



City of Richmond

Report to Development Permit Panel

Planning and Development Department

To: Development Permit Panel **Date:** February 27, 2015
From: Wayne Craig **File:** DP 14-659747
 Director of Development
Re: Application by Dava Developments Ltd. for a Development Permit at 2671, 2711,
 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a development with two (2) two-storey commercial buildings totalling 2368 m² at 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road on sites zoned “Auto-Oriented Commercial (CA)”.
 2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the required manoeuvring aisle width from 7.5 m to 6.0 m (Section 7.5.5); and
 - b) reduce the required setback of parking from property lines abutting a road from 3.0 m to 2.7 m and reduce the required setback of parking from other property lines from 1.5 m to 0.0 m (Section 7.5.17).

Wayne Craig
Director of Development

WC:jd
Att

WC:jd
Att.

Staff Report

Origin

Dava Developments Ltd. has applied to the City of Richmond for permission to develop 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road with two (2), two-storey, commercial buildings totalling 2,368 m² on a site zoned “Auto-Oriented Commercial (CA)”. The site is currently vacant.

The site is being rezoned from “Light Industrial (IL)” to “Auto-Oriented Commercial (CA)” by Richmond Zoning Bylaw 8500, Amendment Bylaw 9042 (RZ 11-566630). The rezoning bylaw was given third reading following the Public Hearing on September 3, 2013. It was supported along with amendments to the Official Community Plan (OCP) Bylaws 7100 and 9000 (Amendment Bylaw 9041) to redesignate the lands from park use to commercial use, specifically “Urban Centre T5 (45m)”.

As part of the rezoning, a new road - Douglas Street - will be dedicated and constructed. Improvements also are required for the new road, as well as for No. 3 Road, Bridgeport Road and the existing lane. A Servicing Agreement for the improvements is required prior to rezoning approval.

Development Information

The site is in the City Centre’s “Bridgeport Village” and is located at the northwest corner of No. 3 Road and Bridgeport Road. It will be subdivided into two (2) parcels separated by the new road, which extends Douglas Street from No. 3 Road west to the lane. The Canada Line guideway runs north-south through the site.

The application proposes a two-storey commercial building on each new parcel. The building on the north parcel is proposed to be 1,423 m² in area, with retail uses on the ground floor and restaurant uses on the second floor. The building on the south parcel is proposed to be 946 m² in area, with retail uses on the ground floor and office uses on the second floor. The proposed floor area ratio (FAR) for the combined sites is 0.45 and the proposed height is 12.0 m. Parking, loading and garbage facilities are proposed at grade, to the west of the buildings, and are accessed from Douglas Street and the lane.

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

Background

Development surrounding the subject site is as follows:

To the north, abutting the site, is a property developed with a one-storey building housing various auto service strata units. The property is zoned “Light Industrial (IL)”.

To the east, across No.3 Road, are a number of properties zoned “Light Industrial (IL)”. They are generally developed with one and two-storey buildings containing a variety of auto service uses.

To the south, across Bridgeport Road, is a larger site under rezoning application (RZ 14-628557) to develop a hotel, office and commercial education complex. These properties are currently zoned LUC 126.

To the west, across the lane, are a number of properties zoned “Light Industrial (IL)”. Some are vacant and others are developed with one or two-storey buildings with a variety of industrial/service uses. The properties at 8411, 8431 and 8451 West Road are part of the proposed “Duck Island” development currently under rezoning application (RZ 12-598104).

Rezoning and Public Hearing Results

During the rezoning process, no technical requirements were identified to be addressed at the Development Permit stage.

The Public Hearing for the rezoning was held on September 3, 2013. At the Public Hearing, one letter regarding a future lane dedication for 8560 River Road was discussed. Staff were asked to further explain dedication circumstances to the property owner and the application received third reading.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the design issues and other staff concerns identified as part of the review of the subject Development Permit application.

Zoning Compliance/Variances (staff comments in **bold)**

The application complies with the use, density and other provisions of the CA zone, as well as the general provisions of the Richmond Zoning Bylaw, except as noted below.

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

- a) reduce the required manoeuvring aisle width from 7.5 m to 6.0 m (Section 7.5.5); and
- b) reduce the required setback of parking from property lines abutting a road from 3.0 m to 2.7 m and reduce the required setback of parking from other property lines from 1.5 m to 0.0 m (Section 7.5.17).

The parking layout of the proposed development is severely constrained by the site configuration, the Canada Line guideway pylons and a Canada Line substation located on the property. The proposed variances, which allow for the total number of parking spaces to be optimized whilst providing for functional manoeuvring, are supported by Transportation staff because:

- the development is of a modest size and will generate only a modest overall amount of traffic;*

- the locations on the two parcels where the proposed manoeuvring variance would apply will have minimal impact on vehicle movement; and*
- the locations where the proposed parking setbacks variances will apply have adequate area for landscape screening where desirable (the street frontages) and none where landscape screening is not necessary (the rear lane and internal side yard).*

Advisory Design Panel Comments

The Advisory Design Panel (ADP) reviewed the project on September 17, 2014 and expressed support for the proposal. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (Attachment 2). The applicant's response to each Panel issue is included and identified in 'bold italics'. The applicant has addressed the Panel comments to the extent recommended by staff.

Analysis

Conditions of Adjacency

- Staff have not identified any significant impacts on the current or future anticipated developments on properties to the north, east, south and west. All of the surrounding properties are expected to be redeveloped at much higher densities and heights than the proposed development.
- The Canada Line guideway traverses the subject site and the roof of the building will be highly visible to travellers. The applicant has proposed to provide a decorative treatment, which includes varied gravels, artificial turf and sculptural boulders, as well as screening of rooftop mechanical equipment, to improve the view.
- To ensure public safety, Translink requires that a setback or barrier be provided between the roof of the building and the top of the guideway. The applicant, in discussions with Translink, has chosen to provide a barrier, in the form of metal fencing, which will be attached to the guideway.

Urban Design and Site Planning

- The City Centre Area Plan (CCAP) suggests that this part of Bridgeport Village be developed with airport-related, high-rise buildings that include a continuous streetwall along public frontages and parking concealed from public view. The configuration of the subject site (long and narrow) combined with multiple physical constraints (the Canada Line guideway, a skytrain substation, the addition of a new street through the middle of the site, the required preservation of a large tree at the southeast corner of the site and MOTI restrictions on access to and from Bridgeport Road) limits both the development potential and the form of development for this site. Although the proposed development is lower in scale than suggested by the CCAP, it addresses the CCAP Development Permit Guideline objectives by providing a strong, two-storey streetwall along No. 3 Road, the main north-south pedestrian linkage to the waterfront, and by providing low decorative walls with higher trellising around the surface parking.
- Both buildings in the proposed development incorporate street-animating retail uses with entries and weather protection along No. 3 Road. A 3.0 m Statutory Right-of-Way is provided as a condition of rezoning in front of the retail spaces to create a wider sidewalk and wider planted boulevard. The south building includes a lobby entrance from No. 3 Road

for access to the upper level office space. The north building provides a colonnade from Douglas Street to a proposed restaurant lobby entrance, which is located on the west side of the building adjacent to the parking.

- The layout of the north building is constrained by the edge of the Canada Line guideway. A chain link fence attached to the guideway prevents access from the roof of the building onto the track.
- The site design will retain and highlight an existing London Plane tree located on public property at the corner of Bridgeport Rd and No. 3 Road. A small “plaza” permits circulation around the tree and away from the busy intersection.
- To satisfy MOTI requirements, the lane along the western edge of the property will no longer have a connection to Bridgeport Road. Consequently, a truck turnaround is required and is located between the sidewalk and the guideway column. Due to turning radius requirements, there is limited space for screening. To improve the appearance of this area, the applicant has provided enhanced paving materials as well as planting on the City boulevard. To ensure pedestrian and vehicular safety, bollards and lighting are provided. Where located on City property, the required landscaping, lighting and bollards will be a component of the servicing agreement.

Transportation and Traffic

- Driveway access to each site is provided from Douglas Street.
- A bank of parking on the south lot will be accessed from the lane. This arrangement was anticipated in the conceptual scheme presented at rezoning and is necessitated by the relatively shallow depth of the site.
- The site meets the Zoning Bylaw parking space requirement with a 2.5% transportation demand management (TDM) reduction, from 82 to 80 spaces. The TDM measure identified for this reduction is a contribution of \$25,000 toward a bus shelter on Bridgeport Road to the west of the site.

Architectural Form and Character

- As previously mentioned, the development potential of this site is constrained by the Canada Line guideway and other factors. Consequently, the form of development is a low scale, rectilinear form located in the remaining area of the site. To create visual interest, the building is embellished by a series of “pop-up” roofs that are used to mark the building corners and the main entries. The pop-up roofs also will screen rooftop mechanical equipment from the street view. Further screening of mechanical equipment is provided to improve the view from the Canada Line.
- Large storefront windows are provided along No. 3 Road, enhancing the inside-outside relationship with the street.
- The proposed building will utilize tilt-up construction. The exterior finishing combines smooth and stamped (brick pattern) concrete, large expanses of storefront glazing, timber knee-bracing under the soffits, and, steel and glass weather protection to provide for the “casual, edgy, urban-industrial aesthetic” recommended for the Bridgeport Village by the Development Permit Guidelines.
- The basic colour scheme is taupe with wood detailing.

