



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel

Date: April 11, 2006

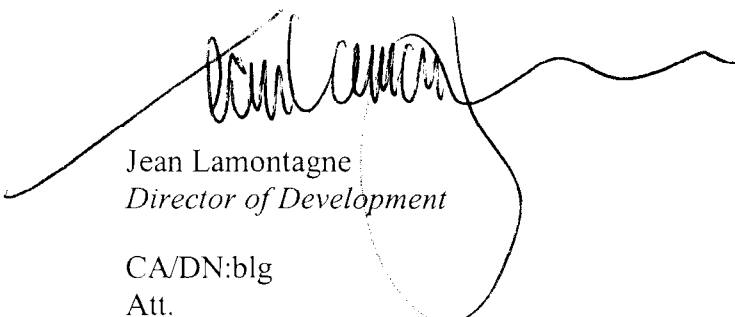
From: Jean Lamontagne
Director of Development

File: DP 06-332699

Re: **Application by Cannon Design on behalf of the City of Richmond for a
Development Permit at 6080 River Road**

Staff Recommendation

That a Development Permit be issued which would permit the construction of a two-storey with mezzanine multi-purpose sport facility (Richmond Oval) with underground parking at 6080 River Road on a site zoned Comprehensive Development District (CD/157).



Jean Lamontagne
Director of Development

CA/DN:blg
Att.

Staff Report

Origin

Cannon Design, on behalf of the City of Richmond, has applied for permission to develop a two-storey with mezzanine multi-purpose sport facility (Richmond Oval) with underground parking at 6080 River Road on a site zoned Comprehensive Development District (CD/157). The site is currently vacant and preloading of the site is currently underway. Some trees have been removed from the site in preparation of the preloading prior to the introduction of the City of Richmond Tree Bylaw.

Scheduled to open in 2008, the Richmond Oval will be the home of the long track speed skating venue for the 2010 Olympic and Paralympic Winter Games, with a 400-metre track and seating for approximately 8,000 spectators.

Post-Games, the Oval will become BC's premier multi-purpose sports, recreation and wellness facility. The Oval, along with an adjoining waterfront plaza, and park and plaza, will be the centrepiece of a major new premium waterfront community to be developed on 32 acres along the banks of the Fraser River.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, is the dyke forming part of the City-wide open space system zoned "Comprehensive Development District (CD/157)" and redesignated to "Olympic Riverfront" in the Richmond Official Community Plan (OCP). The dyke will be integrated into the public outdoor amenities for the Oval.
- To the east, is Hollybridge Canal and Hollybridge Way. Lands east of Hollybridge Way are zoned "Business Park Industrial District (I3)".
- To the south, is the Canadian Pacific Rail Right-of-Way, which has been purchased by the City to facilitate the re-routing of River Road. This portion of the new street is envisioned to be the "high street". South of the new street are parcels zoned "Business Park Industrial District (I3)".
- To the west, is the remainder of the subject site, which is proposed to be subdivided to facilitate high-density residential and non-residential mixed-use development in the future. Situated on the west side of No. 2 Road is vacant City-owned property zoned School and Public Use District (SPU) under Rezoning Application (RZ 06-326438) to permit a mixture of multi-family housing and congregate housing, and a multiple-family building zoned "Comprehensive Development District (CD/11)".

Rezoning and Public Hearing Results

The site was rezoned by Bylaw No. 7846 from "Recreational Vehicle Park District (RVP)", "School and Public Use District (SPU)" and "Business Park Industrial District (I3)" to



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 604-276-4000

**Development Application
 Data Sheet**
 Development Applications Department

DP 06-332699 **Attachment 1**

Address: 6080 River Road

Applicant: Cannon Design on behalf of the City of Richmond Owner: City of Richmond

Planning Area(s): City Centre Area Plan

Floor Area Gross: approximately 46,810 m² (503,858 ft²) Floor Area Net: approximately 44,040 m² (474,043 ft²)

	Existing	Proposed
Site Area:	117,392 m ² (1,263,595 ft ²)	43,517 m ² (468,410 ft ²)
Land Uses:	Amenity/Recreation Facility	Multi-purpose sport facility
OCP Designation:	Olympic Riverfront	Olympic Riverfront
Zoning:	Comprehensive Development District (CD/157)	Comprehensive Development District (CD/157)
Number of Units:	n/a	n/a

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	n/a	1.08	none permitted
Lot Coverage:	n/a	55%	none
Setback – Front Yard:	n/a	Approx. 5 m (16 ft.)	none
Setback – Side Yard:	n/a	Approx. 20 m (65 ft.)	none
Setback – Side Yard:	n/a	Approx. 32 m (105 ft.)	none
Setback – Rear Yard:	n/a	Approx. 14 m (150 ft.)	none
Height (m):	n/a	31 m (333 ft.)	none
Lot Size:		43,517 m ² (468,413 ft ²)	none
Off-street Parking Spaces – Regular/Commercial:		Approx. 424	none
Off-street Parking Spaces – Accessible:		14	none
Total off-street Spaces:		Approx. 438	none
Tandem Parking Spaces	not permitted	0	none

“Comprehensive Development District (CD/157)” as part of Rezoning Application RZ 04-279499.

The site was redesignated from “Business and Industry” to “Olympic Riverfront” in the Official Community Plan (OCP) and City Centre Area Plan land use map was amended from “Detailed Land Use Study Required” to “Olympic Riverfront” by Bylaw No. 7845.

