



Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, January 27, 2021
3:30 p.m.

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on January 13, 2021.



1. **DEVELOPMENT PERMIT 19-870332**
(REDMS No. 6545306)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 7391 Moffatt Road

Director's Recommendations

That a Development Permit be issued which would permit the construction of six townhouse units at 7391 Moffatt Road on a site zoned "High Density Townhouses (RTH1)" with vehicle access from 7411 Moffatt Road.



2. **DEVELOPMENT VARIANCE 20-907740**
(REDMS No. 6583926 v. 2)

APPLICANT: Harnek Bindra

PROPERTY LOCATION: 6460 No. 5 Road

ITEM

Director's Recommendations

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior side yard setback for agricultural buildings and structures from 4.5 m to 3.0 m to permit the existing single-family dwelling to be converted into an agricultural building at 6460 No. 5 Road on a site zoned "Agriculture (AG1)".



3. CAPSTAN CANADA LINE STATION – TRANSLINK – PRESENTATION AND OVERVIEW OF THE PROPOSED STATION DESIGN

(REDMS No. 6604237 v. 2)

PRESENTER: TransLink

PROPERTY LOCATION: No. 3 Road and Capstan Way



4. New Business

5. Date of Next Meeting: February 10, 2021

ADJOURNMENT



**Development Permit Panel
Wednesday, January 13, 2021**

Time: 3:30 p.m.

Place: Remote (WebEx) Meeting

Present: Joe Erceg, Chair
Cecilia Achiam, General Manager, Community Safety
John Irving, General Manager, Engineering and Public Works

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 25, 2020 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 18-829236
(REDMS No. 6546593 v. 4)

APPLICANT: 1132865 BC Ltd.

PROPERTY LOCATION: 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1
Road

Development Permit Panel

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INTENT OF PERMIT:

1. Permit the construction of 30 townhouse units at 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 Road on a site zoned “Medium Density Townhouses (RTM2)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback along No. 1 Road from 6.0 m to 4.5 m.

Applicant's Comments

Ken Chow, Interface Architecture, with the aid of a visual presentation (copy on file, City Clerk's office), provided background information on the proposed development, including its site context, site layout, floor plans, streetscapes, building elevations, and proposed materials and colour palette, highlighting the following:

- the proposed townhouse development includes 3-storey front units and 2-storey rear units sited around a T-shaped drive aisle;
- three 3-storey units each contain a secondary suite;
- the size of the proposed outdoor amenity area for the subject site can accommodate the needs of future townhouse development should the adjacent property to the north redevelop in the future;
- the proposal includes three convertible units;
- a modern flat roof design is proposed for the project; and
- two accessible parking spaces will be located adjacent to the common outdoor amenity area.

Denitsa Dimitrova, PMG Landscape Architects, provided an overview of the landscaping for the project, noting that (i) the existing site grade along the rear (east) property line will be maintained; however, a portion of the site grade of the backyards of duplex Buildings 3 to 5, which contains three convertible units, will be raised to match the grade of the ground floor of these units, (ii) a six-foot high wood fence will be installed along the rear (east) property line to provide privacy to adjacent single-family homes, (iii) a significant number of trees located on-site, on neighbouring properties and on a shared property line will be retained, (iv) an existing Japanese Maple tree will be relocated to the common outdoor amenity area, (v) a significant existing tree located along the south property line will be retained and protected and site grades within the Tree Protection Area will be maintained, (vi) the site grade along the south property line will be raised and a retaining wall of up to four-feet high with a low wood fence on top will be installed, (vii) a large common outdoor amenity area is proposed, which includes, among others, an open lawn, play structures and natural play elements, and (viii) permeable paving treatment is proposed at the vehicle entrance, at the ends of the internal drive aisle and on all outdoor parking spaces.

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Staff Comments

Wayne Craig, Director, Development, noted that (i) three secondary suites are proposed, with two located adjacent to the driveway access along No. 1 Road and one located at the north end of the site, (ii) there is a Servicing Agreement associated with the project for frontage works and site servicing along No. 1 Road, (iii) the proposed front yard setback variance was identified at rezoning stage and will result in a larger rear yard setback and assists in accommodating tree retention along the shared property line with single-family lots to the east, (iv) there is no proposed road widening along No. 1 Road and the distance from the back of the curb to the building face would be approximately 7.74 meters, (v) the applicant has provided an acoustical report indicating that the project will achieve Canada Mortgage and Housing Corporation (CMHC) interior noise standards in relation to traffic noise generated on No. 1 Road, and (vi) vehicle access to the site will be limited to right-in/right-out and a physical barrier will be installed to enforce this scheme.

Panel Discussion

In reply to a query from the Panel, Mr. Craig acknowledged that the number of proposed secondary suites for the project is consistent with the City's Zoning Bylaw.

In reply to queries from the Panel, Mr. Chow and Ms. Dimitrova confirmed that (i) electric vehicle (EV) charging will be installed in the garage of each townhouse unit, (ii) no EV charging stations will be installed for visitor parking stalls, and (iii) the existing site grade within the tree protection zone will be maintained in order to retain the Sycamore tree at the southwest corner of the site and the proposed retaining wall will be installed outside of the tree protection zone.

In reply to a query from the Panel, Mr. Craig noted that there is no bylaw requirement to provide EV charging stations for visitor parking stalls.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that the project was well presented and the proposed on-site grade transitions will minimize impacts to adjacent single-family homes.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. permit the construction of 30 townhouse units at 7464, 7480, 7500, 7520, 7540, 7560/7580 and 7600 No. 1 Road on a site zoned "Medium Density Townhouses (RTM2)"; and*
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback along No. 1 Road from 6.0 m to 4.5 m.*

CARRIED

2. DEVELOPMENT PERMIT 20-896138

(REDMS No. 6554683 v. 3)

APPLICANT: CLO Ventures K2 Ltd.

PROPERTY LOCATION: 9571, 9591, 9611, 9671 Steveston Highway and 10831 Southdale Road

INTENT OF PERMIT:

1. Permit the construction of 20 townhouse units at 9571, 9591, 9611, 9671 Steveston Highway and 10831 Southdale Road on a site zoned "Low Density Townhouses (RTL4)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum exterior side yard setback to Steveston Highway from 6.0 m to 4.5 m.

Applicant's Comments

Jiang Zhu, Imperial Architecture, with the aid of a visual presentation (copy on file, City Clerk's Office) provided background information on the proposed development including its site context, site layout, building elevations, proposed materials and colour palette, and floor plans, highlighting the following:

- the proposal includes 3-storey front units located along Steveston Highway and 2-storey rear units in compliance with the City's Arterial Road Land Use Policy;
- the 3-storey units will be stepped down to 2-storeys at the southwest and southeast corners of the subject site;
- a significant Sycamore Maple tree at the back (north side) of the subject site will be retained and protected and integrated into the proposed common outdoor amenity area;

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- the north façade of the 2-storey rear units facing the neighbouring single-family homes will be articulated to provide visual interest;
- the front elevation of buildings along Steveston Highway includes, among others, bay windows, pitched roofs, and gable roofs;
- potential shadowing will not impact adjacent developments as indicated in the shadow study; and
- the project includes three secondary suites and two convertible units.

Meredith Mitchell, M2 Landscape Architecture, reviewed the proposed landscaping for the site, noting that (i) an Agricultural Land Reserve (ALR) landscaped buffer will be installed along the south property line, (ii) permeable paving treatment is proposed at the driveway entry, portions of the internal drive aisle, and outdoor parking spaces, (iii) the rear yards of back units will be slightly raised to provide usable space, (iv) the low retaining walls along the east property line will be landscaped to provide screening and visual interest from the street, (v) a perimeter drainage and an irrigation system will be installed, (vi) the existing grade around the tree protection zone will be maintained, (vii) a cantilevered building footing will be utilized for the building adjacent to the retained tree, (viii) the common outdoor amenity area is fully accessible and barrier-free and includes, among others, play equipment and natural play elements, (ix) community gardens will be provided on-site as an additional shared outdoor amenity area, and (x) deciduous and evergreen planting are proposed along the north property line to provide a landscaped buffer to adjacent single-family homes.

Staff Comments

Mr. Craig noted that (i) the project includes three secondary suites, (ii) there is a Servicing Agreement associated with the project for frontage works along Steveston Highway and Southdale Road, including the installation of a physical barrier on the driveway entrance to ensure a right-in/right-out only vehicle movement, (iii) the proposed exterior side yard setback variance was identified at rezoning stage, (iv) the proposed setback variance to the exterior side yard, which functions as a front yard along Steveston Road, will result in an increased rear yard setback and accommodate the retention of the significant tree, (v) the setback from back of curb to building face is approximately 8.5 meters, (vi) the applicant has provided an acoustical report indicating that the project will achieve CMHC noise standards, (vii) the project will achieve BC Energy Step Code 3, and (viii) the design of the ALR landscaped buffer is consistent with Ministry of Agriculture guidelines.

In reply to queries from the Panel, Mr. Craig acknowledged that (i) a substantial landscape security for the project and an arborist's contract for works conducted within the tree preservation zone will be required, and (ii) the project's arborist is required to be present on-site to supervise any work within the tree preservation area.

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Panel Discussion

In reply to a query from the Panel, Mr. Zhu reviewed the proposed locations of the air source heat pumps, noting that the units will be screened and the acoustical report indicates that they comply with the City's Noise Bylaw requirements.

In reply to a query from the Panel, Ms. Mitchell confirmed that the Ministry of Agriculture guidelines include restrictions on plant species allowed to be planted on the ALR buffer.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that the project was well presented and the retention of the significant tree and the proposed planting along the ALR buffer will enhance the landscaping for the project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of 20 townhouse units at 9571, 9591, 9611, 9671 Steveston Highway and 10831 Southdale Road on a site zoned "Low Density Townhouses (RTL4)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum exterior side yard setback to Steveston Highway from 6.0 m to 4.5 m.*

CARRIED

3. **Date of Next Meeting:** **January 27, 2021**

4. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:25 p.m.

CARRIED

Development Permit Panel
Wednesday, January 13, 2021

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, January 13, 2021.

Joe Erceg
Chair

Rustico Agawin
Committee Clerk



City of
Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: January 6, 2021

From: Wayne Craig
Director, Development

File: DP 19-870332

Re: Application by Matthew Cheng Architect Inc. for a Development Permit at
7391 Moffatt Road

Staff Recommendation

That a Development Permit be issued which would permit the construction of six townhouse units at 7391 Moffatt Road on a site zoned "High Density Townhouses (RTH1)" with vehicle access from 7411 Moffatt Road.

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

WC:jr
Att. 3

Staff Report

Origin

Matthew Cheng Architect Inc. on behalf of Arking Development Ltd. (Director: Liu Yang) has applied to the City of Richmond for permission to develop six townhouse units at 7391 Moffatt Road with driveway access via 7411 Moffatt Road on a site zoned “High Density Townhouses (RTH1).” The site currently contains a single-family dwelling, which will be demolished.

The site is being rezoned from “Medium Density Low Rise Apartments (RAM1)” to “High Density Townhouses (RTH1)” under Bylaw 9894 (RZ 17-777664), which was granted Third Reading at the Public Hearing held July 15, 2019.

A Servicing Agreement is required as a condition of Building Permit issuance and includes, but is not limited to, the following improvements:

- New 2.0 m wide sidewalk at the property line.
- New 2.0 m wide landscaped boulevard.
- Removal of the existing sidewalk and driveway crossing.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, two- and three-storey townhouses on a property zoned “Medium Density Low Rise Apartments (RAM1)”.
- To the south, three-storey townhouses on a property zoned “High Density Townhouses (RTH4)”. Vehicle access to the subject site is provided via a Statutory Right-of-Way (SRW) registered on this property.
- To the east, across Moffatt Road, a three-storey apartment building on a property zoned “Medium Density Low Rise Apartments (RAM1)”.
- To the west, a three-storey apartment building on a property zoned “Medium Density Low Rise Apartments (RAM1)”.

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

- Refinement of the proposed building form, architectural character, and site landscaping, including retention of a Cedar tree in the rear yard.

- Refinement of the design of the outdoor amenity area, including choice of equipment, to create a safe and inviting environment for children's play and social activities.
- Review of aging-in-place features and the provision of one convertible unit.
- Review of a sustainability strategy for the development proposal.

Details on the above are provided in the Analysis section of this report.

The Public Hearing for the rezoning of this site was held on July 15, 2019. At the Public Hearing, residents of the townhouse complex at 7411 Moffatt Road, which provides vehicle access to the subject site, raised the following concerns about the proposed shared driveway:

- The traffic associated with the six additional dwelling units will impact safety and noise levels within the complex.
- Visitors to the proposed development may use the visitor parking assigned to the complex.

Staff worked with the applicant to address these concerns in the following ways:

- The owner has had additional meetings with property manager of 7411 Moffatt Road to discuss future construction activities and the shared driveway access. Correspondence from the owner is provided in Attachment 2.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and City Centre Area Plan (CCAP) and is generally in compliance with the "High Density Townhouses (RTH1)" zone.

Analysis

Conditions of Adjacency

- There are existing wood retaining walls around the perimeter of the site. The site grade will be raised to match the grade of adjacent properties except for within the tree protection zone in the rear yard where existing grade must be maintained.
- Access to the site is proposed via the Statutory Right-of-Way (SRW) registered on the drive aisle 7411 Moffatt Road. The drive aisle to Moffatt Road is immediately south of the site, and provides separation between the units at the front of each property. Units at the rear of each property are separated by the outdoor amenity areas.

Urban Design and Site Planning

- The proposed development consists of six three-storey townhouse units arranged in two triplex buildings. The drive aisle is an extension of the existing L-shaped drive aisle on 7411 Moffatt Road, which will accommodate on-site vehicle maneuvering through the resulting T intersection.
- The three units fronting Moffatt Road have direct pedestrian access to the sidewalk. Units at the rear take access from the internal drive aisle.

- Three units include two-car garages, and three units include single car garages, for an average parking rate of 1.5 spaces per unit. Level 2 EV charging is provided in each garage. Tandem parking is provided in two of the six units, accounting for less than 50% of the total parking spaces. The parking provided is consistent with the requirements contained in Richmond Zoning Bylaw 8500.
- A minimum of one bicycle parking space is provided in each garage, and two bicycle parking spaces for visitors are provided in a bike rack located in the shared outdoor amenity area. The bicycle parking provided exceeds the minimum requirements contained in Richmond Zoning Bylaw 8500.
- Two visitor vehicle parking spaces are provided, one each on the north and south ends of the drive aisle.
- A garbage and recycling enclosure is located near the drive aisle intersection, directly across from the enclosure for 7411 Moffatt Road. A footpath is provided outside of the visitor parking stall to ensure that the enclosure is accessible when the parking stall is occupied.

Architectural Form and Character

- The buildings have a traditional character, in keeping with the surrounding neighbourhood. Red brick is used on the ground floor of each building, while the upper storeys have brown lap siding and beige shingle siding treatments.
- Both buildings have peaked roofs and incorporate several gable ends and skirt roofs to break up the massing and emphasize the triplex design.
- Skirt roofs and gables are provided above each unit entrance for weather protection.

Landscape Design and Open Space Design

- All of the units have access to private outdoor space at grade in addition to a balcony off of the second storey.
- Units fronting Moffatt Road have private outdoor space in the front yard, which include a patio, lawn, planting area, and a shade tree. Projecting balconies provide outdoor space off of the living room and weather protection for the patios below.
- Rear units have private outdoor space in the rear yard, which include patio, lawn, planting area, and a shade tree. As with the other units, projecting balconies provide outdoor space off of the living room and weather protection for the patios below.
- A shared outdoor amenity area is provided at the south of the site. The amenity area includes the visitor bicycle parking, mailbox, bench seating, a small lawn, and a play area for young children. The proposed play equipment includes a motor skills development board, activity table, and “Goric” balls for climbing and jumping.
- Permeable pavers are proposed for the entire drive aisle and both visitor parking spaces.
- Existing trees on the development site were reviewed through the rezoning application. The applicant proposed to remove 28 on-site trees due to poor condition or conflicts with the proposed building envelopes and site grade. One Cedar tree is proposed to be retained in the rear yard behind Unit 5.
- The proposal includes planting of 12 new trees. A variety of deciduous and coniferous species have been chosen. Deciduous trees are located in the front and rear yards, which will maintain sight lines through the property, provide shade in the summer, and allow sunlight to pass through in the winter. Coniferous trees are located in the side yards, where they provide additional privacy between this property and the neighbour.

- Cash-in-lieu of providing indoor amenity space was secured through the rezoning application at a rate of \$1,600/unit (i.e. \$9,600).
- A Landscape Security in the amount of \$67,671.87 is required prior to Development Permit issuance to ensure that the agreed upon landscaping works are installed.

Crime Prevention Through Environmental Design

- The buildings have been designed to look different from the buildings at 7411 Moffatt Road, visually reinforcing that they are separate developments despite sharing a driveway.
- Development signage will be provided in two locations to aid in wayfinding: at the front of the property beside the driveway crossing, and at the T intersection.
- Unit front yards on Moffatt Road have low fencing and gates to define the private realm while allowing for casual surveillance of the street and sidewalk.
- New 1.8 m (6 ft.) fencing is provided around the perimeter of the property to maintain privacy and security.

Accessible Housing

- The proposed development includes one convertible unit (Proposed Unit 3) that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of this unit will require installation of a vertical lift in the stacked storage closets.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
 - Stairwell hand rails.
 - Lever-type handles for plumbing fixtures and door handles.
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Sustainability

- This development is expected to achieve Step 3 of the BC Energy Step Code for Part 9 buildings. Air source heat pumps will be used and are shown on the site plan. An acoustical report will be required prior to the Development Permit being forwarded to Council for issuance, to confirm that the proposed exterior air source heat pumps comply with the City's noise bylaw.
- 100% of the residential parking spaces are provided with Class 2 EV charging, as per Richmond Zoning Bylaw 8500.

Conclusions

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.

A handwritten signature in black ink, appearing to read "J. Rockerbie". The signature is stylized with a large, looping initial "J" and a cursive "Rockerbie".

Jordan Rockerbie
Planner 1
(604-276-4092)

JR:blg

Attachments:

- Attachment 1: Development Application Data Sheet
- Attachment 2: Letter from the Owner
- Attachment 3: Development Permit Considerations



DP 19-870332

Attachment 1

Address: 7391 Moffatt Road

Applicant: Matthew Cheng Architect Inc.

Owner: Arking Development Ltd.
(Dir. Liu Yang)

Planning Area(s): City Centre

Floor Area Gross: 967 m² (10,410 ft²)

Floor Area Net: 746.9 m² (8,040 ft²)

	Existing	Proposed
Site Area:	996 m ² (10,720 ft ²)	No change
Land Uses:	Single-family dwelling	Townhouse dwellings
OCP Designation:	Neighbourhood Residential	No change
City Centre Area Plan Designation:	General Urban – T4	No change
Zoning:	Medium Density Low Rise Apartments (RAM1)	High Density Townhouses (RTH1)
Number of Units:	1 single-family dwelling	6 townhouse dwellings

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.75 FAR	0.75 FAR	None permitted
Lot Coverage:	Buildings: Max. 45% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Buildings: 37% Non-porous Surfaces: 55.9% Landscaping: 25.8%	None
Setback – Front Yard:	Min. 4.5 m	6.77 m	None
Setback – North Side Yard	Min. 2.0 m	3.0 m	None
Setback – South Side Yard:	Min. 2.0 m	3.0 m	None
Setback – Rear Yard:	Min. 2.0 m	7.22 m	None
Height (m):	Max. 12.0 m	11.58 m	None
Off-street Parking Spaces – Resident/Visitor:	1.4 R and 0.2 V per unit	1.4 R and 0.2 V per unit	None
Total off-street Spaces:	9 R and 2 V	9 R and 2 V	None
Tandem Parking Spaces:	Max. 50%	45% (i.e. 4 spaces)	None
Amenity Space – Indoor:	Min. 36 m ²	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6.6 m ² per unit (i.e. 39.6 m ²)	53 m ²	None

Timeline of discussion

Century 21 company: 7411 Moffatt rd manager broker(Mike)

Developer : 7391 Moffatt Rd (Miao Yu)

September 15th

Developer start conversation with Century 21 strata manager, about maintenance cost of sharing road.

Brief describe our concern and perspective. Also, the pervious strata manager Andrew Chen no longer work in that company.

September 17th,

The Manager borker Mike Blackball email me back about their perspective and the cost should shared 50/50 between the two strata corporations no matter how many units each property has, Developer agreed with that.

Mike also suggest that developer's lawyer should provide a formal proposal for each party to sign.

Sep 18th

Mike also point me that all the proposal need to pass to the strata council for consideration and approval. However, it should take some time .

Sep 29th

Mike update the process that all the two issue already pass to strata council and waiting for final decision.

Oct 7th

Mike update that there are many steps before owners make final decisions, also during covid 19, so it may take loner time than normal.

Oct 25-30, made three phone calls and voice massages, no one replay.

Nov 15-20 ,made a phone call to front desk and lady there write my name down and said manager will reply, but still no answer.

Dec 23, make a formal email to Mike and still no any reply.

January 4, make another phone call, no one reply.

Date:2021/01/05

A handwritten signature in blue ink, consisting of a series of connected loops and curves, resembling a stylized 'M' or 'W' followed by a long horizontal stroke.



Development Permit Considerations

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

Address: 7391 Moffatt Road

File No.: DP 19-870332

Prior to a Development Permit* being forwarded to Council for issuance, the developer is required to:

1. The City's acceptance of a \$2,250 contribution to the City's Tree Compensation Fund in lieu of the three replacements trees that cannot be accommodated in the proposed development.
2. Receipt of a Letter of Credit or cash security for landscaping in the amount of \$67,671.87
3. Complete an acoustical report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement.

Note:

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

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

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

Initial: _____

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

Signed _____

Date _____



City of Richmond

Development Permit

No. DP 19-870332

To the Holder: MATTHEW CHENG ARCHITECT INC.

Property Address: 7391 MOFFATT ROAD

Address: UNIT 202 – 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #16 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$67,671.87 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.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 19-870332

To the Holder: MATTHEW CHENG ARCHITECT INC.

Property Address: 7391 MOFFATT ROAD

Address: UNIT 202 – 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9

7. 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.

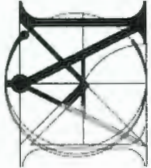
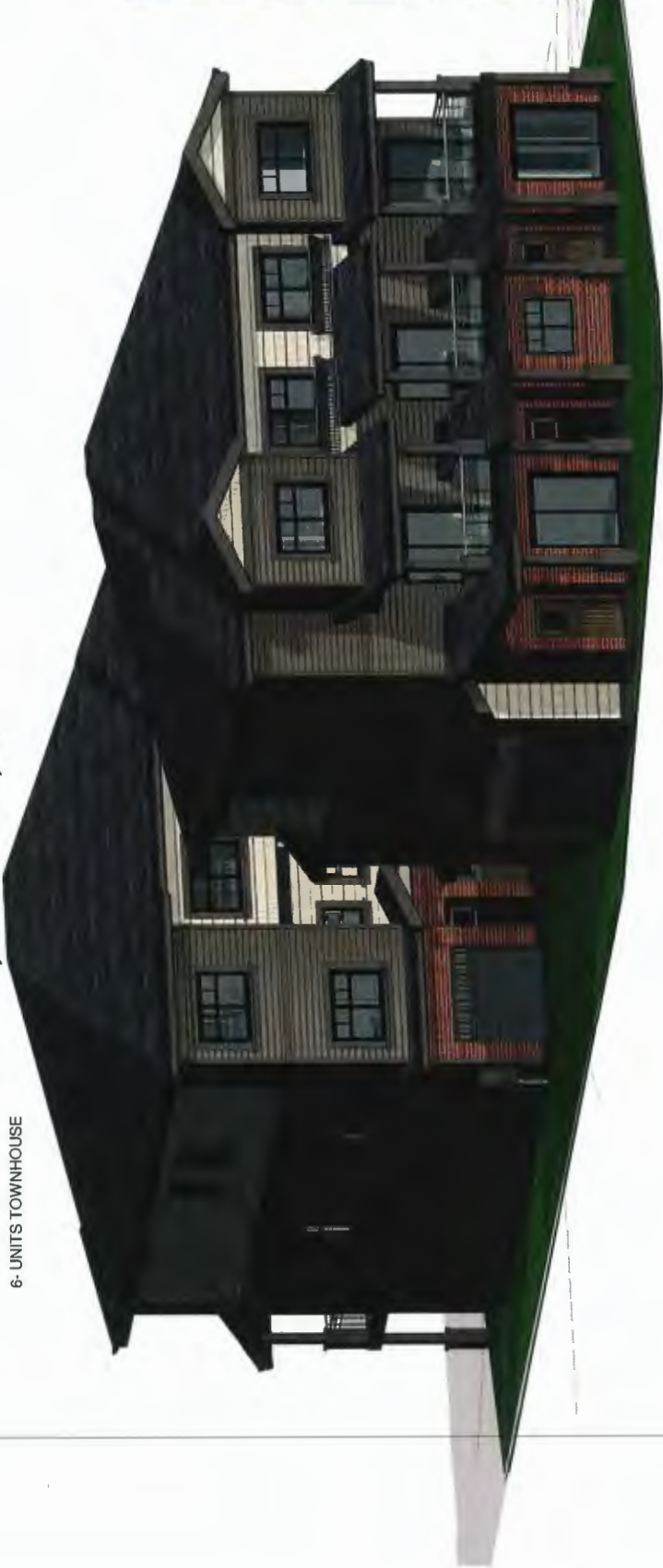
AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR

7391 MOFFATT ROAD, RICHMOND, BC
6- UNITS TOWNHOUSE



MATTHEW
CHENG
ARCHITECT INC.

