



To: Planning Committee

Date: February 12, 2019

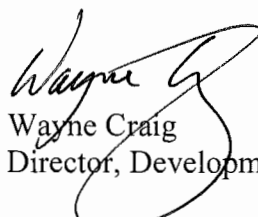
From: Wayne Craig
Director, Development

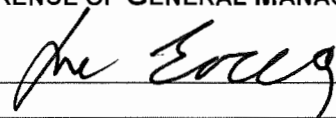
File: ZT 18-835424

Re: **Application by Kasian Architecture Interior Design and Planning Ltd. for a Zoning Text Amendment to the "Vehicle Sales (CV)" Zone to Increase the Floor Area Ratio to 0.94 at 13171 and a portion of 13251 Smallwood Place.**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9969, for a Zoning Text amendment to the "Vehicle Sales (CV)" zone to increase the maximum Floor Area Ratio (FAR) to 0.94 at 13171 and a portion of 13251 Smallwood Place, be introduced and given first reading.


Wayne Craig
Director, Development
WC:dcb
Att. 8

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Kasian Architecture Interior Design and Planning Ltd. has applied for permission to amend the “Vehicle Sales (CV)” zone to increase the maximum Floor Area Ratio (FAR) to 0.94 at 13171, and a portion of 13251 Smallwood Place (Attachment 1).

The intent of the application is to construct a new 7,009 m² (57,361 ft²) Porsche dealership building on a site previously occupied by a KIA dealership in the Richmond Auto Mall. A small parcel of land is proposed to be subdivided off the neighbouring property at 13251 Smallwood Place and consolidated with the subject property to accommodate the proposed development.

The application proposes to construct a three storey structure with rooftop parking. The building will contain a vehicle showroom, vehicle service drive thru, vehicle workshop, vehicle inventory storage, customer and staff parking, vehicle detailing car wash, vehicle photo booth, dealership offices, staff change rooms and staff lounge. The conceptual development plans are provided in Attachment 2.

A separate Development Permit application (DP 18-870720) will be required prior to any construction. A separate Servicing Agreement will be required prior to the issuance of a Building Permit for off-site works including the upgrading of 150 m of storm sewer, installation of one new water service connection and water meter, removal and replacement of two street trees, etc.

Findings of Fact

The subject site is located in the East Cambie Planning Area (Attachment 3).

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 4.

Surrounding Development

The main development property is located at 13171 Smallwood Place within the Richmond Auto Mall and is located near the entrance to the Auto Mall off Jacombs Road.

Development surrounding the subject site is as follows:

To the North: To the north across Smallwood Place road are two lots containing a Mazda dealership and a Mercedes dealership. Both properties are zoned “Vehicle Sales (CV)”. The lots are 0.95 ha (2.34 acres) 0.66 ha (1.64 acres) in size respectively.

To the South: Across Smallwood Place road is a new Open Road Toyota dealership (under construction). The Toyota dealership was originally approved under ZT 16-754143 and DP 16-741123 on October 23, 2017 for a two storey showroom with two levels of parking and inventory storage. Two new

applications (ZT 18-818765 and DP 18-818762) are currently under review that would allow an additional two storeys of vehicle inventory storage and customer/staff parking overtop of the previously approved building. The Zoning Text Amendment application received third reading at Public Hearing on January 21, 2019. Toyota's 1.59 ha (3.94 acres) property is zoned "Vehicle Sales (CV)".

To the East: An existing Volkswagen dealership on a 0.67 ha (1.65 acres) lot and a Hyundai dealership on a 0.86 ha (2.13 acres) lot. Both properties are zoned "Vehicle Sales (CV)".

To the West: Across Jacombs Road is the Richmond Nature Park. There is a small area along the perimeter of the park within the Jacomb's Road right of way that is designated as an Environmentally Sensitive Area (ESA).

Related Policies & Studies

Official Community Plan / East Cambie Area Plan

The subject site is designated "Commercial" in both the Official Community Plan (OCP) and the East Cambie Area Plan (Attachment 3). As a commercial use, the proposed auto dealership at the subject site is consistent with the OCP and Area Plan land use designations.

Floodplain Management Implementation Strategy

The proposed development must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the Zoning Text Amendment Bylaw. Flood Construction Level (FCL) within the East Cambie area is 2.9 m GSC. The applicant's proposal will meet the FCL criteria.

Aircraft Noise Sensitive Development Policy

The OCP's Aircraft Noise Sensitive Development (ANSD) Policy applies to the subject site, which is located within the "Restricted Area (Area 1B)". The proposed auto dealership at the subject site is consistent with the ANSD Policy as it is not a residential use.

Registration on title of an aircraft noise indemnity covenant prior to Bylaw adoption is included in the Zoning Text Amendment Considerations (Attachment 8).

Ministry of Transportation and Infrastructure (MOTI) Approval

As the subject site is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, the Zoning Text Amendment proposal was referred to the Ministry of Transportation and Infrastructure (MOTI) for review and comment. The Zoning Text Amendment Considerations (Attachment 8) include a requirement for MOTI approval prior to Bylaw adoption.

Ministry of Environment (MOE) Approval

As the Site Profile submitted by the applicant for the current application identified Schedule 2 activities having occurred on-site, the Site Profile was submitted to the Ministry of Environment (MOE) in accordance with the Provincial Contaminated Sites Regulation. MOE has subsequently provided a release letter dated September 12, 2018, covering both 13171 and 13251 Smallwood Place. The letter allows the City to proceed with approval of the subdivision, Zoning Text Amendment and Development Permit applications involving these properties.

Analysis

Built Form and Architectural Character

The proposed three story building will be positioned in the centre of the site. Pedestrian and vehicular access to the building will be from the south entry off Smallwood Place which is a one-way road. Proposed building height and other variances are provided later in this report (refer to the “Variances Requested” section).

The applicant has described the building as having two functionally defined spaces. The first will be a rectangular-shaped building section to house the workshop and storage areas. The second will be a curved façade section for the sales and administration areas.

The exterior is a curved aluminum façade complimented by a red Porsche log and black secondary lettering. Curved glazing at grade will allow the show room vehicles to be displayed to the exterior and also highlight the Porsche Centre entrance. High quality finishes will be used on all the building elevations.

Rooftop mechanical structures will be screened by rooftop parapets and additional screening if necessary. Screening requirements will be reviewed through the Development Permit.

The building will be placed facing the entrance to the Richmond Auto Mall off Jacombs Road making a distinctive impression for customers entering the area.

Sustainability Initiatives

The applicant has voluntarily designed the building to comply with the BCBC Part 10 Energy and Water efficiency provisions through ASHRAE 90.1.2010 ECB (Energy Cost Budget) compliance path. Their energy performance model has indicated that *“the energy performance of the proposed building is 15.2% better than the base line model”*.

The development will include the following sustainability measures:

- High efficiency plumbing fixtures;
- High efficiency condensing gas fired hot water tank;
- High efficiency HVAC equipment;
- Energy recovery units for washroom exhaust;
- Energy efficient light fixtures and controls, consisting of occupancy, vacancy and photocell sensors.

In addition, permeable pavers in the parking area for reduced rainwater run-off.

The plans also incorporate five plug-in vehicle charging stations installed around the site with conduit being laid for more future stations.

The owners have been advised that Council has recently passed a referral to staff to examine the potential of a comprehensive policy on solar panels, in particular including the options for incentives, and the environmental and economic impacts. The owners have considered the inclusion of Panels for this project but they have determined that the associated installation and maintenance costs substantially outweigh the benefits of a photovoltaic system in this instance. Based on their assessment they have determined that solar panels would not make for a successful business case. They have opted not to install any solar panels at the Porsche facility.

Existing Legal Encumbrances

A Title Summary prepared by Terra Law, dated October 5, 2018, was submitted for this application. The subject site carries a series existing legal encumbrances including

- Statutory rights of way agreements for utilities;
- Statutory building schemes with the Richmond Auto Mall Association; and
- A zoning regulation and plan under the Aeronautics Act imposing height restrictions and restricting use of the property for disposal or accumulation of any waste material or substance edible or attractive to birds.

Terra Law's Title summary report advises that:

1. Covenant Z21818 which limits use on the property to a previously approved development permit (DP 84-254) should be discharged from Lot H (13171 Smallwood Place), and;
2. Covenant Y26364 which limits use on the property to a previously approved development permit (DP 84-254) should be discharged from the 729.9 m² (7,856.58 ft²) portion of land to be subdivided from 13251 Smallwood Place.

Staff concur with Terra Law's recommendations and have included requirements for the two covenants to be released from the subject properties as appropriate through the Zoning Text Amendment Considerations. No other changes are required based upon the Title Summary report.

Transportation and Site Access

Site access is provided via a one way flow from the south to the north through the site. Forty (40) vehicle spaces will be located at grade, nineteen (19) customer parking spaces (including three (3) accessible spaces), six (6) staff spaces, eight (8) demonstration car spaces and seven (7) service parking spaces. The accessible spaces have been dimensioned in accordance with the recently modified requirements under the Zoning Bylaw No. 8500.

A valet parking service will be provided to bring customer vehicles to the top level parking area where another seventy-three (73) customer parking spaces will be located. Only staff will have

access to the upper parkade floors. Transportation staff have reviewed and accepted the proposed layout.

In order to achieve a more intensive use of the limited space available, the project includes thirty-three (33) vehicle stacker units on the third level of the parkade (refer to L3-Parking Plan DP-07). The stacking units allow one car to be lifted overtop of another car for inventory vehicle storage and vehicles waiting service.

In total the development will provide one hundred forty seven (147) vehicle spaces on-site for customer and staff, plus an additional thirty-two (32) spaces for vehicle inventory storage. The provided customer and staff parking full addresses the Zoning Bylaw parking requirements for the development.

Two (2) medium loading spaces and one (1) large loading space are proposed on-site. A variance will be requested to remove a second large loading space (refer to the "Variances Requested" section later in this report).

Nineteen (19) Class 1 (enclosed) bicycle spaces and twenty-four (24) Class 2 (outside) bicycle spaces will be provided through this proposal. This fully addresses the Zoning Bylaw No. 8500 requirements for the provision of bicycle spaces at the site.

As part of the Zoning Text Amendment Considerations (Attachment 8) the Developer is required to make a \$29,300 contribution towards the upgrade of the traffic signal at the Jacombs Road/Westminster Highway intersection. The signal upgrade works will include: APS (Audible Pedestrian Signal); LED street name signs; and LED street light luminaires. The contribution is required prior to Bylaw adoption.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report prepared by Mike Fadum and Associates Ltd (dated May 10, 2018, revised January 11, 2019); which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses nine bylaw-sized trees on the subject property, no trees on neighbouring properties, and ten street trees on City property. The report identifies one street tree to be removed to accommodate the vehicle access driveway.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Nine trees (tag# 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651 and 1652) located on-site to be retained and protected.
- 10 street trees (tag# C1-C10) located on City property to be assessed by Parks Arborists.

The City's Parks Arborists have assessed the street trees and determined that two trees (tag# C2 & C10) will be in conflict with the new driveway locations rather than the single tree noted in the Arborist's report. Parks have further advised:

- Parks will authorize the removal of these 2 trees. \$2,600 in compensation is required for the approval to remove these trees.
- In addition, Parks requires replacement trees planted in the location of the two old driveways once they are removed.
- The other 10 trees (including two trees just beyond the subject site) are in good condition and do not conflict with the construction. They will have to be retained and protected. Parks has requested a tree survival security of \$5,000 per tree for the 10 trees. \$50,000 total.

The Zoning Text Amendment Considerations (Attachment 8) include the \$2,600 tree compensation contribution and the tree survival security of \$50,000 to be submitted prior to Bylaw adoption. The two replacement trees will be addressed through the servicing agreement.

Tree Protection

All of the on-site trees are proposed to be retained.

Ten street trees (tag# C1, C3, C4, C5, C6, C7, C8, C9, C11, C12) on City property are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 2 see plans T1 and T2). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Landscaping will be reviewed in more detail at the Development Permit stage.

Shadow Impact Analysis

The proposed building will be approximately 100 m (328 ft) to the east of the Richmond Nature Park. The applicant has submitted a detailed shadow impact analysis as part of the conceptual development plan set (Attachment 2 – DP14 through DP18). The shadow impact studies show the summer solstice (Jun. 21), winter solstice (Dec. 21) and the equinox date (Mar. 21 or Sep. 21). The timelines for the shadow studies prescribed are for 10am, 12pm and 2pm. During these times the study indicates that the building will not cast shadows on the nature park. Their detailed analysis showed that if the analysis is extrapolated beyond these times the building's shadow will shade the periphery of the park several times through the year but limited to early morning hours for a brief period (e.g. on the order of an hour after sunrise at the extremes).

Public Art

Based on a maximum buildable floor area of approximately 75,920.48 ft² commercial floor area, the recommended public art contribution based on Administrative Guidelines of \$0.45/ ft² (2018 rate) is approximately \$34,164.21.

As this project will generate a recommended public art contribution of less than \$40,000 and there are limited opportunities for locating public art on the site, as per Policy it is recommended that the public art contribution be directed to the Public Art Reserve for City-wide projects on City lands.

Ornithologist Assessment

Because of the proximity to the Richmond Nature Park, the applicant has submitted a report prepared by an ornithologist with CSR Environmental (report dated December 13, 2018 - see Attachment 7).

The report identifies a moderate risk of bird collision with the at grade glass surfaces on the western façade of the building. The report notes that the upper floors “will be clad in a composite metal panel system which will pose no collision risk”. The report makes a number of recommendations for mitigation and monitoring of bird collisions post construction. Mitigation measures include reviewing for appropriate landscaping in vicinity of the building, appropriate lighting strategies, possible window treatments. The landscaping and lighting strategies will be reviewed through the Development Permit plans. With regard to possible window treatments, the owners have agreed to implement a monitoring program that will lead to the determination of a final strategy to address collision risk.

The Zoning Text Amendment Considerations (Attachment 8) includes a requirement for the submission of a contract with a qualified environmental professional (QEP) to monitor the building for a minimum of 12 months post construction and submit a report outlining the results, recommended strategy and implementation measures for further actions, should they be necessary, to the satisfaction of the Director of Development. The submission of an acceptable contract is required prior to Bylaw adoption.

Property Subdivision and Consolidation

As noted earlier in this report a 729.9 m² (7,856.58 ft²) portion of land will be subdivided off 13251 Smallwood Place and consolidated with the main development site (13171 Smallwood Place) as part of this development. The Zoning Text Amendment Considerations (Attachment 8) include a requirement for the subdivision of the 729.9 m² parcel from 13251 Smallwood Place and consolidation with the subject property to be completed prior to Bylaw adoption.

The subdivision will result in an existing car wash on the neighbouring property (13251 Smallwood Place) being 0.98 m from the new property boundary and would not meet the required 3.0 m property line setback once the subdivision has been registered with Land Titles. Open Road representatives, who currently own both properties have expressed a strong interest in retaining the car wash for the Hyundai dealership that will operate on 13251 Smallwood Place.

Staff do not have an objection to the car wash location as it will be approximately adjacent to the proposed damaged car parts structure on the Porsche site and if torn down would likely need to be rebuilt elsewhere on the site.

To address the legal concerns related to the setback non-conformity, the Zoning Text Amendment Considerations (Attachment 8) includes a requirement for the registration of a covenant on 13251 Smallwood Place. The covenant will require the owners of 13251 Smallwood Place to apply for and be granted a setback variance within two years of the adoption of the Zoning Bylaw. Should the variance not be granted, then the owners of 13251 Smallwood Place must demolish the carwash structure. Submission of a demolition estimate and a security bond will be required prior to Bylaw adoption.

Variances Requested

Based on the proposed preliminary concept plans, the applicant will be requesting to vary the provisions of Richmond Zoning Bylaw 8500 at the Development Permit Application review stage to increase the maximum permitted building height.

The table below shows the requested height variances compared to the Bylaw requirements.

