



To: Development Permit Panel

Date: June 23, 2015

From: Wayne Craig
Director of Development

File: DP 14-676613

Re: **Application by Ryan Cowell on behalf of 0737974 B.C. Ltd. for a Development Permit at 5600 Parkwood Crescent**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of two (2) car dealerships at 5600 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Waive the requirement for on-site large size loading spaces; and
 - b) Increase the maximum permitted height for a building from 12.0 m to 14.5 m.

Wayne Craig
Director of Development

DN:blg

Att.

Staff Report

Origin

Ryan Cowell, on behalf of 0737974 B.C. Ltd., has applied to the City of Richmond for permission to develop two (2) car dealerships at 5600 Parkwood Crescent on a site zoned "Vehicle Sales (CV)". The site formerly contained three two-storey industrial office park buildings which have recently been demolished clearing the property.

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

Development Information

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

Surrounding Development

The subject property is located within the Richmond Auto Mall. The following land uses surround the site:

- To the north, proposed redevelopment of an existing two-storey industrial business park building to a two-storey auto dealership (Acura) within the Richmond Auto Mall, zoned "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.
- To the east, across Knight Street, two-storey office buildings, zoned "Industrial Business Park (IB1)" and designated "Industrial" in the East Cambie Area Plan.
- To the south, existing vehicle sales and service dealerships within the Richmond Auto Mall on sites zoned, "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.
- To the west, vehicle sales and service dealerships within the Richmond Auto Mall on sites zoned "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.

Background

The proposal includes redevelopment of the site to accommodate two, (2) two-storey auto dealership and service centre buildings, associated surface parking, and perimeter landscaping.

The property was rezoned from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" on February 23, 2015 (Bylaw 9054) (RZ 12-626430). At the detailed design stage, it was recognized that the proposed buildings exceed the density permitted by the site's "CV" zoning. The applicant initiated a text amendment to the "CV" zone to increase the allowable Floor Area Ratio (FAR) on the subject site to 0.78 FAR based on consideration of the site specific context and the feasibility of accommodating the proposed density on the subject site (ZT 15-694669).

The Public Hearing for the rezoning of this site was held on June 15, 2015. There were no written submissions or speakers at the Public Hearing and the application was given second and third readings. The bylaw is scheduled to be adopted on July 13, 2015.

The proposed development is part of a more extensive expansion and redevelopment within the Richmond Auto Mall that involves shifting existing dealerships to newly created lots. In association with the rezoning process, a series of legal agreements were registered on title to ensure orderly coordination of the process of introducing a new road and services, changing property lines, and relocating dealerships. The following legal documents will be become redundant after demolition of the existing building and should be released and discharged following demolition of the existing building: BP278368, BA110541, and BB548802. These documents become redundant once the existing building is demolished as they relate to the use of equivalent fire, building code and life safety measures associated with the buildings that were previously on the site.

Related Polices & Studies

Official Community Plan/East Cambie Area Plan

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

Flood Protection

The site is located in the East Cambie Planning Area where the Flood Construction Level (FCL) requirement is 2.9 m (9.5 ft.) GSC for habitable spaces. A flood plain covenant was registered on Title as a condition of rezoning bylaw adoption.

Aircraft Noise

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

Ministry of Transportation and Infrastructure (MOTI)

The development proposal was referred to MOTI at the time the associated rezoning (RZ 12-626430) and zoning text amendment (ZT 15-694669) was reviewed. MOTI approval was granted conditional to all storm water being directed to a municipal storm drain system and no direct access to the site from Highway 91. MOTI has also specified that any future buildings/structures are to be located at least 4.5 m (15 ft.) from the highway right of way, or 3 m (10 ft.) where the structure has access from another street, and no future building may exceed 4,500 m² (48,437 ft²) without approval from MOTI. MOTI has confirmed that the accessory structures proposed along the rear property line could be removed and or relocated; therefore, MOTI has no objections to the proposed development.

Richmond Auto Mall Association Review

As the site is located within the Richmond Auto Mall, the applicant has worked with the Richmond Auto Mall Association (RAMA) to ensure that the proposed development is

consistent with the RAMA Design Guidelines that relate to aspects of the building appearance, landscaping and site layout. The applicant has provided a copy of a letter from the Richmond Auto Mall's Board of Directors, confirming support for the proposed building design and building height variance (Attachment 2).

Urban Design Response

The proposed auto dealership and service centre buildings are simple buildings with an industrial business park/commercial character that is responsive to the context. Design issues and other staff comments identified as part of the Development Permit application review process have been addressed. Further, the proposal addresses OCP urban design objectives for commercial development and responds to the RAMA design guidelines which were developed to ensure consistency and integration between auto dealerships within the Richmond Auto Mall.

Zoning Compliance/Variations (staff comments in bold)

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

1. Waive the requirement for on-site large size loading spaces.

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

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

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

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

2. Increase the maximum permitted height for a building from 12.0 m (39.4 ft.) to 14.5 m (47.6 ft.).

(Staff support the proposed variance. The building height is approximately 12.8 m (42 ft.) to the top of the parapet on the top floor of both buildings. The elevator run and stairway structure continue to height of approximately 14.32 m (47 ft.) in order to facilitate access to the rooftop. The proposed increased building height will not significantly affect adjacencies by casting shadows, obstructing views or introducing overlook concerns.

The applicant proposes to use a portion of the rooftop as vehicle storage parking which increases the building's functional efficiency and on-site densification. By maximizing the

functionality of the existing Auto Mall, commercial land that is located elsewhere within the City remains available for other uses. Provided the resulting building form and character respond to design guidelines and address adjacencies, staff support increasing building height as a means to improve on-site efficiency within the Auto Mall.

A building height variance has been supported within the Richmond Auto Mall in the past. A building height variance to accommodate an elevator run for the Lexus dealership (located at 5571 Parkwood Way) was supported. The applicant has provided a letter from the RAMA, confirming support for the proposed building height variance.)

Advisory Design Panel Comments

The subject application was considered by the Advisory Design Panel (ADP) on June 3, 2015. Members of the ADP provided design development suggestions. A copy of the relevant excerpt from the ADP Minutes of June 3, 2015 is attached for reference (Attachment 3). The design response provided by the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

- The site is bordered by Parkwood Crescent, a future two-storey Acura development, existing auto dealerships, and Knight Street. The proposed development will not cast shadow, obstruct views, or introduce overlook concerns to adjacencies.
- The site is located more than 350 m (1,150 ft.) from a residential area and is separated from land within the Agriculture Land Reserve (ALR) by Jacombs Road and Westminster Highway. Operation of a car dealership will not impact residential or agricultural uses.

Site and Functional Planning

- Despite the vehicle oriented nature of the Richmond Auto Mall, a pedestrian circulation system is established within the Auto Mall to encourage shoppers to walk between dealerships. The proposed development would contribute toward enhancement and expansion of the public realm by effectively establishing a double row of trees along the Parkwood Crescent frontage and planting grass within the 3 m (10 ft.) setback between the property line and vehicle parking; which is interrupted by drive aisles that provide access to the site.
- The buildings are designed as independent, stand-alone establishments; therefore, the applicant has not included on-site pedestrian linkages between the proposed buildings.
- The proposed rectangular buildings are sited to minimize the visual prominence of the building mass by orienting the structures so that the shorter dimension of the rectangle face the Parkwood Crescent and Knight Street frontages.
- Internal drive aisles have been designed to accommodate on-site circulation and collection vehicles.
- Associated service centre uses, including enclosed on-site car washes, are screened from view.

- Free-standing bike storage structures and garbage/recycling enclosures are proposed for each building and are located at opposite corners of the site along the rear property line. The structures are screened from view from Knight Street by the perimeter wood fence.

Parking & Loading

- “Vehicle Sale/Rental” parking rates apply to the site. A total of 170 stalls are required for the Audi building; which includes 63 stalls for the on-site service bays. A total of 195 stalls are required for the Jaguar/Land Rover building; which includes 78 stalls for the on-site service bays. The applicant proposes a total of 407 parking stalls on-site; which exceeds the 365 parking stalls required by the Richmond Zoning Bylaw 8500.
- Two (2) SU9 parking stalls will be provided for both the Audi building and the Jaguar/Land Rover building in accordance with the Richmond Zoning Bylaw 8500 (total of 4 SU9 stalls provided).
- Class 1 and Class 2 bike parking is provided in accordance with the Richmond Zoning Bylaw 8500.
- Car charging stations are available for use by customers and the auto dealership operator.

Architectural Form & Character

- The form and character of the proposed buildings comply with strict design specifications from the associated corporate headquarters, RAMA design guidelines, and are compatible with existing recent redevelopment within the Richmond Auto Mall.
- Each building is a stand-alone structure, with building and material features that are specific to an associated brand.
- The buildings contain vehicle sales and service centre uses, as well as indoor car storage. Current corporate protocol requires car inventory to be accommodated within the interior of the building.
- Long rectangular buildings are proposed. To minimize the visual impact of the building mass:
 - The shorter width of the buildings is oriented toward the road frontages.
 - Building recesses introduce variation and articulation to the building façades and building mass.
 - Building height varies. The westerly portion of the buildings, oriented toward Parkwood Crescent, is three (3) storeys, while the easterly portion of the buildings, oriented toward Knight Street, is two (2) storeys.
 - Building material cladding varies. The three (3) storey portion of the building is treated with higher quality building cladding and supports a commercial presence along Parkwood Crescent. The simplified design and building materials proposed for the two (2) storey portion of the buildings reflects the internal auto service and warehouse uses enclosed within the buildings.
- Signage will comply with the Sign Bylaw (No. 5560). Signage will include mounted on the exterior of the buildings and pylon signs will be placed at the vehicle entry points to the site.

Audi

- The building proposed on the northern portion of the property is an Audi dealership and service centre.

- The west elevation of the building is characterized by the generous use of clear vision glass that facilitates views of the corresponding showroom area located within the building. The vision glass wraps around the building corners. Honeycomb silver perforated siding covers the remainder of the building facade.
- The corners of the east elevation of the building which is oriented toward Knight Street and functions as the service centre component of the building are treated with vision glass that wraps around the corner. Corrugated metal silver siding which is interrupted by long narrow windows at the second level and glazed overhead doors at ground level covers the remainder of the building elevation.
- The lower southern elevation of the building has been notched out to provide covered customer parking. The upper elevations are treated with silver metal corrugated metal siding and a vertical band of vision and spandrel glass to break up the length of the building façade.
- The north elevation has a warehouse character that features extensive use of corrugated metal siding on the north elevation, vision glass at the building corners, and perforated siding that extends along a third of the building elevation.
- Rooftop mechanical equipment is screened using corrugated metal siding and silver mesh screening.

Jaguar/Land Rover

- The building proposed on the southern portion of the lot is a Jaguar/Land Rover dealership and service centre.
- The west building elevation is characterized by the entry to the covered customer parking, an extensive window wall, and gray metal sandwich panels that are consistent with the Jaguar/Land Rover corporate image.
- The east building façade is primarily treated with silver metal corrugated panels that are interrupted by narrow, horizontal bands of windows, a vertical signage band and glazed overhead rolling doors at ground level.
- The metal panel and clear glass materials used on the west building elevation wrap around the south elevation of the building. The remainder of the building is treated with metal corrugated panel that is interrupted by narrow, horizontal windows. The southern building elevation includes an 8 m (25 ft.) wide building recess that breaks up the mass of the building at the elevation's midpoint where on-site medium size loading spaces are located.
- Metal sandwich panels and metal corrugated panel used on the west building elevation wrap around the north elevation of the building. The remainder of the building is treated with metal corrugated panel interrupted by narrow, horizontal glass bands and a vertical signage band.
- Rooftop mechanical equipment will be screen by the 1.2 m (4 ft.) high parapet on the building rooftop. The project Architect indicates that the rooftop equipment should not be visible from grade or the adjacent streets.

Landscape Design and Open Space Design

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

| Location of trees | # of trees | Condition and Recommendation | Compensation |
|-------------------|------------|--|--|
| Development site | 21 | 14 trees not good candidates for retention | 2:1 replacement |
| | | 7 Norway Maple trees (tag# 511, 512, 503, 522, 766, 605 and 623) good condition. All 7 trees are located along the east edge of the property. | Retain and integrate into the surface parking design |

- The Norway Maple trees identified for retention and protection are identified on both the architecture site plan and landscape plan attached to this report. The application is required to submit a letter of undertaking from the project arborist that confirms a monitoring strategy during site preparation and construction and includes reference to specific considerations to ensure successful tree retention.
- The applicant will minimize changes to existing grades to maximize opportunity to successfully retain the trees.
- The attached landscape plan confirms that 7 existing trees will be retained on site and an additional 62 new trees will be planted. This exceeds the required replacement of 28 trees for the removal of 14 trees.
- An auto dealership is typically associated with ample surface parking. The applicant proposes to minimize the visual impact of the proposed surface parking by undertaking the following:
 - Trees within a grass boulevard are proposed along the site’s Parkwood Crescent frontage. When experienced in association with the boulevard improvements that will be undertaken off-site through the Servicing Agreement which include introducing a row of trees, sidewalk, and wide grass boulevard, an appealing pedestrian space with a double row of trees will be established.
 - A wood fence will be erected along the perimeter of the site and lined with planting including Boxwood Hedge, Japanese Azalea, low Evergreen shrubs, and Columnar Maple Trees.
 - Honey Locust trees and shrubs are planted within islands between surface parking spaces that are planted along the central drive aisle.
 - Permeable asphalt is proposed for parking stalls that line the north, south and east perimeter of the site.
 - Pavers are used to establish a pedestrian link between the side walk and the main entry to the buildings. Vehicle entrances to the site are marked using scored, patterned concrete in accordance with the RAMA guidelines.
 - The applicant has confirmed that an in-ground irrigation system will be installed.

Sustainability

- The applicant has provided a summary of sustainability features that will be included within the development which include (Attachment 4):
 - Low-E glass
 - Low window to wall ratio
 - Energy efficient LED lights throughout
 - GVAC equipment with high efficiency
 - Energy recovery ventilators
 - High efficiency hot water heaters
 - Permeable asphalt for site perimeter parking to manage storm water/runoff
 - Automatic irrigation to maintain all the trees
 - Building designed to current ASHRAE standards
 - A water recovery design system will be used for the car wash facility
 - Reduced carbon footprint by keeping inventory on site and reducing vehicle shuttling/relocation

Crime Prevention through Environmental Design

- Extensive use of showroom glazing creates opportunity for passive surveillance.
- Covered customer parking remains unenclosed and adjacent building walls are transparent resulting in opportunity for light penetration and passive surveillance.
- On-site illumination would comply with design guidelines established by the RAMA. The guidelines articulate:
 - The maximum permitted illumination level
 - Required use of 'down lighting' fixtures
 - The manufacturer and luminary type
 - Color (medium bronze, anodized aluminum finish)
 - Height (6 m (20 ft.))
 - Parameters to achieve consistency in the number of poles on any individual site
 - Permission to install low level illumination in planting beds and to illuminate special display areas

Accessibility

- The building will comply with Building Code accessibility conditions and provide barrier-free access from the street.
- Both buildings include an elevator in the proposed design.

Public Art

In response to the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund at a rate of \$0.41 per buildable square foot (approximately \$87,525.16).

Conclusions

The auto dealership buildings proposed on the site respond to 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 development within the Richmond Auto Mall and is compatible with nearby industrial business park uses. The building mass and height are well resolved and would not result in significant impacts on adjacencies. The densification of the site contributes to maximizing the function of the existing Richmond Auto Mall and supports Official Community Plan objectives for economic growth while preserving commercial land that is located elsewhere in the City.

Staff recommend support for the proposed Development Permit.



for
Diana Nikolic
Planner II (Urban Design)
(604-276-4040)

DN:blg

Attachment 1: Data Sheet

Attachment 2: Letters of support from the Richmond Auto Mall Association

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

Attachment 4: Sustainability Provisions (provided by applicant)

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$155,270.00.
- City acceptance of the developer's offer to voluntarily contribute \$0.41/sq. ft. per buildable square foot (e.g. \$87,525.16) to the City's Public Art fund.
- Provision of a letter from the RAMA that substantiates support for off-site deliveries and confirms the RAMA's role in coordinating deliveries to minimize traffic interruption/disruption to businesses.
- Submission of a letter of undertaking from the project arborist that confirms a monitoring strategy during site preparation and construction and includes reference to specific considerations to ensure successful tree retention (e.g. irrigation, covering exposed root zone with top soil, etc.)
- Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition occurring on-site.

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals 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>).
- Following demolition of the existing building, the following should be released and discharged: BP278368, BA110541, and BB548802.



DP 14-676613

Attachment 1

Address: 5600 Parkwood Crescent

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

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

Planning Area(s): East Cambie Area Plan

Floor Area Gross: 21,234 m² (228,560 ft²)

Floor Area Net: 19,832 m² (213,476 ft²)

| | Existing | Proposed |
|---|--|--|
| Site Area: | 25,446 m ² (273,898 ft ²) | 25,446 m ² (273,898 ft ²) |
| Land Uses: | Retail/warehouse | Auto service and dealership |
| OCP Designation: | Commercial | Commercial |
| East Cambie Area Plan Designation: | Commercial | Commercial |
| Zoning: | Vehicle Sales (CV) | Vehicle Sales (CV) |
| Number of Units: | 3 existing buildings | 2 auto dealership buildings with sales and service centres |

| | Bylaw Requirement | Proposed | Variance |
|--|-----------------------------------|---|---|
| Floor Area Ratio: | Max. 0.78 (Amendment B/L 9245) | 0.78 | None permitted |
| Lot Coverage: | Max. 50% | 33% | |
| Setback – Front Yard: | Min. 3.0 m | 19.5 m | |
| Setback – Interior Side Yard & Rear Yard: | Min. 3.0 m | Interior side yard: 21.03 m Rear yard: 15.24 m | |
| Height (m): | Max. 12 m | 14.33 m | Variance Increase the permitted building height from 12 m to 14.5 m. |
| Lot Size: | No requirement | 25,446 m ² (2.54 ha) | |

| | Bylaw Requirement | Proposed | Variance |
|--|--|--|---|
| Off-street Parking Spaces – Regular/Commercial: | <p>Audi:</p> <ul style="list-style-type: none"> • Vehicle sales: 2,472 m² : 75 stalls • Industrial parts/storage: 209 m²: 3 stalls • Office: 913 m²: 28 stalls • Service bays: 21: 63 stalls • Carwash 1:1 <p>Jaguar/Land Rover:</p> <ul style="list-style-type: none"> • Vehicle sales: 2,739 m²: 83 stalls • Industrial: 604 m²: 7 stalls • Office: 842 m²: 26 stalls • Service bays: 26: 78 stalls • Carwash: 1:1 <p>Total: 365</p> | <p>Audi: 203 Jaguar: 204 Total: 407</p> | |
| Off-street Parking Spaces – Accessible: | <p>Audi: 4 Jaguar/Land Rover: 4</p> | <p>Audi: 4 Jaguar/Land Rover: 4</p> | |
| Total Off-street Spaces: | 365 | 407 | |
| Loading: | <p>Audi SU9: 2 Jaguar/Land Rover SU9: 2</p> | <p>Audi SU9: 2 Jaguar/Land Rover SU9: 2</p> | <p>Variance Reduce the on-site large size loading space requirement from 4 (4) parking spaces to no parking space.</p> |
| Bike Parking: (General & Heavy Industrial Rate) | <p>Audi: Class 1: 26 Class 2: 26</p> <p>Jaguar: Class 1: 28 Class 2: 28</p> | <p>Class 1: 54 Class 2: 54</p> | |
| Amenity Space – Indoor: | Min. 70 m ² | <ul style="list-style-type: none"> • Audi (lunch room, lounge and staff lockers): 201 m² • Jaguar (lunch room, lounge and staff lockers): 338 m² <p>Total: 539 m²</p> | |



March 3, 2015

MEMO TO: Ryan Cowell, Cowell Auto Group
FROM: Richmond Auto Mall Association Board of Directors
RE: **Jaguar Land Rover Richmond Building Design
Application – Height Variance**

Dear Ryan,

Thank you for the additional information you have provided to the Board regarding the height of the new Jaguar Land Rover Richmond dealership in the Richmond Auto Mall. We note the parapet height of 12.8 metres and the stairwell height of 14.32 metres.

Both items have been reviewed and the Directors have agreed unanimously to support a variance to the City height bylaw in this regard.

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

Kind regards,

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

Gail Terry
General Manager
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval



March 3, 2015

MEMO TO: Ryan Cowell, Cowell Auto Group

FROM: Richmond Auto Mall Association Board of Directors

RE: Audi of Richmond Building Design Application – Height Variance

Dear Ryan,

The Board has received the additional information you have provided regarding the height of the new Audi of Richmond dealership in the Richmond Auto Mall. We note the parapet height of 12.8 metres and the RTU screening height of 14.0 metres.

Both items have been reviewed and the Directors have agreed unanimously to support a variance to the City height bylaw in this regard.

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

Kind regards,

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

Gail Terry
General Manager
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, June 3, 2015 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

3. **DP 14-676613 - AUDI AND JAGUAR DEALERSHIP WITHIN THE RICHMOND
AUTO MALL**

APPLICANT: Christopher Bozyk Architects

PROPERTY LOCATION: 5600 Parkwood Crescent

Applicant's Presentation

Christopher Bozyk, Christopher Bozyk Architects, Ltd., Ryan Cowell, Cowell Auto Group-Richmond, and Al Tanzer, LandSpace Design Inc., presented the project and answered queries from the Panel.

Panel Discussion

Comments from the Panel were as follows:

- the project is in the right direction from a sustainability perspective; appreciate the sustainability features of the project that were mentioned by the applicant during the presentation, not all of which are referenced in the package (including low E glass, high efficiency equipment, possible installation of solar panels, car wash gray water recapture system, and reuse of 80 to 90 per cent of building material and concrete);

Thank you

- appreciate the cantilevered structure on the south façade which protects the building from solar heat gain; however, the west façades of the two buildings have huge glazed areas that are exposed; consider introducing sustainability measures to mitigate solar heat gain, e.g. introducing vertical fins and using dynamic glass;

Thank you, but addition of vertical fins is not in the vocabulary of either the Audi or Jaguar Land Rover corporate design of dealerships.