Unit 202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9
T: (604) 731-3012
C: (604) 649-0669 / Email: matthew@mca.ca

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Revision:

CONTEXT PLAN

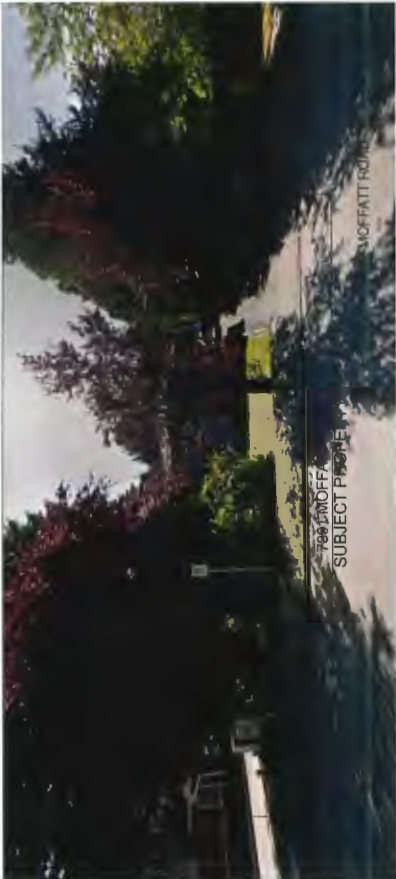


PROJECT DATA

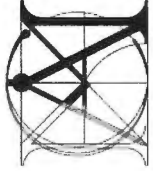
CIVIC ADDRESS:	7391 MOFFATT ROAD, RICHMOND, B.C.
LEGAL DESCRIPTION:	17 SEC.17 BLK4N RG6W PL 8037 SUBURBAN BLOCK 1, PART S 1/2, EXCEPT PLAN 59725 RICHMOND KEY: 7218 ROLL: 084494005 PID: 011-300-884 AREA PLAN: 10 CITY CENTRE RIGHT OF WAY: 63958

EXISTING:		PROPOSED:	
SITE AREA:	10718.96 SF (996 SM)	10718.96 SF (996 SM)	
LAND USES:	RESIDENTIAL	TOWNHOUSES	
OCF DESIGNATION:	SINGLE FAMILY	MULTI FAMILY	
ZONING:	RAM 1	RTH 4	
NUMBER OF UNITS:	1	6	
REQUIRED/ALLOWED:		PROPOSED:	
FLOOR AREA RATIO:		0.75 (8040 SF)	
LOT COVERAGE:	45%	37% (3966.00SF)	
SETBACK-FRONT YARD:	MIN. 6m	6.77m	
SETBACK-SIDE YARD: (NORTH)	MIN. 3m	various min3.0m	
SETBACK-SIDE YARD: (SOUTH)	MIN. 3m	various min3.0m	
SETBACK-REAR YARD:	MIN. 6m	7.22m	
HEIGHT: (m)	MAX. 12m & 3 STOREY	11.58m	
LOT SIZE:	0.0995 HA (996 SM)	0.0995 HA (996 SM)	
RESIDENTIAL/VISITOR:	0.2x6=1.2	2	
OFF-STREET PARKING ACCESSIBLE:	0	0	
OFF-STREET PARKING TOTAL:	1.4x6=8.4	9	
TANDEM PARKING SPACES:		4 (44%)	
INDOOR AMENITY SPACE:	MIN. 36 SM	CASH-IN-LIEU	
OUTDOOR AMENITY SPACE:	MIN. 36 SM	53 SM	
CONVERTIBLE UNIT		1 (UNIT 3)	
BICYCLE	MIN. 1.25 PER UNIT PROVIDED 8	MIN. 0.2 PER UNIT PROVIDED 2	

STREET VIEW - LOOKING WEST



LEVERL 2 EV CHARGE OUTLETS (208V TO 240V AC AND CURRENT OF 16A
TO 80A) PROVIDED AT EVERY PARKING GARAGE.



MATTHEW
CHENG
ARCHITECT INC.

Unit 202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9
T: (604) 731-3012
C: (604) 649-0669 / Email: matthew@mc.ca

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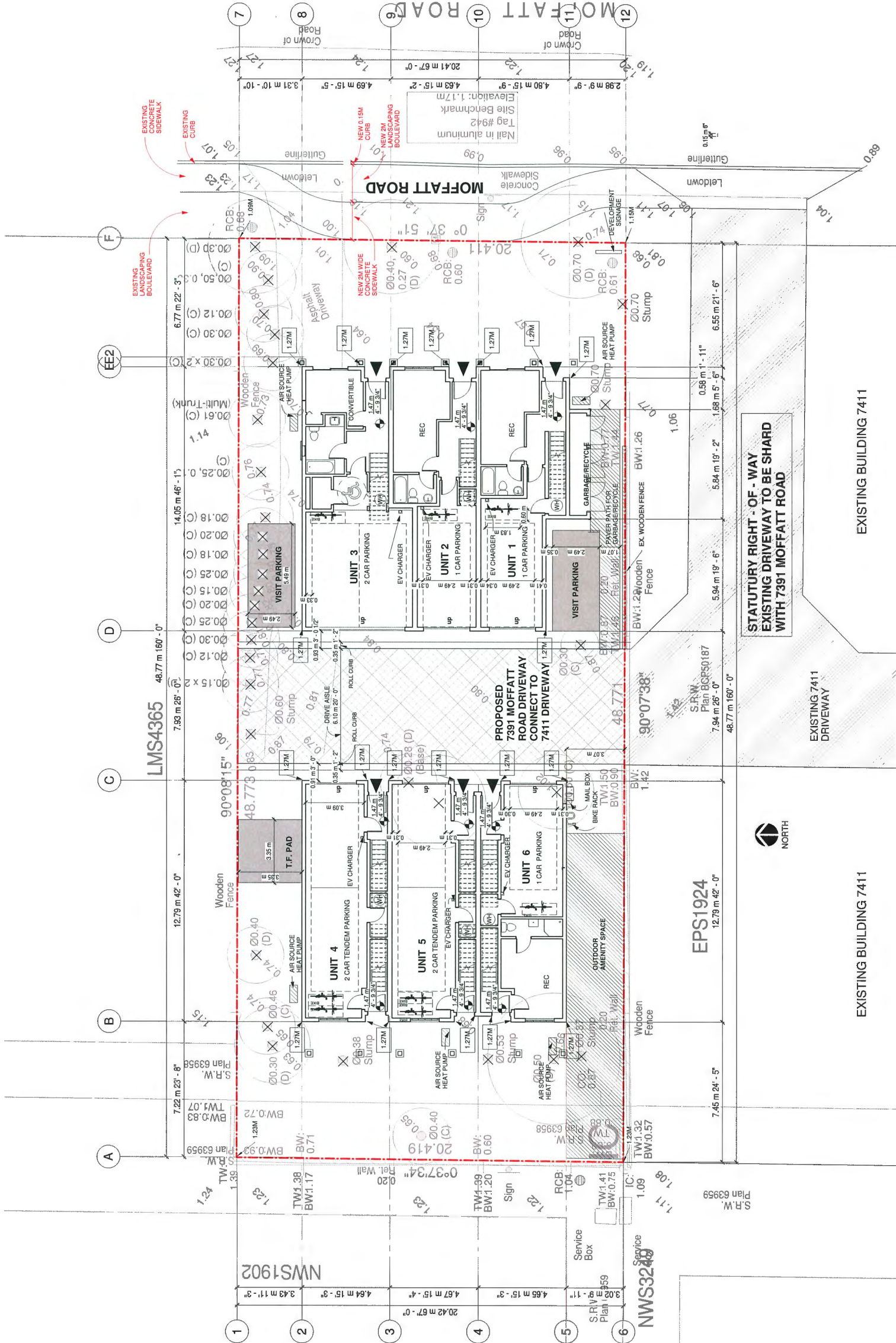
Revision:

RE	YY-MM-DD	DESCRIPTION	DRAWN	CHK
1	2024-07-10	Consultant		

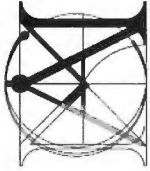
Project
Townhouse
PROJECT
7391
MOFFATT
ROAD

Sheet
1
SITE PLAN &
LOT GRADING
PLAN

Drawn by	P.W
Checked by	MC
Scale	1/8" = 1'-0"
Project Number	16 R TH 03
Revision Date	Dec 2020
Drawn by	A101



DP 19-870332 PLAN 2



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ARCHITECT INC.

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Cell: (604) 649-0669 / Email: matthew@mc.ca

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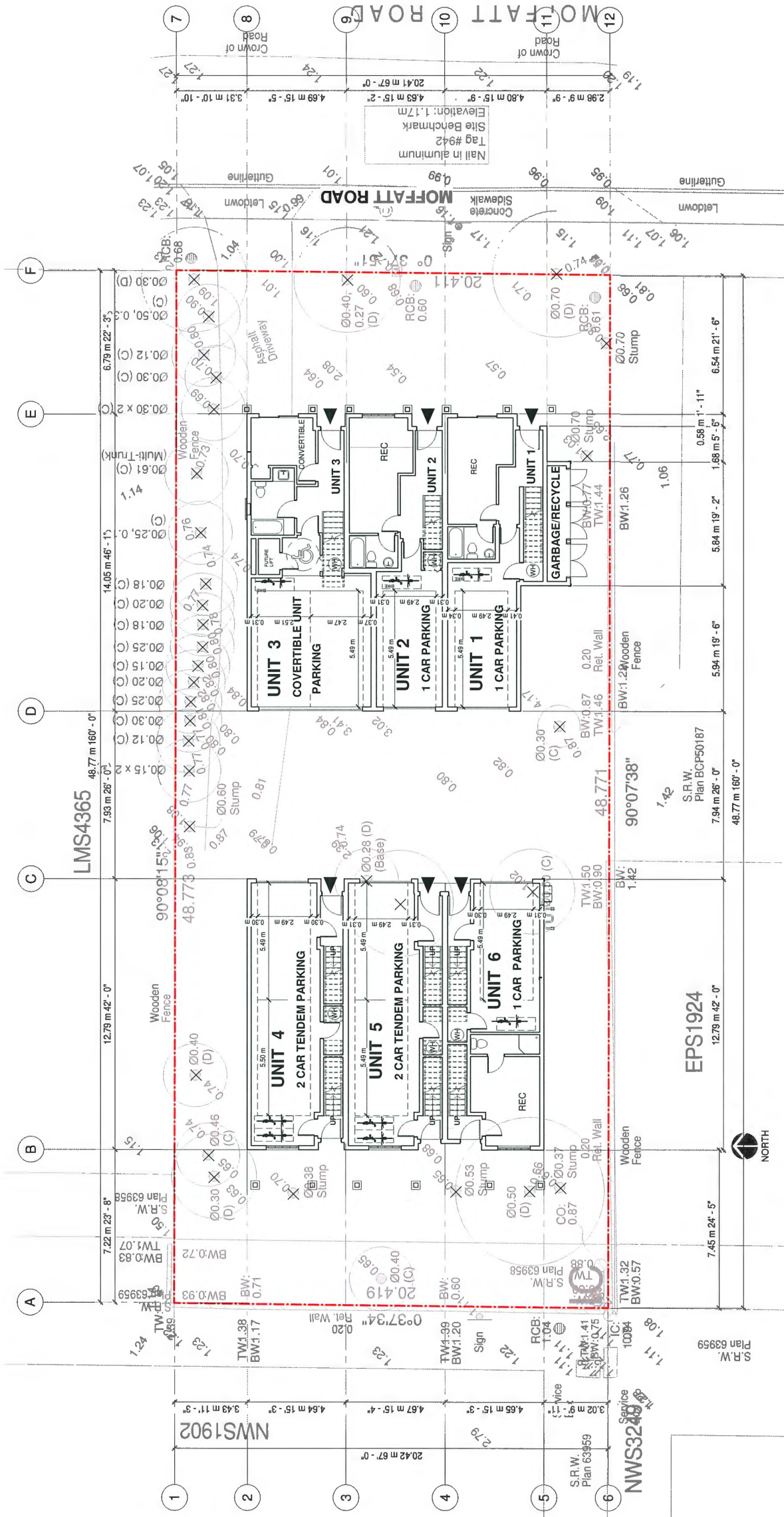
Revised:

RE	BY	DATE	DESCRIPTION	DRAWN	CHK
	TY	MM			
	JD				
	Consultant				

Project
TOWNHOUSE
PROJECT
7391
MOFFATT
ROAD

Sheet
LEVEL 1 FLOOR
PLAN

Drawn	PW
Checked	MC
Scale	1/8" = 1'-0"
Project	16 RTH 03
Revision	
Date	
Print	AUG 06 20
Sheet	A103



DP 19-870332 PLAN 3



Unit 202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9
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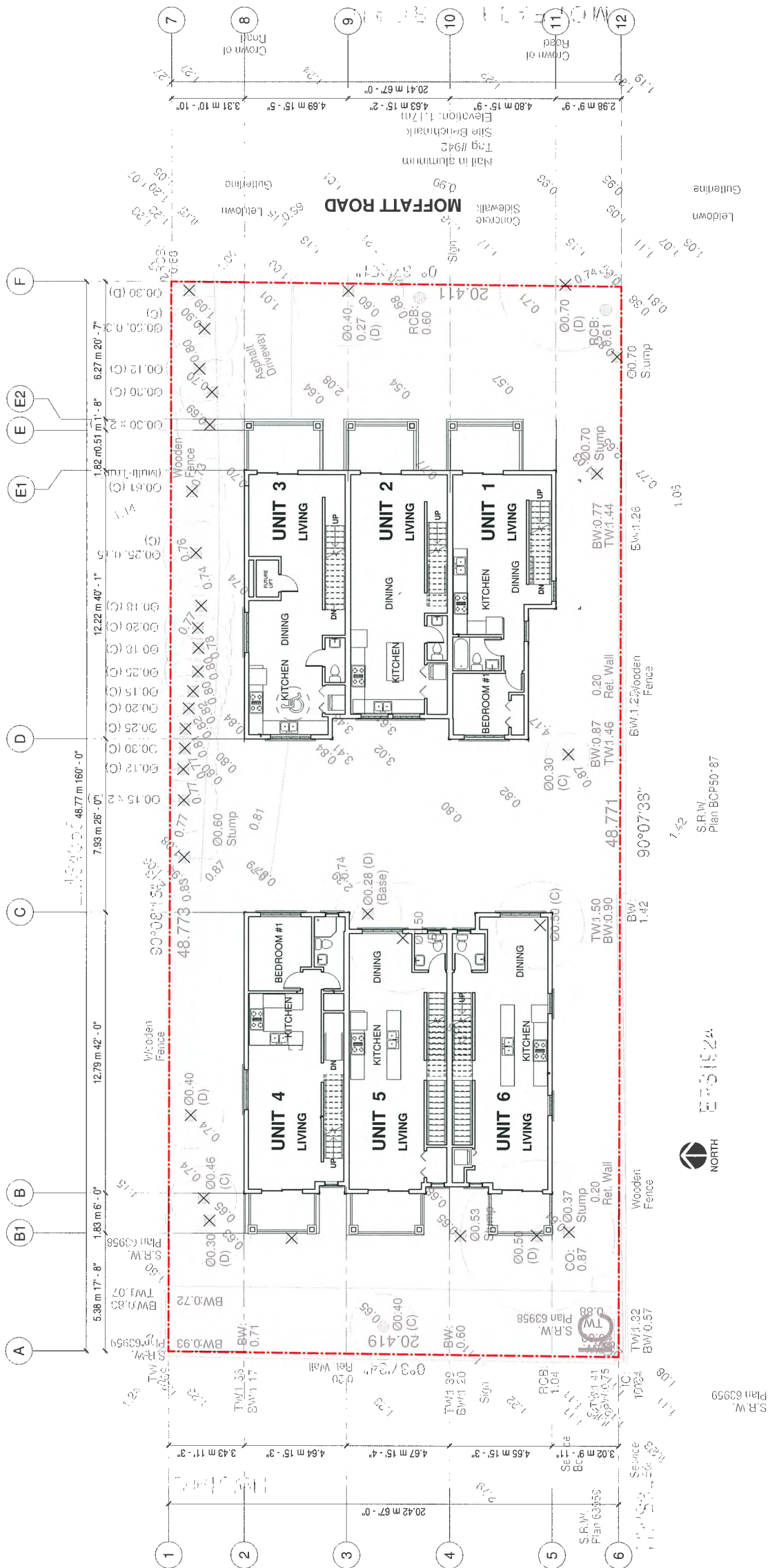
RE	YY-MM-	DESCRIPTION	DRWN	CHK
DD				
Consultant				
S				

Project
Title

TOWNHOUSE
PROJECT
7391
MOFFATT
ROAD

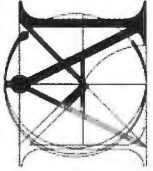
Sheet
T₁ LEVEL 2 FLOOR
PLAN

Draw	PW
by	
Checked	MC
by	
Scale	1/8" = 1'-0"
Project	16 RTH03
Revision	
Date	
Dwg. No.	
Pin#	A104
	AUG/05/20



NORTH
ESSEX
COMMUNITY COLLEGE

S.R.W.
Plan BCP50-87



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VANCOUVER, BC V6A 2K9
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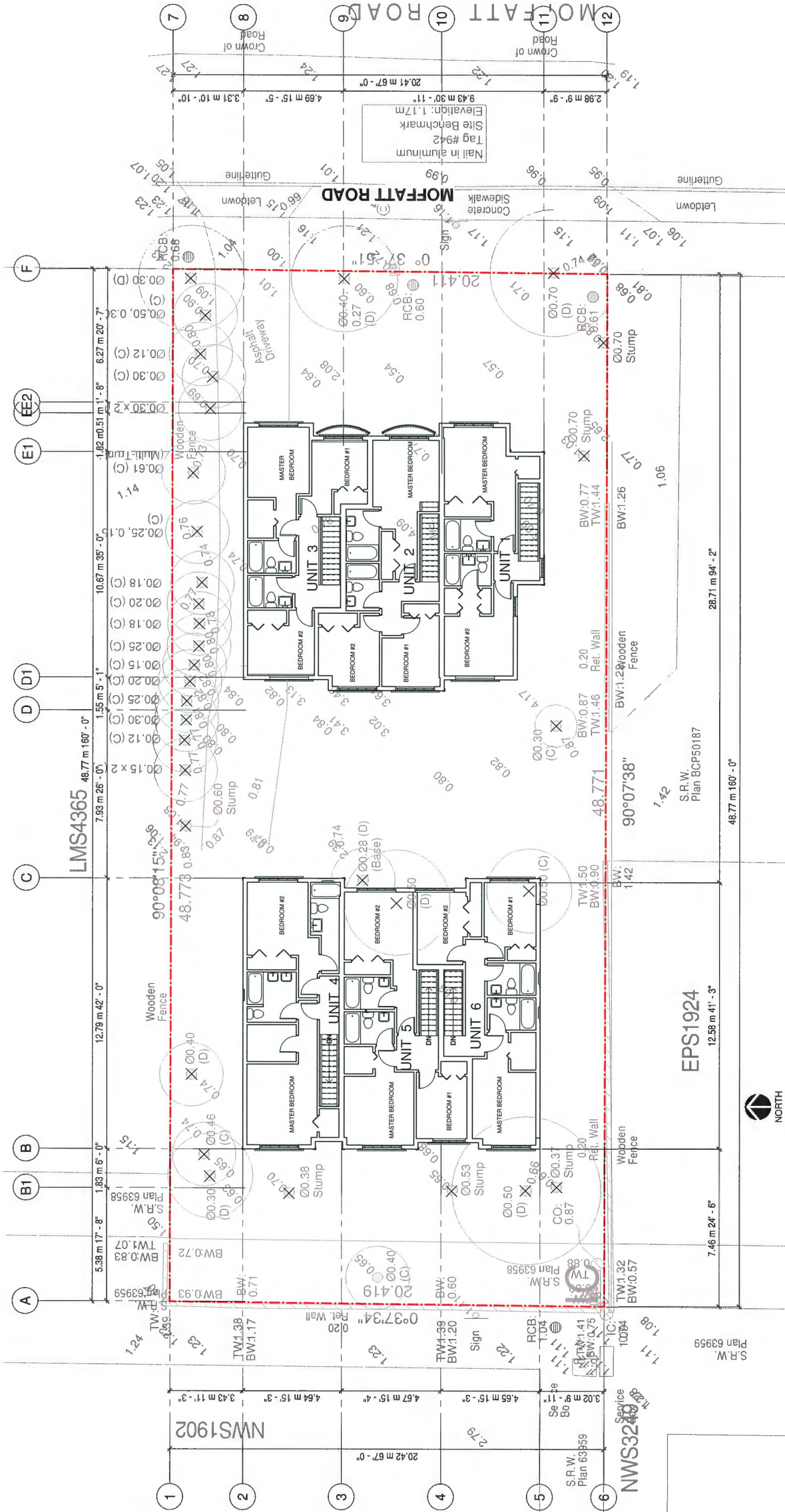
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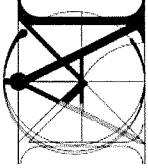
RE	YT-MM-DD	DESCRIPTION	DRAWN	CHK

Project
TOWNHOUSE
PROJECT
7391
MOFFATT
ROAD

Sheet
LEVEL 3 FLOOR
PLAN

Drawn	PW
Checked	MC
Scale	1/8" = 1'-0"
Project	16 R TH 03
Revision	
Date	
Print	AUG06/20
Sheet	A105





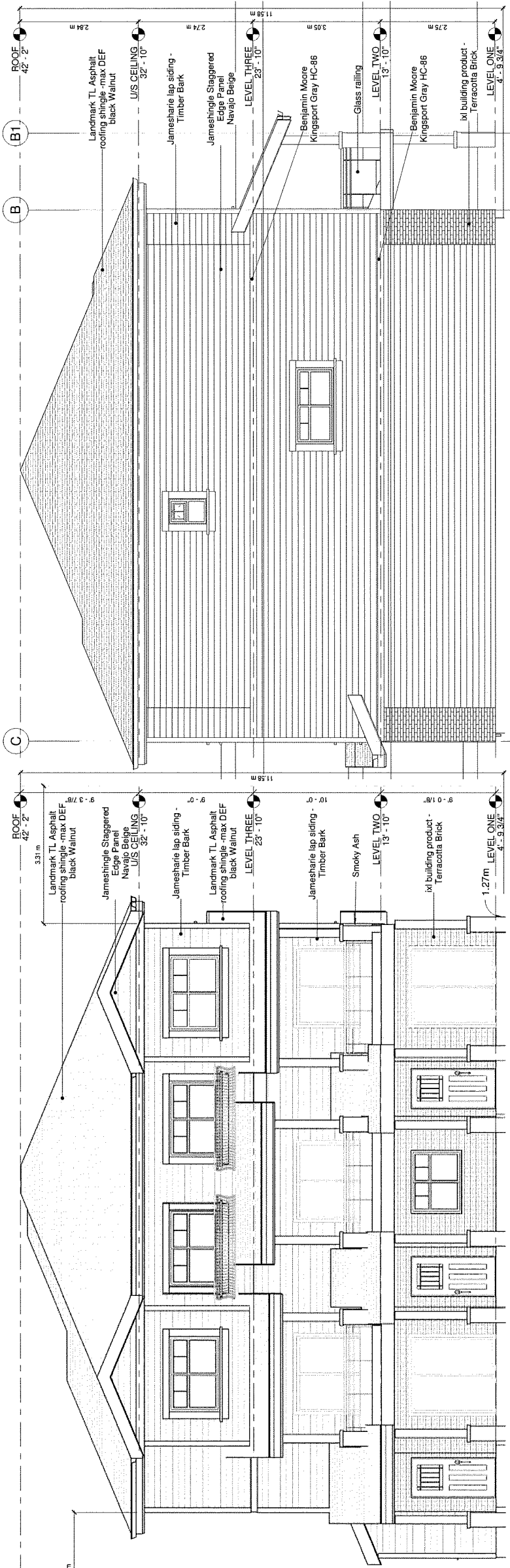
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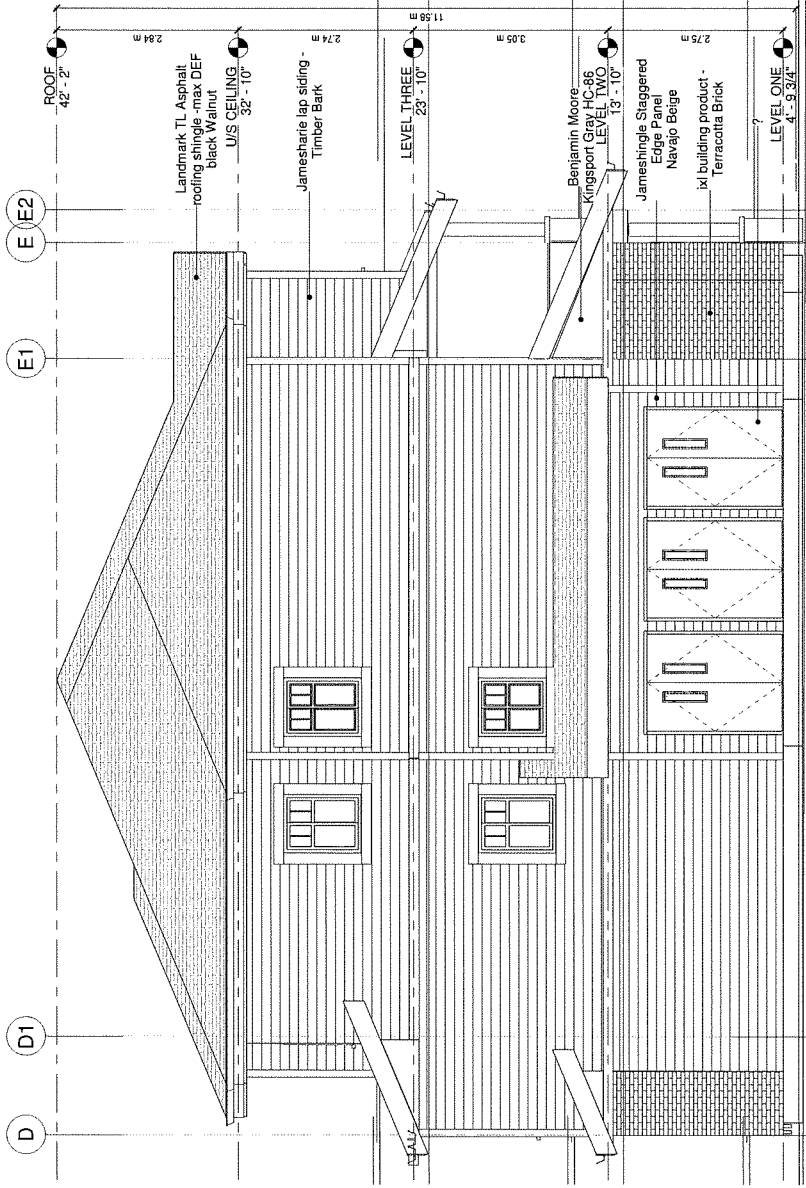
Revision:

RE	Y'-MM-	DESCRIPTION	DRWN	CHK
1	00	Consultant		

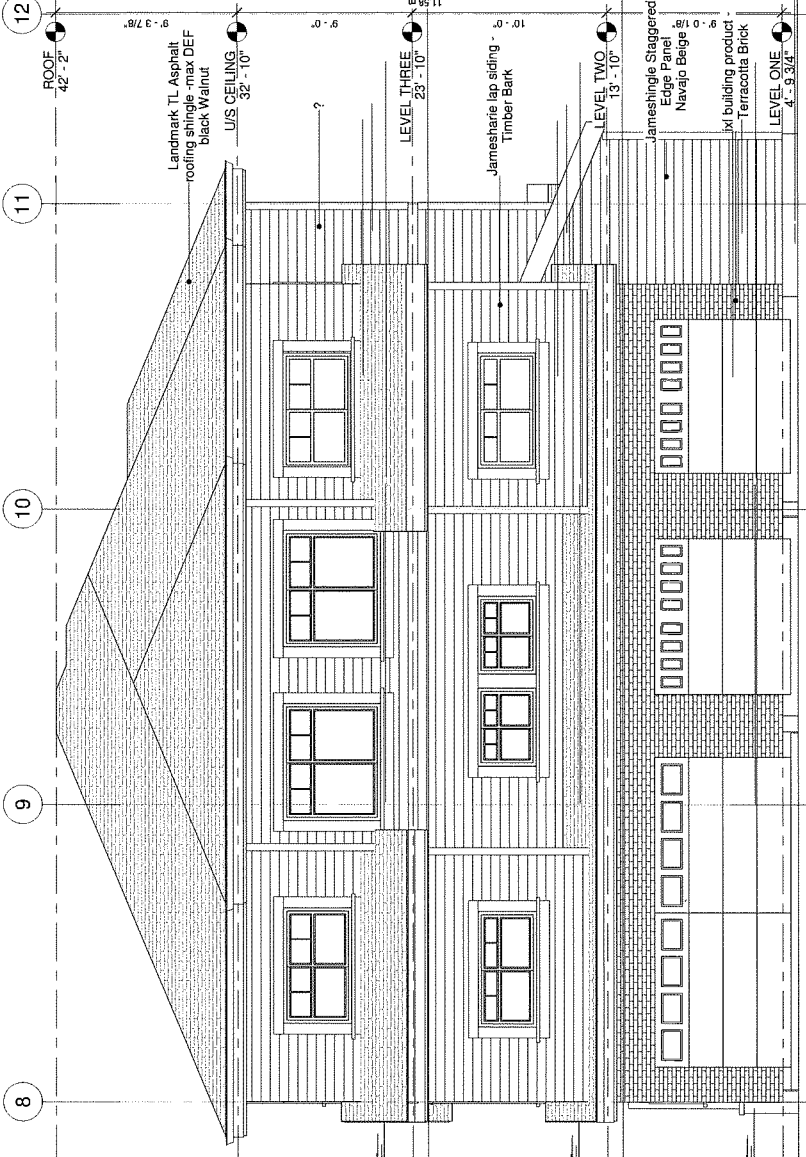


BUILDING A - EAST ELEVATION

BUILDING A - NORTH ELEVATION



BUILDING A - SOUTH ELEVATION



BUILDING A - WEST ELEVATION

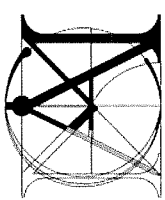
Project
TOWNHOUSE
PROJECT
7391
MOFFATT
ROAD

Sheet
BUILDING A
ELEVATIONS

Drawn	PW
Checked	MC
Scale	1/4" = 1'-0"
Project	Number 16 R TH 03
Revision	Dwg. No.

Print
E4/1820
A106

DP 19-870332 PLAN 6



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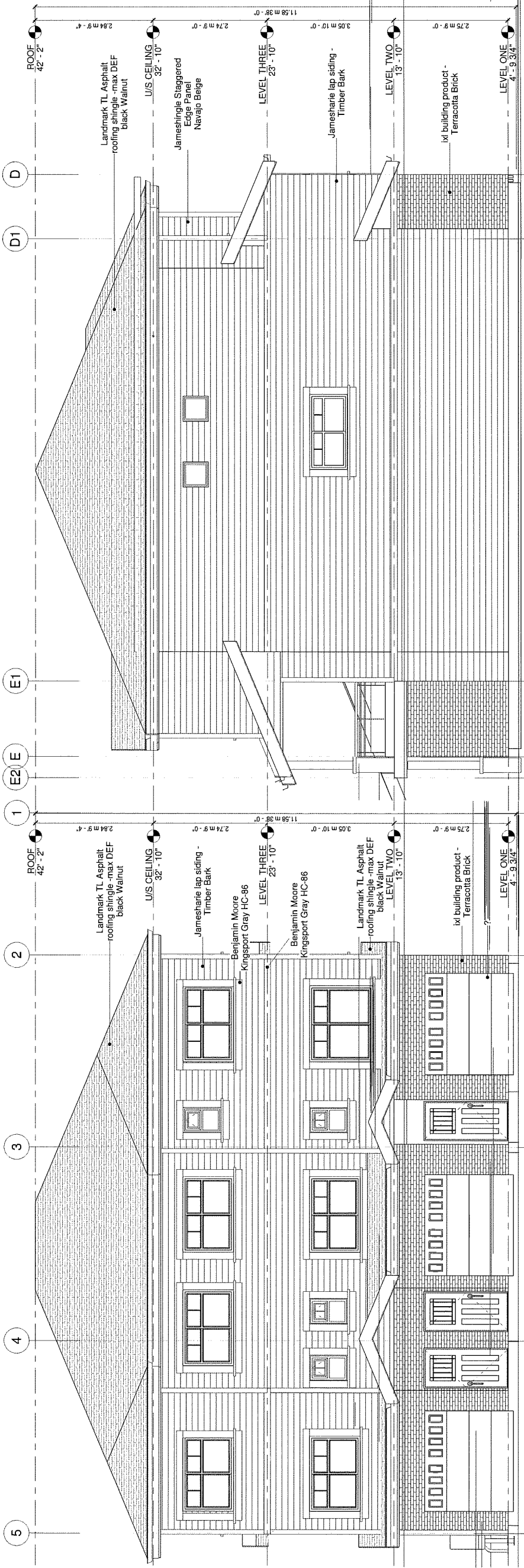
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VANCOUVER, BC V6A 2K9
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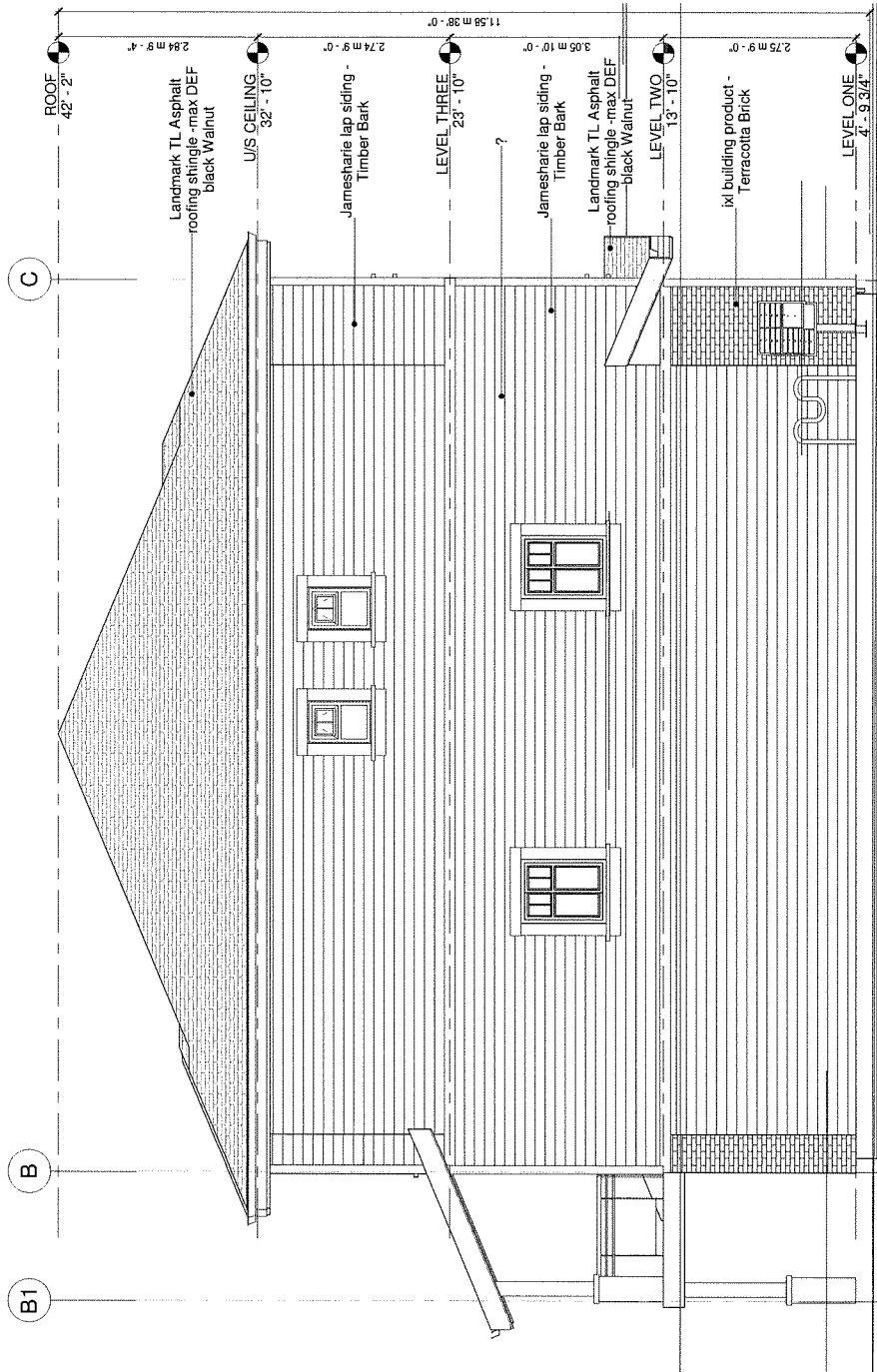
Revision

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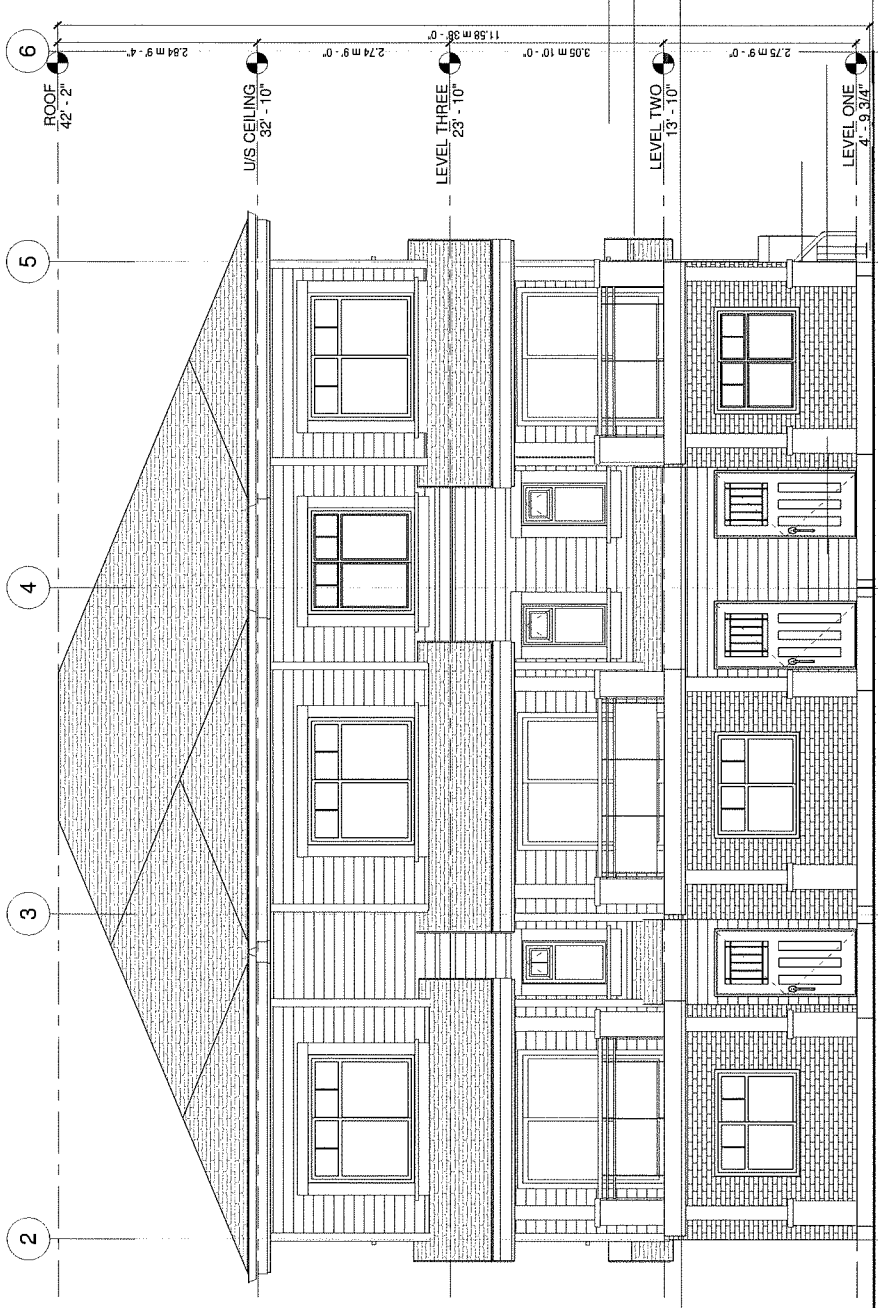


BUILDING B - EAST ELEVATION

BUILDING B - NORTH ELEVATION



BUILDING B - SOUTH ELEVATION



BUILDING B - WEST ELEVATION

DP 19-870332

PLAN 7

Project
Townhouse
7391
Moffatt
Road

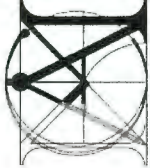
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Building B
Elevations

Drawn by	PW
Checked by	MC
Scale	1/4" = 1'-0"
Project Number	16 R TH 03
Revision Date	
Design No.	

Print

04/18/20

A107



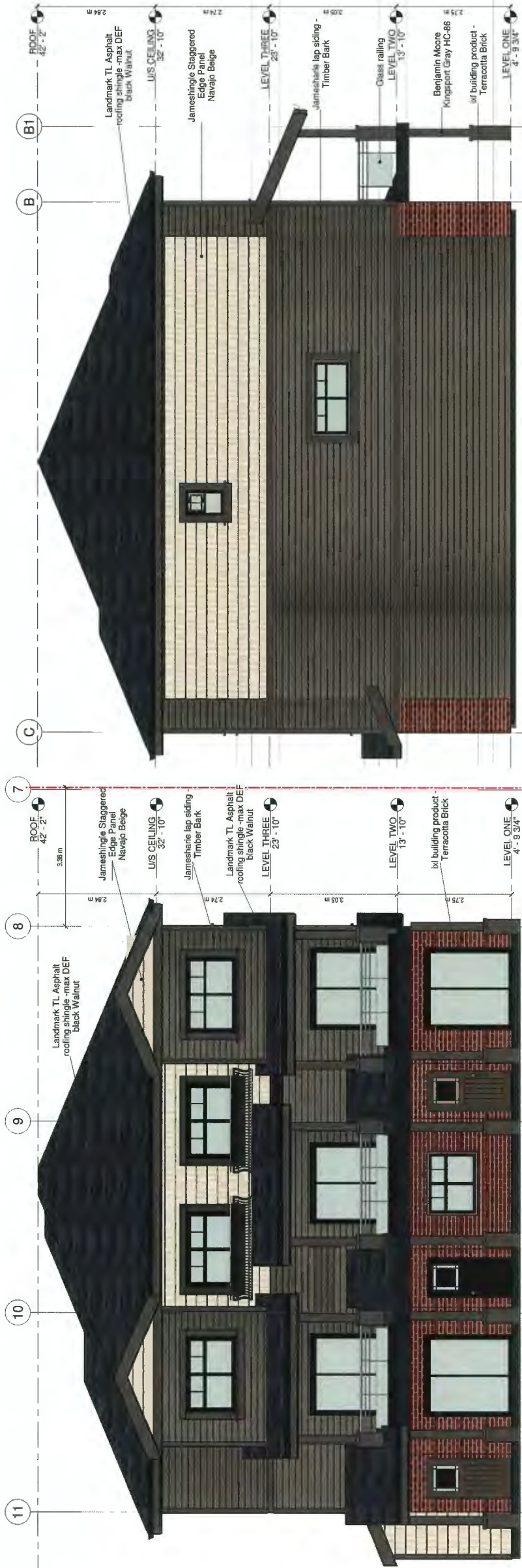
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ARCHITECT INC.

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RE	TY	MM	DESCRIPTION	DRAWN	CHK
	10		Consultant		



BUILDING A - NORTH ELEVATION



BUILDING A - WEST ELEVATION



BUILDING A - SOUTH ELEVATION

Project
Townhouse
PROJECT
7391
MOFFATT
ROAD

Sheet
BUILD A
COLOR
ELEVATIONS
RENDERING

Drawn by:	PW
Checked by:	MC
Scale:	1/4" = 1'-0"
Project Number:	18 RTH 03
Revision Date:	
Drawn No.:	
Print Date:	5/1/2020
Print No.:	A108



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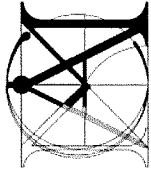
RE	YY-MM-	DESCRIPTION	DRWN	CHK
DD				
Consultant				



BUILDING B - SOUTH ELEVATION

Edne Panel
Na Nyele
DP 19-870332 **PLAN 9**

Draw P.C.	PW
Checked :	MC
Scale e.	1/4" = 1'-0"
Project Number:	16 RTH 03
Revision Date:	Dep. No.:
Print 04/19/20	A109



Matthew Cheng
Architect Inc.

Unit 202 - 670 EVANS AVENUE
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Revision:
2016-06-12 ISSUE FOR BUILDING PERMIT

Consultants

Project Title

TOWNHOUSE
PROJECT
7391 MOFFATT
ROAD

Sheet Title

ACCESSIBLE
WASHROOM
DETAILS

Drawn PW

Checked MC

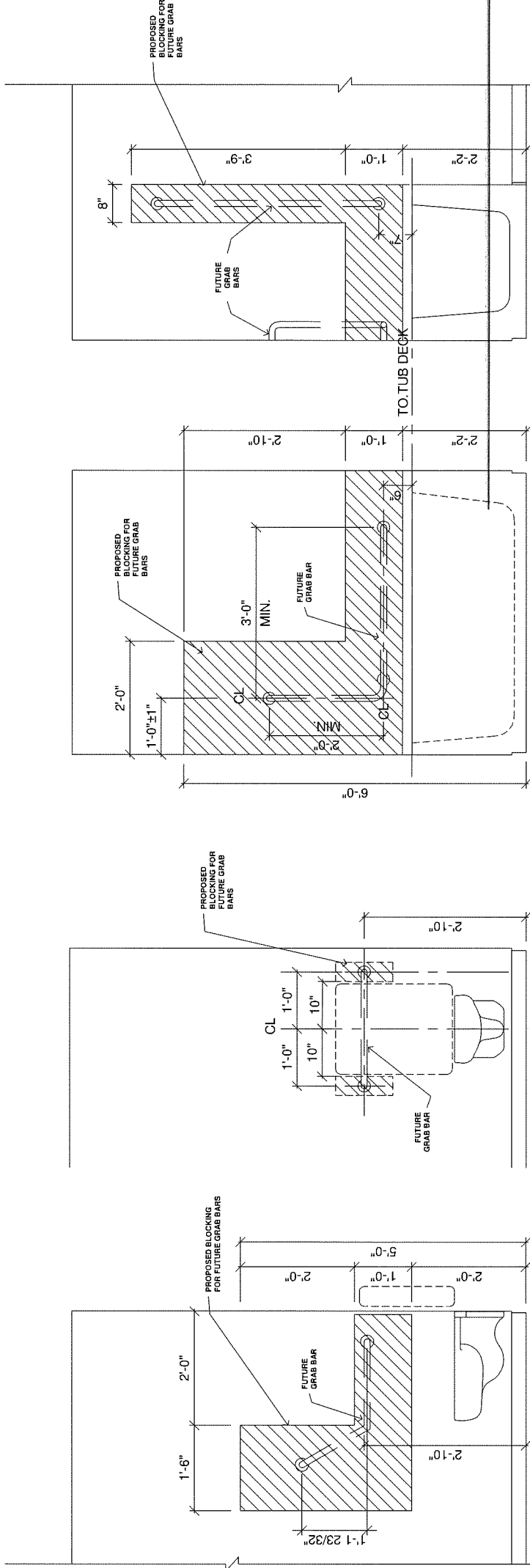
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Project Number: 16 R TH 03

Revision Dwg.