Area Affected	Bylaw Requirement	Variance
Elevator Overrun	12 m	20.33 m ** (rounded to 20.4 m)
Stairwell Roof	12 m	18.38 m ** (rounded to 18.4 m)
Rooftop Mechanical Equipment	12 m	17.26 m ** (rounded to 17.3 m)
Rooftop Parapet	12 m	16.25 m ** (rounded to 16.3 m)
Roof Deck	12 m	15.18 m ** (rounded to 15.2 m)

** Note: these figures are measured from the site's average finished grade which is below slab elevation. The values differ from the plan submission which shows measurements from slab height. The difference is approximately 0.730 m.

The owner's objective is to enclose the automobile display, repair and inventory and maximize the efficiency of the site as much as possible. The incorporation of the 33 stacker units to intensify the use of the site is a factor in the request for the height variance as the stacker units require additional floor to ceiling clearances to maximize the use of the space available.

The applicant has, however, sought to reduce the overall height by reducing the parapet height to the minimum code requirement of 1.07 m (3.5 ft.) keeping the parapet height in line with the proposed parapet height for the Toyota development across the street at 13100 Smallwood Place.

In addition to the above height variances, the applicant will also be requesting variances for the following elements through the Development Permit:

1. A reduction to the rear yard setback from 3.0 m to zero metres to allow a damaged car enclosure to be located behind the main building and adjacent to the eastern property boundary. The enclosure will partially abut an existing car wash building on the adjacent property at 13251 Smallwood Place referred to earlier in this report.
2. A reduction to the number of on-site loading spaces from 3 medium and 2 large spaces to 2 medium and 1 large space. Staff have reviewed this request and do not have any concerns as it is consistent with the general operations within the Richmond Auto Mall where vehicle deliveries are typically confined to early morning or late evening hours by the Richmond Auto Mall Association (RAMA). The owners have also advised that the provided loading spaces will fully meet their functional needs for the site.

The height variances are cloud outlined on plans DP-08, DP-09 and DP-10 in Attachment 2. The setback variance is cloud outlined on plan DP-04 in Attachment 2.

Each of these variances and the applicant's rationale for them will be reviewed through the Development Permit application (DP 18-810720).

The current proposal has been reviewed by the Richmond Auto Mall Association (RAMA) which has provided a letter (Attachment 5) in support of the proposed density increase to 0.94 FAR, as well as the requested variances. Note that RAMA's support letter references a rooftop parapet height of 16.68 m. Working with the proponent this height was subsequently reduced to 16.25 m.

Attachment 6 provides a table of Richmond Auto Mall Building Heights and Densities showing approved and proposed Floor Area Ratios (FAR) and building heights from approximately 60% of the Auto Mall's dealership properties.

Site Servicing and Frontage Improvements

Detailed site servicing and frontage improvements are provided in the Zoning Text Considerations shown in Attachment 8. These improvements will be addressed through a separate Servicing Agreement. The most significant elements include:

- Submission of a Fire Underwriter Survey or International Organization for Standardization fire flow calculations by a professional engineer;
- Removal of the existing water service connection and replacement with a new water service connection;
- Upgrading of approximately 150 m of storm sewer in Smallwood Place;
- Connecting all the existing storm connections and catch basins to the new storm sewer;
- Upgrading the existing sanitary service connection to a minimum 150 mm;
- Coordination with external service providers in terms of the locations of private utility structures.

Development Permit Review

The proposed development will be required to undergo a separate design review via Development Permit application DP 18-810720. Issues to be addressed will include the following:

- Compliance with the Official Community Plan (OCP) Development Permit Guidelines;
- Landscape selections, sizes, locations, irrigation and rationale;
- Submission of landscape securities;
- A review of exterior materials proposed, form and development of the building design;
- Compliance with the Zoning Bylaw – particularly related to vehicle and bicycle parking spaces;
- A review of any screening requirements for rooftop mechanical units;
- Possible agreements to secure EV charging stations and energy efficiency features intended to enhance the building's energy performance;
- Compliance with the tree replacement criteria under the OCP;
- A review of all requested variances;
- Assessment of the garbage and recycling facility to ensure its adequacy for the building.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

Kasian Architecture Interior Design and Planning Ltd. has applied for permission to amend the "Vehicle Sales (CV)" zone to increase the maximum Floor Area Ratio (FAR) to 0.94 at 13171, and a portion of 13251 Smallwood Place. The intent is to accommodate construction of a new three storey Porsche vehicle dealership and service centre with vehicle inventory storage capabilities in the Richmond Auto Mall.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9969 be introduced and given first reading.



David Brownlee

Planner 2

DCB:dcb

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: East Cambie Land Use Map

Attachment 4: Development Application Data Sheet

Attachment 5: Letter from Richmond Auto Mall Association

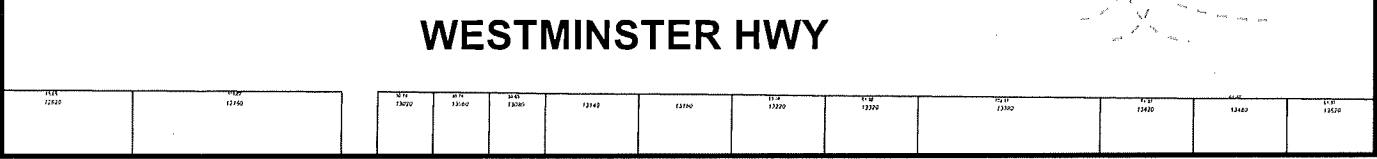
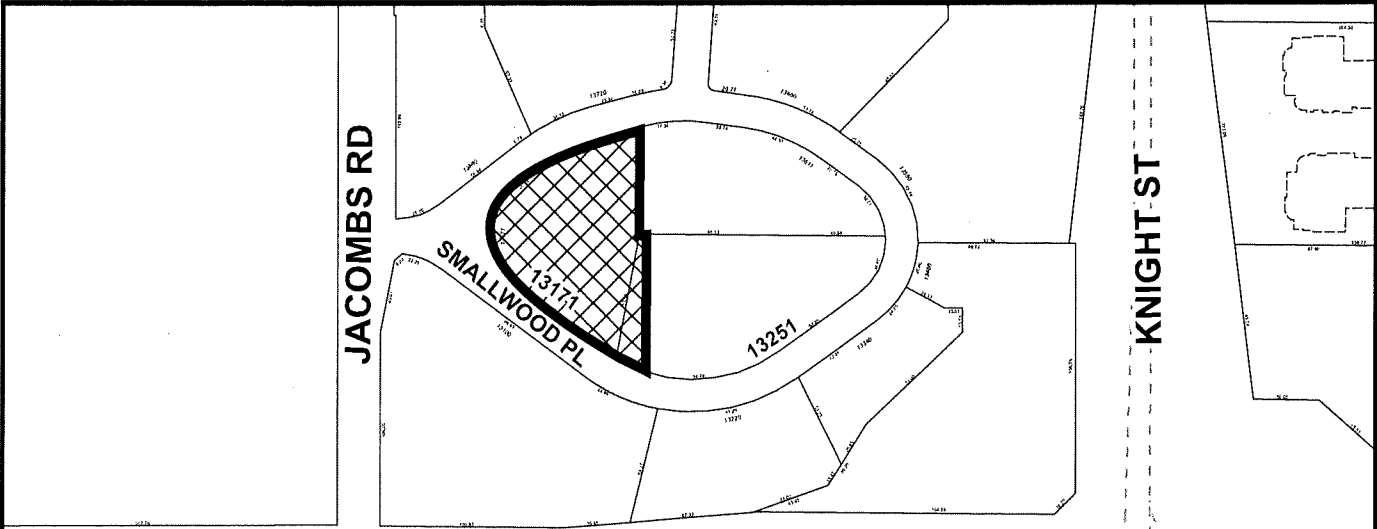
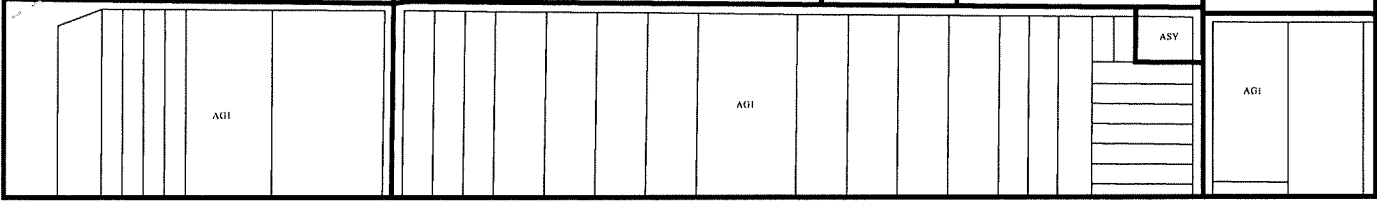
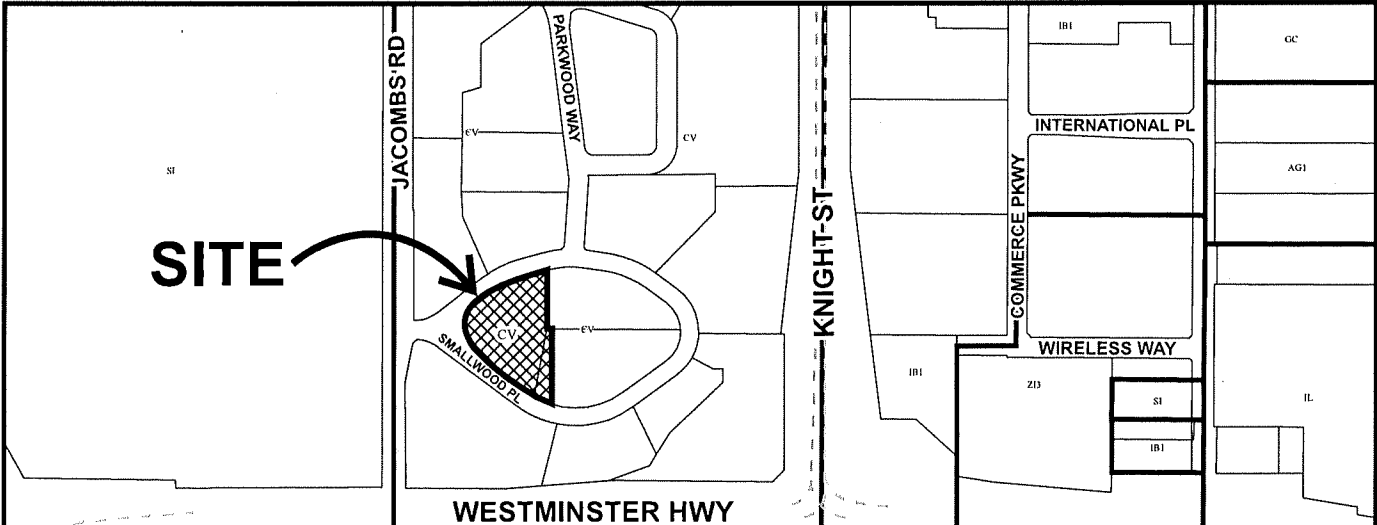
Attachment 6: Richmond Auto Mall Building Heights and Densities

Attachment 7: CSR Environmental Ornithologist Report

Attachment 8: Zoning Text Amendment Considerations



City of Richmond

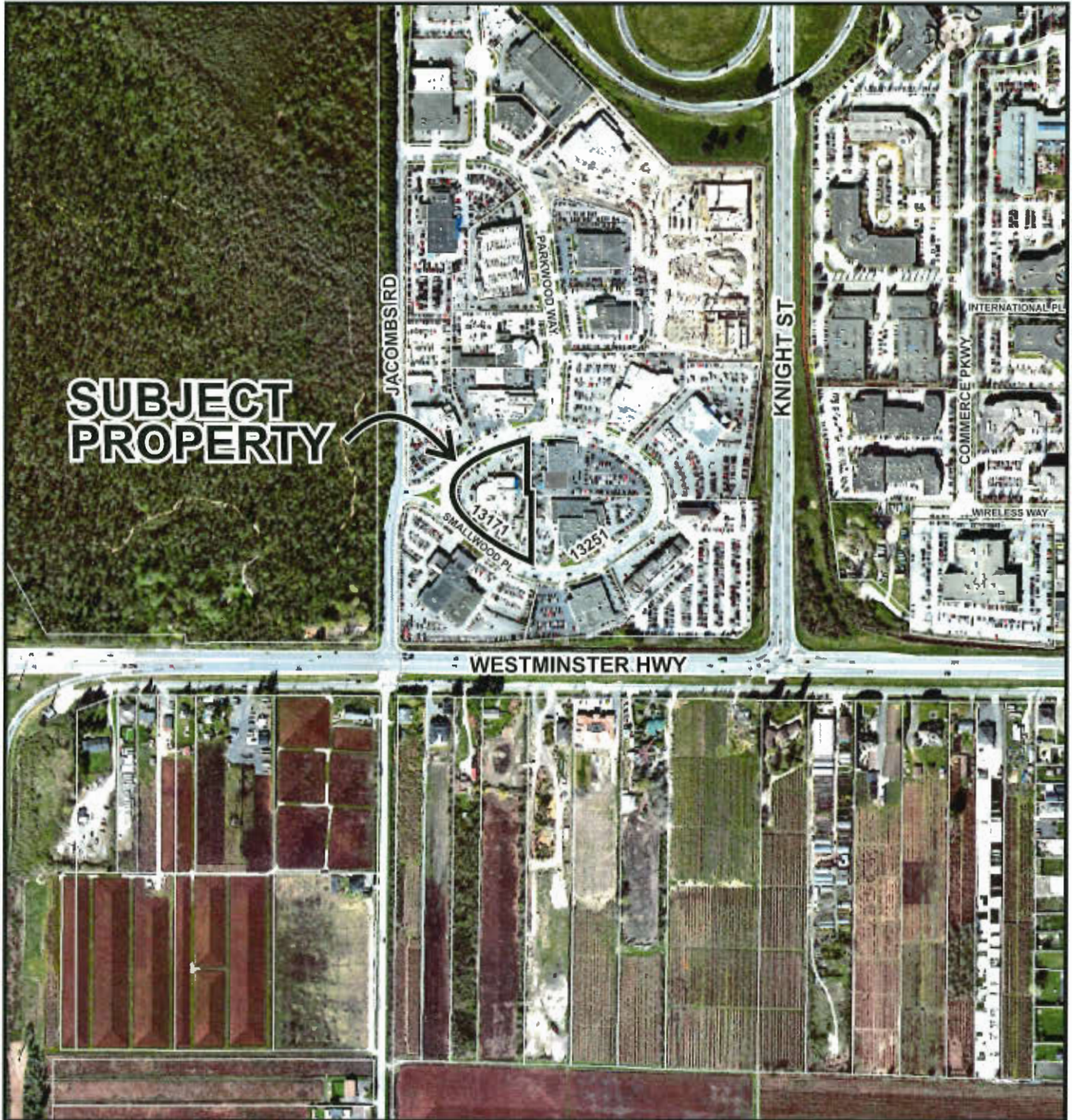


ZT 18-835424

Original Date: 09/14/18
 Revision Date: 11/15/18
 Note: Dimensions are in METRES



City of Richmond



ZT 18-835424

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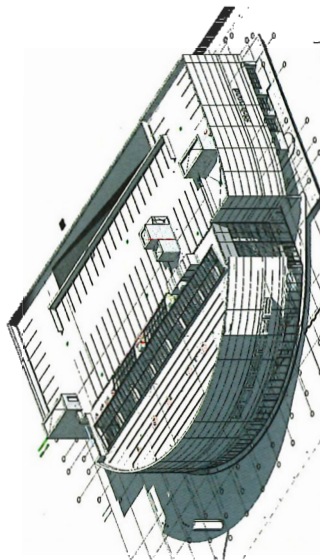
PORSCHE RICHMOND

13171 SMALLWOOD PLACE,
RICHMOND, B.C.

DRAWING LIST ARCHITECTURAL NAME

- DP-00 COVER SHEET
- DP-01 SURVEY
- DP-02 CONTEXT PLAN-STREETSCAPES
- DP-03 SITE PLAN-PROJECT DATA
- DP-04 L1-GROUND FLOOR PLAN
- DP-05 L2-MEZZANINE PLAN
- DP-06 L3-PARKING PLAN
- DP-07 L4-ROOF PLAN
- DP-08 BUILDING ELEVATIONS
- DP-09 BUILDING SECTIONS
- DP-10 FLOOR SPACE OVERLAY
- DP-11 FLOOR SPACE OVERLAY
- DP-12 SHADOW STUDY 1
- DP-13 SHADOW STUDY 2
- DP-14 SHADOW STUDY 3
- DP-15
- DP-16

PLN - 81



PROJECT DATA
 PROJECT ADDRESS 13171 SMALLWOOD PLACE, RICHMOND, B.C.
 LEGAL ADDRESS LOT 11-SECTION 5 BLOCK 4 NORTH RANGES 5 WEST NEW WESTMINSTER DISTRICT PLAN 72048
 ZONING O-1 (VEHICLE SALES)
 USES AUTO DEALERSHIP FOR VEHICLE SALES AND SERVICE
 SITE AREA 7502.62 m² / 87421.51 S.F.
 SITE COVERAGE 3418.4 m² / 36741.51 S.F.

