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## **Development Permit Panel**

**Council Chambers, City Hall  
6911 No. 3 Road**

**Wednesday, January 15, 2020  
3:30 p.m.**

### **MINUTES**

*Motion to adopt the minutes of the Development Permit Panel meeting held on December 11, 2019.*

**1. DEVELOPMENT PERMIT 18-818161**  
(REDMS No. 6361957 v. 2)

APPLICANT: Christopher Bozyk Architects Ltd.

PROPERTY LOCATION: 5660 Parkwood Way

#### **Director's Recommendations**

*That a Development Permit be issued which would:*

1. *permit the construction of a new 9,052.25 m<sup>2</sup> (96,447 ft<sup>2</sup>) three-storey commercial vehicle retail facility with a mezzanine and roof top parking at 5660 Parkwood Way on a site zoned "Vehicle Sales (CV)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) *increase the maximum permitted height for buildings from 12.0 m to 16.0 m to accommodate various roof elements (roof deck, parapet, solar panels, skylight roof, three stairwells, and rooftop over vehicle ramp);*
  - (b) *reduce the minimum number of on-site loading spaces required from two medium spaces and one large space to one large space; and*

## **Development Permit Panel – Wednesday, January 15, 2020**

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ITEM

- (c) *reduce the landscaping requirement along a property line abutting a road from 3.0 m to zero (0.0) m along portions of the south and west property lines.*



**2. New Business**

**3. Date of Next Meeting: January 29, 2020**

**ADJOURNMENT**



# City of Richmond

Minutes

## Development Permit Panel Wednesday, December 11, 2019

Time: 3:30 p.m.

Place: Council Chambers  
Richmond City Hall

Present: Joe Erceg, Chair  
Cecilia Achiam, General Manager, Community Safety  
Milton Chan, Acting Director, Engineering

The meeting was called to order at 3:30 p.m.

### Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on November 26, 2019 be adopted.*

CARRIED

### 1. DEVELOPMENT PERMIT 17-791045 (REDMS No. 6288179)

APPLICANT: BOLD Properties (Cooney) Limited Partnership

PROPERTY LOCATION: 6333 Cooney Road

#### INTENT OF PERMIT:

Permit the construction of a high-rise building containing approximately 83 dwelling units at 6333 Cooney Road on a site zoned “High Rise Apartment (ZHR8) Brighouse Village”.

#### Applicant's Comments

Simon Ho, Norr Architects Planners, with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed development including the site context and layout, the project's design rationale, and building floor plans, highlighting the following:

- an interim City lane will be constructed along the south edge of the subject site that will provide vehicular and pedestrian access to the proposed development;

1.

## Development Permit Panel

### Wednesday, December 11, 2019

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- 80 percent of the 83 residential units have two or more bedrooms;
- the penthouse units are typically larger and set back further than the majority of units in the building to minimize shadowing;
- an outdoor amenity space and indoor amenity room pavilion are located on the podium roof level;
- the building is sited as close as possible to the southwest corner of the site to minimize shadowing on adjacent developments and maximize sunlight exposure to the outdoor amenity area;
- the building is fairly articulated on all sides to break up the massing;
- the parkade wall will be screened to avoid light pollution from vehicles coming out from the parkade; and
- high quality materials are proposed for the building, including cementitious panel with metal trim.

David Stoyko, Connect Landscape Architecture, briefed the Panel on the main landscape features of the project, noting that (i) the proposed landscape design is integrated with the architecture of the building, (ii) climbing plants will help mitigate the blank parkade wall on the south side of the building, (iii) active and passive spaces are proposed for the outdoor amenity area including a children's play area for different age groups, (iv) a green roof is proposed on top of the indoor amenity room pavilion, and (v) the proposed planting palette will provide seasonal interest.

In addition, Mr. Ho advised that the developer and the project development team will undertake the following measures to address the neighbours' construction-related concerns: (i) assessing and documenting existing conditions by engineers prior to construction, (ii) monitoring impacts during construction stage, (iii) assessing and documenting impacts after completion of construction, and (iv) addressing construction related impacts.

In reply to queries from the Panel, Wayne Craig, Director, Development, noted that (i) there is no condition associated with the subject Development Permit application that will ensure that the applicant will undertake the proposed measures to address construction-related concerns; however, staff will work with the applicant to ensure that these will be undertaken, and (ii) the applicant had provided voluntary cash contributions for the City's Affordable Housing Strategy through previous rezoning applications and will be providing an additional voluntary contribution in the amount of \$100,000.

Discussion ensued with regard to the proposed play equipment in the outdoor amenity area and it was noted that (i) the proposed play equipment is not adequate for the family-oriented development, and (ii) the applicant should work with staff to review the proposed children's play area including the play equipment to be installed prior to the application moving forward for Council consideration.

## **Development Permit Panel**

### **Wednesday, December 11, 2019**

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#### **Gallery Comments**

Shenwei Wang, 8288 Saba Road, queried about the type of the foundation that will be used for the subject development and expressed concern regarding (i) the foundation of the building at 8288 Saba Road which had caused the building to tilt and damage the sidewalk, (ii) the sanitary sewer currently servicing the building at 8288 Saba Road appears to be exceeding its capacity, and (iii) potential shadowing, traffic and privacy impacts of the subject development on the neighbourhood.

In reply to the query and concerns expressed by the Mr. Wang, Mr. Ho noted that the project's geotechnical consultant will determine the appropriate foundation for the proposed development and ensure that it would not negatively impact neighbouring developments. In addition, Mr. Craig confirmed that (i) the applicant will be required to provide geotechnical reports as part of the Building Permit process, (ii) the existing sanitary sewer will be removed and a new sanitary sewer upgraded to current City standards will be installed, (iii) the proposed development complies with the City's tower separation guidelines, (iv) the siting of the proposed building at the southeast corner of the site would minimize shadowing on adjacent developments, and (v) the project was reviewed by the City's Transportation Division with regard to the potential traffic that will be generated on the site.

#### **Correspondence**

Shenwei Wang, 8288 Saba Road (Schedule 1)

Mr. Craig noted that Mr. Wang and staff have exchanged a series of emails regarding Mr. Wang's queries and concerns, including the process to be followed for approval of a Development Permit application.

Andy Gao, GUD Group (on behalf of the owner of 6371 Cooney Road) (Schedule 2)

Mr. Craig noted that Mr. Gao, representing the owner of the property directly to the south of the proposed development, indicated support for the proposal.

#### **Panel Discussion**

The Panel expressed support for the application subject to (i) the applicant working with staff to review the design of the children's play area and proposed play equipment to ensure that these are adequate for a family-oriented development, and (ii) the applicant's proposed measures to address potential construction-related impacts to neighbouring developments be included as a condition for Building Permit issuance.

In addition, the Panel noted that the family-oriented project is well designed and expressed appreciation for the applicant's additional voluntary contribution to the Affordable Housing Fund.

## Development Permit Panel

### Wednesday, December 11, 2019

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#### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of a high-rise building containing approximately 83 dwelling units at 6333 Cooney Road on a site zoned "High Rise Apartment (ZHR8) Brighouse Village".*

**CARRIED**

#### **2. DEVELOPMENT PERMIT 18-797785**

(REDMS No. 6342646)

APPLICANT: Sian Group Investments Inc.

PROPERTY LOCATION: 9680 Williams Road (formerly 9620, 9640, 9660 & 9680 Williams Road)

#### **INTENT OF PERMIT:**

Permit the construction of 28 townhouse units, including six affordable housing units, at 9680 Williams Road (formerly 9620, 9640, 9660 & 9680 Williams Road) on a site zoned "Medium Density Town Housing (ZT82) – Williams Road".

#### **Applicant's Comments**

Eric Law, Eric Law Architect, with the aid of a visual presentation (copy on file, City Clerk's Office) provided background information on the proposed development, noting that (i) six affordable housing units are proposed in the 28-unit townhouse project, (ii) two-storey rear units in duplex form are proposed to provide an appropriate interface with adjacent single-family homes, (iii) three-storey units are proposed along Williams Road, and (iv) the architecture, materials and colours of the proposed development are compatible with neighbouring developments.

Denitsa Dimitrova, PMG Landscape Architects, briefed the Panel on the main landscaping features of the project, noting that (i) the existing off-site Cherry tree at the northwest corner of the site will be retained and protected, (ii) each unit will be provided with a private yard with patio, lawn area and shade tree, (iii) the proposed play equipment for the children's play area provide different play opportunities for different age groups, and (iv) permeable pavers are proposed on certain areas of the site.

In reply to queries from the Panel, the project's design team noted that (i) the proposed children's play equipment include arch rock climber, crawl tube, and mini pod toad stool which provide active play opportunities for children, (ii) a seating area is provided close to the children's play area for parents and caregivers, (iii) the elevation of the subject site along the south property line is higher than the adjacent properties to the south by 0.5 to 0.7 meters, and (iv) there is an existing utility right-of-way along the south property line.

## Development Permit Panel

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#### **Staff Comments**

Mr. Craig noted that (i) the proposed six affordable housing units will be subject to a housing agreement with the City, and (ii) there will be a Servicing Agreement associated with the project for frontage improvements along Williams Road and upgrades to the public walkway along the east property line.

#### **Gallery Comments**

None.

#### **Correspondence**

Pushpinder and Usha Chhibbar, 9831 Swansea Drive, Hofit Sabi, 9851 Swansea Drive, Jeff Kwai Chugg Lau and Ruby Oi Yee Kwok, 9871 Swansea Drive (Schedule 3)

Mr. Craig noted that neighbours to the south have expressed concerns regarding privacy and requested the installation of a hedge along the south property line of the subject site. He added that the a hedge cannot be installed along the south property line due to the existing utility right-of-way; however, the applicant is proposing to increase the height of the fence on top of the retaining wall to address the neighbours' privacy concern.

With regard to the neighbours' other concerns, Mr. Craig noted that (i) the applicant is willing to implement a pest management program prior to demolition of existing structures on the subject site, and (ii) the project developer will prepare a construction management program to address the neighbours' concerns regarding potential construction impacts.

In reply to a query from the Panel, Mr. Craig advised that no trees or hedges are allowed to be planted within the utility right-of-way along the south property line as these will potentially cause damage to the infrastructure.

#### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of 28 townhouse units, including six affordable housing units, at 9680 Williams Road (formerly 9620, 9640, 9660 & 9680 Williams Road) on a site zoned "Medium Density Town Housing (ZT82) – Williams Road".*

**CARRIED**

### **3. DEVELOPMENT PERMIT 18-818671 (REDMS No. 5856972)**

**APPLICANT:** Christopher Bozyk Architects Ltd.

**PROPERTY LOCATION:** 4693, 4720, 4740 Vanguard Road and Road Parcel Richmond Key 20909

## **Development Permit Panel**

### **Wednesday, December 11, 2019**

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#### **INTENT OF PERMIT:**

1. Permit the construction of two industrial buildings on the consolidated parcel including 4693, 4720, 4740 Vanguard Road and Road Parcel Richmond Key 20909 on a site zoned “Industrial Retail (IR1)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - (a) Increase the maximum height for buildings from 12.0 m to 16.15 m; and
  - (b) Reduce the minimum vehicle manoeuvring aisle width from 7.5 m to 6.7 m.

#### **Applicant's Comments**

Christopher Bozyk, Christopher Bozyk Architects, Ltd., accompanied by Gordon Yeh, Alliance Partners, provided background information on the proposed development, noting that (i) the proposed height for the two buildings would allow more intensive use of the industrial space, (ii) the applicant has reduced the amount of glazing for the buildings in response to comments of staff and the Advisory Design Panel to enhance energy efficiency and sustainability, and mitigate the potential for bird strikes on the two buildings.

In reply to queries from the Panel, Mr. Bozyk and Mr. Yeh noted that (i) the two industrial buildings will provide stacked warehouse units, (ii) the two large freight elevators provided in each building can accommodate vehicles such as vans and forklifts, (iii) there is a large drive aisle on the second floor of the two buildings, (iv) an elevator for pedestrian use will be provided in each building, (v) each warehouse unit is approximately 3,000 square feet, and (vi) large loading spaces are provided on the site.

#### **Staff Comments**

Mr. Craig noted that (i) staff support the two proposed variances, (ii) the proposed height variance will allow for more intensive use of the site, (iii) the proposed variance for minimum vehicle manoeuvring aisle width has been reviewed and supported by Transportation staff and is consistent with similar variances granted to other projects, (iv) changes to the buildings’ cladding materials have been made in response to ornithologist’s recommendations to mitigate potential bird strikes, (v) green roofs and solar panels will be installed on the two buildings, (vi) 10 percent of the required parking stalls or seven parking stalls will be provided with Level 2 electric vehicle charging, and (vii) the applicant will provide a voluntary contribution to the City’s Public Art Fund.

## **Development Permit Panel**

### **Wednesday, December 11, 2019**

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In reply to queries from the Panel, Mr. Craig noted that (i) historically, the neighbouring property to the north of the subject site has informal loading access to the subject site; however, an easement formalizing the arrangement is not in place or currently proposed by the applicant, (ii) the number of parking stalls proposed for the project exceeds the minimum requirement in the Zoning Bylaw, (iii) the neighbouring property to the north has the ability to provide on-site loading, and (iv) there will be a restrictive covenant registered on Title as a condition of Development Permit issuance to reinforce the site zoning and provide notification to future purchasers of strata lots with regard to the zoning of the property.

#### **Panel Discussion**

The Panel expressed support for the project, particularly the design of the two buildings, the loading scheme, servicing of upper levels of the buildings, and the project's sustainability features.

#### **Gallery Comments**

None.

#### **Correspondence**

None.

#### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *permit the construction of two industrial buildings on the consolidated parcel including 4693, 4720, 4740 Vanguard Road and Road Parcel Richmond Key 20909 on a site zoned "Industrial Retail (IR1)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) *increase the maximum height for buildings from 12.0 m to 16.15 m; and*
  - (b) *reduce the minimum vehicle manoeuvring aisle width from 7.5 m to 6.7 m.*

**CARRIED**

## Development Permit Panel

### Wednesday, December 11, 2019

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#### **4. GENERAL COMPLIANCE – REQUEST BY GBL ARCHITECTS FOR A GENERAL COMPLIANCE RULING AT 6340 NO. 3 ROAD**

(File Ref. No.: DP 18-822743) (REDMS No. 6337388)

APPLICANT: GBL Architects

PROPERTY LOCATION: 6340 No. 3 Road

#### **INTENT OF APPLICATION:**

Consider the attached plans to apply a public art element to the glazing of the southwest corner of the project facing No. 3 Road and Cook Road, to change the glazing on the second floor west and south elevations of the office building facing No. 3 Road and Cook Road, and include painted design elements on the east elevation of the parkade podium wall facing the lane/pedestrian mews to be in General Compliance with Development Permit (DP 18-822743).

#### **Applicant's Comments**

Zora Katic, GBL Architects, accompanied by Katya Yushmanova, PWL Partnership, with the aid of a visual presentation (copy on file, City Clerk's Office), briefed the Panel regarding the proposed changes to the previously approved Development Permit plans for the 15-storey mixed use development, highlighting the following:

- the large triangular angled façade at the southwest corner of the office building previously designated as a placeholder for a public art element in the original Development Permit plans will be utilized to incorporate a public art design by a commissioned artist on glass material;
- clear glass will be used in lieu of coloured glass on the west and south facades of the Early Childhood Development (ECD) Hub on the second floor; and
- painted, artistic design elements and modifications to landscaping will be applied on the lower east elevation of the office building facing the pedestrian mews in lieu of the previously proposed artistic decorative finish.

In reply to queries from the Panel, Ms. Katic acknowledged that (i) the proposed façade treatment on the lower east elevation of the office building will improve the pedestrian experience, (ii) external lighting is not proposed for the public art element, and (iii) there will be lighting along the east elevation of the office building facing the pedestrian mews; however, wall mounted lighting is not proposed.

#### **Staff Comments**

Mr. Craig noted that staff is supportive of the General Compliance application as it fulfills the intent of the approved Development Permit.

#### **Gallery Comments**

None.

## Development Permit Panel

### Wednesday, December 11, 2019

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#### **Correspondence**

None.

#### **Panel Decision**

It was moved and seconded

*That the attached plans to apply a public art element to the glazing of the southwest corner of the project facing No. 3 Road and Cook Road, to change the glazing on the second floor west and south elevations of the office building facing No. 3 Road and Cook Road, and include painted design elements on the east elevation of the parkade podium wall facing the lane/pedestrian mews be considered to be in General Compliance with Development Permit (DP 18-822743).*

**CARRIED**

**5. Date of Next Meeting: January 15, 2020 (Tentative)**

**6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 5:00 p.m.*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, December 11, 2019.

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Joe Erceg  
Chair

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Rustico Agawin  
Committee Clerk

Schedule 1 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
December 11, 2019.

To Development Permit Panel
Date: DEC 11, 2019
Item # 1
Re: DP 17-791045

**From:** Badyal,Sara  
**Sent:** Wednesday, 11 December 2019 14:04  
**To:** CityClerk  
**Subject:** FW: To Mr. Wayne Craig & Ms. Sara Badyal; Re: File DP17-791045  
**Attachments:** sewage.jpg

**From:** 8163898@gmail.com [mailto:8163898@gmail.com]  
**Sent:** Wednesday, 11 December 2019 11:45 AM  
**To:** Badyal,Sara  
**Subject:** RE: To Mr. Wayne Craig & Ms. Sara Badyal; Re: File DP17-791045

Hi Sara

Our care taker reported that the sewage system has multiple problems in past years. currently city is working on it severely. (see picture of Dec. 11, 2019).

So the supposed new building will also further harm the underground sewage blocking etc.

Regards

Shenwei Wang

604-8163898 ; [8163898@gmail.com](mailto:8163898@gmail.com)

**From:** Badyal,Sara [mailto:[SBadyal@richmond.ca](mailto:SBadyal@richmond.ca)]  
**Sent:** 2019 年 12 月 10 日 10:01  
**To:** '8163898@gmail.com' <[8163898@gmail.com](mailto:8163898@gmail.com)>  
**Subject:** RE: To Mr. Wayne Craig & Ms. Sara Badyal; Re: File DP17-791045

Hi Shenwei,

Thank you for your phone call. You asked what the City process would be. Here are the next steps:

- DP Panel meeting – the development team will provide a presentation and public is invited to provide comments for the DP Panel to consider along with the application. The last opportunity for public input is at the DP Panel meeting. There is no public delegation regarding DP applications at Council meetings.
- DP considerations completion - If the application is endorsed by DP Panel, the developer is required to complete the list of DP considerations listed in the DP staff report.
- Council - When all the DP considerations are completed, the application is forwarded to a Council meeting for DP issuance approval
- Building Permit - After the DP is issued, the Building Permit needs to be issued prior to construction.

When construction will occur on a neighbouring property, many property owners engage a building professional/engineer to set up construction monitoring either on their own, or in consultation with their neighbour(s). Bold has confirmed that before construction would start, they would contact your strata's property manager to set up a monitoring program that would take place throughout the construction period.

Regards,

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,



Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
[www.richmond.ca](http://www.richmond.ca)

**From:** [8163898@gmail.com](mailto:8163898@gmail.com) [mailto:[8163898@gmail.com](mailto:8163898@gmail.com)]  
**Sent:** Tuesday, 10 December 2019 9:33 AM  
**To:** Badyal,Sara  
**Subject:** RE: To Mr. Wayne Craig & Ms. Sara Badyal; Re: File DP17-791045

Hi Sara

Thanks nice explanation on the phone. Would you please briefly repeat the on going procedure might be from this point, so I can explain to our colleague council member of strata and fellow residents.

See you tomorrow.

Regards

Shenwei Wang

604-8163898 ; [8163898@gmail.com](mailto:8163898@gmail.com)

**From:** Badyal,Sara [mailto:[SBadyal@richmond.ca](mailto:SBadyal@richmond.ca)]  
**Sent:** 2019 年 12 月 9 日 10:36  
**To:** '8163898@gmail.com' <[8163898@gmail.com](mailto:8163898@gmail.com)>  
**Subject:** RE: To Mr. Wayne Craig & Ms. Sara Badyal; Re: File DP17-791045

Dear Shenwei Wang,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 17-791045 application will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, December 11. I have forwarded your email to the City Clerks Office to be considered by the Panel along with the application.

I understand that you are concerned by the cracks in the parkade wall, cracks in the outdoor parking surface, and uneven walkway on your property and I recommend you review these concerns with your strata and property manager to ensure that they make any needed repairs.

I wanted to take this opportunity to share some information with you related to the concerns you raise in your email.

1. Traffic impacts - The City's transportation staff have reviewed the application and advise that the existing road network can accommodate the proposed development. In addition, the site is supported by high levels of transit service, including a short walk to the Canada line and the Brighouse station bus mal which is currently under construction. The City Centre Transportation Plan outlines upgrades for all transportation modes in City Centre and the development proposal supports the plan by accommodating future bicycle network infrastructure with future Cooney Road widening.
2. Sunlight and shading – The proposed tower would be located the south edge of the development site in a consolidated footprint, which minimizes impacts to privacy and sun light availability for your existing building.
3. Construction impacts to the existing development – The developer is required to submit an engineering geotechnical report as part of the Building Permit application. The geotechnical report reviews what preparations are needed to support the proposed building and also potential impact to neighbouring

properties. Bold has confirmed that before construction would start, they would contact your strata's property manager to set up a monitoring program that would take place throughout the construction period.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
[www.richmond.ca](http://www.richmond.ca)

**From:** 8163898@gmail.com [mailto:[8163898@gmail.com](mailto:8163898@gmail.com)]  
**Sent:** Sunday, 8 December 2019 7:02 PM  
**To:** Craig,Wayne; Badyal,Sara  
**Subject:** To Mr. Wayne Craig & Ms. Sara Badyal; Re: File DP17-791045  
**Importance:** High

**To Richmond City Director of Development & Planner**  
**Re: File DP17-79104 for Permit at 6333 Cooney High-Rise by BOLD Properties**  
**Panel Meeting to be held Dec.11 (Wed.), 2019 at 3:30 pm.**

Dear Officer & Manager

Re captioned high-rise development application, our neighbor concerned many negative impacts such as traffic and sun-ray blocking etc.

Some of us more worry about geometric hazards and constructional risks.

The Northern building of 8288-Saba road is a 16 story high-rise built in 1998, with poor & weak foundation beneath the tall building, caused continuous sinking (dropping) and incline (to the south, where the new high-rise supposed to erect) during past decades.

Attached are few pictures taken Dec. 8<sup>th</sup>, 2019 showing just part of its problem.

The soft and weak foundation also caused side walk way crack and pop-up many times, City of Richmond flattened and re-paved cracked side-walk twice around 2008 and 2012. (see attached picture and location).

The proposed high-rise will also to excavate an underground parking garage adjacent to the inclined risky building, this is harmful for both of the structures.

Please re-consider your permit and further evaluate expected.

I am available in most of day time if you'd like to come and see.

Regards

Shenwei Wang, Resident of 8288 Saba Road (Cooney)  
604-8163898 ; [8163898@gmail.com](mailto:8163898@gmail.com)

[https://www.richmond.ca/\\_shared/assets/1\\_App\\_6333\\_CooneyRd\\_DPP\\_12111955120.pdf](https://www.richmond.ca/_shared/assets/1_App_6333_CooneyRd_DPP_12111955120.pdf)



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To: Development Permit Panel Da

From: Wayne Craig Fil  
Director, Development

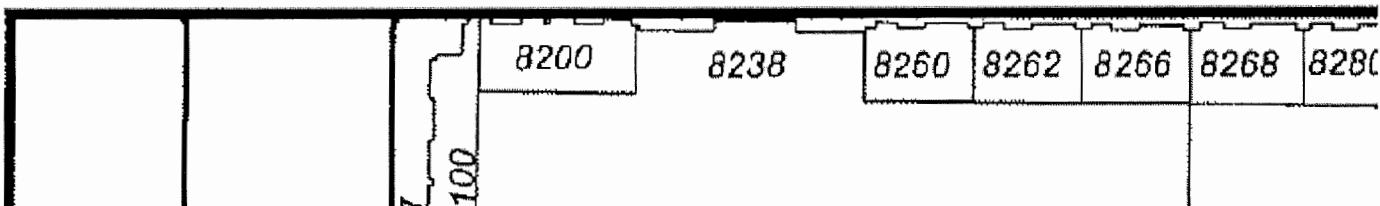
Re: Application by BOLD Properties (Cooney) Limited P  
Permit at 6333 Cooney Road

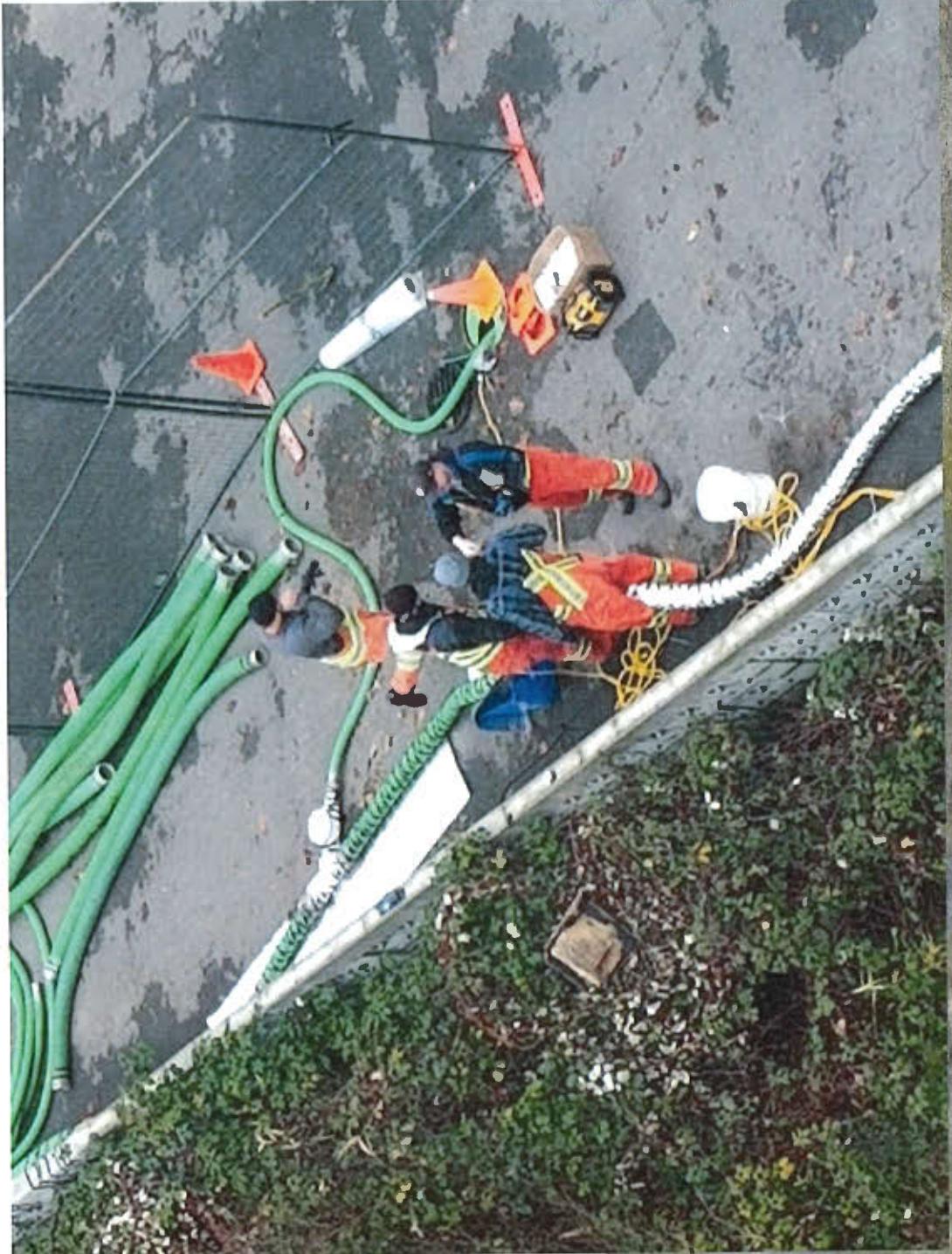
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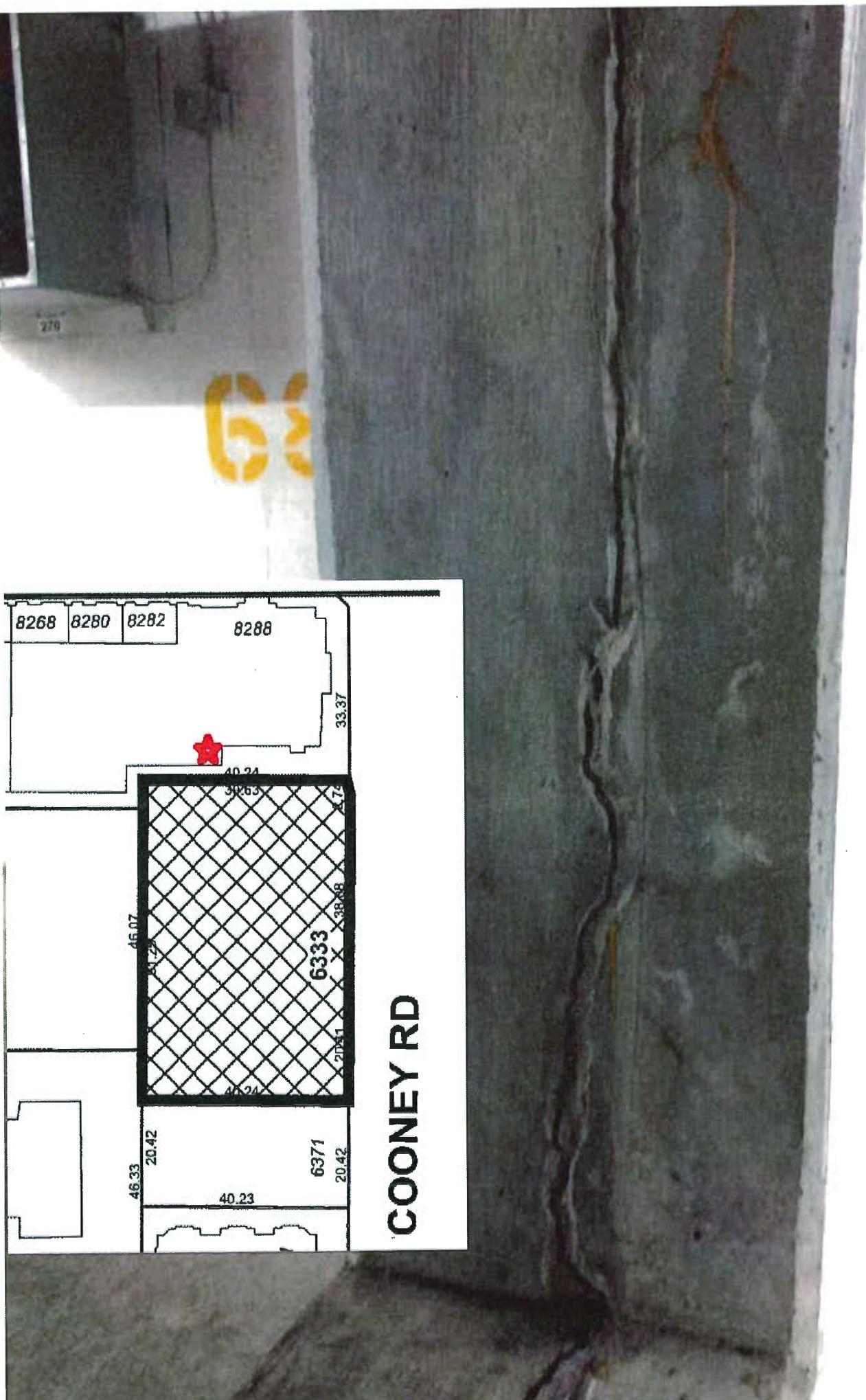
## Staff Recommendation

That a Development Permit be issued which would permit the construction of a building containing approximately 83 dwelling units at 6333 Cooney Road, “Brighouse Village”.

