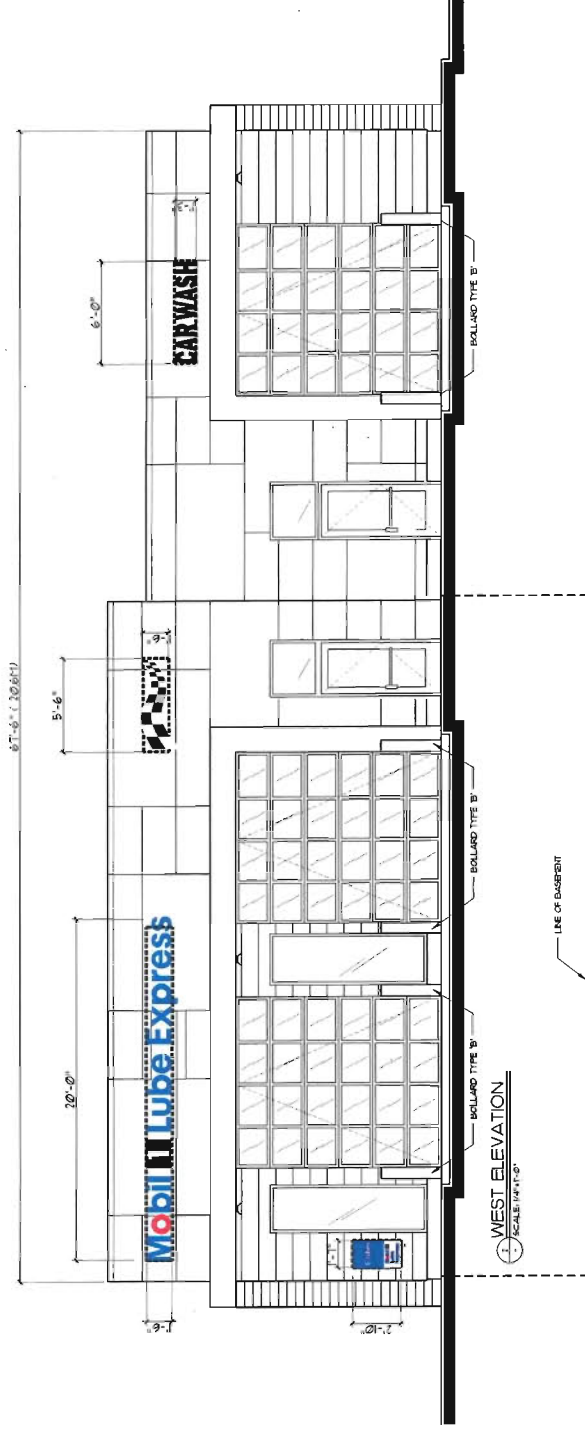
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REVISIONS



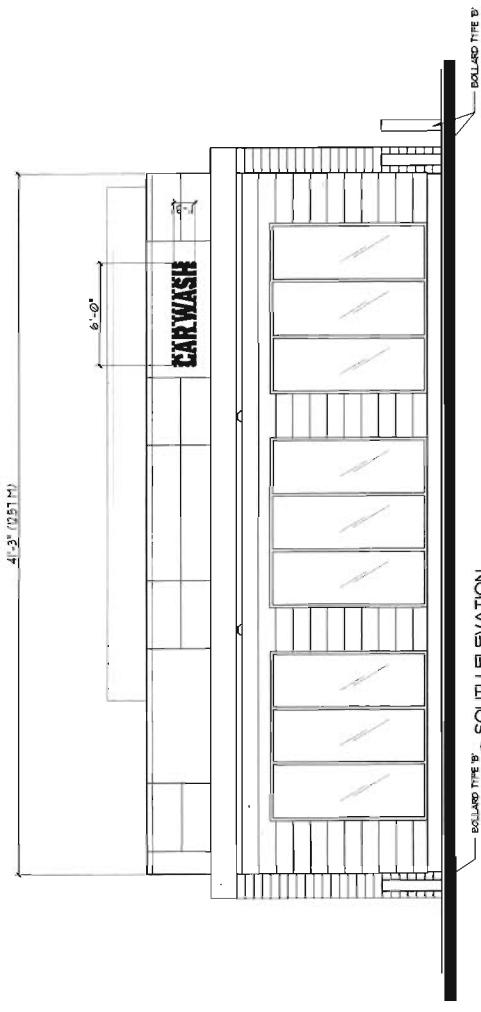
KEY PLAN
SCALE 1/4" = 1'-0"

WEST ELEV
MAX SIGN AREA PROPOSED:
(20' X 16') = (56" X 16") = (6" X 13")
= 43 M² (4575 SF)