The Public Hearing for the rezoning and OCP redesignation of this site was held on December 20, 2004. No concerns were raised at the Public Hearing for staff to follow up.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is in compliance with the Comprehensive Development District (CD/157) zone.

Environmental Protection

The City has embraced environmental sustainability as one of the guiding principles for the Oval neighbourhood to establish it as a premier waterfront community. Some of the key environmental components of the proposed Project include:

- Incorporation of green building technology for optimizing public health and minimizing waste and resource consumption (e.g., energy, water and materials) to achieve a minimum LEED™ silver certification;
- Protection of the red-coded Fraser River foreshore through 30 m (98 ft.) building setback;
- Integration of multi-servicing greenway routes for providing alternative transportation, recreation and ecological service benefits;
- Rehabilitation of Hollybridge Canal riparian area and enhancement of the intertidal marsh near the No. 2 Road Bridge to provide for net environmental benefits;
- Incorporation of tree management strategies, relocation, wood harvesting and stock re-generation; and
- Incorporation of the Fraser River Experiential Walk aimed to stimulate curiosity and enhance awareness and enjoyment of the Fraser River (past, present and future), showcase sustainability and inspire community action.

As a result of the contribution of Federal funding, an environmental assessment was conducted in accordance with the *Canadian Environmental Assessment Act* (CEAA). The City of Richmond has made a variety of corporate commitments regarding the implementation of required environmental action to ensure that all phases of the Project (e.g., design, construction, operation and decommissioning) would proceed in alignment with sound environmental practices and meet regulatory requirements of the CEAA environmental assessment review process. These commitments include project design requirements (e.g., setbacks and landscaping), building construction practices, reporting protocols, and continual dialogue with Musqueam Indian Band (MIB) to explore meaningful opportunities of mutual benefit.

Advisory Design Panel Comments

The Advisory Design Panel Meeting was held on April 5, 2006. The Panel supported permitting the application to proceed to Development Permit Panel review. A copy of the relevant excerpt from the Advisory Design Panel Minutes from April 5, 2006 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

The City's design team has addressed the major comments from the Panel by committing to reviewing the base of the building to fully express the design themes of flight, flow and fusion as inspired by the Heron.

Analysis

- Richmond City Council approved the conceptual Form and Character schematic design for the Richmond Oval at its regular meeting on December 19, 2005. The concept will now be used to guide the detailed design of the building.
- The Oval site and building design take into consideration the four (4) Site Planning Master Principles adopted by Council in the "Integrated Planning Framework: Olympic Gateway" to:
 1. Build A Legacy;
 2. Build A Complete Community;
 3. Build "Green"; and
 4. Incorporate Financial Viability.

Conditions of Adjacency

- The subject site is vacant. The proposed Oval will establish a significant civic precinct with distinct architectural form and character that will establish the context for future development which will eventually be home to approximately 6,000 new area residents when the residential neighbourhoods are complete, after 2010.
- Surrounding parcels are zoned to accommodate mostly high-density residential uses with some mixed-use commercial uses to create a new urban community around the Oval project. The proceeds of the sale/lease of these lands will contribute towards the Oval construction and infrastructure needs of this emerging neighbourhood.
- The area south of the new road along the CP Rail Right-of-Way will undergo an area planning exercise as part of the current City Centre Area Plan review to determine appropriate uses.
- Road access to this site will be provided along the new road to be built on the CP Rail Right-of-Way immediate west of the Oval building.
- The Hollybridge Canal is classified as being ecologically sensitive. It will be rehabilitated along with enhancement to the foreshore intertidal marsh to resulting in net environmental benefits. The pedestrian bridge over the Hollybridge Canal will likely have to be upgraded to meet the needs of the increased usage.
- Stormwater will be managed through a series of detention ponds throughout the site to make visible ecological functions.

- Enhancement to the existing dyke including flood proofing and improved hard and soft landscaping will be incorporated as part of the open space master plan undertaken by the Parks, Recreation and Cultural Services Department.

Urban Design and Site Planning

- The conceptual design of the Oval is centred on the three (3) themes of Flow, Flight and Fusion, which celebrate the unique characteristics of the Oval site, the natural surroundings on the banks of the Fraser River, and Richmond's rich history as a culturally diverse and dynamic community, while also highlighting the functional aspects of the building before, during and after the 2010 Olympic and Paralympic Winter Games.
- The main activity area will be converted post 2010 Games to include an indoor sports field house divided into three (3) sections: ice, court and turf. The ice section will be home to two (2) Olympic-sized ice rinks. The court section will be a hardwood surface playing area, capable of hosting a wide variety of sports, while the turf section will have a rubberized turf surface that will be home to an indoor running track and other sport uses. The main activity area will be convertible to different configurations that allow the facility to be used for a flexible variety of ice and dry sports as demand warrants, including short and long track speed skating. The City of Richmond is committed to working with sports, community, health and educational organizations to develop programming for the facility to ensure it serves the broadest spectrum of needs possible.
- The facility will also be available on a limited basis for a variety of secondary uses including special cultural and community events, and trade and exhibition uses.