Plot Date: AUG092020

A118

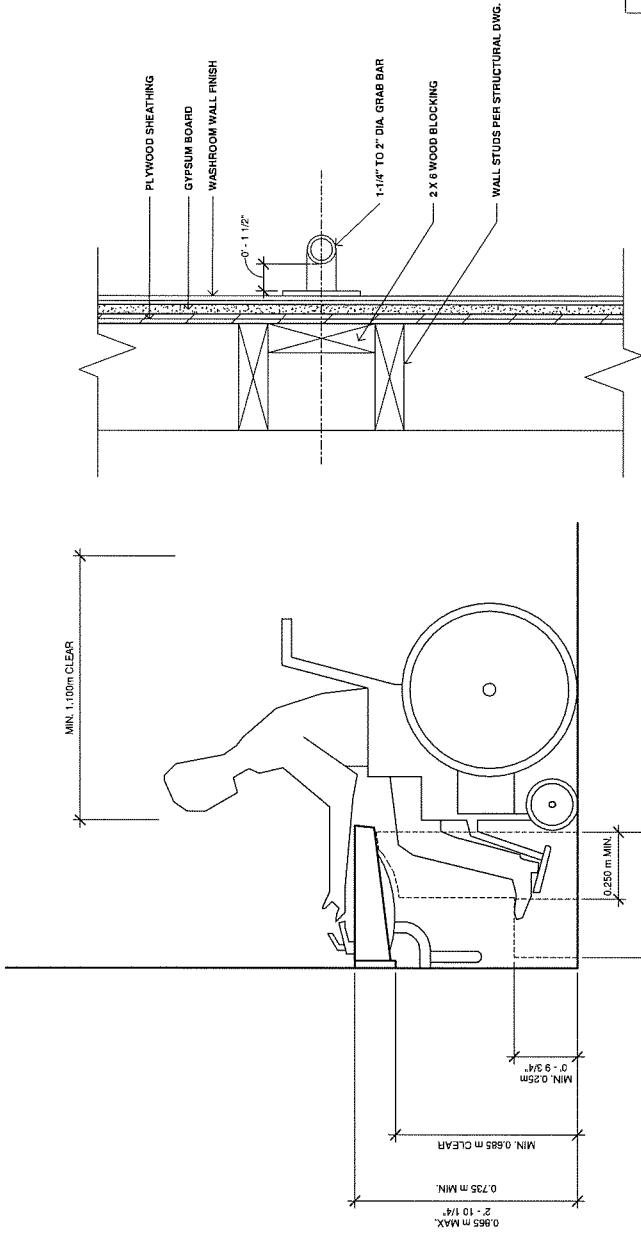


Design Hot Line: 1-800-663-6556 or +1-604-594-0422

Shaftway/Pit and Platform Clear Dimensions, 90° Entry/Exit

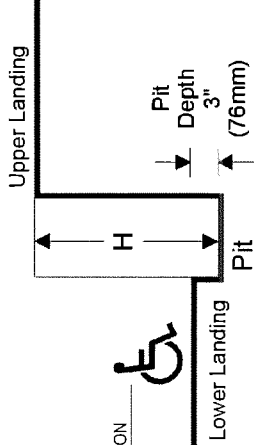
Platform Size	Shaftway/Pit Width	Shaftway/Pit Length	Clear Width	Clear Length	Net Usable Area
Compact	1272mm (50 1/8")	1315mm (51 7/8")	840mm (33")	1208mm (47 1/2")	1.13sqm (12.2sq ft)
Standard	1352mm (53 1/8")	1428mm (56 1/4")	1017mm (40")	1330mm (52")	1.25sqm (13.4sq ft)
Mid-Size	1452mm (57 1/8")	1519mm (60 1/8")	1197mm (47 1/8")	1431mm (56 3/8")	1.40sqm (15.1sq ft)
Large	1502mm (59 1/8")	1573mm (62 1/8")	1160mm (46")	1437mm (56 7/8")	1.22sqm (13.2sq ft)

- Add 38mm (1 1/2") to pit width if a tie-back rail is used. Two (2) tie-back rails required
- 63 1/2mm (2 1/2") running clearance dimension is included on non entry/exit sides
- 19mm (3/4") running clearance dimension is included on entry/exit sides
- Shaftway units require (4) tie-back locations. Consult local Dealer or Garaventa for tie-back locations.



1 TYP. ACCESSIBLE SINK CLEARANCES
SCALE: 1" = 1'-0"
A118 E

3 FUTURE GRAB BAR BLOCKING SECTION
SCALE: 3" = 1'-0"
A118 E



Recommended Pit Depth 3" (Minimum)

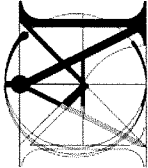
Drawings and Dimensions are provided for reference only. Submittal drawing dimensions should be used for site preparation and construction.

Genesis Design and Planning Guide
15608-M-DP

- 25 -

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DP 19-870332 PLAN 10



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ARCHITECT INC.

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Cell: (604) 649-0669 / Email: matthew@mc.ca

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Revised:

RE	YT-MK-	DESCRIPTION	DRAWN	CHK
	DD			
		Consultant		

Project
TOWNHOUSE
PROJECT
7391
MOFFATT
ROAD

Sheet
LEVEL 1 AND
LEVEL 2
LAYOUTS
CONVERTABLE
UNIT
CHECKLIST

Drawn	PW
Checked	MC
Scale	3/8" = 1'-0"
Project Number	16 R TH 03
Revision Date:	Dwg. No.:
Print	AUG 05/2020
	A119

CONVERTABLE UNIT CHECKLIST

Doors & Doorways

- Entry doors are a minimum 863 mm but ideally 914 mm and have clear access.
- Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side (not needed if rough in wiring provided for future automatic door opener).
- Interior doors to main living areas, 1 bathroom and 1 bedroom, min. 800 mm clear opening with flush thresholds max. 13 mm height. Demonstrate wheelchair access between the hallway and rooms and widen hallway and/or doorway(s) if necessary to secure access.
- Patio/balcony min. 860 mm clear opening. Note how accessed.
- All interior thresholds within units comply with BC Building Code.
- Lever-type handles for all doors.

Vertical Circulation

- Stair lift, staircase width, framing support, and landings, as noted on floor plans in compliance with manufacturer specifications.
- OR
- Vertical lift, depressed slab area, and landings, as noted on floor plans in compliance with manufacturer specifications. Framing to accommodate shaft construction without impact to surrounding structure.
- At the top of all stairways, walls are reinforced with 2" x 12" solid lumber at 914 mm to centre.

Hallways

- Min. 900 mm width.

Garage

- Min. 1 accessible parking space with min. 4 m garage width.
- Access from garage to living area min. 800 mm clear opening.

Bathroom (Min. 1)

- Toilet clear floor space min. 1020 mm at side and in front.
- Wall blocking for future grab bar installation at toilet, tub and shower. Reinforced with 2" x 12" solid lumber in all bathtub, shower, and toilet locations.
- Lever-type handles for plumbing fixtures.
- Pressure and temperature control valves are installed on all shower faucets.
- Cabinets underneath sink(s) are easily removed.
- Demonstrate bath and shower controls are accessible (layout or fixture placement).

Kitchen

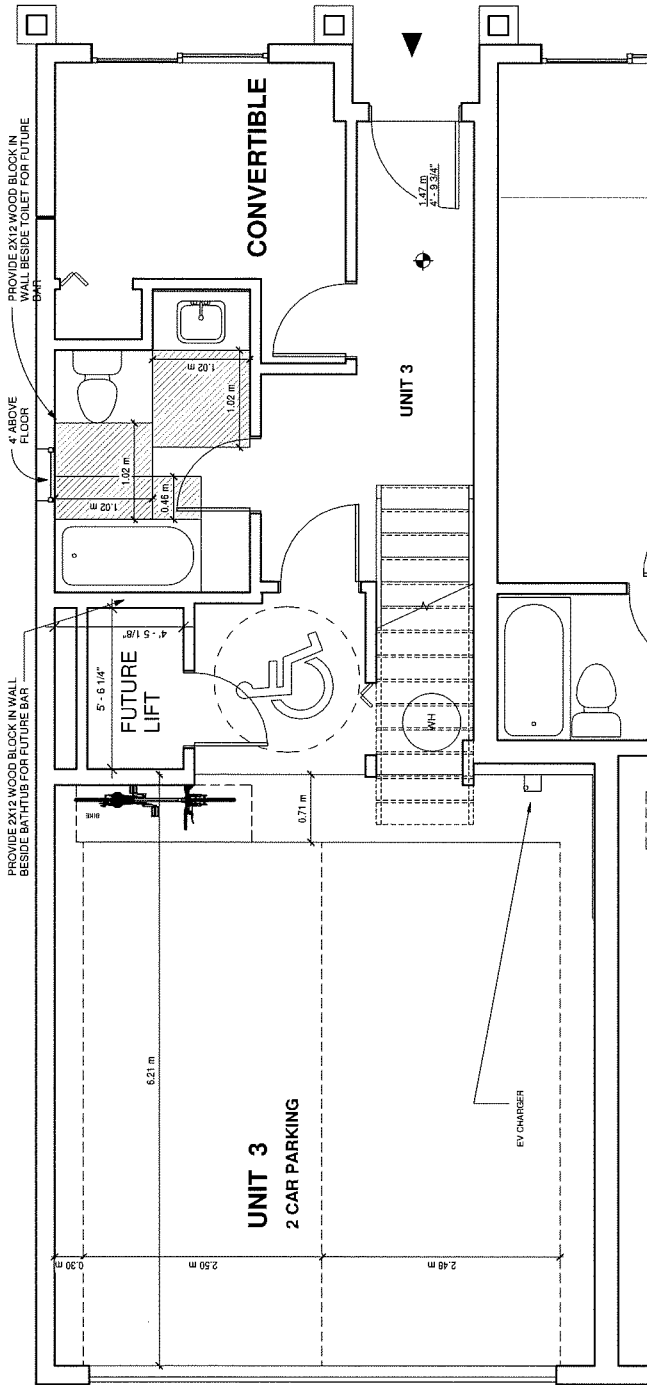
- Clear area needed under future work space. Plumbing and gas pipes (in-wall and in-floor) located clear of under counter area of future work space (stove, sink & min. 810 mm wide counter). All pipes are brought in no higher than 304 mm to 355 mm to the centre of the pipe from floor level.
- Cabinets underneath sink are easily removed.
- 1500 mm turning diameter or turning path diagram.
- Lever-type handles for plumbing fixtures.

Windows

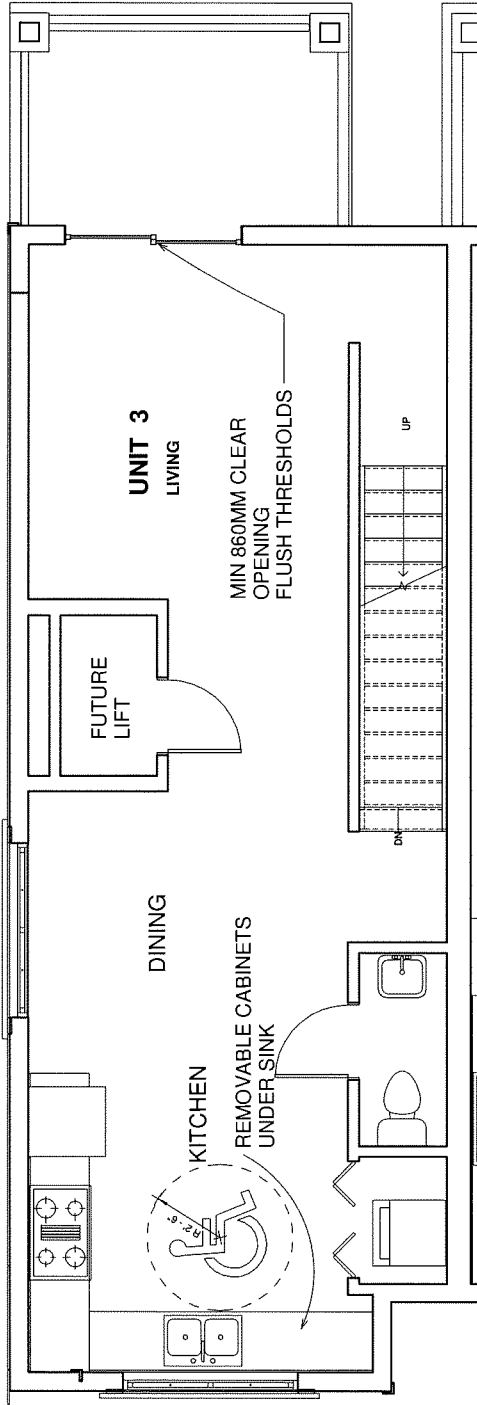
- Min. 1 window that can be opened with a single hand (bathroom, kitchen, living room)

Outlets & Switches

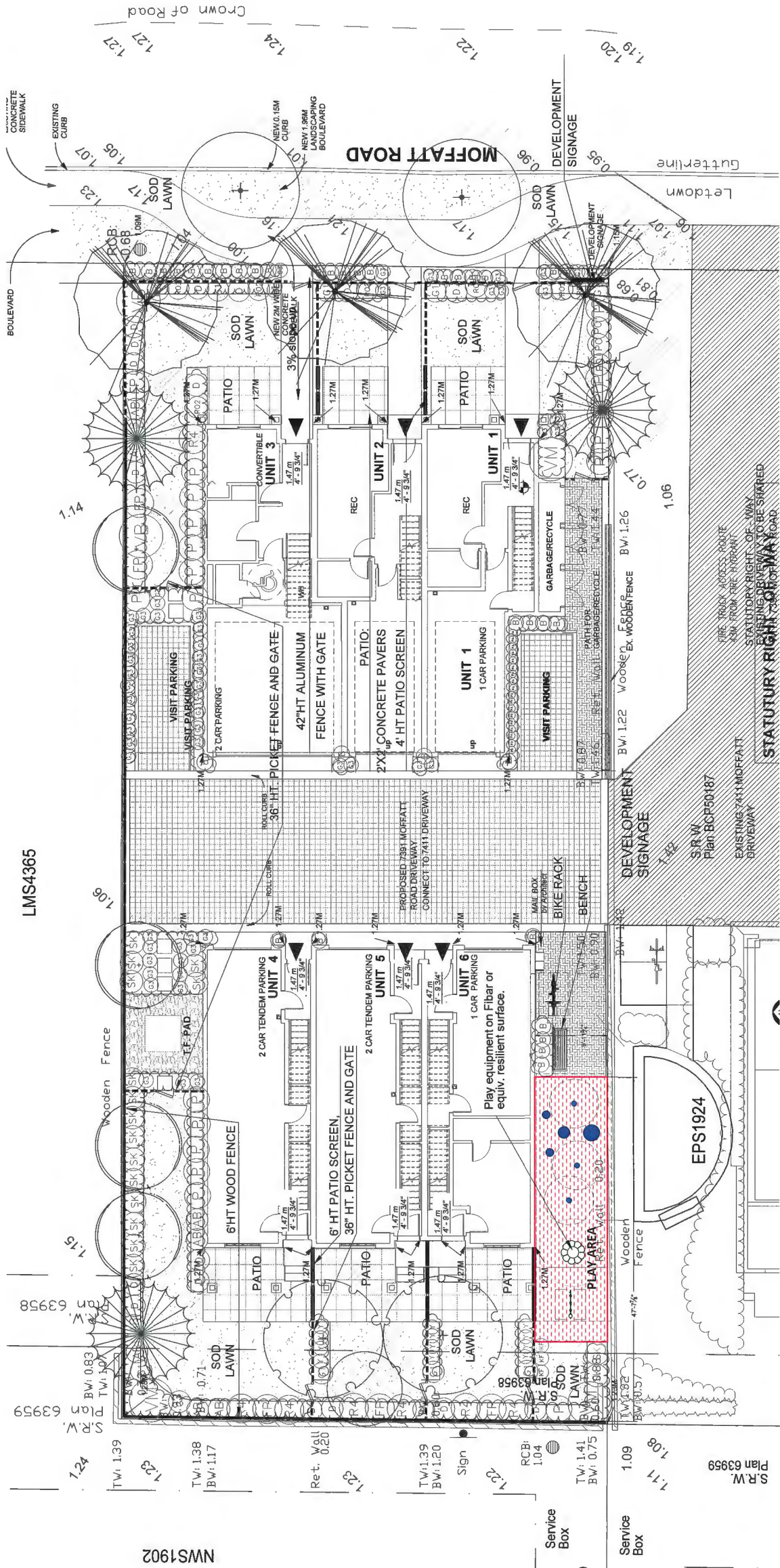
- Placement locations of electrical outlets: beside window, bottom of stairways, beside toilet, above external doors (outside and inside), on front face of kitchen counter, within proximity of control centre for smart home options.
- Upgrade to four-plex outlets in master bedroom, home office, garage, and recreation room.



CONVERTABLE UNIT - LEVEL 1
3/8" = 1'-0"



CONVERTABLE UNIT - LEVEL 2
3/8" = 1'-0"



PLANT SPECIFICATION		COMMON NAME		PLANTED SIZE / REMARKS		PMS PROJECT NUMBER: 14-09	
KEY	CITY	BOTANICAL NAME					
1	TREE	MAGNOLIA YOUNG STELLATA 'ROYAL STAR'	ROYAL STAR MAGNOLIA	2.5M HT, BAB			
2	TREE	PIRUS NIGRA 'WINKO SENTINEL'	WINKO SENTINEL AUSTRALIAN BLACK PINE	4M HT, BAB			
3	TREE	POPULUS TREMULOIDES 'RECTA'	SWEDISH TREMBLING ASPEN	8CM CAL, 2M STD, BAB			
4	TREE	STYRAX JAPONICUS 'PINK CHIMES'	PINK FLOWERED JAPANESE SNOWBELL	2.5M BAB			
5	SHRUB	ABELIA 'EDWARD GOUCHER'	PINK ABELIA	#2 POT, 30CM			
6	SHRUB	BEURS MICROPHYLLA 'WINTER GEM'	LITTLE LEAF BOX	#2 POT, 30CM			
7	SHRUB	PIRUS JAPONICA 'VALLEY FIRE'	VALLEY FIRE PIRUS	#3 POT, 30CM			
8	SHRUB	POTODENDRON 'FRUITCOGA 'PINK BEAUTY'	PINK BEAUTY CHERRY RHODODENDRON	#3 POT, 30CM			
9	SHRUB	RHODODENDRON 'CHRISTMAS CHEER'	CHRISTMAS CHEER RHODODENDRON	#2 POT, 30CM			
10	SHRUB	ROSA 'SARLET MEDIAN'	SARLET MEDIAN ROSE	#2 POT, 30CM			
11	SHRUB	TOXUS 'MIDORI HALL'	TOXUS MIDORI HALL	#2 POT, 30CM			
12	SHRUB	TOXUS X MEDIA 'HOSHI'	HICKS YEW	1.0M BAB			
13	SHRUB	VIBURNUM 'DAVON'	DAVON'S VIBURNUM	#2 POT, 30CM			
14	SHRUB	VIBURNUM P. T. 'MAHESHI'	MARIE'S DOUBLE FILE VIBURNUM	1.0M HT, BAB			
15	SHRUB	VIBURNUM X BURWOOD'	BURWOOD VIBURNUM	1.0M HT, BAB, TREE FORM			
16	SHRUB	CALAMAGROSTIS X A. 'KARL FORSTER'	KARL FORSTER FEATHERED GRASS	#2 POT, HEAVY			
17	SHRUB	MESQUITUS 'SINENSIS 'MORNING LIGHT'	MORNING LIGHT JAP. SILVER GRASS	#2 POT, HEAVY			
18	SHRUB	PENISTEMUS APOLOCHROIDES 'HAMUL'	DWARF FOUNTAIN GRASS	#1 POT, HEAVY			
19	SHRUB	PACHYSANDRA TERMINALIS 'VARIEGATA'	'VARIEGATED JAPANESE SPIRUE'	8CM POT			

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY, AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND PRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED THE LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * SUBSTITUTIONS MUST BE PROVIDED FROM CERTIFIED PROPAGATORIES. SUBSTITUTIONS NOT PERMITTED IN GROWING MEDIA UNLESS APPROVED BY LANDSCAPE ARCHITECT.

NOTE:
- All soft landscape areas to be irrigated with automatically installed to I.A.B.C. Standards, latest edition.



Modena Bike Rack; Model Number: MBR-37

BY WISHBONE SITE FURNISHINGS

Ultraplast™ Recycled Plastic Slats-Redwood

Long Lasting Stainless Steel Hardware



Modena Park Bench; Model Number: MWB-5


BY WISHBONE SITE FURNISHINGS


Ultraplast™ Recycled Plastic Slats-Redwood


Long Lasting Stainless Steel Hardware

ALL BENCHES AND BIKE RACKS TO BE INSTALLED TO MANUFACTURERS
SPECIFICATION ON 2" THICK CONCRETE PAD.

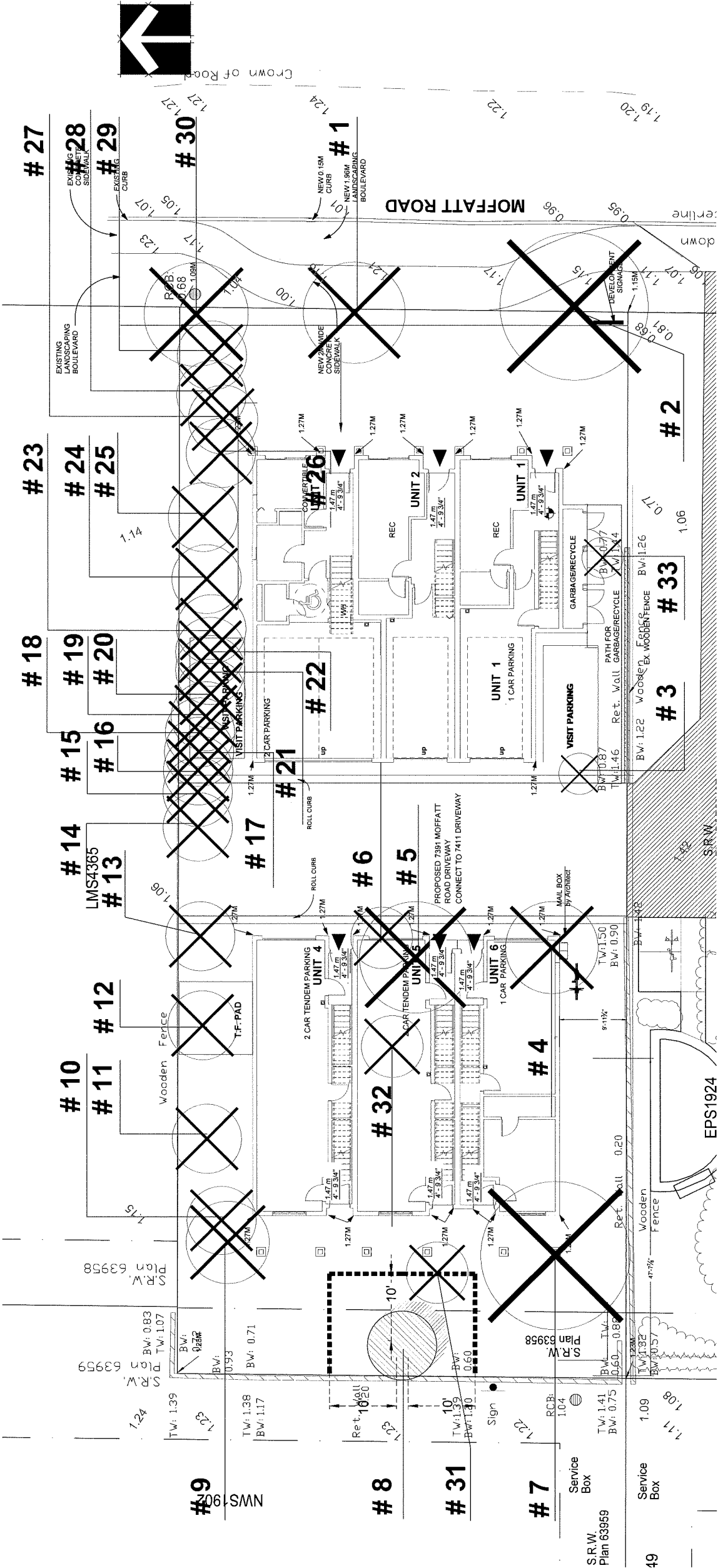
PATIO PAVER, 2'X2' CONCRETE SLABS



 Herringbone
by Mutual Materials, Inc.
Summit Blend, Herringbone pattern

 Eco Prior-permeable pavers
by Mutual Materials, Inc.
Color-Natural, Stacked bound
Base install to be reviewed
INSTALL PER MANUFACTURER'S
SPECIFICATIONS

SEAL:

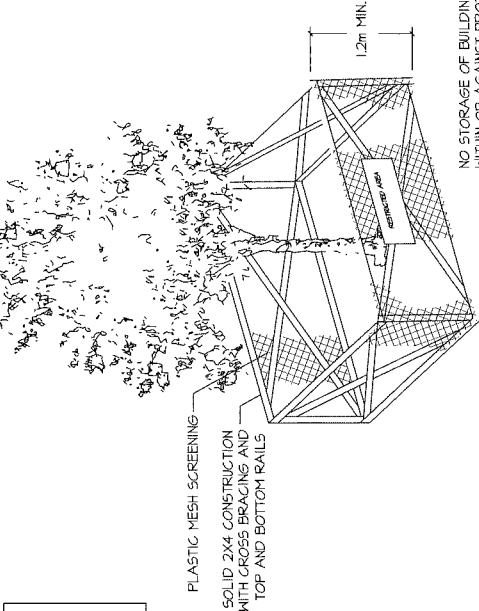


NOTE: ALL TREES REGARDLESS OF SIZE ARE PROTECTED
IN HIGH ENVIRONMENTALLY SENSITIVE AREAS

TREE PROTECTION DISTANCE TABLE

TRUNK DIAMETER IN CM (100% DBH)	MINIMUM REQUIRED PROTECTION DISTANCE (100% DBH)	TRUNK IN FEET (ES)
20	1.2	
25	1.5	
30	1.8	
35	2.1	
40	2.4	
45	2.7	
50	3	
55	3.3	
60	3.6	
75	4.5	
90	5	
100	6.0	

EXTRAPOLATE PROTECTION RADII FOR
TREES LARGER THAN 100CM DBH.
*10 DIAMETER AT BREAST HEIGHT OR 1.4M FR.