Landscape Design and Open Space Design

- Ground level soft landscaping is focused in the No. 3 and Bridgeport Roads intersection corner plaza, around the base of the retained London Plane tree; in the building setback areas along Douglas Road; along the boulevard and in the setback along Bridgeport Road; and, in the setback along the northern edge of the north parcel. These areas serve to provide visual interest and layering in front of the buildings and parking screens.
- Street trees and a wider pavement band will be provided along No. 3 Road to encourage pedestrian travel into Bridgeport Village and toward the river.
- The London Plan tree will be pruned, in consultation with the arborist, to improve its appearance and accommodate vehicular and pedestrian movement around it.
- Bench seating is provided in various locations along No. 3 Road and in the corner plaza.

Sustainability

- The application is required to demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond.
- The developer has retained a sustainability consultant and a LEED checklist has been provided (Attachment 3).

Crime Prevention through Environmental Design (CPTED)

- The application proposes to address CPTED objectives and criteria by providing:
 - clearly defined, direct and illuminated pedestrian routes;
 - lobbies that are placed in prominent locations and have clear sightlines to fronting streets and publicly-accessible open spaces; and
 - visibility into the surface parking areas from the streets through the low wall and high trellis screening.

Kinder Morgan/Trans Mountain

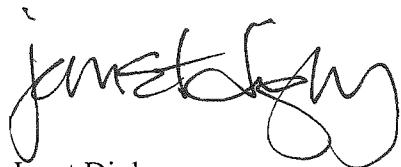
The rezoning conditions note that the developer is responsible for getting all necessary approvals for work within the vicinity of the jet fuel pipeline. An e-mail from Kinder Morgan, copied to staff, notes that the project is not within the 7.5 m right of way and that works (including off-site improvements) within 30m of the pipeline will require the completion of a 30m Ground Disturbance Safety Zone field permit through Kinder Morgan before commencement of any works.

Conclusion

The mixed retail, restaurant and office development proposed by Dava Developments Ltd. at 2671 and 2911 No. 3 Road complies with the provisions of the “Auto-Oriented Commercial (CA)” zoning, which received Third Reading on September 3, 2013. The proposed design also satisfactorily addresses the CCAP Development Permit Guidelines and other Council policy.

Variances related to the parking layouts on both the north and south parcels support provision of the maximum number of spaces within the physical constraints of the site. In consideration of a total parking reduction from 82 spaces to 80 spaces (per Section 7.4.4 of the Richmond Zoning Bylaw Parking and Loading), the applicant has offered to provide a contribution of \$25,000 to a new bus shelter on Bridgeport Road just to the west of the site.

Staff support this Development Permit application and the proposed variances and recommend its approval subject to the Development Permit Considerations (Attachment 4).



Janet Digby
Senior Planner 3-Urban Design

Attachments: Development Application Data Sheet
Advisory Design Panel Minutes
Sustainability Checklist
Development Permit Considerations



**City of
Richmond**

Attachment 1

Development Application Data Sheet

Development Applications Division

DP 14-659747

Address: 2671, 2711, 2811, 2831, 2851, 291, 2931, 2951, 2971 and 2991 No 3 Road

Applicant: Dava Development Owner: B.C. 675249 B.C. Ltd

Planning Area(s): City Centre – Bridgeport Village

Floor Area Gross: 2,487.9 m² Floor Area Net: 2,360.62m²

	Existing	Proposed
Site Area:	6,246.6 m ²	5230.0 m ² (net of road dedication)
Land Uses:	Vacant	Commercial
OCP Designation:	Park	Commercial
Zoning:	Light Industrial (IL)	Auto-Oriented Commercial (CA)
Number of Units:	Nil	Two-storey, multi-unit commercial building

	Required	Proposed	Variance
Floor Area Ratio:	0.50 (based on combined sites)	0.45 (based on combined sites)	none permitted
Lot Coverage:	Max. 50%	North Parcel - 27% South Parcel - 20%	none
Setback – Front Yard (No 3 Rd):	Min. 3.0 m	3.0 m	none
Setback – Ext. Side Yard (Bridgeport Rd):	Min. 3.0 m	10.0 m	none
Setback – Ext. Side Yard (Douglas Street):	Min. 3.0 m	3.0 m	none
Setback – Int. Side Yard:	Min. 3.0 m	23.0 m	none
Setback – Rear Yard (Lane):	Min. 3.0 m	18.0 m	none
Height (m):	Max. 12.0 m	12.0 m	none
Off Street Parking Spaces – Commercial:	74 (with TS/ TDM measures) 82 (without TS/ TDM measures)	80 (with TDM measures)	none
Disabled Spaces Provided:	2	2	none
Parking Aisle Width:	7.5 m	North Parcel – 6.0 m South Parcel – 6.7 m	variance required
Parking Setback (Street)	Min. 3.0 m	North Parcel – 2.8 m South Parcel – 2.7/2.9 m	variance required
Parking Setback (Other):	Min. 1.5 m	North Parcel – 0.0 m South Parcel – 1.4 m	variance required

**Excerpt from the Minutes from
The Design Panel Meeting**
Wednesday, October 22, 2014 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

2. DP 14-659747 – 2-STORY COMMERCIAL DEVELOPMENT

APPLICANT: Lo Studio Architecture

PROPERTY 2671-2991 No. 3 Road (at Bridgeport)

LOCATION:

Applicant's Presentation

Architect Marco Ciriello, Lo Studio Architecture, and Landscape Architect Meredith Mitchell, M2 Landscape Architecture, presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- 1) great presentation; like the detailing of the canopies and edges;

Noted.

- 2) corner pop-up elements have a stage set feel; should be treated as three-dimensional pop-up boxes as the proposed low-rise buildings are viewed from the street level as well from above; pop-up element on the east side set in on the north; suggest that the actual box be proud all the way around;

The Pop-up Elements have been integrated with the decorative treatment of the roof to provide aesthetical pleasing architectural components.

- 3) consider green roofs on the subject buildings as future buildings in the area are expected to be higher;

A combination of decorative light weight aggregate, artificial turf and glass material has been designed for the limited areas of the roofs, to provide an attractive feature for general public view from skytrain, while still allowing low maintenance, maintenance access to rooftop mechanical and light weight material considerations.

- 4) parking lane at the rear of the south building could be narrowed to 12 feet to provide opportunities for tree planting and enhance pedestrian circulation in the area;

Landscaping has been introduced wherever possible; feature paving has been introduced to provide wayfinding and light fixtures proposed in numerous locations provide comfortable pedestrian feel.

- 5) landscaping is well resolved; supportive of (i) the treatment around the tree at the corner, (ii) the proposed planting scheme, and (iii) keeping the narrower sidewalk on the street edge;

Noted.

- 6) consider a stronger and safer pedestrian connection from the outdoor parking area to the back of the north building;

A pedestrian path has been identified by a change in the paving material; change in material type will be visible for both pedestrians and vehicles; while still allowing the required clearance to skytrain structure and door clearances.

- 7) consider pavers in lieu of less durable stamped concrete; also consider incorporating decorative paving materials at entry points to provide hierarchy to the paving materials;

Currently we are proposing stamped concrete in truck turnaround areas only, with clean broom finish concrete with cutmarks to match modern building for the sidewalk areas of the site on all four sides. There are no paves noted due to maintenance issues for pavers at truck turnaround.

- 8) look at long-term maintenance issues for small lawn areas;

Small lawn areas have been removed from the landscape plans.

- 9) consider green roofs, e.g. strips or accents, in view of the overlook from Canada Line guideway and future higher developments in the area;

See Item 3.

- 10) challenging site; applicant should give attention to pedestrian access to entries to the back of the buildings;

See Item 6.

- 11) scale is suitable and appropriate for the street front; however, look at hierarchy to better differentiate the parts of the buildings;

This item has been reviewed and considered adequate.

- 12) difficult site; north building is well resolved; form and character is good;

Noted.

- 13) concern on (i) how the proposed development relates to the future developments to the west, and (ii) how the condition underneath the Canada Line structure relates to the south building as viewed from the public realm street level and Canada Line;

No indication at this time on how the future developments will be proposed.

- 14) front face of the buildings are treated well with a lot of transparencies; however, the back façade of the south building requires more detail as people will be arriving from the back, e.g. emphasize the rear entry and break down the building's linear form to provide more visual interest from Canada Line

and future developments to the west;

A canopy has been introduced, which is in line with the treatment of the back façade of the North Building.

- 15) site is significant; corner location of the proposed development is prominent and highly visible; consider further treatment to the southeast corner of the south building to provide a gateway feel;

The building is richly articulated, considering its massing and scale. The southeast corner has a higher canopy that highlights this prominent location.

- 16) agree with previous comment regarding concern on pedestrian access to the buildings from parking area;

See Item 7.

- 17) consider further treatment to the west elevation of the proposed buildings to provide more visual interest to incoming customers;

See Item 14.