- appreciate the accessibility features of the proposed development, e.g. access to common staff facilities/areas;

Thank you

- consider providing visual interest to the fence and introducing public art to enhance customer experience when coming to the proposed development;

The perimeter fencing design is prescribed by the guidelines of the Richmond Auto Mall Association, and thus any revisions/accessorizing of the fence is not possible.

- appreciate the high-quality finishes of the buildings;

Thank you

- understand the set of requirements prescribed for the project by the dealership's corporation and Richmond Auto Mall; however, look at the design of the covered parking entry of each building as it does not provide adequate transition from the outside to the inside of the building; also, fumes from cars could pose a potential health hazard;

Regarding transition, the configuration of the Service Drive Thru is prescribed by the plans received from the Corporate designers of both Audi and Jaguar Land Rover.

Regarding fumes, we have reviewed with the Mechanical Engineer and the Service Drive Thrus and they confirm that, per British Columbia building Cod 2012-6.2.2.3, there is more than adequate ventilation provided by the free air flow through the open areas of the façade of Audi as designed, and so mechanical means of ventilation are not required. Thus there is no fumes build-up, no health hazard. The North Façade of Jaguar Land Rover will be redesigned similarly.

- design moves in the Audi dealership better resolved than in the Jaguar Land Rover dealership;

Thank you

- consider additional row of planting at the centre of the proposed development to mitigate the harshness of the vast hard surface area of the proposed development;

Please consider that the drawings and model did not fully convey the planting on this project. The species Honey Locust will reach a much more ample 'canopy' at maturity/within 10 years, and plantings along the new street and of the east-west lane will be a fully shaded coverage. The landscape plan has been updated with accurate canopy of approximately 33' diameter. This will create continuous massing of shade and green which will be a very lush effect. There is also a photograph included on that sheet of an actual mature honey locust of the current Automall plantings, as a visual example.

- well-designed project; the applicant is encouraged to identify public art opportunities to enhance the project;

Thank you. We understand that the Public Art aspect will be covered with the Owner contribution to the municipal program.

- consider introducing solar panels or skylight to the flat roofs of the two buildings;

Solar panel installation is in consideration by Owner and Electric Engineer.

- the length of the buildings is not a concern; handled well by the applicant by accenting the verticality of the buildings, e.g. by using vertical claddings and vertical style windows;

Thank you

- appreciate the special cladding materials wrapping the front elevation (west side) of the buildings; consider extending the use of the material on the Jaguar Land Rover building to the side elevation (south side) of the buildings;

Thank you, but the type and location of the exterior materials are prescribed in the vocabulary of the Jaguar Land Rover corporate design.

- consider further articulation of the vertical windows, e.g. introducing a fin to provide more visual interest;

Thank you, but additional of vertical fins is not in the vocabulary of either the Audi or Jaguar Land Rover corporate design of dealerships.

- understand the “stand-alone” design of each building; however, the applicant should not ignore the quality of pedestrian experience of people moving from one building to another;

The Richmond Auto Mall overall design and guidelines specifically intend that the pedestrian experience of the customers is to circulate via the sidewalks, not through the parking lots.

- agree with the comment to add another row of tree planting at the centre of the proposed development to provide more shading and enhance the pedestrian experience;

See our comments above regarding the true effect of the mature planting of all the site trees.

- appreciate the proposed high quality materials on the buildings; consider introducing these materials in some areas on the ground plane, e.g. near the entrance to the covered walkway; and

Thank you, but due to the very prescriptive design requirements from both the Audi and jaguar Land Rover corporations regarding design of their dealerships, the materials used and their locations are set by design by their Branding. Both wall and ground plane materials are already specified in their Design Criteria Documents.

- understand the Richmond Automall guidelines regarding planting of street trees; however, consider other tree species that are more robust and have more street presence than the one currently proposed.

We do not disagree there are many street tree possibilities but there is only one that has been extensively used in a successful manner in the existing automall and that is ‘sanctioned’ by all the dealership owners as it relates to compatibility to the direct impact on vehicles in the lots.

Panel Decision

It was moved and seconded

That DP 14-676613 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

...

**CHRISTOPHER
BOZYK ARCHITECTS LTD.**

June 29, 2015

Hello Diana -

The project will include several actions towards the approach of Sustainability.

Siteworks:

- We have permeable asphalt to the site perimeter parking areas to manage storm water / runoff.
- We have retained 7 existing mature trees and incorporated these into the overall landscape design.
- We have provided automatic irrigation to maintain the trees, both existing mature and new plantings, to ensure an ongoing future green nature of the Site.

Building:

- The building design is fully compliant with the current requirement of the ASHRAE standards.
- Elevation design has an overall low window to wall ratio
- Systems design include HVAC equipment of high efficiency and energy recovery ventilators
- Lighting design includes energy efficient fixturing (LED throughout)
- Roof top solar panels to be installed.
- Hot water heater systems are to be high efficiency.
- Carwash facility will be of a water recovery design system (documentation of the product and its installation is included here attached)
- The overall design of the project's site and buildings reflects the Ownership's mandate to reduce their Carbon Footprint. The layout allows them to keep all inventory on Site, thereby reducing the need for vehicle shuttling and relocation from several off-site satellite properties. This will reduce vehicle Emissions.

The design team and the owner all are of the philosophy that the project's design mandate and future use is to be as sustainable and efficient, and have worked together to proffer these methods.

Regards,



Lynda White, Architect AIBC, LEED A.P.

Pro Series

Water Recovery Systems



... The Next Generation
of Water Recovery
Systems for the
Professional vehicle
Wash Operator. . .

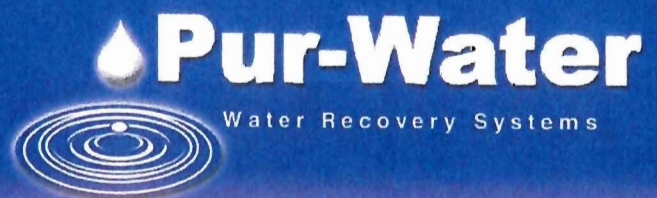


Pur Water PW:1005MAS

Pur Water PW: 2005M240

Pur Water PW: 100FS

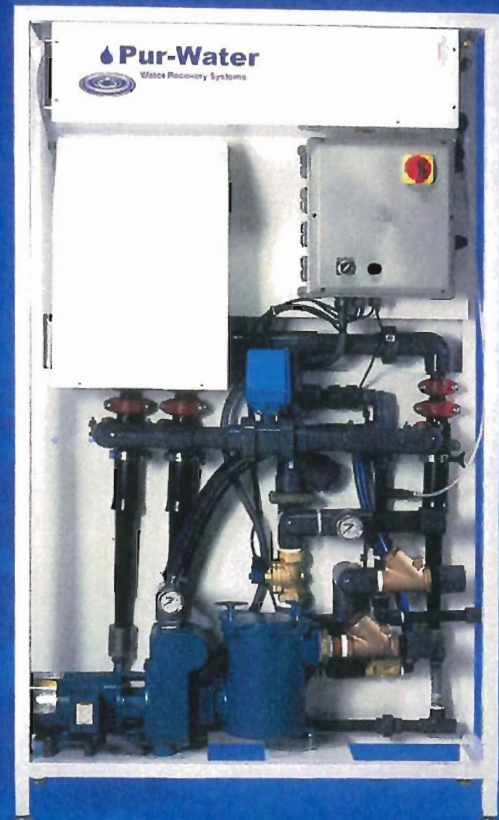
See us on the web
at: www.purwater.net



Water Recovery Systems

Features & Benefits

- Compact skid design minimizes required space
- Visual gauges and alarm indicators to assist Operator
- System pre-wired and pre-plumbed for easy and quick installation
- System designed for easy access, minimal maintenance required
- Self-priming pump can easily be connected directly to underground tanks
- Attractive powder coated steel frame provides durability and component protection
- Cutting edge technology provides continuous 24/7 odor control through Air Sparging
- Optional enzyme addition and ozone designed specifically for the vehicle wash environment
- Highly efficient Succession Technology capable of producing consistent 5 micron quality water
- Totally automatic operation through a programmable logic controlled variable frequency drive pump.
- Various models available, designed to meet your specific volume and required water quality demand
- All systems are ETL tested for Operator



MUD PIT IN FLOOR OF CAR WASH

1-800-818-8868

Marketing Office
2706 Alternate U.S. 19 North, Palm Harbor, FL 34683
Phone: 800.818.8868 - Fax 727.787.8193
www.purwater.net

Corporate Office
3315 Orange Grove Ave., North Highlands, CA 95660
Phone: 800.882.8854 - Fax 916.978.9995
e-mail: cborchard@purwater.net





No. DP 14-676613

To the Holder: RYAN COWELL ON BEHALF OF 0737974 B.C. LTD.
Property Address: 5600 PARKWOOD CRESCENT
Address: % COWELL AUTO GROUP
13611 SMALLWOOD PLACE
RICHMOND, BC V6V 1W8

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Waive the requirement for on-site large size loading spaces; and
 - b) Increase the maximum permitted height for a building from 12.0 m to 14.5 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 #28 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 \$155,270.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 14-676613

To the Holder: RYAN COWELL ON BEHALF OF 0737974 B.C. LTD.

Property Address: 5600 PARKWOOD CRESCENT

Address: % COWELL AUTO GROUP
13611 SMALLWOOD PLACE
RICHMOND, BC V6V 1W8

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

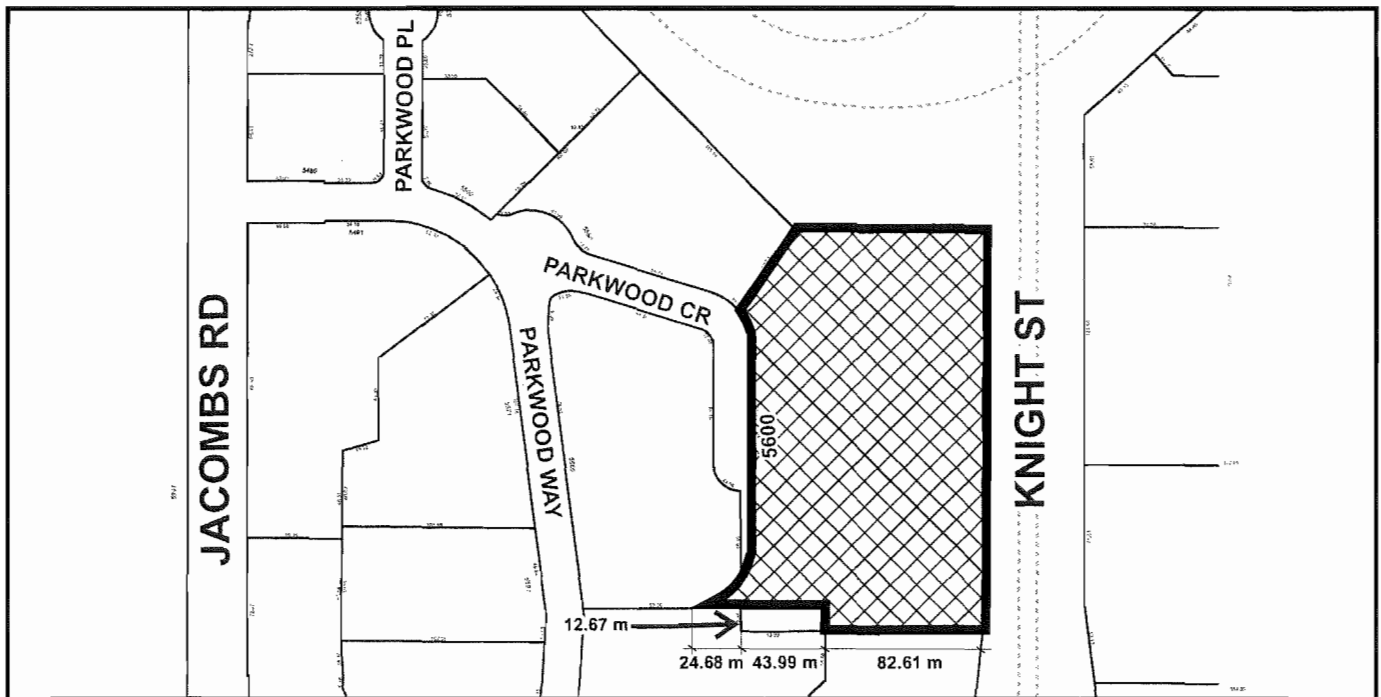
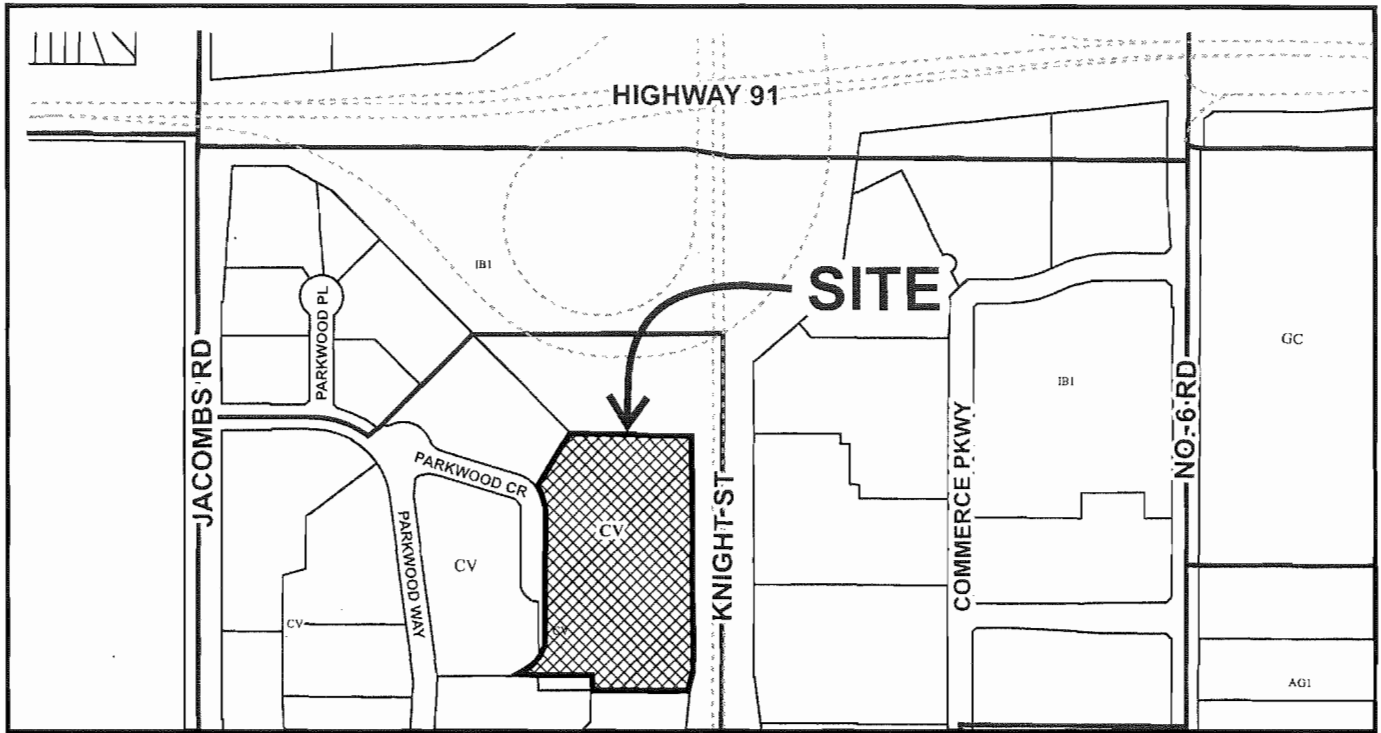
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond



DP 14-676613
SCHEDULE "A"

Original Date: 11/19/14

Revision Date: 06/29/15

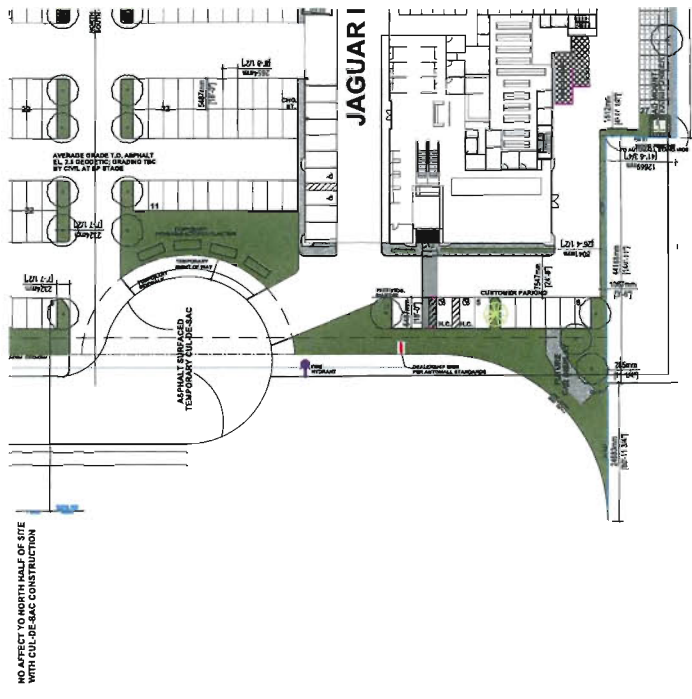
Note: Dimensions are in METRES

Cowell Auto Group - Richmond Audi and Jaguar Land Rover Dealerships

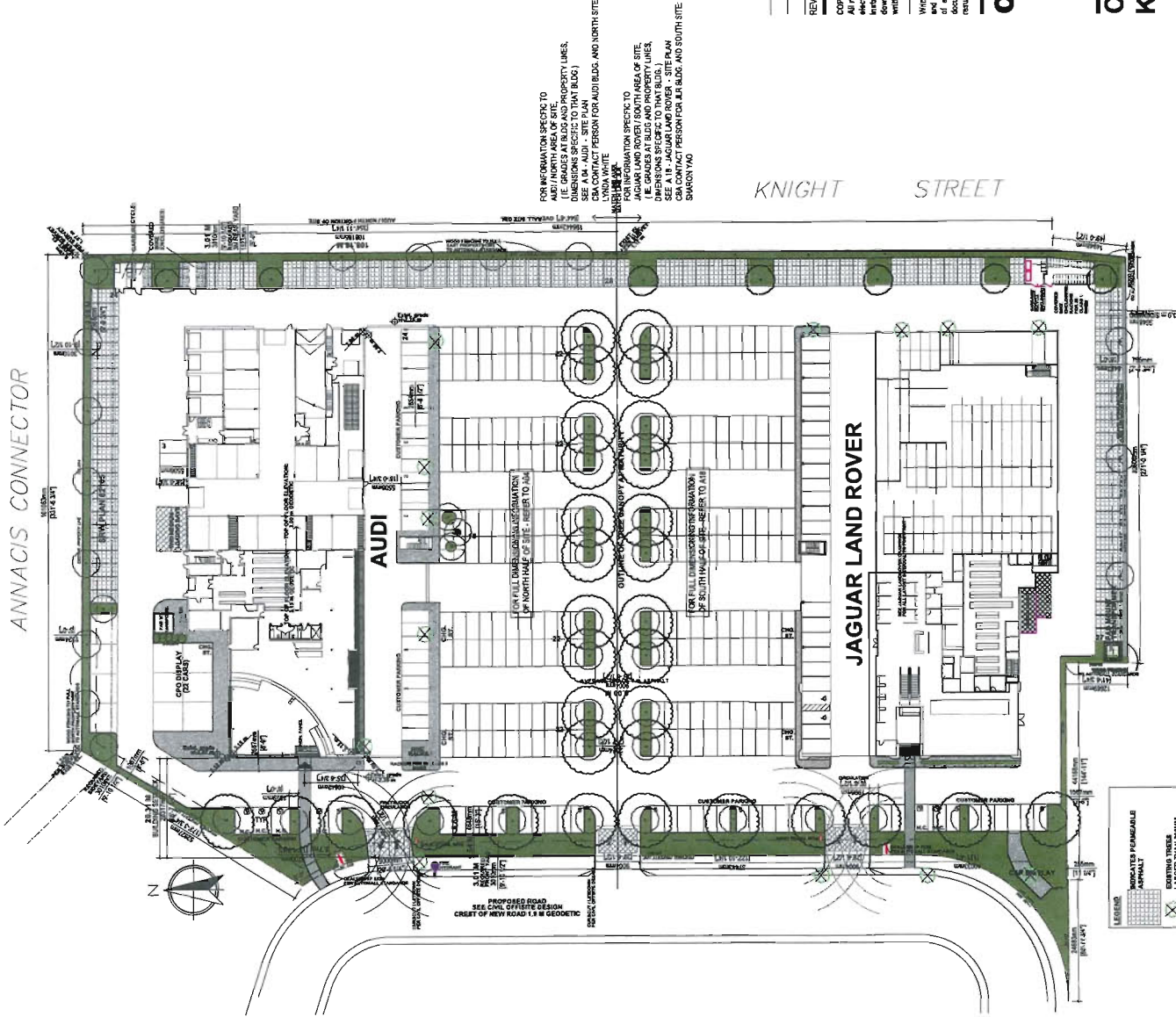
DRAWING LIST:
A 01 COVER SHEET / KEY PLAN / STATISTICS
A 02 CONTEXT - PLAN AND PHOTOS
A 03 AUDI - PERSPECTIVE
A 04 AUDI - SITE PLAN
A 05 AUDI - MAIN FLOOR PLAN
A 06 AUDI - SECOND FLOOR PLAN
A 07 AUDI - THIRD FLOOR PLAN
A 08 AUDI - ROOF PLAN
A 09 AUDI - BUILDING SECTIONS
A 10 AUDI - ELEVATIONS
A 11 AUDI - SIGNAGE
A 12 AUDI - FAR OVERLAY - MAIN
A 13 AUDI - FAR OVERLAY - SECOND
A 14 AUDI - FAR OVERLAY - THIRD
A 15 JLR - PERSPECTIVES
A 16 JLR - PERSPECTIVES
A 17 JLR - AERIALS
A 18 JLR - SITE PLAN
A 19 JLR - MAIN FLOOR PLAN
A 20 JLR - SECOND FLOOR PLAN
A 21 JLR - THIRD FLOOR PLAN
A 22 JLR - ROOF PLAN
A 23 JLR - BUILDING SECTIONS
A 24 JLR - ELEVATIONS
A 25 JLR - SIGNAGE
A 26 JLR - FAR OVERLAY - MAIN
A 27 JLR - FAR OVERLAY - SECOND
A 28 JLR - FAR OVERLAY - THIRD