NO STORAGE OF BUILDING MATERIALS
WITHIN OR AGAINST PROTECTION BARRIER

TREE #	SPECIES (Botanical Name)	DBH (cm)	SPREAD (m)
1	Plum (Prunus sp.)	38	5m
2	Plum (Prunus sp.)	50	6m
3	Cedar (Thuja plicata)	26	2m
4	Cedar (Thuja plicata)	54	4m
5	Plum (Prunus sp.)	91	combined
6	Camellia (Camellia sp.)	59	combined
7	Walnut (Juglans sp.)	52	7m
8	Cedar (Thuja plicata)	40	per survey
9	Plum (Prunus sp.)	28	combined
10	Cypress (Chamaecyparis sp.)	54	3m
11	Plum (Prunus sp.)	46	3m
12	Plum (Prunus sp.)	24 est.	2m
13	Hazelnut (Corylus sp.)	30 est.	2m
14	Holly (Ilex sp.)	32	combined
15	Cedar (Thuja plicata)	14	3m
16	Cedar (Thuja plicata)	32	3m

17	Cedar (Thuja plicata)	24	3m
18	Cedar (Thuja plicata)	24	3m
19	Cedar (Thuja plicata)	16	3m
20	Cedar (Thuja plicata)	29	3m
21	Cedar (Thuja plicata)	20	3m
22	Cedar (Thuja plicata)	29	3m
23	Cedar (Thuja plicata)	22	3m
24	Cypress (Chamaecyparis sp.)	42	combined
25	Cypress (Chamaecyparis sp.)	82	combined
26	Cypress (Chamaecyparis sp.)	60 per survey	3m
27	Cedar (Thuja plicata)	35	combined
28	Cedar (Thuja plicata)	13	3m
29	Cypress (Chamaecyparis sp.)	90	combined

TREE #	SPECIES (Botanical Name)	DBH (cm)	SPREAD (m)
30	Plum (Prunus sp.)	30 per survey	5m
31	Cedar (Thuja plicata)	23	3m
32	Hazel (Corylus sp.)	21	4m
33	Cedar (Thuja plicata)	20	3m

PROJECT:
**6 UNIT TOWNHOUSE
DEVELOPMENT**
7391 MOFFATT ROAD
RICHMOND

DRAWING TITLE:
**TREE MANAGEMENT
PLAN**

DATE: March 5, 2018
SCALE: 1/8"=1'-0"
DRAWN: DD
DESIGN: DD
CHKD: PCM

L3

OF 4

PMG PROJECT NUMBER:
18-036



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: January 5, 2021

From: Wayne Craig
Director of Development

File: DV 20-907740

Re: Application by Harnek Bindra for a Development Variance Permit at 6460 No. 5 Road

Staff Recommendation

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior side yard setback for agricultural buildings and structures from 4.5 m to 3.0 m to permit the existing single-family dwelling to be converted into an agricultural building at 6460 No. 5 Road on a site zoned "Agriculture (AG1)".

A handwritten signature in black ink, appearing to read "Wayne Craig", with a large, stylized flourish at the end.

Wayne Craig
Director of Development

WC:sds
Att. 5

Staff Report

Origin

Hamek Bindrahas applied to the City of Richmond for permission to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior side yard setback for agricultural buildings and structures from 4.5 m to 3.0 m to permit the existing single-family dwelling to be converted into an agricultural building at 6460 No. 5 Road on a site zoned "Agriculture (AG1)". The site currently contains a new single-family dwelling, which is under construction, and an existing single-family dwelling, which is proposed to be converted into an agricultural building in support of the existing farm operation.

The existing single-family dwelling proposed to be converted into an agricultural building does not meet the interior side yard setback requirements for agricultural buildings as per the "Agriculture (AG1)" zone. The subject Development Variance Permit application is required in order for the proposed conversion to proceed. The purpose of the conversion is to use the agricultural building for farm activities (e.g. farm product storage, preparing and processing) to support the existing blueberry farm operation on the property, which has farm status as per BC Assessment.

Development Information

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

Background

Development surrounding the subject site is as follows:

To the north, single-family dwellings and associated farming operations on lots zoned "Agriculture (AG1)" located in the Agricultural Land Reserve (ALR), fronting No. 5 Road;

To the east, Highway 99;

To the south, single-family dwellings and associated farming operations on lots zoned "Agriculture (AG1)" located in the ALR, fronting No. 5 Road; and

To the west, across No. 5 Road, single-family dwellings and associated farming operations on lots zoned "Agriculture (AG1)" located in the ALR, fronting No. 5 Road.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the staff comments identified as part of the review of the subject Development Variance Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the "Agriculture (AG1)" zone except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in ***bold italics***)

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

1) Reduce the minimum interior side yard setback for agricultural buildings and structures from 4.5 m to 3.0 m.

- *The proposed interior side yard setback variance allows the existing single-family dwelling to be converted into an agricultural building in support of the existing farming operation.*
- *The existing single-family dwelling will be retrofitted for agricultural use (farm product storage, preparing and processing, and supporting office and staff room). The proposal also includes exterior retrofits, including removal of the front dormers, unnecessary doors and windows, and demolition of the northern portion of the building (garage) to allow for farm access. The applicant has provided confirmation from a Structural Engineer that only the components necessary to maintain the structural integrity of the building will remain.*
- *Converting the existing single-family dwelling into an agricultural building rather than demolishing the home and building a new agricultural building supports the City's Demolition, Moving or Salvage Program, which encourages homeowners to repurpose existing buildings rather than demolish, in an effort to divert waste from the landfill.*
- *The property currently contains an active blueberry farming operation and has farm status as per BC Assessment. The applicant has also provided an Agrologist Report produced by a Professional Agrologist (Attachment 2), which includes rationale for the proposed agricultural building.*
- *Farm access to the farming operation at the property is from No. 5 Road via a separate driveway. The proposed agricultural building would not impact the farm access.*
- *The applicant has provided letters of support for the proposed variance from the adjacent neighbouring properties (6440 & 6540 No. 5 Road) (Attachment 3).*
- *As a condition of the Development Variance Permit, the applicant is required to register a legal agreement on Title to ensure the existing single-family dwelling will be converted into an agricultural building and restrict the use of the building for agricultural uses only.*
- *The Food Security and Agricultural Advisory Committee (FSAAC) reviewed and supported the subject Development Variance Permit application at its meeting held on November 26, 2020. An excerpt from the November 26, 2020 FSAAC meeting minutes is provided in Attachment 4.*

Analysis

Background

Building Permits for the new single-family dwelling currently being constructed on the property were submitted in 2018 (B7 18-816405), prior to the changes made to the regulations for maximum house size in the ALR. The single-family dwelling under construction complies with the AG1 zone in place at the time. As part of the Building Permit application process, a legal agreement was registered on Title requiring the demolition of the existing single-family dwelling within 6 months of occupancy of the new single-family dwelling, in order to allow the existing building to remain during construction. Alternatively, the legal agreement allows the applicant to convert the building into a non-residential use consistent with zoning (e.g. agricultural building).

The applicant is proposing to convert the existing single-family dwelling into an agricultural building in support of the existing blueberry farming operation. Generally, this would only require a Building Permit, however, because the existing building does not meet the current interior side yard setback requirements as per the "Agricultural (AG1)" zone, the subject DVP is required in order for the proposal to proceed.

Proposal

The proposed conversion will involve exterior and interior retrofits to accommodate the proposed agricultural uses (farm product storage, preparing and processing, and supporting office and staff room). The proposed agricultural building will be two-storeys and have a building footprint of approximately 98.9 m² (1,065 ft²) and a total floor area of 189.0 m² (2,035 ft²). Retrofits include changes to the exterior (removal of the front dormers, doors and windows on the northern portion of the building) and interior (removal of walls, plumbing and electrical). A structural engineer has confirmed that the remaining components of the building (e.g. remaining walls and floors) must not be removed in order to maintain the structural integrity of the building. The applicant has submitted a Building Permit (B7 20-893962) to complete these retrofits, which is on hold until the subject DVP is processed. As a condition of the DVP, the applicant is required to register a legal agreement on Title to ensure the existing single-family dwelling will be converted into an agricultural building and restrict the use of the building for agricultural uses only.

The proposal also includes a small temporary roadside stand structure to sell the farm product (blueberries) to the public, consistent with the "Agriculture (AG1)" zoning. The proposed roadside stand is a permitted use in the AG1 zone and is not part of the subject DVP. Associated parking for visitors is also included in support of the roadside stand. The parking, farm access roads and crop production will utilize the existing native soil on-site. No application for soil fill deposit/removal is proposed.

Farm access to the blueberry farming operation on-site is provided from No. 5 Road through a separate driveway. A portion of the farm access road around the perimeter of the blueberry farm operation is located on the adjacent property to the south. The applicant has provided a signed letter from the adjacent neighbour to the south (6540 No. 5 Road) permitting the shared use of the farm access road and coordination between the two sites for farming purposes. The applicant has indicated that the long term plan for the blueberry farm operation is to also manage the adjacent farm to the south.

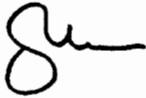
Environmentally Sensitive Area

A portion of the property is designated Environmentally Sensitive Area (ESA), however, the ESA area is currently farmed and proposed to remain as agricultural area. As per the ESA Development Permit exemption criteria specified in the OCP, agricultural activities are not subject to the ESA DP requirements. As part of the Development Variance Permit application, the applicant provided a farm plan produced by a Professional Agrologist and confirmation of farm status as per BC Assessment. The proposed agricultural building is located outside of the ESA.

Conclusions

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Variance Permit be endorsed, and issuance by Council be recommended.

The list of Development Variance Permit Considerations is included in Attachment 5, which has been agreed to by the applicant (signed concurrence on file).



Steven De Sousa
Planner 1

SDS:cas

Attachment 1: Development Application Data Sheet

Attachment 2: Agrologist Report

Attachment 3: Letters of Support

Attachment 4: Excerpt from the November 26, 2020 FSAAC Meeting Minutes

Attachment 5: Development Variance Permit Considerations



DV 20-907740

Attachment 1

Address: 6460 No. 5 Road

Applicant: Harnek Bindra

Owner: Santokh & Jaswinder Bindra

Planning Area(s): East Richmond

	Existing	Proposed
Site Area:	13,566 m ² (3.35 ac / 1.36 ha)	No change
Land Uses:	Single-family residential and agriculture	No change
OCP Designation:	Agriculture (AGR)	No change
Zoning:	Agriculture (AG1)	No change

	Bylaw Requirement	Proposed (Agricultural Building)	Variance
Lot Coverage – Agricultural Buildings:	Max. 35%	Complies	None
Setback – Front Yard (West):	Min. 7.5 m	32 m	None
Setback – Side Yard (North):	Min. 4.5 m	35 m	None
Setback – Side Yard (South):	Min. 4.5 m	3.0 m	Variance requested
Setback – Rear Yard (East):	Min. 4.5 m	Complies	None
Height – Agricultural Buildings:	Max. 35.0 m	9 m	None

Agrologist Report 6460 No. 5 Road Richmond, BC

Prepared by

Aman U Chaudhry

Professional Agrologist (P.Ag.)

AMAN AGRI CONSULT CO.

9479 Street 119 Delta, BC Canada V4C 6M8

Telephone: 604.584.4977

Email: amanch@amanagriconsult.com

Prepared for

Harnek Bindra, on behalf of Owners Santokh & Jaswinder Bindra,

6460 No. 5 Road, Richmond, BC, V6Y 2T9

June 19, 2020

Updated October 14, 2020

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Introduction

Site Plan

Zoning and Current Land use

Soil Description and Unimproved Agricultural Capability.

Soil Management Rational/ Improved Agricultural Capability

Recommended Agricultural Uses and Suitable Crops.

Proposed Agricultural Plan

Other Considerations

Air Photograph of Proposed Area.

Closure

Appendix 1 Site Map

Appendix 2 Agricultural Capability Map

Appendix 3 Soil Analysis Report

Appendix 4 Farm Grading and Leveling Quote Budget

Appendix 5 Air Photo Map

Appendix 6 Site Pictures

Introduction

This document provides the proposed development plan for blueberry production at 6460 No. 5, Road, Richmond BC. The following documents were provided to me for review. Geotechnical Investigation Report by United Pacific Consultants Ltd. Surrey March 22, 2018. This Professional Agrologist Report is prepared as per terms of reference and revised according to comments by the city of Richmond.

Site Plan

The site is shown in Appendix 1. The site is located on the east side of No. 5 road in Richmond, BC. The site is rectangular and has a dimension of 50.6m by 268m. The site is bounded by 10th Avenue to the southwest, and agricultural lots (A2) to the other three sides. At present, an older 2-story house is situated at the south half of the allowable development area, as well as a small chicken coop shed. Grass lawns with scattered mature trees and hedges are standing along the lot lines. After removing the old non-productive plants 3,000 new plants are planted, and have 300 plants from the previous planting.

Legal Description:

Parcel identifier: 007-628-269

Legal description: Lot 1 except: Firstly: Part on highway plan 21735 and Secondly: Parcel M (Bylaw plan LMP 12614), section 7 block 4 north range 5 West New West Minister District Plan 12908.

Zoning and Current Land use

This land is in the Agricultural Land Reserve zone AG-1. At present, the owner has removed old blueberry bushes as they were not productive and planted nearly 3000 young blueberry plants.

Soil Description and Unimproved Agricultural Capability

The Agricultural Capability map of this land is in Appendix 2. The current methodology of land capability classification provides for determination of both improved and unimproved ratings and consideration of the relative intensity of soil conservation and management practices required, in addition to the range of crops concept. In the current classification, mineral and organic soils are each grouped into seven classes based on soil and climatic characteristics according to their potentials and limitations for agricultural use. Land in classes one to four inclusive is considered capable of sustainable production of common cultivated crops. The need for management practices increases, and/or possible range of crops decreases, from class one to four.

The agricultural capability classes at this property are;

Unimproved rating 7: O5WF and 3: O4W

Under unimproved conditions 70 percent of this land consists of organic class 5WF with excess water and low fertility and 30 percent of organic class 4 with excess water.

Class 5

Land in this class has limitations that restrict its capability to producing perennial forage crops or other specialty adapted crops. Productivity of these suited crops may be high. Class 5 lands can be cultivated, and some may be used for cultivated crops provided unusually intensive management is employed and/or the crop is particularly adapted to conditions peculiar to these lands. Cultivated field crops may be grown on some class 5 land where adverse climate is the main limitation, but crop failure may be expected under average conditions. In areas which are climatically suitable for growing tree fruits and grapes the limitations of stoniness and/ or topography on some class 5 lands are not significant limitations to these crops.

Class 4

Land in this class has limitations that require special management practices or severely restrict the range of crops, or both. Land in class 4 has limitations which make it suitable for only a few crops, or the yield for a wide range of crops is low, or the risk of crop failure is high, or soil conditions are such that special development and management practices are required. The limitations may seriously affect one or more of the following practices: timing and ease of tillage, planting and harvesting, and method of soil conservation.

Soil Management Rational/ Improved Agricultural Capability

Improved rating

(7: O3LWF and 3: O2W)

The improvement rating indicated that with improvements the 70 percent of soils improve to organic class 3 with excess water and low fertility and 30 percent improve to organic class 2 with excess water.

Class 3

Land in this class has limitations that require moderately intensive management practices or moderately restrict the range of crops or both. The limitations are more severe than for class 2 and management practices are more difficult to apply and maintain. The limitations may

restrict the choice of suitable crops or affect one or more of the following practices; timing and ease of tillage, planting and harvesting, and method of soil conservation.

Class 2

Land in this class has minor limitations that require good ongoing management practices or slightly restrict the range of crops or both. Land in class 2 has limitations which constitute a continuous minor management problem or may cause lower yields compared to Class 1 land, but which does not pose a threat of crop loss under good management. The soils in class 2 are deep, hold moisture well and can be managed and cropped with little difficulty.

Recommended Agricultural Uses and Suitable Crops.

After improvement it is possible to grow a number of crops like fig, floriculture, corn, orchards crop and vegetables. Soil analysis results showed that soil is suitable and the owner prefers this soil is used for blueberry production. Soil test results are in Appendix 3. Soil test results show that the soil has a pH 5.4. The organic matter content 20.7 %. It is perfect for blueberries that require soil rich in organic matter and acidic. The report also showed that soil is deficient N, P and K and field should be fertilized as recommended in the report. The soil pH will be adjusted after every 3 to 4 years after planting. Soil samples should be taken from a depth of 0 to 15 cm (0 to 6 in).

Proposed Agricultural Plan

(a) Drainage Requirements/ Rational

As the land capability showed that this land has had a problem of excessive water. However, the clearing and farming has effectively dealt with the excess water. Blueberries favour 'wet feet', i.e. thrive in wet conditions. There are no drainage issues on site, and there has been no issues with pooling or erosion for the past year.

(b) Irrigation Requirements/ Rational and water Sources

Due to the topography, region, average rainfall and wet conditions of the property, there is no irrigation required. This has been verified with the successful blueberry farming since inception, and with the higher volume of plants over the past year (2019-2020). From the success of the blueberry crops, it has confirmed there is enough rain fall for successful crop yields.

(c) Proposed Agricultural operation

The following operations will be carried out.

Farm grading and land leveling before blueberry planting was done. The budget quote for this operation was Appendix 7. Since the blueberry planting has been complete, it will be essential for us to carry on the production and sale of our blueberry by building a farm-purposed building,

also referred to as a barn. The two-story single family dwelling on the south side of the property will be converted into a barn. Inside the barn we'll be storing our farming equipment, as well as a production line for our blueberries to be sorted and packaged. There will also be an office room and storage rooms. Furthermore, in front of the barn there will be a temporary structure, which will be referred to as the U-pick stand used to sell our blueberries. Parking for our customers will be made available on the south side of the property as well. Please refer to Appendix 1 Site Map.

(d) Proposed Planting Plan with a Site Plan

Lot area = 13566.00m².

Proposed house area = 1356.52 m².

Farm area = 9598.74m².

Walk way = 2039.20m².

The Environmentally Sensitive Area was 522m². This, in addition to another 128 m² (totalling 650 m²) has been planted to blueberries. This meets the Agricultural Land Use requirements for the area. It is not the native plants that were previously in place, which meets the City of Richmond agricultural conditions, where the farm is generating legitimate agricultural income from these crops. Refer to the Landscape Plan (Corvidae 2020) for details.

There will not be fill requirements for the access road. There was a disturbance in the Environmentally Sensitive Area (ESA) for the creation of a walkway. This walkway was needed for the tractor to be able to maneuver around the perimeter of the Farm. The disturbance was for farming purposes only. Environmental Sensitive areas will be restored by planting blueberry plants such as Duke and Blue Crop. These plants do not need an irrigation system. These plants already have excess water and with rain water, this will be sufficient for watering, no irrigation will be required.

After removing the old non-productive plants 3,000 new plants were planted, have 300 plants from the previous planting and extra 50 plants are kept replacing the plants which are not surviving. There are 92 rows 40 – 41 plants in each row. Row to row distance is about 2.9 meter and plant to plant distance is 1.5 meter. Agriculture is a dynamic industry. Production systems and the types of agricultural products grown in a specific area change over time and what is grown on a specific farm site today may not be what is produced there in 5 years.

As informed that this will be a farming enterprise comprising a blueberry production site in Appendix 1. With good soil and climatic conditions, and proper management, blueberries can remain productive for many years.

Other Considerations

Bare soils are prone to erosion and compacted soils will contribute to reduced crop yield and quality. Both conditions carry a greater risk of runoff flows transporting sediments into watercourses.

- Cover crops in blueberries are usually permanent grass covers between the rows. They suppress weeds, provide support for farm machinery, improve soil structure and water infiltration and reduce soil erosion.
- If burning of pruning is practiced, follow the open burning regulations

(e) Agricultural Improvement Cost

The following are the improvement costs.

I Farm grading and leveling already done = \$ 16338.00

II Blueberry plants already planted = 5250.00

III Farm equipment= \$ 20000

IV Farm tools = \$ 500

Total = 42592.40

(f) Projected Yield and Rate Statement (5 – 10 years)

Ideally, growers should keep detailed records that would serve as a reference when estimating their production, harvest, and marketing costs, but this typically does not happen. The data and investment analysis are intended to serve as guides to either assist individuals who are considering entering the blueberry industry or help those who are currently growing blueberries make more informed business management decisions. The following information was collected from neighbouring blueberry farmers.

(g) Irrigated Good Blueberry Soil Yield per Hectare

Year	Kg.
5	6165
6	7846
7	8967
8	8967
9	8967
10	7846
11	7846
12	7846
13	6726

14 6726

15 6726

The owner is expecting a price for his crop at \$ 4.4 per Kg and planning to sell it to a cannery or local produce store.

Air Photograph of Proposed Area.

The photograph of the proposed area is in Appendix 8.

Closure

This report has been prepared for the sole use of my client and other consultants for this project. Any use or reproduction of this report for other than stated intended purpose is prohibited without the written permission of Aman Agri Consult Co.

I am pleased to be of assistance to you on this project and trust that this report is helpful and enough for your current purposes. If you would like further detail or require clarification of the above, please do not hesitate to contact.

Aman U Chaudhry

Professional Agrologist (P.Ag.)

AMAN AGRI CONSULT CO

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

Attention: To whom it may concern

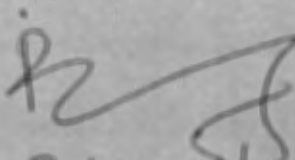
Dear Sirs/Mesdames:

I write to you regarding the Development Variance Permit application to convert a single-family dwelling into an agricultural building (the "**Application**") submitted by Jaswinder Bindra and Santokh Bindra, the owners of 6460 No. 5 Road (the "**Neighbouring Property**"). The Neighbouring Property is located adjacent to my property, 6440 No. 5 Road. I confirm that I support the Application and have no concerns with the works proposed to be undertaken on the Neighbouring Property in connection with the Application.

Should you have any questions, please feel free to contact me at the phone number or email address listed below.

Thank you,

Bill Huang
Owner
6440 No. 5 Road
Richmond, BC V6Y 2T9
T: (604) 561-6231


BILL HUANG
NOV. 26, 2020

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

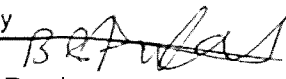
Attention: To whom it may concern

Dear Sirs/Mesdames:

I write to you regarding the Development Variance Permit application to convert a single-family dwelling into an agricultural building (the "**Application**") submitted by Jaswinder Bindra and Santokh Bindra, the owners of 6460 No.5 Road (the "**Neighbouring Property**"). The Neighbouring Property is located adjacent to my property, 6540 No. 5 Road. I confirm that I support the Application and have no concerns with the works proposed to be undertaken on the Neighbouring Property in connection with the Application. Furthermore, I am aware of, and support, the existence of a farm access road that overlaps the boundary of the Neighbouring Property and my property. I confirm that I created the farm access road for the benefit of both my property and the Neighbouring Property.

Should you have any questions, please feel free to contact me at the phone number or email address listed below.

Thank you,

Bilhar Dulay
Owner 
6540 No. 5 Road
Richmond, BC V6Y 2T9
T: (604) 363-5931
E: billdulay44@gmail.com

**Excerpt from the Meeting Minutes of the
Food Security and Agricultural Advisory Committee (FSAAC)**

**Thursday, November 26, 2020 – 7:00 p.m.
Webex**

Development Variance Permit Application – 6460 No. 5 Road

Steven De Sousa, Planner 1, introduced the development variance permit application, and provided the following comments:

- The purpose of the application is to allow the conversion of the existing single-family dwelling into an agricultural building in support of the existing blueberry farm operation on-site;
- A new single-family dwelling is being constructed on the property and the applicant would be required to demolish the existing building upon receiving final occupancy, however the applicant wishes to convert the building to an agriculture use;
- The proposed side yard setback variance from 4.5 m to 3.0 m is required to allow the proposal to proceed;
- The proposal also includes retrofits to the existing building in order to accommodate the proposed agricultural uses;
- The applicant has provided a farm plan produced by a Professional Agrologist, in addition to providing confirmation of farm status from BC Assessment; and
- Legal agreements will be required to be registered on Title to ensure the building is restricted to agricultural uses only.

The applicant provided the following additional details regarding the proposal:

- The family previously farmed in Richmond and purchased this property to own their own farm;
- After purchasing the property, the land was cleared and approximately 3,000 blueberry plants were planted along with the construction of a perimeter farm access road;
- The family plans on also farming the neighbouring property for a total of 6 acres, necessitating the agricultural building for storage and processing area for the farm product; and
- The conversion of the existing single-family dwelling is a benefit both economically and environmentally, as waste is diverted from the landfill.

Discussion ensued regarding the various rates for blueberries, feasibility of cold storage, and utilization/maintenance of the proposed farming machinery.

As a result of the discussion, the Committee expressed general support for the project from both an agricultural and environmental perspective.

The Committee passed the following motion:

That the Food Security and Agricultural Advisory Committee support the Development Variance Permit application at 6460 No. 5 Road (DV 20-907740).

Carried Unanimously



Development Variance Permit Considerations

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

Address: 6460 No. 5 Road

File No.: DV 20-907740

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

1. Registration of a legal agreement on Title to ensure the existing single-family dwelling will be converted into an agricultural building and restrict the use of the building for agricultural uses only.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
3. If applicable, obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

Signed

Date



City of Richmond

Development Variance Permit

No. DV 20-907740

To the Holder: Harnek Bindra
Property Address: 6460 No. 5 Road
Richmond, BC V6Y 2T9
Address: 6460 No. 5 Road

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance 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 reduce the minimum interior side yard setback for agricultural buildings and structures from 4.5 m to 3.0 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures shall be constructed generally in accordance with Plan #1 attached hereto.
5. 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.
6. 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.