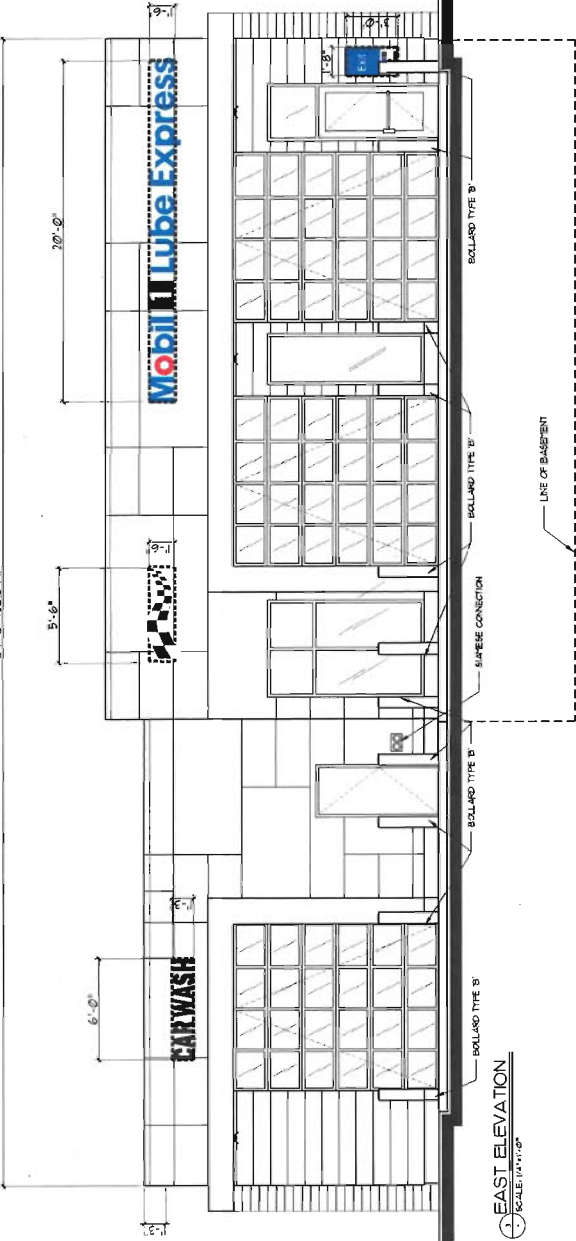
WEST ELEVATION
SCALE 1/4" = 1'-0"

SOUTH ELEV
MAX SIGN AREA PROPOSED:
(6' X 13') = (6' X 13') = (6' X 13')
= 43 M² (4575 SF)



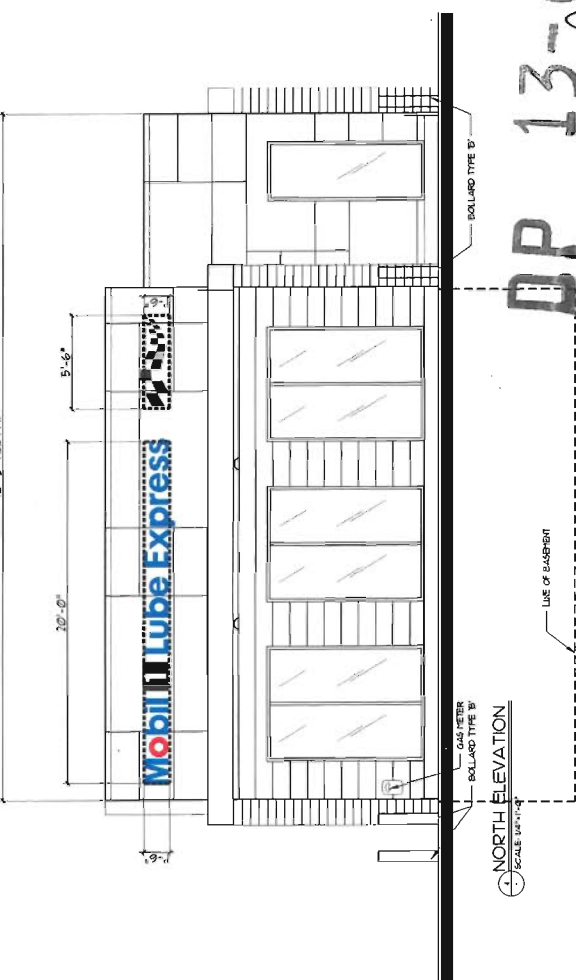
SOUTH ELEVATION
SCALE 1/4" = 1'-0"

EAST ELEV
MAX SIGN AREA PROPOSED:
(6' X 13') = (56" X 16") = (20' X 16")
= 425 M² (4575 SF)

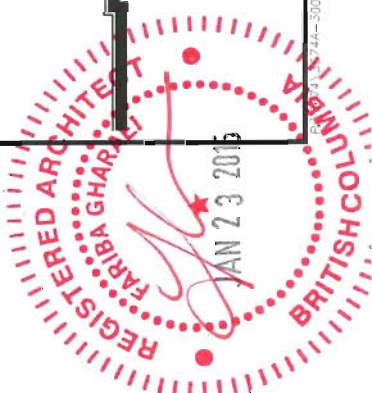


EAST ELEVATION
SCALE 1/4" = 1'-0"

NORTH ELEV
MAX SIGN AREA PROPOSED:
(20' X 16') = (56" X 16") = (6" X 13")
= 43 M² (4575 SF)



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



JAN 23 2015

PRINTED BY: [Signature] ON Thursday, January 22, 2015 2:28:19 PM