- 18) access to elevator lobbies should be visible from the parking area at the rear of the proposed buildings; look at safe pedestrian passage from parking in view of vehicular traffic in the area;

The access to the elevator has been highlighted with the introduction of a canopy.

- 19) parking lot underneath the Canada Line structure is currently a vast hard surface; consider further landscaping, e.g. introduce planters to provide interest to future neighbouring developments;

The parking requirements do not allow for landscaping. Furthermore Trans Link has commented on minimizing the landscaping under the line.

- 20) consider further treatment to the roofs, e.g. add patterns;

See Item 3.

- 21) agree with comment to consider three-dimensional box pop-ups;

See Item 2.

- 22) consider public art in the proposed project;

Contribution will be provided for the art program

- 23) agree with comment to consider green roofs;

See Item 3.

- 24) concern on the proximity of the office spaces on the second floor to the Canada Line guideway; hope that an acoustic study has been done by the applicant;

The spaces closer to the Canada line are service spaces.

- 25) look at energy conservation, e.g. energy recovery as CRUs are expected to consume large amounts of energy; would like to see the project having a different approach to energy conservation than a conventional commercial building; and

Attention will be given to this aspect as the project will move forward.

- 26) tricky site; appreciate the approach to provide a public edge to the streetscape; agree with the comment to consider augmenting the small plaza space at the southeast corner to provide an indoor-outdoor connection, e.g. a café or retail unit.

The green space at the corner has been treated as an amenity.

Panel Decision

It was moved and seconded

That DP 14-659747 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

Yes ? No

5	2	6	Materials & Resources	13 Points
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Storage and Collection of Recyclables	Required
		5	Credit 1 Building Reuse: Maintain Existing Walls, Floors, and Roof	1 - 5
2			Credit 2 Construction Waste Management	1 - 2
		1	Credit 3 Materials Reuse	1
1	1		Credit 4 Recycled Content	1 - 2
2			Credit 5 Regional Materials	1 - 2
	1		Credit 6 Certified Wood	1

Yes ? No

8	4	0	Indoor Environmental Quality	12 Points
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Prereq 1 Minimum Indoor Air Quality Performance	Required
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Prereq 2 Environmental Tobacco Smoke (ETS) Control	Required
		1	Credit 1 Outdoor Air Delivery Monitoring	1
		1	Credit 2 Increased Ventilation	1
1			Credit 3 Construction IAQ Management Plan: During Construction	1
1			Credit 4.1 Low-Emitting Materials: Adhesives and Sealants	1
1			Credit 4.2 Low-Emitting Materials: Paints and Coatings	1
1			Credit 4.3 Low-Emitting Materials: Flooring Systems	1
1			Credit 4.4 Low-Emitting Materials: Composite Wood and Agrifibre Products	1
1			Credit 5 Indoor Chemical and Pollutant Source Control	1
1			Credit 6 Controllability of System: Thermal Comfort	1
1			Credit 7 Thermal Comfort: Design	1
	1		Credit 8.1 Daylight and Views: Daylight	1
	1		Credit 8.2 Daylight and Views: Views	1

Yes ? No

6	0	0	Innovation in Design	6 Points
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1	1	1	Credit 1.1 Innovation in Design - EAc6 Green Power	1
1	1		Credit 1.2 Innovation in Design - SSc4.1 Public Transportation Access	1
1			Credit 1.3 Innovation in Design - MRc5 Regional Materials	1
1			Credit 1.4 Innovation in Design- Providing an Online Owner's Manual	1
1			Credit 1.5 Innovation in Design - Very low mercury fluorescent fixtures	1
1			Credit 2 LEED® Accredited Professional	1

Yes ? No

4	0	0	Regional Priority	4 Points
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1	1	1	Credit 1 Durable Building	1
1	1		Credit 2.1 Regional Priority Credit - SSc2 Development Density & Community Connectivity	1
1			Credit 2.2 Regional Priority Credit - Water Use Reduction (greater than 35%)	1
1			Credit 2.3 Regional Priority Credit - Construction Waste Management (greater than 75%)	1



City of Richmond Development Permit Considerations

Address: 2671-2991 No. 3 Road

File No.: DP 14-659747

Prior to approval of the Development Permit, the developer is required to complete the following:

1. Rezoning (RZ 11-566630): Final adoption of Zoning Bylaw 9042, including the developer's compliance with the terms of the Rezoning Considerations, as approved by Council.
2. Landscape Security: Receipt of a Letter-of-Credit for landscaping in the amount of \$243,688.89 (\$135,970.53 for the Building A parcel and \$107,718.36 for the Building B parcel).
3. Servicing Agreement: In addition to the Servicing Agreement requirements established as considerations of rezoning, the following improvements will also be required:
 - a) provision of landscaping, lighting and traffic bollards in the Bridgeport Road boulevard, adjacent to the truck turnaround, as required to enhance visual screening and pedestrian and vehicular safety in this area.

Prior to approval of the Building Permit*, the developer must complete the following requirements:

1. Sustainability: Incorporation of sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
2. Fire Flow: Submission of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey to confirm that there is adequate available water flow.
3. Fire Safety Plan – Construction: Submission of a Fire Safety Plan applicable for the duration of construction to the satisfaction of the Richmond Building & Fire Departments.
4. Construction Parking and Traffic Management: Submission of a Construction Parking and Traffic Management Plan to the Transportation Division, including: parking for services, deliveries, workers, loading, application for any lane closures, and construction traffic controls as per Traffic Control Manual for works on Roadways (by MOTI) and MMCD Traffic Regulation Section 01570.
5. Construction Hoarding: Obtain a Building Permit (BP) for any construction hoarding. If 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.

Note:

- * This requires a separate application.
- Where the Director of Development deems it appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



City of Richmond

Development Permit

No. DP 14-659747

To the Holder: DAVA DEVELOPMENTS LTD.

Property Address: 2671/2711/2811/2831/2851/2911/2931/2951/2971/2991
No. 3 ROAD

Holder Address: C/O MR. DAVID CHUNG
228-2680 SHELL ROAD
RICHMOND, BC V6X 4C9

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 crosshatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) reduce the required manoeuvring aisle width from 7.5 m to 6.0 m (Section 7.5.5); and
 - b) reduce the required setback of parking from property lines abutting a road from 3.0 m to 2.7 m and reduce the required setback of parking from other property lines from 1.5 m to 0.0 m (Section 7.5.17).
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 Plan # 1 to Plan # 14 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 \$243,688.89 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. A 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.

Development Permit

No. DP 14-659747

To the Holder: DAVA DEVELOPMENTS LTD

Property Address: 2671/2711/2811/2831/2851/2911/2931/2951/2971/2991
No. 3 ROAD

Holder Address: C/O MR. DAVID CHUNG
228-2680 SHELL ROAD
RICHMOND, BC V6X 4C9

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.
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 , .

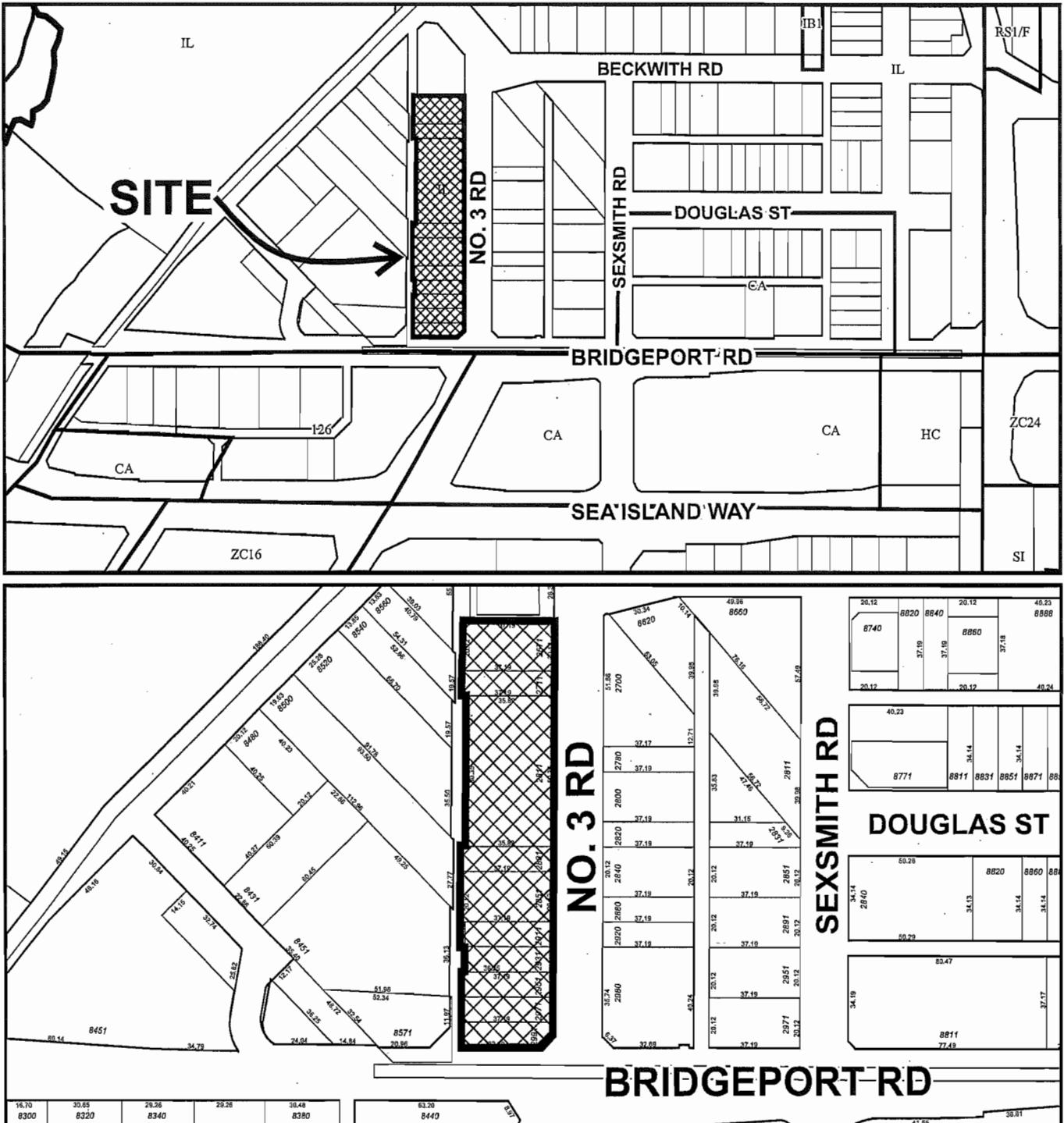
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