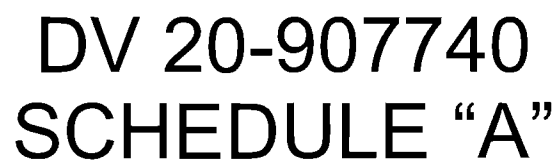
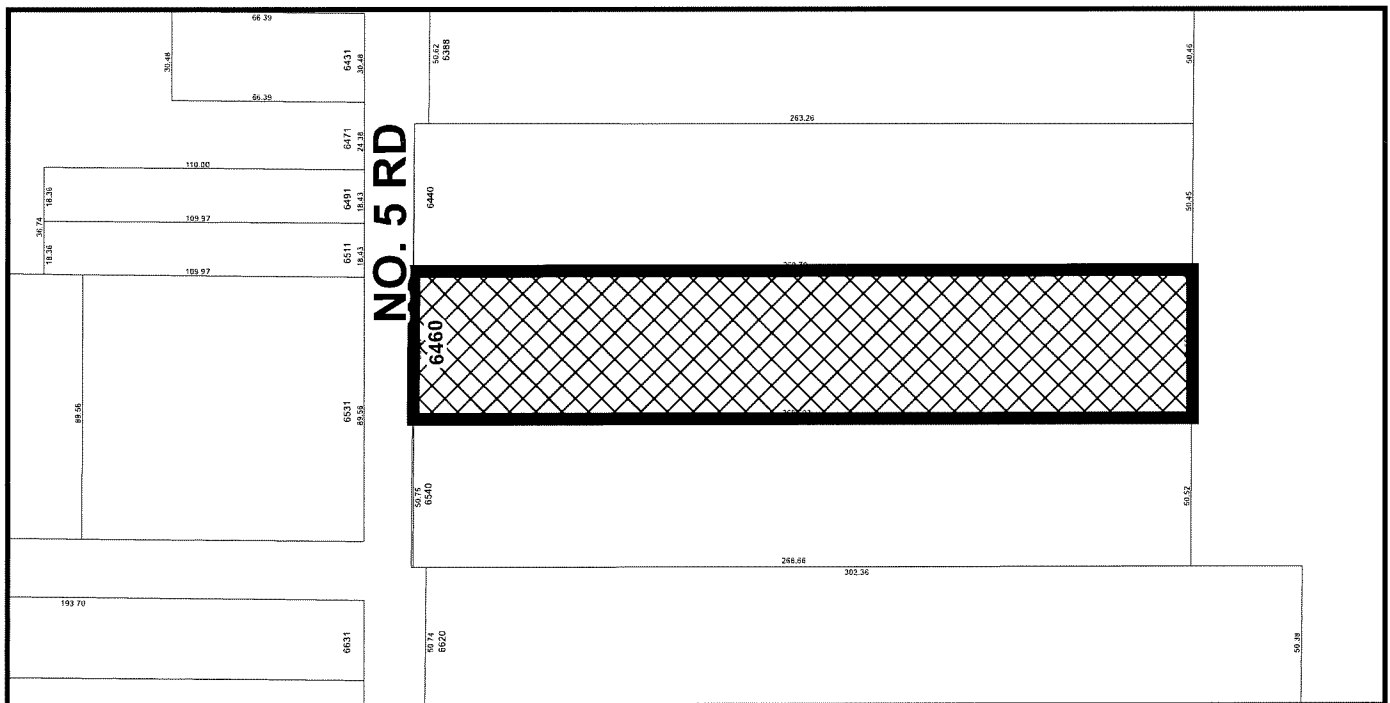
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



Note: Dimensions are in METRES

THESE PLANS CONFORM TO BCBC 2018
CONSTRUCTION SHALL FOLLOW LOCAL
BUILDING BY-LAWS ALONG WITH THESE
PLANS.

CONTRACTOR MUST CONFIRM ALL
DIMENSIONS PRIOR TO START OF
CONSTRUCTION.

THE DESIGNER ASSUMES NO LIABILITY FOR
ANY ERRORS AND OMISSIONS IN THESE
PLANS. THE DESIGNER DOES NOT
RESPONSIBILITY TO REVIEW AND VERIFY
THE WHOLE PLAN (i.e. ALL LEVELS,
DIMENSIONS, STRUCTURAL ADEQUACIES)
PRIOR TO CONSTRUCTION.

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Pro Villa Designs Ltd.
4108-835 Street
Surrey, B.C. V3W 0A6
Ph: 604-593-7070
info@villadesigns.ca
www.villadesigns.ca

Hamek Bindra

PH: 778 835 2884

No.	Revision	Description	Date
1	Revision 1		June 1

6460 No. 5 Road
Richmond, B.C.

SITE PLAN

Project number	PVDL-20-RENO
Date	5 MAY 2020
Drawn by	HB
Checked by	GS

A6

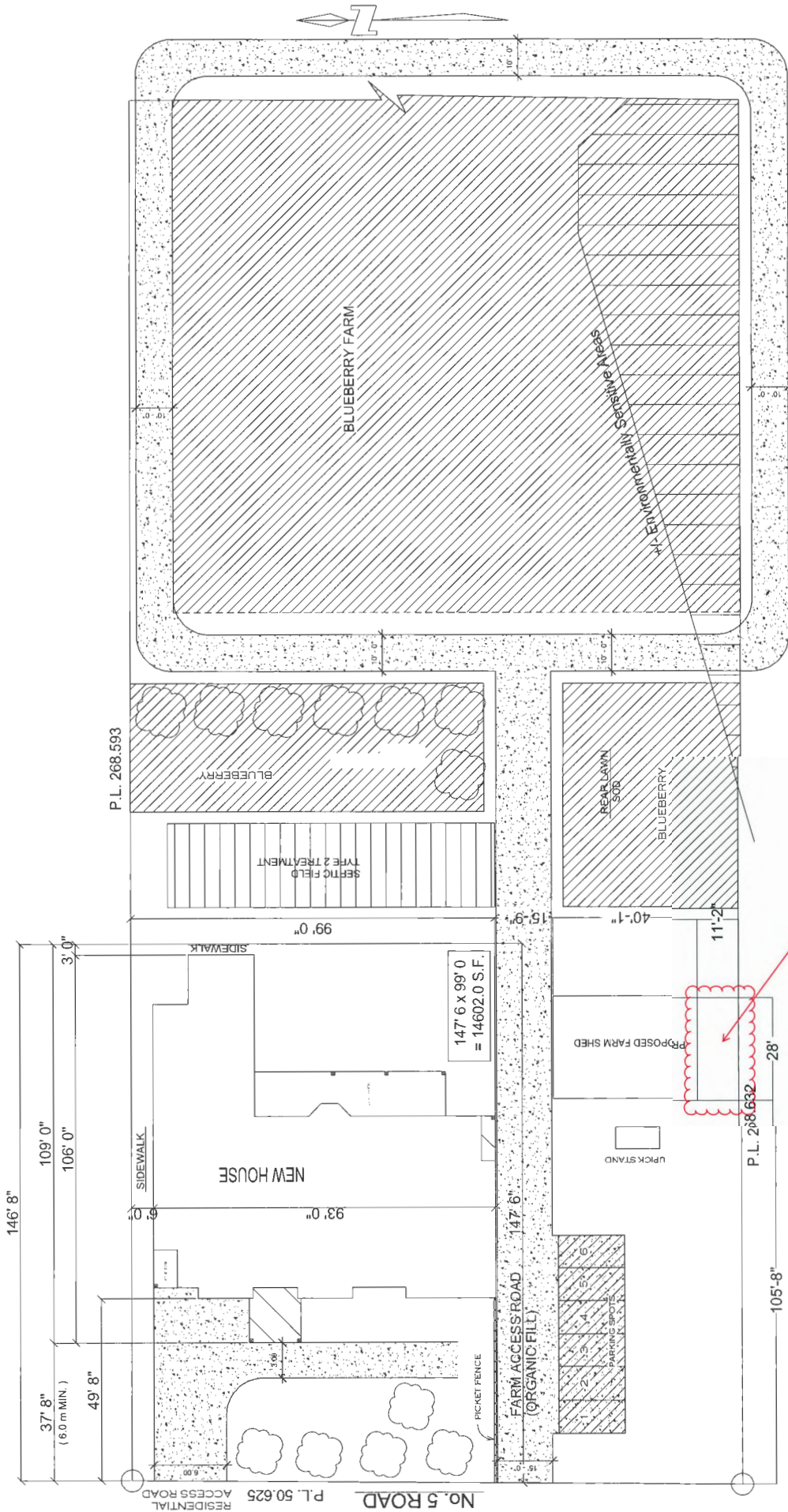
Scale

1/16" = 1'-0"

DV 20-907740

Plan #1.A

December 18, 2020



Proposed Variance: reduce
the interior side yard setback
for an agricultural building
from 4.5 m to 3.0 m.

① Site Plan
1/16" = 1'-0"

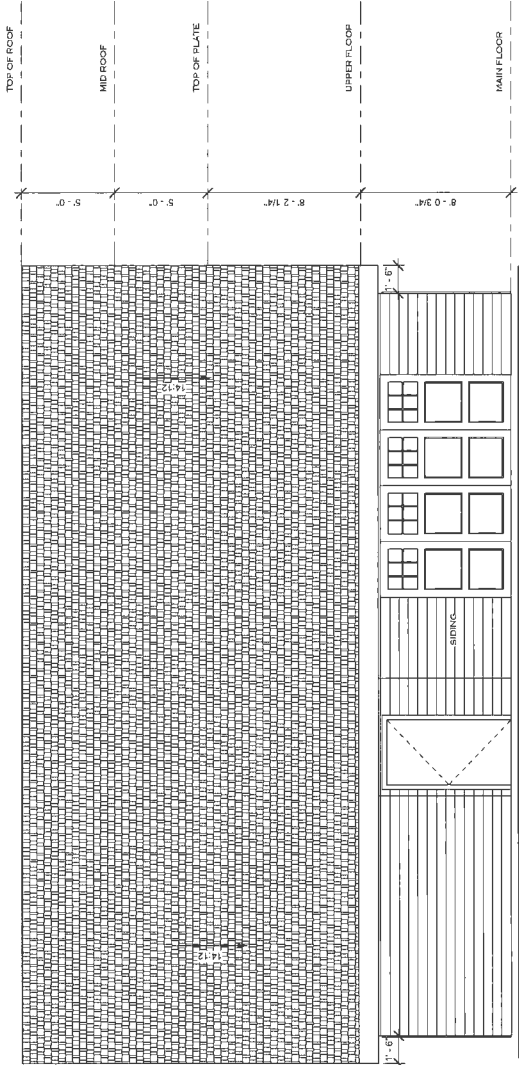
THESE PLANS CONFORM TO BCBC 2018
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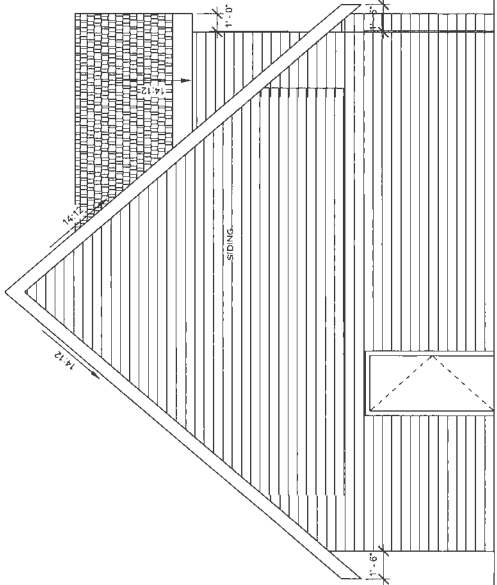
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① Front Elevation
1/4" = 1'-0"



② Right Elevation
1/4" = 1'-0"



Pro Villa Designs Ltd.
#108- 8289 128 Street
Surrey, BC V4N 1G6
PH: 604-593-7070
info@villadesigns.ca
www.villadesigns.ca

Hamek Bindra

PH-778 835 2884

No.	Description	Date

6460 No. 5 Road
Richmond, B.C.

FRONT & RIGHT
ELEVATIONS

Project number	PVDL-20-RENO
Date	5 MAY 2020
Drawn by	HB
Checked by	CS

A1

Scale

1/4" = 1'-0"

DV 20-907740
Plan #1.B
December 18, 2020

2020-10-19 12:44:07 PM

THESE PLANS CONFORM TO BCBC 2018
CONSTRUCTION SHALL FOLLOW LOCAL
BUILDING BY-LAWS ALONG WITH THESE
PLANS.
CONTRACTOR MUST CONFIRM ALL
DIMENSIONS PRIOR TO START OF
CONSTRUCTION.

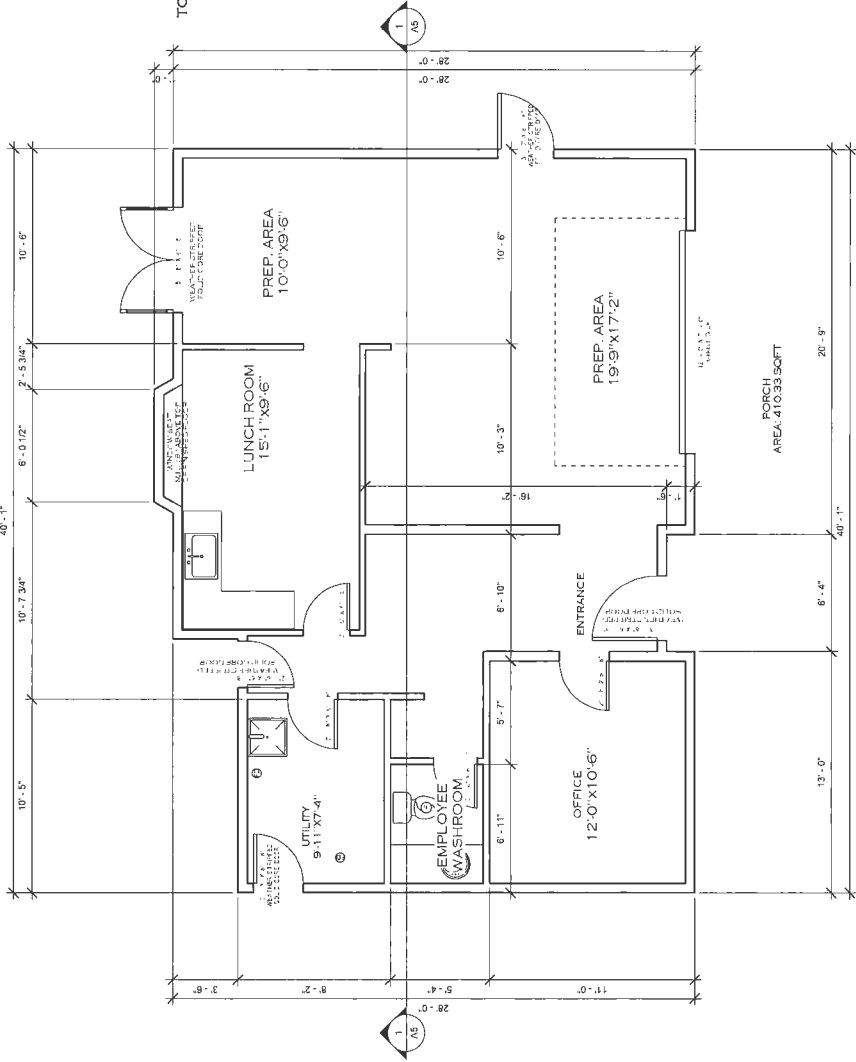
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MAIN FLOOR

TOTAL FLOOR AREA: 1065.00 SQFT
CEILING HIGH: 8' - 0"



1 Main Floor Plan
1/4" = 1'-0"



Pro Villa Designs Ltd
#106-8208 720 Street
Surrey, B.C. V3W 0A6
Ph. 604-593-7070
info@villadesigns.ca
www.villadesigns.ca

Harnek Bindra
PH.-778 835 2884

No.	Description	Date

6460 No. 5 Road
Richmond, B.C.

MAIN FLOOR PLAN

Project number	PVDL-20-RENO
Date	5 MAY 2020
Drawn by	HB
Checked by	GS

A3

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

DV 20-907740
REFERENCE PLAN
December 18, 2020

THESE PLANS CONFORM TO BCBC 2018
CONSTRUCTION SHALL FOLLOW LOCAL
BUILDING BY-LAWS ALONG WITH THESE
PLANS.
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Pro Villa Designs Ltd.
#108- 6551 15th Street
Richmond, B.C. V3W 0K6
Ph. 604-593-7070
info@villadesigns.ca
www.villadesigns.ca

Hamek Bindra

PH-778 835 2884

No.	Description	Date

6460 No. 5 Road
Richmond, B.C.

UPPER FLOOR PLAN

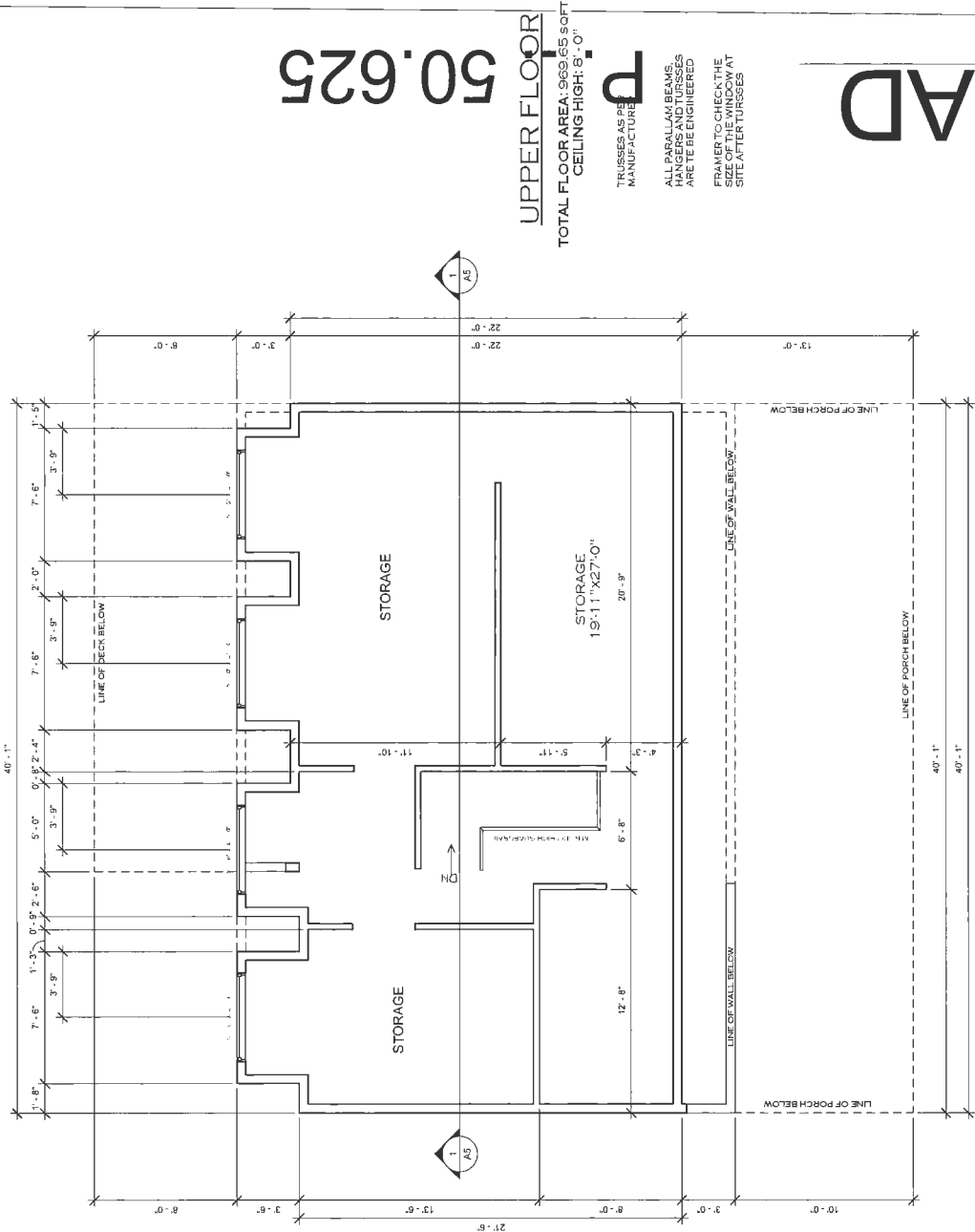
Project number	PVDL-20-RENO
Date	5 MAY 2020
Drawn by	HB
Checked by	GS

A4

Scale

1/4" = 1'-0"

DV 20-907740
REFERENCE PLAN
December 18, 2020



① Upper Floor Plan
1/4" = 1'-0"

UPPER FLOOR
TOTAL FLOOR AREA: 969.65 sqft
CEILING HIGH: 8'-0"

TRUSSES AS PER
MANUFACTURE
ALL PARALLAM BEAMS,
HANGERS AND TRUSSES
ARE TO BE ENGINEERED
FRAMER TO CHECK THE
SIZE OF THE WINDOW AT
SITE AFTER TRUSSES

PAD



To: Development Permit Panel

Date: January 18, 2021

From: Wayne Craig
Director, Development

File: 08-4105-10-01/2021-Vol 01

Re: TransLink Capstan Canada Line Station

Origin

The purpose of this memorandum is to provide the Development Permit Panel with an overview of TransLink's proposed design (Attachment 1) for the new Capstan Canada Line Station in order that Panel members may provide input as provided for under the terms of the Richmond Access Agreement.

Background

On Nov 30, 2004, the City of Richmond, Canada Line Rapid Transit Inc. and TransLink executed the Richmond Access Agreement (RAA). The RAA grants TransLink access to City streets and lands on which the Canada Line rapid transit system and its facilities operate. The RAA exempts the Canada Line project from rezoning, Development Permit and Building Permit approvals for all transit related infrastructure and fixed facilities within the City of Richmond.

The RAA provides for an alternative review process called the Design Advisory Process (DAP) by which the City of Richmond provides advice to TransLink and its consultants on the design of new Canada Line related fixed facilities, including the new Capstan Canada Line Station. The design development for all of the existing Canada Line stations within the City followed the DAP process.

The DAP is intended to simulate the Development Permit process, with the exception that there is no associated formal City approval of the design. The DAP includes public consultation, and presentations by TransLink and its consultants to the City's Advisory Design Panel and Development Permit Panel over an approximately 16 week timetable. TransLink initiated the start of the DAP process with their design submission on October 23, 2020. The City of Richmond cannot require the Capstan Canada Line Station project to comply with the City's preferences regarding the design, but expects TransLink to act in good faith to attempt to address the City's suggestions and requests.

In 2012, the City of Richmond and TransLink executed the Capstan Station Funding Agreement and the City amended the City Centre Area Plan (CCAP) and Zoning Bylaw to permit bonus density in return for voluntary developer cash contributions to the Capstan Station Reserve (for station construction and related improvements) from development projects within the Capstan Village area. In December 2019, the City of Richmond transferred funds from the Reserve to TransLink for the design and construction of the new station. Under the Funding Agreement, TransLink has 30 months from the date of the transfer of the funds to deliver the station.

The design and construction of the transit plaza and other public realm spaces and features surrounding the proposed station (including kiss-and-ride, parking, loading, and services vehicle facilities for TransLink and station-related uses) are outside TransLink's scope of work. Those public realm features will be designed and constructed by fronting developments through the City's Servicing Agreement and public art processes. This design work will be guided in part by the City's Capstan Station Integration (consultant) Study planned for later this year, the purpose of which is to prepare a strategy aimed at supporting the Capstan Village centre as a distinct, high amenity, multi-modal mobility hub and the village's principal focus for civic life, commercial activity, and community celebration. The Council-approved Capstan Station Integration concept is included in Attachment 2.

Location and Surrounding Development

The station is located on the east side of No. 3 Road approximately 55 m north of Capstan Way in the heart of Capstan Village in the City Centre Area Plan.

Surrounding context includes:

- To the North: Proposed development by Pinnacle Living (ZT 18-827860/DP 18-821292) for a high-rise office/hotel/residential development, including a private road along its south (City park) frontage secured by the City with a Statutory Rights-of-Way (SRW) for public access (i.e. for eastbound traffic between No. 3 Road and Carscallen Way) and station-related kiss-and-ride use. The proposed Development Permit has been endorsed by this Panel.
- To the South: Capstan Way, including greenway/bikeway features, beyond which are low-rise commercial buildings designated for future high-rise, mixed-use development.
- To the West: No. 3 Road, beyond which is the proposed Yuanheng Viewstar high-rise, mixed-use development (ZT 19-872212/DP 17-794169), including a City community centre (to be completed in December 2023) and a new signalized intersection allowing pedestrians to cross No. 3 Road between the community centre and station. The proposed Development Permit is under staff review.
- To the East: City park; an earlier approved phase of Pinnacle Living's development (RZ 12-610011/DP 16-735564), including an Early Childhood Development (ECD) Hub to be completed in early 2021; and Concord Pacific's approved Galleria high-rise (RZ 17-769242/DP 17-787403), mixed-use development (which is responsible for completing the transit plaza and park through the City's Servicing Agreement review/approval processes).