REFERENCES: REZONING APPLICATION RZ 12-626430 / 5580 AND 5600 PARKWOOD WAY
FINAL SITE ADDRESSES: 5580 PARKWOOD CRESCENT (AUDI) AND 5600 PARKWOOD CRESCENT (JAG LR)
LEGAL DESCRIPTION: proposed: LOT 2 OF PARTS OF SECTION 5 BLOCK 4 NORTH RANGE 5 WEST N.W.D.
APPLICANT: CHRISTOPHER BOZYK ARCHITECTS LTD.
OWNER: COWELL AUTO GROUP
FLOOR AREA: GROSS: 21,234 M² TOTAL; (AUDI BLD. = 10,416M²; JAG LR BLD. = 10,818 M²)
FLOOR AREA: NET: 19,532 M² TOTAL; (AUDI BLD. = 9,673 M²; JAG LR BLD. = 10,159 M²)

| EXISTING | PROPOSED | VARIANCE |
|--------------------------------------|--|----------------------------------|
| 2.54 ha / 75,446 M ² | 2.54 ha / 75,446 M ² | NONE |
| RETAIL/WAREHOUSE MIXED EMPLOYMENT | AUTOMOBILE DEALERSHIP COMMERCIAL | NONE |
| IB1 | CV | NONE |
| BYLAW RECMT. | | |
| MAX. 0.5 | .775 (19,932 M ² DIVIDED BY SITE 25,446 M ²) | NONE |
| MAX. 0.5 | 0.33 | NONE |
| MIN. 3 M | 19.5 M | NONE |
| MIN. 3 M | 21.03 M | NONE |
| MIN. 3 M | 15.24 M | NONE |
| MIN. 3 M | 13.71 M | ZONING TEXT AMEND. PENDING |
| 12.0 M | 14.32 M | NONE |
| 357 | 25,446 M ² | NONE |
| 8 | 407 | NONE |
| PERMITTED FOR DISPLAY/INVENTORY | INDOOR DISPLAY/ INVENTORY ONLY | NONE |
| 4 LG-46 MED. | 4 MED. | VARIANCE ENG. REPORT |
| 54 CLASS 1 54 CLASS 2 | 54 CLASS 1 54 CLASS 2 | NONE |
| MIN. 70 M ² | AUDI (lunch rm, lounge and staff lockers) 201 m ² Jag LR (lunch rm, lounge and staff lockers) 338 m ² Total = 539 M ² | NONE |



POTENTIAL INTERIM PLAN: 1" = 50'-0"
IN THE EVENT THAT THE TWO BUILDINGS ARE FULLY
CONSTRUCTED AND ACCESSED ONLY FROM CUL-DE-SAC



KEY PLAN: 1" = 50'-0"

| REV. | DATE | DESCRIPTION |
|--------------|-------------------|-------------|
| JUNE 28 '15 | ISSUED FOR DPA | |
| MARCH 24 '15 | RE ISSUED FOR DPA | |
| NOV 5 '14 | ISSUED FOR DPA | |

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Written dimensions shall have precedence over metric dimensions. Competitors shall verify all dimensions and measurements. All dimensions shall be taken from the center of the building unless otherwise specified. All dimensions shall be taken from the center of the building unless otherwise specified. All dimensions shall be taken from the center of the building unless otherwise specified. All dimensions shall be taken from the center of the building unless otherwise specified.

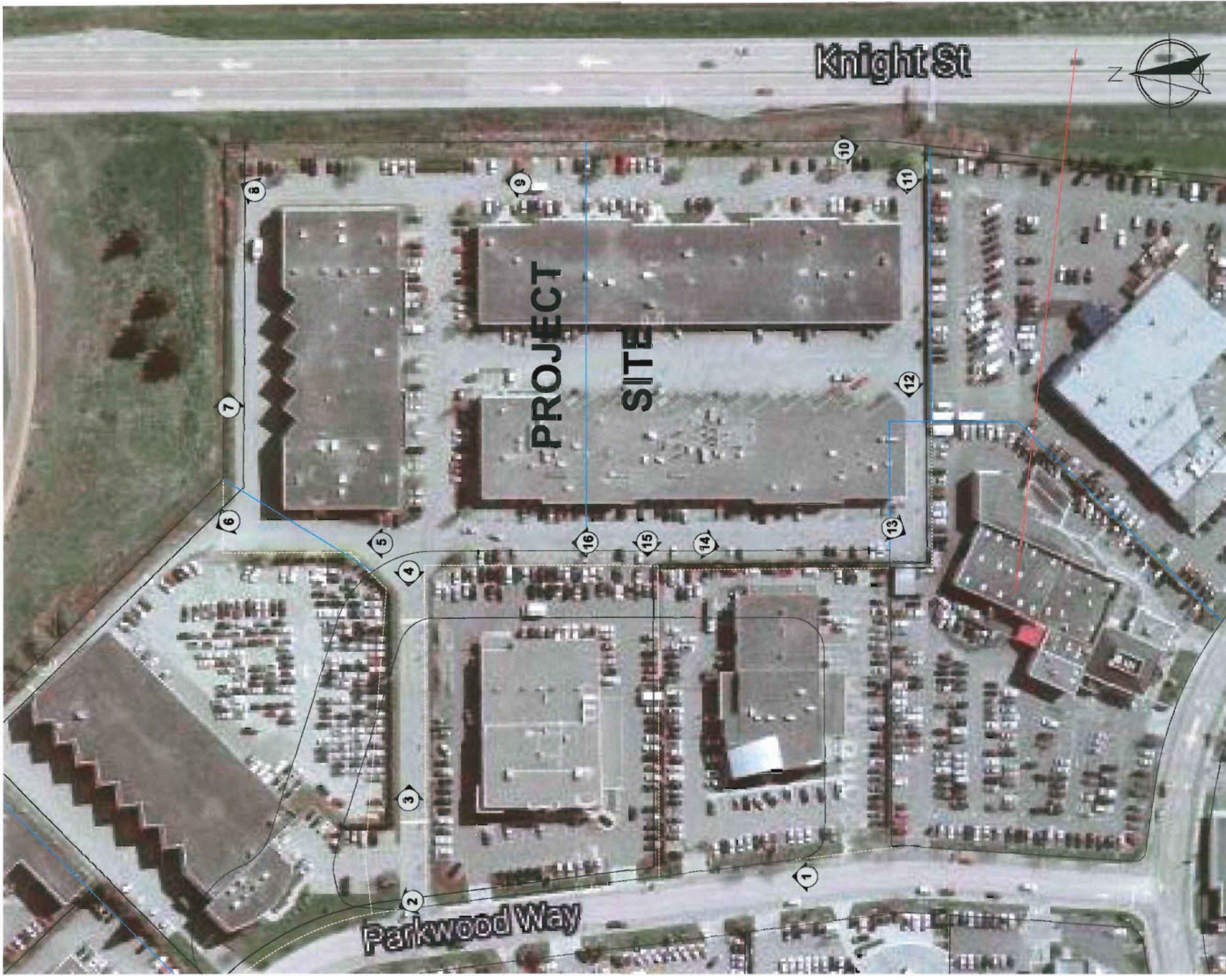
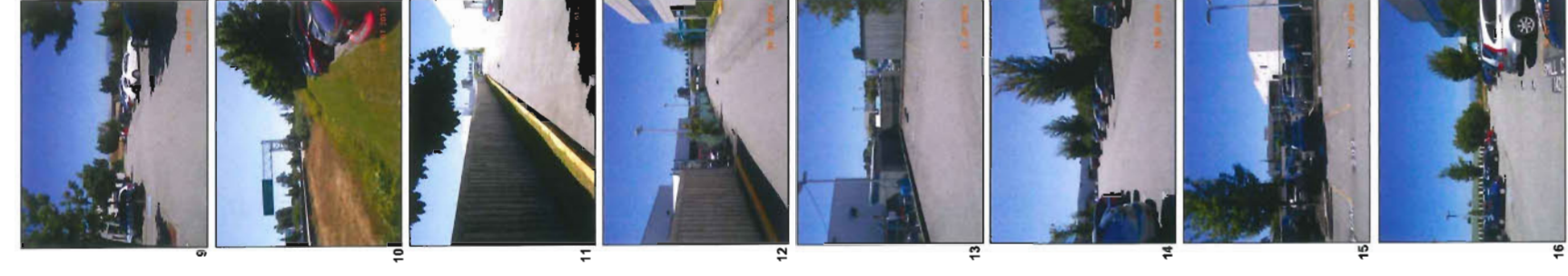
COWELL RICHMOND

**COVER SHEET /
KEY PLAN / STATISTICS**

SCALE: 1" = 30'-0" DATE: JULY 4, 2014 DRAWN: LW

JUL 15 2015
Plan #1

DP 14-676613



| REV | DATE | ISSUED FOR | DESCRIPTION |
|-----------|------|------------|-------------|
| NOV 5 '14 | | | |

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COWELL RICHMOND

CONTEXT

SCALE: NTS DATE: AUG 18 2014 DRAWN: LW

A02

Richmond Audi

**CHRISTOPHER
BOZYK ARCHITECTS LTD**

514-911-ALEXANDER STREET, VANCOUVER BC, V6A 1E1
PHONE: (604) 273-3461 FAX: (604) 273-3568



VIEW FROM SOUTH-WEST

| REV | DATE | DESCRIPTION |
|-----------|------|----------------------------|
| NOV 21 14 | | ISSUED FOR DPA |
| SEPT 8 15 | | ISSUED FOR RMA APPLICATION |

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COWELL RICHMOND

AUDI PERSPECTIVE

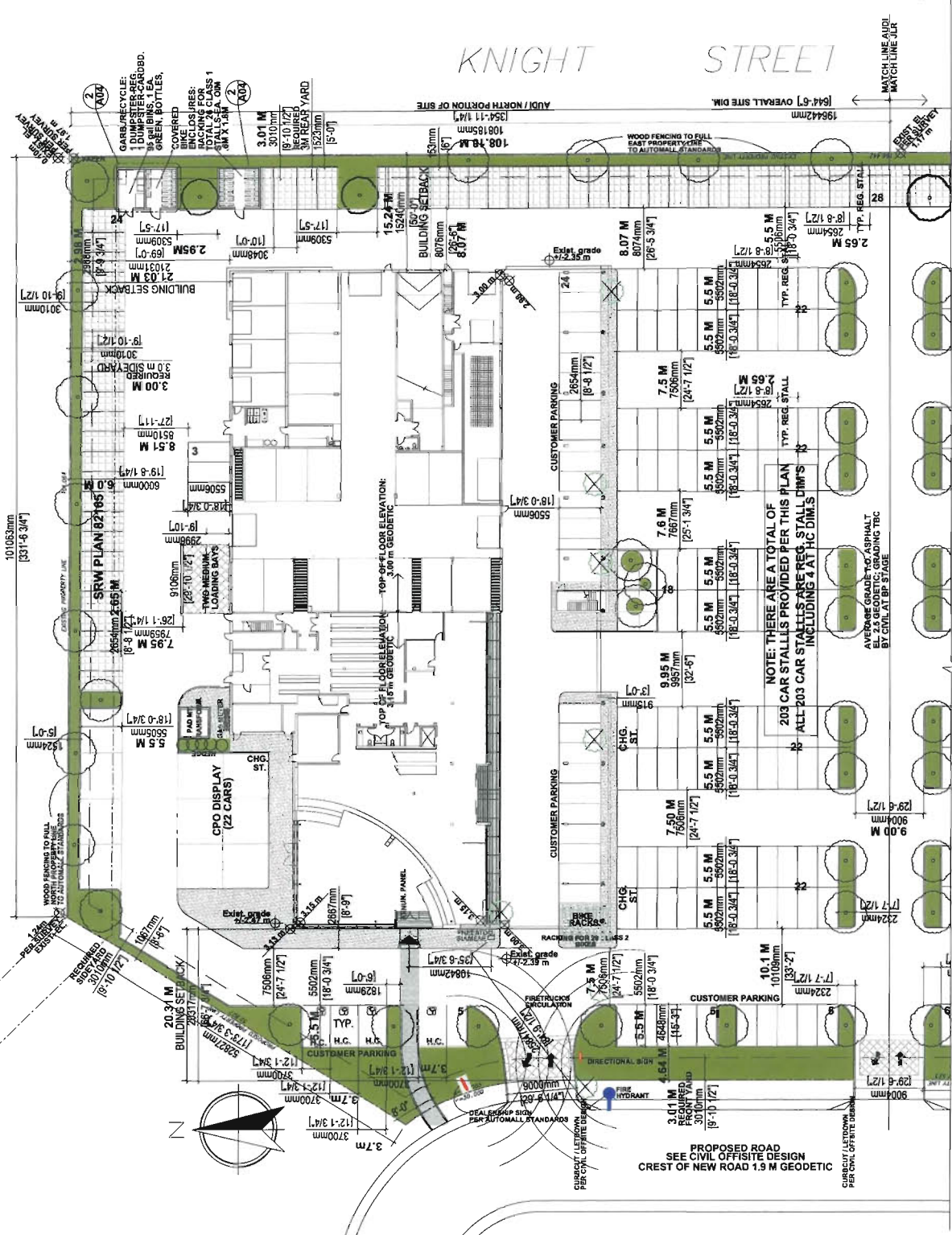
SCALE: NTS DATE: JULY 14 2014 DRAWN: LUN

A03

DP 14-676613 JUL 15 2015

Plan # 2

ANNACIS CONNECTOR



STATISTICS SPECIFIC TO THE AUDI DEALERSHIP BUILDING
 SEE COVER SHEET A01 FOR OVERALL PROJECT DATA TABLE

PARKING CALCULATIONS

NUMBER OF STALLS REQUIRED PER USE AS PER BYLAW:

CATEGORY - SERVICE BAY: 19
 ALIGNMENT BAY: 1
 TOTAL: 20

21 BAYS AT RATE 3 STALLS PER = 63

CATEGORY - CARWASH BAY: 1
 AT RATE OF 1 STALL PER CARWASH BAY = 1

CATEGORY - INDUSTRIAL PARTS-STORAGE: 2
 AT RATE OF 1 STALL PER 100 M² AREA = 282 M² / 100 = 2.82

CATEGORY - VEHICLE SALES: 74
 AT RATE OF 3 STALLS PER 100 M² AREA = 2,471.6 M² / 100 AND X 3

CATEGORY - OFFICE: 27
 AT RATE OF 1.5 STALLS PER 100 M² AREA = 912 M² / 100 AND X 1.5

TOTAL: 167

THEREFORE: TOTAL REQUIRED BY BYLAW: 167

TOTAL STALLS PROVIDED: 203

THUS THERE ARE 36 STALLS PROVIDED BEYOND BYLAW REQUIREMENTS

ALL REGULAR STALLS ARE REGULAR STALL DIMENSIONS 5.5M X 2.65M - THERE ARE NO SMALL CARS STALLS

H.C. STALLS ARE 3.5M X 3.7M

LOADING CALCULATIONS

CATEGORY - LARGE: 18,000 M² OVER 1,800 M² PER EA. 5,000 M² OVER 1,800 M² FOR GROSS AREA 10,416 M². REQUIREMENT = 2 LARGE

CATEGORY - MEDIUM: 18,000 M² OVER 1,800 M² PLUS 1 PER EA. 5,000 M² OVER 1,800 M² FOR GROSS AREA 10,416 M². REQUIREMENT = 3 MEDIUM

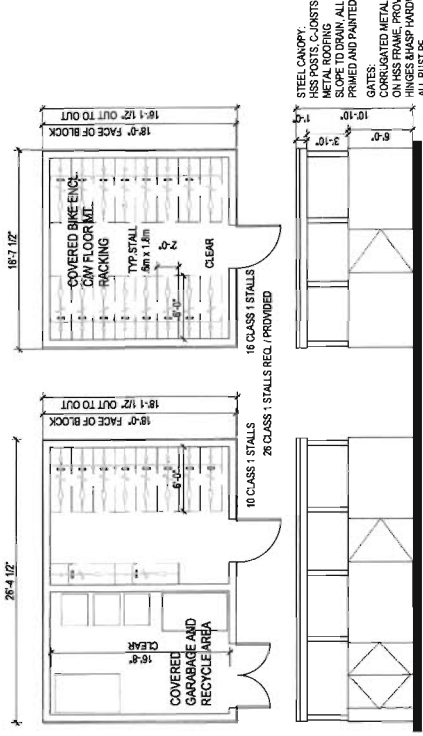
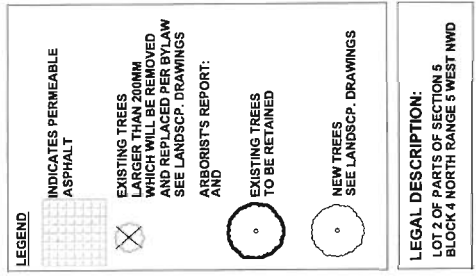
SEE LETTER INCLUDED IN THIS APPLICATION OF OWNER'S CONFIRMATION / TRAFFIC ENGINEERS COORDINATION, THAT 7 MEDIUM STALLS, PER THESE DRAWINGS, IS SUFFICIENT AND SUITABLE TO THE ANTICIPATED TRUCK SIZING AND OWNER OPERATIONS

BICYCLE SPACES CALCULATIONS

PER USE: GENERAL AND HEAVY INDUSTRIAL: 26
 FOR CLASS 1: 26
 AT RATE OF .27 PER EA. 100M² OVER 100M² FOR CLASS 2: 26
 AT RATE OF .27 PER EA. 100M² OVER 100M² FOR CLASS 2: 26

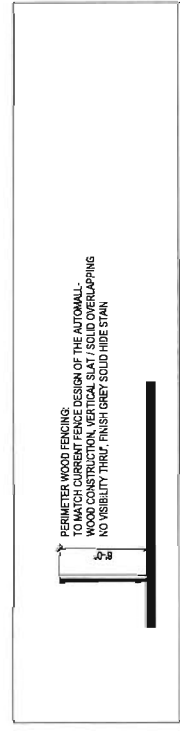
THEREFORE: TOTALS REQUIRED CLASS 1 CLASS 2: 26 26

TOTALS PROVIDED AS REQUIRED BY BYLAW: 26 26



2 GARBAGE/RECYCLE & A04 BICYCLE ENCLOSURE

1 AUDI SITE PLAN A04



3 FENCE SECTION A04 AT NORTH/EAST/SOUTH PROPERTY LINES

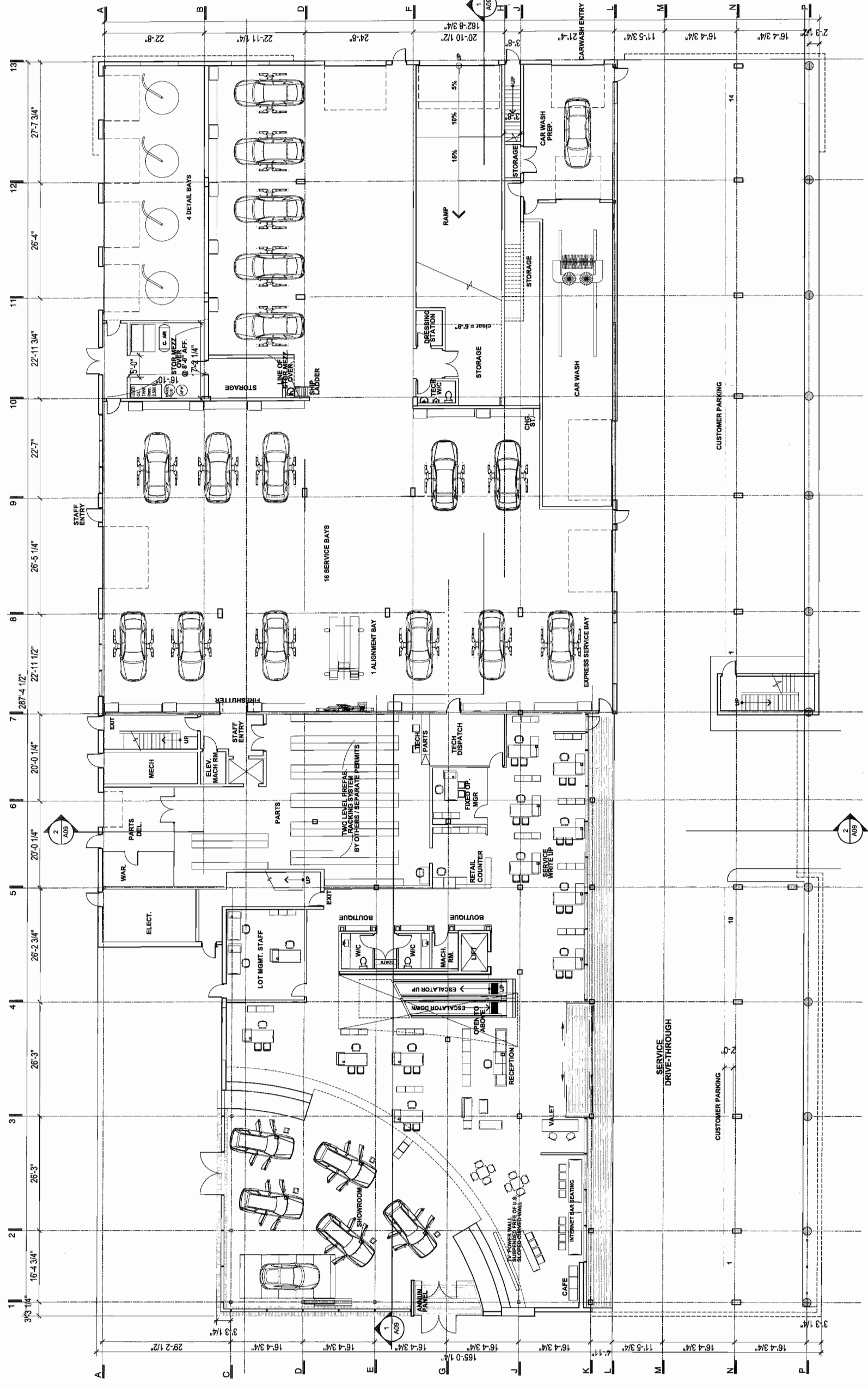
COWELL RICHMOND

AUDI NORTH SITE PLAN

SCALE: 1" = 30'-0" DATE: JULY 14, 2014 DRAWN: L.W.