Architectural Form and Character

- The graceful and elegant Heron, revered in cultures around the world and the official symbol of the City of Richmond, has helped provide the inspiration for the architectural design of the Richmond Oval. The roof, in particular, takes its form from the wings of a Heron in flight. The Heron is celebrated in a series of feathered roof spans, which tail off the edge of the building to create porches that will serve as outdoor gathering spaces. The roofline of the Oval also mirrors the outline of the stylized Heron, which is the centrepiece within the City's logo.
- To achieve a minimum LEEDTM silver certification, the Oval building will incorporate various design and material choices including the use of polycarbonate cladding materials for its ability to transmit and filter natural light; the selection of mechanical services within the building to maintain efficient energy performance; the use of geothermal means for heat; accessibility by public transit; and storm water retention.
- The building materials include concrete, polycarbonate exterior cladding, low-emission glazing and custom designed and engineered long span wood beams.
- The principal entrance to the Oval building post 2010 will be on the south side of the building.
- Significant Public Art will be incorporated in the lobby, the building facades, building structures, and in the public open spaces throughout.

Landscape Design and Open Space Design

- The landscape and open space design is not within the scope of the Oval building Development Permit. The Oval Site West Open Space Concept, presented to the Parks, Recreation and Cultural Services Committee on March 28, 2005 and endorsed by Council and the Oval Open Space Concept Plan to be reviewed by Council, have laid out the

conceptual plan for the Oval site that takes into consideration the City-wide recreational and open space needs.

- Some Oak trees planted by one of the City's pioneers, Mr. Samuel Brighthouse, were removed from the site to facilitate the relocation of River Road and for site preparation and preloading prior to the introduction of the City of Richmond Tree Bylaw. The City will be planting replacement trees from the seedlings of the original Oak tree stock along a new "Heritage Boulevard" west of the Oval building to commemorate the historic significance of these trees.

Crime Prevention Through Environmental Design (CPTED)

- The site will provide a security perimeter of up to 100 m (328 ft.) radius as agreed to with the Vancouver Organizing Committee for the 2010 Olympic and Paralympic Winter Games (VANOC) to address the security requirements for the duration of the 2010 Olympic and Paralympics Winter Games.
- The building will be incorporating CPTED measures to ensure opportunities to enhance safety and security for both during and post game needs.
- CPTED principles will be incorporated into the design and construction of the underground parking and the site will be illuminated with non-glare fixtures to ensure public safety while minimizing the impact of illumination on adjacent properties.

Transportation

Transportation staff have analysed the parking need during the 2010 Olympic and Paralympic Winter Games and post game (Legacy) periods because the facility will serve entirely different functions. A total of 438 parking spaces are proposed in the underground parking structure.

During Game

- The agreement with VANOC stipulates a large staging area surrounding the Oval pre games and during the 2010 Olympic and Paralympic Winter to accommodate a security zone around the building and to provide staging area and media and elated vehicles in addition to the 438 parking spaces in the parkade.
- As a result of the security requirements, no public parking will be permitted on the Oval site during the 2010 Olympic and Paralympic Winter Games. Shuttle service from transit stations will be provided for spectators during the 2010 Olympic and Paralympic Games. The athletes and media will be shuttled to the site.
- On-site parking will be available for the use of designated Olympic family members and VIP parking only.
- The parkade will be able to meet the parking needs during the 2010 Olympic and Paralympic Winter Games.

Legacy Period (Post Game)

1. Day –to-day Requirements:

- The parking assessment has been completed based on the following programming assumptions:

Peak use (8:00 a.m. – 5:00 p.m.)

Use	Floor Area/Occupancy	Parking Requirement	Parking Required	Parking Provided
Users of Program Space	265 people	2 people/vehicle	133	138
Office and Ancillary Uses	3000 m ²	4sp/100 m ²	120	120
Available for Other Users*				200
Total				438

* These parking spaces will be available for a cost for future developments on Parcel 5 and 6 on the Oval site.

Non-peak Use (before 8:00 a.m. and after 5:00 p.m. on weekdays, and weekends)

Use	Floor Area/Occupancy	Parking Requirement	Parking Required	Parking Provided
Users of Program Space**	660 people	2 people/vehicle	330	330
Office and ancillary Uses*	1500 m ²	4sp/100 m ²	40	40
Total				370

* The office users are not on site, but operations staff is on site. Space used reduced to one half.

** Peaking factor over non-peak period of 2.5

- The tenants in the Oval are anticipated to be offices and ancillary facilities to support high performance sports and community wellness. It is anticipated that the prime demand for the office parking will be between 7:00 a.m. and 6:00 p.m., Monday to Friday during normal office hours. As such, the 238 parking spaces will be available for a cost to other uses (such as restaurants and entertainment uses) on the Oval site outside of these hours.

2. Special Events:

- The City’s Transportation Department will oversee the preparation of special parking management plans to address parking needs for future planned special events as they occur to ensure availability of temporary parking for special events. There will be considerable supply of on-street parking on the new re-aligned and existing River Road and Hollybridge Way to accommodate increased demand for parking during special events. Temporary parking may also be obtained through agreements with neighbouring property owners whose businesses are not in operation during the time of the event or have surplus parking on site.

- In addition, it is expected that a City Centre shuttle service operated by TransLink will be in operation starting by the end of 2006 to link major destinations including the Oval within the City Centre with the regional public transit system and other key destinations in the core area.

Conclusions

Staff recommend approval of this Development Permit application. The building and the public realm will establish high architectural and urban design standards to guide the development of this waterfront neighbourhood and create a premier urban riverfront environment as a legacy community to the 2010 Olympic and Paralympic Winter Games.