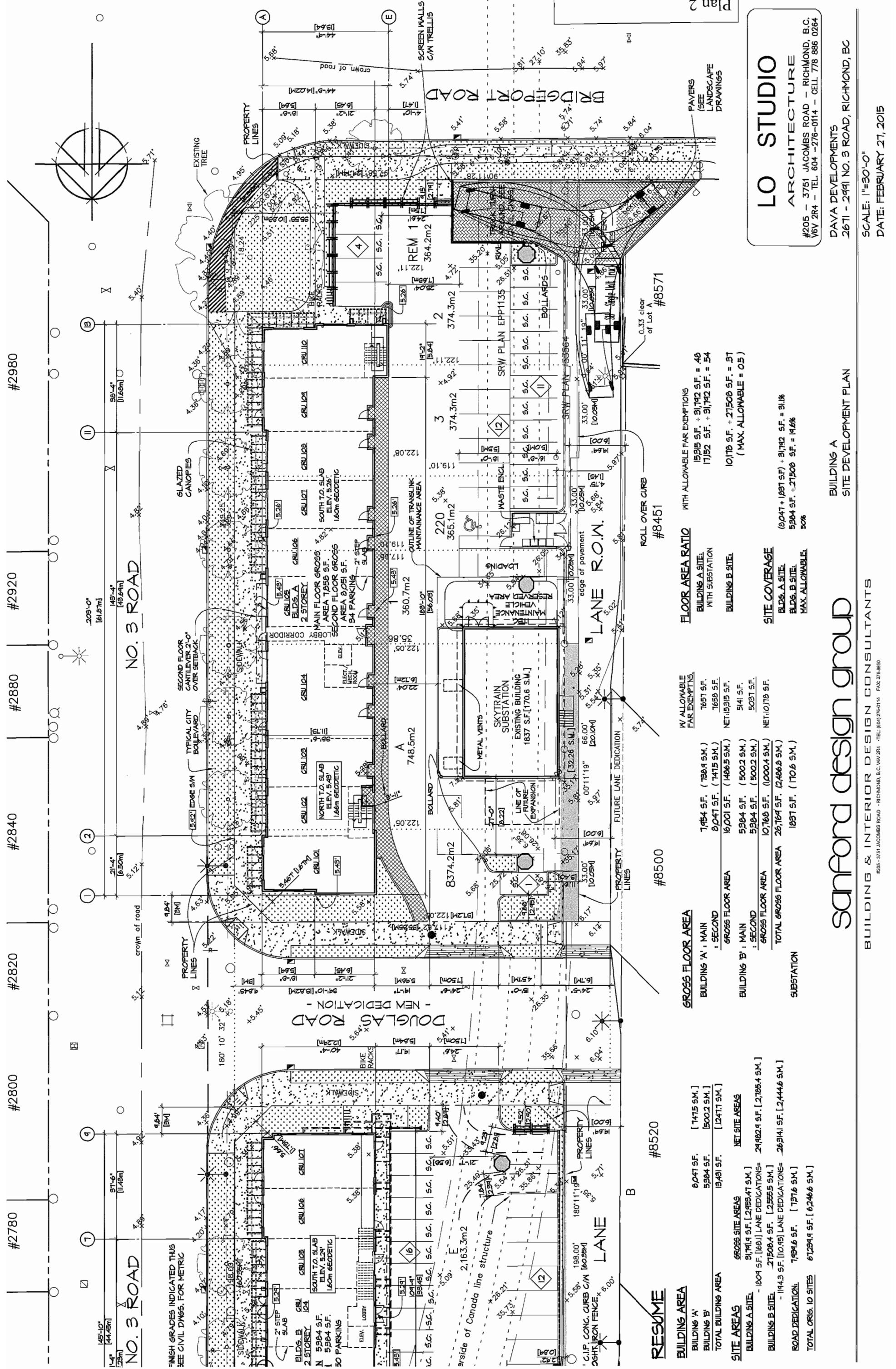
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**DP 14-659747
SCHEDULE "A"**

Original Date: 04/02/14

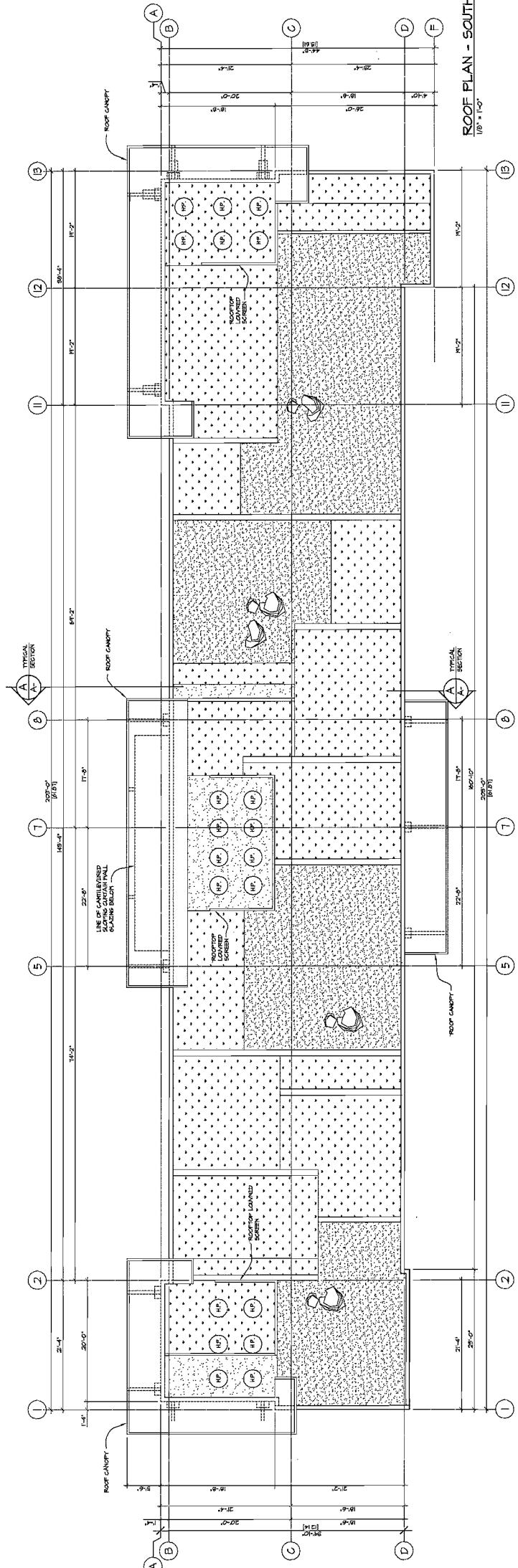
Revision Date:

Note: Dimensions are in METRES



DP 14-659747

Plan 4



sanford design group
BUILDING & INTERIOR DESIGN CONSULTANTS
IN COLLABORATION WITH LD STUDIO ARCHITECTURE
INTERIOR DESIGN • PLANNING • ARCHITECTURE • CONSTRUCTION MANAGEMENT

Copyright reserved. This plan and design are and at all times the exclusive property of LO SUDI ANTARCTIQUE. All rights reserved. Controller shall verify all dimensions and be liable for all deformations and conditions on the site. It is requested that a check of errors and discrepancies on the plan be carried out before starting. Failure to do so will render the controller responsible for any resulting imprudence and costs of rectification.