Consultation

TransLink held a virtual open house to share the station design concept with the public. The virtual open house ran from November 16 – 23, 2020 and had over 2,200 visitors. The website and its content remain open and available to the public to view and will be updated as the design is further refined. A copy of TransLink's Capstan Engagement Summary Report is attached (Attachment 3).

Advisory Design Panel

The proposed design was presented to the City's Advisory Design Panel (ADP) on December 2, 2020. TransLink has provided a letter addressing notable design revisions and responses to the ADP comments (Attachment 4).

Summary

Site Planning

TransLink proposes to construct the new Capstan Canada Line Station in the heart of the Capstan Village community, surrounded by public amenities and at the crossroads of a planned multi-modal transportation network aimed at maximizing first-to-last kilometre connectivity. The station location was determined through the original Canada Line planning process and cannot be changed due to the location of the existing guideway and its foundations. Pre-design studies determined that, due to geotechnical, operational, and cost issues, it was not feasible to integrate the station with fronting development, re-orient its entrance (i.e. from the south to the park or north), or add a second entrance. Nevertheless, the station design incorporates a variety of measures aimed at enhancing the transit rider experience and the building's fit with its surroundings.

- Massing of the station has been slimmed and tapered to maximize pedestrian circulation along the station's east side adjacent to Concord Galleria and the width of the off-street bike path along No. 3 Road on the station's west side.
- A commercial retail space, 75 m² in size (as allowed by the RAA and DAP), is proposed at grade, adjacent to the station entrance, where it will help animate the public realm, complement commercial uses along Concord's frontage, and provide casual surveillance of the station entry and adjacent bus stop.
- Pedestrian and cyclist access to the station concourse and commercial space is provided from the south via a large, day-lit, weather-protected entrance that will activate the adjacent transit plaza and help to support it as a venue for temporary food and market vendors.
- Parking and loading for service vehicles is provided north of the station with access via the new private (SRW) road to be constructed by Pinnacle.
- Kiss-and-ride facilities will be conveniently located along the new private (SRW) street north of the City park provided through the adjacent development.
- Public washroom facilities, serving the transit station, and the City park are being provided as part of the adjacent development.
- Platform support columns are designed and located to minimize conflicts with bike circulation, pedestrian desire lines, and emergency vehicle access.
- As demonstrated by a shadow study (taking into account approved adjacent development), the station's proposed form will result in negligible shadow impacts on the park.

Built Form and Character

The proposed station design is modeled on the Canada Line's existing Lansdowne and Aberdeen Stations (as required by the Richmond Access Agreement) and satisfies all of TransLink's technical and operational requirements. The gross area of station is 1,550 m², including 949 m² at grade (i.e. concourse, commercial unit, ancillary spaces, and vertical circulation) and 601 m² at the platform level. The proposed design aims to create a high-quality facility that can accommodate future capacity demands, passenger safety, and accessibility while providing for a distinct, contemporary identity that will complement Capstan Village.

- In anticipation of forecasted future passenger ridership, extended 52.5 m long station platforms, capable of accommodating three-car trains, are provided instead of the two-car configuration typical of existing Canada Line stations.
- To help reduce congestion and enhance passenger comfort/convenience, the proposed design includes wider platforms and additional escalators. Ticket kiosks and fare gates are located away from stairs/escalators/elevators and the arrangement of ancillary uses is compact to further reduce bottlenecks and maximize the size and transparency of the public concourse.
- The pavilion-like, two-storey station house is designed as an open-air structure with glazing on three sides to enhance views in and out, reduce the building's visual bulk, maximize daylighting, and contribute towards a light, bright, welcoming character.
- The materials palette includes wood, steel, and glass, similar to that of the Aberdeen and Lansdowne Stations, together with deeper coloured metal panels to add contrast and feature lighting to enhance the station's north side and platform soffits.
- The station roof includes modularized acoustic mass timber panels (with integrated chases to conceal services) over the platforms and glazing above the guideway that will minimize noise impacts on nearby residents.
- The transparency of the station and signage around its entrance will assist with wayfinding.

Public Art

Capstan Village is designated as part of the CCAP arts district and objectives of the Council-approved Capstan Station Integration concept (Attachment 2) encourage that arts and culture play key roles in placemaking and activation of the public realm within the village centre area.

- TransLink is proposing to provide public art inside the station (as per its own public art policy) in the form of mural walls adjacent to the station's vertical circulation. The station's extensive clear glazing will allow for the artworks to be visible to/enjoyed by both transit riders within the station and members of the public in the City park and along No. 3 Road.
- The installation of public art outside the station (e.g., within the public realm) is not part of TransLink's scope of work and will be the responsibility of the City of Richmond with funding from voluntary developer contributions. Nevertheless, TransLink has indicated a willingness to support the City by providing permanent fixing points on the platform soffit and columns north of the station, together with related features (e.g., electrical conduits), to facilitate the City's installation of temporary artworks, plaza activation measures, and necessary infrastructure (the details of which shall be determined through the Capstan Station Integration Study).

Sustainability

- The station house is an open-air structure and its public areas do not require separate heating and cooling systems.
- Building placement and materials were chosen to maximize daylight and energy efficiency.

Crime Prevention Through Environmental Design (CPTED)

- Clear glazing is proposed to maximize transparency to/from the station's internal public areas at both ground level and the platforms.
- The commercial retail space is strategically placed at the station's entrance to provide passive surveillance of the plaza, bus stop and station concourse areas.
- Lighting will be incorporated to maximize visibility in and around the building.
- The north side of the station has been designed to minimize hidden corners.
- The station is secured after operating hours through the use of a security grille. CCTV cameras, located within the station and platform area only, provide an additional level of security.

Staff Comments/Requests

Based on staff's review of TransLink's attached submission (Attachment 1), staff are supportive of the proposed station design provided that additional design development and coordination is undertaken with regard to the following areas:

- 1) **North Side Activation:** The station's north side is located at the key crossroads for pedestrians and cyclists moving between the station, park, kiss-and-ride, and community centre. The station design turns its back on this area, leaving the City to activate this important space and take steps to discourage vandalism. Design development is required regarding the measures to be incorporated by TransLink in the platform columns/soffit to facilitate the City's implementation, at the City's sole cost, of temporary public art and activation programs (e.g., power, communications, video monitors, and lighting), together with potential related station enhancements.
- 2) **Service Use Mitigation:** Efforts to activate the station's north side could be undermined if the design or operation of station-related service uses (e.g., vehicle access and garbage holding/pick-up) are insensitive to City objectives for the functionality, appearance, cleanliness, and amenity of this important public space. Further clarity is required from TransLink to confirm how the station's and commercial unit's service operations will be conducted to a standard that ensures these operations do not unnecessarily conflict with public use of the area. In addition, TransLink should outline how the operators will be held accountable for adhering to those standards.
- 3) **Public Realm Coordination:** TransLink's ongoing station design must be coordinated with the City's public realm and Capstan Station Integration design processes to ensure that a high-amenity urban environment is achieved including, among other things, well considered weather protection, bike storage and circulation, kiss-and-ride operations, lighting, seating, wayfinding, and strategies for temporary vendor/market/busker activities and special events.

- 4) Bird Strike Mitigation: The Advisory Design Panel identified concerns about potential implications of the proposed glazing on wildlife in the area. TransLink has indicated that they will monitor the situation post-construction, however, staff believe that a QEP should be consulted prior to construction so that mitigation measures (e.g., special glass treatments) could be implemented as part of the initial construction.

Next Steps

City staff are committed to continuing to work with TransLink to refine the design of the Capstan Canada Line Station to attempt to address the specific requests from staff noted in this memorandum prior to TransLink and its consultants finalizing the station design. Once received, the final station design will be forwarded to Council, together with the Development Permit Panel Chair's Report for information.

A handwritten signature in black ink, appearing to read "Wayne Craig", with a large, stylized flourish at the end.

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

SCH/JR:blg

Attachments:

- Attachment 1 – Design Package and Architectural Drawings
- Attachment 2 – Capstan Station Integration Concept
- Attachment 3 - Capstan Engagement Summary Report
- Attachment 4 – Letter Response to ADP Comments, dated December 22, 2020

TRANSLINK CAPSTAN STATION DP PANEL SUBMISSION



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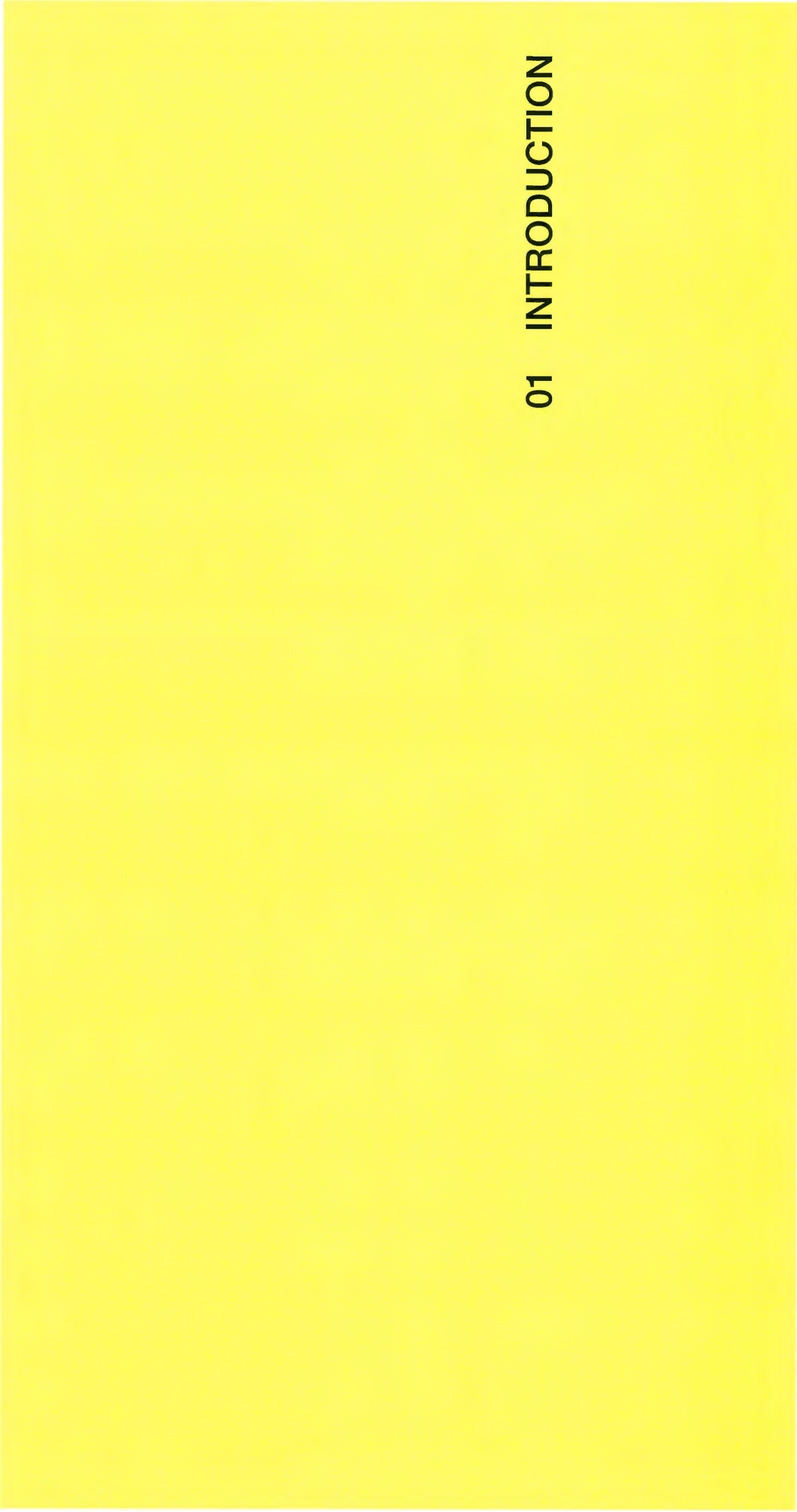
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01 INTRODUCTION

01

INTRODUCTION
PROJECT TEAM

CLIENT TransLink 400 - 287 Nelsons Court New Westminster BC V3L 0E7 778 375 7500		ELECTRICAL + LIGHTING AES Engineering 505 Burrard Street, Suite 950, Box 91 Vancouver, BC V7X 1M4 604 569 6500		CONSTRUCTABILITY MAKE Projects 503 - 1541 W Broadway Vancouver BC V6J 1W7 604 424 9908		BUILDING REVIEW AGEND SENEZCO 202 - 1777 56th Street Delta, BC, V4L 0A6, 604 900 8002	
CONTACT: Tomer Curiel: Bill Orr: Anna Yeung	tomercuriel@translink.ca bill.orr@translink.ca Anna.Yeung@Translink.ca	CONTACT: Sunny Ghataurah: Michael O'Keeffe:	sunny.ghataurah@aesengr.com Michael.OKeeffe@aesengr.com	CONTACT: Darren Bryson:	dbryson@makeprojects.ca	CONTACT: Peter Senez:	psenez@senezco.com
CONCESSIONAIRE ITBC 1212 - 750 West Pender St. Vancouver BC V6C 2T8		MECHANICAL AME Consulting Group 501-134 Abbott Street Vancouver BC V6B 2K4 604 684 5995		GEOTECHNICAL Tetra Tech 885 Dunsmuir St #1000 Vancouver, BC V6C 1N5 604 685 0275		COMMISSIONING CES Engineering 402-4601 Canada Way Burnaby BC V5G 4X7 604-221-8715	
CONTACT: Godwin Wong: Lindsay Kilpatrick	godwin.wong@intransitbc.ca lindsay.kilpatrick@intransitbc.ca	CONTACT: Zlatko Puljic: Irsan Tjioe:	zlatkopuljic@amegroup.ca irsantjioe@amegroup.ca	CONTACT: Keith Robinson:	Keith.Robinson@tetrattech.com	CONTACT: Kyle Bigourdin	kbigourdin@cesgroup.ca
OPERATION ProTrans 1212 - 750 West Pender St. Vancouver BC V6C 2T8		CIVIL Binnie 300-4940 Canada Way Burnaby, BC V5G 4K6 604 420 1721		COST Charter #605 - 889 West Pender Street Vancouver, BC V6C 3B 778 227 9850			
CONTACT: Dave Taylor Lee Cockrill	Dave.Taylor@snclavalinom.com lee.cockrill@snclavalinom.com	CONTACT: Ken Pun: Rebeka Brykajlo:	KPun@binnie.com Rbrykajlo@binnie.com	CONTACT: Edward Green: Nic Johnson	edgreen@CharterPDI.com njohnson@charterPDI.com		
ARCHITECTURAL - PRIME CONSULTANT office of mcfarlane bigger architects + designers 301 - 1825 Quebec Street Vancouver BC V5T 2Z3		STRUCTURAL Read Jones Christoffersen Suite 300-1285 West Broadway Vancouver BC V6H3X8 604 738 0048		CODE + LIFE SAFETY Jensen Hughes suite 228- 1195 West Broadway Vancouver BC V6H 3X5 604 732 3751			
CONTACT: Nick Foster: Janusz Menezla:	nfoster@officemb.ca jmenezla@officemb.ca	CONTACT: Reza Anjam: David Ryan:	RAnjam@rjc.ca DRyan@rjc.ca	CONTACT: Kathrine Fagerlund: Aaron Akotuah:	kfagerlund@jensenhughes.com aakotuah@jensenhughes.com		

01

INTRODUCTION
BACKGROUND + DESIGN OBJECTIVES

INTRODUCTION

Capstan Station is a new infill station located near the intersection of Capstan Way and No.3 Road in Richmond, B.C. halfway between the existing Bridgeport and Aberdeen stations. The station will serve the emerging Capstan Village neighbourhood at the northern edge of Richmond's current City Center.



PROJECT BACKGROUND

In 2012, the Capstan Station Funding Agreement was signed between the City of Richmond and TransLink to plan for the construction of the Capstan Station on the Canada Line. This was a unique funding arrangement through which the City collected funds from developers in the area in exchange for density bonuses to help raise the necessary money for the project. This was an innovative approach to building projects and delivering an improved customer service, while lessening the burden on taxpayers.

In late 2017, the City of Richmond had raised the necessary funds for TransLink to begin work on a concept design for the station. In December 2019, TransLink and the City agreed to the design concept. TransLink has since been working collaboratively with the City and other stakeholders to progress the design and ensure it meets the City's objective of a connected, liveable neighbourhood.

The station is being built to support the growing development in the area and to provide customers with convenient access to the SkyTrain network.

The Canada Line network was built to accommodate a station at this location at a point in the future once customer demand for service and funding became available. That time is now, so TransLink can accommodate the ridership demand anticipated well into the future.

As Richmond continues to welcome more residents, this exciting project will deliver a safe, efficient, and environmentally sustainable transportation option for the Capstan Village area, which projects up to 16,000 residents once nearby developments are completed.

TransLink has worked closely with the City of Richmond to advance design work. The station will be integrated with the nearby roads and buildings, and will meet the City's objectives for the area, such as developing connected, transit-oriented neighbourhoods. TransLink will be responsible for the station itself, while the City will manage the nearby amenities, roads, bike lanes, and public realm.

STATION DESIGN OBJECTIVES

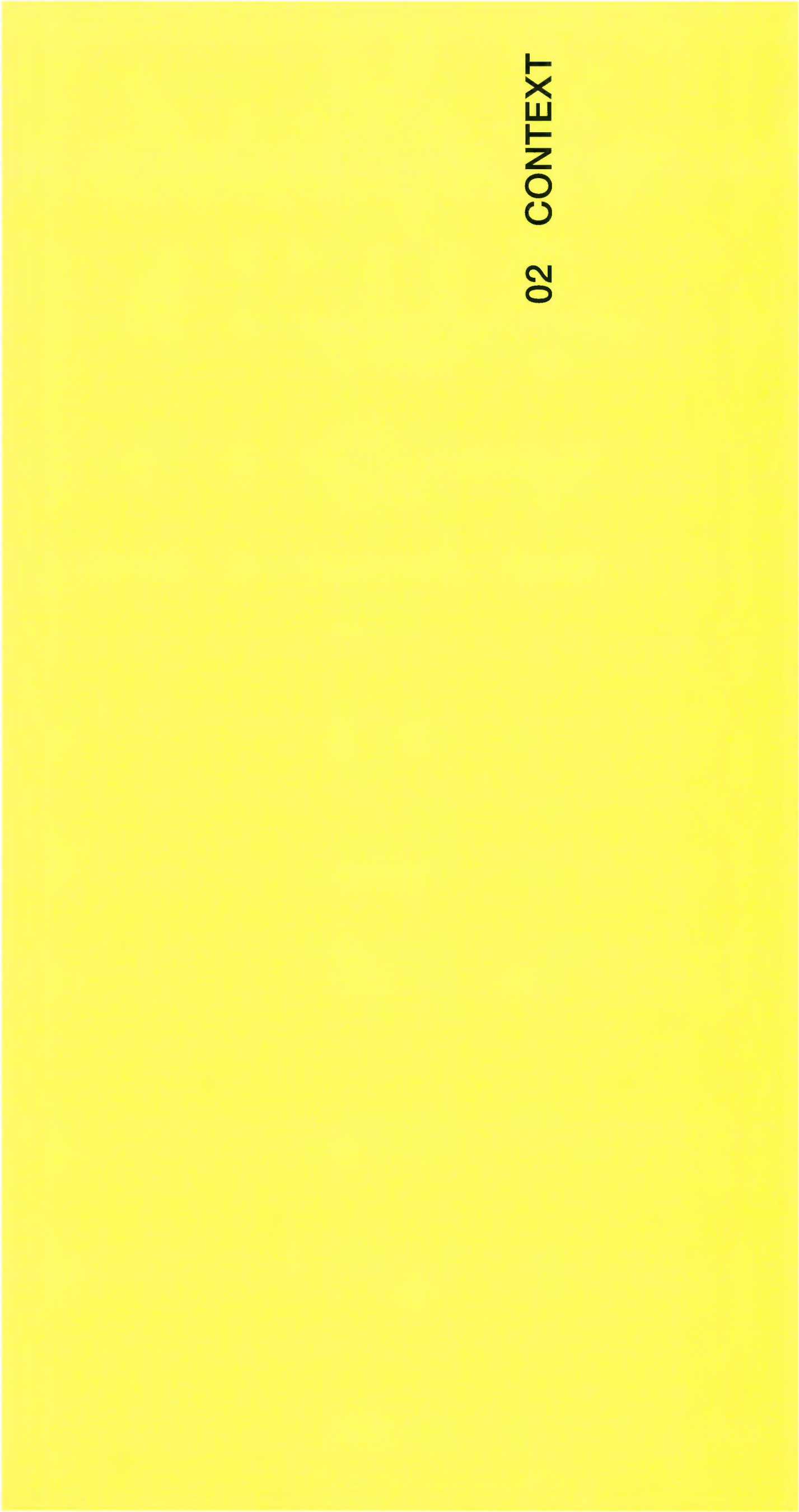
The project's design objectives seek to create a high-quality station designed to accommodate future capacity + exit times, passenger safety and accessibility while establishing an appropriate identity and relationship with the emergent Capstan Village neighbourhood. The following objectives have been identified as important considerations :

- Target the station's future capacity and exit times to accommodate passenger ridership forecast
- Optimize passenger and pedestrian safety in and around the station including CPTED considerations
- Optimize accessibility, way finding, and lighting in and around the station
- Maximize the station transparency at both ground level and platform level
- Support the station's integration with the surrounding urban environment
- Consider ongoing guideway operations balanced with adjacent development site activities throughout construction
- Optimize inter-modal connections between nearby bus stops, kiss and ride and the new SkyTrain station.
- Establish how road geometries and the bike network can safely separate cyclists and vehicles throughout the station area.

PUBLIC REALM DESIGN OBJECTIVES

The station building design anticipates a high-quality public realm which addresses the station, adjacent park and transit plaza. TransLink's design and construction for Capstan Station supports the surrounding public realm design which is being led by the City of Richmond as a separate project. All representation of the public realm in this document is 'indicative only' and represents design elements outside of TransLink's scope and by others. It is shown to assist the City review process only.

TransLink looks forward to being a stakeholder in this City-led public realm design process to ensure the station and it's requirements are well integrated.