A04

Project: 14-676613-Audi Dealership Building - 14-676613-01-Audi Dealership Building - 14-676613-01-Audi Dealership Building - 14-676613-01-Audi Dealership Building



| REV | DATE | DESCRIPTION |
|-------------|----------------------------|-------------|
| JUNE 26 '15 | ISSUED FOR DPA | |
| NOV 5 '14 | ISSUED FOR DPA | |
| SEPT 8 '14 | ISSUED FOR RMA APPLICATION | |

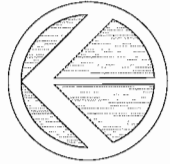
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Written conditions shall have precedence over verbal dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, shall request clarification of items, components, or details information contained in contract drawings and specifications. The contractor shall be responsible for any resulting discrepancies and the cost of modifications.

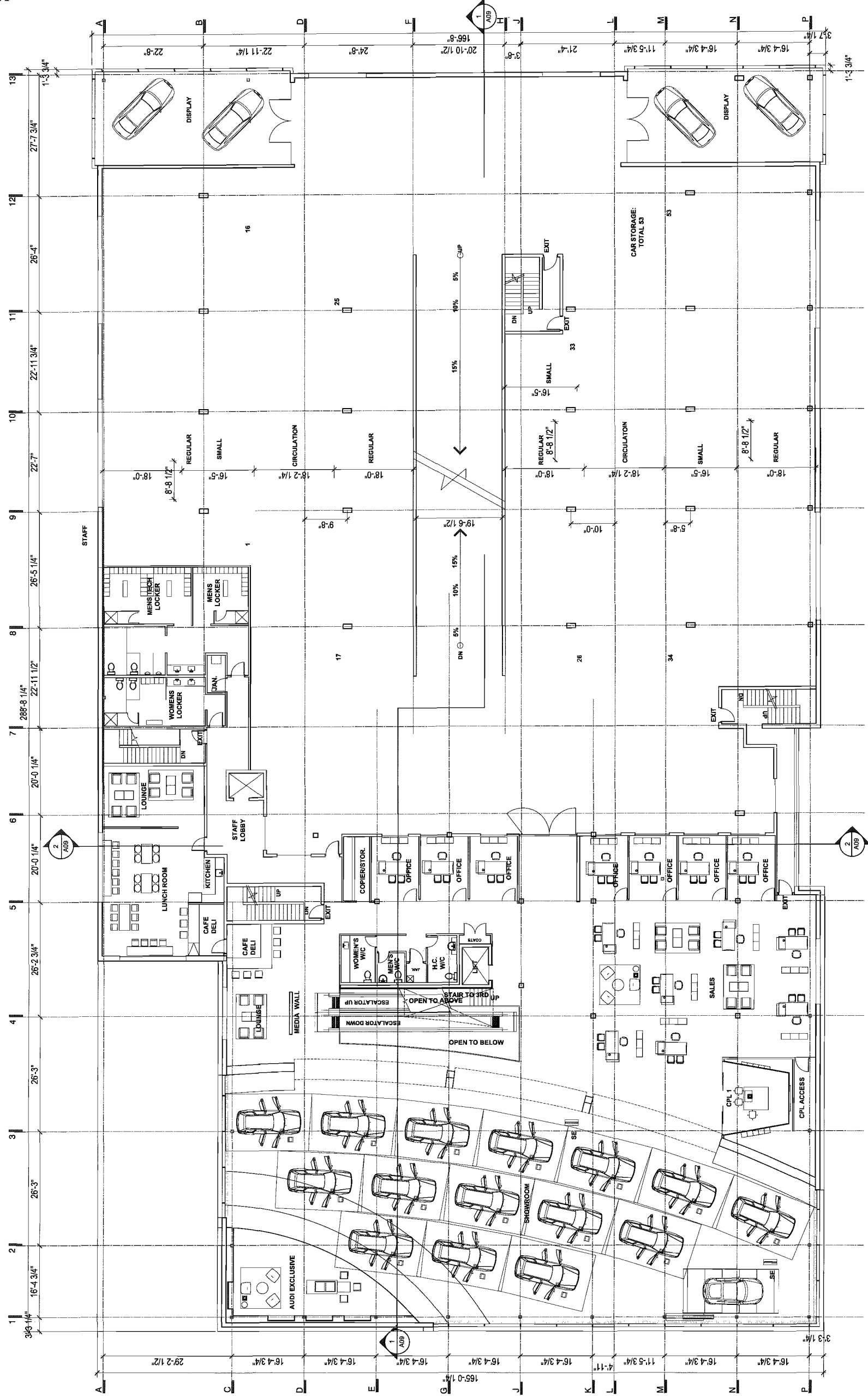
COWELL RICHMOND

AUDI MAIN FLOOR PLAN

SCALE: 3/32" = 1'-0" DATE: JULY 1, 2015 DRAWN: LW



A05



| REV | DATE | DESCRIPTION |
|-------------|----------------------------|-------------|
| JUNE 26 '15 | REVISED FOR CPA | |
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| SEPT 8 '14 | ISSUED FOR RMA APPLICATION | |

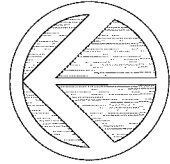
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COWELL RICHMOND

AUDI SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0" DATE: JULY 14, 2015 DRAWN: LW

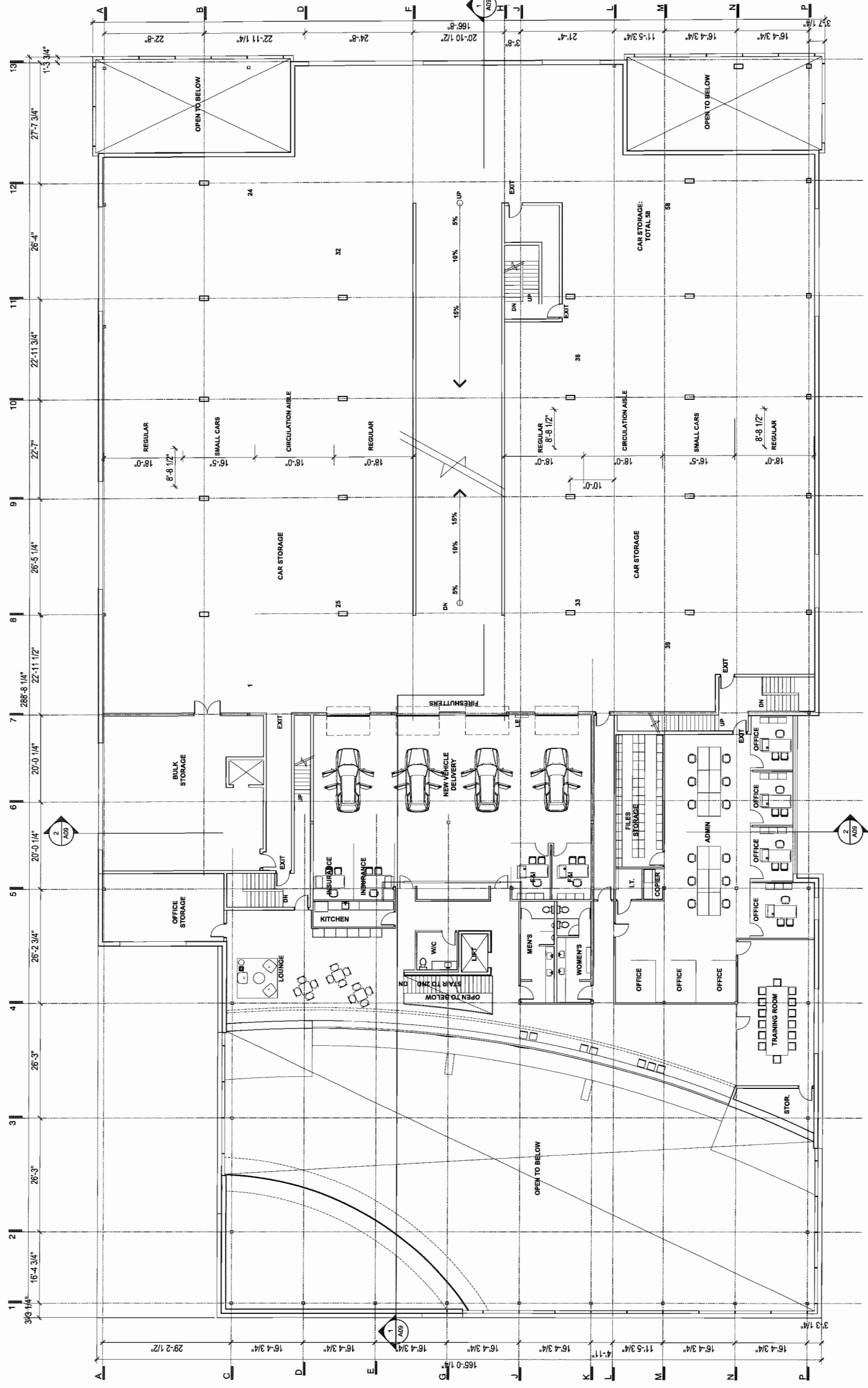


A06

JUL 15 2015

DP 14-676613

Plan #5



| REV | DATE | DESCRIPTION |
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COWELL RICHMOND

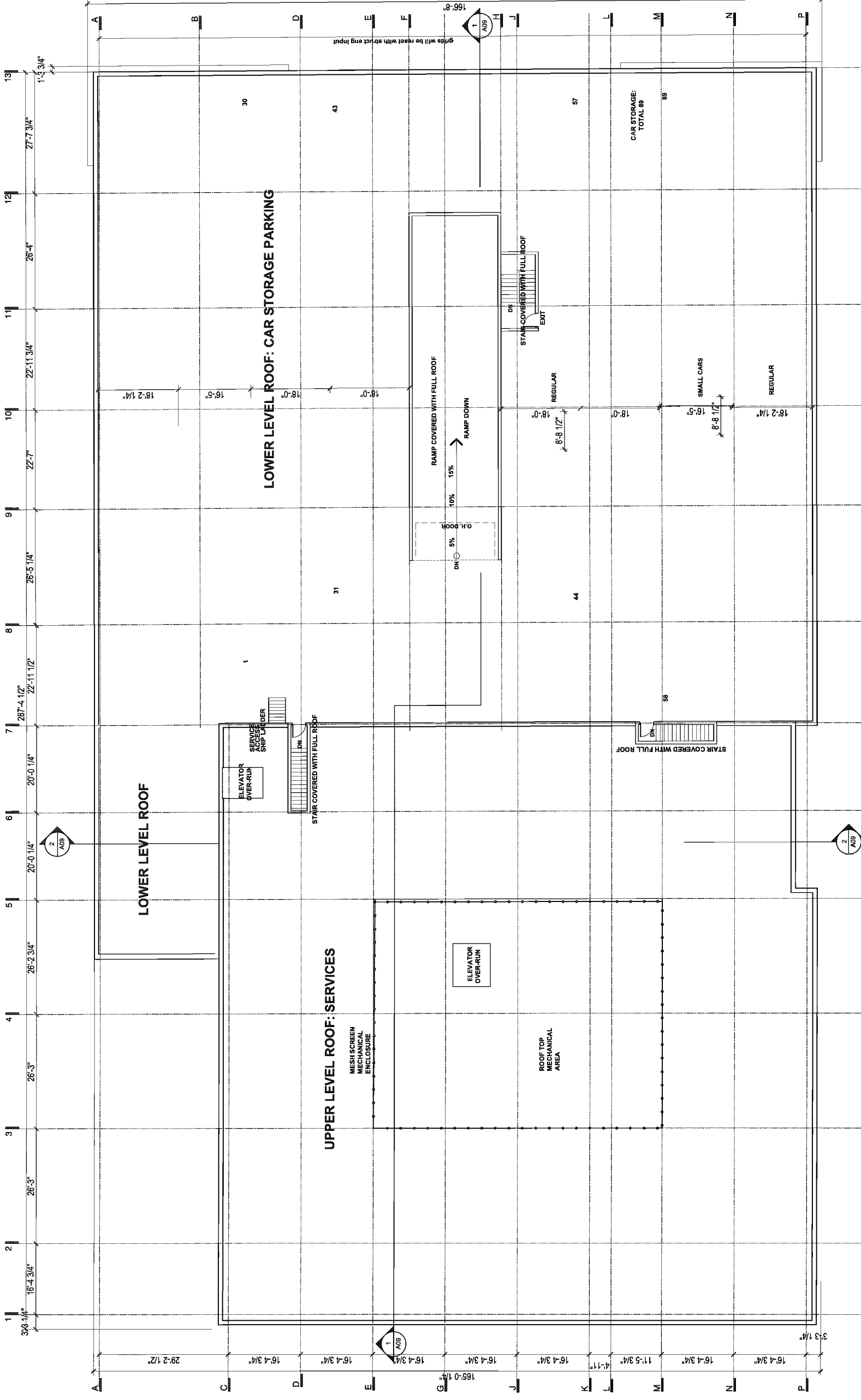
**AUDI
THIRD FLOOR PLAN**

SCALE: 3/32" = 1'-0" DATE: JULY 1 2015 DRAWN: LW



A07

DP 14-676613 JUL 15 2015 Plan #6



| | | |
|-----------|-----------------------------|-------------|
| REV | DATE | DESCRIPTION |
| JUNE 2015 | RE-ISSUED FOR DPA | |
| NOV 14 | ISSUED FOR DPA | |
| SEPT 14 | ISSUED FOR RAMA APPLICATION | |

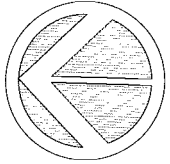
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When dimensions shall have precedence over scaled dimensions, Contractors shall verify and be responsible for all dimensions and conditions on the job. All request clarifications or corrections shall be made in writing and shall be the responsibility of the Contractor. Failure to obtain such clarification with the Contractor, responsible for any resulting rework and the cost of rework.

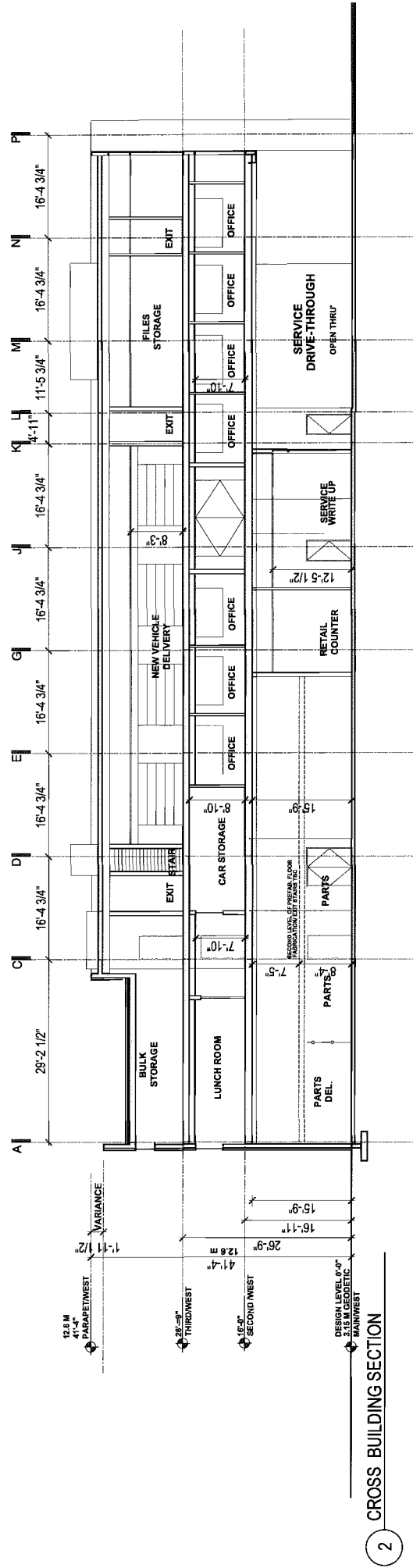
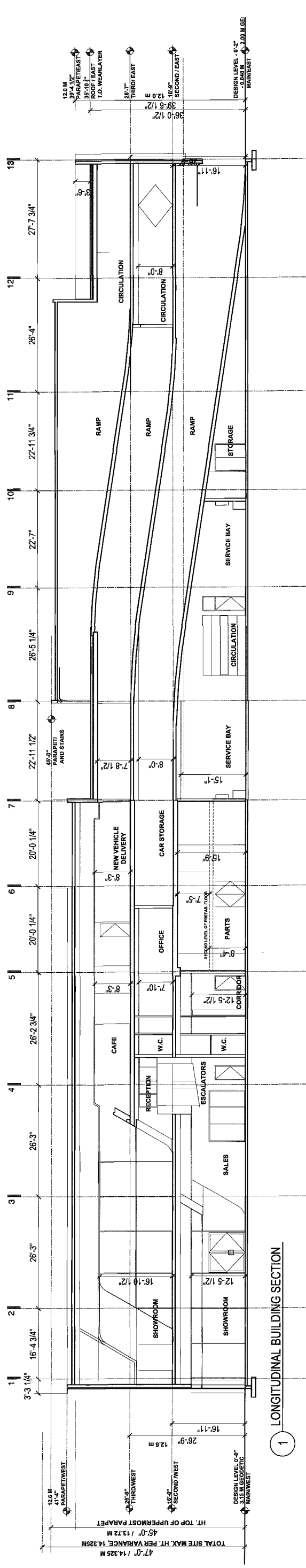
COWELL RICHMOND

AUDI ROOF PLAN

SCALE: 3/32" = 1'-0" DATE: JULY 4, 2014 DRAWN: LW



A08



| REV | DATE | DESCRIPTION |
|------------|----------------------------|-------------|
| JUNE 2015 | RE-ISSUED FOR LPA | |
| NOV 8 '14 | ISSUED FOR LPA | |
| SEPT 8 '14 | ISSUED FOR RMA APPLICATION | |

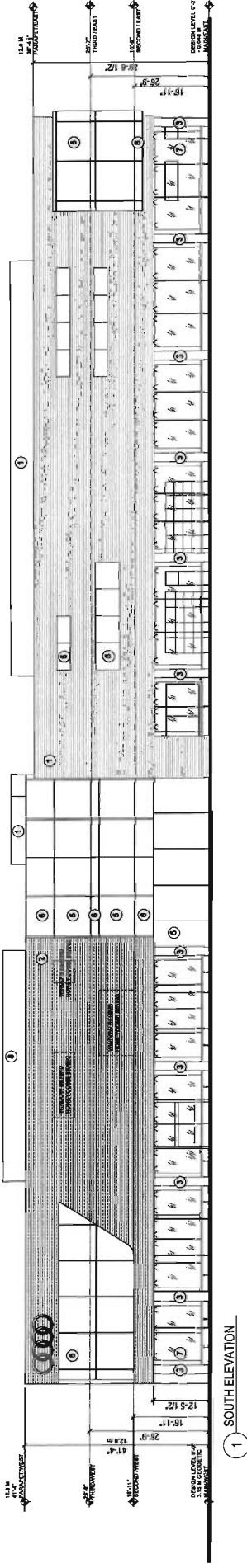
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Where drawings shall have been prepared and used for a project, the contractor shall be responsible for all dimensions and conditions on the job. The contractor shall be responsible for all dimensions and conditions on the job. The contractor shall be responsible for all dimensions and conditions on the job. The contractor shall be responsible for all dimensions and conditions on the job.

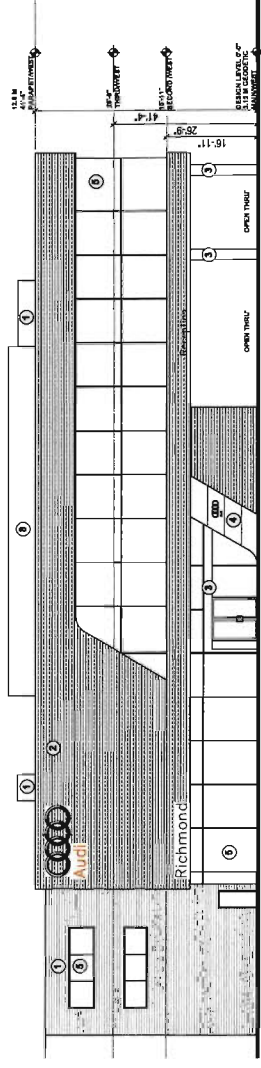
COWELL RICHMOND

AUDI BUILDING SECTIONS
 SCALE: 3/32" = 1'-0"
 DATE: JULY 14, 2015
 DRAWN: LW

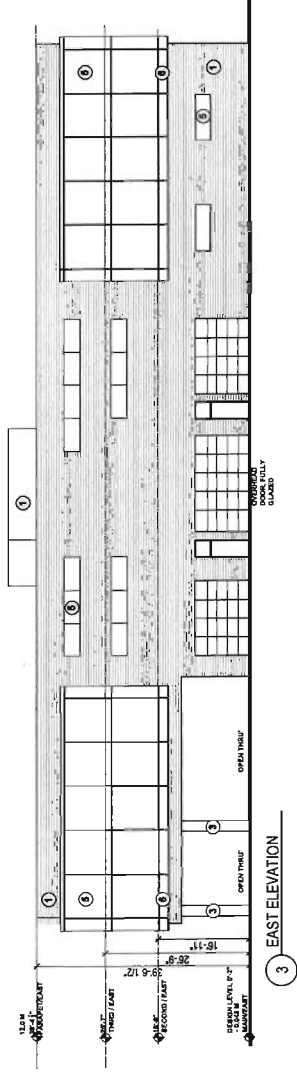
A09



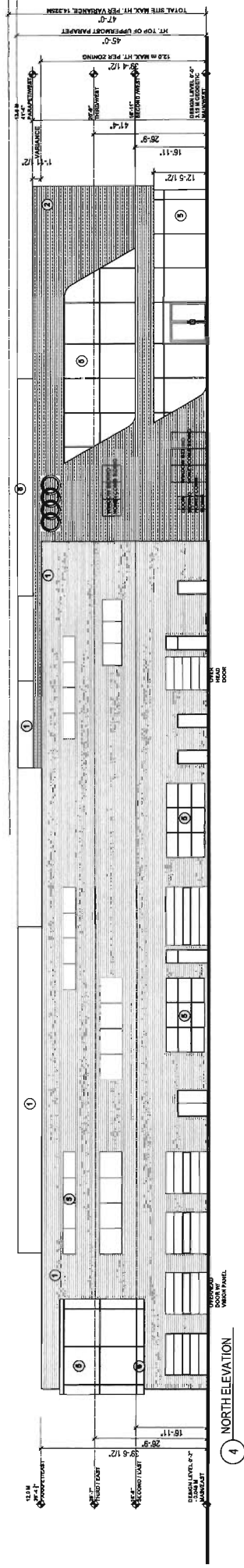
1 SOUTH ELEVATION



2 WEST ELEVATION



3 EAST ELEVATION



4 NORTH ELEVATION

MATERIALS:

- 1 CORRUGATED METAL SIDING, 4' X 22 GA., BY VICWEST POWDER COATED FINISH IN COLOUR SILVER METALIC
- 2 'HONEYCOMB CLADDING' PROPRIETARY TO AUDI, HEXAGONALLY PERFORATED AND FOLDED ALUMINUM PLATE, BRIGHT SILVER ANODIZED FINISH
- 3 ACM / METAL PANEL / ALUCOBOND, 'SILVER METALLIC COOL' FINISH
- 4 ALUMINUM PLATE, 3/16" THICKNESS, SHOP PAINT FINISHED TO MATCH ACM/PANEL'S 'SILVER METALLIC COOL' COLOUR
- 5 VISION GLASS, CLEAR, DOUBLE GLAZED, LOW E, TEMPERED WHERE REQUIRED BY CODE.
- 6 SPANDREL GLASS, DOUBLE GLAZED, 'OPACICODAT' IN COLOUR GREY TO MATCH SILVER OF ACM METAL PANEL
- 7 GLASS WINDSCREEN, CLEAR, TEMPERED, IN ST. METAL TOP FITTINGS AND STEEL BOTTOM FRAME, SILVER PT. FIN
- 8 MESH SCREENING, SILVER GREY FINISH

| REV | DATE | DESCRIPTION |
|-------------|----------------------------|-------------|
| JUNE 26 '15 | ISSUED FOR OPA | |
| NOV 5 '14 | ISSUED FOR OPA | |
| SEPT 8 '14 | ISSUED FOR OPA APPLICATION | |

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When dimensions are given, they shall be in metric units. Contractors shall verify and be responsible for all dimensions and conditions on the job. All requests for clarification of notes, dimensions, or conditions shall be in writing and shall be received by the architect in writing prior to the start of construction. The architect shall not be responsible for any errors or omissions in the drawings or specifications, or for any consequences arising therefrom, whether or not the architect is advised of such errors or omissions.