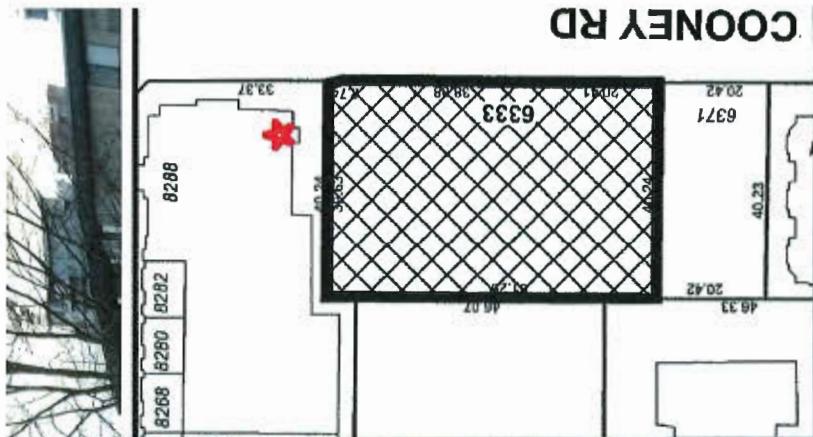
  
Wayne Craig  
Director, Development  
(604-247-4625)  
  
WC:sb  
Att. 5

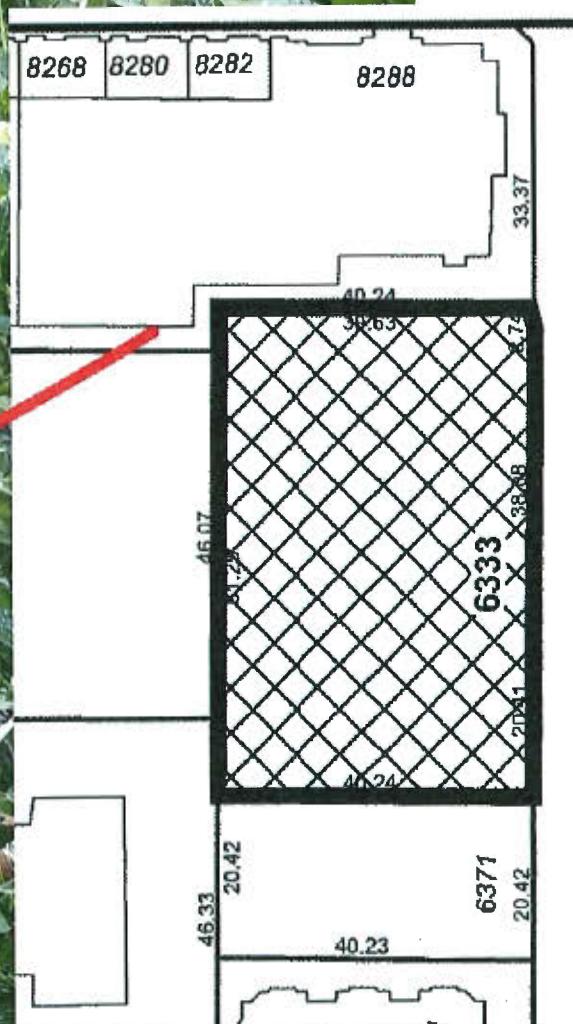
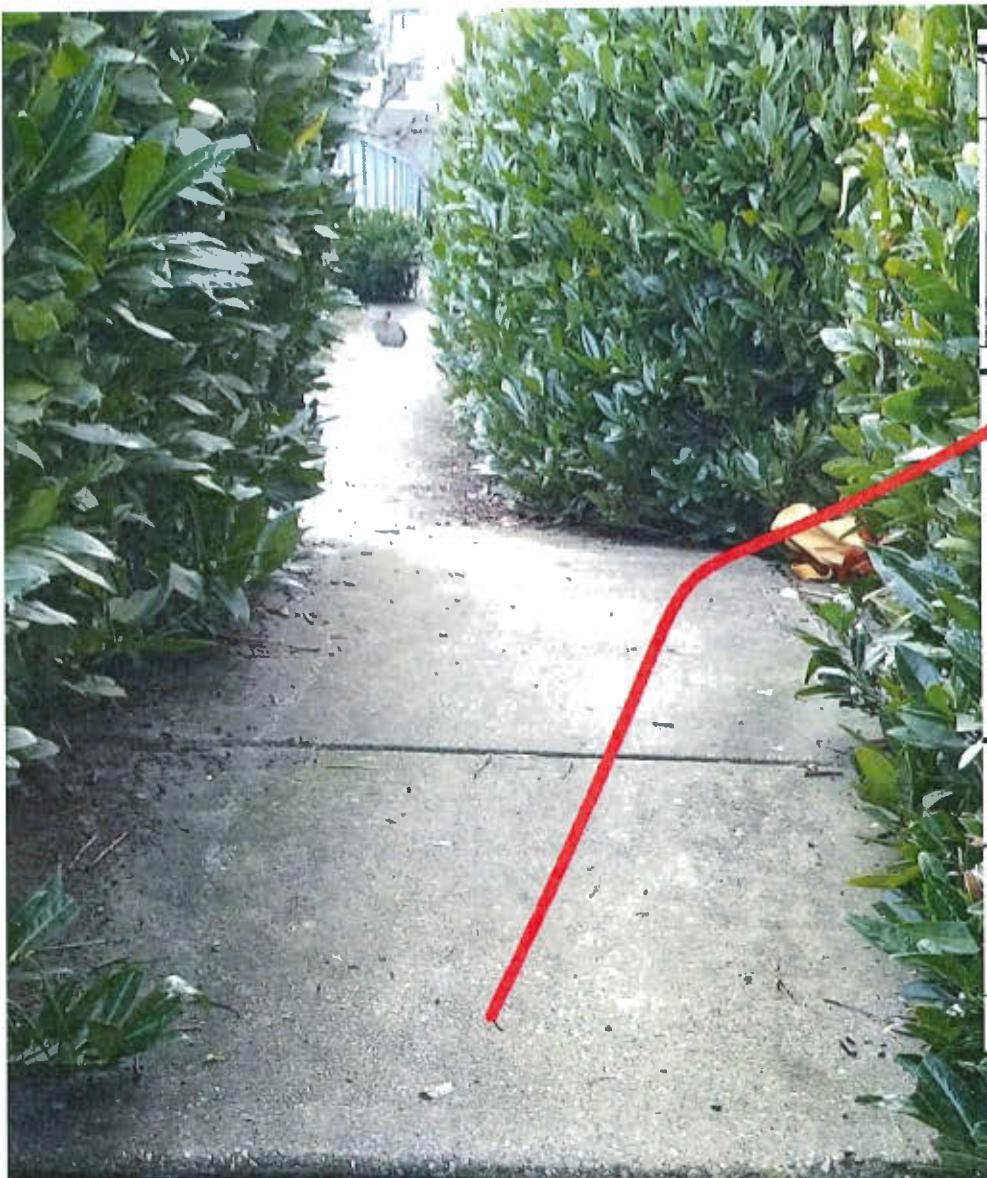






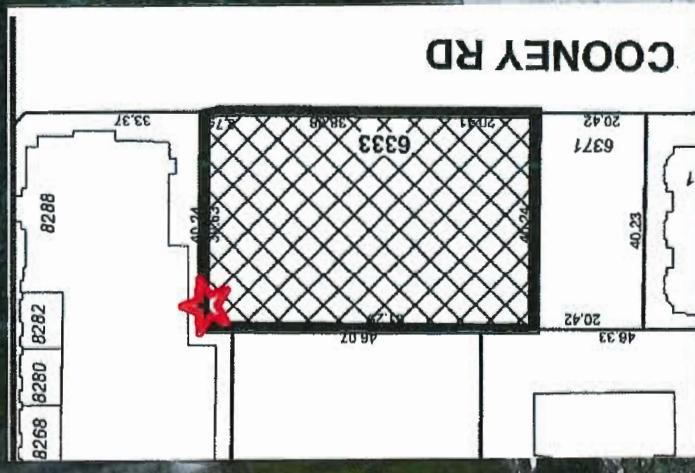
# COONEY RD







City of Richmond flattened and re-paved cracked side-walk twice around 2008 and 2012.



Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, December 11, 2019.

<b>To Development Permit Panel</b>
Date: DECEMBER 11, 2019
Item # 1
Re: DP 17-791045
6333 COONEY ROAD

**GUD**  
GUD GROUP LTD.

December 10<sup>th</sup>, 2019

To: Richmond City Director of Development & Planner

Re: File DP17-79104 for Permit at 6333 Cooney Road High-Rise by BOLD Properties

Panel Meeting to be held on Dec.11, 2019 at 3:30 pm.

Dear Richmond City Officials,

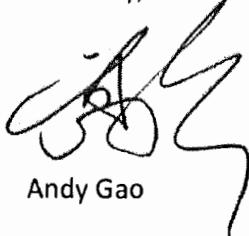
As consulting Architect to the owner of 6371 Cooney Road, GUD Group is currently working towards the redevelopment of the property. On behalf of the owner, we would like to express our strong support to the development proposal at 6333 Cooney Road.

The development proposed by BOLD Properties follows the current zoning bylaw as well as the 2041 Richmond Official Community Plan. One of the main focuses of the Plan and City Council is to provide more housing options for the general public for both rental and market use. We believe developing higher density residential towers around the Downtown core and public transportation hubs will help achieve this goal.

By sharing the proposed loading space of 6333 Cooney Road, the owner of 6371 Cooney Road is currently coordinating with BOLD Properties to re-develop 6371 with a 6-storey residential mid-rise tower. We believe these two residential projects are the highest and best use of the land.

Overall, we would like to urge your approval on this development proposal at 6333 Cooney Road. Thank you for your consideration.

Sincerely,



Andy Gao  
Operations Manager  
GUD Group



Schedule 3 to the Minutes of the Development Permit Panel meeting held on Wednesday, December 11, 2019.

City of Richmond  
City Clerk's Office  
6911 No 3 Rd.  
Richmond, BC  
V6Y 2C1

To Development Permit Panel
Date: DECEMBER 11, 2019
Item # 2
Re: DP 18 - 797785
9680 WILLIAMS ROAD

December 10, 2019

**Re: DP 18-797785**

To whom it may concern:

By way of introduction, we are:

- Pushpinder Chhibbar, owner and resident, 9831 Swansea Drive
- Usha Chhibbar, owner and resident, 9831 Swansea Drive
- Hofit Sabi, owner and resident, 9851 Swansea Drive
- Jeff Kwai Chugg Lau, owner and resident, 9871 Swansea Drive
- Ruby Oi Yee Kwok, owner and resident, 9871 Swansea Drive

We are writing with regards to the subject site located at 9393 Williams Road. Collectively, we own three properties along the southern border of the subject site.

We are concerned about the impact of the proposed development on the privacy, cleanliness, structural integrity and, ultimately, the value of our properties.

Privacy

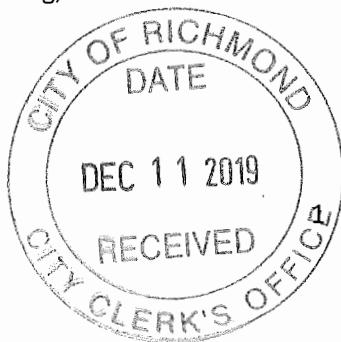
At present, there is a variety of landscaping along the southern property line of the subject site, with some hedges and trees reaching more than 20+ ft.

The proposed development would remove the existing landscaping, installing instead a retaining wall and fence (less than 7 ft. tall) with limited landscaping. The new townhomes would encroach upon our existing homes, with some as close as 6m to the property line. Lastly, the subject site will be raised by several feet, eroding the efficacy of proposed landscaping and barriers.

That means we – and whoever moves into the new units across from our properties – will be sacrificing significant privacy and a natural sound barrier. In literal terms, it means that we will be able to see into their homes and our future neighbors will see directly into our bedrooms, bathrooms, kitchens, and living areas.

We all purchased these homes specifically because this neighborhood afforded a higher level of privacy for our families.

We strongly request that the developer install taller hedges / barriers between the two properties, providing us and their future buyers with increased privacy, better sound proofing, more natural landscaping and a higher quality of living.



### Cleanliness

For more than a year, we've had to endure the demolition and redevelopment of a large seniors centre next door (9580 Williams Rd). The redevelopment triggered a significant rodent infestation in the neighborhood, including in our backyards. We're concerned the proposed development will cause yet another wave of rodent infestations in the area.

We ask the developer implement a pest management plan, including engaging a professional pest management company to set and maintain deterrents and traps around the perimeter of the subject site for the duration of the demolition and construction

### Structural Integrity

The seniors centre redevelopment has also raised concerns about the impact of large-scale construction activity on the structural integrity of our homes. For weeks, construction of the new seniors centre produced vibrations so intense they shook the foundation of our homes and knocked pictures off of walls.

Ultimately, this is about the stability of our homes and the safety of our families.

We ask the city to clarify whether there are any regulations or guidelines in place for the permitted level of seismic activity generated by construction. If so, we ask that measures be put into place to track compliance at the proposed development. If not, we would like to open a dialogue with the city and developer to understand how these impacts can best be managed.

### Value

All these issues present serious risk to the value of our properties. The loss of privacy, in particular, will have a significant impact on both our property values and overall quality of living. We support the city's move to increased density, but it shouldn't have to come at the direct expense of existing residents.

We know we are late in joining the review process, but the proposed development only recently came to our attention, otherwise we would have brought these concerns up sooner.

We sincerely hope the developer considers these requests, which are reasonable, mutually beneficial, and will help limit the impact of the proposed development on our properties. We also hope the city will work with us and the developer to ensure we can maintain the character, integrity, and value of the Swansea neighborhood.

We look forward to working with the developer and the city to address these issues.

Sincerely,

Pushpinder Chhibbar  
Usha Chhibbar  
Hofit Sabi  
Jeff Kwai Chugg Lau  
Ruby Oi Yee Kwok

CC: Steven De Sousa (Planner 1, City of Richmond)



# City of Richmond

## Report to Development Permit Panel

**To:** Development Permit Panel

**Date:** December 16, 2019

**From:** Wayne Craig  
Director, Development

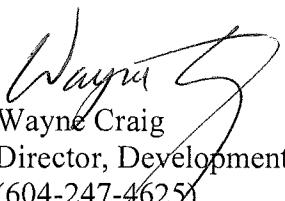
**File:** DP 18-818161

**Re:** **Application by Christopher Bozyk Architects Ltd. for a Development Permit at  
5660 Parkwood Way**

### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a new 9,052.25 m<sup>2</sup> (96,447 ft<sup>2</sup>) three-storey commercial vehicle retail facility with a mezzanine and roof top parking at 5660 Parkwood Way on a site zoned "Vehicle Sales (CV)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) increase the maximum permitted height for buildings from 12.0 m to 16.0 m to accommodate various roof elements (roof deck, parapet, solar panels, skylight roof, three stairwells, and rooftop over vehicle ramp);
  - b) Reduce the minimum number of on-site loading spaces required from two medium spaces and one large space to one large space; and
  - c) Reduce the landscaping requirement along a property line abutting a road from 3.0 m to zero (0.0) m along portions of the south and west property lines.

  
Wayne Craig  
Director, Development  
(604-247-4625)

WC:cl  
Att. 6

## Staff Report

### Origin

Christopher Bozyk Architects Ltd. has applied to the City of Richmond for permission to develop a new 9,052.25 m<sup>2</sup> (96,447 ft<sup>2</sup>) three-storey commercial vehicle retail facility at 5660 Parkwood Way on a site zoned “Vehicle Sales (CV)” (Attachment 1). The site is currently vacant, the two previous dealership facilities that occupied the site having been removed in 2017.

The applicant has provided a copy of a letter from the Richmond Auto Mall Association (RAMA)’s Board of Directors confirming support for the proposal (Attachment 2).

The site is currently the subject of an application for a Zoning Text Amendment to the “Vehicle Sales (CV)” zone to increase the maximum permitted Floor Area Ratio (FAR) from 0.50 to 0.84 for this project under Richmond Zoning Bylaw, Amendment Bylaw 9981 (ZT 18-818164); which received Third Reading following the Public Hearing on February 19, 2019.

A Servicing Agreement will be required to be entered into prior to issuance of a Building Permit, for off-site works including the installation of soft landscaping, irrigation, and special paving treatments extending into the boulevard on City-owned property.

### Development Information

The proposed facility at the subject site is for a new Volkswagen automobile dealership, to contain a sales/showroom area, a service area, a mezzanine, offices, employee amenities, covered parking, as well as interior and rooftop vehicle storage. The proposed facility is intended to accommodate sufficient on-site vehicle inventory to reduce the need for off-site vehicle storage and improve operational efficiency.

Please refer to the attached Development Application Data Sheet for a comparison of the proposed development data with the relevant bylaw requirements (Attachment 3).

### Background

Being centrally located within the Richmond Auto Mall, the site is entirely surrounded by automobile dealerships; all of which are on properties zoned “Vehicle Sales (CV)”.

Existing land use and development immediately surrounding the subject site is as follows:

- To the north is a 0.93 ha (2.3 acre) lot containing the Richmond Acura dealership (ZT 15-694669 adopted and DP 14-669686 issued July 27, 2015).
- To the south is a 1.0 ha (2.46 acre) lot containing the Richmond Honda dealership (DP 14-677729 issued May 11, 2015).
- To the east is a 2.54 ha (6.28 acre) lot containing the Richmond Audi and the Jaguar Land Rover of Richmond dealerships (ZT 15-694669 adopted and DP 14-676613 issued July 13, 2015).
- To the west is a 0.93 ha (2.3 acre) lot containing the Open Road Lexus Richmond dealership (DV 10-529985 issued September 13, 2010) and a 0.63 ha (1.56 acre) lot owned by Mercedes-Benz Richmond.

## Rezoning and Public Hearing Results

The Public Hearing for the Zoning Text amendment associated with the proposal at this site was held on February 19, 2019. The City did not receive any submissions from the public about the proposed Zoning Text amendment for the property.

During the rezoning process, staff identified the following design issues to be addressed as part of the Development Permit application review process:

- Assessing compliance with the Official Community Plan Development Permit Guidelines.
- A review of the proposed landscape planting and tree selections, sizes, locations and rationale, as well as additional landscaping securities to address any landscaping revisions.
- A review of the proposed exterior materials and colours as they relate to the proposed parkade.
- A review of vehicle parking spaces to ensure compliance with the parking requirements in the Richmond Zoning Bylaw 8500.
- Further review of the height, loading space and landscaping variances requested.
- A more detailed review of the waste management overlay plan, and assessment of the garbage and recycling facility to ensure it is sufficiently sized and located to address the needs of the site.
- A review of the southern face of the parkade for consideration of enhancement opportunities.

Through the Development Permit application review process, these issues were addressed in the following ways:

- The project's design rationale was reviewed by staff and endorsed by the Advisory Design Panel, and involves the intensification of an existing auto dealership site and enclosure of automobile display, repair, and inventory as much as possible, consistent with the intent of the design guidelines in the Official Community Plan (OCP).
- Proposed landscape plantings and tree selections have been reviewed by staff and the Advisory Design Panel, with recommendations having been incorporated into the final plan set.
- A landscaping security based on 100% of a cost estimate of the proposed on-site landscape works, provided by the project's Landscape Architect (inclusive of all materials, installation, and a 10% contingency), is required to be submitted by the applicant prior to Development Permit issuance (i.e., \$214,830.00). A landscaping security for the off-site landscaping works will be addressed through a separate Servicing Agreement.
- The material selections and colours were reviewed and supported by staff and the Advisory Design Panel. Materials and colours consist of high-quality white and grey metal panels and corrugated siding, light and dark grey painted concrete walls and stair towers, clear glazing with clear anodized aluminum frame.
- The 156 customer and employee parking spaces shown in the accompanying plans comply with the Zoning Bylaw requirements. The facility also provides for an additional 229 parking spaces for vehicle display and inventory storage.

- The requested variances were reviewed and supported by staff and the Advisory Design Panel, and remain the same as those identified at rezoning stage.
- The applicant submitted an acceptable waste management overlay plan with detailed sizing and container capacity and frequency of pickup, which has been accepted by staff.
- The revised plans include modifications to both the southern and eastern elevations, as well as landscaping on the south portion of the site, in response to comments by staff and the Advisory Design Panel.

### **Staff Comments**

The proposed scheme attached to this report (Plans #1.a to #4.f) 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 (OCP) and is generally in compliance with the “Vehicle Sales (CV)” zone except for the variances noted below.

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

As identified during the review of the Zoning Text Amendment application, the applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- Increase the maximum permitted height for buildings from 12.0 m to 16.0 m to accommodate various roof elements (roof deck, parapet, solar panels, skylight roof, three stairwells, and rooftop over vehicle ramp).

*(Staff supports the proposed variance as it will allow improved land utilization and greater vehicle storage capacity on-site thereby freeing up industrial lands elsewhere in the City. This will also help to reduce transportation impacts associated with off-site storage and vehicle transfer requirements. The proposed density and associated height increase is in keeping with OCP policies regarding higher utilization of employment lands. The taller elements of the building requiring the additional 3.0 to 4.0 m in height are primarily for projections consisting of a skylight roof, stairwells, and rooftop over a vehicle ramp.)*

*The table below shows the requested height variances compared with the Zoning Bylaw requirement, and demonstrates that the scope of the variance has remained consistent with that considered at the Public Hearing, at which no concerns from the public were expressed.*

<b>Area Affected</b>	<b>Zoning Bylaw Requirement</b>	<b>Variance</b>
Roof Over Vehicle Ramp	12 m	16.0 m
Three Stairwells	12 m	15.54 m (rounded to 15.6 m)
Skylight Roof	12 m	15.12 m (rounded to 15.2 m)
Rooftop Parapet & Solar Panels	12 m	13.72 m (rounded to 13.8 m)
Roof Deck	12 m	12.09 m (rounded to 12.1 m)

*The proposed building height at the subject site is less than, but comparable with, that of other recently approved developments or applications currently under review on nearby sites within the Richmond Auto Mall [Attachment 4].)*

- b) Reduce the minimum number of on-site loading spaces required from two medium spaces and one large space to one large space.

*(A reduction to the number of proposed on-site loading spaces is supported by staff as it reflects the unique context and operating characteristics within the Richmond Auto Mall where new vehicle deliveries are coordinated by RAMA and occur on the street in the early morning or late evening hours [see RAMA's confirmation of this role in Attachment 5]. Staff note that the proposed variance is consistent with that granted to other nearby auto dealerships in the Auto Mall in recent years).*

- c) Reduce the landscaping requirement along a property line abutting a road from 3.0 m to zero (0.0) m along portions of the south and west property lines.

*(Staff supports the proposed variance as it is consistent with the existing condition of other dealerships in the Auto Mall and the applicant has worked to minimize the extent of the variance to a small portion of the south property line and portions of the west property lines only, with deeper landscaped areas along the east and north sides).*

The proposed variances are shown clouded on Plans #1.c, #2.a, #4.a and #4.b, and are supported by RAMA (as confirmed in Attachment 2).

### **Advisory Design Panel Comments**

The Advisory Design Panel review of the proposal occurred on April 24, 2019. The Advisory Design Panel was supportive of the proposal, subject to consideration of the Panel's comments. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the meeting is attached for reference (Attachment 6). The design response from the applicant has been included immediately following the specific Advisory Design Panel comments and is identified in '***bold italics***'.

### **Analysis**

#### ***Conditions of Adjacency***

- The subject site is surrounded entirely by other auto dealerships within the Richmond Auto Mall, which are separated from the proposed development by intervening roads along all four frontages (i.e., Parkwood Way to the west, and Parkwood Crescent to the north, east, and south). Due to the site's unique context with frontage on all four sides, effort has been made to minimize the sense of a "back-of-house" fronting a street. Service areas, loading, and bay overhead doors are situated on the east side of the building fronting Parkwood Crescent, away from the more prominent circulation route along Parkwood Way.
- In addition to the retention of existing trees within the boulevard along the west frontage on Parkwood Way, a variety of new trees and soft landscaping is proposed around much of the site's perimeter, with low shrubs and groundcover extending into the City's boulevard.

- No perimeter fencing is planned for the site, however a low gabion retaining wall and landscape berm is proposed along a portion of the west, north, and east edges of the site to accommodate grade changes and to screen the ground level service areas of the building. Both structures will serve to define edges along their adjacent perimeters.
- A detailed shadow impact analysis was submitted by the applicant as part of the Zoning Text Amendment application review process. The analysis is intended to gauge the level of sun penetration and shadowing during high-use periods (i.e., 10 am, 12 pm, and 2 pm between March and September). The shadow impact analysis shown in the Reference Plans to the Development Permit indicates that the building will not cast shadows on adjacent sites during these times. Additional findings show that if the analysis is extended beyond the high-use periods, some shading of adjacent lots will occur for short periods of time around sunrise and sunset.

### ***Urban Design and Site Planning***

- The redevelopment proposal at the subject site is consistent with other recently approved dealership facilities in the Richmond Auto Mall in terms of scale, form, siting, architectural style, and use (e.g. Audi, Jaguar Land Rover, Toyota, Lexus, etc.).
- The proposed Site Plan consists of a three-storey auto dealership building positioned towards the north of the site, with a surface parking area and three-storey parkade in the south portion of the site.
- The building is designed with consideration of the various functions proposed on-site
  - The north portion of the building is to contain reception, automotive service, and parts storage areas on the ground and mezzanine levels; showroom, office, new vehicle delivery, and employee amenity areas on the second level; and skylights, screened mechanical equipment, and an array of solar panels on the rooftop.
  - The south portion of the building is designed to contain customer and employee parking within the parkade on the first and second levels, as well as vehicle display and inventory storage on the second, third and rooftop levels.
- Pedestrians will be able to safely enter the site at several clearly defined pathways between landscaped areas along the west frontage on Parkwood Way, to access vehicle display areas and the main building entrance.
- Vehicle access to and from the site is proposed via the following driveway crossings on three of the four frontages:
  - One-way in direction off Parkwood Way to the west, for auto service drop-off and parkade access.
  - Off Parkwood Crescent to the south, for surface parking and parkade access.
  - Off Parkwood Crescent to the east, for service and delivery area access.
- Garbage and recycling is proposed within an enclosed room on the ground level on the east side of the parkade, and is adequately sized to accommodate the required containers for the facility.

### ***Parking and Loading***

- The proposed surface parking area and parkade accommodates the required 156 employee and customer parking spaces, consistent with the Zoning Bylaw. An additional 229 vehicle inventory spaces are also proposed on-site.
- One large loading space is proposed near the north east corner of the building adjacent to the parts storage area.
- 12 “Class 1” bicycle parking spaces are proposed within a secured room within the parkade, and 15 “Class 2” bicycle parking spaces are proposed in bike racks near the front entrance to the facility, consistent with the Zoning Bylaw.

### ***Architectural Form and Character***

- The form and character of the building has been influenced by design criteria developed by Volkswagen as the parent corporation, guidelines established by the Richmond Auto Mall, and in response to the Development Permit design guidelines as applied to the unique site context.
- The building’s location and orientation toward a roundabout at the intersection of Parkwood Way and Parkwood Crescent make this a prominent site within the Auto Mall to which the building design attempts to address.
- A landscaped berm will extend around a portion of the western side and all along the northern side of the ground floor service area, to reduce the apparent mass of the building.
- Curtain wall glazing surrounds two sides of the second storey showroom, displaying the vehicles inside and providing natural daylight for activity within the showroom and office area.
- The building is proposed to be constructed with cast-in-place concrete and finished with subtle variations of white and grey paint and cladding (high-quality metal panels and siding), which assist with providing visual interest and breaking the building down into smaller components.
- Metal louvers will be used to screen roof top mechanical units and solar panels.

### ***Landscape Design***

- The proposed landscape design at the subject site has been developed with consideration of the building’s design and functions, while also being consistent with the updated master landscape plan concept that is proposed by the Richmond Auto Mall (Note: the proposed master landscape plan concept is currently being reviewed through a separate Development Permit application, and will be brought forward to the Development Permit Panel for consideration separately [DP 18- 842750]). The proposed master landscape plan concept is intended to provide a more uniform frontage appearance across all the auto dealerships in the Auto Mall.
- The tree and plant selections in the Landscape Plan on-site are drought tolerant while providing a native, natural landscape appearance. Tree species include Himalayan Birch, Japanese Black Pine, Austrian Black Pine, while plant species include Boxwood, Prairie Fire Sedge, Green Fescue, Salal, Blue Oat Grass, Oregon Grape, Mexican Feather Grass, and Evergreen Huckleberry.

- To reduce the apparent building mass along the north side and a portion of west side, where the ground floor auto service area is located, a sloped landscape berm is proposed to wrap around the building, consisting of a variety of shrubs, grasses, groundcover, deciduous and coniferous trees, and a gabion wall to define its' edge. The gabion wall extends around to the east side of the site, along with additional soft landscaping in the form of shrubs and grasses.
- Planting islands consisting of shrubs, grasses, and trees are proposed within the surface parking area and along the building face on the south side of the site, as well as along the remaining portion of the west side of the site.
- Tree retention and removal was assessed as part of the Zoning Text Amendment application, and is illustrated in the Tree Management plan forming part of the Development Permit (Plan #3.b). Six existing City street trees within the boulevard along Parkwood Way are to be protected and retained, and three on-site trees are proposed to be removed. The Landscape Plan illustrates that 46 new trees are proposed to be planted and maintained on-site, well in excess of the OCP's 2:1 tree replacement ratio, and that 23 trees are proposed to be planted off-site within the City boulevard all along Parkwood Crescent (to be finalized through the Servicing Agreement design review process).
- To improve infiltration of storm water, permeable pavers are proposed for pedestrian pathways to the site, customer parking spaces along the southern and western property boundaries, and for a vehicle display area located in the south portion of the site adjacent to Parkwood Way.
- Soft and hard landscaping around the perimeter of the site is also proposed to extend over Statutory Right-of-Ways (SRW) on a portion of the site, and into the City boulevard on all four frontages. Prior to Building Permit issuance, the applicant must obtain written approval from the City's Engineering department for the proposed soft and hard landscaping into SRWs on-site, and the applicant must enter into Servicing and Encroachment Agreements for the off-site works. (Note: additional information on the Servicing Agreement is provided in this report under "Site Servicing and Frontage Improvements").
- Dealership signage shown on the plans are conceptual and will be reviewed through separate applications under the City's Sign Regulation Bylaw 9700.
- Maintenance of the existing and proposed works illustrated in the Landscape Plan will include a high efficiency automatic irrigation system.
- Prior to issuance of the Development Permit, the applicant is required to submit a Landscaping Security based on 100% of a cost estimate for the proposed works provided by the Registered Landscape Architect, including all materials, installation, and a 10% contingency (i.e., \$214,830.00).

### ***Accessibility***

- A total of four accessible parking spaces are proposed near main building entrances within the surface parking area and the parkade, consistent with the Zoning Bylaw.
- Main building entries are accessible without steps or abrupt changes in grade, and are equipped with push control access or fully automatic doors activated by motion detectors.
- Vertical circulation to upper levels is provided through an elevator, and accessibility measures applied to stairs for the mobility and visually impaired (e.g., textured non-slip finish, contrasting nosing, and tactile warning strips).

- The building shall comply with all applicable accessibility requirements established in the BC Building Code.