Cecilia Achiam, MCIP, BCSLA
Senior Planner, Urban Design
(Local 4122)

CA/DN:blg

Attachment 1: Development Permit Data Sheet
Attachment 2: Advisory Design Panel Minutes

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, April 5th, 2006 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

3. Speedskating Oval

City of Richmond
6080 River Road
(Formal)

DP 06-332699

Ms. Cecilia Achiam, Planner, with the use of a PowerPoint presentation, provided an overview of the planning context for the site and the project.

The Design Team was represented by:

- Mr. Greg Scott, Director, Major Projects and Scott Groves, City of Richmond
- Mr. Gene Kinoshita, Principal, Ms. Marion LaRue, Vice President, and Mr. Larry Podhora, Vice President, Cannon Design

Mr. Greg Scott, Director, Major Projects and Scott Groves, City of Richmond, explained that extensive public consultation had played an integral part in the design process to date and presented a video production of the evolution of the project.

Mr. Larry Podhora, Vice President, Cannon Design, discussed separate design components using artist renderings, building and site plans.

Mr. Gene Kinoshita, Principal, Cannon Design, spoke in regard to the special treatment to the panel of many-coloured polycarbonate material used on the south, east and west elevations as well as the envisioned glass panels in the lobby area. An art consultant will be hired by the City to work with the design team.

General questions from the Panel included the following:

- How was the orientation of the building determined on the site? **The building was deliberately offset to the water to allow light into the facility itself.**
- The Plaza stairs look ominous. What is the grade change from the plaza to the water? **Approximately 1 metre change of elevation in two very gradual steps.**
- How will LEEDS silver be achieved? **Points are gained in a number of categories including the performance of polycarbonate materials; maintenance of energy performance of the mechanical services within the building; the use of geothermal means for heat; accessibility by public transit; and storm water retention. At this point of design the building has achieved 3 LEED points over a silver designation.**

- As this is really an event being hosted by Canada why are the main symbols used in the design reflective of Richmond and the Pacific Coast? **The design process eliminated “very” Canadian symbols and the solution naturally evolved from the imagery such as the flow of materials around the building, the flight of the roof and, not overly obviously tying in with any one culture, but the fusion of many. One feature that is extremely Canadian is the use of wood.**
- There doesn't seem to be much seating capacity. **At the time of the Olympics there will be a full seating of 8,000 but the seating will change from primary mode in incremental steps for test events to the official games.**
- Parking seems to be very limited. Does the project depend on public transit for the games? **Yes.**

The comments of the Panel were as follows:

- Appreciation for the image of flight but there were contradictions in how the idea is being developed, for example, the buttresses are heavy and monumental; the concrete piers create very tight spaces. The project needs to be lighter at the ground level to reflect the lightness of the roof. In terms of communicating the flight, more detailing would relieve mass of the buttresses. A lighting concept might dissolve the mass of the base.
- The support point of the wood and concrete needs more details.
- An overall impression was that there were a lot of levels of imagery that did not necessarily relate and would require more of the creative process.
- In regard to the plaza there was a concern that the stairs would be a safety issue as people moved in or out of the complex.
- The plaza relationship to the structure required more design development.
- This is not an elegant looking building. The buttresses do not lend to the idea of flight. The building wants to take off but at the same time it is grounded.
- The roof feathers (panels) are effective and relate to aboriginal art.
- The main entry is not generous enough as an entry, the roof form reflects from the building instead of encompassing the people into the building.

- The Y-shaped forms holding up the buttresses are a good feature but there is some objection to extension of the flagpoles. The buttresses require some tactility or change of material to give the features a sense of being lighter. **There are drainage and rainwater channel ways to create moving water on the buttresses.**
- Concern was expressed in that rain protection was not really achieved by feathers, which was not effective for the local climate.
- A question was raised as to how some heat in the ice rinks would be maintained during the legacy stage. **The heating system was designed to provide a uniform cool temperature of 17 degrees.**
- People will be drawn to the elegant front façade and not the entrance on the other side.
- The main impression is that it is a big structure and the easiest way to handle it would be in a simple form. The filial detail detracts from the bolder gesture of a central idea.
- Further detail development is required where the V-pole support meets the buttress to emphasize how it could spring off the buttress.
- Concern regarding the entrance size. The building is so huge that the entrance should stretch into a larger gesture of the entrance. Extend the feathered canopy and lend more strength and definition to the entrance.
- Appreciate the use of the wood. This is a great example of a high-tech use of a renewable resource.
- The flagpoles have got to go; they are sharp pointy things that will tend to distract on a very windy site. The flags will rip.
- It is a complex building and looks light and airy, but wherever you have an arch you need a buttress, and they are fairly complementary.
- This is basically an arch structure to provide a large open space inside. Technically this structure needs the buttresses.
- At night it should look bright and warm not be lit with industrial hard light.
- Lightness is achieved with sensitive and interesting edges; the hope is it won't look like a flat, open space. How the building meets the ground is important and materials have to be touchable. The ground plain should be comfortable without huge crowds. The plaza does not want to lose its small-scale intimacy.
- It would be very uncomfortable to come into a small vestibule from the parkade.