VEHICLE DATA
 MAX. SIZE max. 12 m
 HEIGHT TO HIGHEST POINT ON BUILDING (ELEVATOR ROOF): 20.53 m
 TO PARAPET: 16.8 m
 AVERAGE GRADE ELEVATION: 12.2 m
 FLOOR CONSTRUCTION LEVEL: 1011.2 m
 FLOOR SLAB ELEVATIONS: SERVICE FLOOR: 2.1 m, SHOWROOM: 2.56 m
 HIGHEST POINT ON ADJACENT ROADWAY: 2.2 m

BUILDING SETBACKS	REQUIREMENTS	PROVIDED	VARIANCE REQUIRED
FRONT YARD	3.0 m	3	YES
REAR YARD	3.0 m	3	YES

AREAS	SQ. METERS	SQ. FEET
TOTAL FLOOR AREA FOR CALCULATION OF F.A.I.	7009	75445
L1-GROUND FLOOR AREA (INCL. DET. STORAGE RM)	3319	35726
L2-MEZZANINE FLOOR AREA	1772	19012
L3-PRE-OWNED SHOWROOM	803	8643
L4-WASHBAY	340	3669
L5-INVENTORY PARKING	1650	17804
FLOOR AREA (AVD. F.A.I.)	0.94	P.A.R. Provided

ON-SITE PARKING REQUIRED	NUMBERS OF BAYS	PARKING SPACES REQUIRED BY LAW
WORKSHOP & DETAIL	15 BAYS	45
REPAIR BAY	4 BAYS	12
DIRECT DIAGNOSIS BAY	4 BAYS	4
HOLDING & WASH BAY	1 STALL / WASHBAY	1
OFFICE & SHOWROOM	3 STALLS / 1200m ² GFA	87
TOTAL PARKING REQUIRED	24 OF 140 STALLS	147
ACCESSIBLE PARKING	20% (8) OF TOTAL	3
SMALL SPACES PERMITTED	20% (8) OF SMALL SPACES PROVIDED	

ON-SITE PARKING PROVIDED	REQUIREMENTS	PROVIDED	VARIANCE REQUIRED
AT GRADE - CUSTOMER PARKING	3	2	YES
AT GRADE - SERVICE PARKING	7	1	YES
AT GRADE - DEMONSTRATION CAR PARKING	3	1	YES
AT GRADE - ACCESSIBLE PARKING	3	3	
LEVEL 1 - SERVICE PARKING (STACKER UNITS)	15	34	
LEVEL 2 - SERVICE PARKING (STACKER UNITS)	15	34	
TOTAL PARKING SPACES PROVIDED	35	34	147
INVENTORY PARKING (LEVEL 3, STACKER UNITS)	35	32	32

ON-SITE LOADING REQUIREMENTS	MINIMUMS BY CODE	PROVIDED	VARIANCE REQUIRED
LOADING SPACE SIZE	9.1m x 3.2m w/ 4.3m H	2	YES
LOADING DOOR	18.4m x 3.2m w/ 4.3m H	1	YES

ON-SITE BICYCLE PARKING	DESIGN CRITERIA	DESIGN REQUIREMENTS	MINIMUMS BY CODE	PROVIDED
CLASS 1	USING SPACES RESERVED FOR BICYCLE PARKING IN ENCLOSED ROOM	OFFICE AND SALES: 0.37 SPACES / 100m ² OF GFA (GREATER THAN 100m ²) (200m ² / 150 x 6.37 x 3.1)	0.54 SPACES / 100m ² (PLACED VERTICALLY)	19
CLASS 2	POINT POINT PARKING IN 10% OF GFA BICYCLE SPACES LOCATED WITHIN 15% OF THE PRINCIPAL BUILDING ENTRANCE	OFFICE AND SALES: 0.4 SPACES / 100m ² OF GFA (OFFICE AND SALES: 277 / 150 x 6.43) (OTHER AREAS: 17 / 150 x 6.27 x 3.2)	0.4 SPACES / 100m ² (AT GRADE)	23

*GFA = Showroom - Offices from Other uses (7,209m²)
 GARAGE AND BICYCLE STORAGE 344 m²

COVER SHEET

PORSCHE RICHMOND
 13171 SMALLWOOD PLACE,
 RICHMOND, B.C.

DILAWRI OpenRoad
 GROUP OF COMPANIES AUTO GROUP

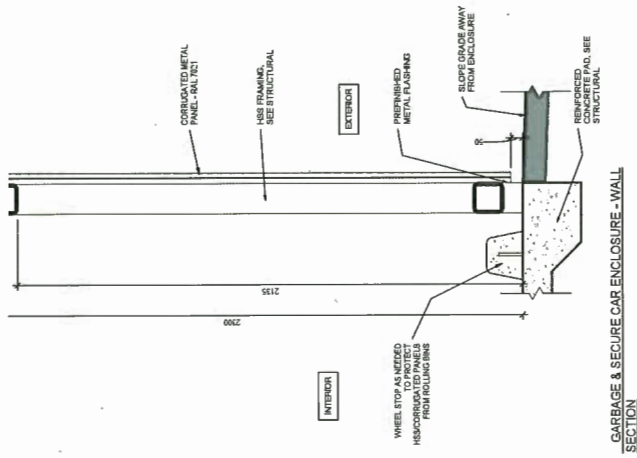
DP-00

FEB. 12, 2019

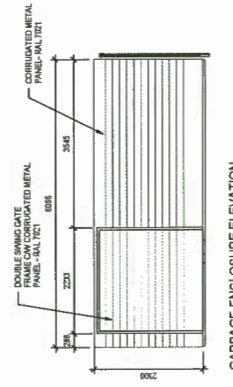
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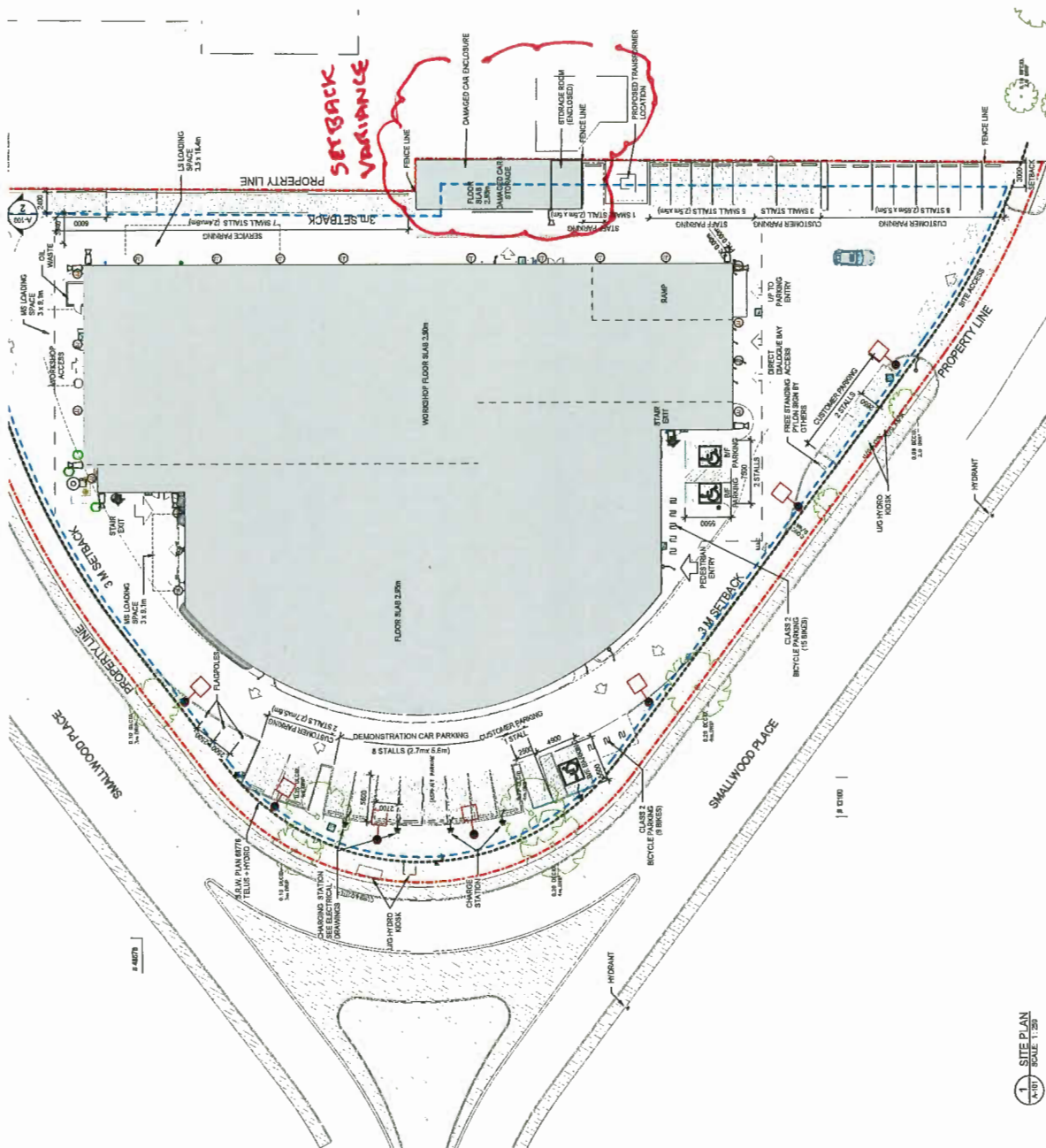
ATTACHMENT 2