REVISIONS			
No.	Date	Description	REMARKS
A	10/12/15	ISSUED FOR NEW PERMIT	NO FEE
B	10/12/15	REFRESHED FOR REZONING PERMIT	NO FEE
C	6/18/16	ISSUED FOR DEVELOPMENT PERMIT	NO FEE

LO STUDI
ARCHITECTURE
1205 - 375 JACQUES ROAD
MONTREAL, QUEBEC H3C 2A4
514-285-6520
group
CONSULTANTS
STRUCTURE

sanford design co.
BUILDING & INTERIOR DESIGN CO.
IN COLLABORATION WITH LD STUDIO ARCHITECTURE
MONROVIA, CALIFORNIA • 800.222.1000

14

1100

on and design one, and at the same time of L.S. STUDIO ARCHITECTS, a great variety of dimensions and conditions and conditions on the job are to obtain such clarification impossible for any resulting specification.

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of General Contractor ■
available for all dimensions.
I request clarification
on correct drawing. Failed
Contractor response
and cost of rectification.

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REVISIONS

DESCRIPTION	RE-USED FOR DEVELOPMENT	RE-USED FOR ADD. MEETINGS

No.	DATE	DECISIONS
D	AUG. 01/14	RE PC [559]
E	AUG. 28/14	

REVISIONS			
DEFINITION	ZONING	REZONING REVIEW	DEVELOPMENT PERMIT

DATE	DESSIE ISSUED FOR S. RE-ISSUED FOR MAR.
NOV. 5/12	ISSUED FOR S. RE-ISSUED FOR MAR.
MAR. 6/13	ISSUED FOR S. RE-ISSUED FOR MAR.

Nº	A	B	C
REVISIONS			

1

DP 14-659747

Plan 6

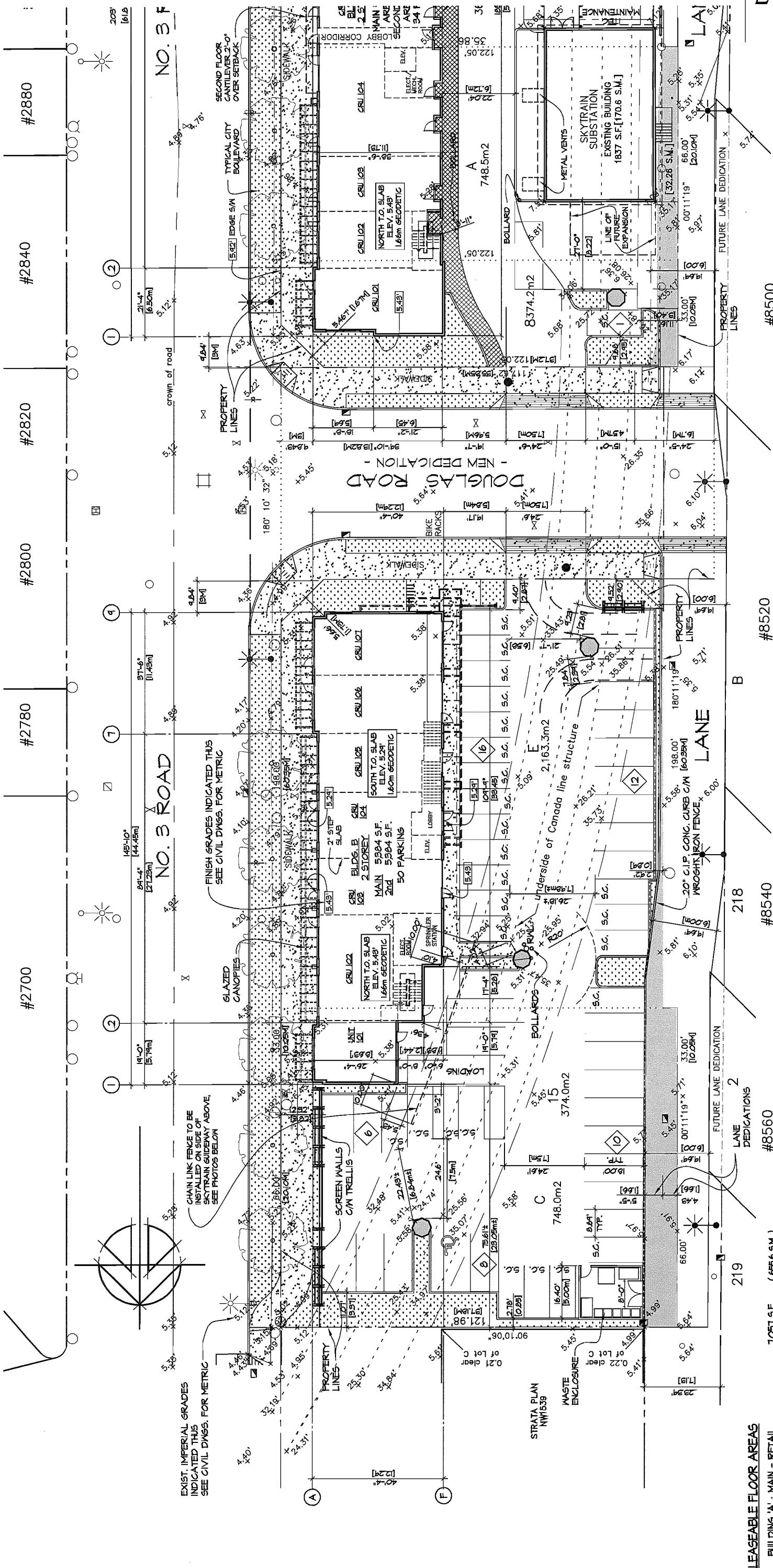
DATA DEVELOPMENTS
#205 - 3751 JACOMBS ROAD - RICHMOND,
#6V 2R4 - TEL. 604-276-0114 - CELL 778 886 9