COWELL RICHMOND

AUDI ELEVATIONS

SCALE: 3/32" = 1'-0" DATE: JULY 4, 2014 DRAWN: LW

A10

SIGNAGE:

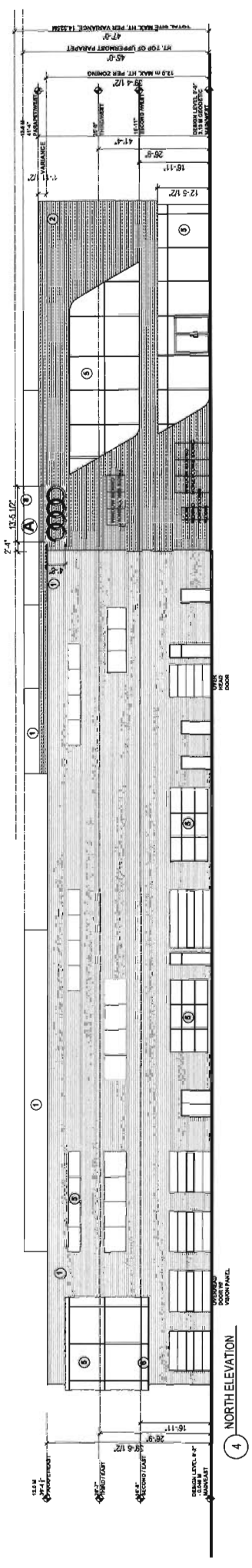
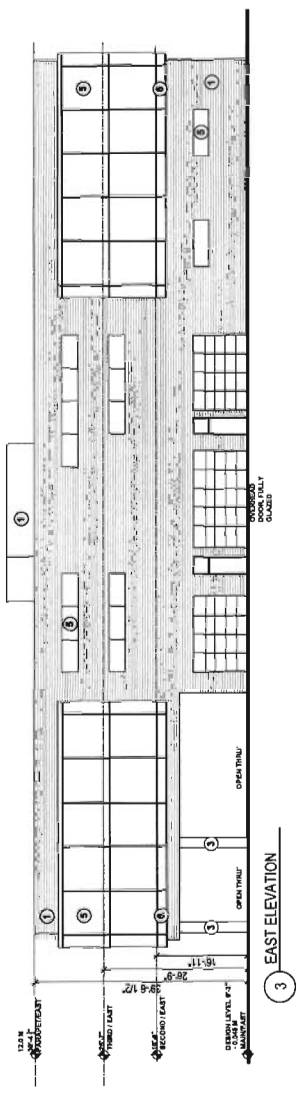
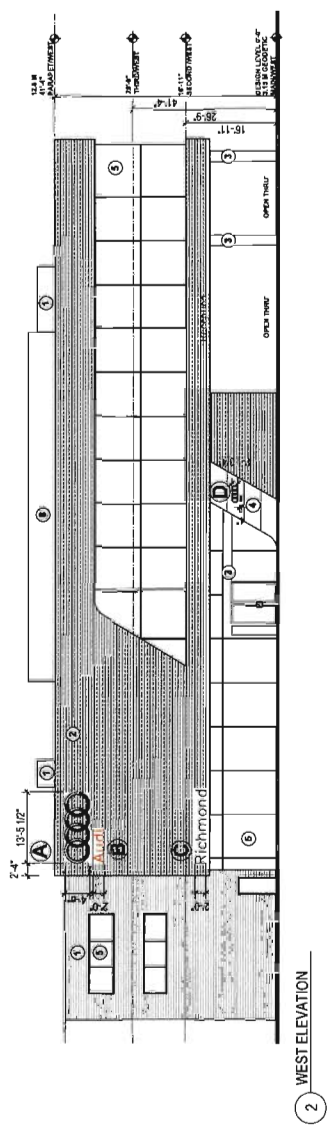
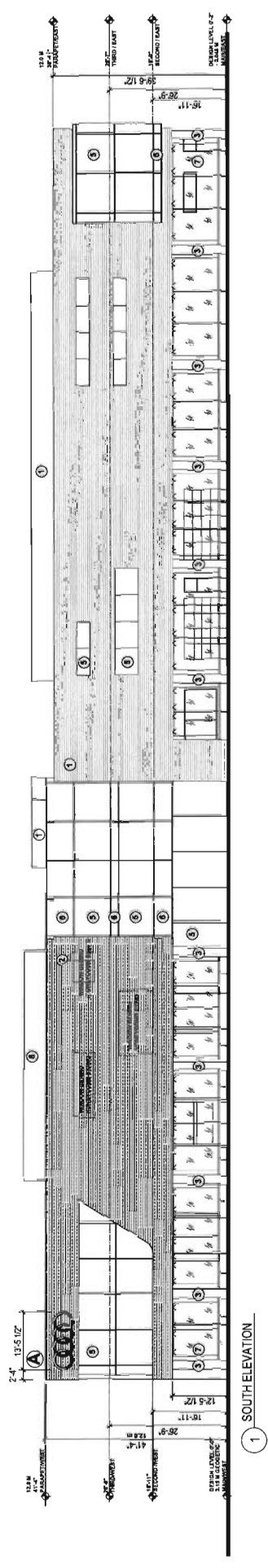
ALL SIGNAGE MUST COMPLY WITH THE CITY OF RICHMOND SIGN BYLAW 5560.
 SIGN PERMITS ISSUED BY THE CITY OF RICHMOND ARE REQUIRED FOR ALL SIGNS, PRIOR TO INSTALLATION.
 THE TYPE FACE AND COLOUR WILL ADHERE TO THE AUDI CORPORATE SCHEME

SIGN TYPE ON BLDG:

- A** AUDI RINGS, PER CORPORATE DESIGN REQUIREMENTS, SILVER DURING DAY, THRU 'LIT AT NIGHT
- B** AUDI 'NAME ELEMENT', PER CORPORATE DESIGN REQUIREMENTS, IN COLOUR RED.
- C** DEALER NAME, PER CORPORATE DESIGN REQUIREMENTS, IN COLOUR BLACK DURING DAY, THRU 'LIT AT NIGHT
- D** ENTRANCE RINGS AND NAME, PER CORPORATE DESIGN REQUIREMENTS, SILVER RINGS AND AUDI LETTERS IN RED

FREESTANDING SIGNS:

SEE SITE PLAN.
 DEALER SIGN Pylon AND DIRECTIONAL SIGN, TO DESIGN REQUIREMENTS OF THE RICHMOND AUTO MALL



| | | |
|-----|------------|----------------------------|
| REV | DATE | DESCRIPTION |
| | JUNE 2015 | RE-ISSUED FOR DPA |
| | NOV 5 '13 | ISSUED FOR DPA |
| | SEPT 8 '14 | ISSUED FOR DPA APPLICATION |

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COWELL RICHMOND

AUDI SIGNAGE

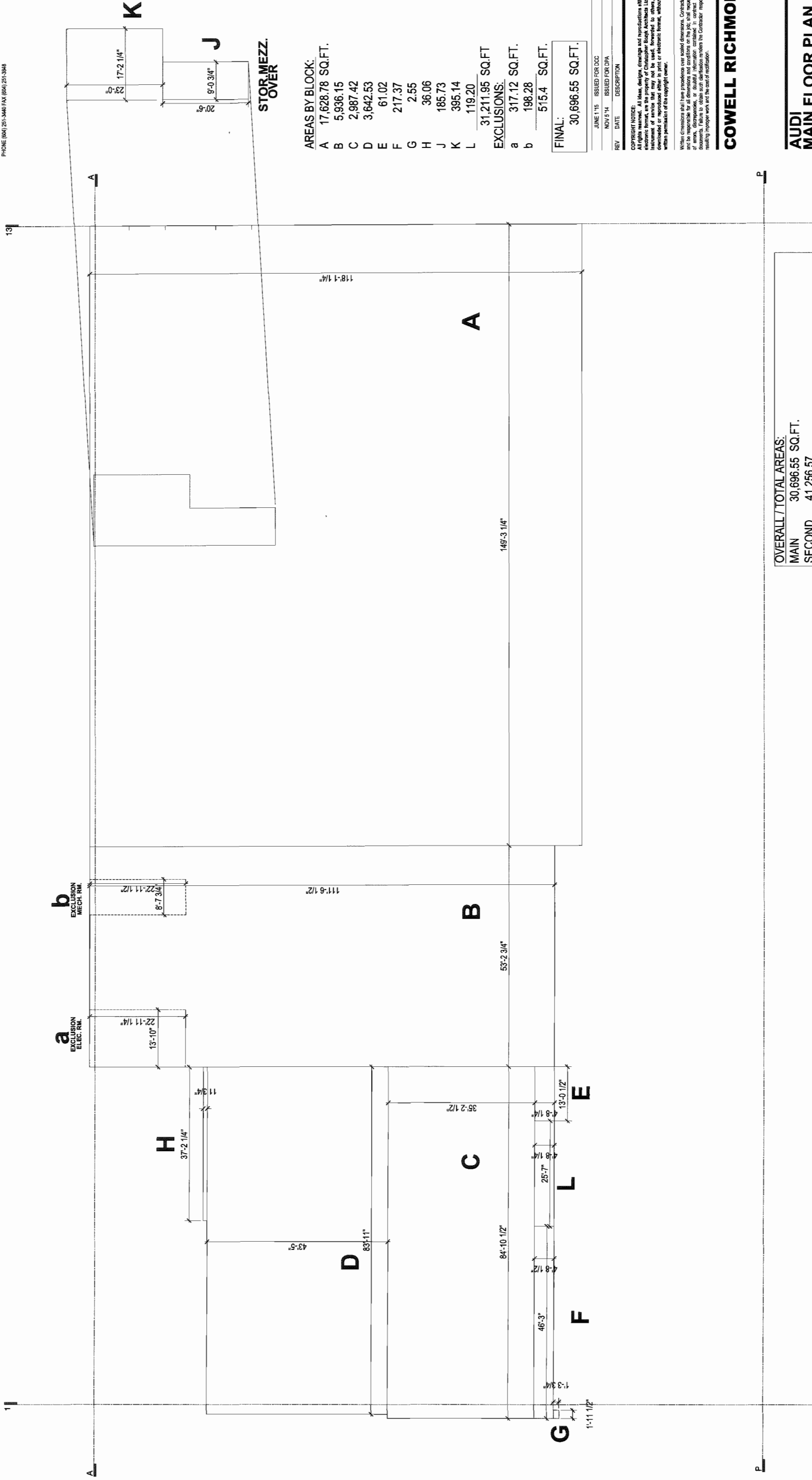
SCALE: 3/32" = 1'-0"
 DATE: JULY 4, 2014
 DRAWN: LW

A11

JUL 15 2015

DP 14-676613

Plan # 10



AREAS BY BLOCK:

| | |
|------------------------|------------------|
| A | 17,628.78 SQ.FT. |
| B | 5,936.15 |
| C | 2,987.42 |
| D | 3,642.53 |
| E | 61.02 |
| F | 217.37 |
| G | 2.55 |
| H | 36.06 |
| J | 185.73 |
| K | 395.14 |
| L | 119.20 |
| 31,211.95 SQ.FT | |

EXCLUSIONS:

| | |
|---------------|-------------------------|
| a | 317.12 SQ.FT. |
| b | 198.28 |
| FINAL: | 30,696.55 SQ.FT. |

| JUNE 1 '15 | ISSUED FOR DOC | |
|------------|----------------|-------------|
| NOV 5 '14 | ISSUED FOR OPA | |
| REV | DATE | DESCRIPTION |

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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify all dimensions and conditions on site before construction. The Contractor shall be responsible for any errors, omissions, or omissions of information contained in contract drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting program work and the cost of modification.

COWELL RICHMOND

AUDI MAIN FLOOR PLAN FAR OVERLAY
 SCALE: 3/32" = 1'-0" DATE: JULY 4, 2014 DRAWN: LW

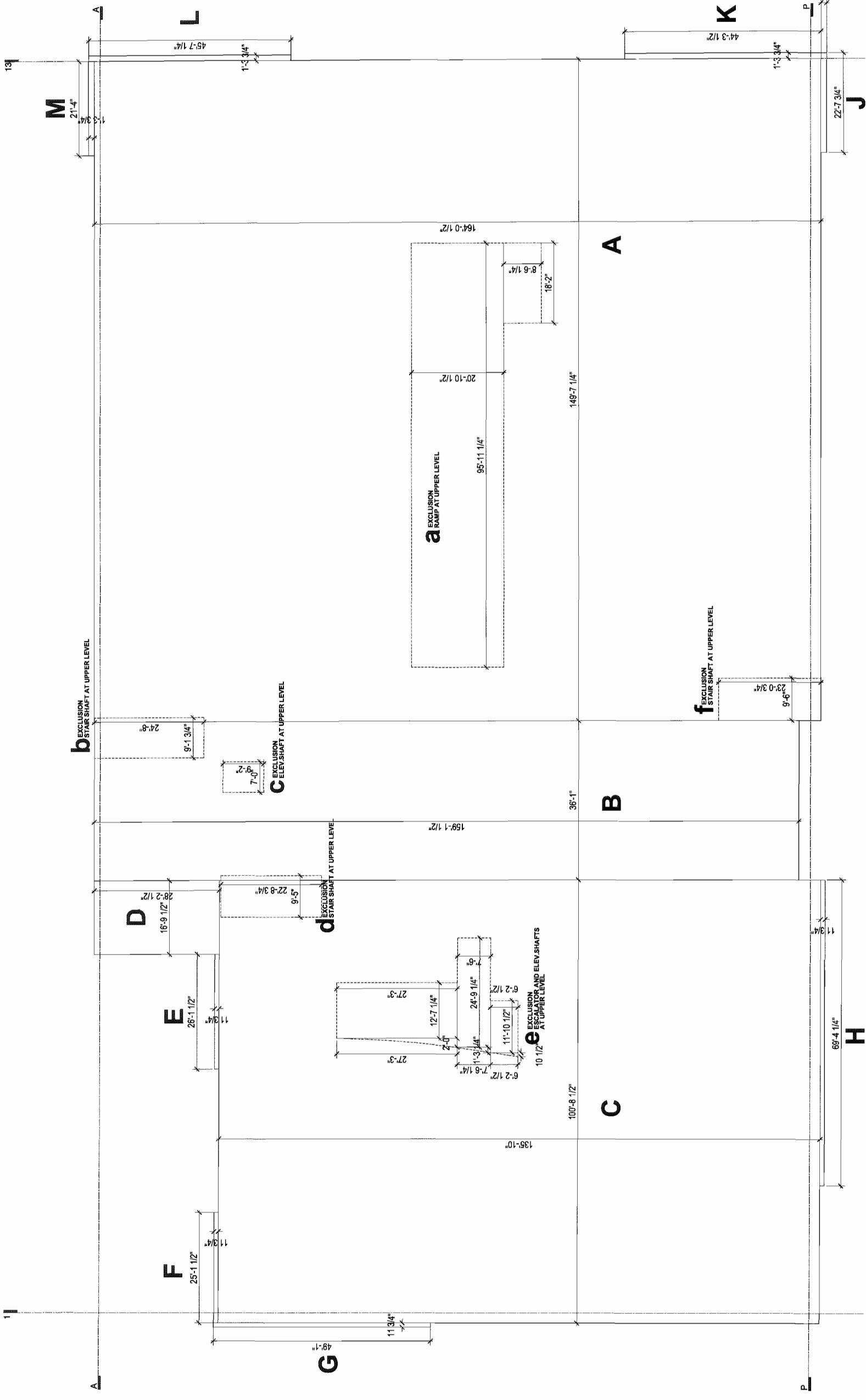


OVERALL / TOTAL AREAS:

| | |
|--------------|-------------------------|
| MAIN | 30,696.55 SQ.FT. |
| SECOND | 41,256.57 |
| THIRD | 32,173.46 |
| TOTAL | 104,126.58 SQ.FT |

FAR CALCULATION:
 104,126.58 SQ.FT. TOTAL FAR AREA OF AUDI BUILDING,
 9,673 M²

A12



AREAS BY BLOCK:

| | | |
|--------------|------------------|---------------|
| A | 24,540.38 | SQ.FT. |
| B | 5,741.04 | |
| C | 13,678.08 | |
| D | 473.47 | |
| E | 25.41 | |
| F | 24.44 | |
| G | 47.60 | |
| H | 67.26 | |
| J | 29.65 | |
| K | 58.01 | |
| L | 59.73 | |
| M | 27.94 | |
| TOTAL | 44,773.01 | SQ.FT. |

EXCLUSIONS:

| | | |
|--------------|-----------------|---------------|
| a | 2,156.72 | SQ.FT. |
| b | 225.39 | |
| c | 64.12 | |
| d | 213.79 | |
| e | 637.42 | |
| f | 219.00 | |
| TOTAL | 3,516.44 | SQ.FT. |

FINAL:
 41,256.57 SQ.FT.

| REV | DATE | ISSUED FOR | DESCRIPTION |
|-----|-----------|----------------|-------------|
| - | NOV 5 '14 | ISSUED FOR DPA | |

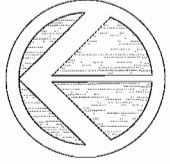
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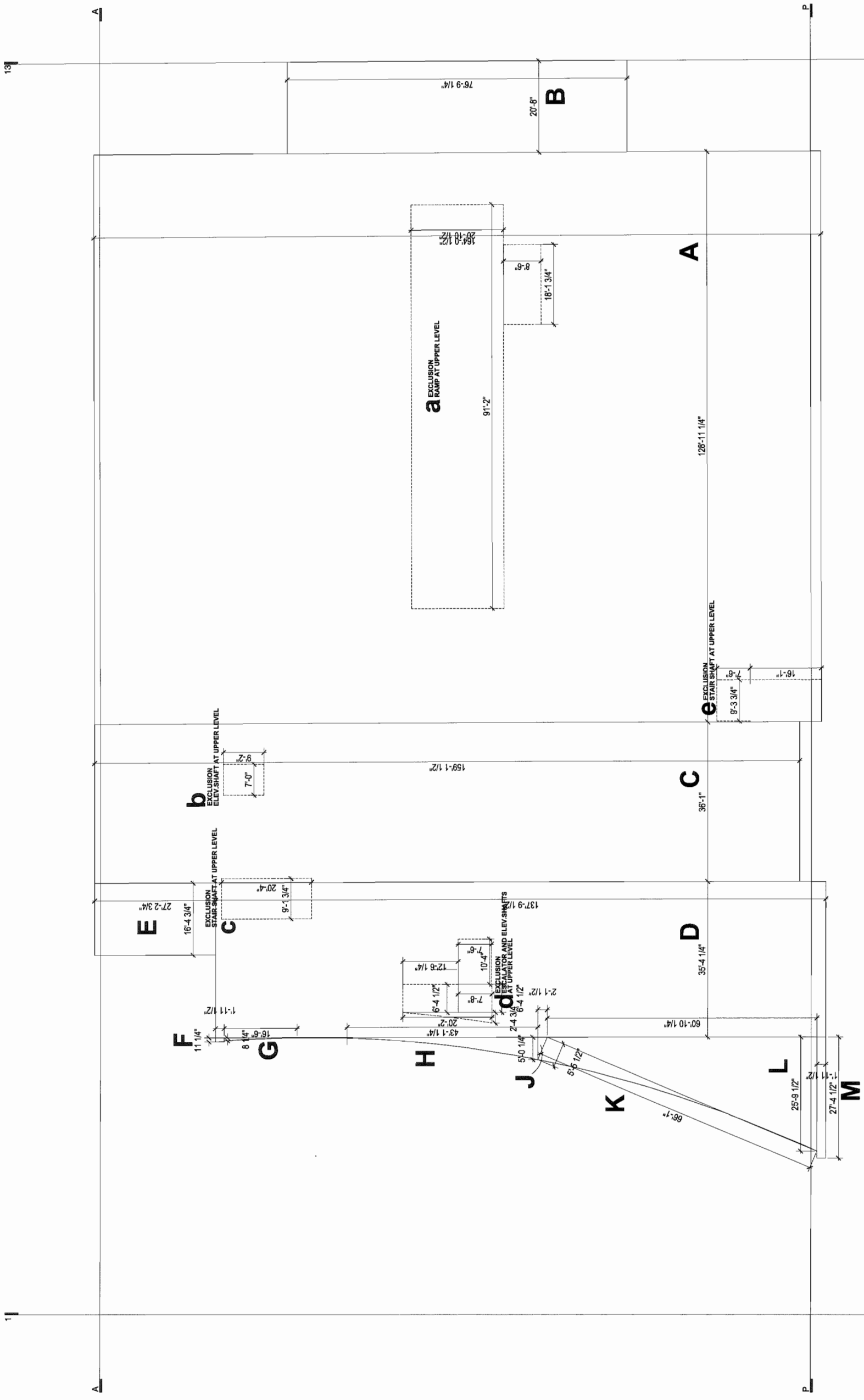
COWELL RICHMOND

AUDI
SECOND FLOOR PLAN
FAR OVERLAY

SCALE: 3/32" = 1'-0"
 DATE: XXX.XX
 DRAWN: XX



A13



AREAS BY BLOCK:

| | |
|--------------|-------------------------|
| A | 21,149.67 SQ.FT. |
| B | 1,586.06 |
| C | 5,741.04 |
| D | 4,870.87 |
| E | 446.13 |
| F | 1.81 |
| G | 5.61 |
| H | 108.18 |
| J | 5.32 |
| K | 108.06 |
| L | 784.66 |
| M | 53.37 |
| TOTAL | 34,932.78 SQ.FT. |

EXCLUSIONS:

| | |
|--------------|------------------------|
| a | 2,056.69 SQ.FT. |
| b | 64.12 |
| c | 185.81 |
| d | 230.12 |
| e | 222.58 |
| TOTAL | 2,759.32 SQ.FT. |

FINAL: 32,173.46 SQ.FT.

| REV | DATE | ISSUED FOR | DESCRIPTION |
|-----|----------|----------------|-------------|
| 1 | NOV 5 14 | ISSUED FOR EPA | |

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When dimensions shall have precedence over scaled dimensions, Contractors shall verify and be responsible for all dimensions and conditions on the job. All request clarification of items, dimensions, or details. Information contained in contract drawings and specifications shall be used by Contractors to coordinate and be responsible for any necessary to prepare work and the cost of verification.