### ***Environmental Sustainability***

- Although the proposed building is not subject to the Energy Step Code requirements of the City's Building regulation Bylaw, a number of measures oriented toward creating a more efficient development are proposed, including: high efficiency mechanical and hot water heating systems; a car wash water recovery system with sediment separators; and roof-mounted solar panels capable of producing approximately 75kW of peak power output for the facility. The applicant is required to register a legal agreement on title prior to adoption of the Zoning Text Amendment to secure the provision of the solar panels.
- Glazing has been designed to optimize use of natural daylight to the showroom and the shop areas, while minimizing glazing in low-activity areas to maximize thermal efficiency.
- Landscaping includes native, non-invasive plant species, an automatic irrigation system with rain sensors, and permeable pavers to improve infiltration of storm water.
- One electric vehicle (EV) charging station for two vehicles is proposed for customer and employee use and is to be located in the surface parking area near the northwest corner of the site, which is to be secured through registration of a legal agreement on Title prior to Development Permit issuance. The legal agreement is to ensure installation and maintenance as well as to include provisions for upgrading or amending subject to City approval. In addition to the secured dual-vehicle EV charging station, the applicant also plans to accommodate an additional five future EV charging stations, although the ultimate quantity, number of cars they serve, and their electrical output are still under review and will depend on Volkswagen Canada requirements.

### ***Public Art***

- The Public Art Policy applies to the proposed development as the total buildable commercial floor area exceeds 2,000 m<sup>2</sup>. At rezoning stage, it was identified that the recommended contribution of \$36,642.15 must be submitted to the Public Art Reserve for City-wide projects prior to adoption of the Zoning Text Amendment.

### ***Crime Prevention Through Environmental Design***

- Natural access control is demonstrated through defined vehicle and pedestrian routes to the site and building, which are emphasized through the use of decorative permeable pavers at the transition from public to private property.
- The proposed Site Plan and building's design provides opportunities for natural surveillance of public and private areas.
- Perimeter landscaping and circulation routes have been carefully designed to allow clear, unobstructed views of surrounding areas.
- Carefully located lighting is proposed to provide security, safety and convenient access without producing glare into adjacent properties (e.g., landscape lighting, building-mounted lighting, pole-mounted lighting at driveway crossings and in surface parking areas, and in-ceiling lighting within the parkade).
- RAMA provides overall security for the dealerships within the Auto Mall. It also works with the dealerships to ensure that properties are kept to a high standard of maintenance.

***Site Servicing and Frontage Improvements***

- Off-site improvements along Parkwood Way and Parkwood Crescent required to service the proposed development at the subject site were completed under a previous Servicing Agreement (SA) associated with redevelopment of land in this area of the Richmond Auto Mall (SA 14-674419).
- Through the review of the Development Permit application at the subject site, it has been determined that the proposed installation of soft landscaping, irrigation, and special paving treatments extending into the boulevard on City-owned property will be reviewed through a separate Servicing Agreement and Encroachment Agreement required prior to Building Permit issuance. The required service connections to the existing water, storm, and sanitary systems will also be designed as part of this Servicing Agreement review process.
- In addition to the proposed encroachments into the boulevard off-site, the proposed landscape treatments, irrigation, and signage on-site along the west property line will also encroach into an existing SRW for the sanitary sewer (EPP47271). Through the Development Permit application review process, the proposed encroachments have been considered and supported in principle by the City's Engineering Department, however the applicant must seek formal written authorization for these encroachments into the SRW prior to Building Permit issuance.
- Prior to DP issuance, the applicant is also required to register a new 3.0 m wide SRW on Title of the subject site to account for a portion of the existing sanitary sewer that runs parallel to the west property line along Parkwood Way, which was not included in the existing SRW EPP47271. The new SRW will extend approximately 34.0 m from the southern end of the existing SRW, up to the existing southern manhole.
- The property owner and RAMA will be responsible for maintenance, liability and replacement of the proposed materials within the boulevard on City-owned property and within SRWs on-site, if the City needs to remove them for any reason.

***Existing Legal Encumbrances***

- As part of the Zoning Text Amendment application review process, the applicant submitted a title search and a lawyer's title summary of legal notations and charges for the subject site. It was determined that a covenant registered on title with respect to Fire equivalencies for the buildings on the predecessor properties that have since been removed must be discharged from title prior to final adoption of the Zoning Text Amendment.
- In addition, there are legal notations on title with respect to a Development Variance Permit issued in 2001 for the buildings on the predecessor properties that have since been removed (BR329027 and BX247262). Prior to DP issuance, the applicant is required to remove these legal notations be removed from title.

## Conclusions

The proposed auto dealership facility responds to the design objectives in the City's Development Permit Guidelines for commercial developments in the context of the subject site's location in the Richmond Auto Mall.

The densification of the site contributes to maximizing the function of the Richmond Auto Mall and is consistent with the City's objectives for economic growth while preserving commercial land located elsewhere in the City for other uses.

Staff recommend that the proposed Development Permit be endorsed, and considered for issuance by City Council.



Pcc  
Cynthia Lussier  
Planner 1  
(604-276-4108)

CL:blg

### Attachments:

- Attachment 1: Location Map
- Attachment 2: Letter of support from RAMA
- Attachment 3: Development Application Data Sheet
- Attachment 4: Comparison of Building Heights in the Richmond Auto Mall
- Attachment 5: Letter from RAMA confirming loading arrangement
- Attachment 6: Excerpt from the Minutes to the April 24, 2019 Advisory Design Panel Meeting (including applicant responses)

The following items are to be completed prior to forwarding the Development Permit application to Council for issuance:

- Registration of a new 3.0 m wide SRW on title for the existing sanitary sewer, acceptable to the Director of Engineering, extending approximately 35 m from the southern end of existing SRW EPP 47271 on the subject site adjacent to Parkwood Way to include the southern manhole of the existing sanitary line. The agreement will include similar conditions and requirements as the existing SRW agreement inclusive of the City's right to access and maintain the underlying utilities.
- Registration of a legal agreement on title to ensure that the proposed EV charging station (dual-port) for two vehicles will be installed and maintained on site (available for public use). The agreement will include provisions for upgrading and replacement upon approval by the Director of Engineering.
- Removal of legal notations registered on title as it relates to a Development Variance Permit on the predecessor properties (BR329027 and BX247262).
- Receipt of a Letter-of-Credit (or other format acceptable to the City) for landscaping in the amount of \$214,830.00 (100% of a cost estimate prepared by the Registered Landscape Architect, including all materials, installation, and a 10% contingency).

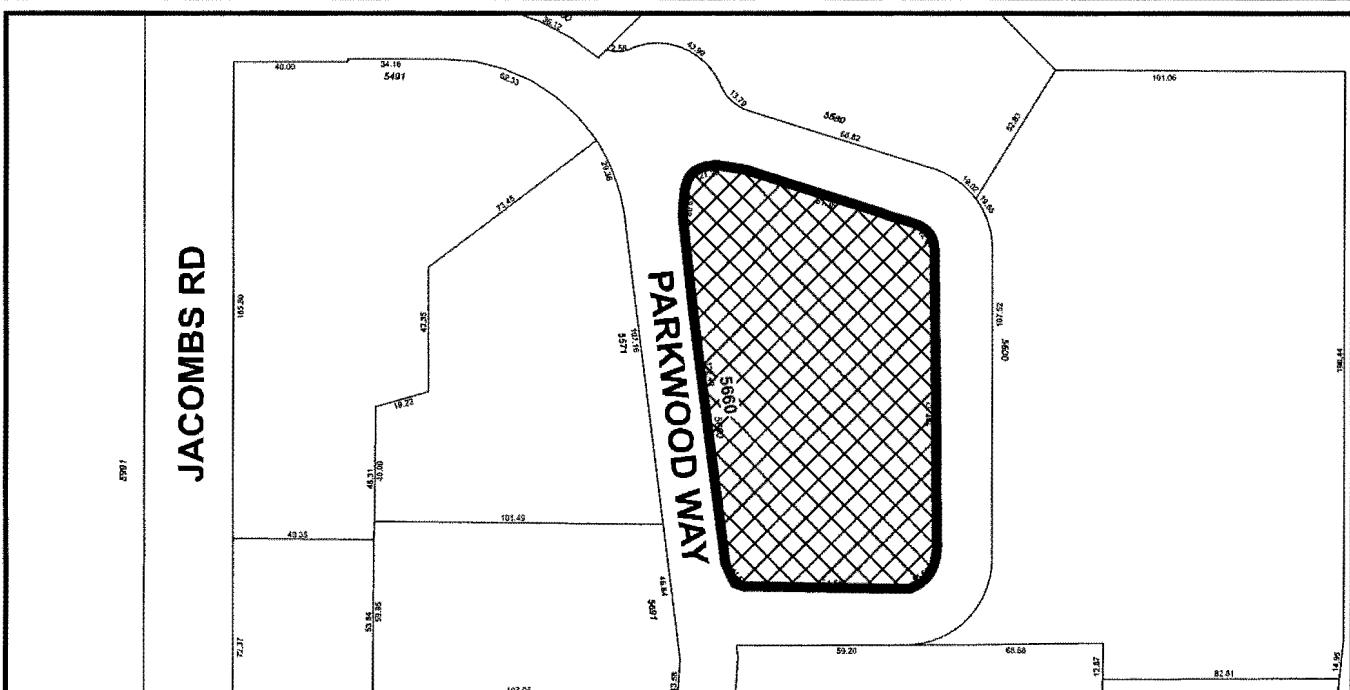
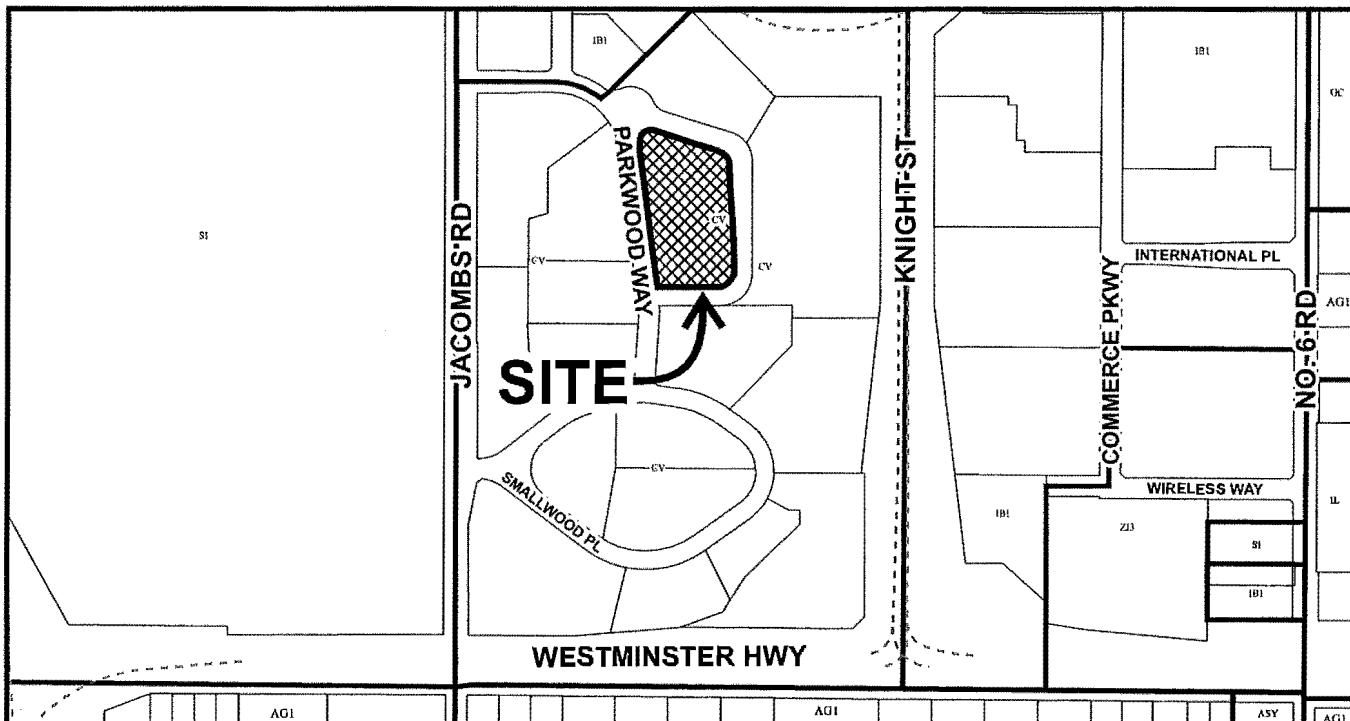
Prior to future Building Permit issuance, the applicant is required to complete the following:

- Enter into a Servicing Agreement for the proposed off-site landscaping installations as conceptually shown in the Reference Plans to the Development Permit.
- Enter into an Encroachment Agreement for soft and hard landscaping, and irrigation proposed within the boulevard on City-owned property on all four frontages. Plans prepared by a registered BC Land Surveyor are

- required to be submitted to show the location and extent of all applicable encroachments extending onto City property. Liability, maintenance and replacement of these materials within these areas are the responsibility of the property owner and RAMA (should the City need to remove the materials to access the underlying utilities).
- Obtain a letter from the City's Engineering department approving installation of soft and hard landscaping, irrigation, and signage within City SRWs. Liability, maintenance and replacement of these materials within the SRWs are the responsibility of the property owner and RAMA (should the City need to remove the materials to access the underlying utilities).
  - Obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.*
  - Submission of a Construction Traffic and Parking Management Plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>).



**City of  
Richmond**



	<b>DP 18-818161</b>	Original Date: 05/09/18
		Revision Date: 03/13/19
		Note: Dimensions are in METRES



Monday, December 17, 2018

**MEMO TO:** Ryan Cowell, Cowell Volkswagen  
**FROM:** RAMA Board of Directors  
**RE:** Cowell Volkswagen Development Permit Application

Dear Ryan,

This letter is to inform you that your building design application submitted March 16, 2018 for the new Cowell Volkswagen dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

We note that the maximum Floor Area Ratio of .85 is higher than the municipal bylaw of .5 and that the main building height of 16m exceeds the bylaw maximum of 12m.

We also note that there will be a reduction of loading bays from 3 medium and 2 large to 1 large and that the parking spaces situated in the setback are approved as per the design guidelines.

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,

A handwritten signature in black ink, appearing to read "Gail Terry".

Gail Terry

General Manager, Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval



**City of  
Richmond**

## **Development Application Data Sheet**

Development Applications Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**DP 18-818161**

Address:	5660 Parkwood Way	
Applicant:	Christopher Bozyk Architects Ltd.	Owner: GE Cowell Holdings Inc.
Planning Area(s):	East Cambie	
Floor Area	Gross: 24,163.53 m <sup>2</sup>	Net: 9,0525.25 m <sup>2</sup>

	Existing	Proposed
Site Area	11,053.21 m <sup>2</sup> ( 2.73 acres ) =	No Change
Land Uses	Vacant	Auto Dealership
OCP and Area Plan Designation	Commercial	No Change
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV) with a site-specific FAR of 0.84 via ZT 18-818164 (pending)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.84 via ZT 18-818164 (pending)	0.81	None permitted
Lot Coverage:	Max. 50%	44%	None
Building Setbacks:	Front (south): Min. 3.0 m Rear (north): Min. 3.0 m Ext. Side (east & west): Min. 3.0 m	Front (south): 33.71 m Rear (north): 8.36 m Ext. Side (west): 8.68 m Ext. Side (east): 7.82 m	None
Landscaping Requirement adjacent to Road (ZB 6.5.3):	Min. 3.0 m	Varies to 0.0 m along the southern and western PL	Variance
Height:	Max. 12.0 m	T/O Roof Ramp: 16.0 m Roof parapet: 13.72 m T Roof deck: 12.09 m	Variance
On-site Parking Spaces:	Employees/Customers: Min. 156 spaces	Employees/Customers: 156 spaces	None
Accessible Spaces::	Min. 4	4	None
Small Spaces:	Max. 50% (78 spaces)	15 % (24 spaces)	None
Loading Spaces:	Min. 2 medium and 1 large space	1 large space	Variance
Bicycle Spaces:	Class 1: Min. 12 Class 2: Min. 15	Class 1: 12 Class 2: 15	None
Vertical Spaces (Class 1):	Max. 33%	25%	None

## Richmond Auto Mall Building Heights\*

Dealership	Address	Application	Status	Parapet Height	Built or Max Height**
Acura	5580 Parkwood Cr	DP14-669686	Issued	8.24 m	11.79 m
Audi	5600 Parkwood Cr	DP14-676613	Issued	12.8 m	14.5 m
Honda	13600 Smallwood Pl	DP14-677729	Issued	7.16 m	10.06 m
Jaguar Land Rover	5600 Parkwood Cr	DP14-676613	Issued	12.8 m	14.5 m
Lexus	5631 Parkwood Way	ZT09-462526 DP09-472843 DV10-529985	Issued	10.8 m	14.40 m
Mazda	13800 Smallwood Pl	DP10-539427	Issued	N/A	10.85 m
Nissan	13220 Smallwood Pl	DP05-302568 DP05-307245	Issued	7.5 m approx.	11.3 m
Toyota	13100 Smallwood Pl	ZT18-818765 DP18-818762	Issued	16.2 m	19.9 m
Volkswagen (subject site)	5660 Parkwood Way	ZT18-818164 DP18-818161	Public Hearing Feb 19 2019	13.72 m	16.00 m
Porsche	13171 Smallwood Pl	ZT18-835424 DP18-810720	Public Hearing March 18 2019 DP Panel Oct 30 2019	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)"

December 16, 2019



June 30, 2015

MEMO TO: Ryan Cowell, Cowell Auto Group

FROM: RAMA Board of Directors

**RE: Auto Deliveries in Richmond Auto Mall**

Dear Ryan,

This letter is to confirm the arrangement between the member-dealers of the Richmond Auto Mall Association (RAMA) regarding the delivery of vehicles to each dealership.

The majority of the auto carriers that service the mall are in excess of 40 feet in length and cannot physically fit onto the dealers' properties for unloading as space is very limited. This requires all dealerships to receive their auto deliveries via street drop-offs. This has been the case since the auto mall was constructed in 1985.

Measures have been put in place to mitigate the disruption for the benefit of members and customers and to make the process as safe as possible. These include a policy that requires deliveries to take place in the evening wherever feasible to avoid peak traffic in the mall, truck drivers to place orange traffic cones out a good distance behind their vehicles and to use four-way flashers to alert traffic in advance that the lane is temporarily blocked. All members have communicated this policy to their delivery companies in an effort to keep the flow as smooth as possible.

In addition, the RAMA office facilitates communication between the members in the event that there are any issues that need addressing. Bi-monthly member meetings also act as an open forum where topics such as this are discussed and resolutions found as necessary.

If you require any further info, please don't hesitate to call. Please also feel free to provide my contact info to the City in the event they wish to discuss with me in person.

Kind regards,

A handwritten signature in black ink, appearing to read "Gail Terry".

**Gail Terry  
General Manager  
Richmond Auto Mall Association**

CC: RAMA Board of Directors, Bibiane Dorval

## **Attachment 6**

### **Excerpt from the Minutes from The Advisory Design Panel Meeting**

**Wednesday, April 24, 2019 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall**

#### **1. DP 18-818161 – 3-STORY COMMERCIAL VEHICLE RETAIL, STORAGE AND SERVICE DEVELOPMENT**

ARCHITECT: Christopher Bozyk Architects Ltd.

LANDSCAPE ARCHITECT: Connect Landscape Architecture

PROPERTY LOCATION: 5660 Parkwood Way

#### **Applicant's Presentation**

Stephen Price, Christopher Bozyk Architects Ltd., and Ken Larsson, Connect Landscape Architecture, presented the project and together with Ryan Cowell and Robert Harrison, Cowell Auto Group, answered queries from the Panel on behalf of the applicant.

#### **Panel Discussion**

*Comments from Panel members were as follows:*

- the proposed building with four sides fronting the street presents interesting challenges;
- south façade of the building needs further design development; applicant could introduce additional colours and provide additional articulation of the façade;

*The façade has been revised to incorporate the following changes:*

- *The introduction of another colour (RAL 9006) for the middle portion of the wall.*
- *The middle portion of the wall's face projects from the adjacent walls on the west and east sides of it. This breaks up the monolithic appearance of the wall by introducing deeper shadows to help articulate it.*
- appreciate that the all-white is the corporate look of the building; consider introducing landscaping on the southern wall, e.g., a growing medium at the base of the wall or an extensive green wall;

*Additional landscaping has been incorporated; including and a series of trees in front of the centre portion of the wall.*

*The on-site parking layout has been redesigned to allow for additional landscaping and to create a tree flanked centre aisle leading to the building.*

- consider future proofing by installing additional electric vehicle chargers or conduit for public use;

*While one 6.6 kW AC EV dual-port charging station servicing two vehicles is being provided initially (available for public use), there are plans for five future stations. The proposed locations are now indicated on sheet A01.*

*While an additional 5 future EV charging stations are being planned for the facility, the final quantity, number of cars they serve, and their electrical output are still under review and will depend upon Volkswagen Canada requirements.*

- consider continuing the differentiation of the first and upper floors in the northern half of the east façade to the southern half and provide weather protection over the overhead doors;

*We have reviewed this to see if this is feasible. Unfortunately, due to circulation requirements for the site and within the detail bays of the building we cannot adjust the location of this portion of the building or relocate the east wall inward without compromising the function of the facility.*

*We also looked at extending the upper portion of the building in order to create the shadow line, but functionally it doesn't offer any benefit for the client that would support the additional expense of the floor area.*

*The main level is differentiated from the upper levels through the use of different building materials and maintains the datum line created by the overhang.*

- landscaping needs to be shown in the model and renderings as it is an important part of the project;

*The landscaping has been revised and renderings reflect these changes.*

*The missing landscape on the model has been added.*

- consider perimeter screening for the two back of house sides of the building or installing intermittent gabion walls with some landscaping to define the edge of the property lines of the back of house frontages of the building;

*The eastern portion of the site has been revised to incorporate the addition of a gabion wall and some screening landscape.*

- the shear wall is high on the south side; explore all stair towers feature treatment for better integration;

*We have revised the south façade. The wall between the two stair towers has been divided into 3 parts. The centre wall (which is the shear wall) has been brought forward from the adjacent walls and its finish now matches the finish of the stair towers.*

- textured paving at the main entrance could be made more of a feature if the paving surface could be brought further into the indoor parkade drive aisle; consider installing bollards to identify vehicle and pedestrian circulation areas;

*The indoor drive aisle paving is the same as that at the main entrance of the site: scored concrete.*

*It is differentiated from the parking as it will be concrete, while the parking paving will be asphalt.*

*A linear metal ceiling is located above it, emphasizing its importance to the design.*

- the berm is a significant feature of the project; consider extending it along the west side up to the main entrance and making it a longer feature along Parkwood Crescent; would enhance the character and consistency of the form of the development;

*This is already incorporated into the design. The berm is along the entire length of the North façade and wraps the northwest corner of the building. A second section of the berm is located between the doors for the service department and one of the main entrances.*

- investigate opportunities for introducing a feature material in the soffit at the main building entrance and ceiling of the indoor parkade to provide visual interest;

*Although it wasn't discussed at the meeting, we are providing a linear metal ceiling system which incorporates recessed linear LED downlighting above the entire length of the interior drive aisle.*

*This is intended to create the feeling of a hotel drop-off for our customers. It will also serve to further define the drive aisle from the adjacent covered parking.*

- appreciate the presentation of the project;
- applicant needs to give further consideration to wayfinding to lead visitors towards the main entrance of the building due to the emphasis of the building architecture on the northwest corner;

*Wayfinding at the main entrance is being addressed with the following:*

- *A monument sign, in keeping with the Richmond Auto Mall Association Design Guidelines, at the main entrance driveway.*
- *A Volkswagen required archway with integrated LED light strips (defining the sides and top of the opening) and the text "Reception" located at the entrance into the covered drive aisle.*
- *An additional Alucobond archway featured at each of the building's pedestrian entrances. These arches also incorporate LED lighting and corporate signage.*
- *The driveway and drive aisle are a different material and finish from the parking areas.*

- the intersection sight triangle at the northwest corner needs better delineation of vehicle and pedestrian areas; consider not using for car display; consider continuing the diagonal pedestrian path and installing groundcover or low planting in the triangular area to better delineate pedestrian area, soften paving and prevent vehicular circulation in the area;

*The car display at this corner has been redesigned. It has been reduced in size to prevent encroachment upon the sight triangle.*

*The pedestrian pathway has been redesigned and there are additional planting areas as a result.*

*Additional fixed seating has been incorporated into this area which provides a barrier between display vehicles and pedestrian access – this also ensures that vehicles will not be inadvertently placed within the sight triangle.*

- consider tapering down the west end of the berm to grade to create a stronger feature; would also soften the northwest corner and provide a better way to introduce pedestrians and motorists to the dynamic of the architectural gesture;

*We have reviewed the design of the berm and are tapering the edges down to a low gabion wall on all sides.*

*We feel that the gabion wall is a strong design element that further integrates the architectural forms into the landscape and will keep it in place as a result.*

- overall, a well done project;
- agree with Panel comments that the project is nicely done; appreciate the visual permeability of the site and the change of materials on the ground plane;
- appreciate the proposed berm; question the balance and scale of the plant materials on the berm;

*Trees are placed primarily at base of slope and will create small groves.*

*The birch will grow to about 5.5m max, the pines will grow slowly as they have been 'bonsai'd' in form at the nursery.*

*Understory massed ground covers - (Salal and Mahonia) will create a native plant and evergreen carpet) and stabilize the slope. The plant palette is a metaphor for Richmond bog planting.*

- investigate opportunities for introducing planting/greenery on the top of the south façade and repeated at the bottom;

*The south wall of the building is the highest portion of the building and is set at 16m A.F.F. To incorporate landscaping at this location, we would need to add an additional 1 – 1 ½ meters to the height.*

*There is also the concern of maintenance. This area is remote and would be difficult to maintain.*

*The site layout has been revised to allow for additional landscape along the south wall at grade.*

- agree with Panel comments that the project is nicely done; appreciate the proposed sustainability features, e.g., solar PV panels, use of heat pumps, and heat recovery ventilators (HRVs);

***Noted.***

- ensure that vestibules are provided at the two building entrances as required by the BC Building Code;

*The primary entrance currently has a vestibule. The secondary entrance has been revised to have a vestibule as well.*

- appreciate the use of recycled water for the car wash;

***Noted.***

- support the Panel comment for the applicant to consider installing additional electric vehicle charging stations for public use;

*Additional future locations have been added. Refer to sheet A00 "Site Plan."*

- proposed trees are not shown on the berm in the model;

***Noted. The model has been revised to incorporate them.***

- would have been nice to see shrubs planted on the south side of the site; however, there is limited space for landscaping due to the proposed landscaping variance along the southern property boundary;

*Although the model didn't reflect it, there are plantings along the south side of the property.*

***These will be low height shrubs and street trees.***

- nice project; appreciate the location of the site entrance coming from the roundabout;
- concerned about the east and south walls of the building; consider further treatment considering their visibility to the existing adjacent automobile dealerships to the east and south of the subject site;

*We are incorporating the addition of a gabion wall and plantings to act as a screening element.*

*The landscaping at the south end of the building has been revised to incorporate additional trees and plantings.*

- appreciate the applicant's presentation of the project;
- appreciate the intention to investigate a large scale public art feature near the roundabout for the entire Richmond Auto Mall; public art would benefit the project; and

*We are excited about this opportunity as well. We feel the adjacency of public art in the roundabout will enhance our project.*

- the southwest intersection of the site is prominent; consider bringing the south façade down to pedestrian scale by breaking it down into smaller components; applicant could introduce different colours and materials to reduce the scale of the south wall and to provide more visual interest.

*The functional requirements and the parking requirements for the project make this impractical to achieve. We have reviewed the possibility of introducing different materials and feel they do not resolve this concern. The solution we are proposing: breaking the south façade into three different parts, differentiating them through colour and depth in order to break up the monolithic feeling of the façade.*

#### **Panel Decision**

It was moved and seconded

*That DP 18-818161 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.*

**CARRIED**



# City of Richmond

## Development Permit

No. DP 18-818161

To the Holder: CHRISTOPHER BOZYK ARCHITECTS LTD.

Property Address: 5660 PARKWOOD WAY

Address: #414 - 611 ALEXANDER STREET  
VANCOUVER, BC V6A 1E1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
  - a) Increase the maximum permitted height for buildings to from 12.0 m to 16.0 m to accommodate various roof elements (roof deck, parapet, solar panels, skylight roof, three stairwells, and rooftop over vehicle ramp);
  - b) Reduce the minimum number of on-site loading spaces required from two medium spaces and one large space to one large space; and
  - c) Reduce the landscaping requirement along a property line abutting a road from 3.0 m to zero (0.0) m along portions of the south and west property lines.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1.a to #4.f attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$214,830.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

**Development Permit**  
**No. DP 18-818161**

To the Holder: CHRISTOPHER BOZYK ARCHITECTS LTD.