BUILDING B
SITE DEVELOPMENT PLAN

Scinford design group
BUILDINGS & INTERIOR DESIGN CONSULTANTS

#205-3751 JACOMBS ROAD • RICHMOND, B.C. V6V 2R4 • TEL. (604) 276-0114 FAX: 276-6560

SCALE: 1"=30'-0"
DATE: FEBRUARY 27, 2015



DP 14-659747

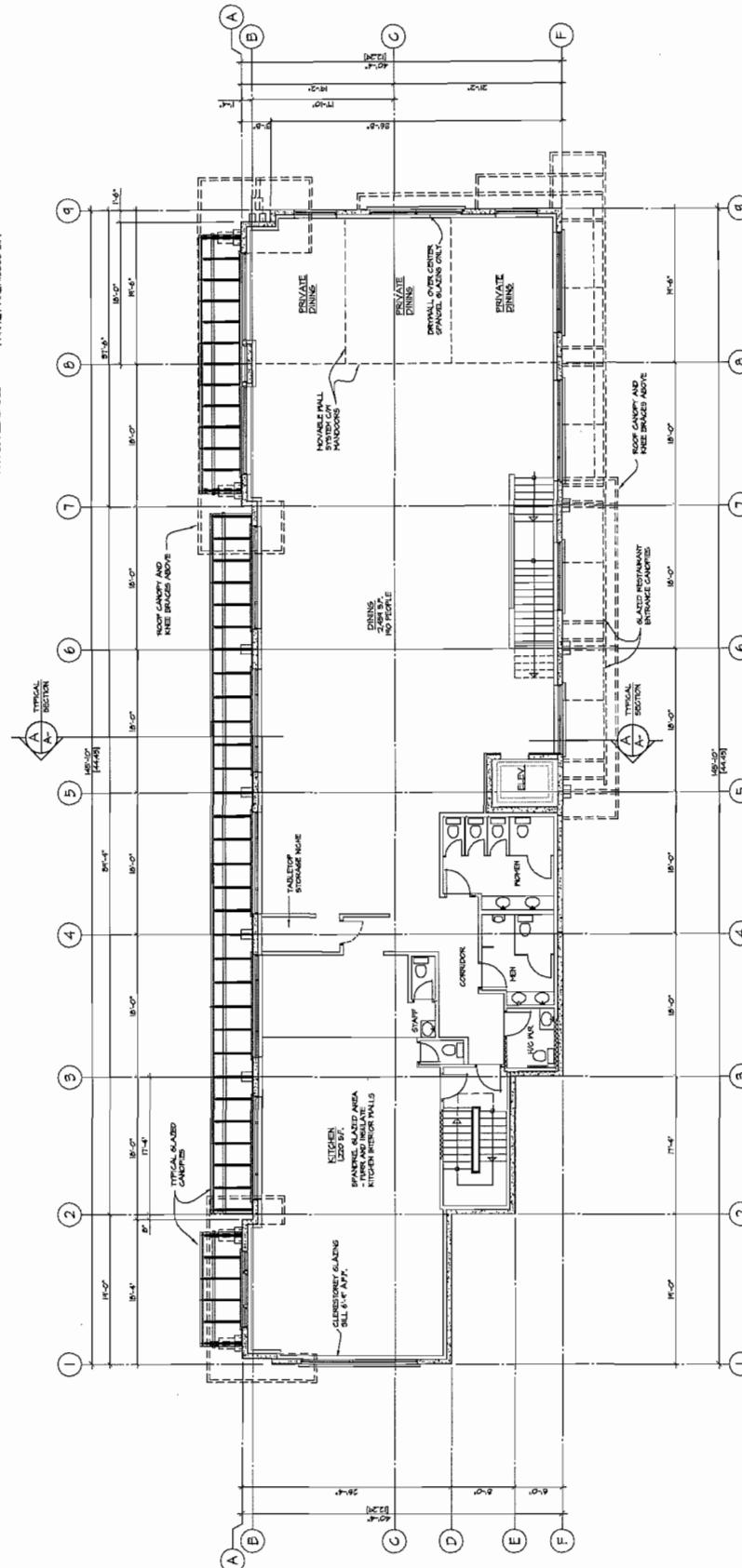
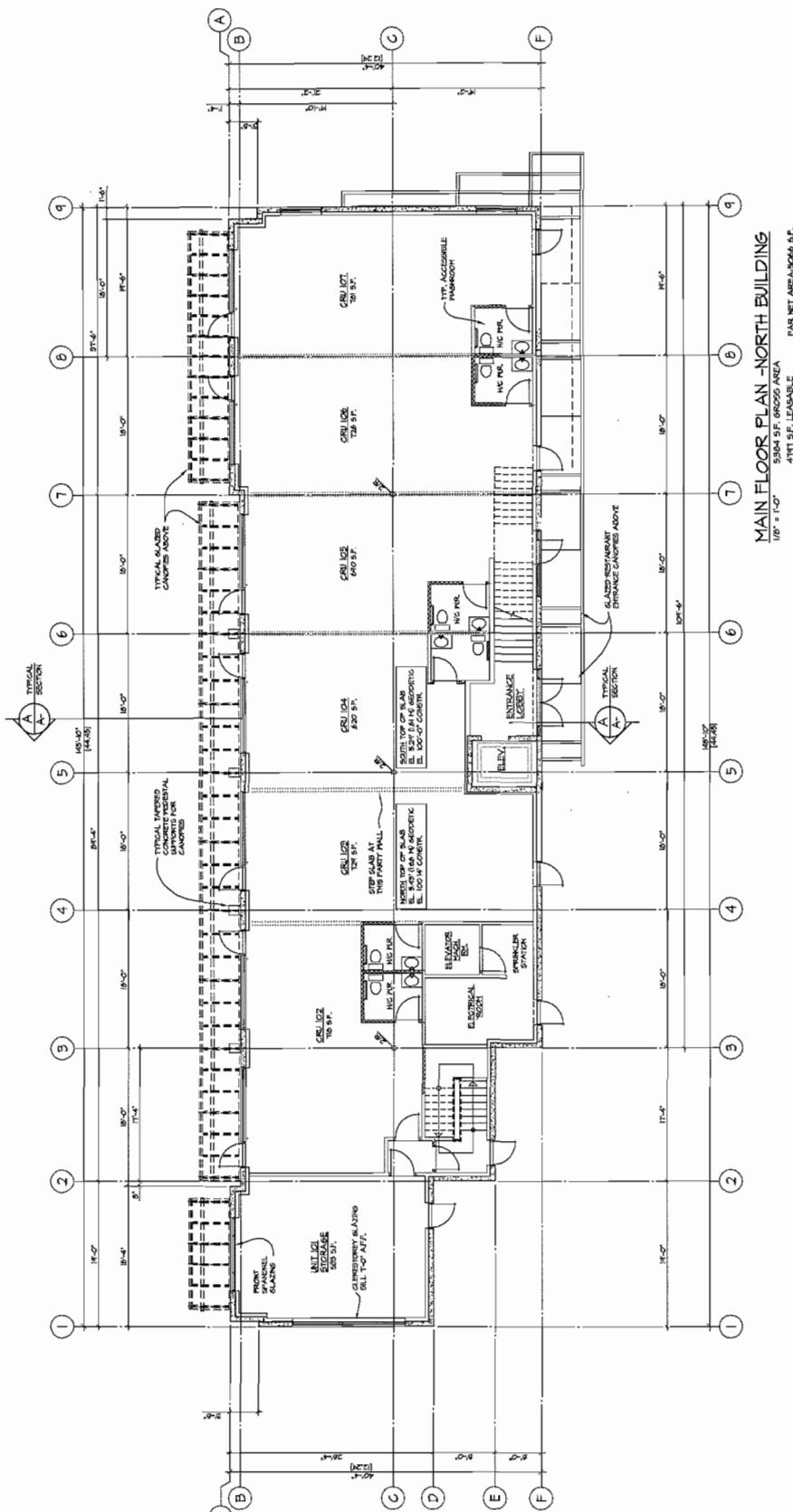
Plan 7

SPRINKLER /
ELECT. R.M. NOTES

CT. RM. NOTES

- PULLS LIGHTS ON WALL, WHICH
SHOULD BE 6 FT. A.E.L. AND 15' IN LENGTH.
PULLS LIGHTS ON CEILINGS, WHICH ARE NEEDED TO PUT THE ELECTRICAL.
A
TYPICAL PULL IS SHOWN ON THE DRAWING. THE
HOLD BASE OF 6 FT. AT A TYPE OF SPINDLES, ETC., WHICH
DRAWS THE CORD THROUGH THE SPINDLE, WHICH IS ATTACHED TO THE
TUBE FILL, SAND AND PAINT A.G. AS PER REAR. NOTES
PAINTING
CABLES INSIDE, LENGTH 15', SWEEP TYPE X 6 FT. AND BOTTOM OF
TUBE 15' SWEEP TYPE X 6 FT. LENGTH 15' SWEEP TYPE X 6 FT.
PROVIDE FOR THE LIGHTING, INSULATE PLUGS IN BELL,
AND SPINDLES, ETC., PROPS, PROVIDE VENTILATION TO ELECTRICAL
EQUIPMENT, PROVIDE CONDUIT, PROVIDE LIGHTING IN SWEEP OPEN
PRODUCTIVE ELECTRICAL, DRAIN DRAINS MAY TO BOTH THE
TYPICAL 1 SPINDLE DRUM.

NOTES



SECOND FLOOR PLAN - NORTH BUILDING

LEASABLE AREA

Pilot date: Dec. 01, 2014 - 10:25am
LO STUDIO
ARCHITECTURE
EADS - 3751 JACOB'S ROAD - RICHMOND, BC
V6V 4RA
604-275-1114 • FAX: 604-275-1114
www.lostudio.com