COWELL RICHMOND

**AUDI
 THIRD FLOOR PLAN
 FAR OVERLAY**

SCALE: 3/32" = 1'-0" DATE: JULY 2, 2014 DRAWN: LW



A14

JUL 15 2015

DP 14-676613

Plan #13



1 NOV'S 14 ...

REVISION DATE DESCRIPTION

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**COWELL RICHMOND
JAGUAR LAND ROVER**

Richmond BC

PERSPECTIVES

SCALE DATE: OCT 9, 2014 DRAWN: JLM/BJR
PROJECT NUMBER: 214014

A15

FILED IN: Land Use and Planning/214014

JUL 15 2015

DP 14-676613

Plan # 14



| REVISION | DATE | DESCRIPTION |
|----------|-----------|-------------|
| 1 | NOV 15 TH | |

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**COWELL RICHMOND
JAGUAR LAND ROVER**

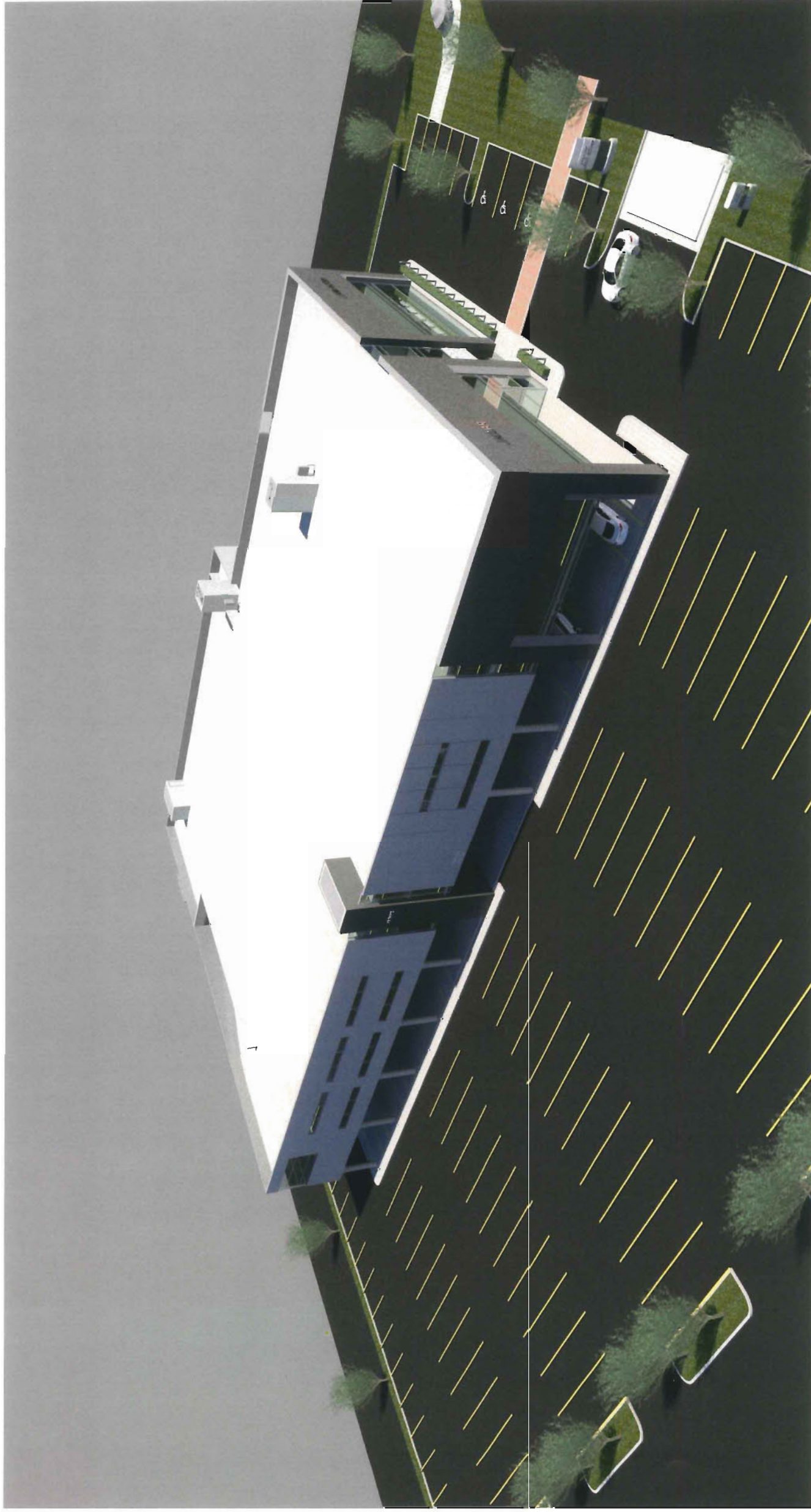
Richmond BC

PERSPECTIVES

SCALE: _____ DATE: OCT 9 2014 DRAWN: JAR/JOB
PROJECT NUMBER: 214074

A16

FILE NAME: A16_PERSPECTIVES.dwg



| REVISION | DATE | DESCRIPTION |
|----------|----------|-------------|
| 1 | NOV 5 14 | |

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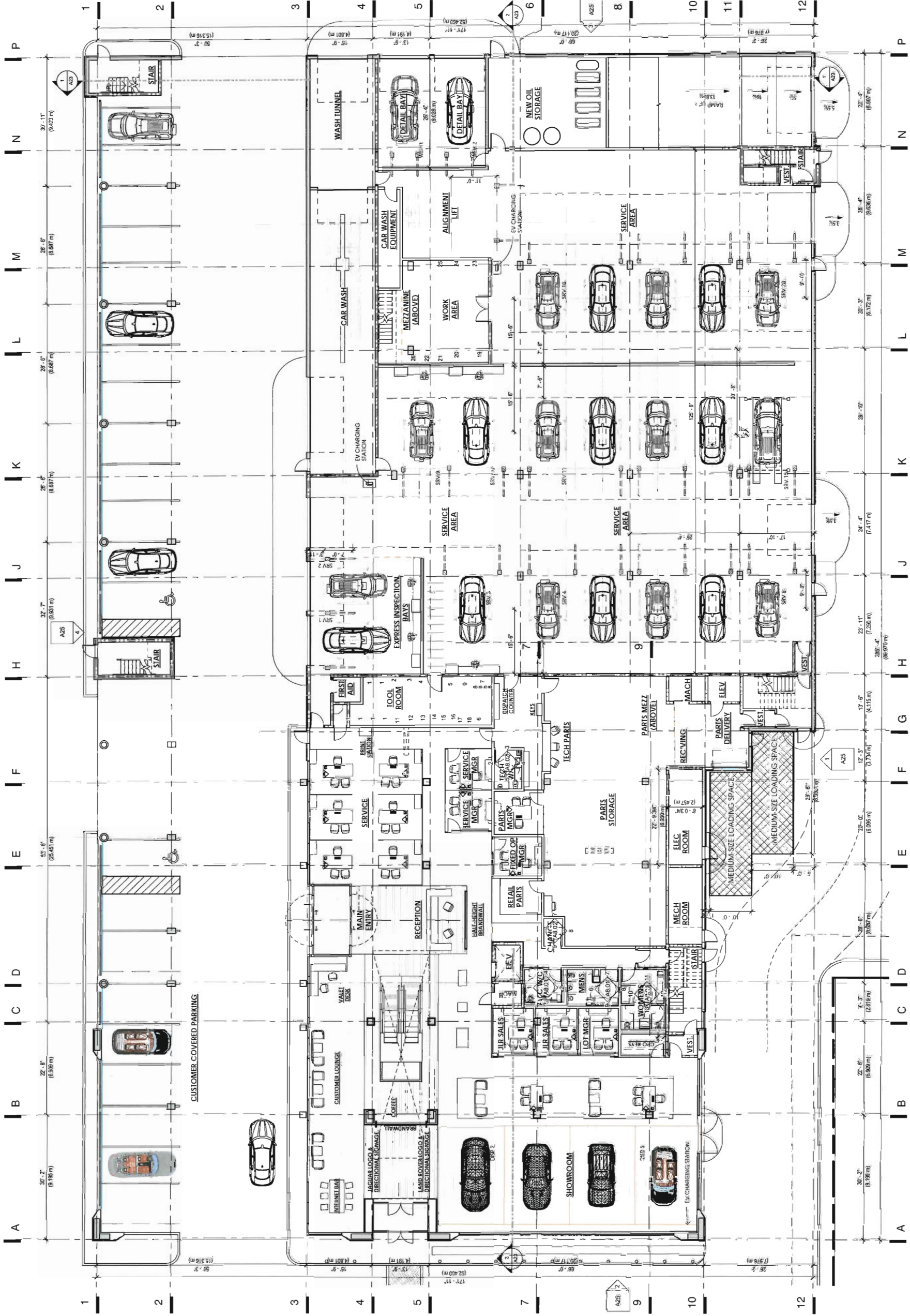
When dimensions shall have precedence over scaled dimensions, Contractors shall verify and be responsible for all dimensions and conditions on the job, shall request clarification from the architect as soon as possible. The architect shall not be responsible for any resulting improper work and the cost of rectification.

**COWELL RICHMOND
JAGUAR LAND ROVER**

Richmond BC
AERIAL FROM NW

SCALE _____ DATE: OCT 9, 2014 DRAWN: AJMM
PROJECT NUMBER 218014

A17



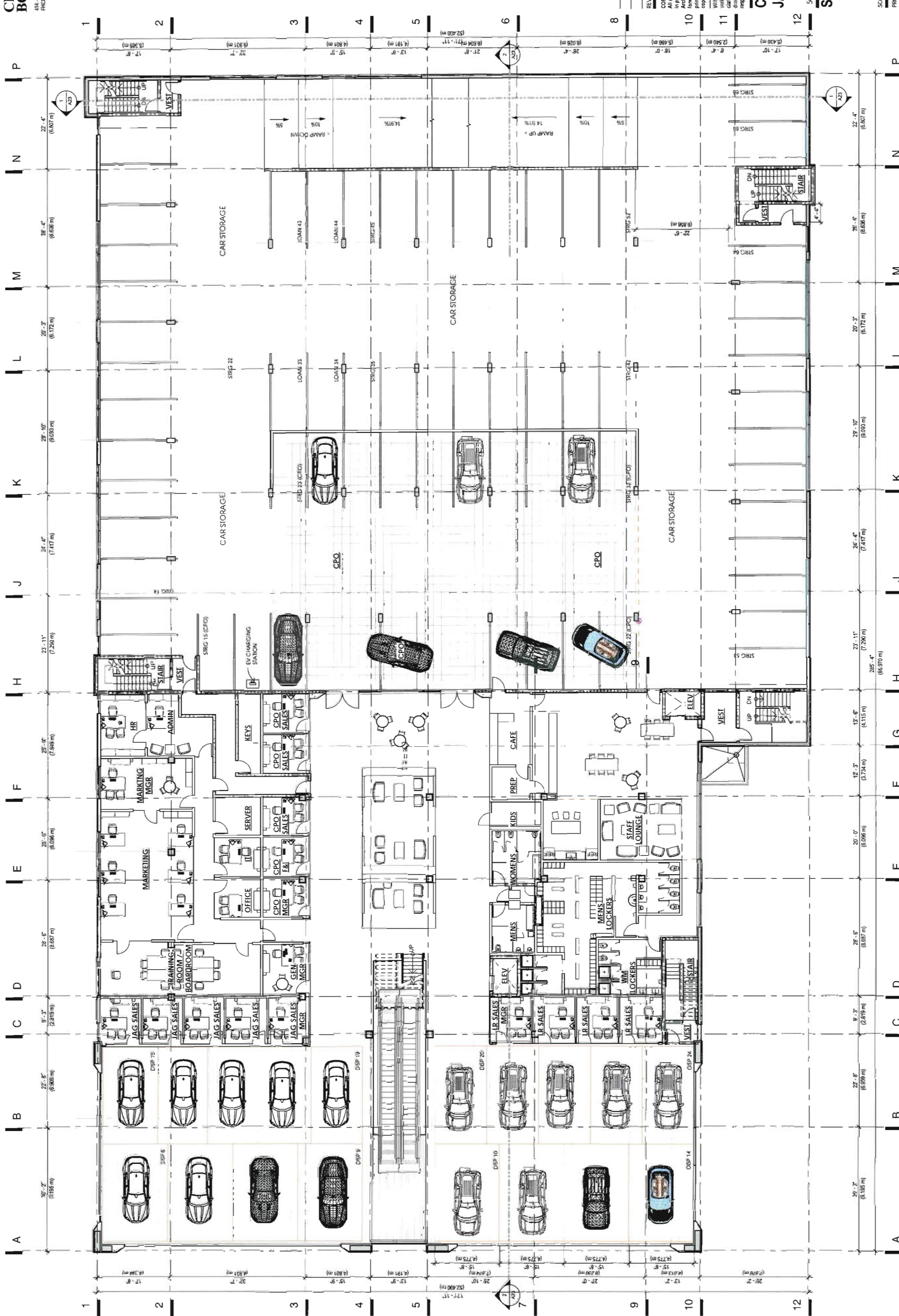
| REVISION DATE | DESCRIPTION |
|---------------|-----------------|
| 3 JUN 20 15 | REISSUE FOR DPA |
| 2 MAR 20 15 | REISSUE FOR DPA |
| 1 NOV 5 14 | ... |

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When dimensions shall have the same number of significant figures as the dimensions of the object to which they apply. The responsibility for the accuracy of the dimensions and conditions on this plan shall rest with the client. The architect, engineer, architect, etc. shall not be responsible for any existing or future conditions of the site or for any existing or future conditions of the site or for any existing or future conditions of the site.

COWELL RICHMOND JAGUAR LAND ROVER
 5800 Parkwood Crescent Richmond, BC
MAIN FLOOR PLAN

SCALE: 3/32" = 1'-0"
 DATE: JUN 02, 2015
 DRAWN: DR
 PROJECT NUMBER: 218014

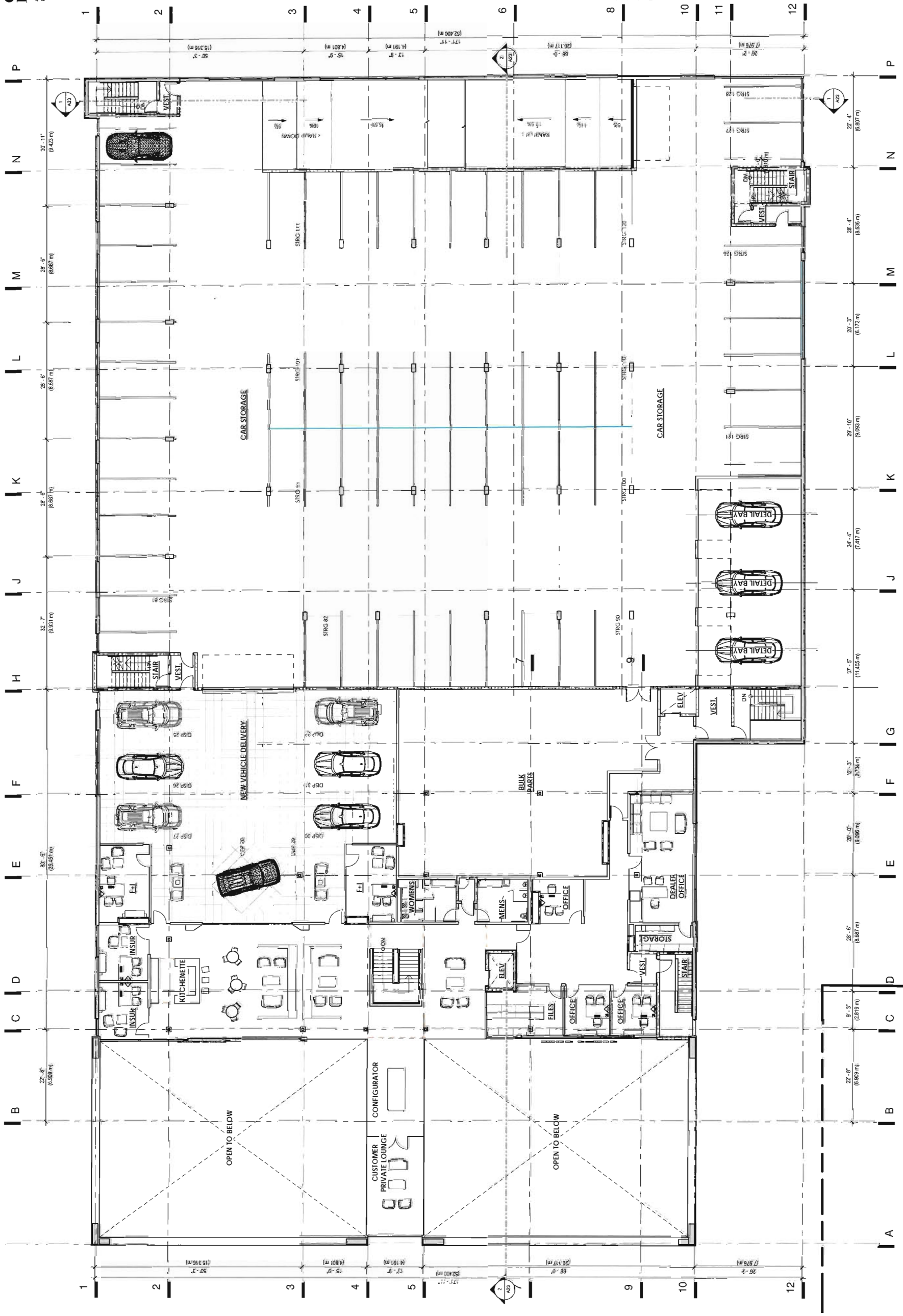


| REVISION | DATE | DESCRIPTION |
|----------|-----------|------------------|
| 3 | JUN 28 15 | RE-ISSUE FOR DPA |
| 2 | MAR 20 15 | RE-ISSUE FOR DPA |
| 1 | NOV 5 14 | |

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**COWELL RICHMOND
 JAGUAR LAND ROVER**
 5680 Parkwood Crescent Richmond, BC
SECOND FLOOR PLAN

SCALE: 3/32" = 1'-0"
 DATE: JUN 02, 2015
 DRAWN: DR
 PROJECT NUMBER: 210014



| REVISION | DATE | DESCRIPTION |
|----------|------------|------------------|
| 3 | JUN 26 '15 | RE-ISSUE FOR DPA |
| 2 | MAR 20 '15 | RE-ISSUE FOR DPA |
| 1 | NOV 5 '14 | |

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1. Where shown, dimensions shall prevail over scale dimensions. Contractors shall verify and be responsible for all dimensions and conditions on site. All requests for clarification of dimensions, observations, or coordination information constitute contact with the architect. The architect is not responsible for any conditions or conditions not shown on the drawings. Contractors shall be responsible for any conditions not shown on the drawings and the cost of such conditions.