- It is most impressive that cultural issues consultants have been providing input to the design.
- Sculptural addition to buttresses will help with the massive scale problems as will night lighting. It is an exciting building.
- The building has drama and zing particularly on the north side. The south side of the building is what the residents in the area will see and it is important not to have a long walk without breaks in the wall face to provide animation and interest. Can there be some compartmentalization to provide people spaces, i.e. animated spaces such as cafes and kiosks?
- A caution about drainage channels on buttress, it is very difficult to get such waterways to work properly and then there are always maintenance problems.
- Weather protection is lacking on the north and south sides of the building.
- Huge open spaces are lonely when walking, and are a challenge to make inviting.
- The grading between building and the dyke is an issue. Get rid of the stairs. This element interrupts the entry to the building and is contradictory. The grade needs to blend to the river – raise the dyke towards the building and phase down on either side of the build-up.
- Geothermal heating, soil stabilization, and the river are all challenges to the design.
- Buttresses might give opportunity for activities that Richmond would not approve of and there is a need for good lighting to keep people away when they shouldn't be there.
- Flagpoles are just not working and don't contribute to the design.
- Richmond has a very large Asian population – has the building been designed with Feng Shui in mind? **There is a Feng Shui consultant and the building conforms remarkably to these requirements. A large rock at either end of the building will complete the exterior. The consultant has been retained to review the interior.**
- Large buildings broadly spaced at 100 feet sometimes look like field of mushrooms and such a large separation might be excessive.

Chair Westermarck summarized the comments of the Advisory Design Panel as follows **(The applicant's design response post ADP has been included in (BOLD)):**

- Further design development is required to the concrete piers and more detail to add lightness to bases. **(The applicant has incorporated further design development to the concrete piers including more detail and public art to add lightness to the base.)**

- Lighting to enhance quality of building and lightness scheme. *(The applicant will explore lighting to enhance quality of building and to visually lighten the base of the building at the building permit stage.)*
- Further design development to the plaza and south entrance. *(The applicant will work with the open space design to further develop the plaza and south entrance.)*
- The flagpoles get no support. *(The revised design will eliminate the flagpoles.)*
- Weather protection at north side and entrances should be provided. *(The applicant will review weather protection at north side and entrances as part of ongoing design development at the Building Permit Stage.*
- V-point could be higher on buttresses to provide definition and strength. *(The applicant will explore the connection of the V-point on the buttresses to provide definition and strength as part of ongoing design development at the Building Permit stage.)*
- Care and attention should be made as to how the building meets grade. *(The applicant will further review how the building meets grade. The applicant noted that the rendering at ADP was misleading as the actual grade drop could easily be taken up with 3 gradual steps and site grading).*

The Design Team responded to concerns in regard to the steps on the plaza being three (steps over a long distance provided for seating. It was agreed that the sides of the buttress are large in order to maintain the span and meet with soil conditions. The team is attempting to make them look visually softer keeping in mind the human scale.

It was moved and seconded

That the Speedskating Oval DP 06-332699 be sent to the Development Permit Panel.

CARRIED



No. DP 06-332699

To the Holder: CITY OF RICHMOND
Property Address: 6080 RIVER ROAD
Address: C/O GREG SCOTT
6911 NO. 3 ROAD
RICHMOND, BC V6Y 2C1