Property Address: 5660 PARKWOOD WAY

Address: #414 - 611 ALEXANDER STREET  
VANCOUVER, BC V6A 1E1

---

7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

---

MAYOR

# Cowell Auto Group

## Richmond Volkswagen



### BUILDING STATISTICS

REGISTERED OWNER	PARKING & LOADING	REQUIRED	PROVIDED	VARIANCE	PARKING & LOADING	REQUIRED	PROVIDED	VARIANCE	PARKING & LOADING	REQUIRED	PROVIDED	VARIANCE	PARKING & LOADING	REQUIRED	PROVIDED	VARIANCE	PARKING & LOADING	REQUIRED	PROVIDED	VARIANCE		
CIVIC ADDRESS	7.13.2. LOADING	2 Medium (7m x 1.80 m <sup>2</sup> = 1)	Medium	Requested	Inventory Parking [by Level]:	1 Large			11. DISPLAY PARKING				14.5. BICYCLES				18.1. SITE PLAN					
LEGAL DESCRIPTION	7.13.2. LOADING	(Each side 5,000 m <sup>2</sup> = 1)	Large		Main level:				38				Office & Retail Sales:	Class 1 (0.27/100 m <sup>2</sup> - 100 m <sup>2</sup> )	7	7	A01	COVER SHEET				
JURISDICTION					Level 2:				78				Level 1:	24.31 m <sup>2</sup>	50	108	A02	PLAN #1 SITE PLAN				
18.1.2. LAND USE	7.7.2.3. PARKING SPACES	285.08 m <sup>2</sup>	358.43 m <sup>2</sup>		Level 3:				78				Level 2:	10.49/100 m <sup>2</sup> - 100 m <sup>2</sup> )	10	10	A03	PLAN F2:1 MAIN LEVEL PARKING PLAN				
DCP DESIGNATION	7.7.2.3. PARKING SPACES	Subtotal: (417.51 m <sup>2</sup> / 3 units per 100m <sup>2</sup> ) * 45			Roof:				Total:				Level 3:	158+228 = 385			A04	PLAN F2:2 SECOND LEVEL PARKING PLAN				
ZONING	7.7.2.3. PARKING SPACES												14.6. ROOF LEVEL PARKING PLAN				A05	PLAN F2:3 THIRTEEN LEVEL PARKING PLAN				
CODE REQUIREMENTS	7.7.2.3. PARKING SPACES												14.7. ROOF TOP LEVEL PARKING PLAN				A06	PLAN F2:4 ROOF TOP LEVEL PARKING PLAN				
(CONFIRMING TO BGC 2018)	7.7.2.3. PARKING SPACES												14.8. CONTEXTUAL PLANNING				A07	CONTEXT SITE PLAN				
18.7.4. FLOR. AREA RATIO (F.A.R.)	2.73 ACRES (11,053.21 m <sup>2</sup> / 113.97578 ft <sup>2</sup> )	7.13.4. FLOOR BEARING & MINIMUM 2 HOUR LOAD BEARING & MINIMUM 21 HOUR LOAD	7.13.4. FLOOR AREA (ft <sup>2</sup> )	162,659 SF	7.13.4. FLOOR AREA (m <sup>2</sup> )	15,111.128 m <sup>2</sup>	7.13.4. FLOOR AREA (ft <sup>2</sup> )	162,659 SF	7.13.4. FLOOR AREA (m <sup>2</sup> )	15,111.128 m <sup>2</sup>	7.13.4. FLOOR AREA (ft <sup>2</sup> )	162,659 SF	7.13.4. FLOOR AREA (m <sup>2</sup> )	15,111.128 m <sup>2</sup>	7.13.4. FLOOR AREA (ft <sup>2</sup> )	162,659 SF	7.13.4. FLOOR AREA (m <sup>2</sup> )	15,111.128 m <sup>2</sup>	7.13.4. FLOOR AREA (ft <sup>2</sup> )	162,659 SF	7.13.4. FLOOR AREA (m <sup>2</sup> )	15,111.128 m <sup>2</sup>
10.7.5.1. LOT COVERAGE																						
10.7.6. SETBACKS																						
FLOOR AREA																						
S. SIDE YARD (PARKWOOD GRES)																						
N. SIDE YARD (PARKWOOD GRES)																						
Rear Yard (Parkwood Gres)																						
10.7.7. HEIGHT																						
14.5.11. AMENITY SPACE																						

### CONTEXT PLAN

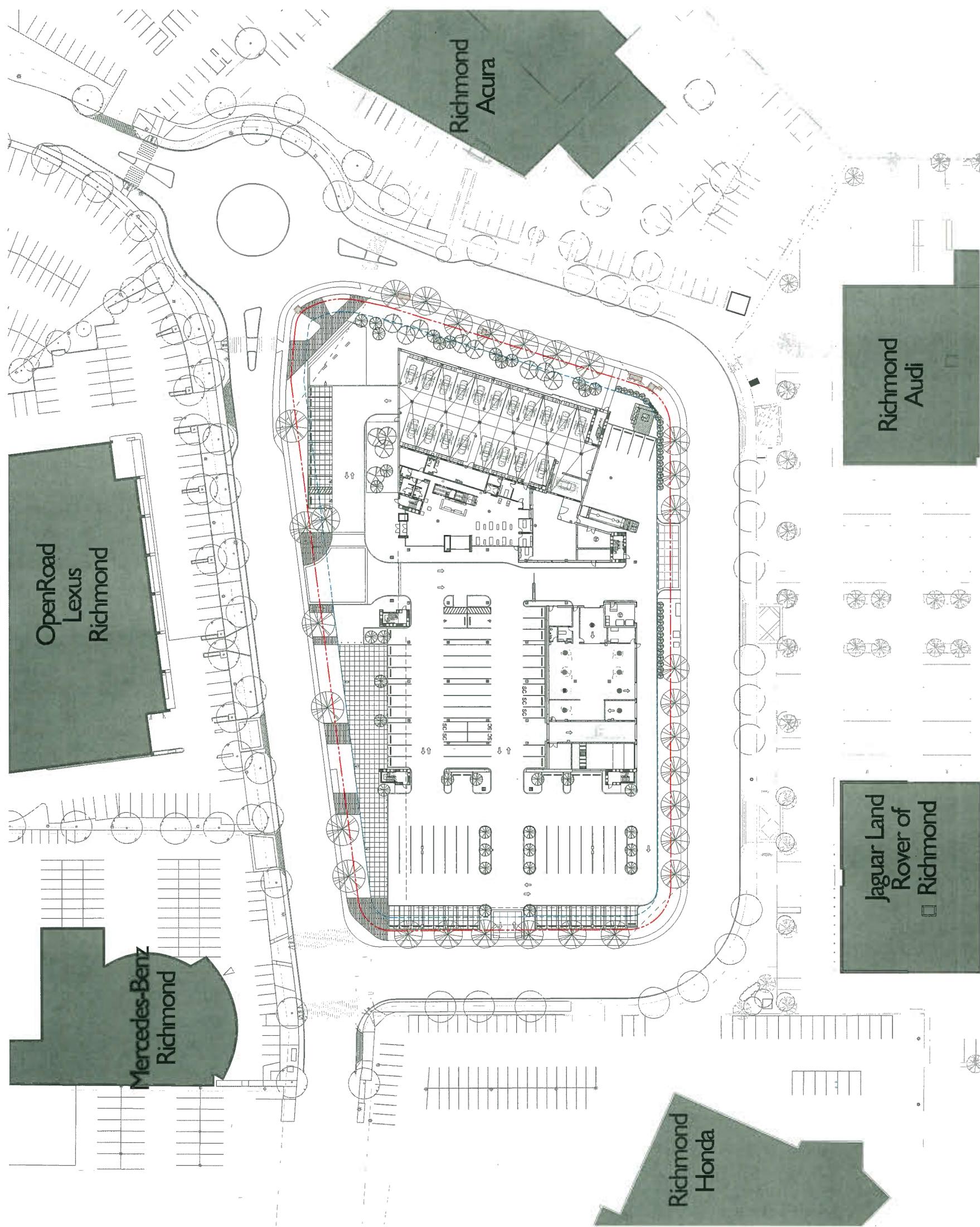


### DRAWING INDEX

REF ID	DATE	DESCRIPTION
		COPYRIGHT NOTICE: All rights reserved. All items, designs, drawings and reproductions either in print or electronic format, on the programs of Christopher Bozyk Architects Ltd., are copyright material of Christopher Bozyk Architects Ltd. It is illegal to copy or reproduce them without the express written permission of the copyright owner.
5	2015.12.1 CITY OF VICTORIA	5. 2015.12.1 CITY OF VICTORIA
4	2018.1.8 CITY OF VICTORIA	4. 2018.1.8 CITY OF VICTORIA
3	2018.4.17 AS-AP SUBMISSION	3. 2018.4.17 AS-AP SUBMISSION
2	2018.6.8 APPROVAL	2. 2018.6.8 APPROVAL
1	2018.6.17 PAYMENT ADVANCES	1. 2018.6.17 PAYMENT ADVANCES
		RETENTION DATE DESCRIPTION

COVER SHEET DP#18-818161/ZTA 18-818164

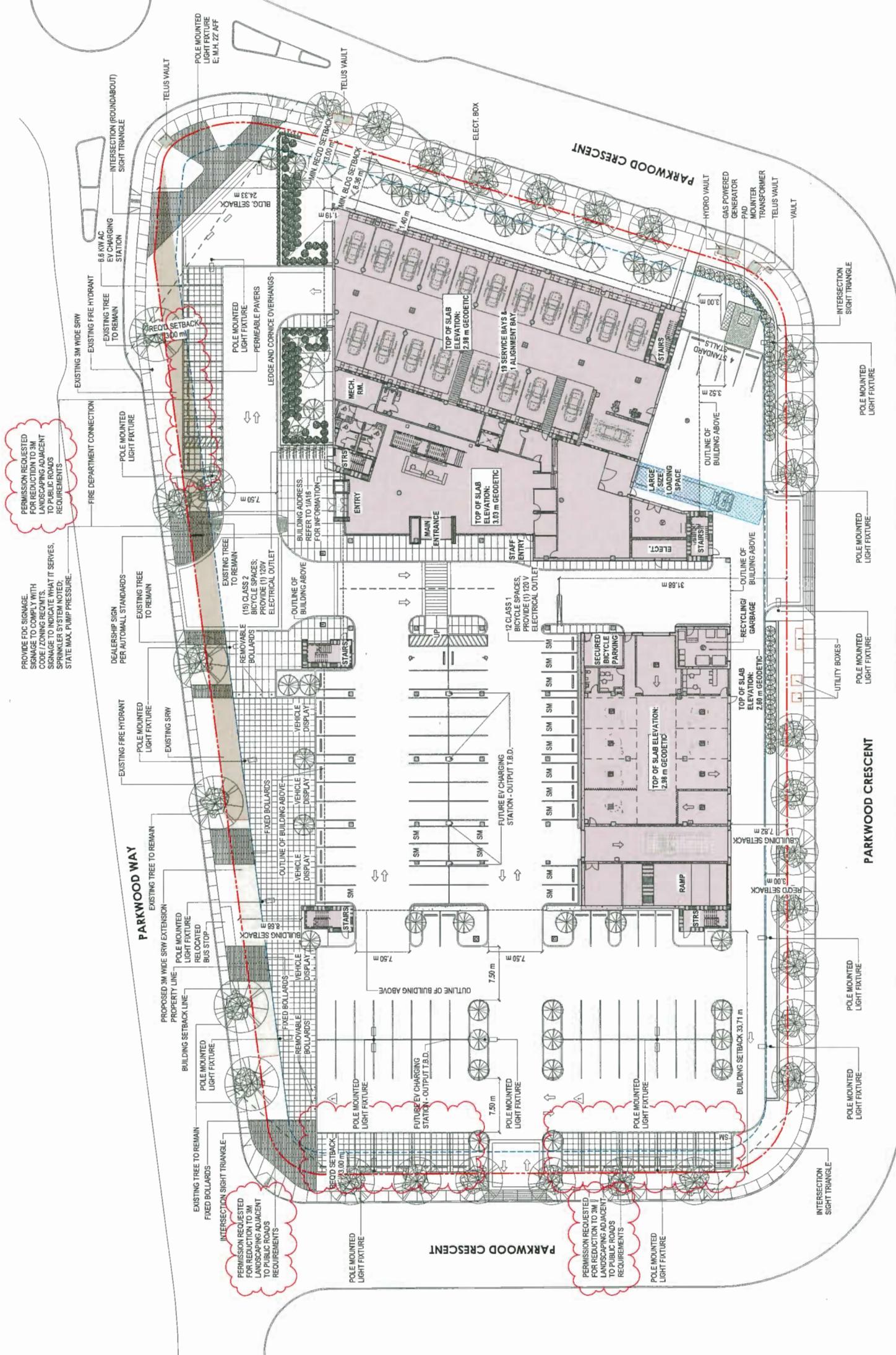
PLANO # 1A  
A00



DEC 16 2019  
DRAWN BY: SP  
PROJECT NUMBER: A05  
PAGE NUMBER: 1B  
18-818161  
PLA# 1B

1 30 m  
Scale: 1" = 30'-0"  
CONTEXT SITE PLAN

DEC 16 2019  
DRAWN BY: SP  
PROJECT NUMBER: A05  
PAGE NUMBER: 1B  
18-818161  
PLA# 1B



5. 2018.12.11 CITY OF NEW WESTMINSTER  
4. 2018.11.18 CITY OF NEW WESTMINSTER  
3. 2018.11.18 POST AND LETTER SUBMISSION  
2. 2018.11.8 ACP PROPOSED APPROVAL  
1. 2018.12.18 PROPOSED APPROVALS

REVISION DATE  
DESCRIPTION

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For more information, contact the architect or the responsible authority.

Cowell Volkswagen

9640 Parkwood Way  
Richmond, BC V6V 2M4

DP # B-818161/ZTA 18-818164

DATE PREPARED  
2018-12-18

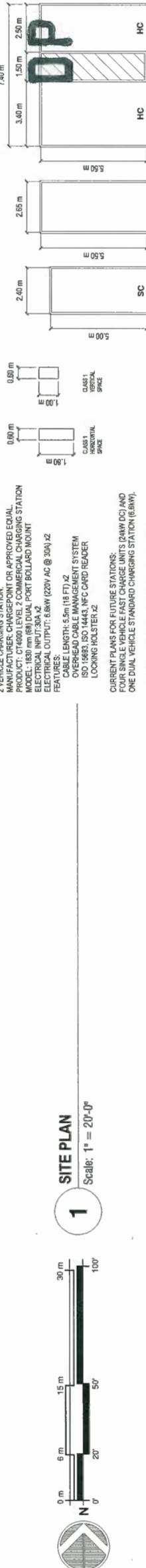
PLAN # - SITE PLAN  
18-818161

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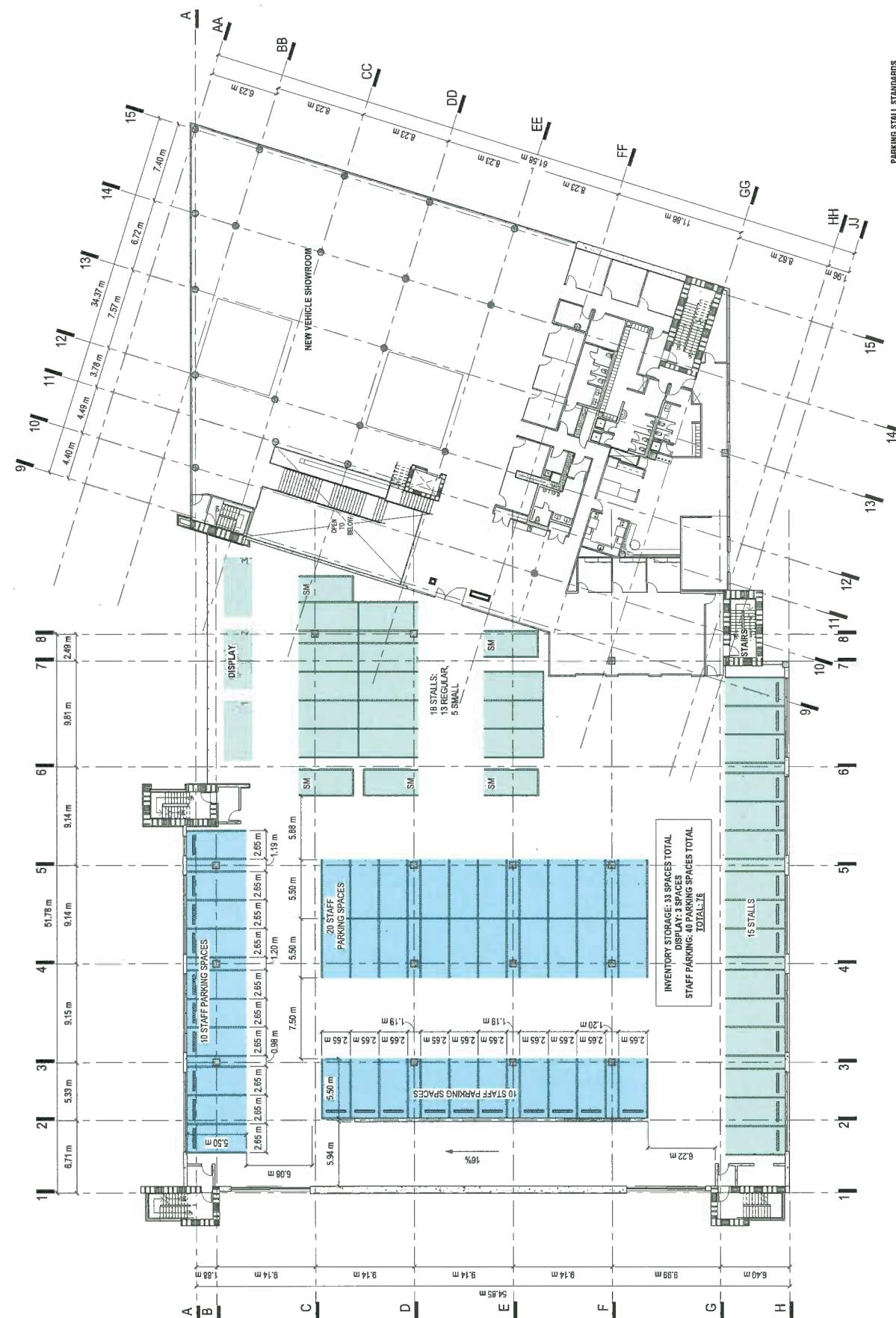
21409

PLANS # 1C

A01







PARKING STALL LEGEND
PUBLIC / EMPLOYEE PARKING -STANDARD STALL SIZE
PUBLIC / EMPLOYEE PARKING -SMALL STALL SIZE
PUBLIC / EMPLOYEE PARKING -ACCESSIBLE STALL
INVENTORY PARKING
LOADING STALL

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Cowell Volkswagen

5650 Parkwood Way

Richmond, BC V6V 2N4

PLAN #2.2 - SECOND LEVEL PARKING  
PLAN

DEC 16 2019

DRAWING: SP

PROJECT NUMBER: 18-818161

DATE: 2018.11.06

SCALE: As indicated

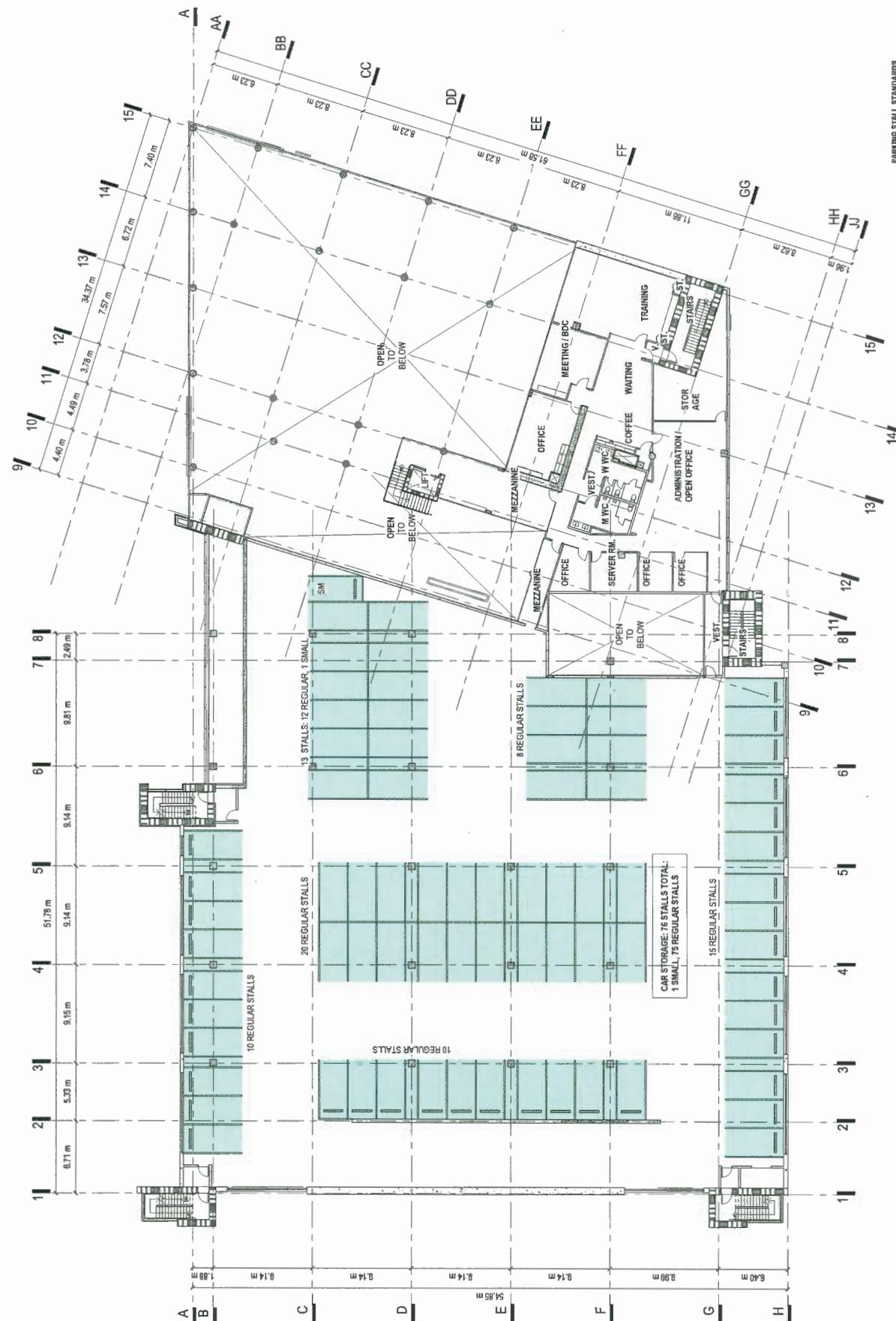
214009

18-818161  
PLAN #2.2

FLW: 1/16" C:\Users\Christopher\OneDrive\Christopher Bozyk Architects\18-818161\18-818161.dwg Cowell Volkswagen

1 SECOND LEVEL PARKING PLAN

N



PARKING STALL LEGEND	
PUBLIC EMPLOYEE PARKING	- STANDARD STALL SIZE
PUBLIC EMPLOYEE PARKING	- SMALL STALL SIZE
PUBLIC EMPLOYEE PARKING	- ACCESSIBLE STALL
INVENTORY PARKING	
LOADING STALL	

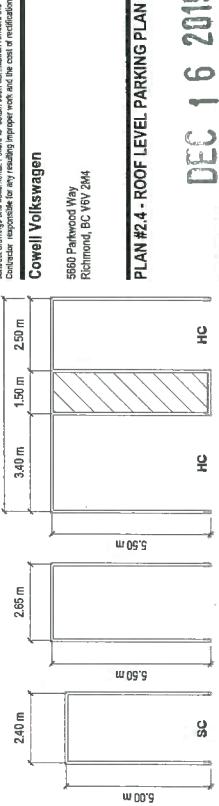
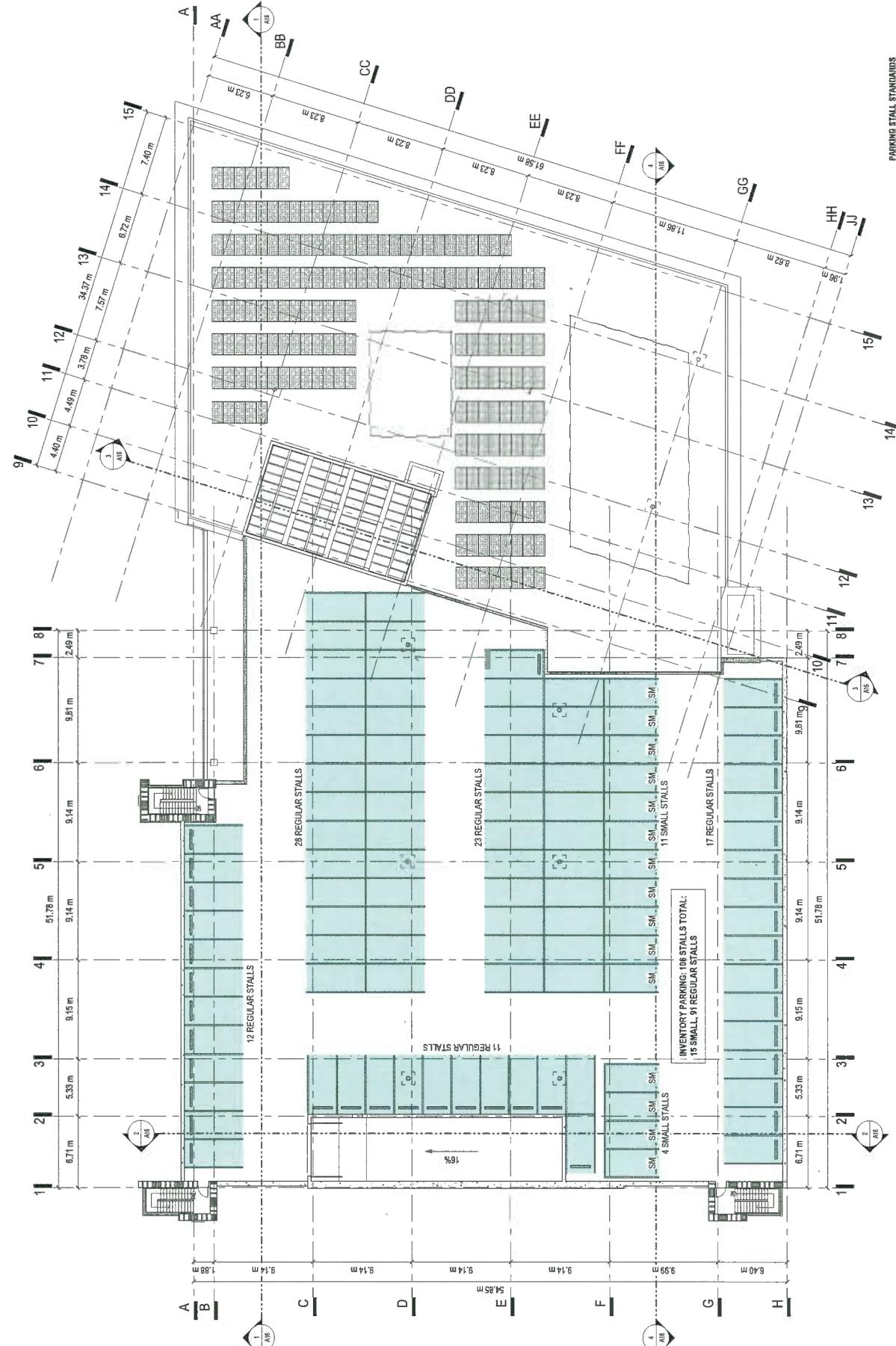
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Cowell Volkswagen  
Richmond, BC V6V 2N4

PLAN #2.3 - THIRD LEVEL PARKING PLAN  
DEC 16 2019  
DRAWN BY: DATE: 2019.11.08  
PROJECT NUMBER: 1A02.3 PLAN #2.3



DP  
1A02.3 PLAN #2.3



**ROOF PARKING PLAN**  
1 Scale: 1/16" = 1'-0"  
N

**DEC 16 2019**  
DRAWN BY SP  
PROJECT NUMBER 2409

**DEC 16 2019**  
DRAWN BY SP  
PROJECT NUMBER 2409

**DP 18-A82.4 PLANS #2-D**

# Cowell VW

## LANDSCAPE ARCHITECTURAL SET – ISSUED FOR CITY COMMENTS RESPONSE

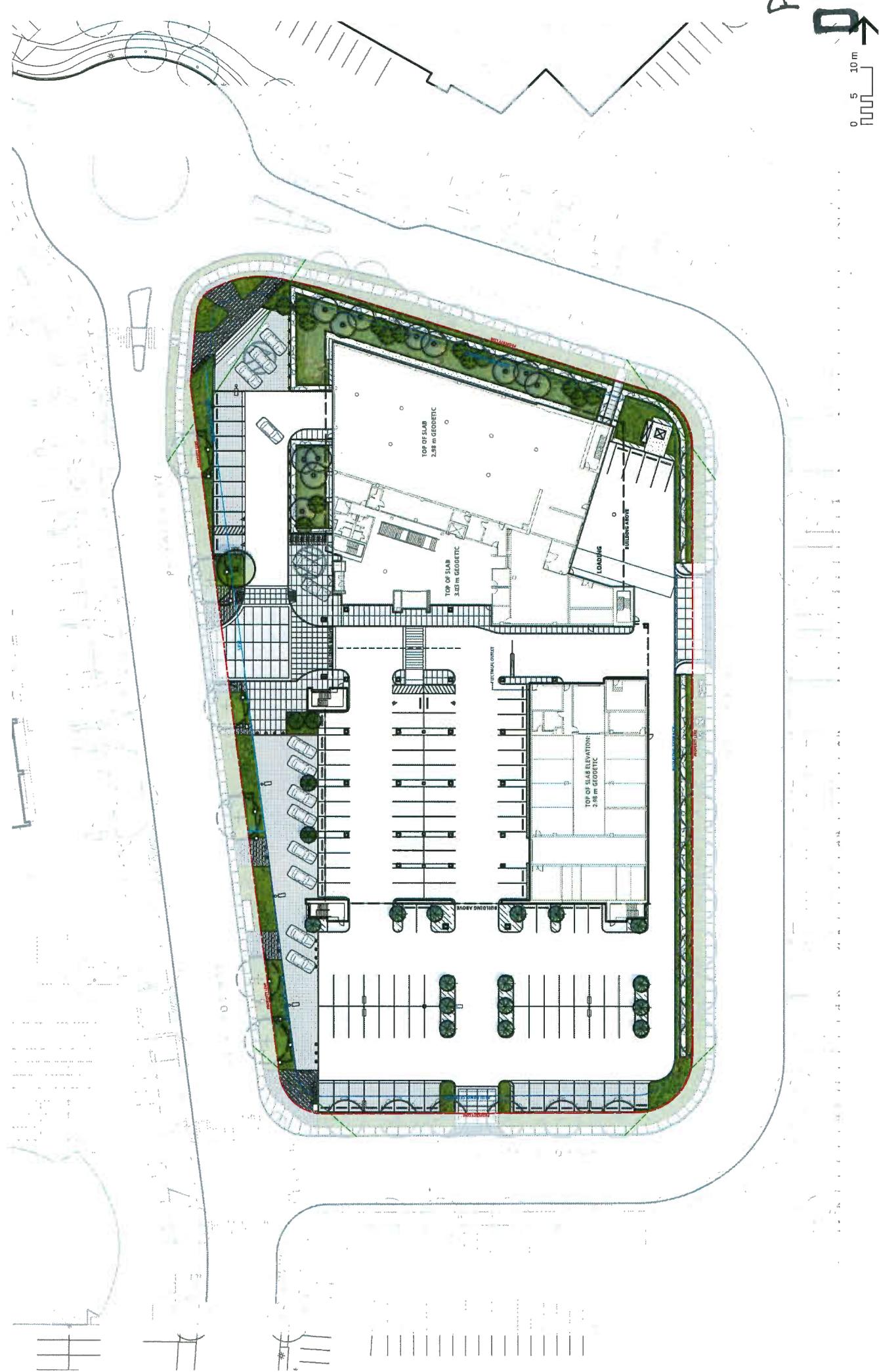
### DECEMBER 16, 2019

#### LANDSCAPE DRAWING INDEX

SHEET NO.	SHEET NAME
L0.0	COVER SHEET AND DRAWING LIST
L0.1	TREE MANAGEMENT PLAN
L1.0	LANDSCAPE SITE PLAN
L1.1	OFFSITE LANDSCAPE SITE PLAN
L1.2	LANDSCAPE MATERIALS
L2.0	PLANTING PLAN
L2.1	OFFSITE PLANTING PLAN
L2.2	LANDSCAPE DETAILS - GABION WALL CONCEPT
L3.0	LANDSCAPE DETAILS - GABION WALL CONCEPT

#### GENERAL NOTES

1. ALL LANDSCAPE ARCHITECTURAL DRAWINGS IN THIS PACKAGE SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT DRAWINGS, DETAILS, SPECIFICATIONS, AND CORRESPONDENCE THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
2. IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.
3. THE CONTRACTOR SHALL VISIT THE SITE TO VERIFY THE TRUE EXISTING CONDITIONS, ANY UNCLEAR ISSUES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT. NO CLAIM SHALL BE ALLOWED FOR EXTRAS WHICH MAY ARISE THROUGH NEGLECT OF THIS ADVICE.



- THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.
- PLAN #3A**
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.
  5. ALL EXISTING INFORMATION IS BASED ON AVAILABLE RECORDS AND SHALL NOT BE CONSTRUED TO BE COMPLETE OR ACCURATE.
  6. LAYOUT OF HARDSCAPE, SITE FURNITURE, SOIL, PLANTING, AND ALL OTHER LANDSCAPE MATERIALS ARE TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
  7. ALL PUBLIC REALM DETAILS AND FINAL SELECTION / APPROVAL OF ALL STREET TREES TO BE APPROVED BY THE MUNICIPALITY.