Garbage & Secure Car Enclosure - Wall SECTION



Garbage Enclosure ELEVATION



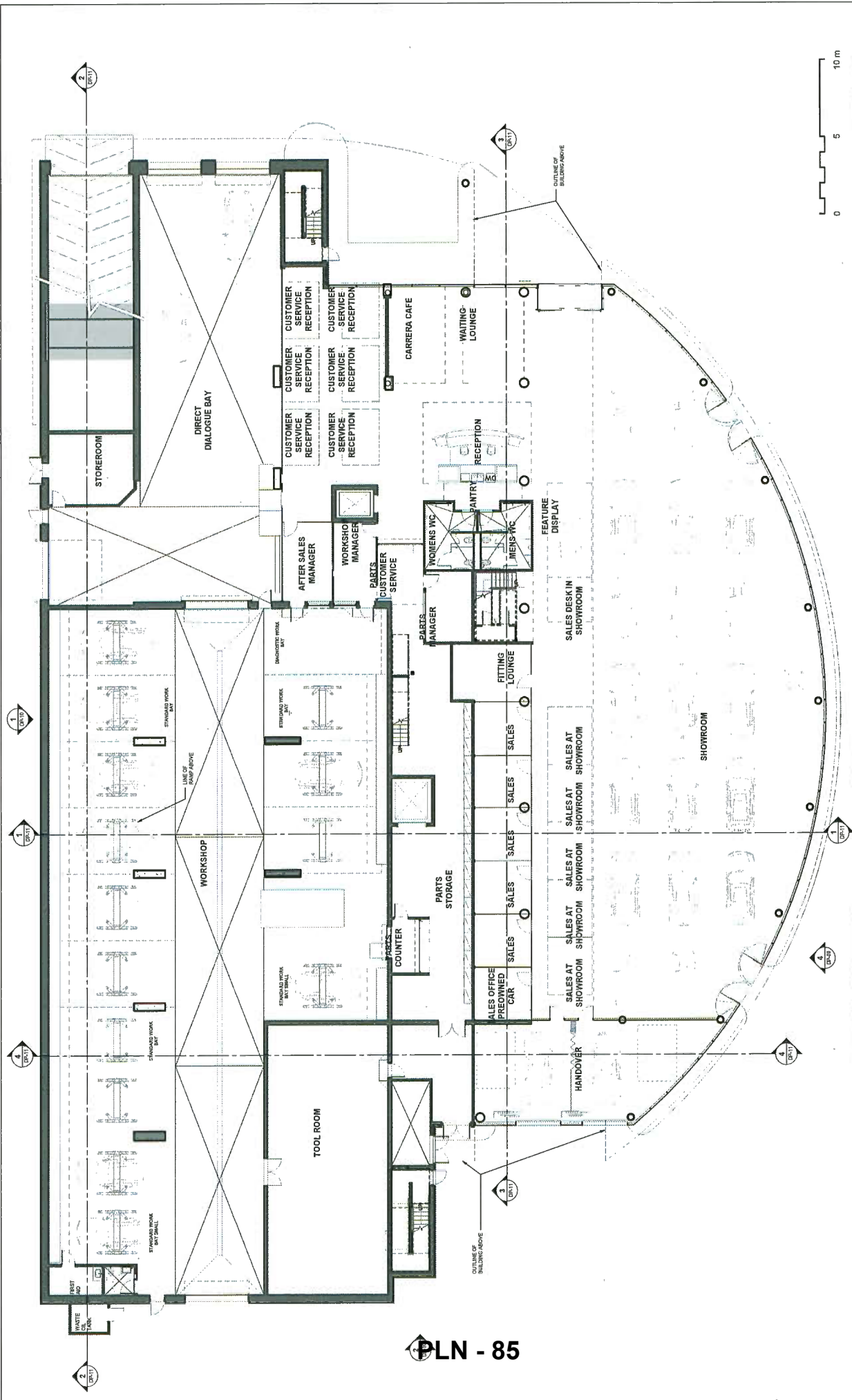
PLN - 82





PLAN - 83





PLN - 85



DP-05
200007

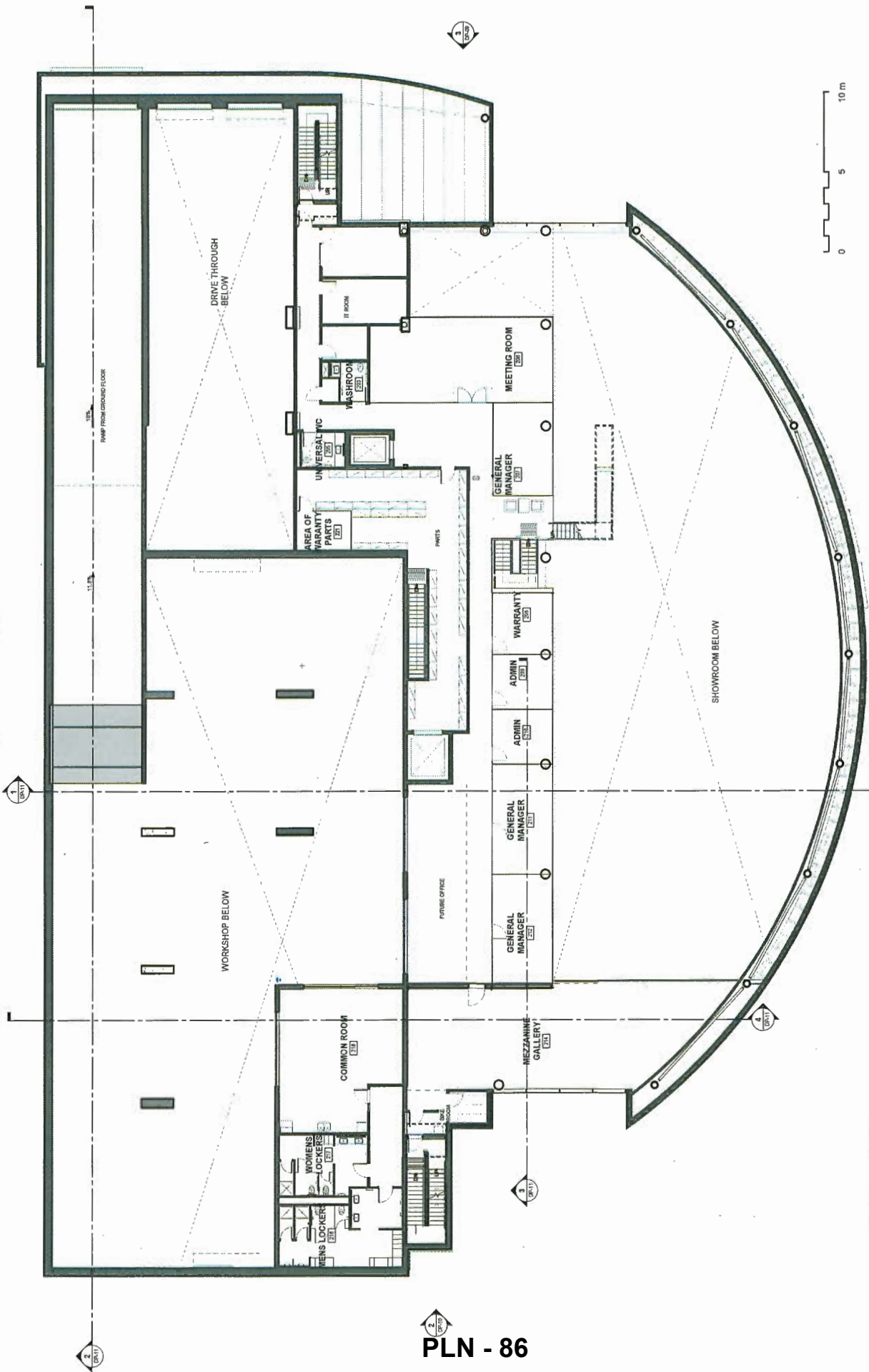
FEB. 01, 2019

PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

L1-GROUND FLOOR PLAN

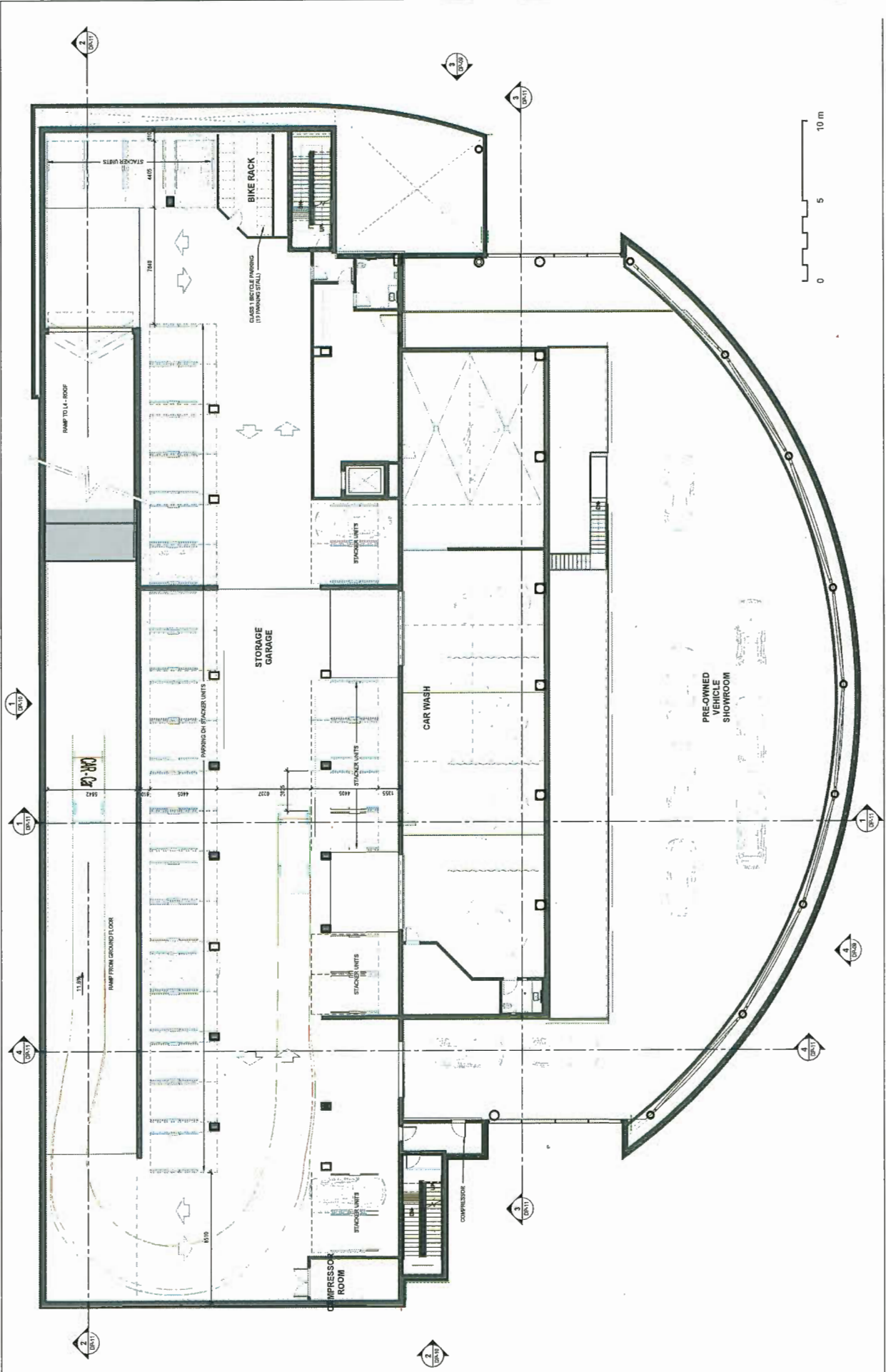


DILAWRI OpenRoad™
GROUP OF COMPANIES
AUTO GROUP

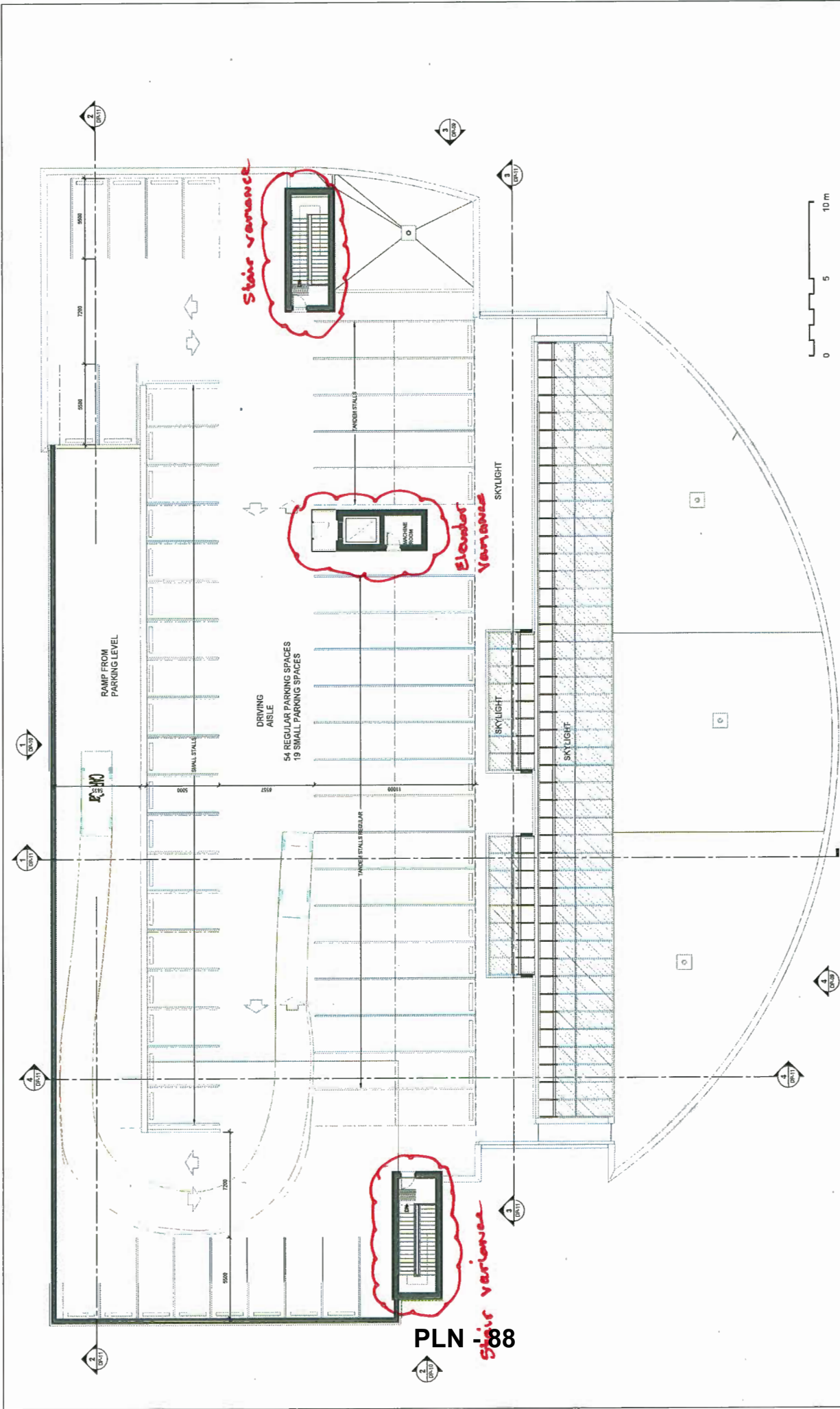


PLN - 86



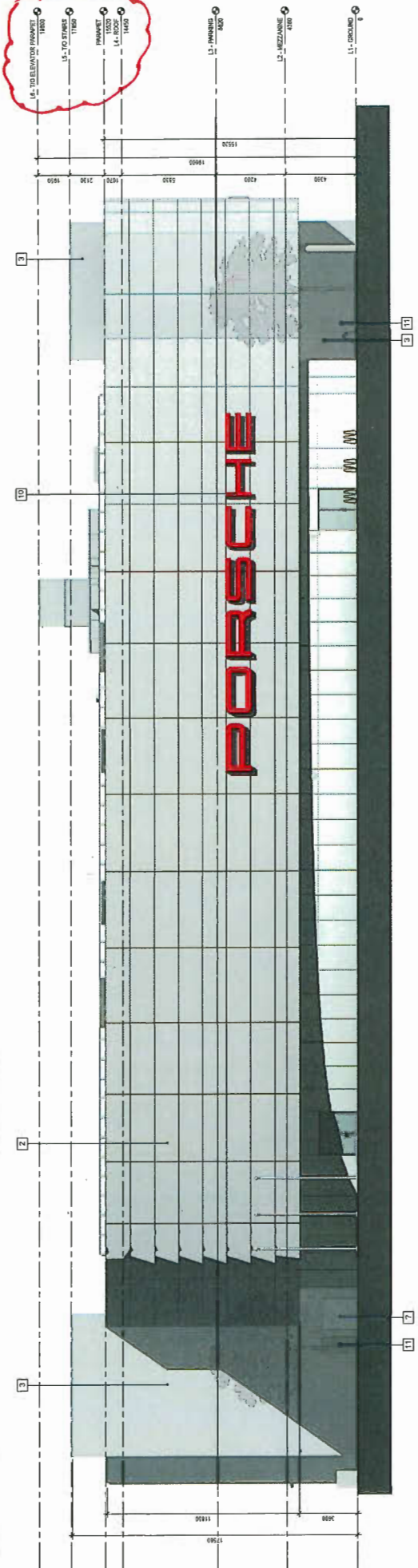


PLN - 87



PLN - 88

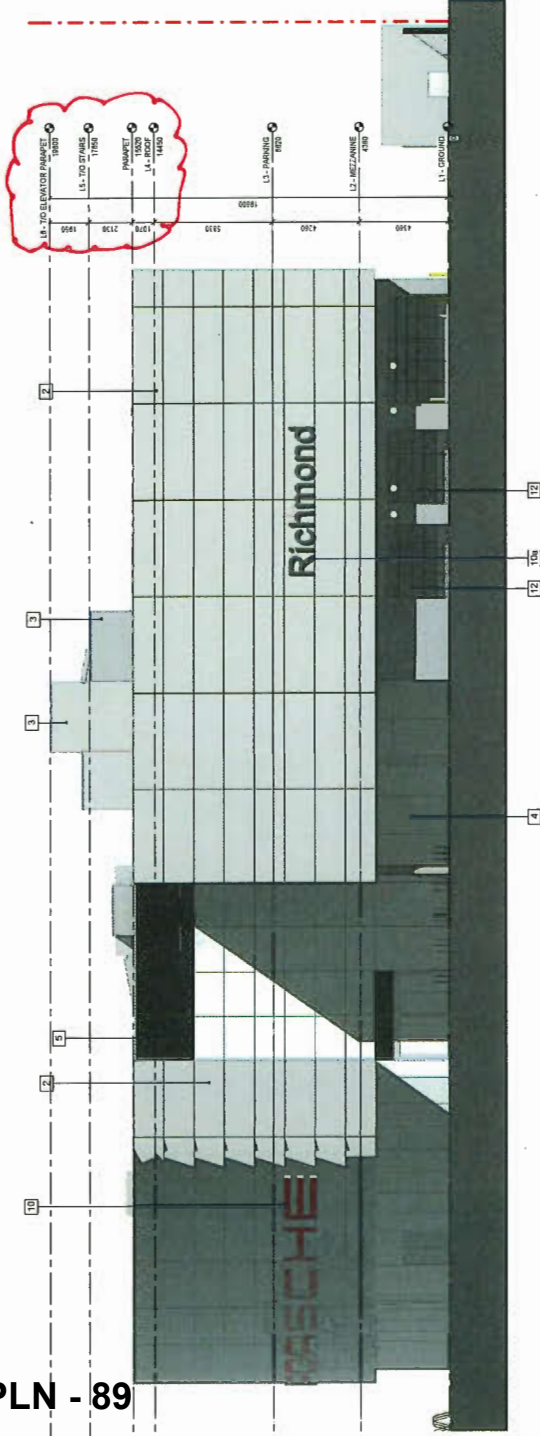
Height variance



4 WEST
PLAN SHEET 110

PLN - 89

Height variance



3 SOUTH
PLAN SHEET 110

MATERIAL LEGEND

- 2 COMPOSITE METAL PANEL SYSTEM - RAL 9006 (WHITE ALUMINUM)
- 3 HORIZONTAL CORRUGATED METAL PANEL SYSTEM - RAL 7021 (BLACK GREY)
- 4 CLEAR LOW E GLAZING
- 5 SPANDREL GLAZING IN ANODIZED ALUMINUM CURTAIN WALL
- 6 CLEAR LOW E DOUBLE GLAZING W ALUMINUM FRAME - RAL 7021 (BLACK GREY)
- 7 ANODIZED ALUMINUM CURTAIN WALL
- 8 SIGNAGE - BLACK, PROVIDE 15mm PLYWOOD BACKING. (REFER TO SIGNAGE PERMIT)
- 9 METAL DOOR - RAL 7021 (BLACK GREY)
- 10 OVERHEAD DOOR - RAL 7021 (BLACK GREY)
- 11 152mm BOLLARD
- 20 I-81
- 21 I-81b

Average SITE GRADE IS 0.73m
BELOW SLAB. ADD 0.73m to
ELEVATIONS SHOWN FOR ACTUAL
HEIGHT PER ZONING BYLAW.