COWELL RICHMOND JAGUAR LAND ROVER

5690 Parkwood Crescent Richmond, BC
THIRD FLOOR PLAN

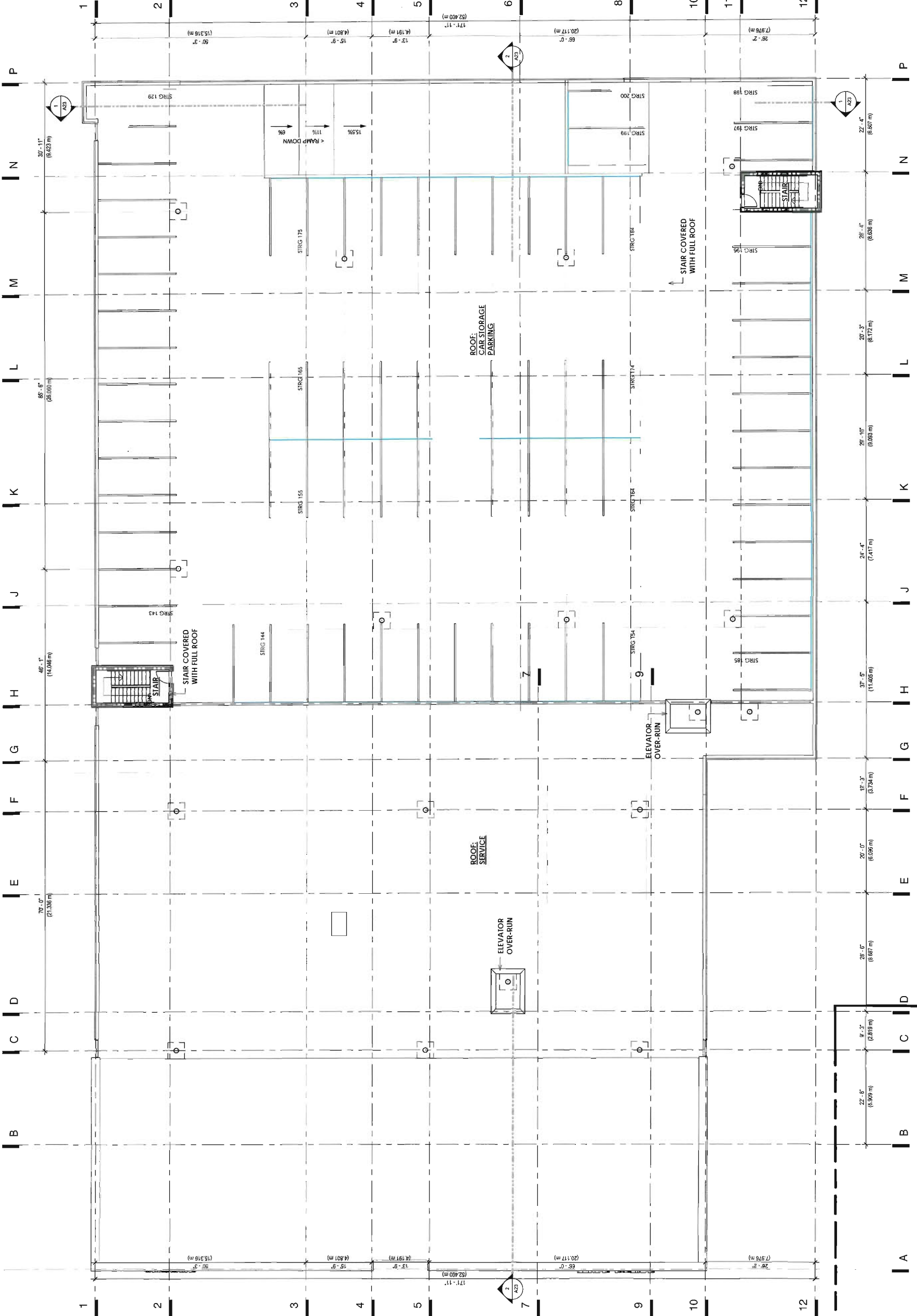
SCALE: 3/32" = 1'-0"
 DATE: JUN 02, 2015
 DRAWING: DR
 PROJECT NUMBER: 214214

A21

DP 14-676613

JUL 15 2015

Plan # 20



| REVISION | DATE | DESCRIPTION |
|----------|-----------|------------------|
| 1 | NOV 5 '14 | ... |
| 2 | MAR 20 15 | RE-ISSUE FOR DPA |
| 3 | JUN 26 15 | RE-ISSUE FOR DPA |

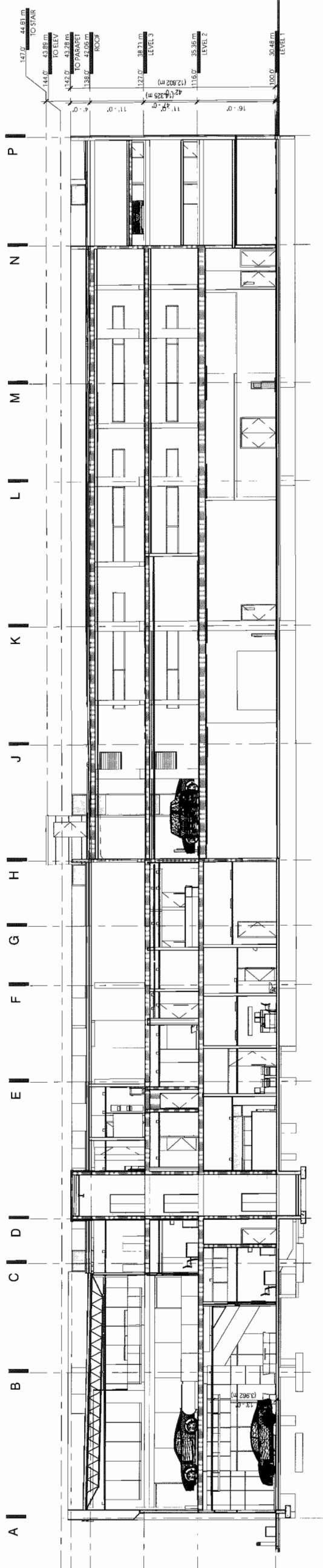
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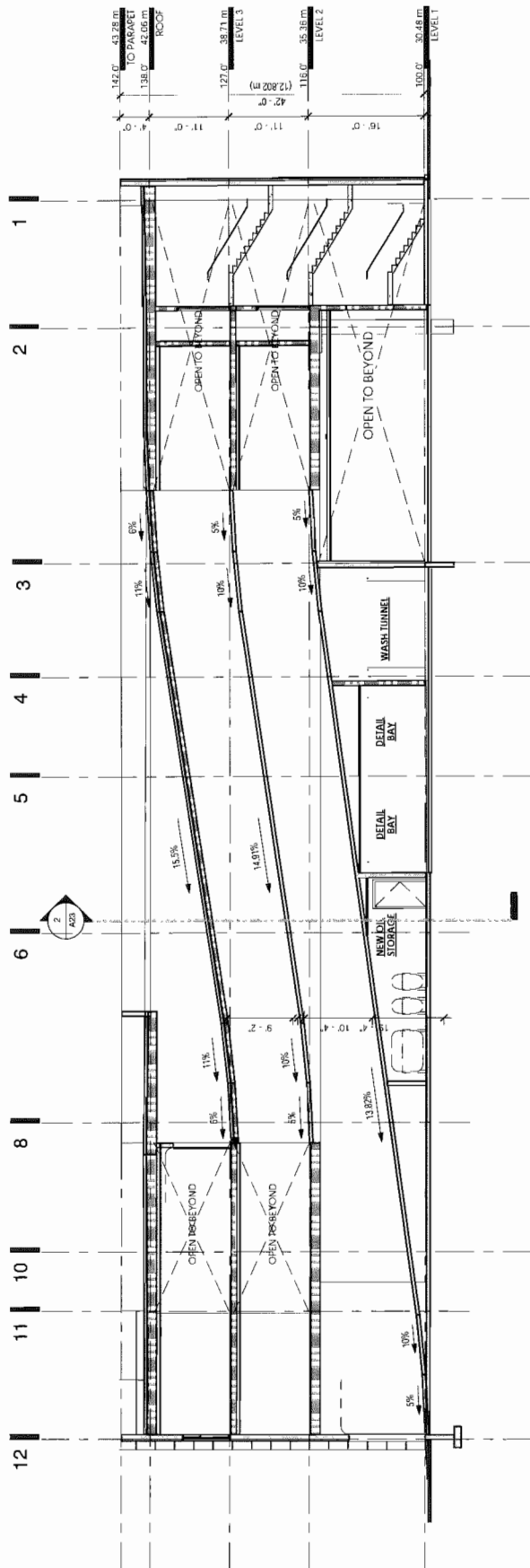
**COWELL RICHMOND
 JAGUAR LAND ROVER**

5680 Parkwood Crescent Richmond, BC
ROOF PLAN
 SCALE: 3/32" = 1'-0" DATE: JAN 02, 2015 DRAWN: DR
 PROJECT NUMBER: 214014

A22



2 LONGITUDINAL SECTION
 3/32" = 1'-0"



1 RAMP SECTION
 3/32" = 1'-0"

| REVISION | DATE | DESCRIPTION |
|----------|------------|------------------|
| 3 | JUN 25 '15 | RE-ISSUE FOR IPA |
| 2 | MAY 20 '15 | RE-ISSUE FOR IPA |
| 1 | NOV 5 '14 | --- |

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**COWELL RICHMOND
 JAGUAR LAND ROVER**
 5690 Parkwood Crescent Richmond, BC

SECTIONS

SCALE: 3/32" = 1'-0" DATE: JUN 02, 2015 DRAWN: DR
 PROJECT NUMBER: 214074

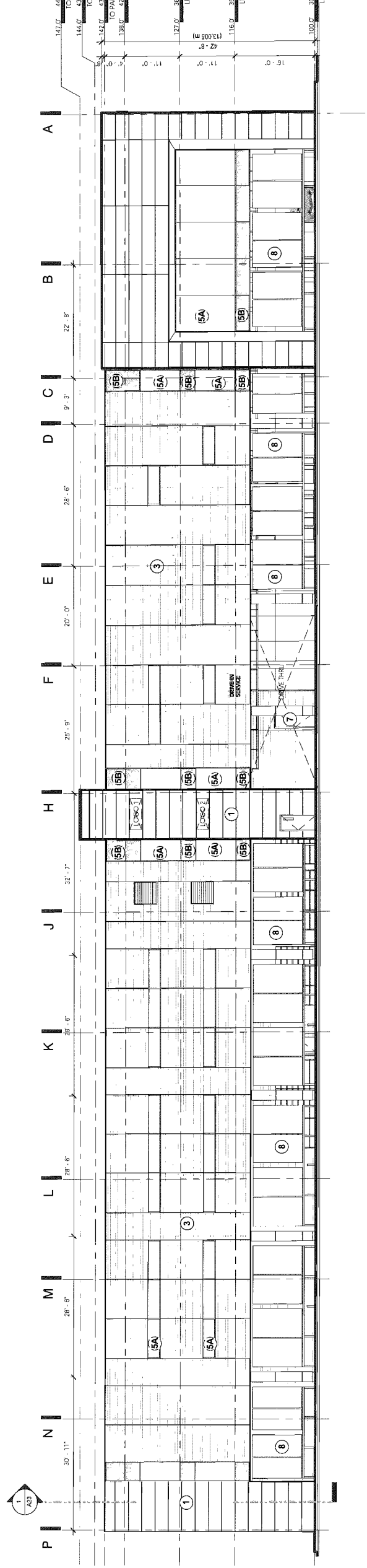
A23

Plan # 22

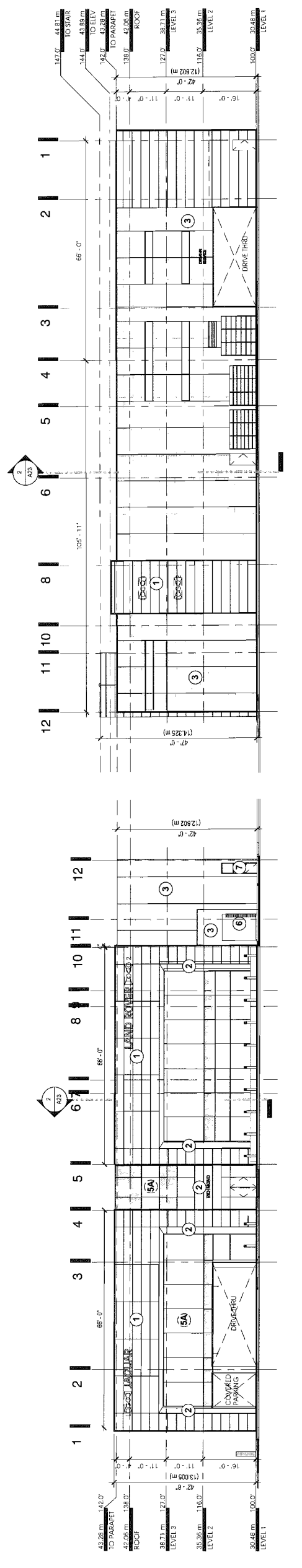
JUL 15 2015

DR 14-676613

- 1 ADV SANDWICH PANEL BY ALUCOBOND W/ 1/2" REVEALS 5743 LR GRAY METALLIC 11/P/0/5
- 2 ADV SANDWICH PANEL BY ALUCOBOND W/ 1/2" REVEALS, SUNRISE SILVER METALLIC COOL_39
- 3 MTI CORRUGATED CLADDING PANEL RAL 9005
- 4 CAST IN PLACE CONCRETE 3/4" X 7/8" REVEALS COOL GREY PAINT
- 5A CLEAR DOUBLE GLAZING, LOW E, TEMPERED WHERE APPLICABLE ALUMINUM CURTAIN WALL CLEAR ANODIZED ALUMINUM DOORS
- 5B POLY CARBON FIBRE GLASS FRACASPORT IN GREY MATS SILVER METALLIC PANEL CLEAR ANODIZED ALUMINUM CURTAIN WALL CLEAR ANODIZED ALUMINUM DOORS
- 6 INSULATED STEEL ON ROLLING DOORS MULTI-REBbed PAINTED FINISH RAL 9006
- 7 INSULATED STEEL DOORS MULTI-REBbed PAINTED FINISH RAL 9006 FRAME - SUNSHINE GREY
- 8 1/2" LAMINATED CLEAR GLAZING CLEAR ANODIZED ALUMINUM CONNECTIONS
- 9 PAINTED GALVANIZED HSS GRT / POST, COLOUR TO MATCH WINDOW MULLION

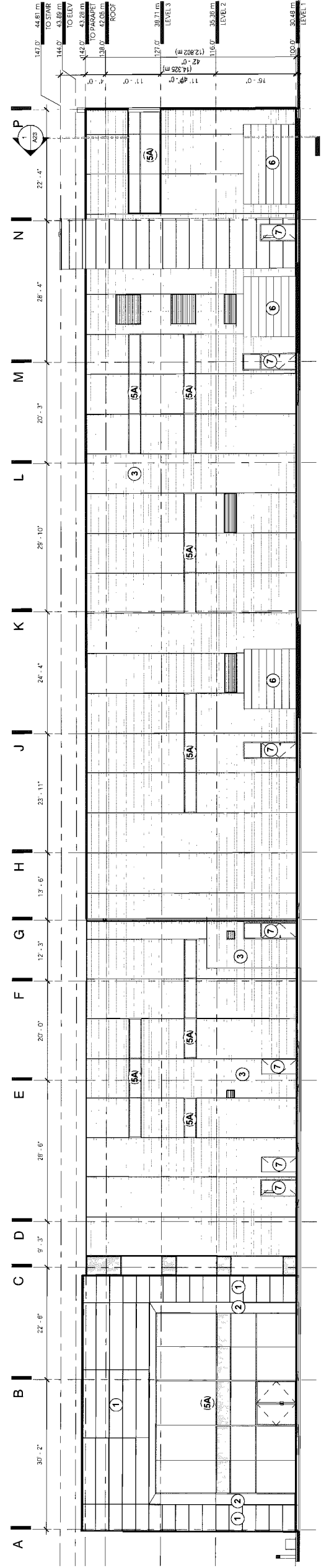


4 NORTH ELEVATION
 3/32" = 1'-0"



2 WEST ELEVATION
 1/16" = 1'-0"

3 EAST ELEVATION
 1/16" = 1'-0"



1 SOUTH ELEVATION
 3/32" = 1'-0"

| | | |
|---|-----------|-----------------|
| 3 | JAN 28 15 | REISSUE FOR DPA |
| 2 | MAR 28 15 | RE-SSUE FOR DPA |
| 1 | NOV 5 14 | |

REVISION, DATE, DESCRIPTION

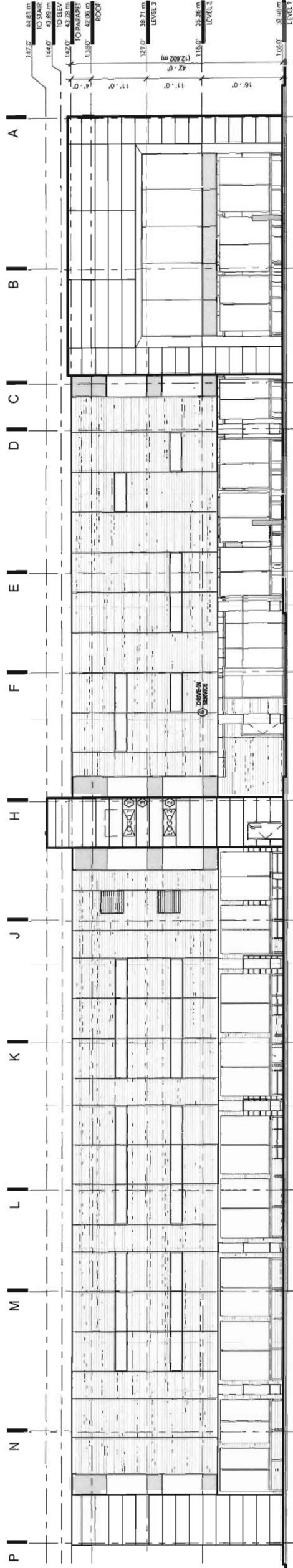
COWELL RICHMOND JAGUAR LAND ROVER
 5680 Parkwood Crescent Richmond, BC
ELEVATIONS

SCALE: AS NOTED DATE: JUN 22 2015 DRAWN: DR PROJECT NUMBER: 714014

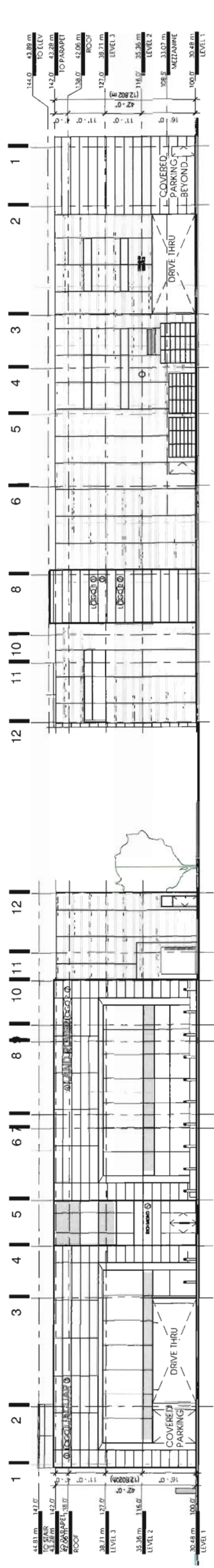
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- ① CORPORATE LOGO 1 "JAGUAR"
1400x700mm MOULDED CORPORATE LOGO
LED EDGE ILLUMINATED
- ② 1400x700mm CORPORATE LOGO 2 LAND ROVER
MOULDED CORPORATE LOGO
LED EDGE ILLUMINATED
- ③ JAGUAR
700mm HIGH MOULDED CORPORATE WORDMARK
LED EDGE ILLUMINATED
- ④ LAND ROVER
700mm HIGH MOULDED CORPORATE WORDMARK
LED EDGE ILLUMINATED
- ⑤ COWELL RICHMOND
DEALER SIGNAGE "COWELL RICHMOND"
ALUMINUM CHANNEL LETTERS w/
OPAL ACRYLIC FACED IN GLOSS BLACK
LED EDGE ILLUMINATED
- ⑥ FACILITY SIGN "DRIVE-IN SERVICE"
SILVER VANT. TEXT
- ⑦ PYLON SIGN "JAGUAR / LAND ROVER"
2100x800x100mm MOULDED CORPORATE
LOGO & WORDMARK FOR EACH BRAND
LOCATED ON SW CORNER @ DRIVE LEDDOWN
(SEE SITE PLAN)

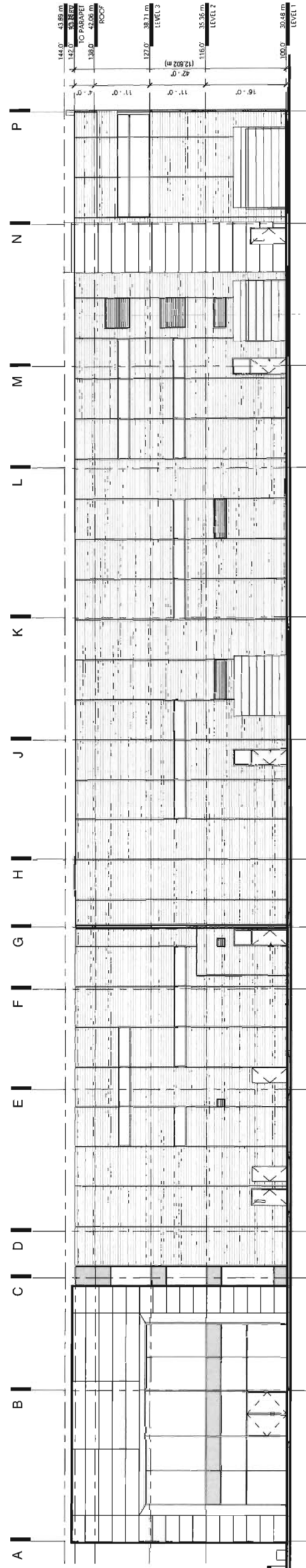


④ NORTH SIGNAGE
3/32" = 1'-0"



② WEST SIGNAGE
1/16" = 1'-0"

③ EAST SIGNAGE
1/16" = 1'-0"



① SOUTH SIGNAGE
3/32" = 1'-0"

| REVISION | DATE | DESCRIPTION |
|----------|-----------|------------------|
| 3 | JUN 26 15 | RE ISSUE FOR DPA |
| 2 | MAR 20 15 | RE ISSUE FOR DPA |
| 1 | NOV 5 14 | ... |

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**COWELL RICHMOND
JAGUAR LAND ROVER**
5880 Parkwood Crescent Richmond, BC
SIGNAGE ELEVATIONS