14 RE-ISSUED FOR TENDER	19-12-36
13 ISSUED FOR CITY COMMENTS RESPONSE	19-12-16
12 ISSUED FOR TENDER	19-11-08
11 RE-ISSUED FOR DP	19-10-31
10 ISSUE FOR BP	19-06-26
9 RE-ISSUED FOR DP	19-06-20
8 RE-ISSUED FOR DP	19-05-24
7 RE-ISSUED FOR DP	19-04-06
6 RE-ISSUED FOR DP	19-03-22
5 RE-ISSUED FOR DP	19-03-12
4 RE-ISSUED FOR DP	18-12-07
3 RE-ISSUED FOR DP	18-09-26
2 ISSUED FOR DP	18-03-27
1 ISSUED FOR SCHEMATIC COORDINATION	18-03-01

REVISIONS

**COWELL VW**

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Scale:	1:400
Drawn:	KL
Reviewed:	06-000
Project No.	DEC 16 2019

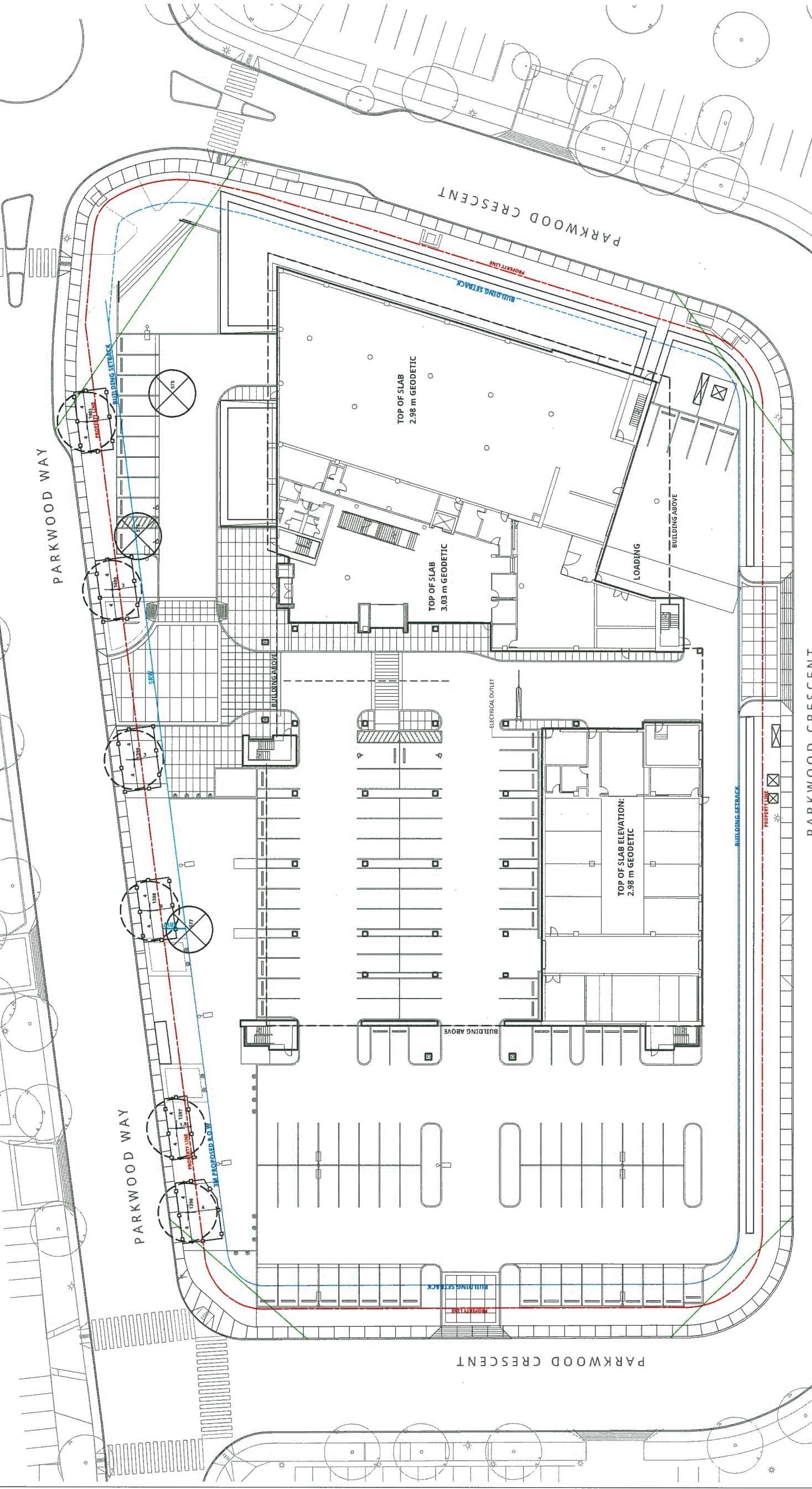
**COVER SHEET &  
DRAWING LIST**

**PLAN #3A DP 18-8 18-1610.0**

CONNECT LANDSCAPE ARCHITECTURE INC.  
DOES NOT GUARANTEE THE EXISTENCE,  
LOCATION, AND ELEVATION OF UTILITIES AND /  
OR CONCEALED STRUCTURES AT THE PROJECT  
SITE.

THE CONTRACTOR IS RESPONSIBLE FOR  
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CONCEALED STRUCTURES, AND IS  
RESPONSIBLE FOR NOTIFYING THE  
APPROPRIATE COMPANY, DEPARTMENT OR  
PERSON(S) OF ITS INTENTION TO CARRY OUT ITS  
OPERATIONS.

**PLAN #3B**



**COWELL VW**

5660 Parkwood Way  
Richmond, British Columbia  
Scale: 1:250  
Drawn: KD  
Reviewed: KL  
Project No. 06-600

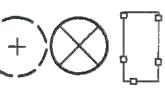
**TREE MANAGEMENT**

**PLAN #3B**

DEC 16 2019  
D P

161  
C10161

**TREE MANAGEMENT LEGEND**



TREE PROTECTION FENCING

PER ARBORIST REPORT AND  
CITY OF RICHMOND STANDARDS

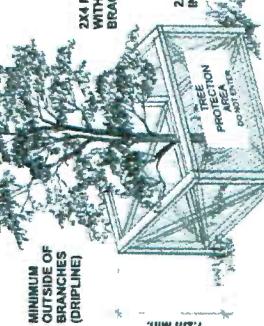
TO BE REMOVED: 3

TO BE RETAINED: 6

SEE PLANT MATERIALS L2 & PLANTING PLAN

L2

Tree Protection Distance Table			
*Minimum Protection Required Around Tree			
Tree Trunk Diameter cm	Trunk Diameter inches	Distance from Trunk m	Distance from Trunk feet
20	8	0.6	2.0
25	10	0.8	2.60
30	12	1.0	3.25
35	14	1.2	3.90
40	16	1.3	4.55
45	18	1.5	5.20
50	20	1.7	5.85
55	22	1.8	6.50
60	24	2.0	7.15
75	30	2.5	7.80
90	36	3.0	8.45
100	40	3.3	9.00

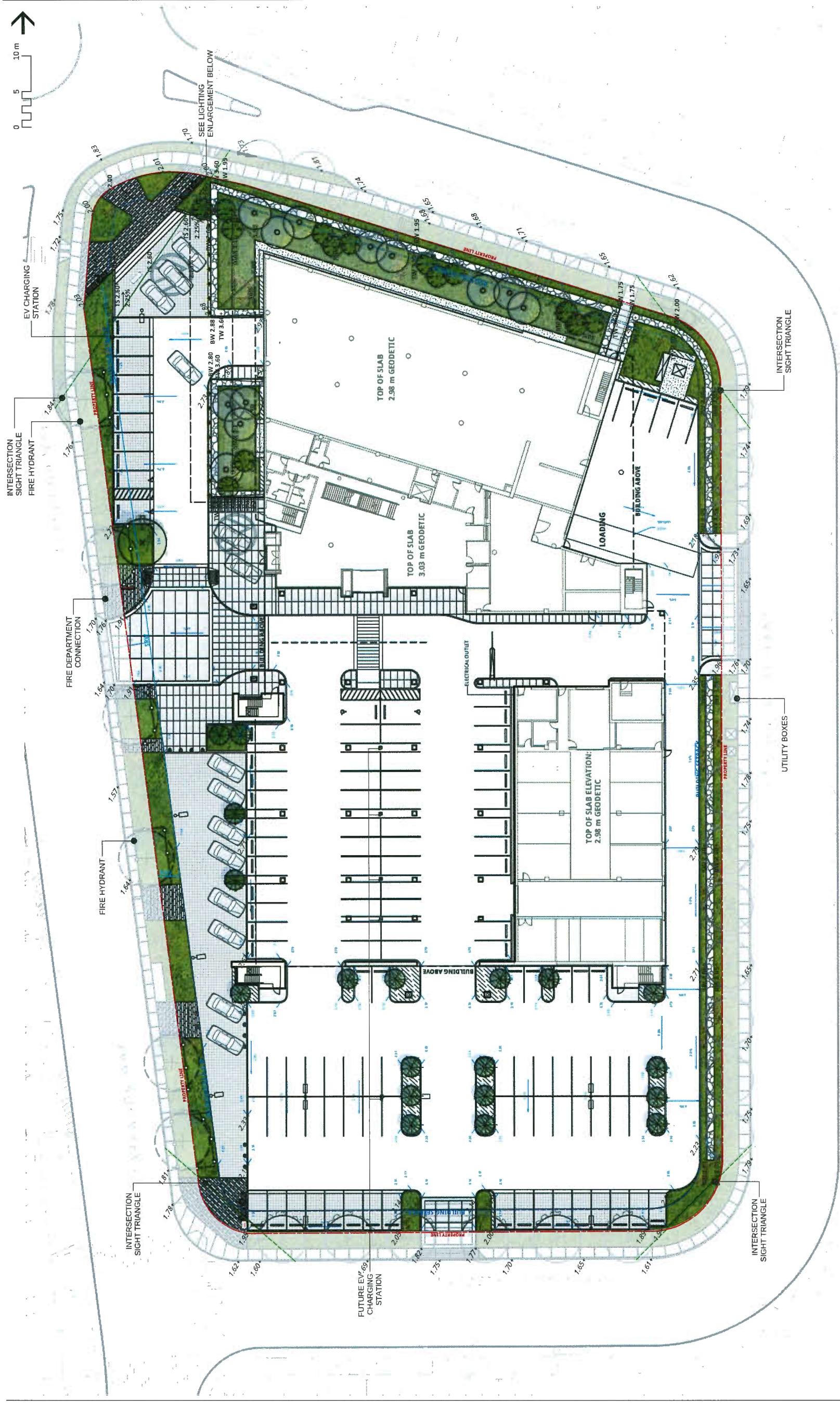


1 EXISTING TREE PROTECTION  
NOT TO SCALE

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LOCATION AND ELEVATION OF UTILITIES AND /  
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PERSON(S) OF ITS INTENTION TO CARRY OUT ITS  
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**PLAN #3C**



**COWELL VW**

5660 Parkwood Way  
Richmond, British Columbia

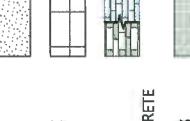
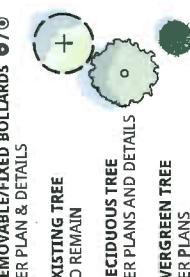
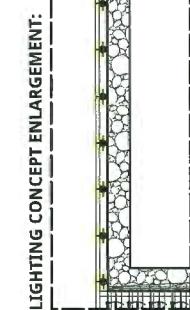
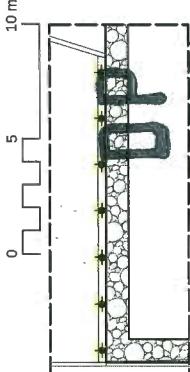
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Drawn: KD

Reviewed: KL

Project No. 06-600

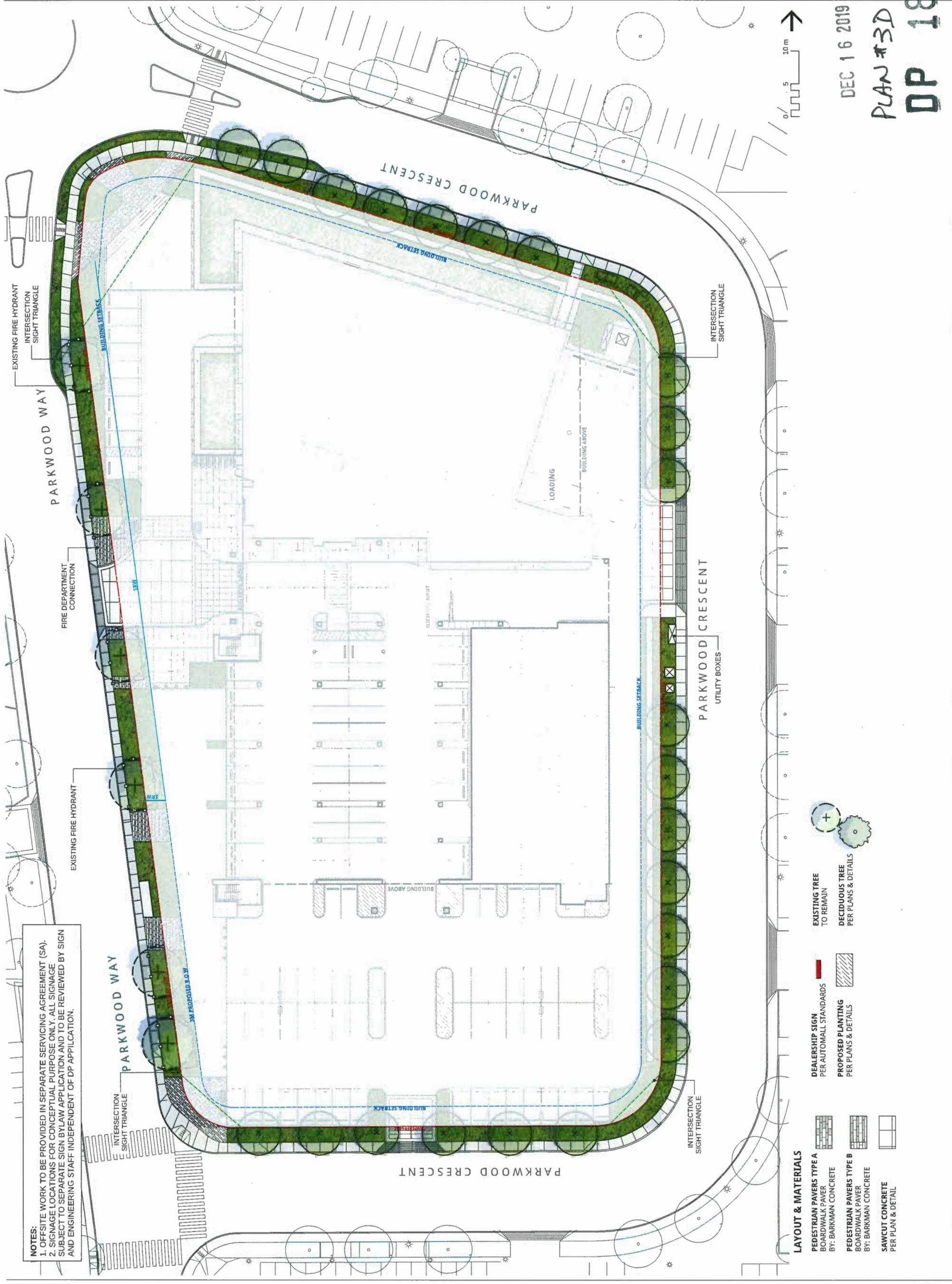
**LANDSCAPE SITE PLAN**  
**18-818161**  
**PLAN #3C L1.0**



LAYOUT AND MATERIALS	PROPOSED PLANTING PER PLANS AND DETAILS	AUTOMALL FURNISHINGS PER AUTOMALL STANDARDS	SVEN BENCH BY: SANDERSON CONCRETE	PEDESTRIAN BOARDWALK PAVER BY: BARMAN CONCRETE	LIGHTING IN GROUND FLUSH LIGHTING PER ELECTRICAL	TRASH & RECYCLING PER PLANS	BIKE RACK PER PLANS	DEALERSHIP SIGN PER AUTOMALL STANDARDS
GRAVEL PER PLAN	GABION WALL PER PLAN							
SAWCUT CONCRETE PER PLAN								
PEDESTRIAN BOARDWALK PAVER BY: BARMAN CONCRETE								
PERMEABLE PAVERS SF: RIMA PAVER BY: EXPOLCRETE								

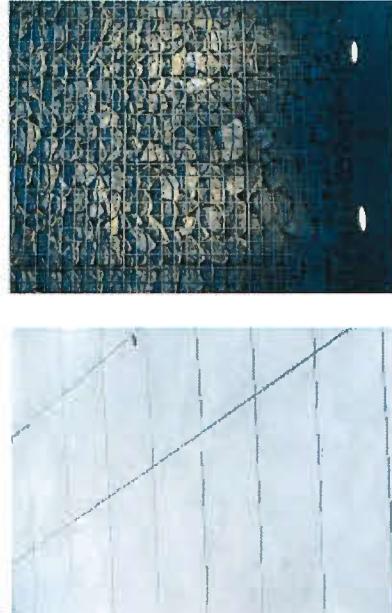
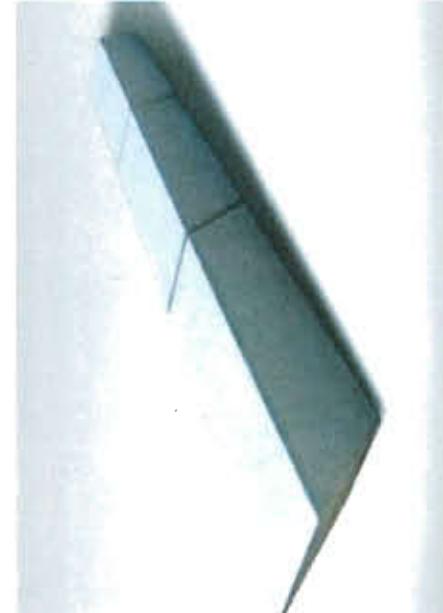
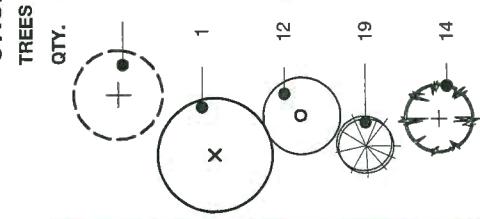
THE CONTRACTOR IS RESPONSIBLE FOR  
DETERMINING THE EXISTENCE, LOCATION, AND  
ELEVATION OF ALL UTILITIES AND / OR  
CONCEALED STRUCTURES, AND IS  
RESPONSIBLE FOR NOTIFYING THE  
APPROPRIATE COMPANY, DEPARTMENT OR  
PERSON(S) OF ITS INTENTION TO CARRY OUT ITS  
OPERATIONS.

- 14 RE-ISSUED FOR TENDER 19-12-16  
13 ISSUE FOR CITY COMMENTS RESPONSE 19-12-18  
12 ISSUED FOR TENDER 19-11-08  
11 RE-ISSUED FOR DP 19-10-31  
10 ISSUED FOR BP 19-06-26  
9 RE-ISSUED FOR DP 19-06-20  
8 RE-ISSUED FOR DP 19-05-24  
7 RE-ISSUED FOR DP 19-04-05  
6 RE-ISSUED FOR DP 19-03-22  
5 RE-ISSUED FOR DP 19-03-12  
4 RE-ISSUED FOR DP 18-12-07  
3 RE-ISSUED FOR DP 18-09-26  
2 ISSUED FOR DP 18-03-27  
1 ISSUED FOR SCHEMATIC COORDINATION 18-03-01
- REVISIONS



CONNECT LANDSCAPE ARCHITECTURE INC.  
DOES NOT GUARANTEE THE EXISTENCE,  
LOCATION AND ELEVATION OF UTILITIES AND /  
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**PLAN #3D****ONSITE PLANT LIST**

TREES	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	1	Gleditsia triacanthos var. inermis	Honeylocust		
	12	Betula utilis var. jacquemontii	Himalayan Birch	3-4m Ht multi-stem	as shown
	19	Pinus nigra 'Arnold Sentinel'	Arnold Sentinel Austrian Black Pine	3m Ht.	as shown
	14	Pinus thunbergii	Japanese Black Pine *Bonsai Form	2.5-3m Ht.	as shown

## as shown

## 7cm Standard

## as shown

## 3-4m Ht multi-stem

## as shown

## 3m Ht.

## as shown

## 2.5-3m Ht.

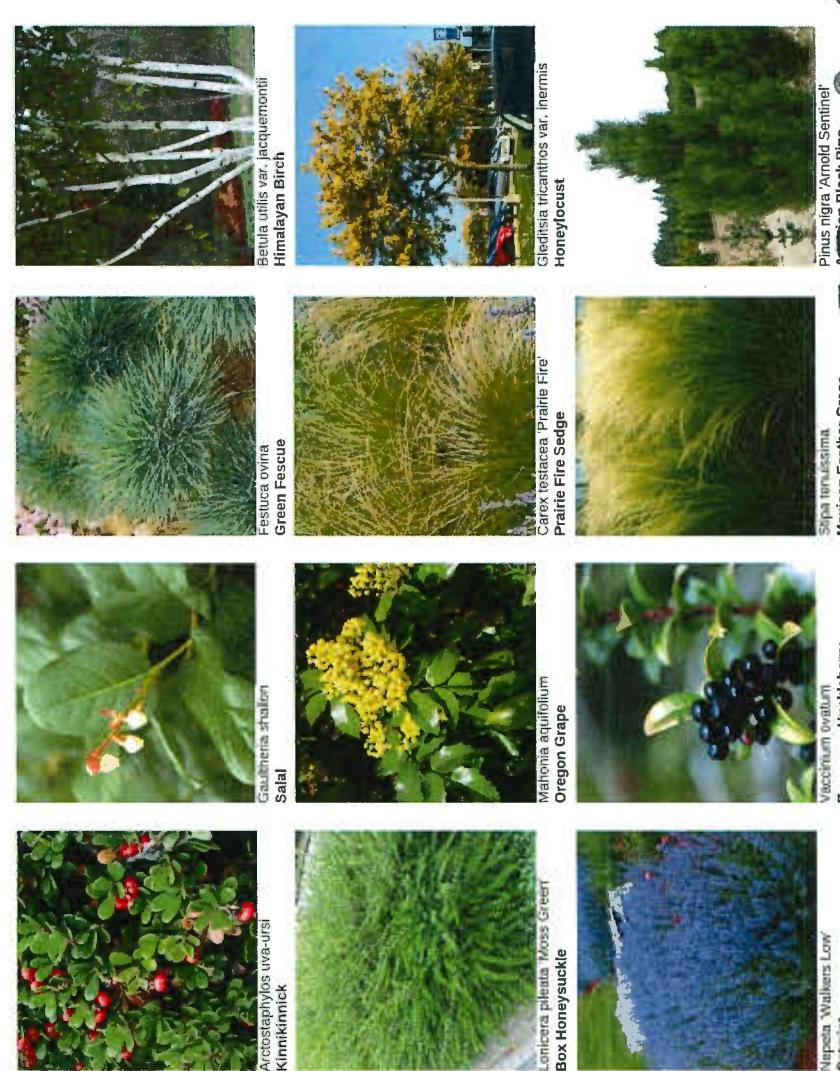
**SHRUBS, GROUNDCOVERS, & GRASSES**

633	Arctostaphylos uva-ursi	Kinnikinnick
577	Buxus microphylla 'Winter Beauty'	Korean Boxwood
462	Carex testacea 'Prairie Fire'	Prairie Fire Sedge
726	Festuca ovina	Green Fescue
2914	Gaultheria shallon	Salal
1750	Helictotrichon sempervirens 'Blue Sapphire'	Blue Oat Grass
867	Mahonia aquifolium	Oregon Grape
170	Stipa teniueissima	Mexican Feather Grass
120	Vaccinium ovalatum	Evergreen Huckleberry

**PERENNIALS**

TOTAL:	66
	<input type="checkbox"/> 17 Coreopsis 'Polaris'

	18 Echinacea purpurea
	18 Nepeta 'Walkers Low'
	16 Salvia 'Mainacht'

**REVISIONS****COWELL VW**

5660 Parkwood Way	Richmond, British Columbia
Scale:	N/A
Drawn:	KD
Reviewed:	KL
Project No.:	06-600

**LANDSCAPE MATERIALS**

DEC 16 2010  
**PLAN #3E**  
DP 18-8181612.0



Pinus nigra Arnold Sentinel  
Ariane Black Pine

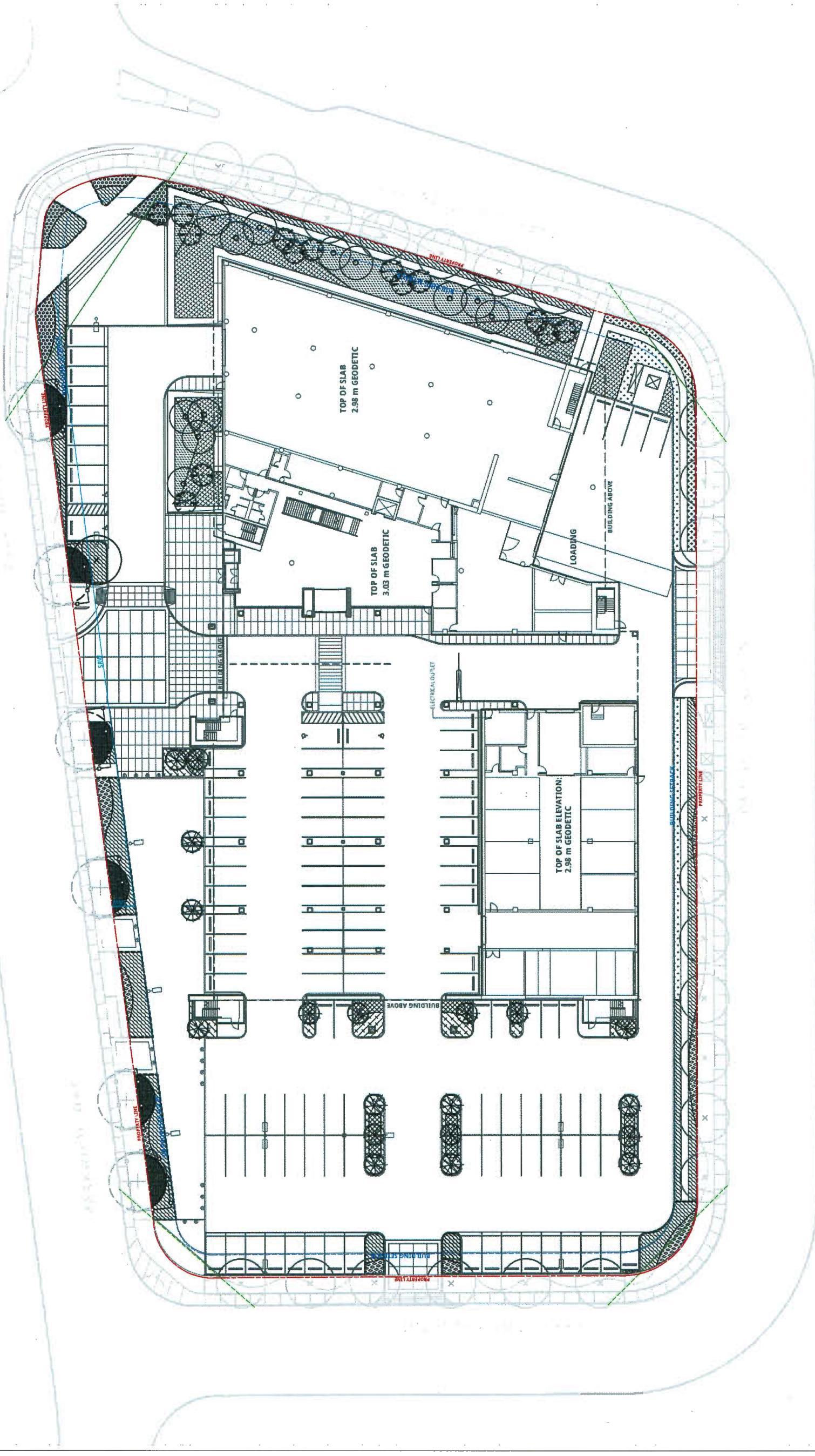
\*Bonsai Form

Vaccinium ovalatum  
Evergreen Huckleberry



CONNECT LANDSCAPE ARCHITECTURE INC.  
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ELEVATION OF ALL UTILITIES AND / OR  
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**PLAN #3E**



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14 RE-ISSUED FOR TENDER 19-12-16  
13 ISSUED FOR CITY COMMENTS RESPONSE 19-12-16  
12 ISSUE FOR TENDER 19-11-08  
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10 ISSUED FOR BP 19-06-26  
9 RE-ISSUED FOR DP 19-06-20  
8 RE-ISSUED FOR DP 19-05-24  
7 RE-ISSUED FOR DP 19-04-06  
6 RE-ISSUED FOR DP 19-03-22  
5 RE-ISSUED FOR DP 19-03-12  
4 RE-ISSUED FOR DP 18-24-07  
3 RE-ISSUED FOR DP 18-09-26  
2 ISSUED FOR DP 18-03-27  
1 ISSUED FOR SCHEMATIC COORDINATION 18-03-01

REVISIONS

**COWELL VW**

5660 Parkwood Way  
Richmond, British Columbia

Scale: 1:250  
Drawn: KD  
Reviewed: KL  
Project No.: 06-600

LANDSCAPE  
PLANTING PLAN

DEC 16 2019  
PLANS # 3F

DP 18-0318161 L2.1

- IRRIGATION NOTES**
- ALL SOFT LANDSCAPE AREAS ARE TO BE IRRIGATED WITH DESIGN BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM, INCLUDING RAIN SENSOR, TO IABC STANDARDS.
  - ALL IRRIGATION VALVE BOXES EQUIPPED WITH QUICK-COUPERS.
  - LANDSCAPE CONTRACTOR TO PROVIDE COMPLETE DESIGN-BUILD SERVICES FOR ALL AUTOMATIC SITE IRRIGATION WORKS.
  - TEMPORARY ESTABLISHMENT IRRIGATION TO BE PROVIDED AT GRADE WHERE NO AUTOMATIC IRRIGATION IS PRESCRIBED.
  - IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND A MEMBER IN GOOD STANDING OF THE IABC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
  - IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND TRADES.

- PLANTING NOTES**
- ALL PLANTING SHALL MEET OR EXCEED THE REQUIREMENTS AS OUTLINED IN THE CANADIAN LANDSCAPE STANDARD, LATEST EDITION. IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS THIS LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
  - ALL PLANTING PLANS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE DETAILS AND SPECIFICATIONS.
  - FINAL LANDSCAPE BERM / BED LAYOUTS, AS WELL AS ACTUAL TREE AND SHRUB LOCATIONS AND SPACING, TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
  - CONTRACTOR TO LAY OUT TREES FOR APPROVAL BY THE CONSULTANT AND/OR THE CITY OF RICHMOND PRIOR TO COMMENCEMENT OF WORK.
  - CONTRACTOR RESPONSIBLE FOR MAINTENANCE INCLUDING IRRIGATION OF ALL PLANTED AREAS FOR 1 FULL YEAR AFTER SUBSTANTIAL COMPLETION.