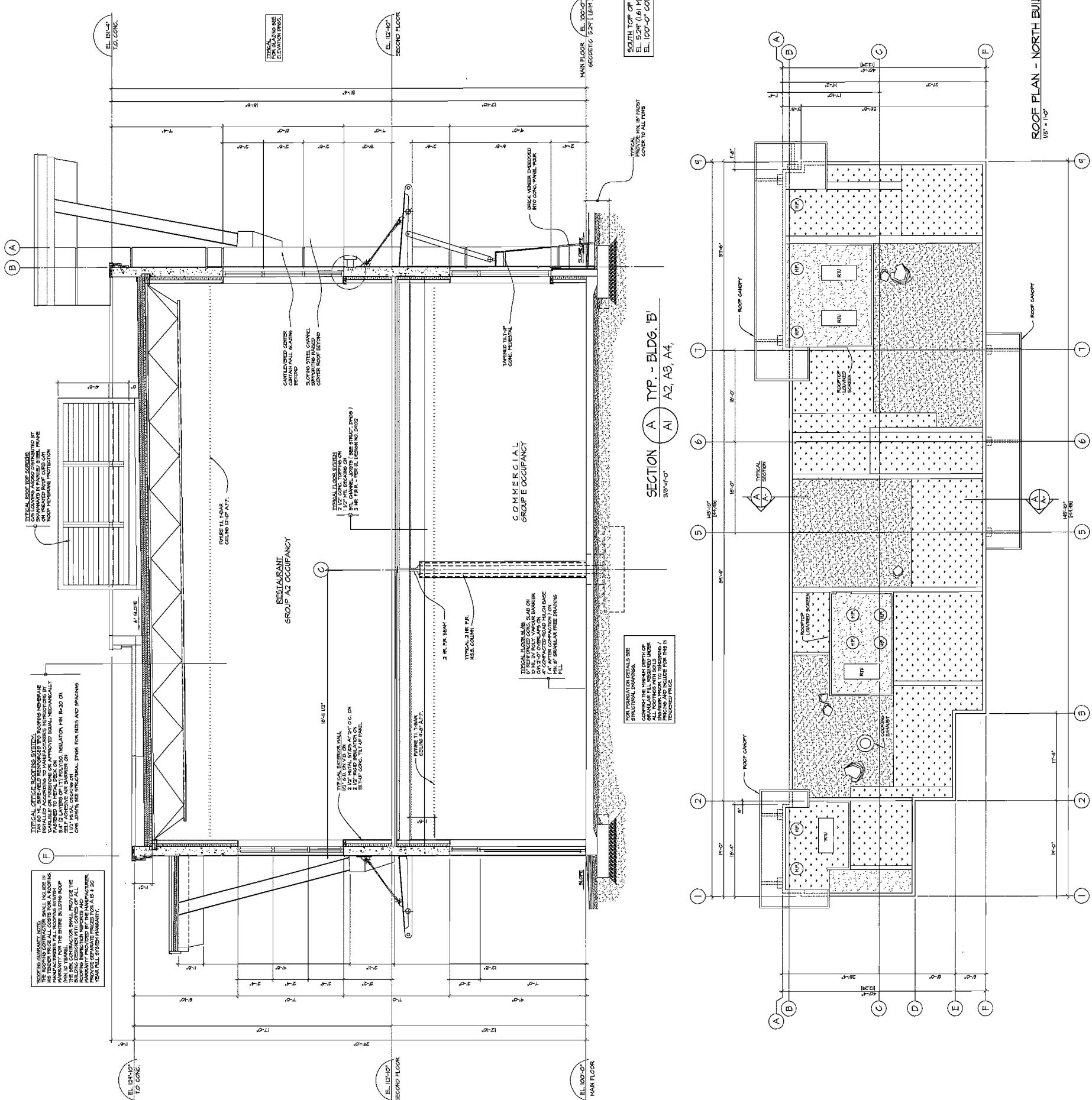
SANDWICH BUDGET

SCULPTURE
BUILDING & INTERIOR DESIGN CONSULTANTS
IN COLLABORATION WITH LD STUDIO ARCHITECTURE

REVISIONS	No.	Date	Description	No.	Date	Description	No.	Date	Description
A	001	06/12/2012	ISSUED FOR REZONING REVIEW	D	06/14/2012	ISSUED FOR DEVELOPMENT PERMIT	6	06/15/2012	ISSUED FOR DEVELOPMENT REPORT
B	002	06/12/2012	RE-ISSUED FOR REZONING REVIEW	E	06/14/2012	RE-ISSUED FOR DEVELOPMENT	A/A		
C	003	06/12/2012	RE-ISSUED FOR REZONING REVIEW	F	06/14/2012	RE-ISSUED FOR APPROVAL	A/A		

DP 14-659747

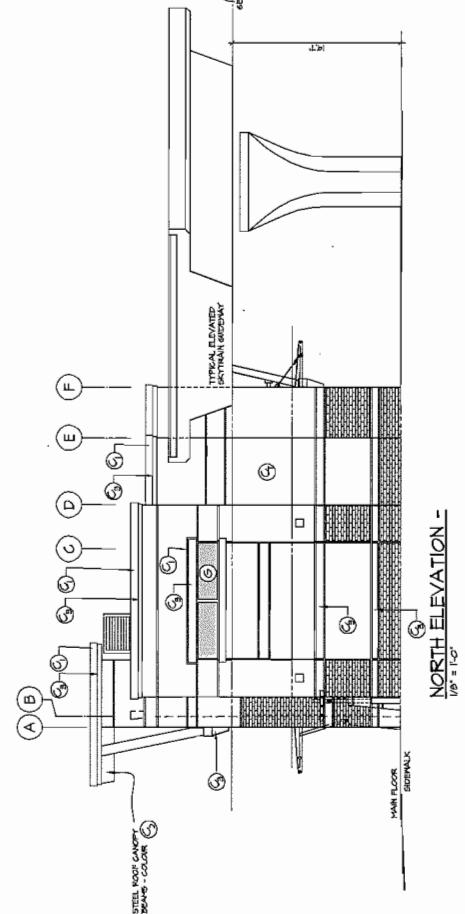
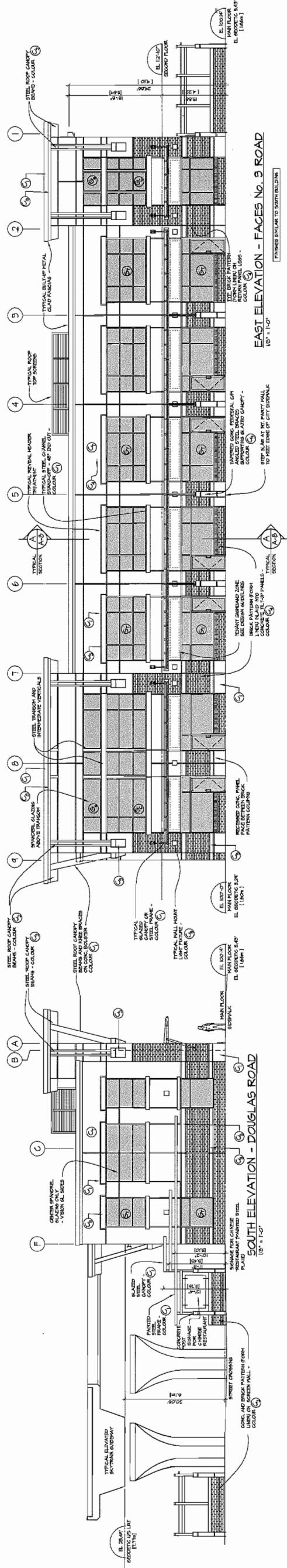
Plan 8



sunford design group
BUILDING & INTERIOR DESIGN CONSULTANTS
IN COLLABORATION WITH LLO STUDIO ARCHITECTURE

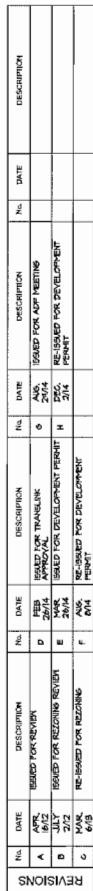
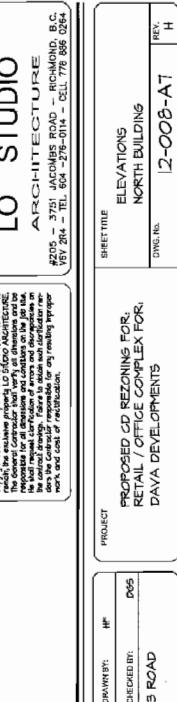
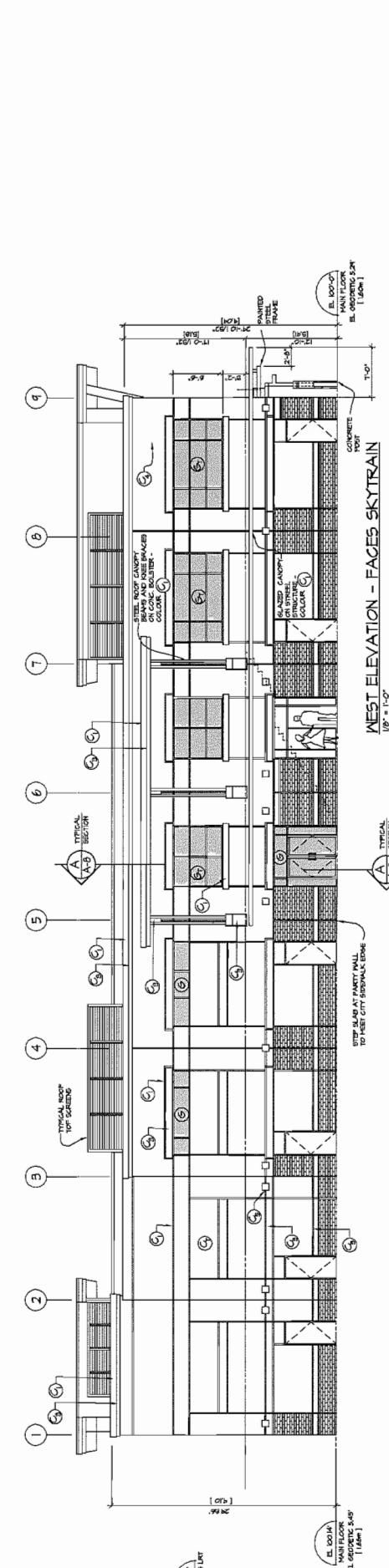
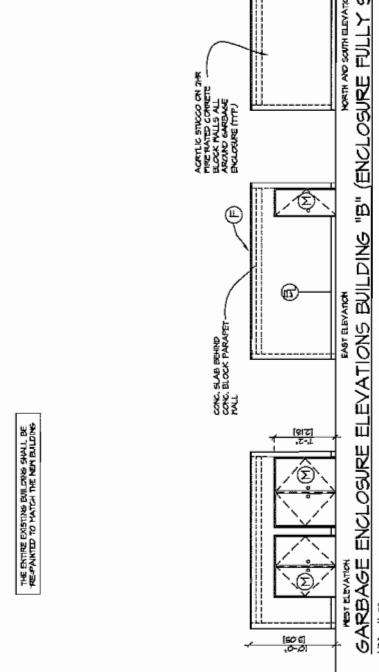
It seemed. The plan and design of all these buildings were prepared by C.D. Architectural Engineers Ltd. of London and were built by Messrs. J. & J. S. Chisholm & Sons Ltd. of Edinburgh. The site was cleared by the Royal Engineers and the foundations were laid by the Royal Engineers. The building was completed by the Royal Engineers and the roof was completed by the Royal Engineers.