DP-09

200007

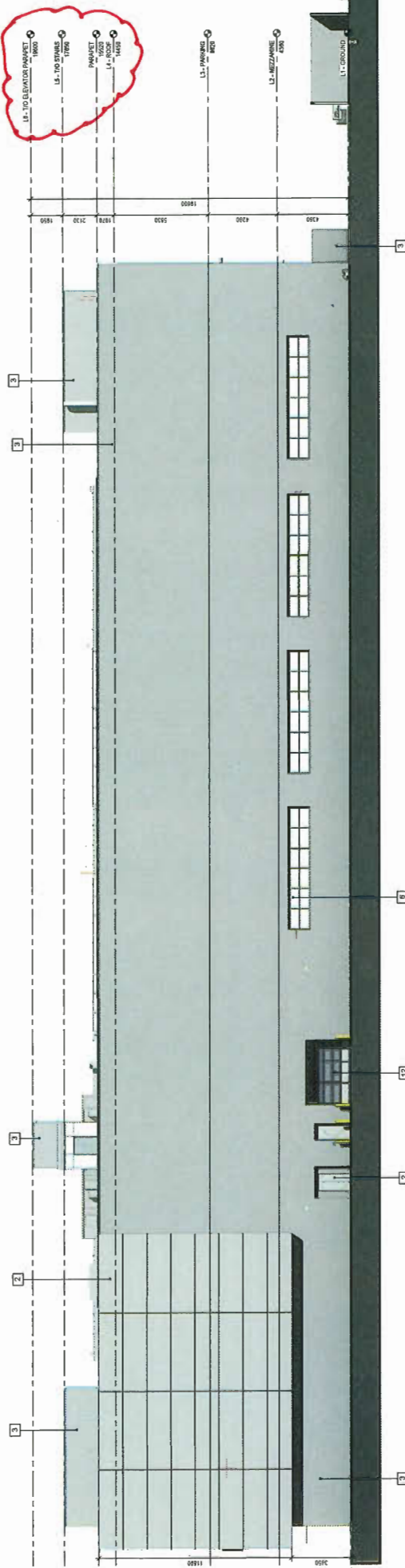
FEB. 01, 2019

PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

BUILDING ELEVATIONS



Height Variance

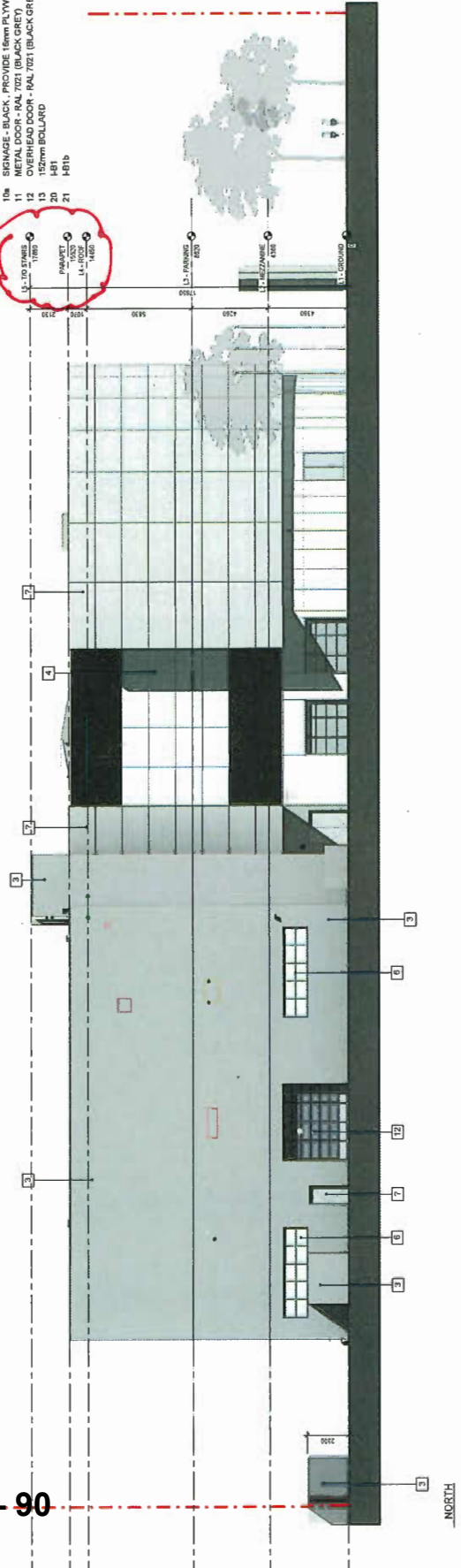


AVERAGE SITE GRADE IS 0.73 m BELOW SLAB.
ADD 0.73 M TO ELEVATIONS SHOWN FOR ACTUAL HEIGHT
PER ZONING BYLAW.

MATERIAL LEGEND

- 2 COMPOSITE METAL PANEL SYSTEM - RAL 9006 (WHITE ALUMINUM)
- 3 HORIZONTAL CORRUGATED METAL PANEL SYSTEM - RAL 7021 (BLACK GREY)
- 4 SPANREL GLAZING IN ANODIZED ALUMINUM CURTAIN WALL
- 5 CLEAR LOWE DOUBLE GLAZING W/ ALUMINUM FRAME - RAL 7021 (BLACK GREY)
- 6 SIGNAGE - RED - PROVIDE 16mm PLYWOOD BACKING. (REFER TO SIGNAGE PERMIT)
- 7 SIGNAGE - BLACK - PROVIDE 16mm PLYWOOD BACKING. (REFER TO SIGNAGE PERMIT)
- 8 METAL DOOR - RAL 7021 (BLACK GREY)
- 9 OVERHEAD DOOR - RAL 7021 (BLACK GREY)
- 10 150mm BOLLARD
- 11 150mm BOLLARD
- 12 150mm BOLLARD
- 13 150mm BOLLARD
- 14 150mm BOLLARD
- 15 150mm BOLLARD
- 16 150mm BOLLARD
- 17 150mm BOLLARD
- 18 150mm BOLLARD
- 19 150mm BOLLARD
- 20 150mm BOLLARD
- 21 150mm BOLLARD

Height Variance



PLN - 90



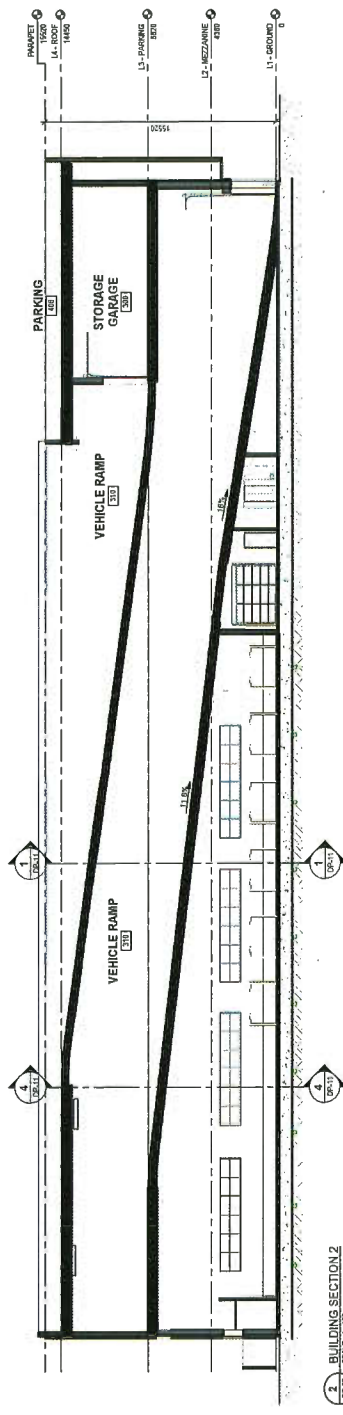
DP-10
200007

FEB. 01, 2019

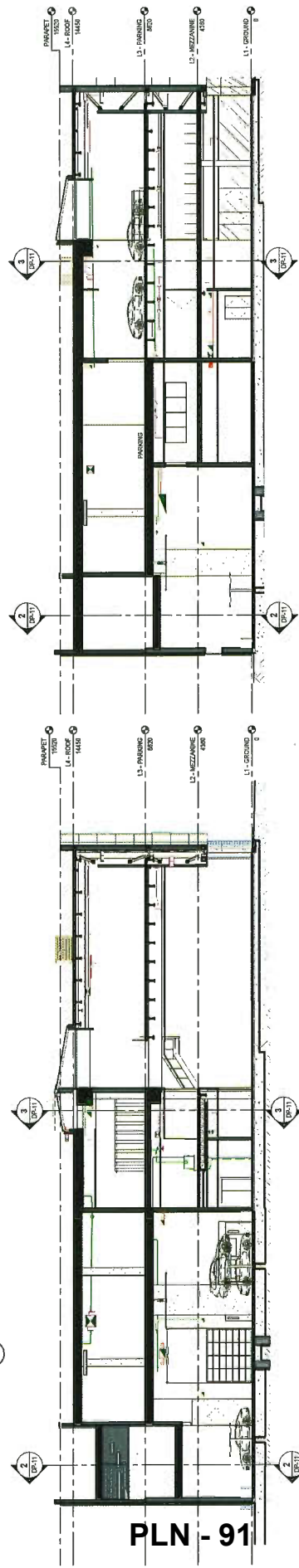
PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