CONNECT LANDSCAPE ARCHITECTURE INC.  
DOES NOT GUARANTEE THE EXISTENCE,  
LOCATION, AND ELEVATION OF UTILITIES AND /  
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- 14 RE-ISSUED FOR TENDER 19-12-16
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  - 7 RE-ISSUED FOR DP 19-04-05
  - 6 RE-ISSUED FOR DP 19-03-22
  - 5 RE-ISSUED FOR DP 19-03-12
  - 4 RE-ISSUED FOR DP 18-12-17
  - 3 RE-ISSUED FOR DP 18-09-26
  - 2 ISSUED FOR DP 18-03-27
  - 1 ISSUED FOR SCHEMATIC COORDINATION 18-03-31
- REVISIONS

## COWELL VW

5660 Parkwood Way  
Richmond, British Columbia

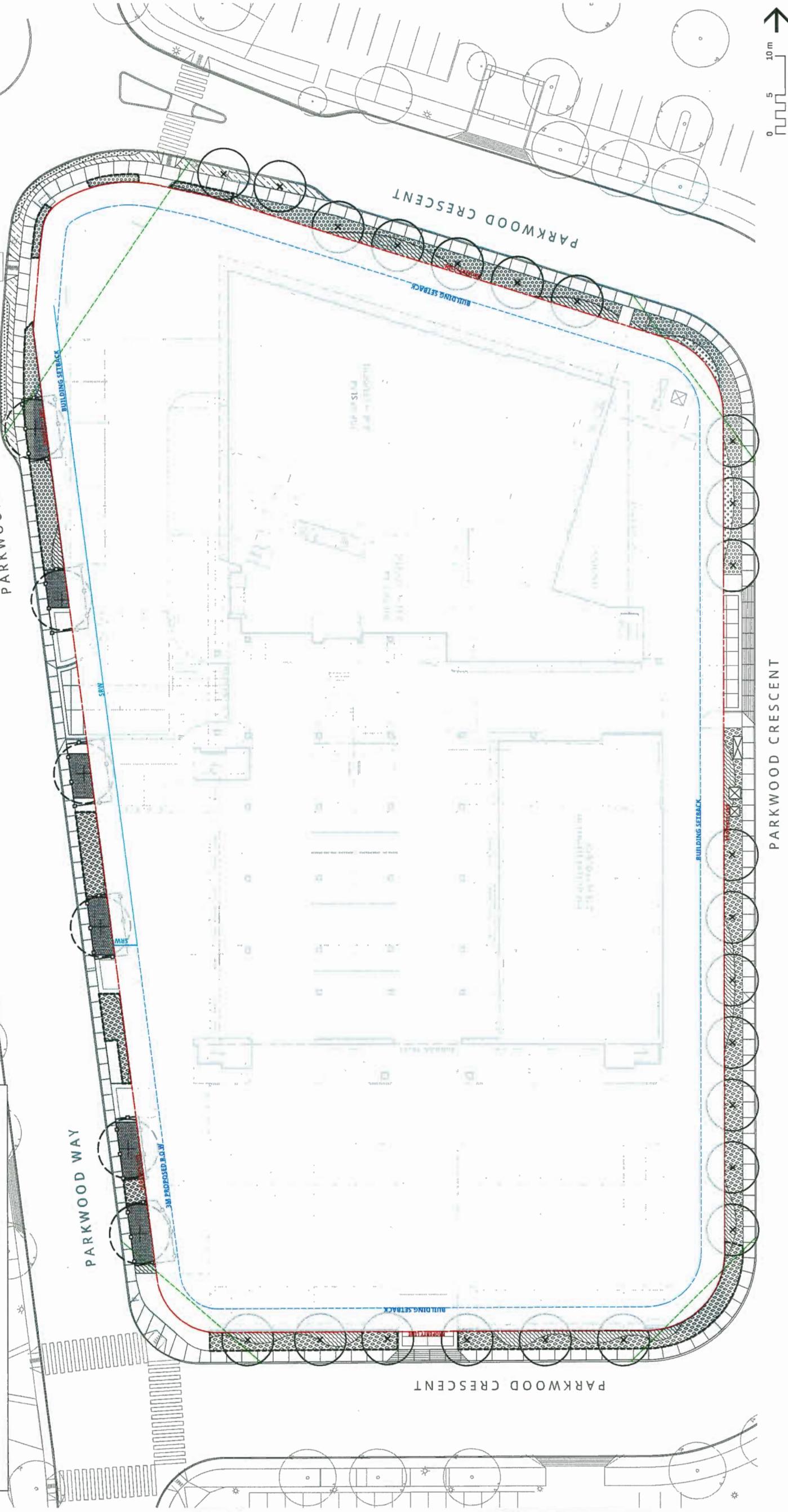
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Drawn: KL  
Reviewed: 08-600  
Project No.: 08-600

## LANDSCAPE OFFSITE PLANT MATERIALS PLAN #34

DEC 16 2019  
18161L2.2

- PLANTING NOTES**
1. ALL PLANTING SHALL MEET OR EXCEED THE REQUIREMENTS AS OUTLINED IN THE CANADIAN LANDSCAPE STANDARD, LATEST EDITION. IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS THIS LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
  2. ALL PLANTING PLANS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE DETAILS AND SPECIFICATIONS.
  3. FINAL LANDSCAPE BERM / BED LAYOUTS, AS WELL AS ACTUAL TREE AND SHRUB LOCATIONS AND SPACING, TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
  4. CONTRACTOR TO LAYOUT TREES FOR APPROVAL BY THE CONSULTANT AND/OR THE CITY OF RICHMOND PRIOR TO COMMENCEMENT OF WORK.
  5. CONTRACTOR RESPONSIBLE FOR MAINTENANCE INCLUDING IRRIGATION OF ALL PLANTED AREAS FOR 1 FULL YEAR AFTER SUBSTANTIAL COMPLETION.
- IRRIGATION NOTES**
1. ALL SOFT LANDSCAPE AREAS ARE TO BE IRRIGATED WITH DESIGN BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM, INCLUDING RAIN SENSOR, TO IABC STANDARDS.
  2. ALL IRRIGATION VALVE BOXES EQUIPPED WITH QUICK-COUPERS.
  3. LANDSCAPE CONTRACTOR TO PROVIDE COMPLETE DESIGN-BUILD SERVICES FOR ALL AUTOMATIC SITE IRRIGATION WORKS. TEMPORARY ESTABLISHMENT IRRIGATION TO BE PROVIDED AT GRADE WHERE NO AUTOMATIC IRRIGATION IS PRESCRIBED.
  4. IRRIGATION CONTRACTOR PERFORMING THE WORK MUST HAVE MINIMUM (5) FIVE YEARS DOCUMENTED EXPERIENCE, AND A MEMBER IN GOOD STANDING OF THE IABC (IRRIGATION INDUSTRY ASSOCIATION OF BC).
  5. IRRIGATION TO CONFORM TO ALL LOCAL PLUMBING AND ELECTRICAL CODE REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH MECHANICAL AND ELECTRICAL CONSULTANTS AND DESIGNERS.

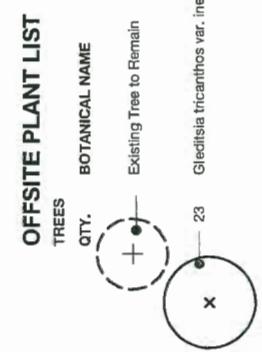
### PARKWOOD WAY



### PARKWOOD CRESCENT

OFFSITE PLANT LIST			
TREES	COMMON NAME	SIZE	SPACING
QTY. 23	Existing Tree to Remain	7cm Standard	as shown
QTY. 23	Gleditsia triacanthos var. inermis	Honeylocust	
QTY. 1	+		
QTY. 1	x		
PERENNIALS			
MIX	Coneflower	10cm pot	200mm o.c.
MIX	Echinacea purpurea	#1 pot	300mm o.c.
MIX	Nepeta 'Walkers Low'	#2 pot	400mm o.c.
MIX	Salvia 'Mainacht'		
			*20% of area

**NOTES:**  
1. OFFSITE PLANTING TO BE PROVIDED IN SEPARATE SERVICING AGREEMENT (SA).



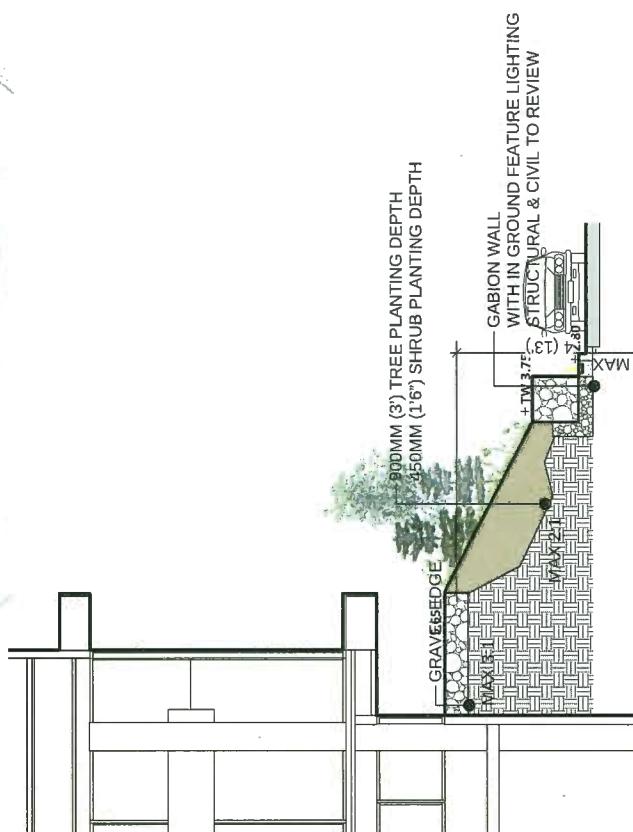
### PARKWOOD CRESCENT

Connect Landscape Architecture Inc.  
2305 Hornbeck St, Vancouver BC V6H 2Y1  
T 604 681 3903 F 604 681 3307  
www.connectca.ca

CONNECT LANDSCAPE ARCHITECTURE INC.  
DOES NOT GUARANTEE THE EXISTENCE,  
LOCATION AND ELEVATION OF UTILITIES AND /  
OR CONCEALED STRUCTURES AT THE PROJECT  
SITE.

THE CONTRACTOR IS RESPONSIBLE FOR  
DETERMINING THE EXISTENCE, LOCATION, AND  
ELEVATION OF ALL UTILITIES AND / OR  
CONCEALED STRUCTURES, AND IS  
RESPONSIBLE FOR NOTIFYING THE  
APPROPRIATE COMPANY, DEPARTMENT OR  
PERSON(S) OF ITS INTENTION TO CARRY OUT ITS  
OPERATIONS.

**PLAN #3F**



14 RE-ISSUED FOR TENDER 19-12-16  
13 ISSUED FOR CITY COMMENT'S RESPONSE 19-12-16  
12 ISSUED FOR TENDER 19-1-16  
11 RE-ISSUED FOR DP 19-10-31  
10 ISSUED FOR BP 19-06-26  
9 RE-ISSUED FOR DP 19-06-20  
8 RE-ISSUED FOR DP 19-05-24  
7 RE-ISSUED FOR DP 19-04-05  
6 RE-ISSUED FOR DP 19-03-32  
5 RE-ISSUED FOR DP 19-03-12  
4 RE-ISSUED FOR DP 19-2-27  
3 RE-ISSUED FOR DP 18-09-26  
2 ISSUED FOR DP 18-03-27  
1 ISSUED FOR SCHEMATIC COORDINATION 18-03-01

REVISIONS

**COWELL VW**

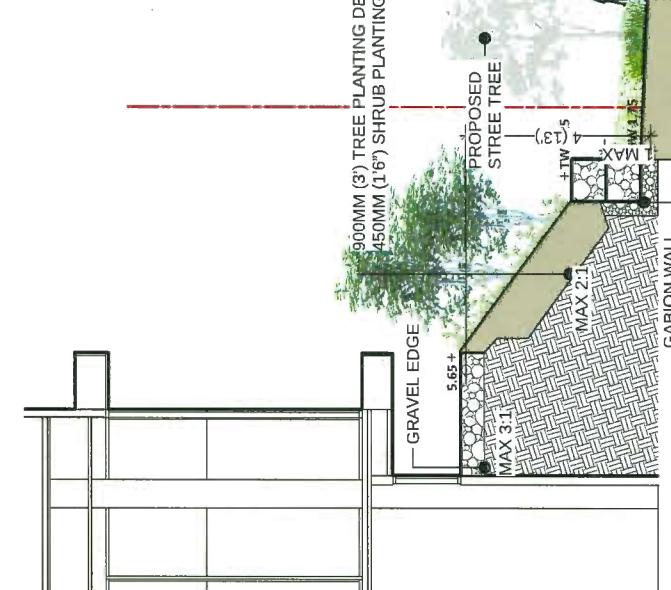
5660 Parkwood Way  
Richmond, British Columbia  
Scale: AS SHOWN  
Drawn: KD  
Reviewed: KL  
Project No. 06-600

**LANDSCAPE DETAILS**  
**GABION WALL CONCEPT**

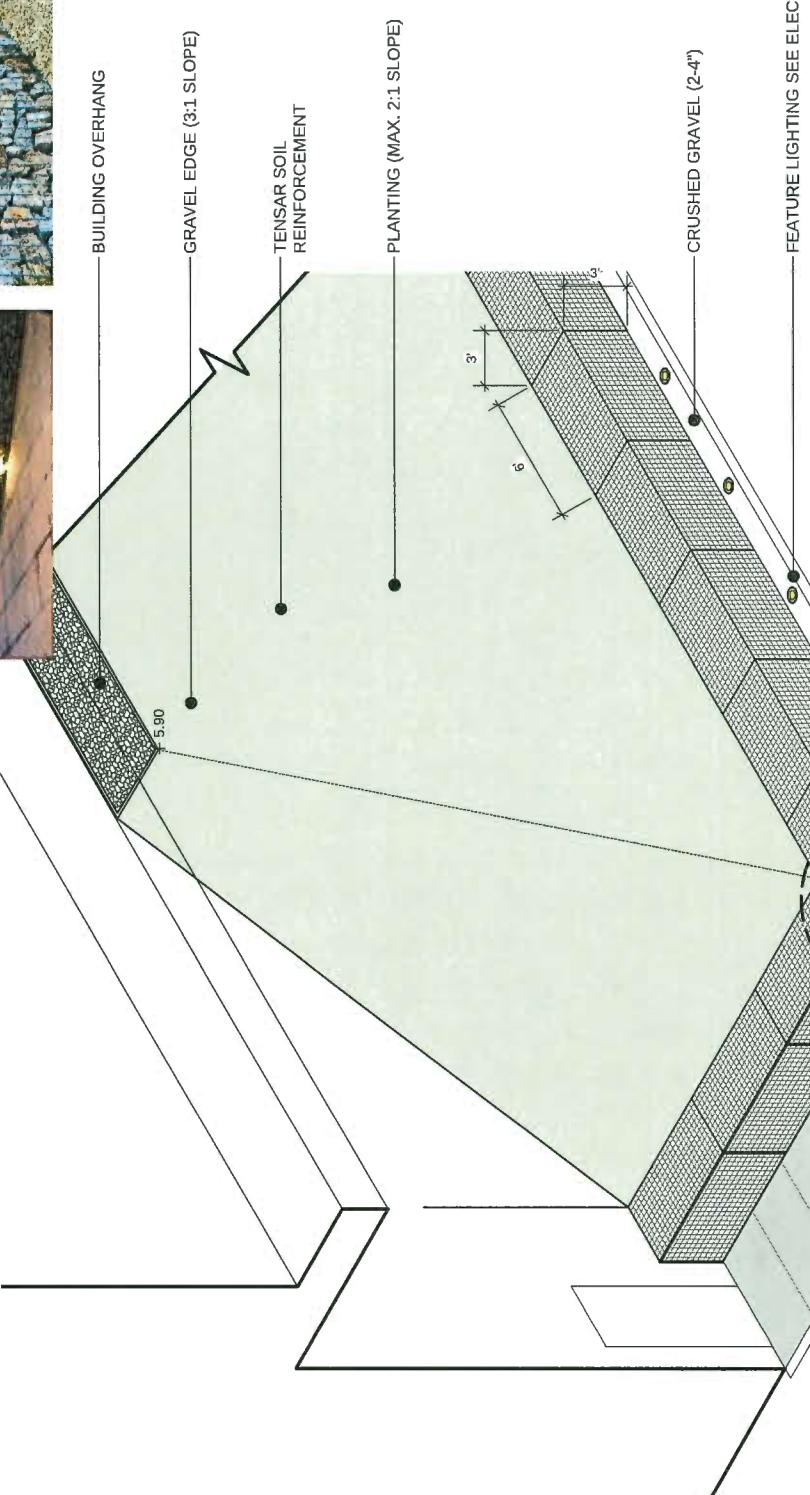
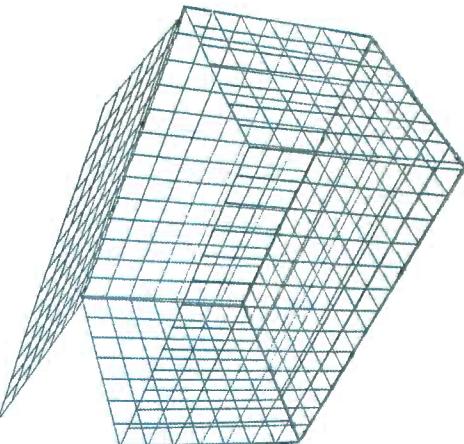
Plan # 3H

DEC 16 2019  
L3.0

**WEST SLOPE - PLANTING**  
1:75

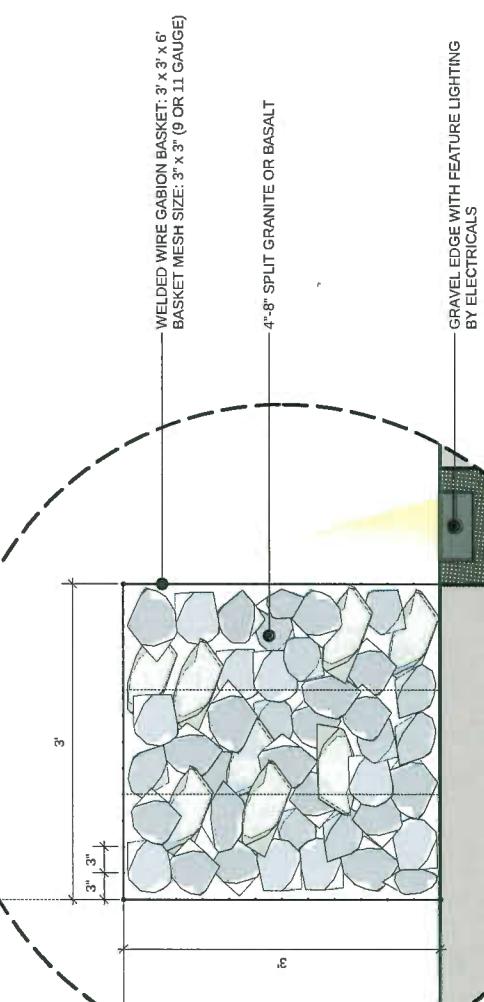


**NORTH SLOPE - PLANTING**  
1:75

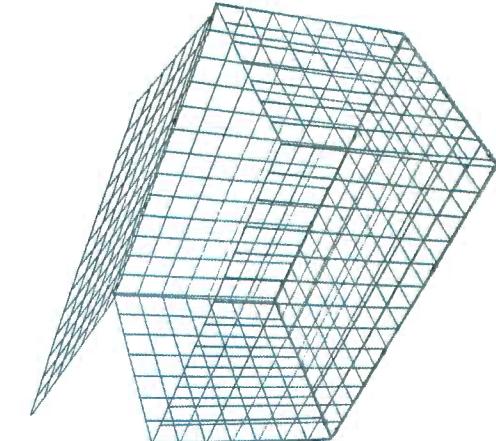


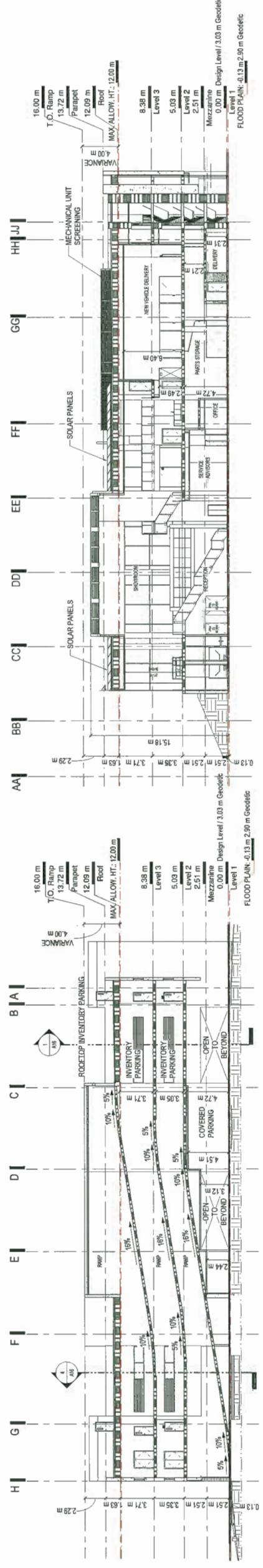
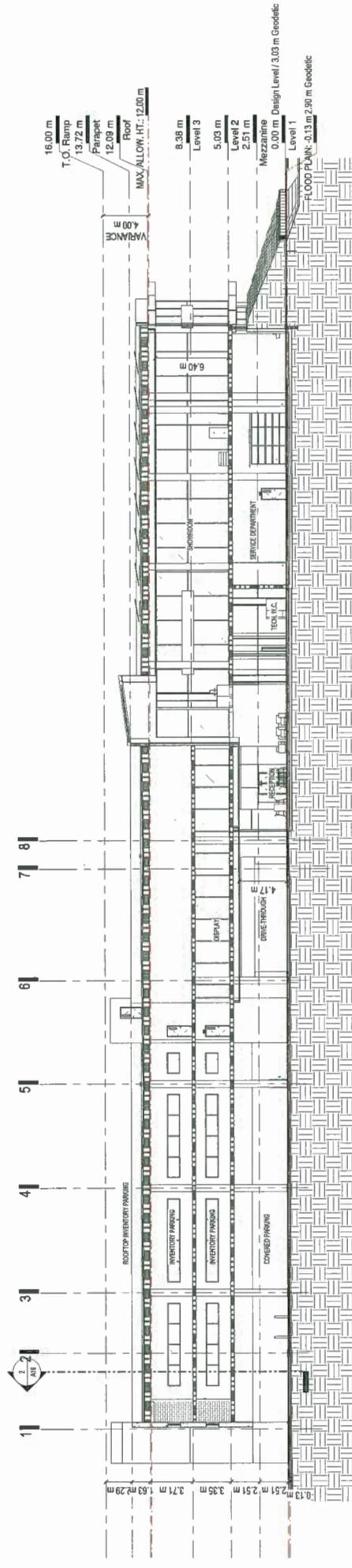
**NOTES:**  
1. STONE SELECTION TO BE APPROVED BY LANDSCAPE CONSULTANT  
MACCAFERRI GABION PRODUCTS OR APPROVED ALTERNATE.  
2. DETAILS FOR INTENT AND SCHEMATIC PURPOSES. FINAL DETAILS AND  
INSTALLATION TO BE PROVIDED AND APPROVED BY STRUCTURAL AND GEOTECH.

**1 GABION WALL AXO**  
1:50

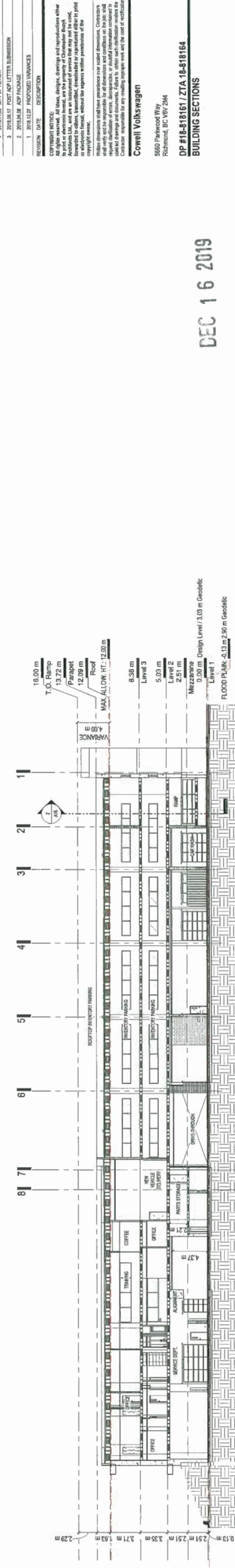


**2 GABION WALL DETAIL**  
1:10





③ BUILDING CROSS SECTION  
1/16" = 1'-0"



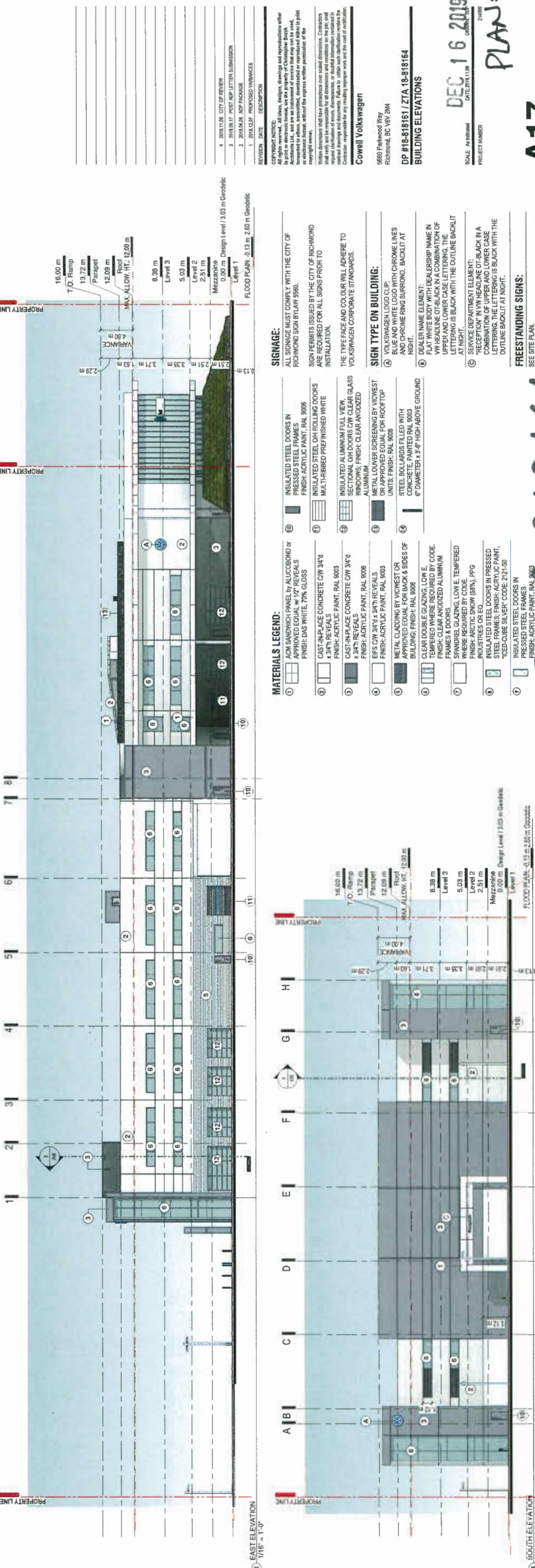
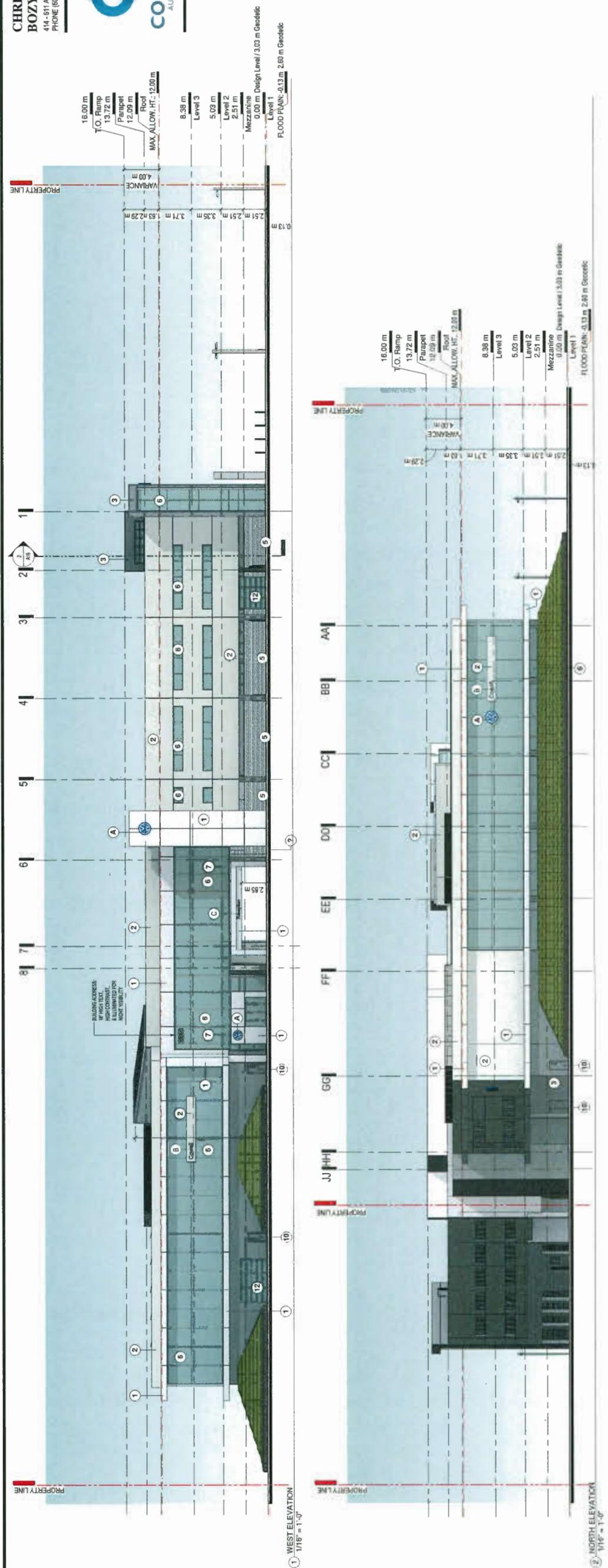
4 2018 LUB CITY OF REVIEW  
3 2018-B-17 POST-ASP LETTER SUBMISSION  
2 2018-B-18 ASP PACKAGE  
1 2018-237 PROPOSED VARANCES  
REVISION DATE  
DESCRIPTION  
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any changes or alterations made to the original drawing.  
Comments or changes shall be limited to the original drawing  
and the cost of modification.