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

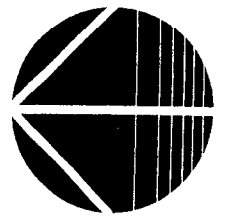
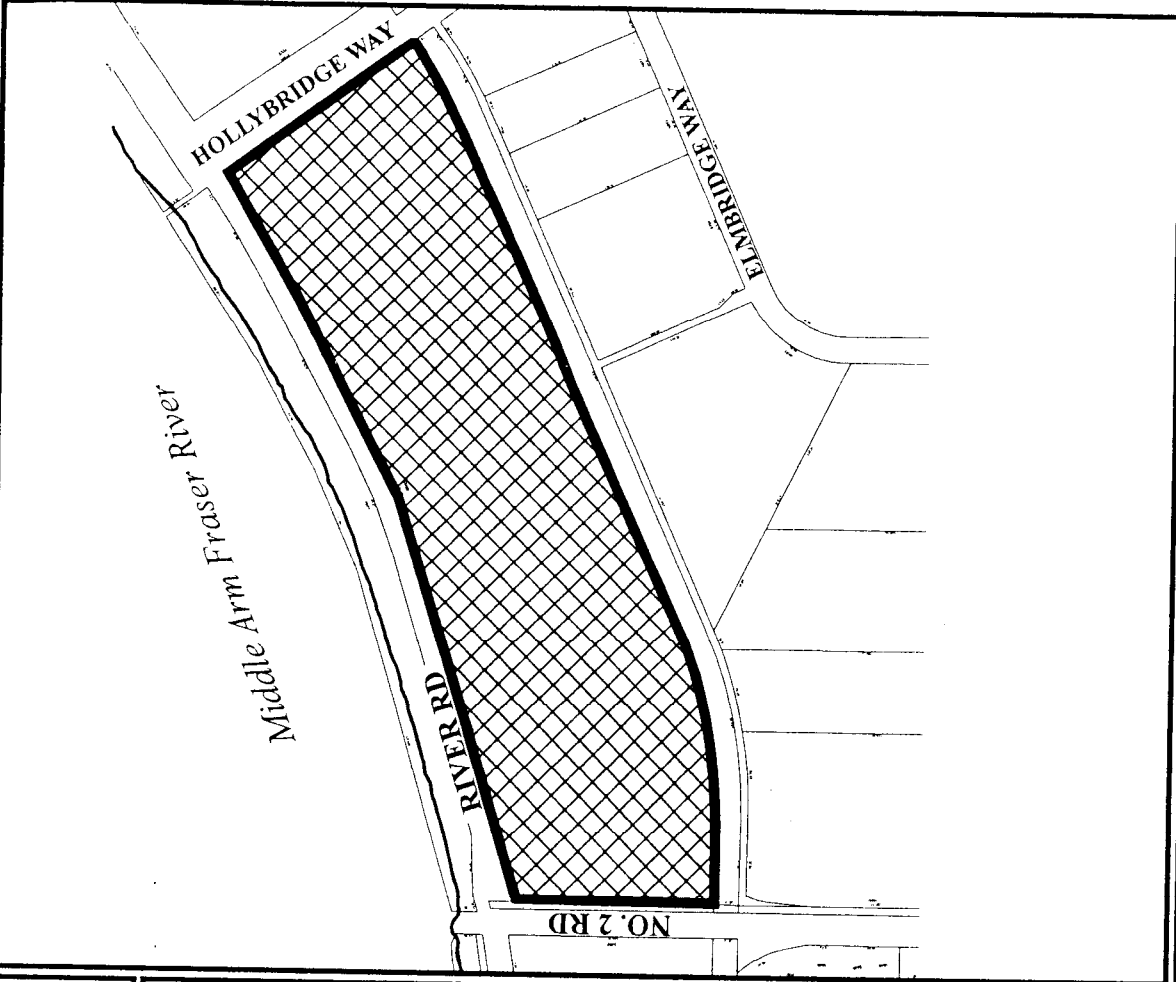
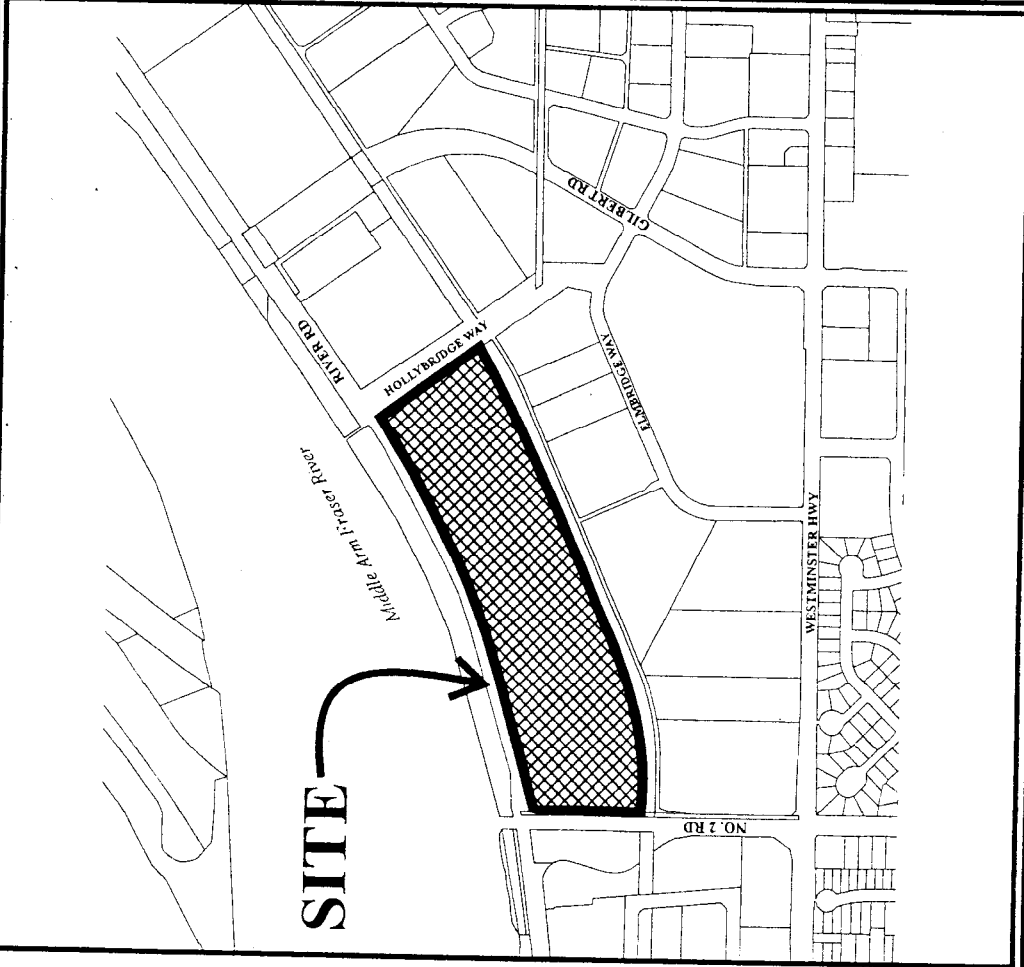
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DELIVERED THIS DAY OF