BUILDING ELEVATIONS



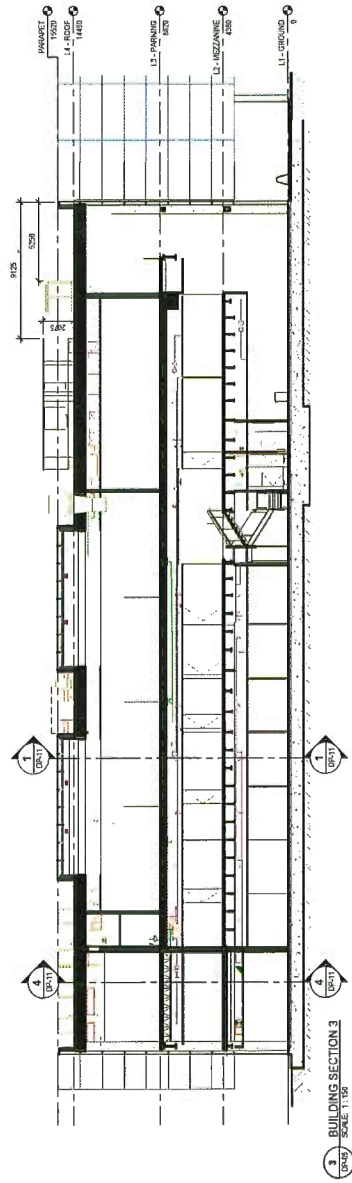


2 BUILDING SECTION 2
SCALE 1:100

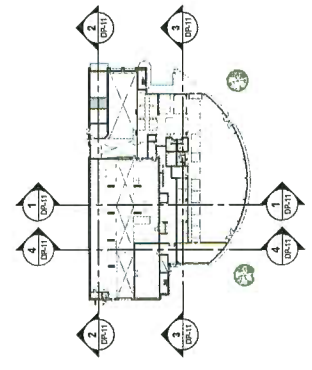


1 BUILDING SECTION 1
SCALE 1:100

4 BUILDING SECTION 4
SCALE 1:100

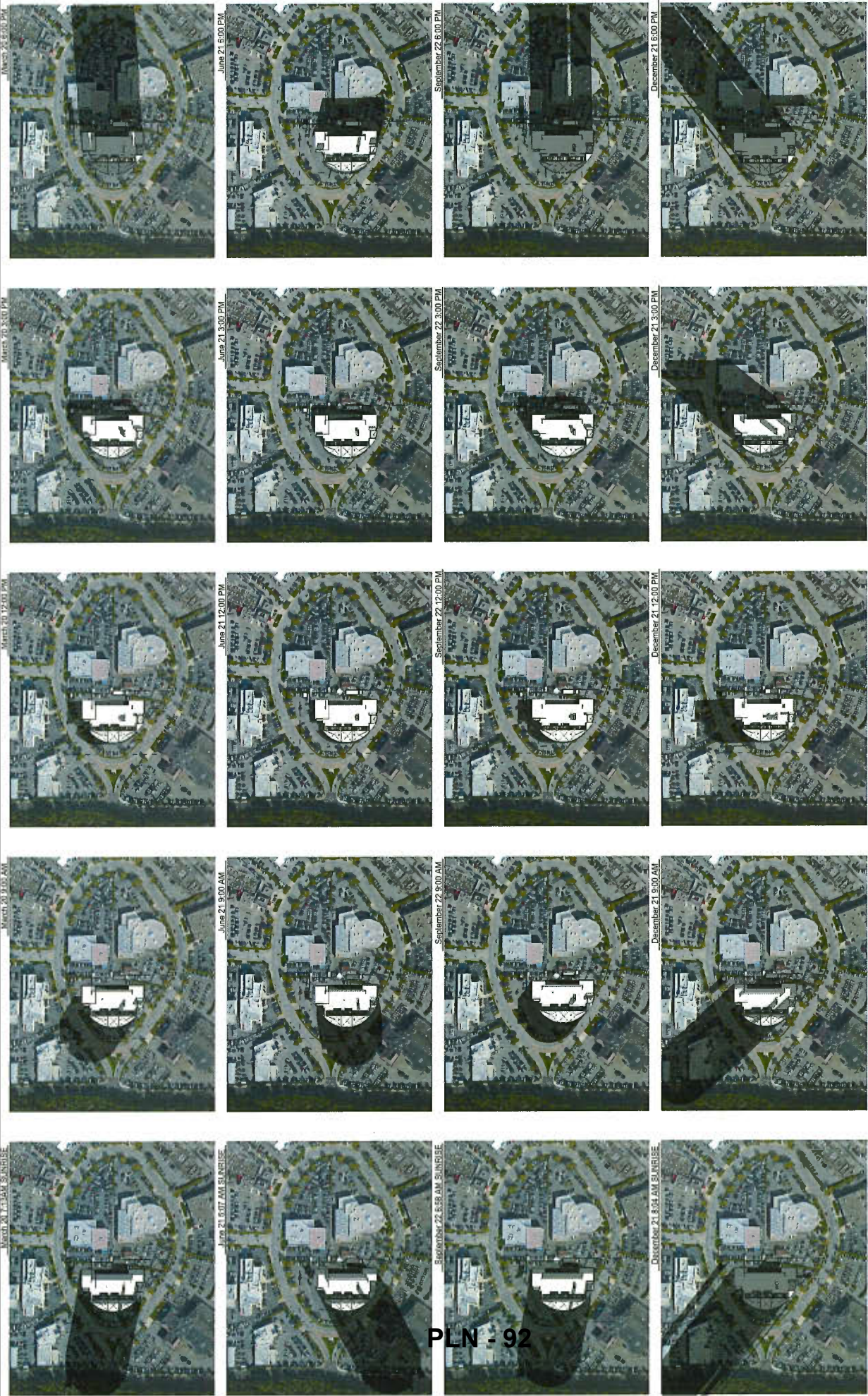


3 BUILDING SECTION 3
SCALE 1:100



L1 - KEY PLAN

PLN - 91



PLN - 92



DP-14
20007

FEB. 12, 2019

PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

SHADOW STUDY SUMMARY





PLN 93



PLN 94



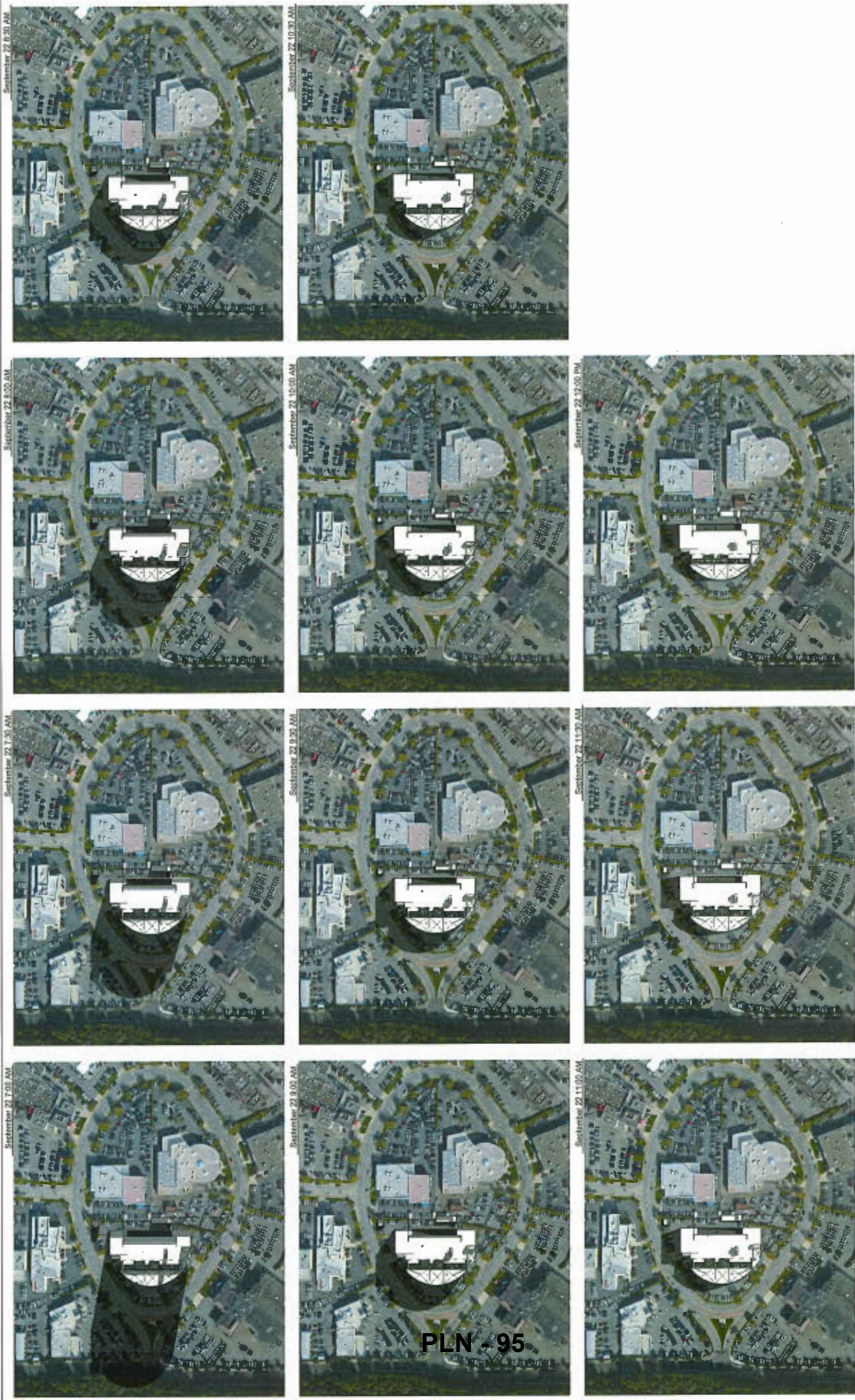
DP-16
20007

FEB. 12, 2019

PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

SHADOW STUDY





PLN 95



DP-17
200007

FEB. 12, 2019

PORSCHE RICHMOND
13171 SMALLWOOD PLACE,
RICHMOND, B.C.

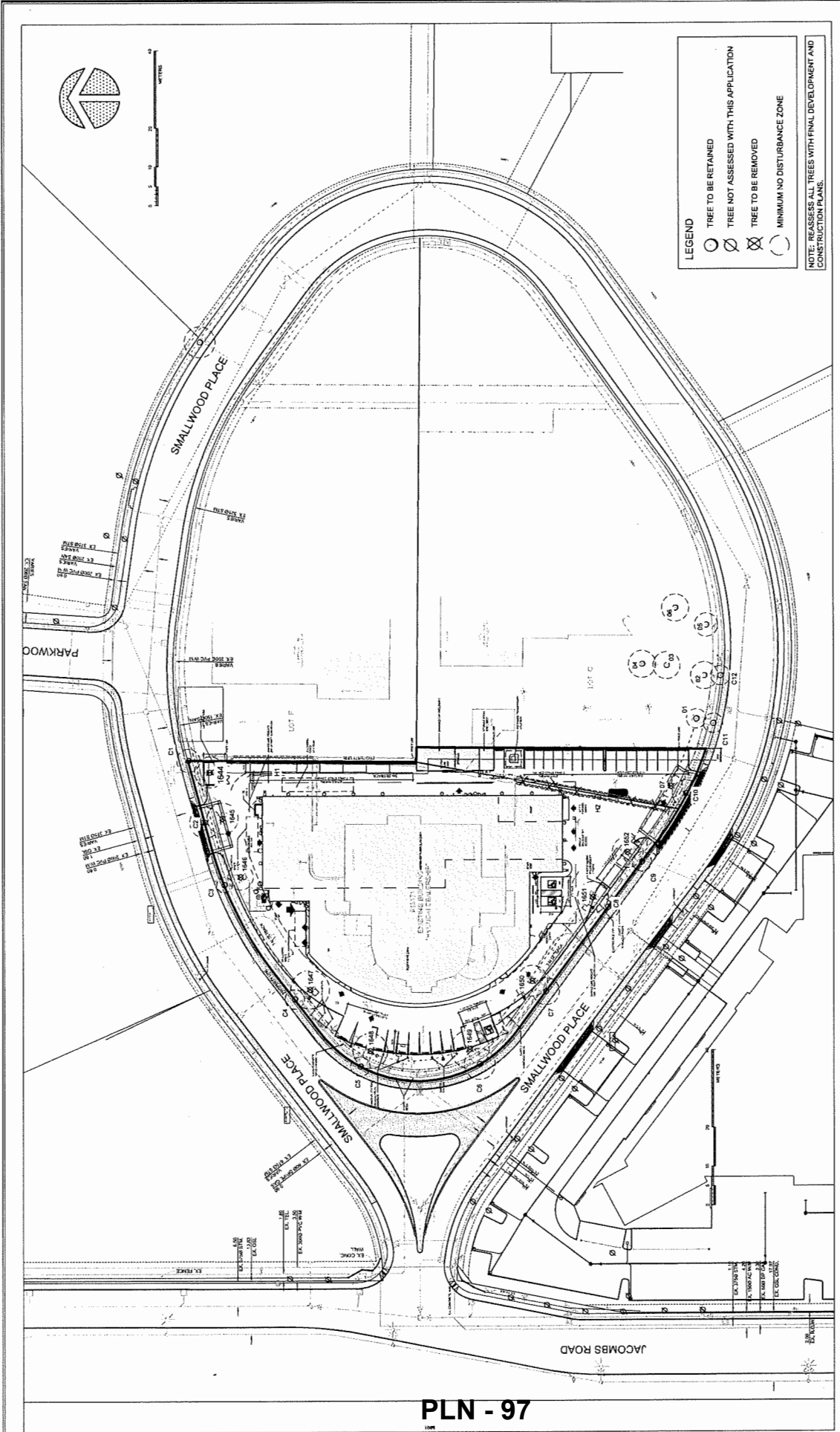
SHADOW STUDY





PLN 96

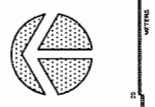




LEGEND

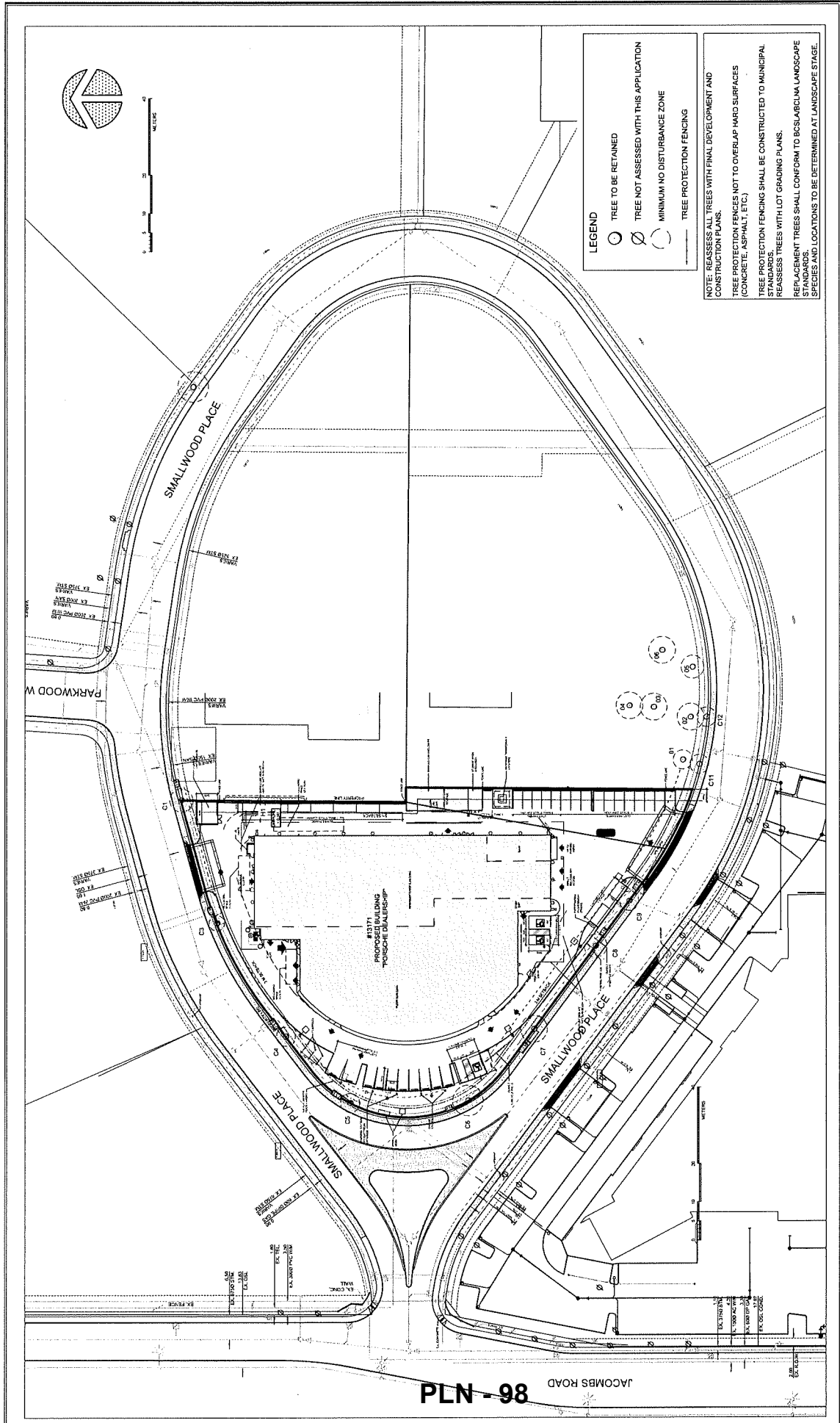
- TREE TO BE RETAINED
- ⊗ TREE NOT ASSESSED WITH THIS APPLICATION
- ⊗ TREE TO BE REMOVED
- MINIMUM NO DISTURBANCE ZONE

NOTE: REASSESS ALL TREES WITH FINAL DEVELOPMENT AND CONSTRUCTION PLANS.



PLN - 97

STAMP	NO.		DATE	BY	REVISION	EXPANDED SURVEY AUGUST 11, 2018	MIKE FADUM AND ASSOCIATES LTD. VEGETATION CONSULTANTS	4105, 6577 135 St. Surrey, British Columbia V3W 0A6 Ph: (778) 593-0300 Fax: (778) 593-0302 Email: mifadum@fadum.ca	© Copyright Reserved. This drawing and design is the property of Mike Fadum and Associates Ltd. and may not be reproduced or used for other projects without their permission.	PROJECT TITLE 13171 SMALLWOOD PLACE PORSCHE RICHMOND RICHMOND, B.C.	SHEET TITLE T-1B - TREE REMOVAL AND PRESERVATION PLAN - PROPOSED	DRAWN MK	SCALE AS SHOWN	DATE MAY 23, 2018	T-1 SHEET 1 OF 2
	CLIENT	SHEET NO.	DATE	BY	REVISION					SHEET NO.					



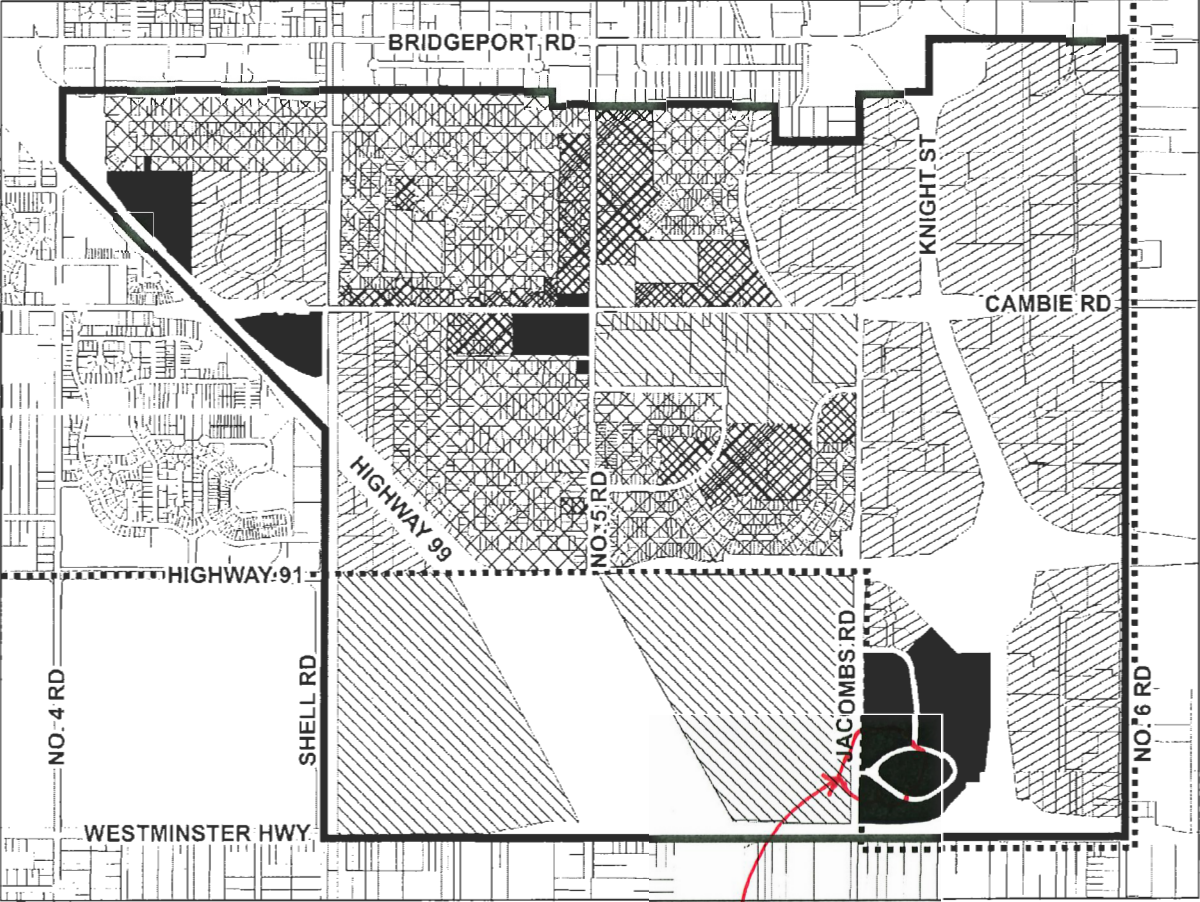
- LEGEND**
- TREE TO BE RETAINED
 - ⊗ TREE NOT ASSESSED WITH THIS APPLICATION
 - MINIMUM NO DISTURBANCE ZONE
 - TREE PROTECTION FENCING

NOTE: REASSESS ALL TREES WITH FINAL DEVELOPMENT AND CONSTRUCTION PLANS.
 TREE PROTECTION FENCES NOT TO OVERLAP HARD SURFACES (CONCRETE, ASPHALT, ETC.)
 TREE PROTECTION FENCING SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS.
 REPLACEMENT TREES WITH LOT GRADING PLANS.
 REPLACEMENT TREES SHALL CONFORM TO BCS/LABCLMA LANDSCAPE STANDARDS.
 SPECIES AND LOCATIONS TO BE DETERMINED AT LANDSCAPE STAGE.