SCALE: As Indicated DATE: JUN 02, 2015 DRAWN: AUBOR
PROJECT NUMBER: 214074

A25

FILED IN: C:\Users\mboz\Documents\A25 Land Rover

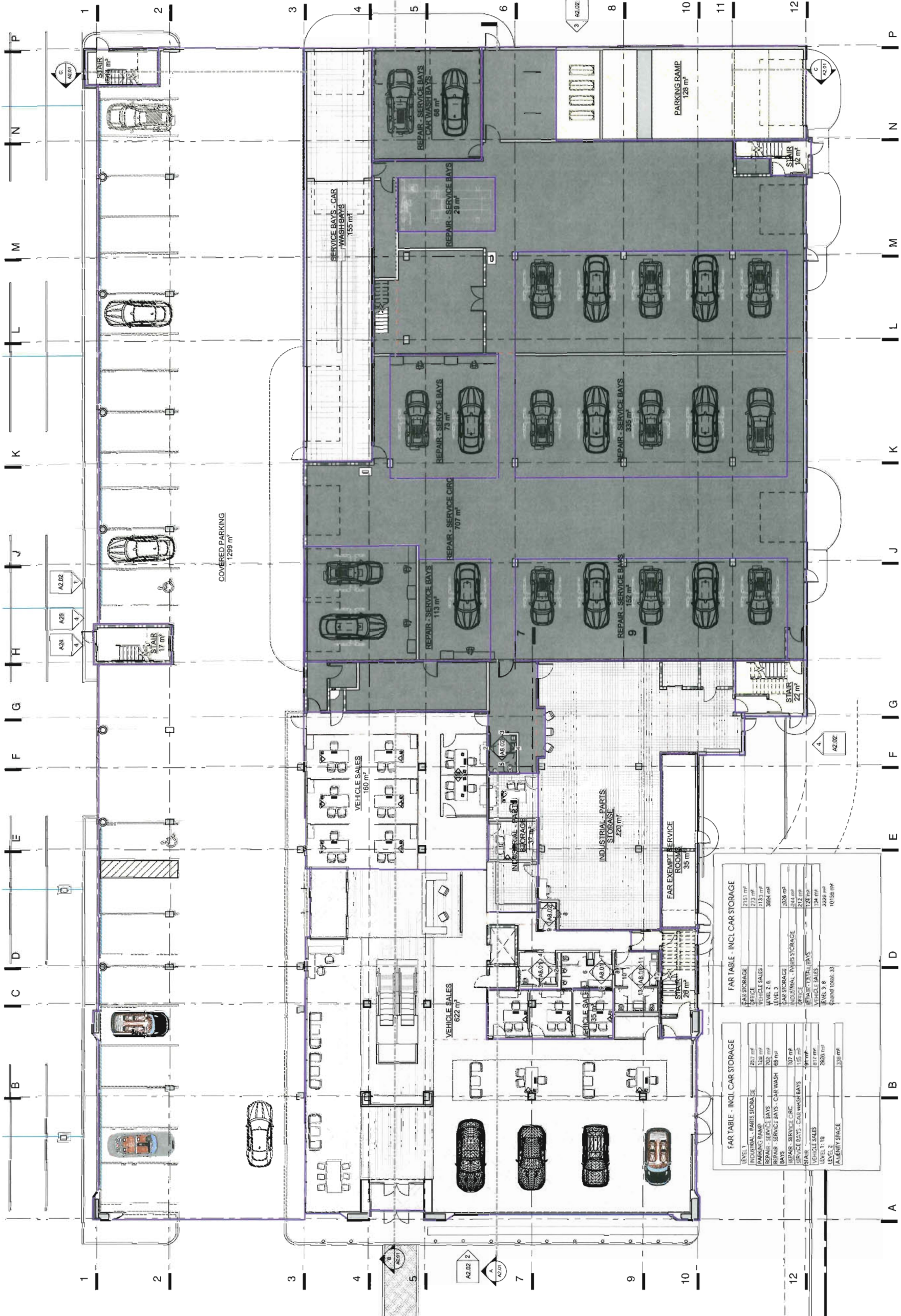
PROJ DATE: 06/02/2015

PROJ NAME: A25 SIGNAGE

JUL 15 2015

DP 14-676613

Plan # 24



| REVISION | DATE | DESCRIPTION |
|----------|-----------|------------------|
| 1 | NOV 5 14 | |
| 2 | MAR 20 15 | RE ISSUE FOR DPA |
| 3 | JUN 25 15 | RE ISSUE FOR DPA |

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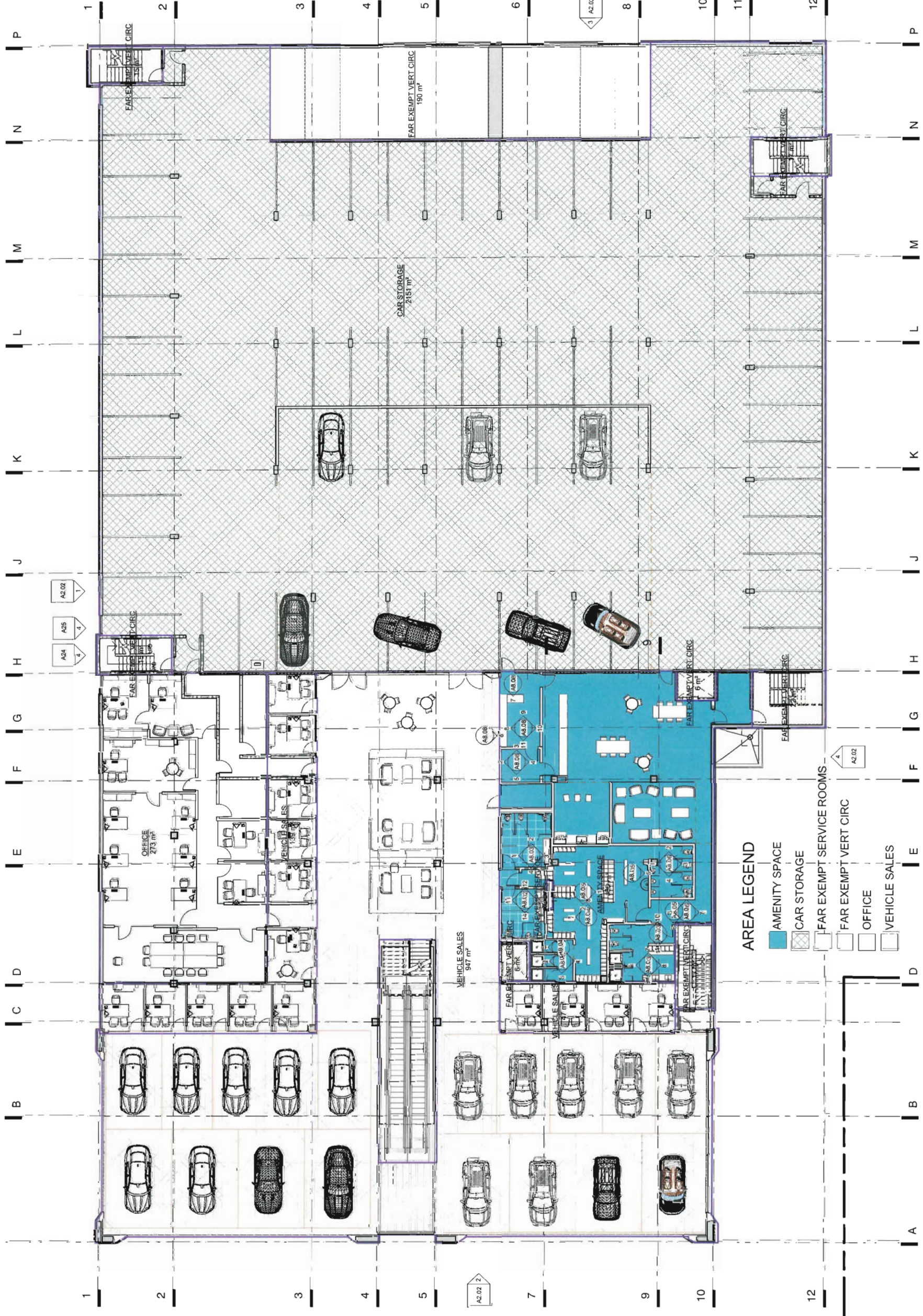
COWELL RICHMOND JAGUAR LAND ROVER

5880 Parkwood Crescent Richmond, BC

MAIN FLOOR FAR OVERLAY

SCALE: 3/12" = 1'-0"
DATE: JUN 02, 2015
DRAWING NUMBER: 2142/N
PROJECT NUMBER: 2142/N

| LEVEL | DESCRIPTION | AREA (m²) |
|----------------------------|---------------------------------------|-----------|
| LEVEL 1 - INCL CAR STORAGE | INDUSTRIAL - PARTS STORAGE | 251 |
| | VEHICLE SALES | 22 |
| | VEHICLE SALES - CAR WASH BAYS | 133 |
| | REPAIR - SERVICE BAYS - CAR WASH | 384 |
| | VEHICLE SALES | 107 |
| | INDUSTRIAL - PARTS STORAGE | 220 |
| | REPAIR - SERVICE BAYS - CAR WASH BAYS | 212 |
| | REPAIR - SERVICE BAYS | 112 |
| | VEHICLE SALES | 134 |
| | VEHICLE SALES | 252 |
| | VEHICLE SALES | 252 |
| | VEHICLE SALES | 138 |
| LEVEL 2 - INCL CAR STORAGE | INDUSTRIAL - PARTS STORAGE | 251 |
| | VEHICLE SALES | 22 |
| | VEHICLE SALES - CAR WASH BAYS | 133 |
| | REPAIR - SERVICE BAYS - CAR WASH | 384 |
| | VEHICLE SALES | 107 |
| | INDUSTRIAL - PARTS STORAGE | 220 |
| | REPAIR - SERVICE BAYS - CAR WASH BAYS | 212 |
| | REPAIR - SERVICE BAYS | 112 |
| | VEHICLE SALES | 134 |
| | VEHICLE SALES | 252 |
| | VEHICLE SALES | 252 |
| | VEHICLE SALES | 138 |



AREA LEGEND

| | |
|--|--------------------------|
| | AMENITY SPACE |
| | CAR STORAGE |
| | FAR EXEMPT SERVICE ROOMS |
| | FAR EXEMPT VERT CIRC |
| | OFFICE |
| | VEHICLE SALES |

REVISION

| NO. | DATE | DESCRIPTION |
|-----|-----------|------------------|
| 1 | JUN 28 15 | RE ISSUE FOR DPA |
| 2 | MAR 20 15 | RE ISSUE FOR DPA |
| 3 | NOV 5 14 | |

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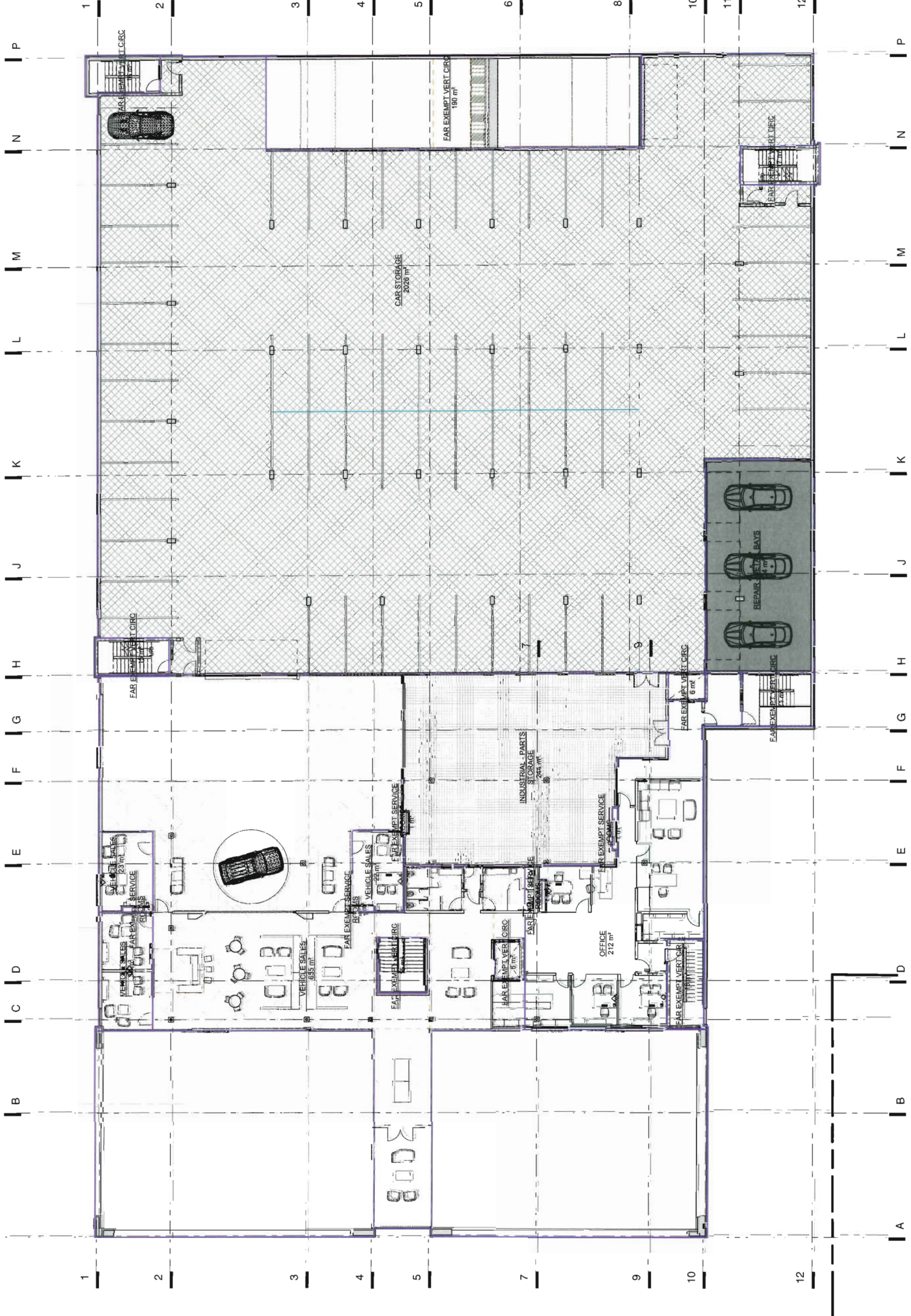
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**COWELL RICHMOND
 JAGUAR LAND ROVER**

5690 Parkwood Crescent, Richmond, BC
**SECOND FLOOR FAR
 OVERLAY**

SCALE: 3/32" = 1'-0"
 DATE: JUN 02 2015
 DRAWING NO: 21014
 PROJECT NUMBER

A27



| REVISION | DATE | DESCRIPTION |
|----------|------------|------------------|
| 3 | JUN 26 '15 | RE-ISSUE FOR DPA |
| 2 | MAR 20 '15 | RE-ISSUE FOR DPA |
| 1 | NOV '14 | |

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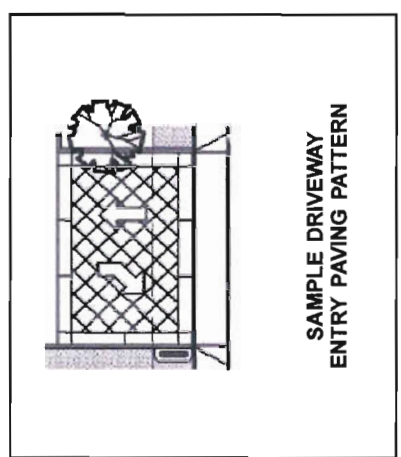
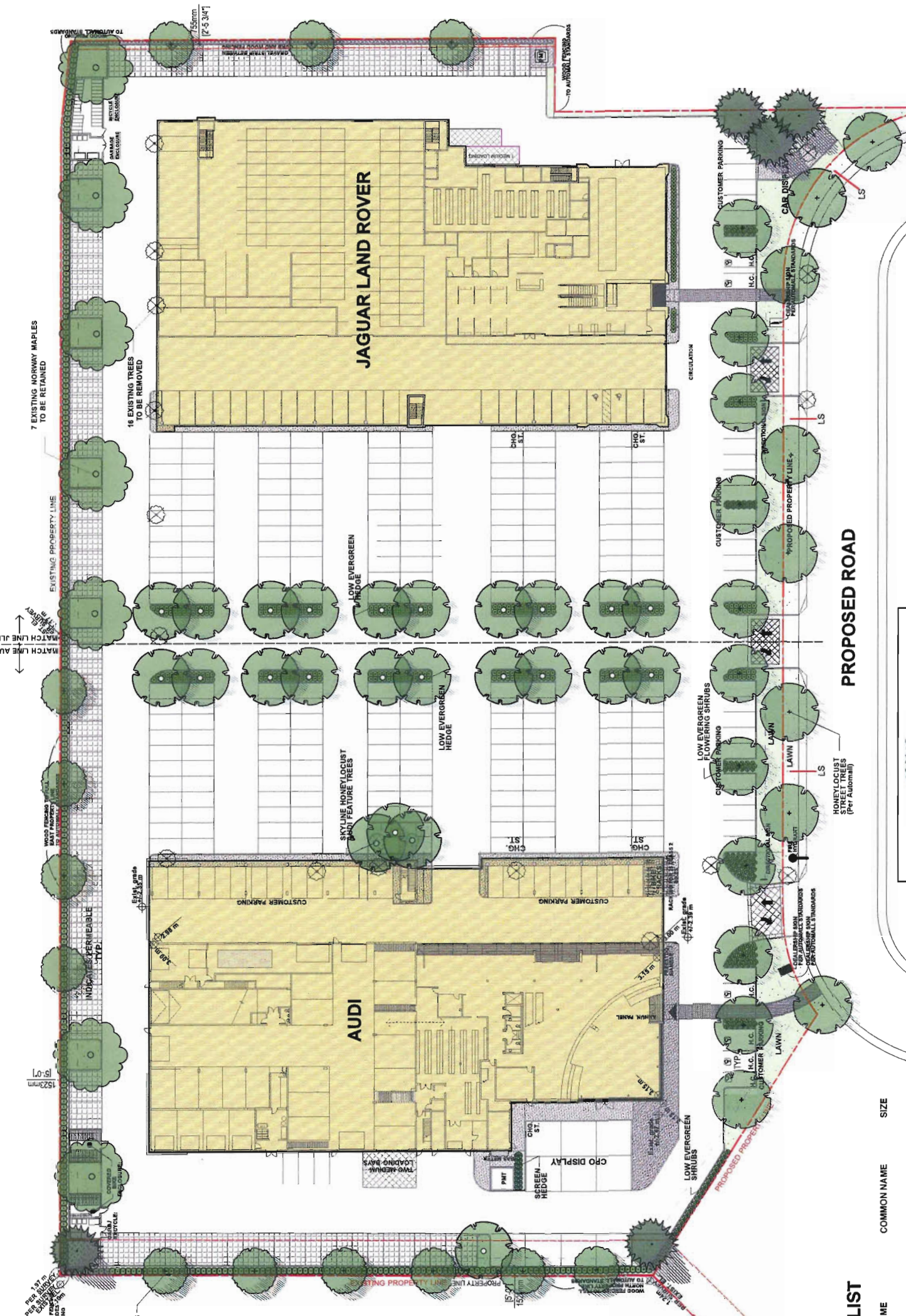
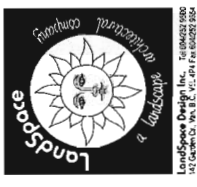
When drawings are authorized since overhead, the contractor shall verify and be responsible for all dimensions and measurements. The contractor shall be responsible for any errors or omissions in the drawings and shall be responsible for any errors or omissions in the construction. Every building type shall be reviewed and the cost of the building shall be the responsibility of the contractor.

**COWELL RICHMOND
 JAGUAR LAND ROVER**

5680 Parkwood Crescent Richmond, BC
THIRD FLOOR FAR OVERLAY

SCALE: 3/32" = 1'-0"
 DATE: JUN 02, 2015
 DRAWN: AJWOR
 PROJECT NUMBER: 214014

A28



SAMPLE DRIVEWAY ENTRY PAVING PATTERN



SAMPLE AUTOMALL EXISTING MATURE HONEYLOCUST

PROPOSED ROAD

PLANT LIST

| SYMBOL | QTY. | BOTANICAL NAME | COMMON NAME | SIZE |
|----------------|------|------------------------------|-------------------------|--------------------|
| (Tree symbol) | 20 | Gleditsia l. 'Skyline' | Honey Locust Var. | 7cm cal / 1.8m h/d |
| (Tree symbol) | 24 | Gleditsia l. 'Skyline' | Honey Locust Var. | 5cm cal / 1.8m h/d |
| (Tree symbol) | 13 | Acer rubrum 'Armstrong' | Columbar Maple Var. | 6cm cal / 1.8m h/d |
| (Tree symbol) | 5 | Chamaecyparis nootkanensis | Nootka Cypress | 3m ht / spr form |
| (Shrub symbol) | 181 | Azalea japonica 'Rosebud' | Japanese Azalea | #3 pot |
| (Shrub symbol) | 368 | Buxus sempervirens | Boxwood Hedge (clipped) | #3 pot |
| (Shrub symbol) | 347 | Prunus l. 'Olio Luykne' | Lakel Hedge | #3 pot |
| (Tree symbol) | 8 | Thuja occidentalis 'Smaragd' | Hedging Cedar | 1.5m ht |
| (Tree symbol) | 185 | Arctostaphylos uva-ursi | Vancouver Jade | #1 pot |

Note:
 Specifications per the most recent 'BC Landscape Standards', City of Richmond & Richmond Auto Mall



LEGEND

- INDICATES PERMEABLE ASPHALT
- 7 EXISTING TREES (NORWAY MAPLE) WILL BE RETAINED
- 16 TREES WILL BE REMOVED
- AS CONFIRMED BY ARBORIST'S REPORT: EXISTING TREES LARGER THAN 200MM WHICH WILL BE REMOVED AND REPLACED PER BYLAW
- 32 NEW ONSITE TREES REQUIRED
- 53 NEW ONSITE TREES PROVIDED (SEE PLANT LIST)

NOTE:
 Landscape is provided with an Automatic Underground Irrigation System.

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Written alterations shall have precedence over scaled dimensions. Contractors shall verify dimensions responsible for all dimensions and specifications on the job. Total request for materials shall be based on the final approved drawings. Contractors shall be responsible for any resulting rework and the cost of rectification.

COWELL RICHMOND

LANDSCAPE PLAN

SCALE: 1"=30'
 PROJECT NUMBER: 14-676613
 PLAN: AUG 25, 2014
 DRAWN: ACT

L-1