REVISIONS				
No.	Date	Description	No.	Date
REVISIONS		REASON FOR REVIEW	REASONS FOR APPROVAL	
A	NOV 02 6/18	REASONS FOR REACHING REVIEW LEVEL	D	NOV 02 2/19
B	MAR 03 6/18	REASONS FOR DEVELOPMENT REPORT	E	MAR 03 2/19



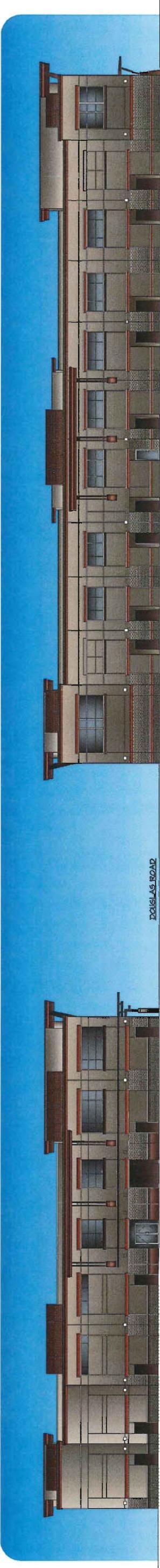
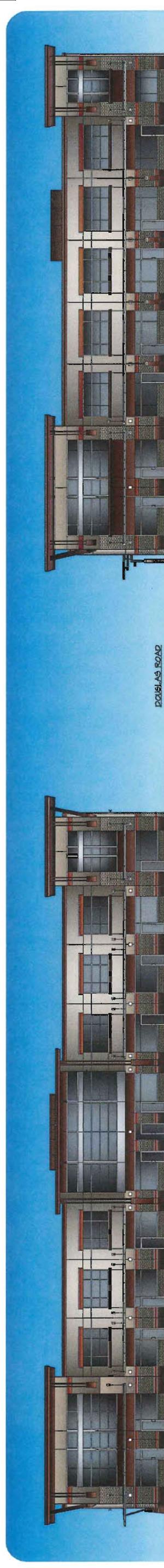
EXTERIOR SCHEM E

COLOUR LEGEND	
G	CENTRE LINE AND END LINE - AND FOR INTERNAL CLADDING MARKS ON THE EXTERIOR WALL ALONGED TO BOTH OF OPEN FLOOR COUPLES
B	BLINDING MARKS ON THE EXTERIOR WALL ALONGED TO BOTH OF OPEN FLOOR COUPLES
L	LINE
P	POSSIBLY SUPPLIES
F	PIPE
D	DOOR
S	STRUCTURE
H	HATCH
U	UPSTAIRS
V	DOWNSTAIRS
R	RAISED DOOR
M	PANEL NO.
NOTE: CLADING SURFACE DRAWS ARE NOT DRAWN IN AS THEY ARE DETAILED ELSEWHERE	
G	MANHOLE SDR. 0/00 BY DULUX PAINTS
B	TABACCO BROWN SDR. 10/15 BY DULUX PAINTS
L	OPPOBONIC SDR. 10/248 BY DULUX PAINTS
P	CELESTE 20/77 40/14 BY DULUX PAINTS
F	ANTHRACITE
S	BLACK
OPTIONAL 1/4 IN. THICK MASONRY FRAMES FOR 1/4 IN. DIA. SECTION - 1" COLOR C	
6. MANHOLE BLUE 20/00 THIN SLABS ISOLATED WITH 1/4" CLEAR POLYURETHANE FOAM IN A 1/2" GROUT COLOURED ALUMINIUM STONEMOUNT (OPTIONAL 1/4 IN. STROPPIE) - COLOR C	
CIRCLED 1/4 IN. THICK MASONRY FRAMES PAINTED TO MATCH SURFACE	
10. CAST-IN-PLACE SPOT-FISH CONCRETE COLUMNS USE PLASTIC SHEET SURROUNDED	
FRESHENED REINL. FLASHINGS PAINTED TO HATCH CONCRETE	
PREPARED REINL. FLASHINGS PAINTED TO HATCH SURFACE STEEL DOORS AND FRAMES, PAINTED	
ANTIQUE STILEDO OR 6/6" ROMAN GONG BLOCK	



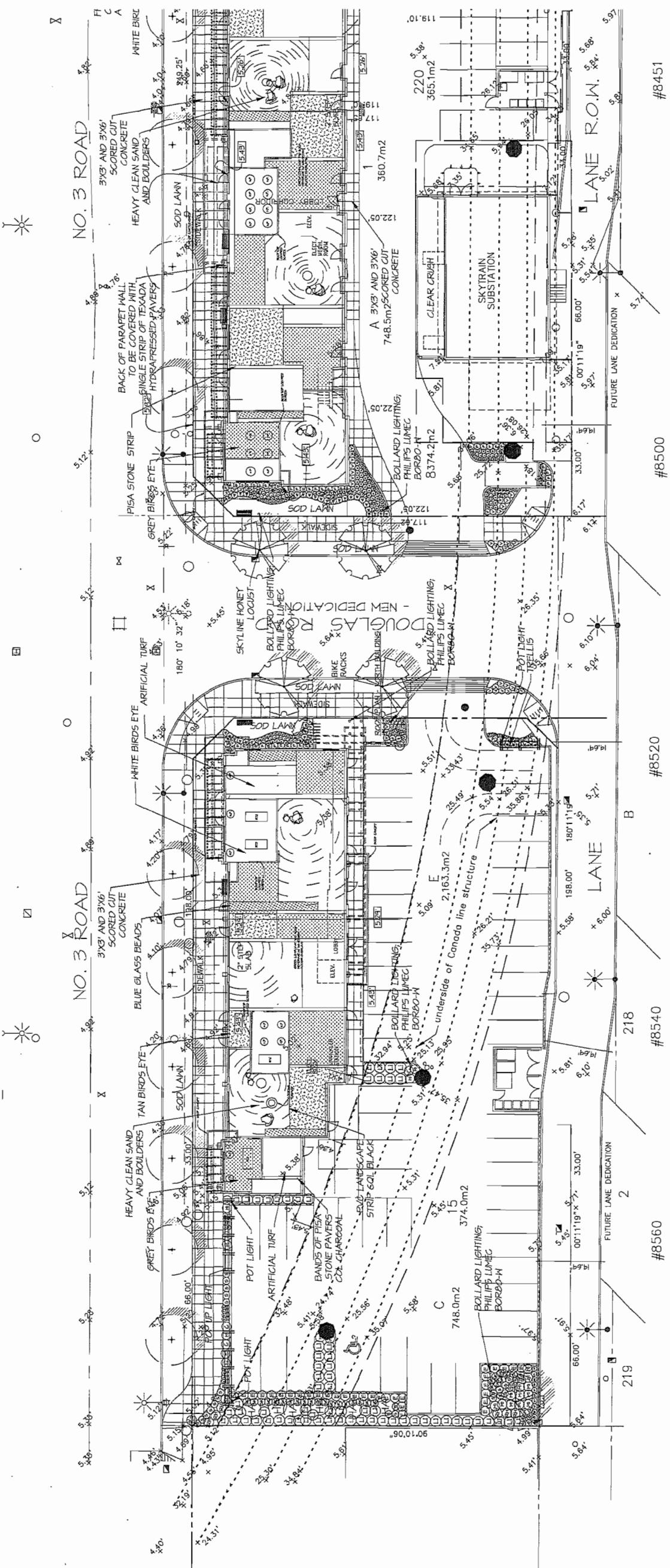
DP 14-659747

Plan 10



DP 14-659747

Plan 11

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PROJECT:	DRAWING TITLE:	SEAL:	DR.
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ARCHITECT:			
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12000-00-ZIP	ID: 14-659747 DP SUBMISSION 4. LAMPOON REV. PER NEW CITY CO-OP-RENTS B. HANZO REV. PER NEW CITY CO-OP-RENTS 7. ISMAY REV. PER NEW CITY CO-OP-RENTS 14-AUS-1 REV. PER NEW CITY CO-OP-RENTS 1. ISMAY REV. PER NEW CITY CO-OP-RENTS 6. LAMPSON REV. PER NEW CITY CO-OP-RENTS 4. LAMPSON REV. PER NEW CITY CO-OP-RENTS 9. ISMAY REV. PER NEW CITY CO-OP-RENTS 2. ISMAY REV. PER NEW CITY CO-OP-RENTS L. DUCO-JONES REV. PER NEW CITY CO-OP-RENTS	NO. 10 DATE: NOV 3, 2014 SCALE: 1/64" I" (1:1000) DRAWN: CL DESIGN: CL CHKO: MM OF 5	
			DMG PROJECT NUMBER: 12-080

12/20/2010 2:17 PM
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OF 4

DATE:	REVISION DESCRIPTION:	DR.	DRAWING NUMBER:
NO. / DATE	L4	12-080	

LANDSCAPE SPECIFICATIONS



M2
LANDSCAPE ARCHITECTURE

#220 - 28 Lorne Mews
New Westminster, B.C. V3M 3G6
Tel: (604) 555-0444 Fax: (604) 555-0465

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DAVA COMMERCIAL-OFFICE DEV.
BRIDGE ROAD + NO. 3 ROAD
RICHMOND, B.C.

PROJECT:
DRAWING TITLE:

DP 14-659747

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