STAMP	NO. DATE BY REVISION	1 14/06/18 JF EXPANDED SURVEY	PROJECT TITLE 13171 SMALLWOOD PLACE FORSCHE RICHMOND RICHMOND, B.C.	DRAWN BY AK	T-2
				SCALE AS SHOWN	
<p>© Copyright Reserved. This drawing is the property of Mike Fadum and Associates Ltd. and may not be reproduced or used for other projects without their permission.</p> <p>1105, 8277 125 St. Surrey, British Columbia V3W 0A6 Ph: (778) 592-0300 Fax: (778) 592-0302 Email: m.fadum@fadum.ca</p>			<p>DATE MAY 22, 2018</p>		
<p>MIKE FADUM AND ASSOCIATES LTD. VEGETATION CONSULTANTS</p>			<p>PLN - 98</p>		

City of Richmond

Land Use Map *Bylaw 8948
2016/10/24*



Residential	Industrial	<i>Development Site</i>	Agricultural Land Reserve Boundary
Residential (Single-Family Only)	School/Park Institutional		Area Boundary
Commercial			



ZT 18-835424

Attachment 4

Address: 13171 and a portion of 13251 Smallwood Place

Applicant: Kasian Architecture Interior Design and Planning Ltd.

Planning Area(s): East Cambie Planning Area

	Existing	Proposed
Owner:	OpenRoad Auto Group Limited, Inc. No. 283339	Same
Site Size (m²):	6,773.55 m ² (1.67 ac)	7,503.45 m ² after consolidation with a 729.9 m ² portion of 13251 Smallwood Place
Land Uses:	Vehicle Sales and Service	Same
OCP Designation:	Commercial	Same
Area Plan Designation:	Commercial	Same
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV) with increased FAR to 0.94 at 13171 and a portion of 13251 Smallwood Place

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.94	none permitted
Buildable Floor Area (m ²):*	7,009 m ² after ZT Amendment	7,009 m ²	none permitted
Lot Coverage (% of lot area):	50%	45.5%	None
Setbacks (m):	Front: Min. 3.0 m Rear: Min. 3.0 m	Front: Min. 3.0 m Rear: Min. 0 m	Variance (for an accessory building. The Main building is setback more than 3.0 m)
Height (m):	12.0 m	- Elevator over-run: 20.33 m. - Stairwell Roof: 18.38 m - Mechanical Equipment: 17.3 m - Parapet: 16.25 m. - Roof Deck: 15.18 m.	Variance
Off-street Parking Spaces – Staff and Visitor:	147	147 (includes 3 accessible spaces)	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Vehicle Inventory Spaces:	N/A	32	none
Small Car Spaces	50% maximum	24% (35/147 spaces)	none
Loading Spaces	3 medium 2 large	3 medium 1 large	Variance
Bicycle Spaces	Class 1: 19 Class 2: 23 Based on Sales and Office Components only.	Class 1: 19 Class 2: 24	None



February 1, 2019

MEMO TO: Christian Chia, Porsche Richmond

FROM: RAMA Board of Directors

RE: Porsche Richmond Development Permit Application

Dear Christian,

This letter is to inform you that your revised building design application submitted January 2019 for the new Porsche Richmond dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

Building Height Variances:

Area Affected	Bylaw Requirement	Variance
Elevator Overrun	12 m	20.33 m ** (rounded to 20.4 m)
Stairwell Roof	12 m	18.38 m ** (rounded to 18.4 m)
Rooftop Parapet	12 m	16.68 m ** (rounded to 16.7 m)
Roof Deck	12 m	15.18 m ** (rounded to 15.2 m)

East P/L Setback Variance

Area Affected	Bylaw Requirement	Variance
Rear Yard Setback (east side)	3.0 m	0 m

Loading Spaces Variance

Area Affected	Bylaw Requirement	Variance
On-site Loading Spaces	3 medium 2 large	2 medium 1 large

Based on the variances granted on the recent Toyota, Audi and Jaguar LandRover applications, the Board has also approved the variances on your application.

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

Kind regards,



Gail Terry

General Manager, Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval

Richmond Auto Mall Building Heights and Densities*

Dealership	Address	Application	Status	FAR	Parapet Height	Built or Max Height**
Acura	5580 Parkway Cr	DP14-66986	Issued	0.33	8.24 m	11.79 m
Audi	5600 Parkway Cr	DP14-676613	Issued	0.78	12.8 m	14.5 m
Honda	13600 Smallwood Pl	DP14-677729	Issued	0.35	7.16 m	10.06 m
Jaguar Land Rover	5600 Parkway Cr	DP14-676613	Issued	0.78	12.8 m	14.5 m
		ZT09-462526				
		DP09-472843				
Lexus	5631 Parkway Way	DV10-529985	Issued	0.75	10.8 m	14.40 m
Mazda	13800 Smallwood Pl	DP10-539427	Issued	0.15	N/A	10.85 m
		DP05-302568				
Nissan	13220 Smallwood Pl	DP05-307245	Issued	0.385	7.5 m approx.	11.3 m
		ZT18-818765				
Toyota	13100 Smallwood Pl	DP18-818762	Third Reading Jan 21 2019	0.82	16.2 m	19.9 m
			Public Hearing			
Volkswagen	5660 Parkway Way	ZT18-818164	Feb 19 2019	0.84	13.72 m	16.00 m
		ZT18-835424				
Porsche (Subject Site)	13171 Smallwood Pl	DP18-810720	Planning Committee	0.94	16.25 m	20.33 m

* Data only includes sites with recent applications

** Built or Maximum Height includes elevator over runs, stair covers, ramp covers, etc.

All properties are zoned "Vehicle Sales (CV)"

February 12, 2019



*Your Project
Meets the
Environment*

CSR ENVIRONMENTAL LTD.
113 – 408 E. Kent Avenue S.
Vancouver, BC, V5X 2X7
Phone: 604.559.7100
www.csrenviro.com

December 13, 2018

Multiland Pacific Holdings Ltd.
c/o Mr. Moe Saboune, Director, Project Development
2040 Burrard Street
Vancouver, BC V6J 3H5

Attention: Mr. Moe Saboune
Director, Project Development
VIA EMAIL: moe.saboune@openroadautogroup.com

Reference: Avian Mitigation Measures
13171 Smallwood Place, Richmond, BC

Dear Mr. Saboune,

1.0 INTRODUCTION

CSR Environmental Ltd. (CSR Environmental) has been retained by Open Road Auto to provide a summary of potential strategies for avian mitigation in regard to the proposed development for Porsche Richmond (the Project) at 13171 Smallwood Place in Richmond, BC (the Site). The summary provides professional recommendations for best practices to avoid and mitigate impacts to birds inhabiting nearby environmentally sensitive areas (ESAs) and parks.

1.1 BACKGROUND

The Site occurs at the legal address Lot H Section 5 Block 4 North Range West New Westminster District Plan 70848. An adjacent natural area, the Richmond Nature Park East, occurs approximately 100 meters (m) west of the Project. A Development Variance is required for the Project to address building height and on-site loading areas. Demolition of an older building is currently ongoing. Although the Site does not include an ESA designated by the City of Richmond's 2041 Official Community Plan (OCP), the risk of bird collisions with glass windows on the west façade of the first floor of the Project are a concern. The information provided herein will facilitate the selection of the most suitable mitigation measures given the level of risk.

On December 7, 2018, CSR Environmental conducted a Site visit. We identified moderate risk of bird collision with glass surfaces on the west façade of the building (see Figures 1 and 2).

1.2 APPLICABLE FEDERAL AND PROVINCIAL LEGISLATION

The following legislation prohibits unintentional injury or mortality to birds in British Columbia:

- BC Wildlife Act (§ 34);
- Migratory Birds Convention Act (§ 5 (a)); and
- Species at Risk Act (§ 32 (1)).

2.0 THREATS TO BIRDS AND ENVIRONMENTALLY SENSITIVE AREAS

CSR Environmental has identified the following threats to birds at the Project: window collisions, lighting, and open pipes and ventilation.

Building collisions account for the second highest human-caused mortality rate for birds in Canada, nearly 25 million birds annually¹. The problem is widespread, occurring at both commercial and residential buildings throughout the year. Fortunately, a variety of cost-effective mitigation options exist. Strategies to address this problem during the design stage of development is known as bird-safe design.

Birds collide with buildings because they either do not see glass or see vegetation reflected in glass rather than the surface of the glass. Collisions with glass occur during both day and night and can occur throughout the year. The highest risk of window collisions at the Site occur along the west façade of the building, at large, untreated windows. These reflective glass surfaces occur within 100 m of the Richmond Nature Park East. CSR Environmental recommends that bird-safe design be used on these surfaces to minimize risk of collisions. Factors that contribute to bird collisions with windows include: type of glass used in construction, the two-dimensional area of glass windows at or below tree canopy height (i.e. the first floor of the Site), and vegetation reflected in glass.

CSR Environmental expects low risk of bird collision for glass surfaces on the north, east, and south aspects of the building facing Smallwood Place and adjacent lots. We do not recommend mitigation for these surfaces, but we do recommend ongoing monitoring at these sites. If avian mortality is detected, post-construction mitigation options are available.

Placement of upward facing light can cause light pollution and may negatively influence nocturnal bird migration. Open pipes and ventilation are small openings that can trap birds and cause mortality.

3.0 MITIGATION STRATEGIES

The City of Vancouver Planning and Development Services has a document titled *Bird Friendly Design Guidelines – Considerations for Development Permit*, adopted by City of Vancouver Council in January

¹ Machtans, C. S., Wedeles, C. H. R., and Bayne, E. M. 2013. A first estimate for Canada of the number of birds killed by colliding with building windows. *Avian Conservation and Ecology* 8(2): 6. <http://dx.doi.org/10.5751/ACE-00568-080206>

2015, effective April 24, 2015². The City of Richmond manages biodiversity values as part of the *Ecological Network Management Strategy* introduced by the Richmond 2041 OCP. National and international best practices in bird-friendly design are published by the American Bird Conservancy (ABC) and BirdSafe®, an initiative of the Fatal Light Awareness Program (FLAP). Mitigation strategies drawn from these reference materials are outlined in the following subsections.

3.1 WINDOWS

For the purpose of preventing bird collisions with windows, the use of untreated reflective glass on the west façade of the proposed development is not recommended. The first floor of the Project has reflective glass planned around the showroom floor. The upper floors will be clad in a composite metal panel system (RAL 9006; White Aluminum color), which will pose no collision risk.

The west façade of the Project is described by line C1 in the project architectural drawings (see Figures 1 and 2). The façade area of glass includes 38 panels measuring approximately 1.55 m wide by 3.60 m tall and four glass doors measuring approximately the same dimensions. The total area of glass with untreated glazing is approximately 234 square meters (m²), which is approximately 23% of the surface area of the west façade of the proposed development. CSR Environmental recommends adding visual markers to this surface to minimize potential impacts to birds. Approximate surface areas occupied by glass on the west façade is presented here:

Approximate total façade area of the west façade:	1,038 m ²
• Untreated glazing:	234 m² (22.5% of façade area with glass)
• Composite metal:	804 m ² (77.5% of façade area without glass)

Visual markers should be placed on the outside surface of the glass in the form of frit, etching, or ultraviolet treatments, in order to disrupt the reflection of light from the glass surface. Markers should be spaced to increase visibility to birds: maximum 2 inches (in) or 5 centimetres (cm) of horizontal distance and 4 in or 10 cm of vertical distance between markers. Markers should be lines or dots of at least 0.25 in or 0.64 cm in width and should provide enough contrast to be visible under varying light conditions. Markers should cover the entire glass surface. Additional recommendations are available in the City of Vancouver's *Bird Friendly Design Guidelines – Considerations for Development Permit*.

CSR Environmental recommends using a product that is tested and authorized by the American Bird Conservancy Bird Smart Glass Program. The program provides ratings for glass products based on tests to quantify each product's visibility to birds. Based on our understanding of the purpose of the building, CSR Environmental recommends the following bird-safe products for mitigation at the Project:

² City of Vancouver. 2015. *Bird Friendly Design Guidelines – Considerations for Development Permit*. Retrieved from <https://vancouver.ca/files/cov/appendix-a-bird-friendly-design-guidelines-rts-10847.pdf>.

- **Ultraviolet markers:** This product is visible to birds but nearly invisible to humans. An ultraviolet reflective coating is applied to the interior surface of double glazed and laminated products. The product does not reduce surface reflections, but performs well during bird-safe product testing.
 - Recommended product: *ORNILUX® Mikado*.
 - Available from: *Arnold Glas*.
- **Ceramic frit:** This product is highly visible to birds and disrupts surface reflections, providing superior mitigation qualities when best practices for marker spacing are maintained. Highly durable glass enamel is applied to the outside surface of the glazing prior to installation.
 - Recommended product: *Superneutral® Series SNX-L 62/34 HT*
 - Available from: *Garibaldi Glass*.
- **Acid etching:** This product is highly visible to birds and disrupts surface reflections, providing superior mitigation qualities when best practices for marker spacing are maintained. Decorative textures and patterns are available.
 - Recommended product: *AviProtek® Bird Friendly Acid-etched Glass*
 - Available From: *Walker Glass*.
- **Exterior laminates:** These options are **not** recommended for commercial applications due to poor longevity of materials. Avian collision risk will remain constant through the life of the building, and as such, the mitigation option selected needs to last for the life of the building. Exterior laminates are suitable for post-construction mitigation only.

CSR Environmental recommends manufactured ultraviolet markers for this application to strike a balance between environmental risk and Project requirements. Specifically, the ORNILUX® Mikado product is rated "Effective" by the ABC Bird Smart Glass Program. The ultraviolet reflective coating can be applied for multiple glazing types, including insulating glass with low emissivity or solar control. The product has been used successfully at car dealership and retail showrooms in other municipalities. Ultraviolet laminate products are not recommended.

Where visual markers are not possible or cost prohibitive, physical structures can be used in front of reflective surfaces to mitigate collision risk. Metal cladding, architectural grillwork or decorative grills could be installed in front of windows with traditional glazing and reflective properties.

3.2 LIGHTING

The City of Vancouver Outdoor Lighting Strategy³ contains recommendations for placement of lighting to improve outdoor environment during nighttime, including to minimize ecological impacts. We recommend that upward facing lighting be limited for the Project. Further, lighting spillover to adjacent environmentally sensitive areas should be prevented. Lighting can be shielded to effectively light desired areas without adversely affecting nearby areas. Light can be used judiciously to maintain nighttime safety while minimizing impacts to wildlife.

³ City of Vancouver. 2018. *Outdoor Lighting Strategy Consultation Paper*. Retrieved from <https://vancouver.ca/files/cov/outdoor-lighting-strategy-consultation-paper.pdf>.

3.3 LANDSCAPING

Natural vegetation between the proposed development and Richmond Nature Park East should be minimized to limit vegetation corridors which lead between the Site and nearby natural areas. To facilitate this, CSR Environmental does not recommend planting any vegetation over 30 cm within 10 m of windows of the proposed development to limit bird activity near glass surfaces. The amount of natural vegetation on the development property along the sidewalk on Smallwood Place, west of the Site, should be reduced to limit movement of birds across Jacombs Road. CSR Environmental also recommends refraining from use of ornamental plants inside the building that are visible from the outside, such as potted trees and indoor vegetation which can entice birds to fly toward windows.

3.4 PIPES AND VENTILATION

CSR Environmental recommends caps and screen on open pipes and ventilation systems to limit wildlife entry. Voids greater than 2.5 in or 7 cm square should be covered.

4.0 MONITORING

Mitigation measures must be monitored to ensure success. Bird collisions occur throughout the year, although in southwestern BC collisions peak during fall, winter, and spring. Daily monitoring of glass surfaces by an independent biologist would be cost prohibitive. Hence, we recommend an Open Road Auto Group representative at the Site conduct weekly monitoring to document any bird mortality between September 15th through May 1st each year. Monitoring should involve a visual search of the ground underneath glass surfaces around the entire building to a distance of 8 meters from the building. The location of all mortalities should be documented (using GPS or by noting a unique window identifier). Although collision risk is highest along the west and northwest aspects, the entire building should be monitored for the first season. CSR Environmental will review the monitoring findings every three-months and revise the monitoring plan if warranted. If the total number of detected bird mortality events exceed five in any week, CSR Environmental will be contacted. All events will be submitted to the Global Birds Collision Mapper⁴.