MAYOR



City of Richmond

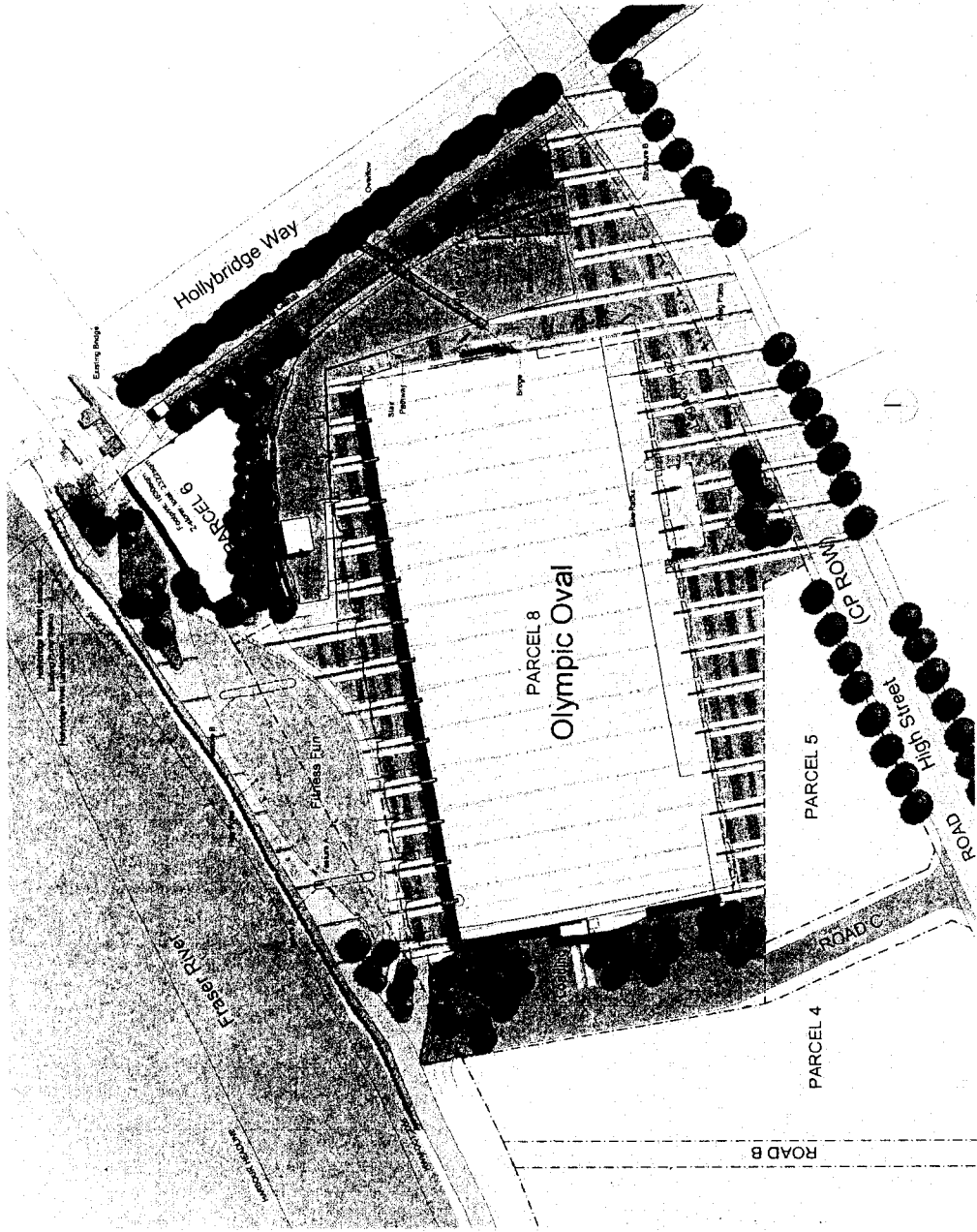


DP 06-332699
 SCHEDULE "A"

Original Date: 03/29/06

Revision Date:

Note: Dimensions are in METRES



APR 11 2006

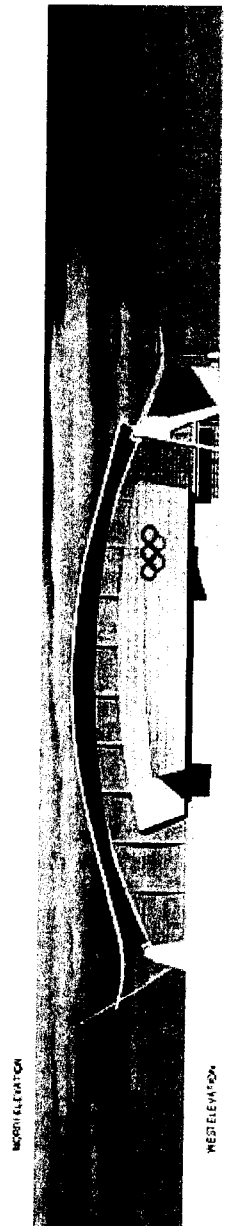
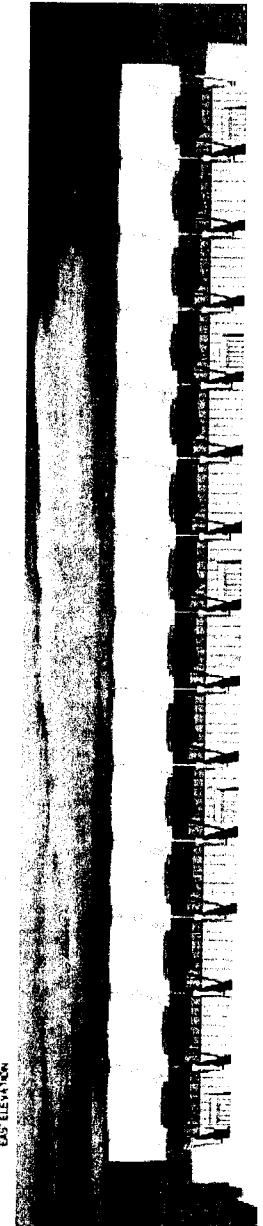
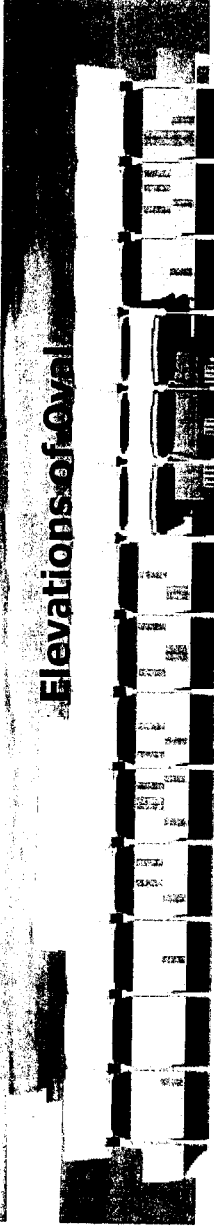
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CANNONDESIGN • PFS