**Cowell Volkswagen**  
5680 Parkwood Way  
Richmond, BC V6V 2M4  
DP#18-818161 / ZTA #8-818164  
BUILDING SECTIONS

SCALE: 1IN=1'-0"  
DATE: 2018.1.18  
PROJECT NUMBER: 24409  
DRIVING: SEP  
PAGE: 14 OF 14

PLAN # 4A

DOP 18-818161A16



CHRISTOPHER  
BOZYK ARCHITECTS LTD.  
414-611 ALEXANDER STREET VANCOUVER BC V6A 1E1  
PHONE (604) 251-3440 FAX (604) 251-3848



PERSPECTIVE VIEW - NORTHWEST CORNER



PERSPECTIVE VIEW - SOUTHWEST CORNER

REVISION	DATE	DESCRIPTION
5	2018.12.11	CITY OF COMMENTS
4	2018.11.08	CITY OF REVIEW
3	2018.9.17	POST ADP LETTER SUBMISSION
2	2018.8.18	ADP PACKAGE
1	2018.12.07	PROPOSED VARANCES

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Cowell Volkswagen

9660 Parkwood Way  
Richmond, BC V6V 2H4  
DP 818-818161/ZTA 18-818164  
PERSPECTIVE VIEWS - WEST

DEC 16 2019  
DATE: 2018.12.11  
DRAWN: SP  
PROJECT NUMBER: 214200  
PLAN # 4C

DP 18-818161 A24

CHRISTOPHER  
BOZYK ARCHITECTS LTD  
414-61 ALEXANDER STREET VANCOUVER BC V6A 1E1  
PHONE (604) 251-3440 FAX (604) 251-3848



PERSPECTIVE VIEW - SOUTHEAST CORNER



PERSPECTIVE VIEW - NORTHEAST CORNER

5	2018.12.11	CITY OF DOCUMENTS
4	2018.11.08	CITY OF REVIEW
3	2018.8.17	POST CARD LETTER SUBMISSION
2	2018.8.18	ADP PACKAGE
1	2018.12.07	PROPOSED VARIANCES

REVISION DATE	DESCRIPTION
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Cowell Volkswagen

5660 Fairwood Way  
Richmond, BC V6V 2M4

DP #18-818161/ZTA-18-818164  
PERSPECTIVE VIEWS - EAST

DEC 16 2019  
DRAWING: SP  
SCALE: 1/100  
PROJECT NUMBER: 214/009

PLAN # 4D

DOP 18-818161 A25

CHRISTOPHER  
BOZYK ARCHITECTS LTD.  
44-51 ALEXANDER STREET, VANCOUVER BC V6A 1E1  
PHONE (604) 251-3440 FAX (604) 251-3848



AERIAL VIEW - NORTHWEST CORNER



AERIAL VIEW - SOUTHEAST CORNER

DP 18-818161 A26

PLAT 18-818161 A26

PLAN #4E

REVISION	DATE	DESCRIPTION
5	2018.12.11	CITY OF COMMENTS
4	2018.11.04	CITY OF REVIEW
3	2018.08.17	POST AND LETTER SUBMISSION
2	2018.08.08	APD PACKAGE
1	2018.12.07	PROPOSED VARANCES

Cowell Volkswagen

5600 Bewerted Hwy

RICHMOND, BC V6V 2M4

DP #18-818161 ZTA 18-818164

AERIAL VIEWS

DEC 16 2019

SCALE: DATE: 2018.12.11

PROJECT NUMBER: 21009

DRAWING: SPP

PLAT DATE: 2018.12.11

FILE DATE: 2018.12.11

PLOT DATE: 2018.12.11

PLAT 18-818161 A26

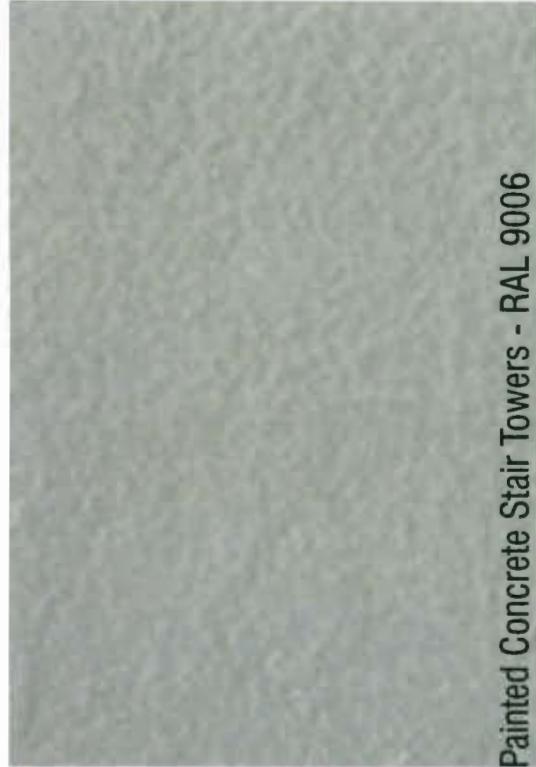


Clear Anodized Aluminum Storefront



Volkswagen Blue Accent Colour  
found only in signage

DEC 16 2019  
PLAN #4F  
**DP 18-818161**



Painted Concrete Stair Towers - RAL 9006



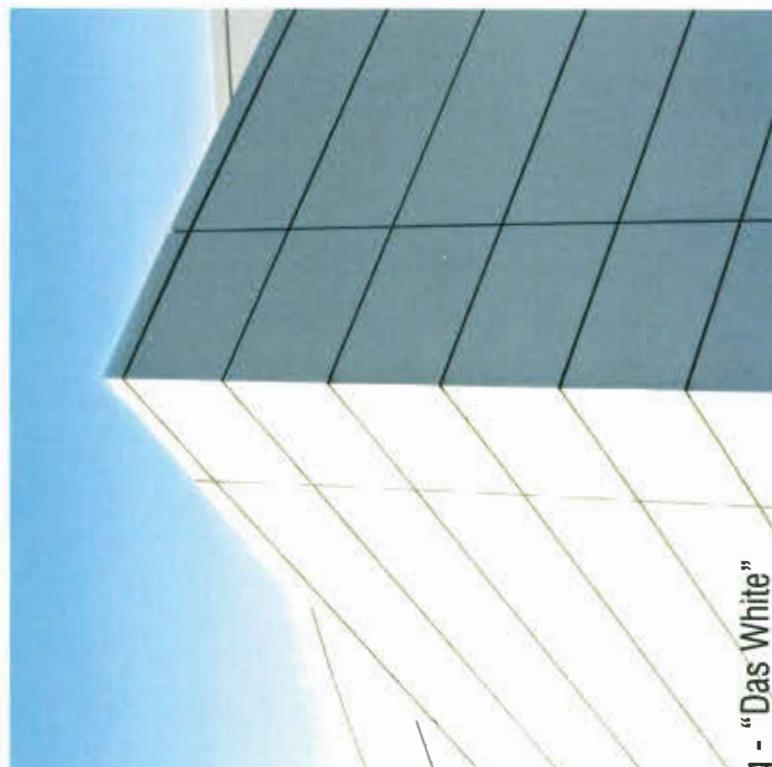
Painted Concrete Walls - RAL 9003



Linear Metal Ceiling w/ Microporf - Silver Grey



Corrugated Metal siding - RAL 9006



Alucobond siding - "Das White"

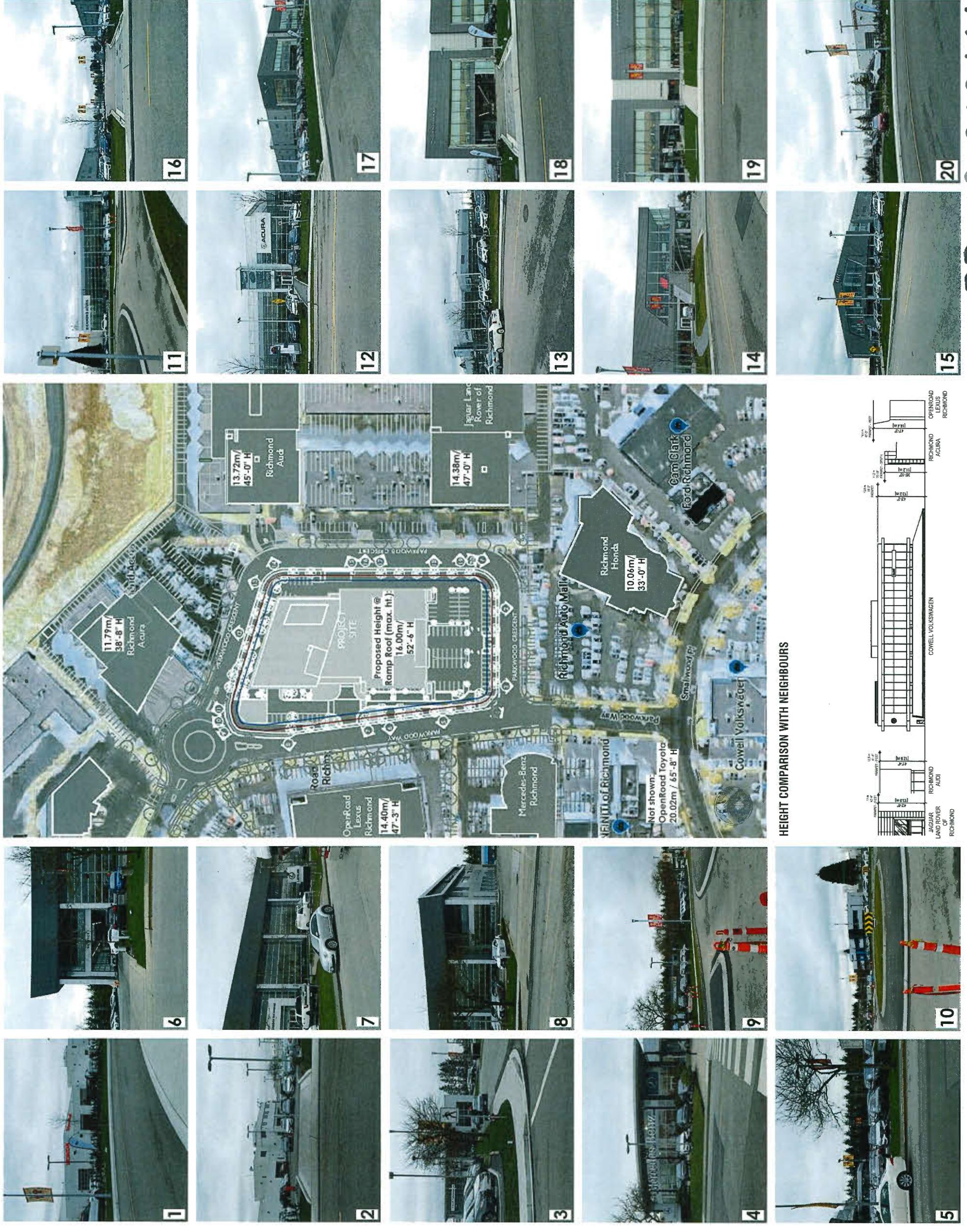
**Cowell Volkswagen**

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BOZYK ARCHITECTS LTD**

414-611 ALEXANDER STREET VANCOUVER BC V6A 1E1  
PHONE (604) 251-3440 FAX (604) 351-3848

## Exterior Materials and Finishes

PROJECT NUMBER: 214009  
SCALE: N.T.S  
DATE: 2019.10.15



**REFERENCE PLAN**  
DATE: DEC 16 2019  
DRAWN: SP  
PROJECT NUMBER: 2162009  
FLOOR LEVEL: VENEER BASE PLATE

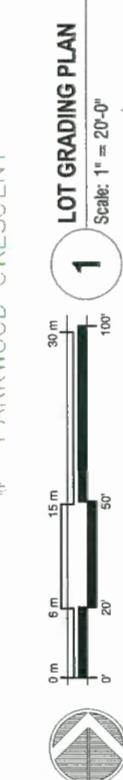
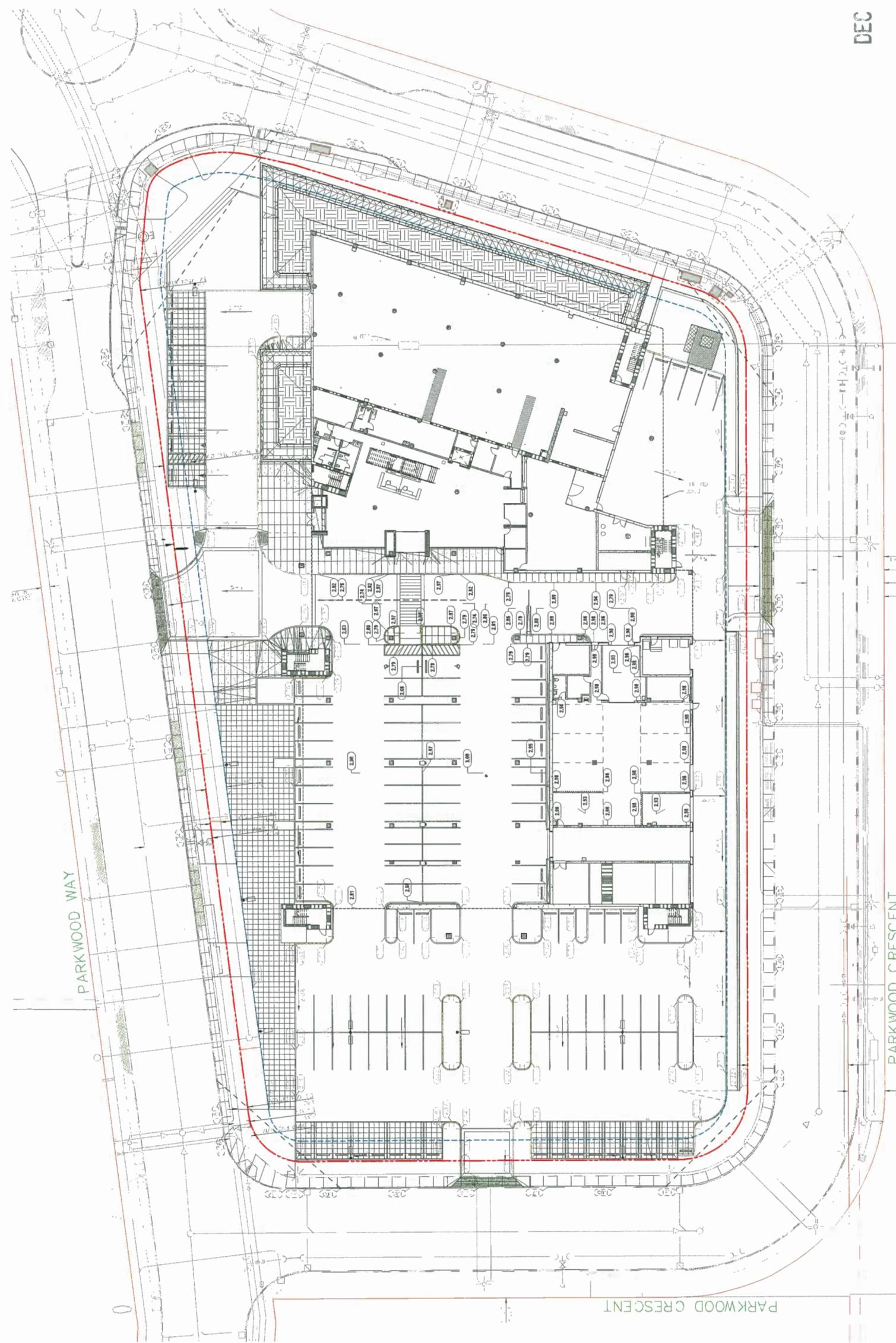
**A04**

**DP 18-818161**

CHRISTOPHER  
BOZYK ARCHITECTS LTD.  
#201-1120 HORSESHOE WAY  
RICHMOND, BC V7A 5H7  
TEL: 604-271-9331  
FAX: 604-270-4137

COWELL  
AUTO GROUP

MPT ENGINEERING CO. LTD.  
#201-1120 HORSESHOE WAY  
RICHMOND, BC V7A 5H7  
TEL: 604-271-9331  
FAX: 604-270-4137



PARKWOOD CRESCENT

REFERENCE PLAN

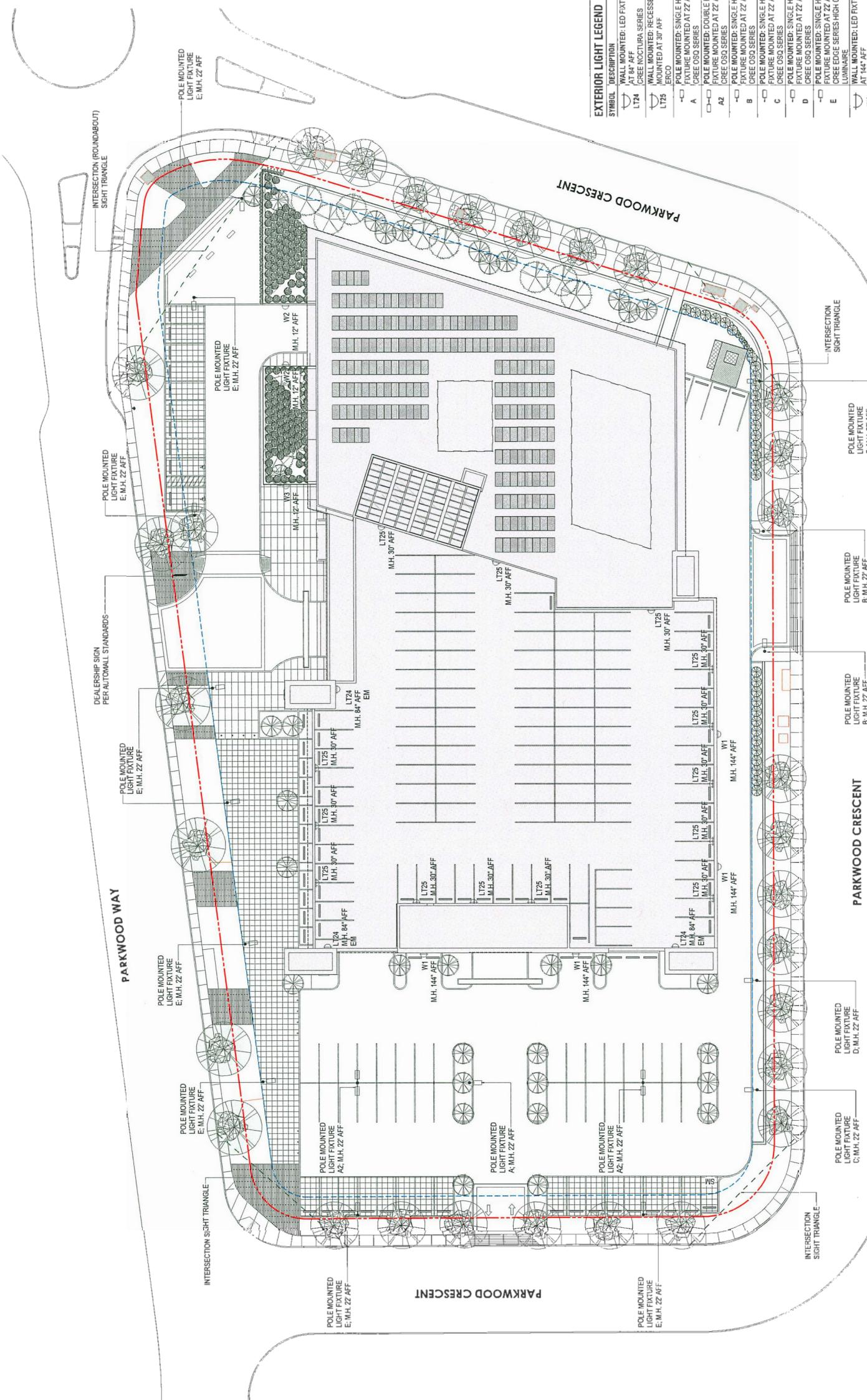
DEC 16 2019

CIVIL - LOT GRADING PLAN

SCALE: 1" = 20'-0"  
DATE: DEC 16 2019  
PROJECT NUMBER: 21409  
DRAWING STOP

DP 18-818161A06

Page 1 of 1



SITE LIGHTING PLAN

Cowell Volkswagen

5680 Parkwood Way  
Richmond, BC V6V 2A4

DATE: 16/07/2019

REVISION: 1

1 SITE LIGHTING PLAN

Scale: 1" = 20'-0"  
0m 6m 12m 18m 24m 30m 36m 42m 48m 54m 60m 66m 72m 78m 84m 90m 96m

10'

50'

20'

0'

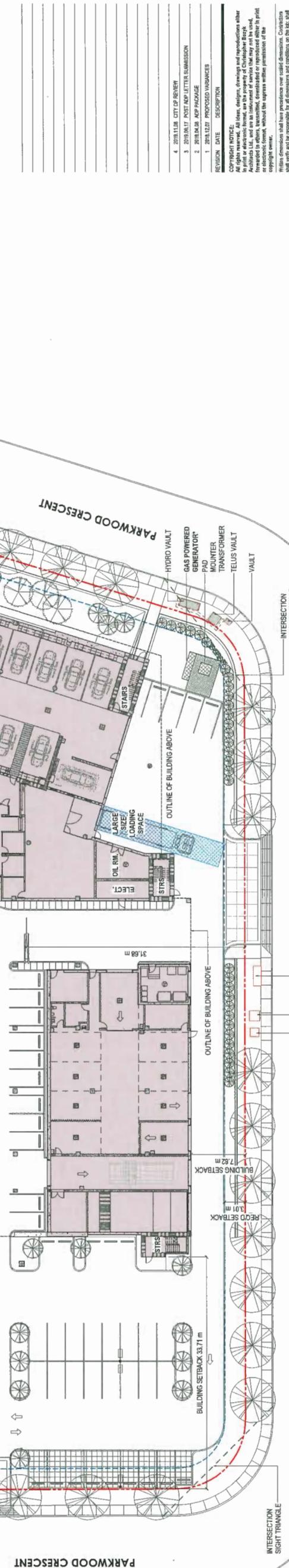
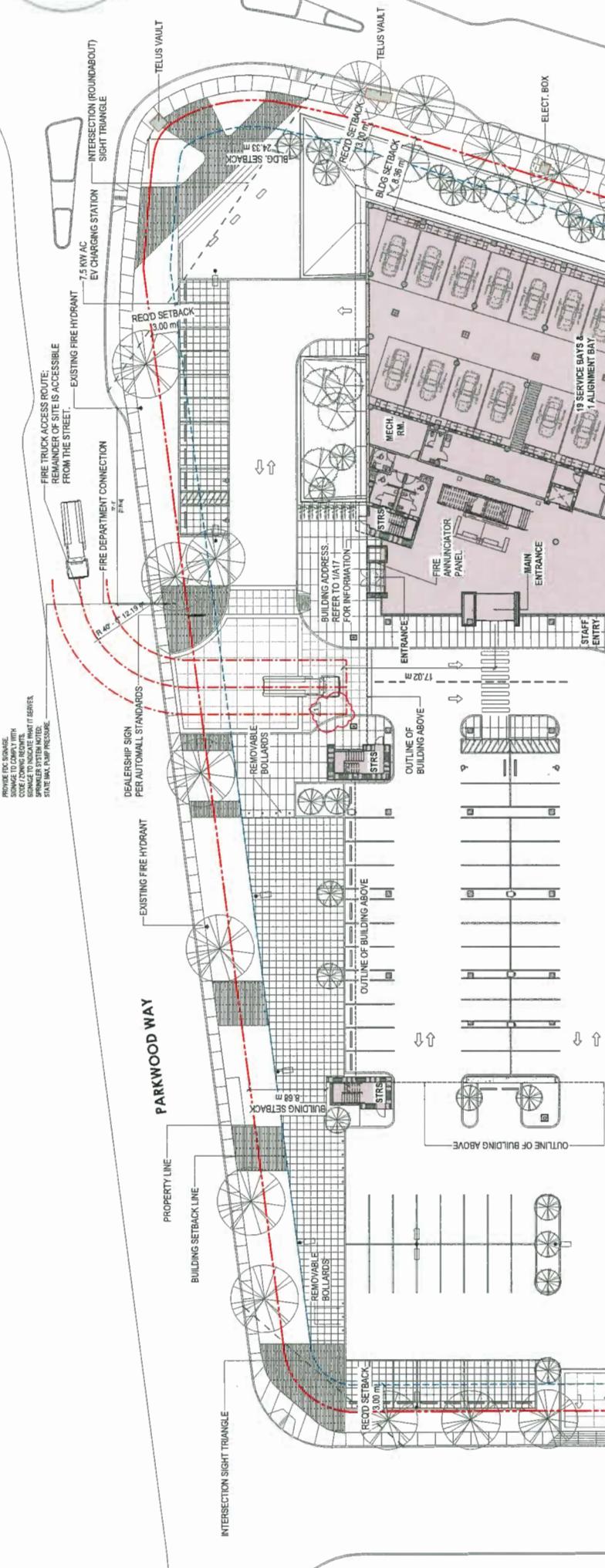


DP 18-818161

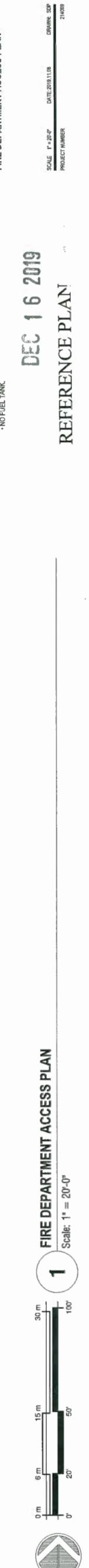
A07

PROJ. CTN NUMBER: DATE: 2019/07/21 DRAWING NO.: 5680

21/09



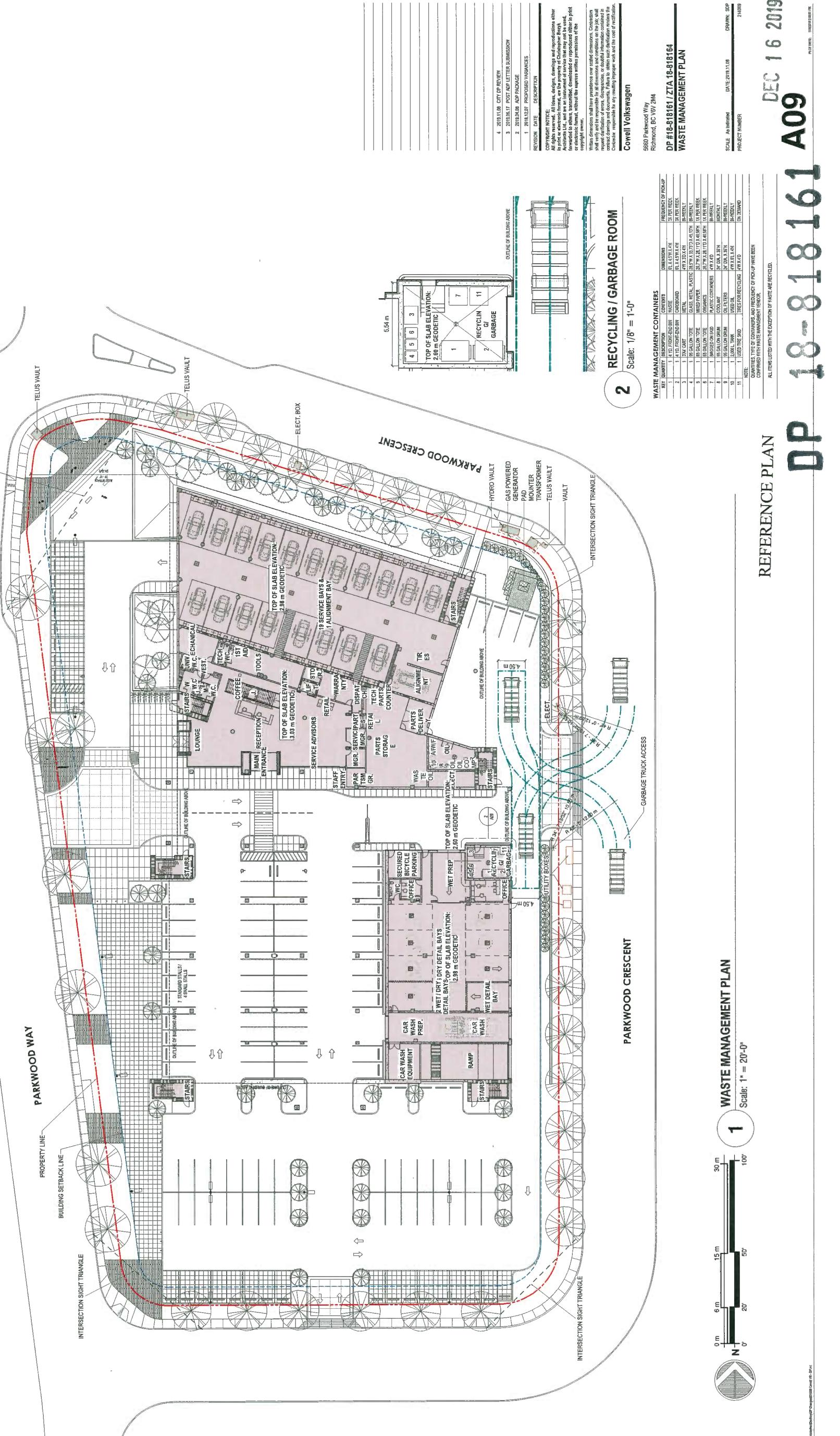
DEC 16 2019  
REFERENCE PLAN



DOP 18-818161A08

Scale: 1" = 20'-0"  
DATE: DEC 11 2018  
PROJECT NUMBER: 21409

Scale: 1" = 20'-0"  
DATE: DEC 11 2018  
PROJECT NUMBER: 21409



1 WASTE MANAGEMENT PLAN  
Scale: 1" = 20'-0"

2 RECYCLING / GARBAGE ROOM  
Scale: 1/8" = 1'-0"

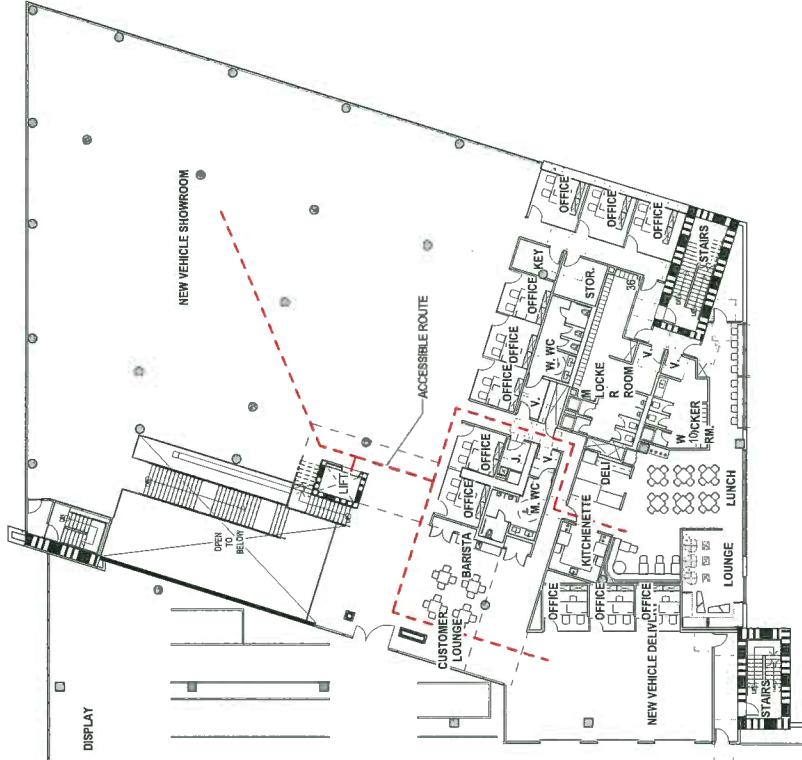
DP #18-818161/ZTA 18-818164  
WASTE MANAGEMENT PLAN  
Cowell Volkswagen  
5680 Parkwood Way  
Richmond, BC V6V 2M4

DATE: 2018.11.05 DRAWING: 24099  
PROJECT NUMBER: 24099

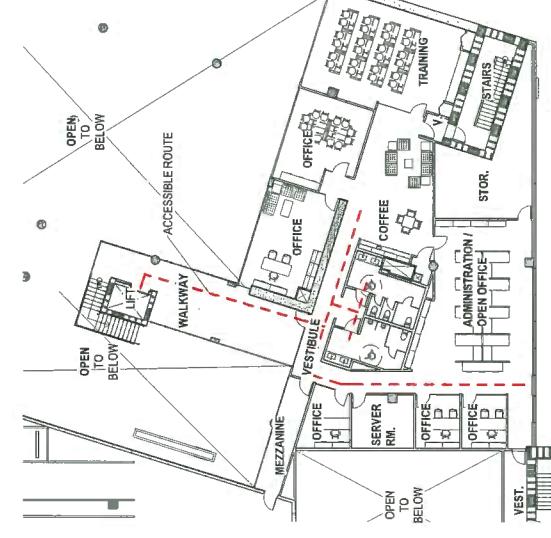
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414-611 ALEXANDER STREET VANCOUVER BC V6A 1E1  
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DEC 16 2019  
A09