CSR Environmental will also conduct an annual follow-up Site visit to review avian protection activities, effectiveness of mitigation measures, and results of the weekly monitoring activities.

5.0 CLOSURE

In summary, bird collisions with windows at the Project are possible considering proximity to ESAs. Although no ESAs occur on Site, birds from Richmond Nature Park East, a regional ecological hub, may be adversely impacted by the Project. Contiguous bird habitat occurs approximately 100 m from the west façade of the Project. We believe risk of bird collision at the Project is moderate. Our assessment is based on a brief Site visit and reviewing the architectural drawings. A more robust risk assessment may

⁴ BirdSafe and FLAP Canada. 2018. Global Bird Collision Mapper [Geographical information system]. Retrieved from <https://birdmapper.org/app/>.


be requested from FLAP Canada, which involves a quantitative model based on 50 risk factors (e.g. vegetation, distance, type of glass, etc.). Alternatively, CSR Environmental can provide a Bird Collision Threat Rating (BCTR) and interpretation based on the U.S. Green Building Council LEED Credit for Bird Collision Deterrence (SSpc55).

CSR Environmental recommends installing bird-safe products for all glass on the west façade, which will reduce the risk of bird collision through the use of markers such as ceramic frit, acid etching, or ultraviolet treatments. Placement of lighting, strategic landscaping, and protecting openings to pipes and ventilation Environmental and conducting regular monitoring of mitigation measures should reduce potential impact to birds and nearby ESAs.

We trust this letter satisfies your requirements at this time. Should you have questions regarding this summary or require our assistance on other tasks, please do not hesitate to contact me at 604.559.7100 or via email at mamoud@csrenviro.com at your convenience. Thank you.

Yours sincerely,

CSR Environmental Ltd.

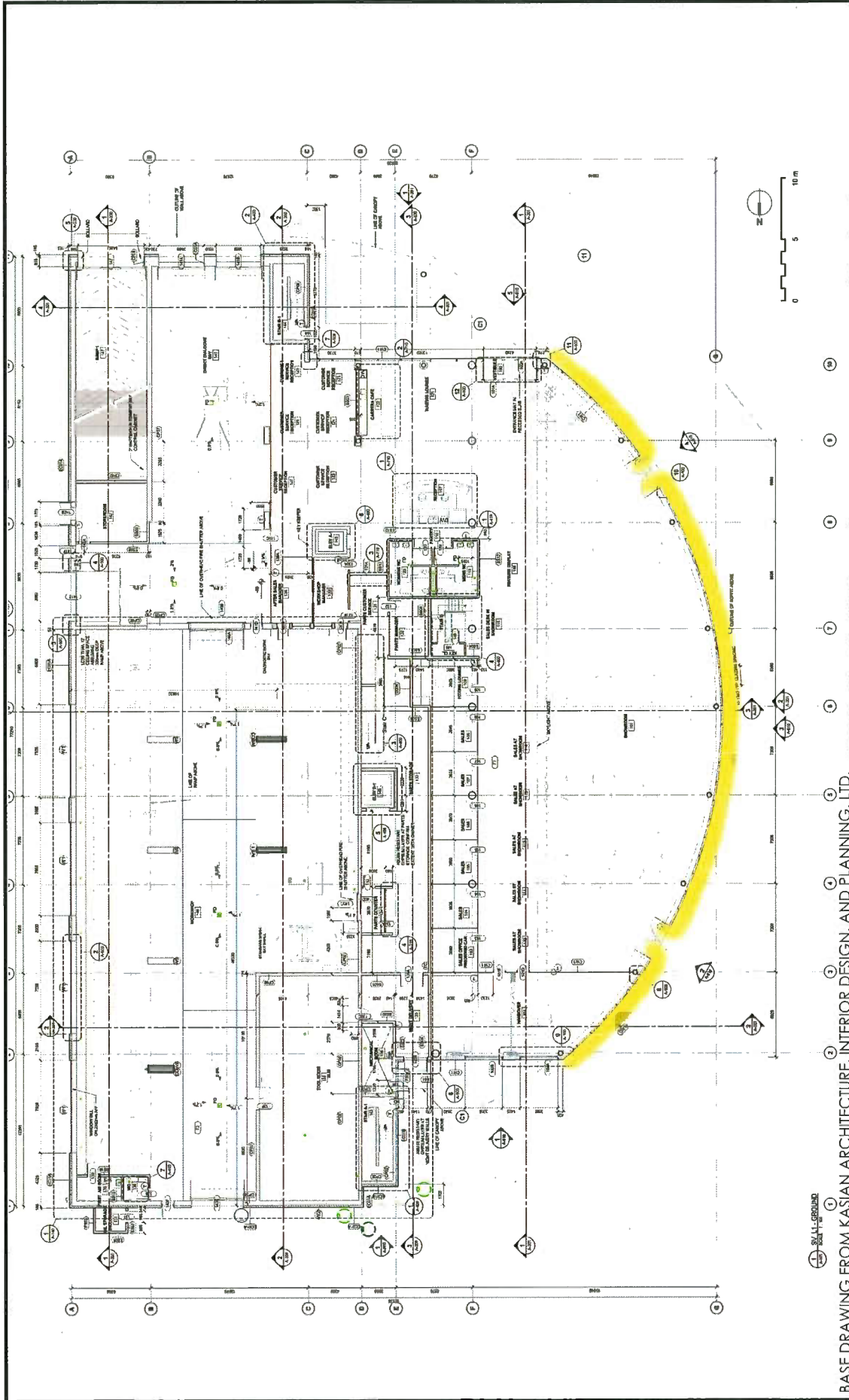



Patrick Burke, BA
Avian Biologist



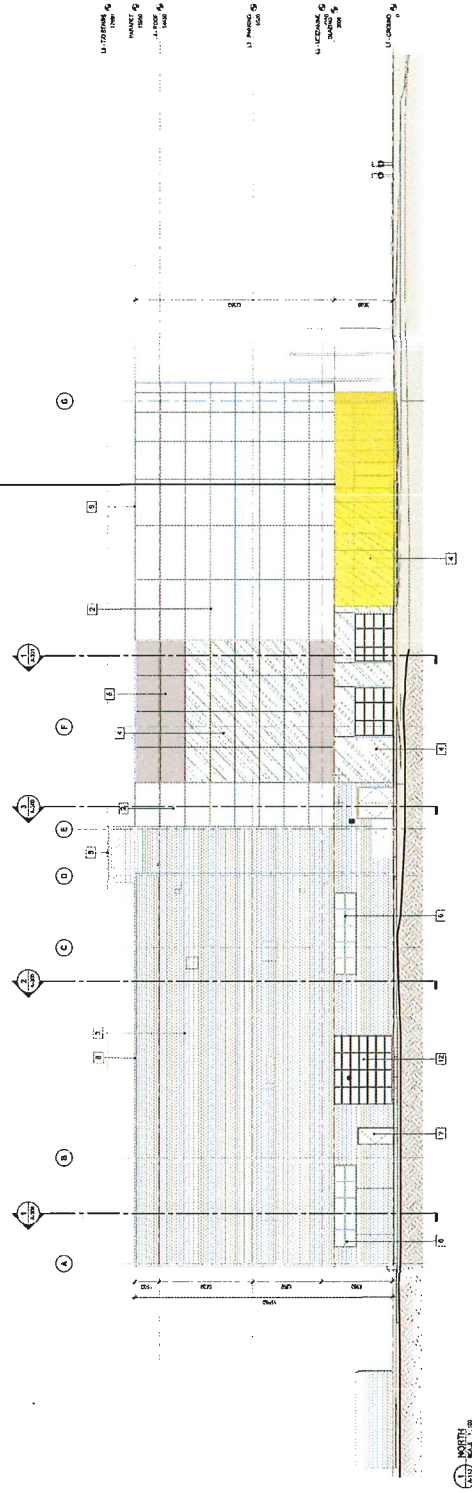
Mamoud G. Bashi, MBA, PEng
Principal and Environmental Engineer

FIGURES



 <p>CSA ENVIRONMENTAL 113 - 408 East Kent Avenue South Vancouver, BC, V5X 2X7 TEL: 604-559-7100 www.csrenviro.com</p>	<p>Project: AVIATION MITIGATION MEASURES</p>	<p>Job No.: 2018-138-04</p>	<p>Drawing No.:</p>
	<p>Address: 13171 SMALLWOOD PLACE RICHMOND, BC</p>	<p>Drawn By: PB</p>	<p>Dwg Scale: 1:100</p>
		<p>Checked By: MB</p>	<p>Date: 2018/12/12</p>
			<p>Client Name: KASIAN ARCHITECTURE, INTERIOR DESIGN, AND PLANNING, LTD.</p>

GLASS SURFACES ON THE WEST
 FACADE OF THE PROJECT
 SHOULD BE TREATED TO MINIMISE
 RISK OF BIRD COLLISION



BASE DRAWING FROM KASIAN ARCHITECTURE, INTERIOR DESIGN, AND PLANNING, LTD.

CSA ENVIRONMENTAL
 Your Project Meets the Environment
 113 - 408 East Kent Avenue South
 Vancouver, BC, V5X 2X7
 TEL: 604-559-7100
 www.csarenviro.com

Project: **AVIATION MITIGATION MEASURES**
 Address: **13171 SMALLWOOD PLACE RICHMOND, BC**

Job No.: **2018-138-04**
 Drawn By: **PB**
 Checked By: **MB**
 Dwg Scale: **1:100**
 Date: **2018/12/12**

Drawing No.: **FIGURE 2**
 Drawing Title: **RISK OF BIRD COLLISION WITH WEST ASPECT OF BUILDING, CROSS SECTION VIEW FROM NORTH**
 Client Name: **KASIAN ARCHITECTURE, INTERIOR DESIGN, AND PLANNING, LTD.**



Address: 13171 and a portion of 13251 Smallwood Place

File No.: ZT 18-835424

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9969, the developer is required to complete the following:

1. Provincial Ministry of Transportation & Infrastructure Approval.
2. Subdivision of a portion of 13251 Smallwood Place (approximately 729.9 m² in area as per plan EPP87240) and Consolidation with 13171 Smallwood Place into one development parcel (which will require the demolition of any buildings or structures straddling the new property boundary).
3. Registration of a legal agreement over 13251 Smallwood Place. The covenant will require the owners of 13251 Smallwood Place to apply for and be granted a setback variance within two years of the adoption of the Zoning Bylaw. Should the variance not be granted, then the owners of 13251 Smallwood Place must demolish the carwash structure within 30 days of Council's decision. Submission of a demolition estimate and a security bond will be required prior to Bylaw adoption. If the demolition has not completed within the two year period the City shall have the right to cash the security, access the property and demolish the structure.
4. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. Submission of \$2,600 tree compensation contribution for the removal of two street trees (tag C2 & C10).
6. Submission of a Tree Survival Security to the City in the amount of \$50,000 for the 10 street (tag C1 – C12 less C2 & C10) trees to be retained. Once construction has completed a post construction assessment by a Certified Arborist should be submitted to the City for consideration of any remedial actions and possible release of the security.
7. 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.
8. Registration of an aircraft noise indemnity covenant on title.
9. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC. This site is in East Cambie.
10. Registration of a legal document to discharge Covenant Z21818 from Lot H (13171 Smallwood Place). The Covenant limits use on the property to a previously approved development permit (DP 84-254) and should be discharged.
11. Registration of a legal document to discharge Covenant Y26364 from the portion of land to be subdivided from 13251 Smallwood Place as identified in EPP87240. The Covenant limits use on the property to a previously approved development permit (DP 84-254) and should be discharged.
12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
13. City acceptance of the developer's offer to voluntarily contribute \$0.45 per buildable square foot (e.g. \$34,164.21) to the City's public art fund.
14. City acceptance of a \$29,300 contribution towards the upgrade of the traffic signal at the Jacombs Road/Westminster Highway intersection. The signal upgrade works will include: APS (Audible Pedestrian Signal); LED street name signs; and LED street light luminaires. (The entire amount of the Developer contribution is to be deposited in Account 3132-10-550-55005-0000).

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and

PLN - 114

Initial: _____

proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to the works outlined below:

ZT 18-835424 - 13171 Smallwood Pl - Engineering Servicing Requirements:

Scope: KASIAN ARCHITECTURE INTERIOR DESIGN AND PLANNING LTD has applied to the City of Richmond for a Zoning Text amendment to the Vehicle Sales (CV) zone to increase the maximum Floor Area Ratio for 13171 Smallwood Place and a portion of 13251 Smallwood Place.

A servicing agreement is required to design and construct the following works.

1. Water Works:

- a. Using the OCP Model, there is 551.0 L/s of water available at a 20 psi residual at the Smallwood Place frontage. Based on your proposed development, your site requires a minimum fire flow of 200.0 L/s.
- b. At Developer's cost, the Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - ii. Provide a right-of-way for the water meter and meter chamber (unless meter is to be located in a mechanical room), at no cost to the City. Exact right-of-way dimensions to be finalized during the servicing agreement process.
- c. At Developer's cost, the City is to:
 - i. Cut, cap, and remove the existing water service connection and meter serving the development site.
 - ii. Install one new water service connection, meter to be located onsite in a right of way.

2. Storm Sewer Works:

- a. At Developer's cost, the Developer is required to:
 - i. Upgrade approximately 150 m of storm sewer in Smallwood Place to minimum 600 mm, from manhole STMH6755 to manhole STMH6749 along the property's north frontage.
 - ii. Perform a capacity analysis to size the proposed storm sewers. The analysis shall be included in the servicing agreement design drawings.
 - iii. Install one new storm service connection, complete with inspection chamber, off of the proposed storm sewer.
 - iv. Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement.
- b. At Developer's cost, the City is to:
 - i. Cut and cap all existing storm service connections to the development site.
 - ii. Reconnect all existing storm connections, catch basins, and lawn basins to the proposed storm sewer.
 - iii. Complete all tie-ins for the proposed works to existing City infrastructure.

3. Sanitary Sewer Works

- a. At Developer's cost, the City is to:
 - i. Upgrade the existing 100 mm sanitary service connection to minimum 150 mm, per City specifications.

4. Frontage Improvements:

- a. The Developer is required to:

PLN - 115

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- i. Coordinate with BC Hydro, Telus and other private communication service providers:
 - a) To locate/relocate all proposed/existing underground private utility structures (e.g. junction boxes, pull boxes, service boxes, etc.) outside of sidewalks.
 - b) To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the functional plan and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 1.0 x 1.0 m
 - Traffic signal UPS – 2.0 x 1.5 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m

5. General Items:

- a. The Developer is required to:
 - i. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a geotechnical assessment of preload and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii. Provide a video inspection report of the existing storm and sanitary sewers along the development's frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv. Enter into, if required, 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, 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. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

6. Street Tree Replacement:

- a. Two replacement trees are to be planting in the location of the two old driveways (one tree at each driveway) once the driveways are removed. These are replacements for trees tagged C2 & C10 to address the OCP requirement of 2 for 1 replacement.
- b. Note the tree survival security taken under the Zoning Text considerations above (see item 6).

Note:

- * This requires a separate application.

PLN - 116

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- Where the Director of Development deems 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 appropriate 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 contain 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



Richmond Zoning Bylaw 8500
Amendment Bylaw 9969 (ZT18-835424)
13171 and a Portion of 13251 Smallwood Place

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500 section 10.7 entitled "Vehicle Sales (CV)" is amended by appending the following to subsection 10.7.4.1.

- e) 0.94
13171 Smallwood Place
PID 002-886-171
Lot H Section 5 Block 4 North Range 5 West

And a portion of 13251 Smallwood Place
PID 002-886-138
Lot G Section 5 Block 4 North Range 5 West New Westminster District Plan
70848,
approximately 729.9 m2 in area as outlined on plan EPP87240

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9969".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE

ADOPTED

Series of horizontal lines for signatures and dates corresponding to the reading stages.

CITY OF RICHMOND
APPROVED by
AB
APPROVED by Director or Solicitor

MAYOR

CORPORATE OFFICER