DEVELOPMENT PERMIT

City of Richmond
Speed Skating Oval





Elevations of Oval

SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION

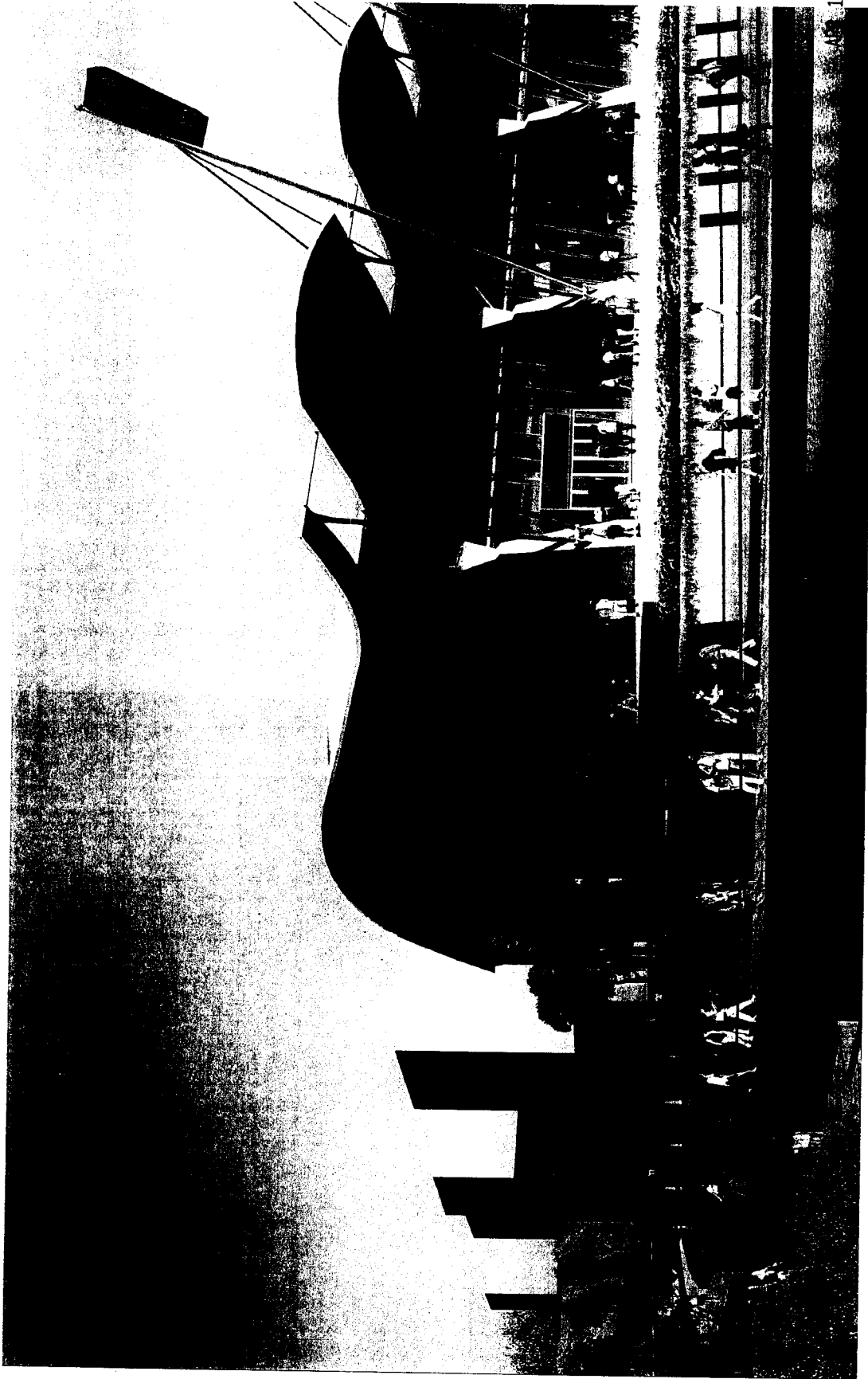
RICHMOND Speed Skating Oval City Of Richmond

Elevations Schematic Design

CANNON DESIGN

APR 11 2006

DP 00000000 #5



APR 11 2006

**City of Richmond
Speed Skating Oval**

DEVELOPMENT PERMIT

DP 06332699

CANNONDESIGN

RICHMOND