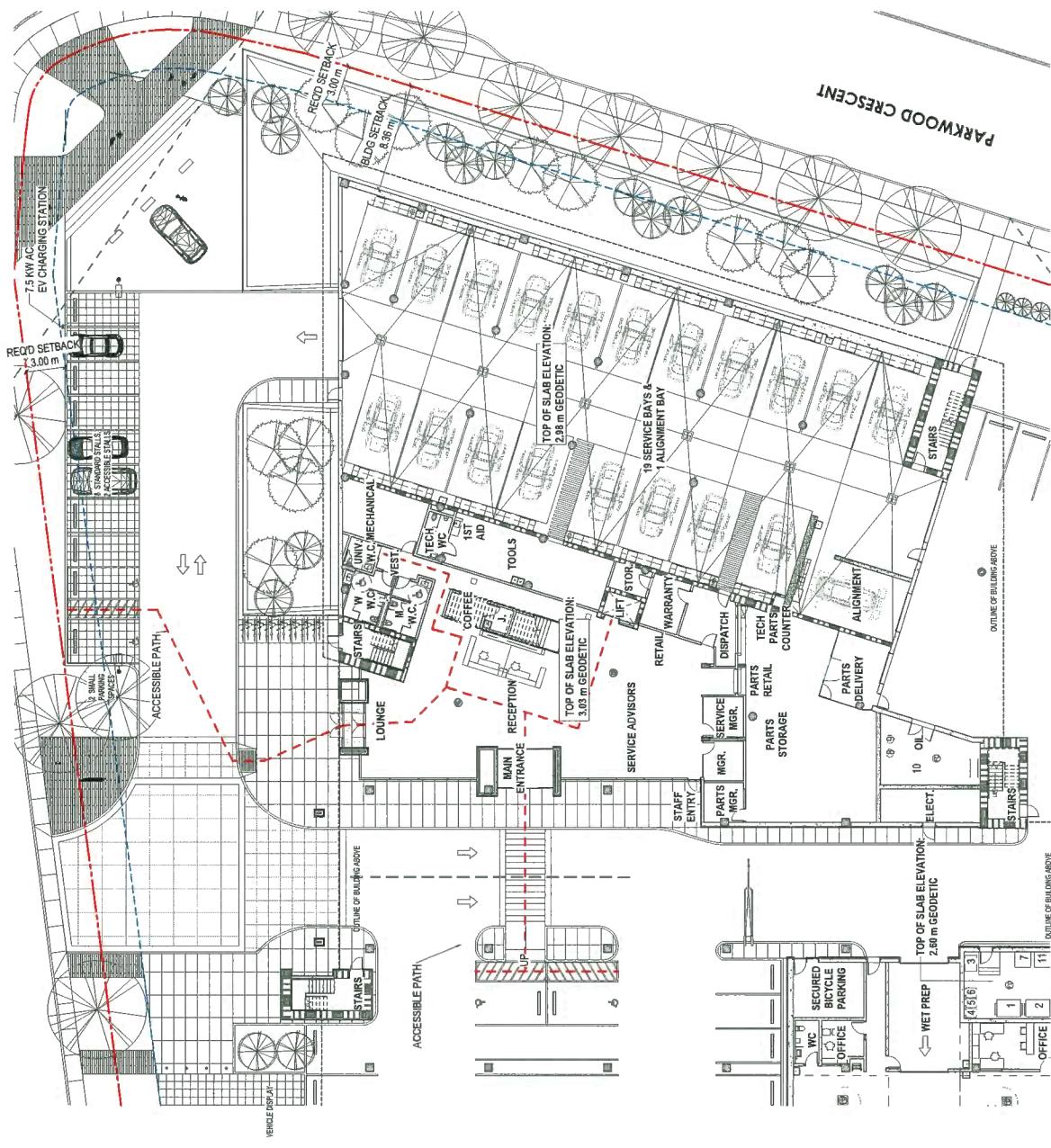
REFERENCE PLAN



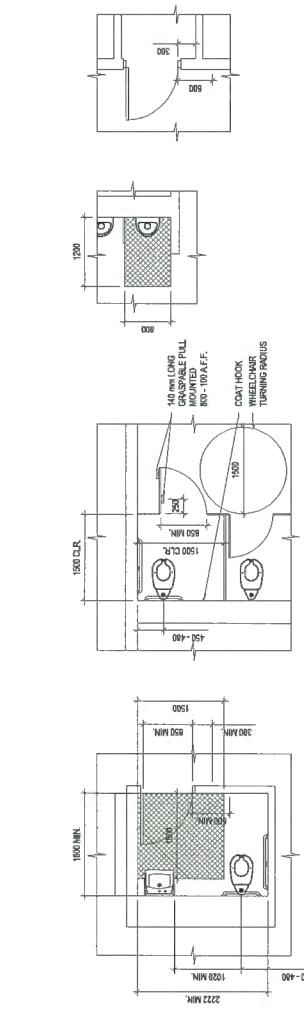
2 SECOND LEVEL PLAN  
Scale: 1/16" = 1'-0"



3 THIRD LEVEL PLAN  
Scale: 1/16" = 1'-0"



1 SITE PLAN  
Scale: 1/16" = 1'-0"



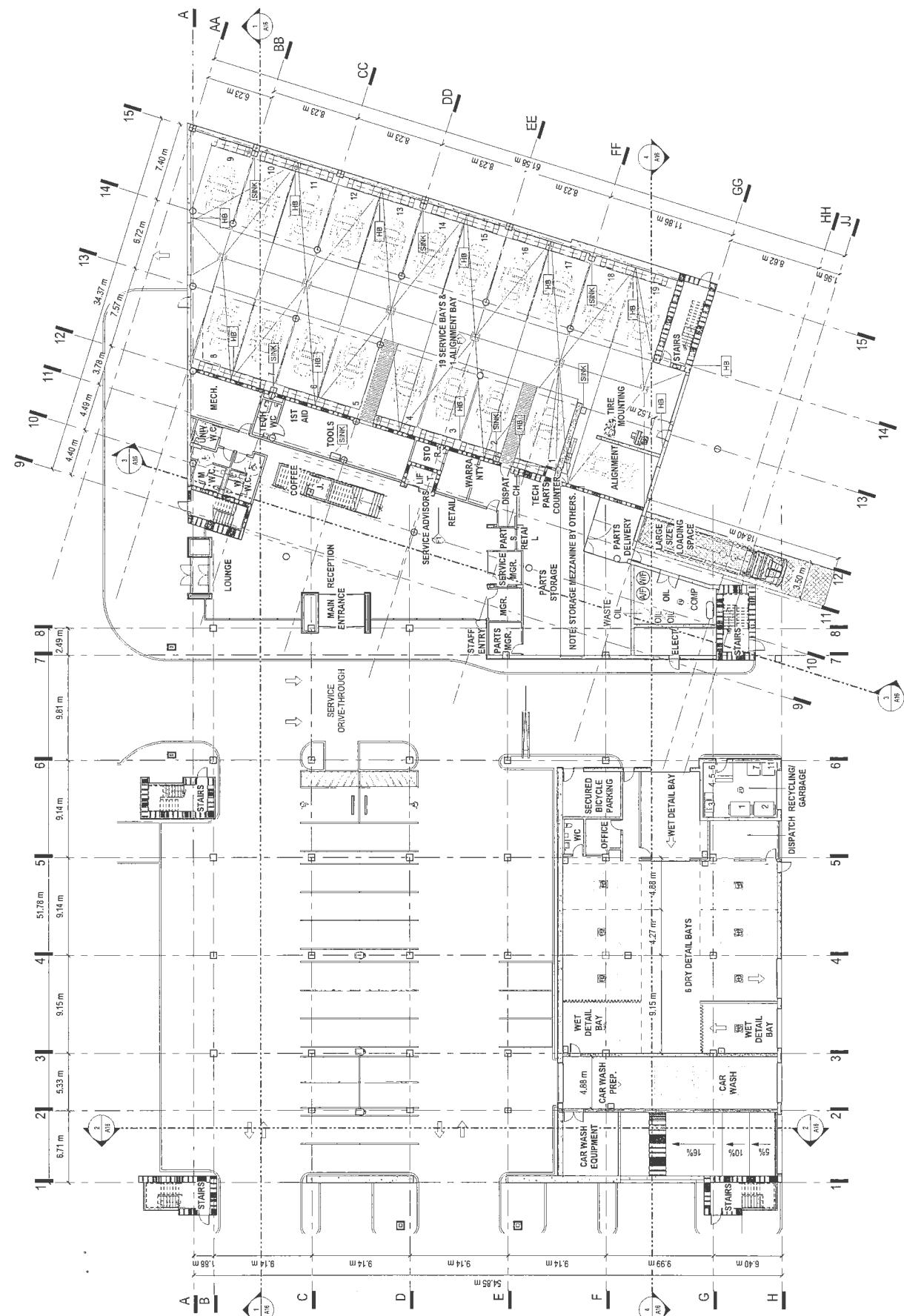
4 ACCESSIBILITY PLANS  
Scale: 1/4" = 1'-0"

PROJECT NUMBER	DATE	DRAWN BY	SCALE	AS INSTRUCTED
DP 18-818161 A10	DEC 16 2019	DRAWDRAWER	1/4"	1/4"

ACCESSIBILITY PLANS

- ACCESSIBILITY REQUIREMENTS:
- THE BUILDING SHALL COMPLY WITH ALL REQUIREMENTS ESTABLISHED IN THE BCBC 2018, UNLESS EXEMPTED - REFER TO CODE REPORT.
  - BOTH PUBLIC ENTRIES TO THE BUILDING ARE ACCESSIBLE.
  - FOUR ACCESSIBLE PARKING SPACES ARE REQUIRED, TWO ARE PROVIDED ON ACCESSIBLE ROUTES.
  - CURB CUTS ARE PROVIDED ON ACCESSIBLE ROUTES.
  - ALL PUBLIC WASHROOMS PROVIDE ACCESSIBLE STALLS, AND EACH MEN'S WASHROOM WILL HAVE AN ACCESSIBLE URINAL.
  - A UNIVERSAL ACCESSIBLE WASHROOM IS PROVIDED ON THE MAIN LEVEL.
  - ACCESSIBILITY TO UPPER LEVELS IS ACCOMPLISHED THROUGH THE USE OF AN ELEVATOR.

DP 18-818161 A10



1 MAIN LEVEL PLAN  
Scale: 1/16" = 1'-0"



1 MAIN LEVEL PLAN  
Scale: 1/16" = 1'-0"

DATE: 2019/11/16 DRAWN BY: SP

PROJECT NUMBER: DP#18-818161 ZTA 8-818164

REVISION DATE: 2018/12/01

REVISION NUMBER: 1

NOTE: 1/16" = 1'-0"

DP 18-818161 A11

REFERENCE PLAN

DEC 16 2019

5650 Patterson Way  
Richmond, BC V6V 2M4

Cowell Volkswagen

DRAWN BY: SP

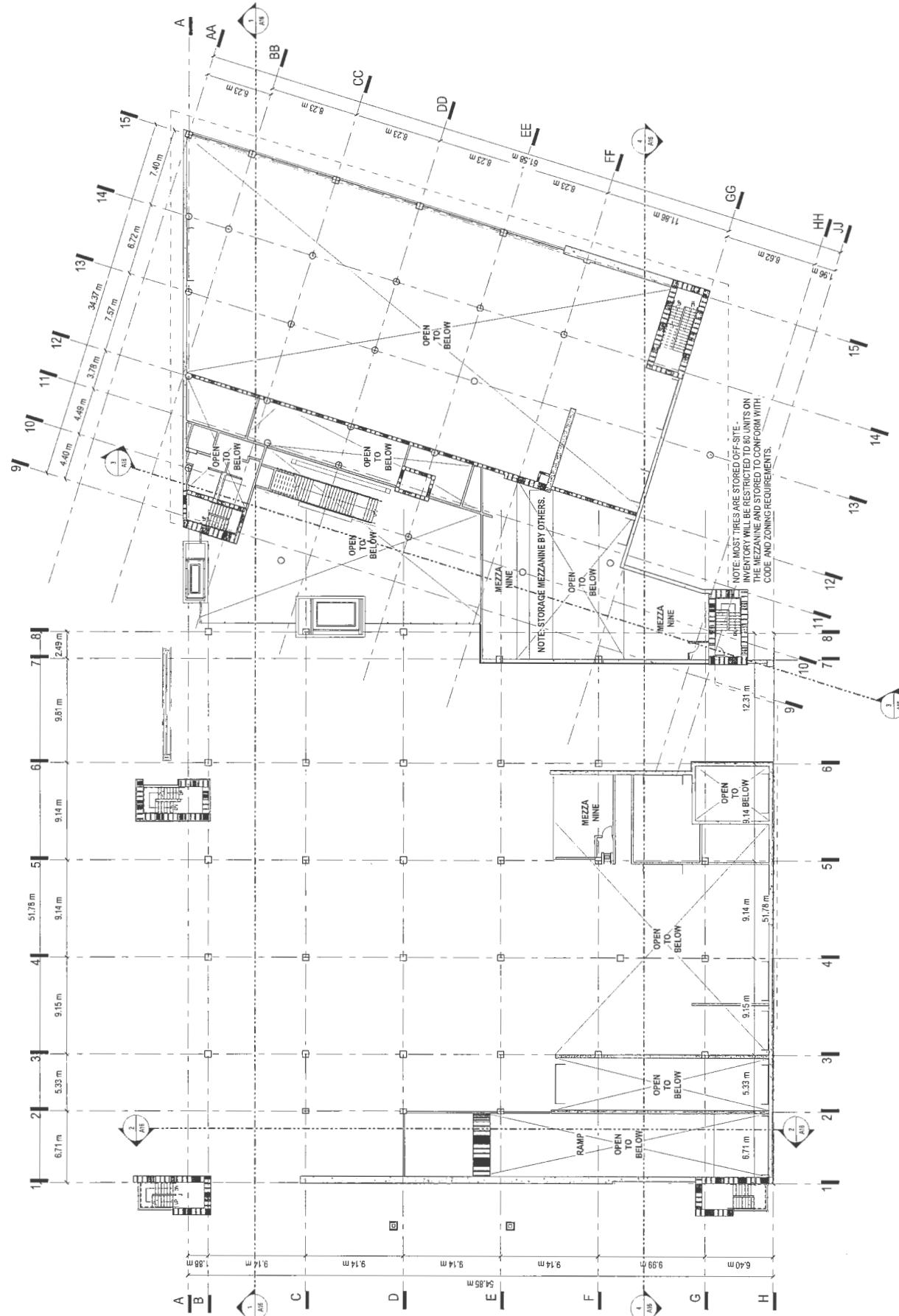
DATE: 2019/11/16

PROJECT NUMBER: DP#18-818161 ZTA 8-818164

REVISION DATE: 2018/12/01

REVISION NUMBER: 1

NOTE: 1/16" = 1'-0"



REVISION DATE	DESCRIPTION
4/2019/08 CITY OF REVIEW	
3/2019/17 POST APPROVAL SUBMISSION	
2/2019/08 ADP PACKAGE	
1/2018/20 PREPARED VARIANCES	

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Cowell Volkswagen

5680 Parkwood Way

Richmond, BC V6V 2M4

DP #18-818161/ZTA 18-818164

MEZZANINE LEVEL PLAN

SCALE: 1/16" = 1'-0" DATE: 2019.11.06 DRAWING NO: 2019-11-06

PROJECT NUMBER: 2019-11-06

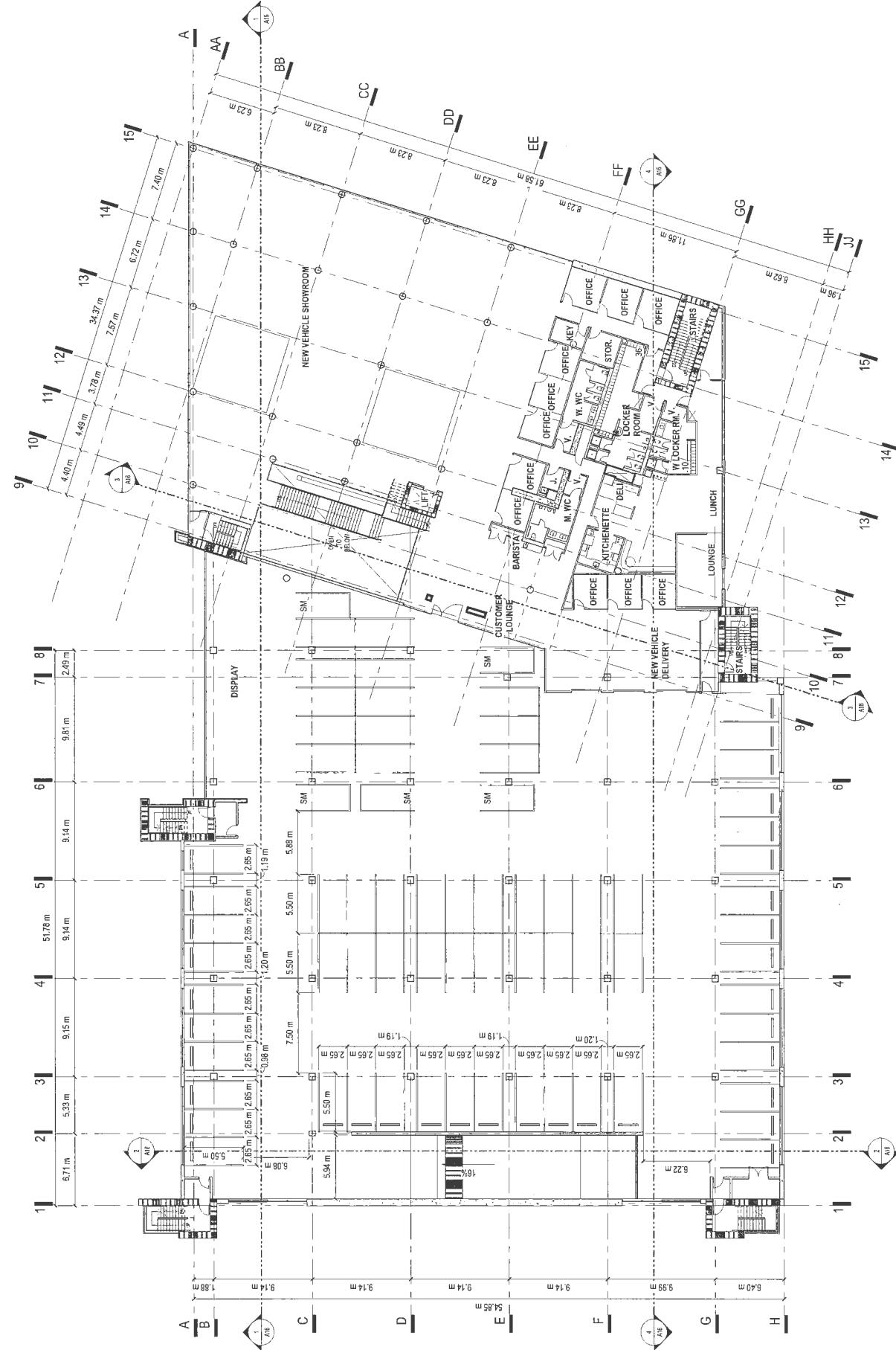
1 MEZZANINE LEVEL PLAN

N

Scale: 1/16" = 1'-0"

1

DP 18-818161 A12



1 SECOND LEVEL PLAN  
Scale: 1/16" = 1'-0"



N

DATE: 16/01/19

PROJECT NUMBER: DP#18-318161/ZTA 18-816164

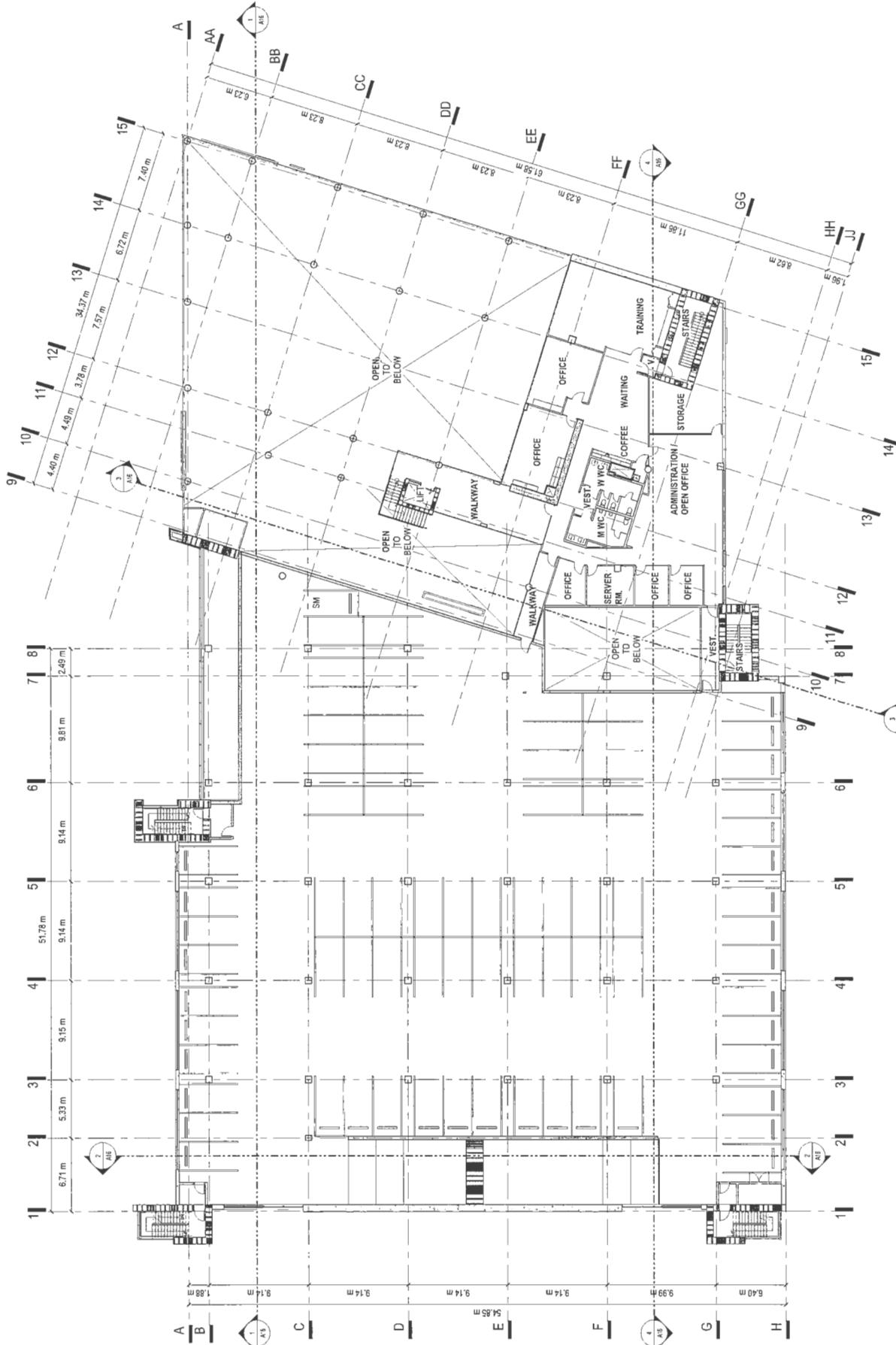
SCALE: 116'-0" X 116'-0"  
DRAWN: SP  
REVISION: 21/09/19

REFERENCE PLAN

D P

A 13

4 2018.11.16 CITY OF BURNABY  
3 2018.11.17 POST APPLICANT SUBMISSION  
2 2019.01.08 ASP RELEASE  
1 2018.02.07 PROPOSED VARANCES  
REVISION DATE: DESCRIPTION:  
COWELL VOLKSWAGEN  
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1 THIRD LEVEL PLAN  
N Scale: 1/16" = 1'-0"  
100-1000mm

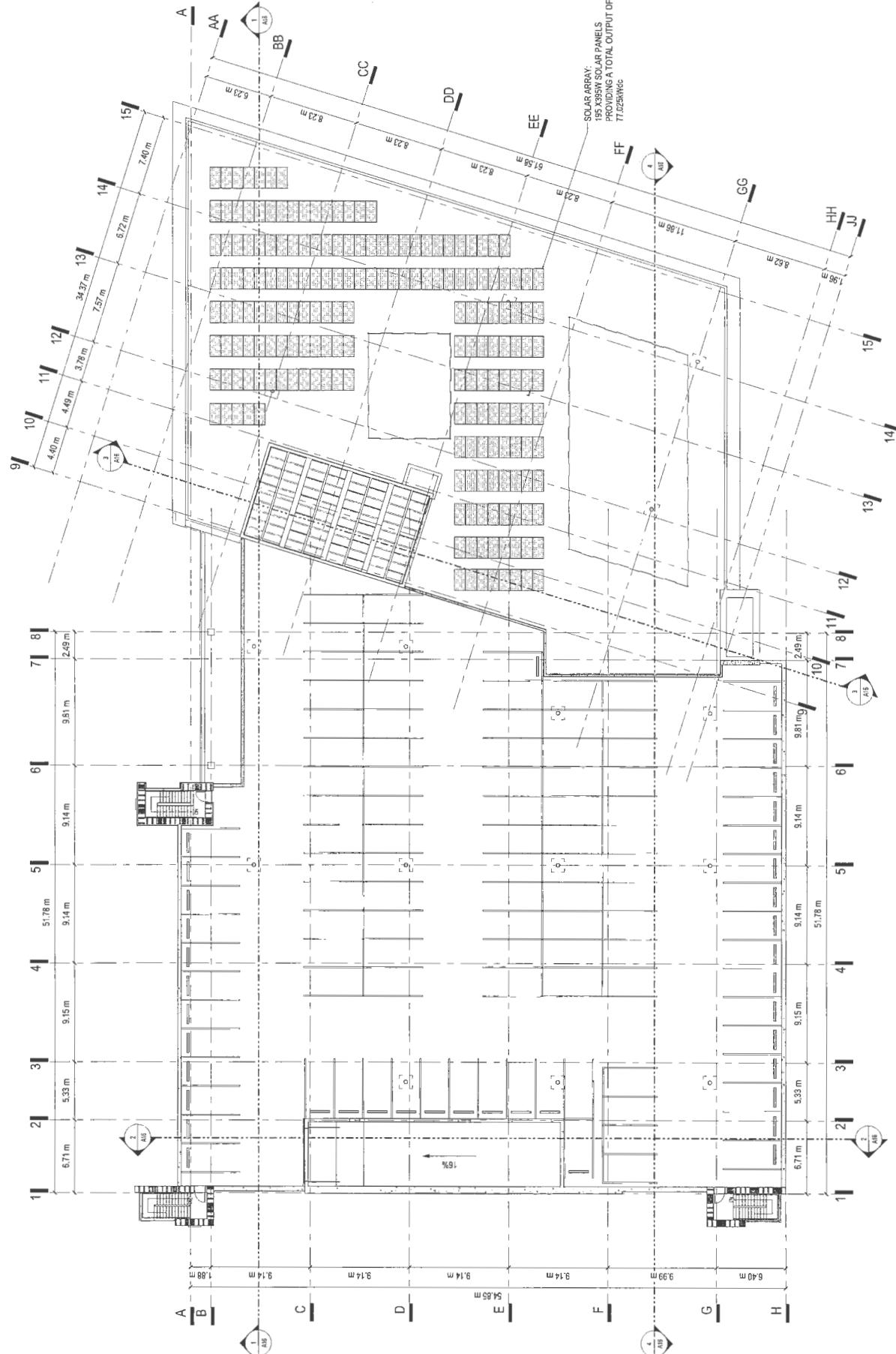
DP 18-818161  
DATE: 2018.1.16

REFERENCE PLAN  
N

DP #18-818161/ZTA 18-818164  
THIRD LEVEL PLAN

SCALE: 1/16" = 1'-0"  
DATE: 2018.1.16  
DRAWN: ESY  
PROJECT NUMBER: 24609

DP 18-818161 A14



Cowell Volkswagen

5680 Parkwood Way

Richmond, BC V6V 2M4

DP #18-818161 / ZTA 18-818164

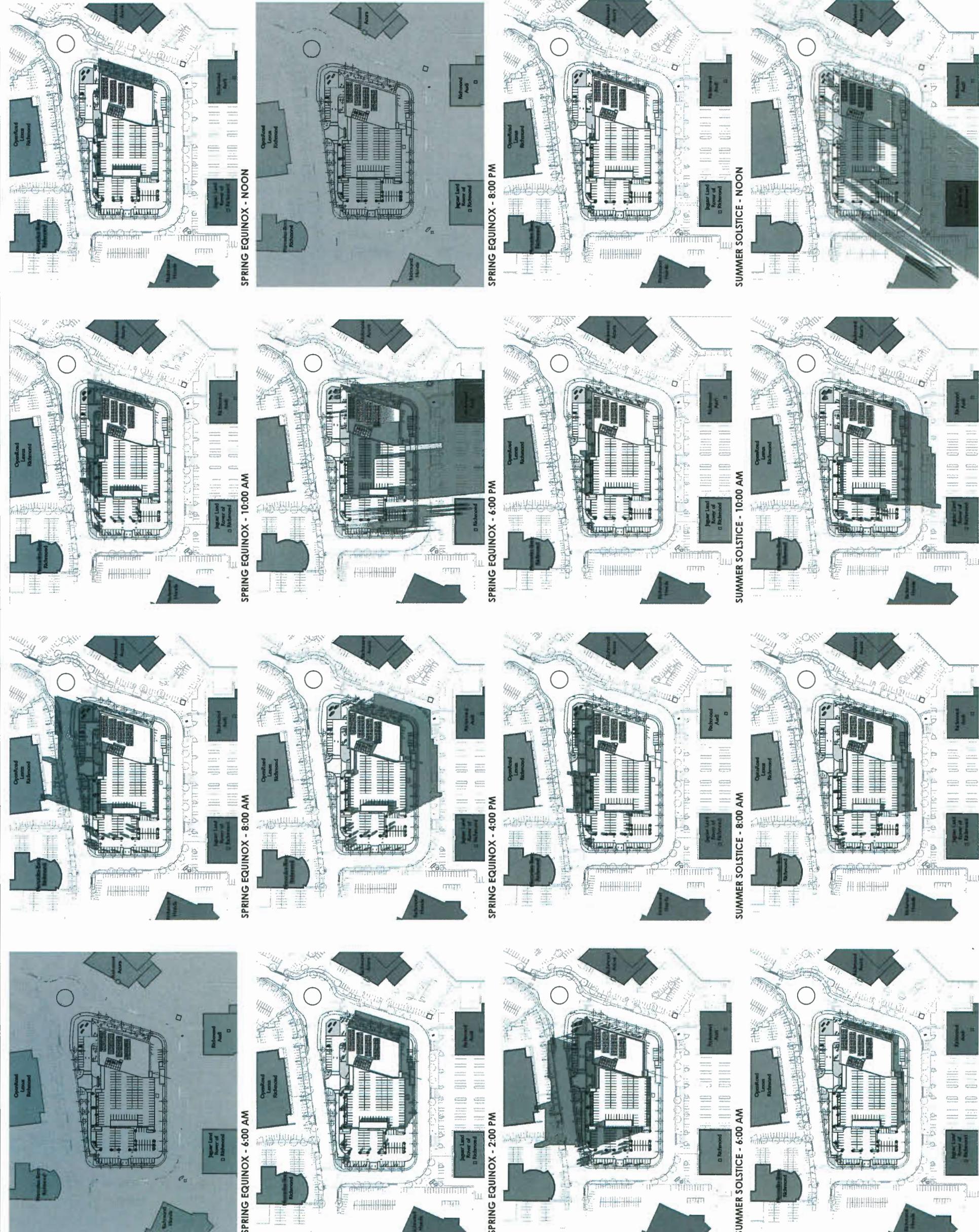
ROOF PLAN



SCALE 1/16" I.R. DATE 2/28/18 11:08 DRAWN BY SP PROJECT NUMBER 218164

PRINTED 1/29/2018 10:49 AM

D.P. 18-818161 A15



5 2018.12.11 CITY OF RICHMOND  
4 2018.12.11 POST APP LETTER SUBMISSION  
3 2018.12.11 APP LETTER SUBMISSION  
2 2018.12.08 APP PACKAGE  
1 2018.12.07 PROPOSED VARANCES  
DESCRIPTION  
DATE  
TIME

Christopher Bozyk Architects Ltd.  
5650 Parkwood Way  
Richmond, BC V6V 2R4  
Cowell Volkswagen

SHADOW STUDY - SPRING & SUMMER

SCALE DATE DRAWN BY SP PROJECT NUMBER  
21/009 REFERENCE PLAN

DEC 16 2019

DP 18-81816 A27

SUMMER SOLSTICE - 6:00 PM

SUMMER SOLSTICE - 4:00 PM

SUMMER SOLSTICE - 2:00 PM