02 CONTEXT

WALKING DISTANCE

- 5-minute walk: 400 m
- 10-minute walk: 800 m

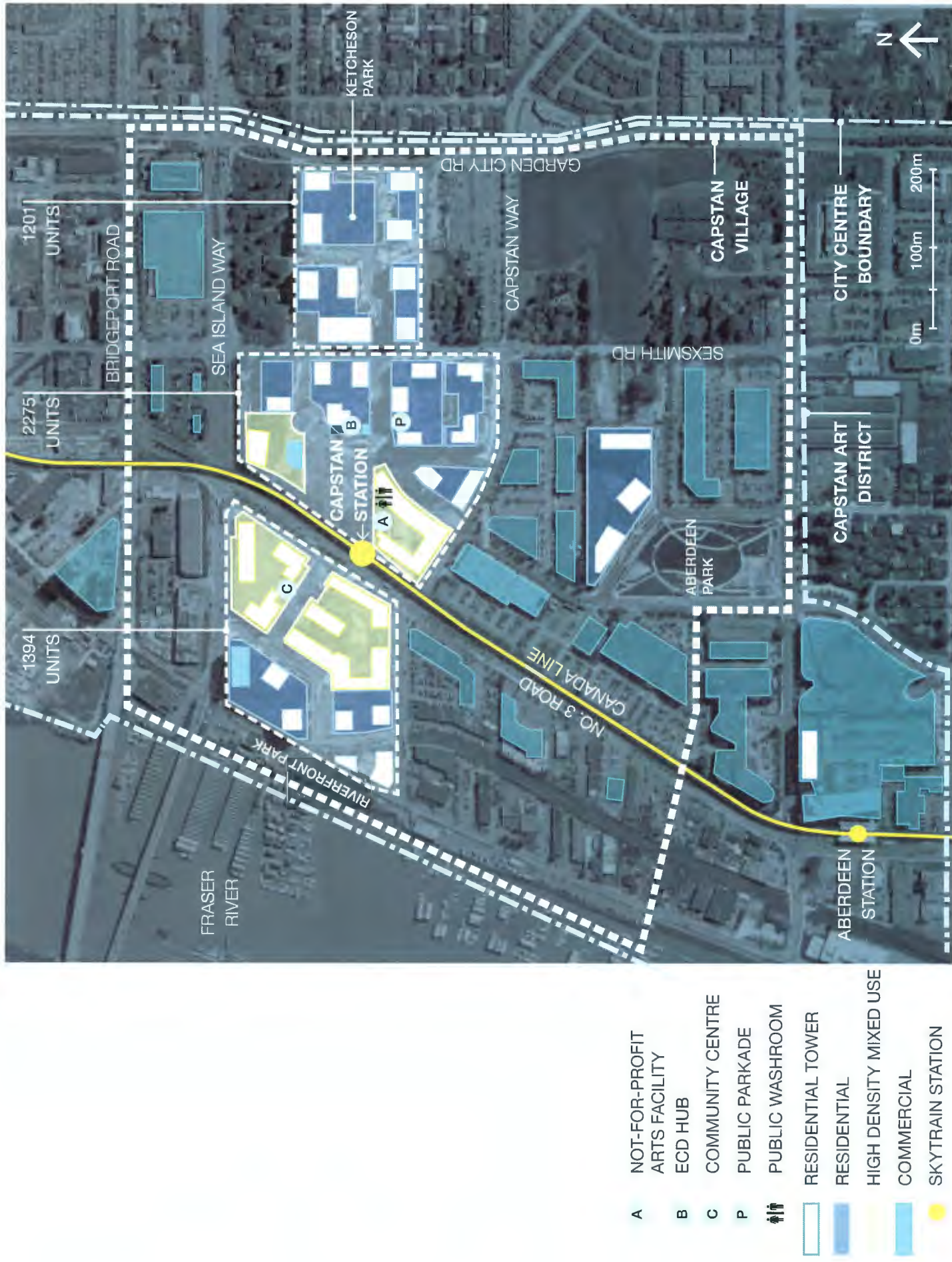
- A NOT-FOR-PROFIT ARTS FACILITY
- B ECD HUB
- C COMMUNITY CENTRE
- P PUBLIC PARKADE
- Public WASHROOM
- SKYTRAIN STATION
- CANADA LINE
- MAJOR ROADWAY
- CYCLE ROUTE



CAPSTAN VILLAGE

City Centre Area Plan: Capstan Village “Artists District”. A zone of medium- to high-density, mixed residential/commercial uses, including:

- High density mixed use, high- and mid-rise multiple-family housing;
- Artist studios, galleries, live/work spaces, and related activities;
- Village-focussed, pedestrian oriented retail, restaurant, and local commercial uses;
- City Centre/airport “gateway” office uses oriented to Sea Island Way;
- Two blocks west of No. 3 Road, a distinctive marina waterfront;
- Park;
- New community center;
- not-for-profit arts facility
- Early Childhood Development (ECD) Hub



02

CONTEXT SITE PHOTOS



1. LOOKING NORTHEAST FROM CAPSTAN WAY TO ENTRANCE SIDE OF PROPOSED STATION



2. FUTURE NO. 3 RD PEDESTRIAN CROSSING TO WEST OF PROPOSED STATION



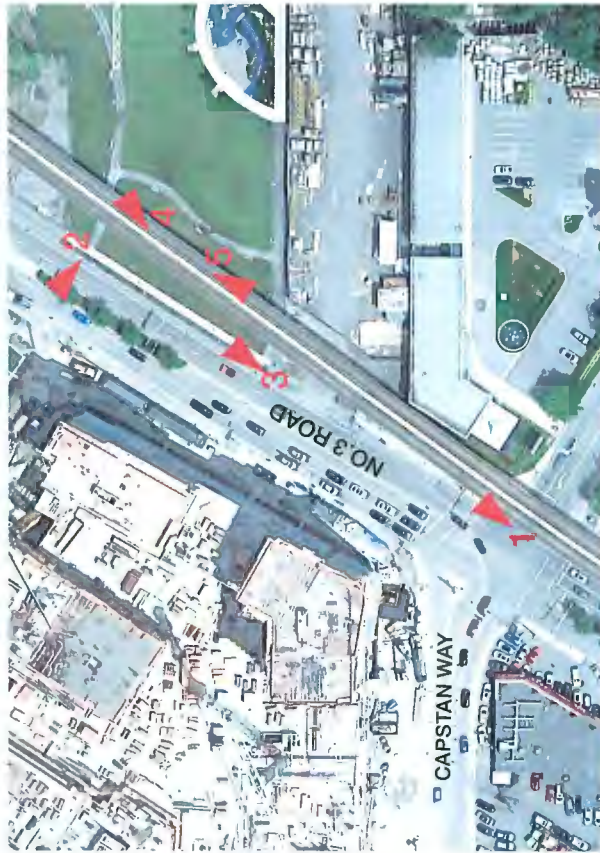
3. EXISTING CONDITION OF NO. 3 RD ADJACENT TO PROPOSED STATION



4. PARK TO NORTH EAST OF PROPOSED STATION



5. LOOKING SOUTHWEST TO REAR SIDE OF PROPOSED STATION



02

CONTEXT

REVIEW OF ABERDEEN STATION

DESIGN BACKGROUND

The Office of McFarlane Biggar architects + designers (omb) was retained by TransLink in May 2020 to undertake detailed design services for the new Capstan Station.

The proposed design responds to both TransLink's original 2005 Canada Line design guidelines and current 2020 TransLink Design standards.

TransLink's original intent was for Capstan Station to replicate the neighboring Aberdeen and Lansdowne Stations' functional planning and identity.

Omb's design efforts began with an assessment of Aberdeen Station considering functionality, passenger experience and effective integration between the station architecture and its urban context. Key observations have been considered in conjunction with City of Richmond objectives for the Capstan Village.

ASSESSMENT

Notable issues were identified during the assessment of Aberdeen Station and differences to Capstan highlighted. Key observations in relation to Aberdeen are:

1. Aberdeen Station's platform and roof is structurally supported by the elevated guideway. The new Capstan Station is structurally independent of the elevated guideway. This has a significant impact on the structural design and architectural solution.
2. Capstan is being built with a longer 52.5m platform to accommodate future 3 car trains. This introduces additional exiting demands and the need for double escalators where Aberdeen only has one. Due to exiting distances from the longer platform level the stairs and escalator need to be in a 'stacked' arrangement rather than 'side by side'. This alters the functional layout considerably from Aberdeen.
3. Capstan Station's functional program requirements further differ from Aberdeen with the introduction of a Commercial Retail Unit (CRU) and evolved operational 'back of house' space needs.
4. Aberdeen has a zero setback from the No.3 Road curb edge and bike path which has a significant impact on the station's user experience and for pedestrians navigating the public realm. It was identified that this unsafe condition needed to be dramatically improved at Capstan to safely accommodate the City's proposed bike lane.
5. Aberdeen's interface with grade resulted in a poorly integrated public realm and CPTED issues. Opportunities were identified that enhance integration with the site context by adjusting the station footprint instead of strictly maintaining an orthogonal relationship to the guideway.

The assessment results have been addressed in the Capstan Station design. The proposed design has been based on feedback from TransLink's internal stakeholders, the concessionaire and operator ITBC / Protrans and the City of Richmond.



EXISTING ABERDEEN STATION ON NO.3 ROAD

CONTEXT ABERDEEN STATION OBSERVATIONS

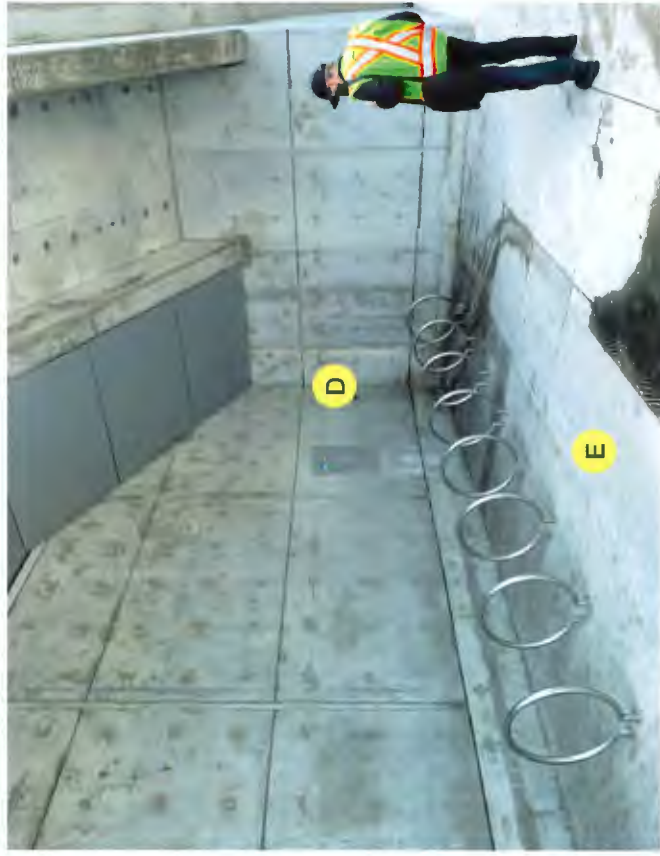
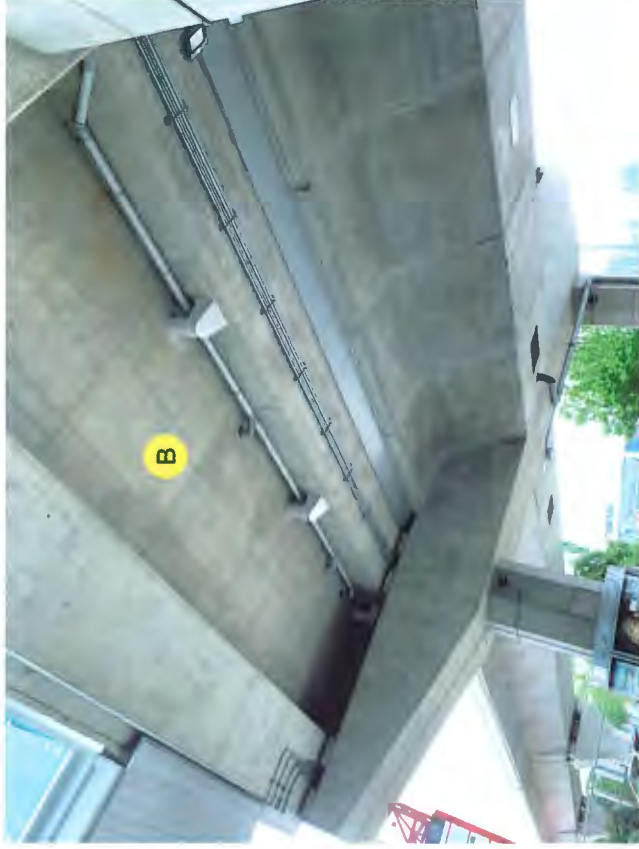
NO. 3 ROAD

- A Zero setback creates public safety issue - pedestrians using bike lane is not controlled
- B Dead end sidewalk at bus stop
- C Adjacency of crash barrier and vehicles affects the user experience
- D Windows partially obscured reducing transparency - CPTED



REAR OF STATION

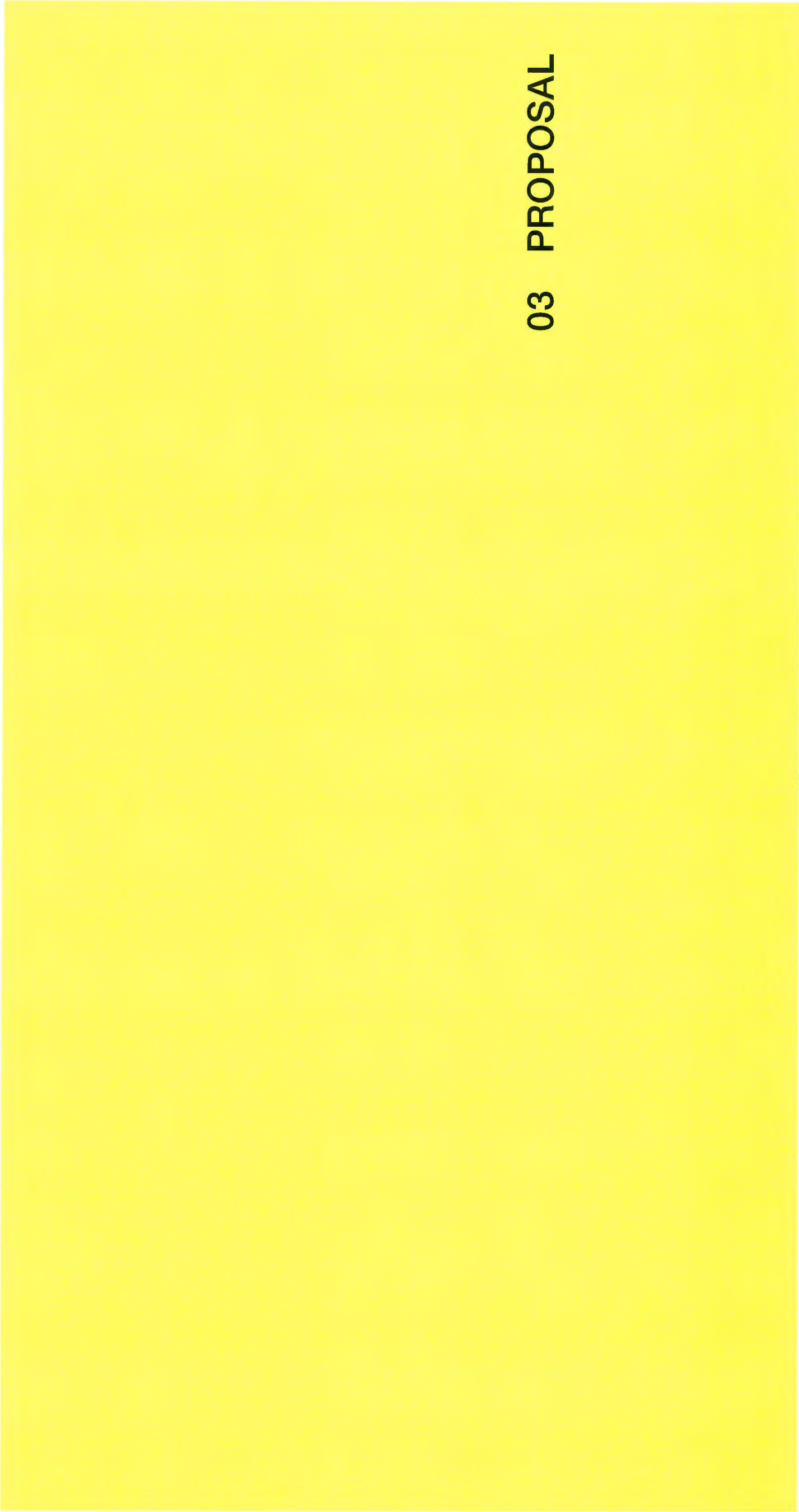
- A Poor public realm experience
- B Utilitarian concrete surface treatment and lighting
- C CPTED Lack of program activation or 'eyes on the street'
- D CPTED + Public Safety: Inset 90 degree building corners create isolated hidden spaces
- E Bike racks located away from station entrance



PUBLIC REALM

- A Constrained and pointing relationship to neighbour creates unwelcoming 'pinch point' + unprotected 'wind tunnel'
- B Low guideway provides good rain protection at entry
- C Poor integration of street furniture and wayfinding
- D No public realm lighting or treatment





03 PROPOSAL

URBAN DESIGN CONSIDERATIONS

The project addresses a key component of the City of Richmond's Official Community Plan (OCP). A new station at the center of Capstan Village has been identified since the original Canada Line was constructed. Its realization contributes significantly to community building by enabling transit focused development.

The building's subtle angular form is shaped in response to its urban context and pedestrian flows while anticipating future public realm considerations. At grade, the angled facades are parallel to the geometry of No.3 Road and the new development to the east. This permits a dedicated raised bike path to pass the station on No.3. Road and maximizes the available public realm to the east.

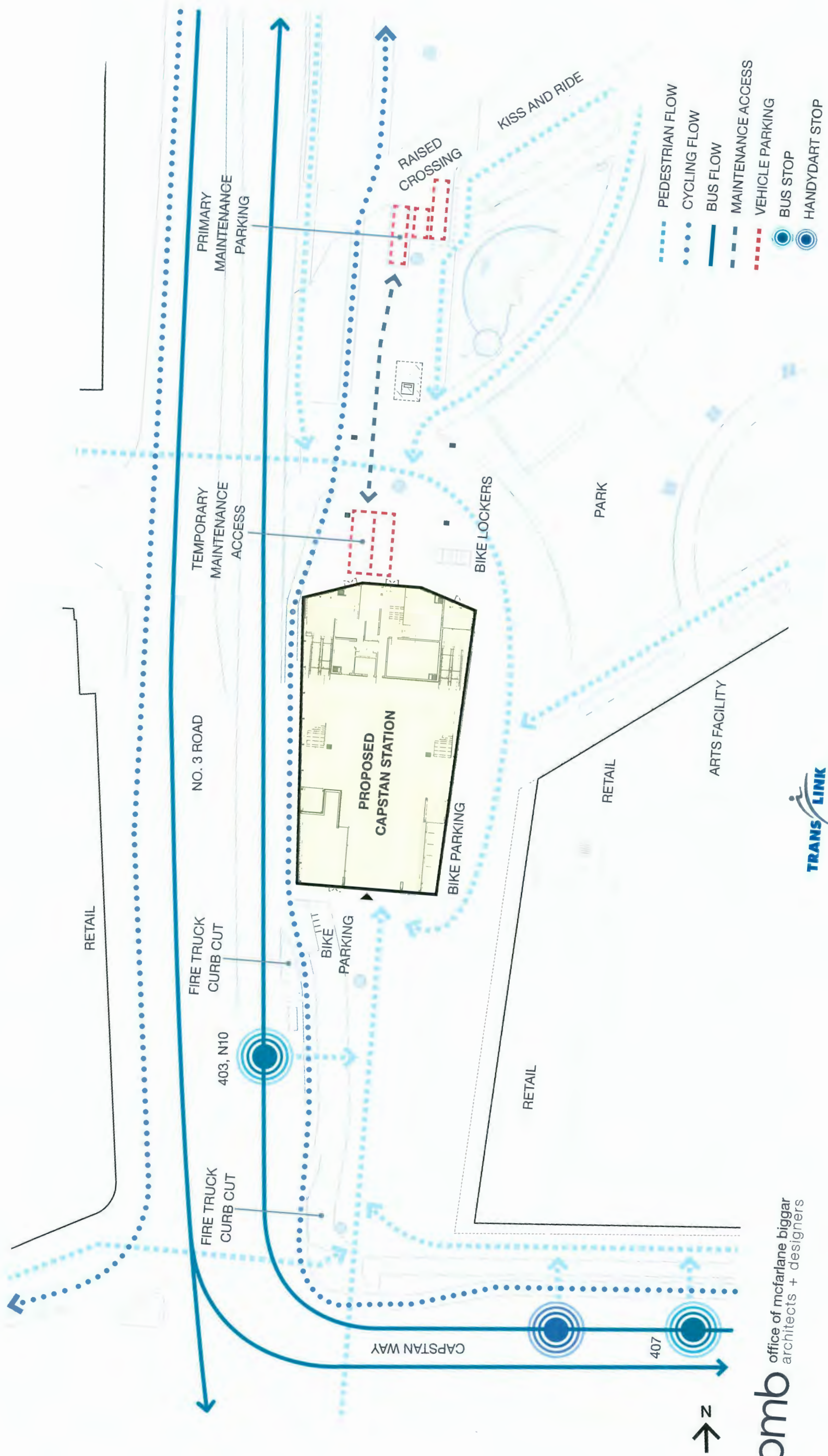
Considerations of visibility, adjacency to bus stops and sun aspect have informed the selection of the south 'market plaza' as the station's entrance. A shadow study of the station highlights the angled form results in very limited shadows being cast on the park are compared to neighboring developments

The building design addresses CPTED considerations by maximizing transparency into and from all public areas. A Commercial Retail Unit (CRU) is strategically located at the station's south facing entrance to facilitate passive surveillance of the station's interior while animating the immediate public realm.

The north side of the station which has been carefully sculpted to avoid inset corners and instead creates a unique spatial experience. The platform soffit is treated and softly lit to elevate the user experience at grade after sunset. It is anticipated the public realm in this area (led by the City of Richmond) will play a significant role in activating this space informed by pedestrian flows from the park and crosswalk across No.3 Road.



PROPOSAL
SITE PLAN - INTERMODAL DIAGRAM



CONCEPT

The legacy value of Richmond's Canada Line stations lies in their "kit of parts" modular philosophy and use of wood. The concept developed for the Capstan Station builds on this philosophy and is uniquely articulated to showcase the functions and activities within and around the station in an elegant way.

The new 948 sq.m station house is envisioned as a pavilion extending to the elevated guideway; fully glazed on 3 sides to provide transparency and views through the building. At its edges and underside, it is intentionally shaped, to address the adjacent context and future public realm. The project's massing and architectural layout has been carefully considered to optimize intuitive passenger circulation and wayfinding.

The new architectural identity seeks to reduce elements and integrate engineering and building systems to respond to the needs of today and of the future. TransLink's 1250mm design module is rigorously respected to organize the stations new parts, yet subtly expressed with increased transparency and daylighting on a 3750mm module.



Artistic Rendering - Looking North

PROPOSED FUNCTIONAL LAYOUT

The station is a single entrance and elevated side platform arrangement. The south facing entrance engages a future public plaza with visible connection the No.3 Road Bus stop. A generous wood entry canopy extends the width of the building and encompasses a CRU shell space adjacent the ticket hall. This CRU location provides high visibility and passive surveillance opportunities into the station entry concourse. The entrance concourse is generous and allows for intuitive wayfinding to vertical circulation.

Ancillary uses have been efficiently centralized between escalators to ensure a compact arrangement with a service space above for electrical and mechanical. The north façade, which faces the park and No.3 road, provides a highly visible service area. Given its exposure to the park and pedestrian desire lines this area is considered and given an architectural identity. Its sculpted form contributes to a new dynamic well lit public space under the guideway.

Vertical conveyance elevators, escalators and stairs are articulated to read as part of the station house, extending vertically to platform level either side of the existing guideway. This double height volume provides passengers with a unique spatial experience, while transitioning between grade and platform levels, with natural daylight and views to the surrounding Capstan Village and park. Glazed escalators and elevators are proposed for vertical conveyance devices.

The 601 sq.m platform is 52.5 meters in length to accommodate future 3 car trains. Platform widths are 3m to meet the Canada Line guidelines and generously spaced structural columns preserve clear visibility and wayfinding. A modularized acoustic DLT mass timber roof incorporates service chases for initial and future electrical requirements. Transparency at platform level maximises the visible connection to the surrounding street scape while emphasizing the platform roof as a warm inviting place.



MATERIALS – FABRIC - STRUCTURE

The material palette is consistent with the Aberdeen Station design and proposes an evolved palette of wood, steel, glazing and a rich contrasting metal colour to infuse warmth into the station's spaces and a civic quality to the center of Capstan Village and future public plaza. The palette seeks to provide a quiet sophisticated response to the eclectic neighbouring developments.

The kit of parts philosophy which guided the original CL designs and neighbouring Aberdeen Station has informed the new station's approach to structure and prefabricated construction solutions.

Structural mass Dowel Laminated Timber (DLT) panels are proposed for the station house entry roof and platform roof. Both the station house and platform ceilings have been carefully considered and treated as elevations with integrated acoustic treatment in the DLT and metal ceiling panels where required. Superstructure is painted steel rather than concrete to facilitate prefabrication and the most appropriate light weight solution to the substructure which is piles.

Clear and fritted glazing is proposed fixed directly to secondary steelwork members. Tiling is proposed for all front of house floor finishes and sealed concrete and laminate for back of house spaces. Wayfinding is being provided to meet TransLink's current standards.



03

PROPOSAL
DESIGN RATIONALE

ACCESSIBILITY STRATEGY

The accessibility design for Capstan Station adheres to the BC Building Code and TransLink's Building Code Criteria which is further augmented by TransLink's own design Station Design Manuals. These address additional physical accessibility requirements which are incorporated into the design. The design has been reviewed and will continue to be reviewed by TransLink's internal 'Access Transit' group to ensure all aspects are considered and integrated. Physical details include but are not limited to :

- Accessible station faregate arrays with RFID readers
- Elevators escalators and stairs to each platform
- 'Surge' zones, which allocate additional space at potential congestion points such as elevators and stairs
- Continuous Platform edge tactile warning strips
- Dedicated waiting areas at platform level with seating
- Seating adjacent to elevators
- Strategically located cane detection throughout the station for visually impaired customers
- PA system engineered to achieve high standards for speech audibility. Acoustic surfaces are provided to achieve this at Platform level and Concourse level
- Comprehensive lighting engineered to strategically achieve high lighting levels
- Comprehensive passenger wayfinding directing passengers
- Handy Dart bus bay on Capstan Way

SUSTAINABILITY

Throughout the new Capstan station building, passive sustainable design is achieved through thoughtful material selection, compact building form, and precise building placement to maximize daylight and energy efficiency. The station is considered an exterior open-air structure and as such public areas are unconditioned. As a baseline, the CRU and ancillary spaces will comply with applicable energy codes. Sustainable design considerations for the public realm outside the building footprint are being lead by the City of Richmond and are not part of the project.

The project incorporates the following green building strategies:

- Improved Access to Public Transit
- High Quality and Durable Building Materials
- Use of Mass Timber as both structure and finish
- Maximum access to Natural Daylight
- Construction Waste Management Plan
- Bike Parking

TRANSLINK PUBLIC ART

Consistent with TransLink's public art policy, TransLink is exploring opportunities to enhance the customer experience through the provision of public art. This process is being lead by TransLink's internal public art expert. While TransLink has not finalized the public art, the focus of TransLink's public art is on customers' experience. As such the Public Art will be located inside the station so it is experienced by all passengers. Images, including a placeholder art graphic, are shown below to indicate how potential art locations are experienced from both inside and outside the station. Opportunities for providing public art outside the station and within the public realm are being lead by the City of Richmond separately from this project.



PROPOSAL CITY CURATED PUBLIC ART / ACTIVATION PROGRAM

NORTH SIDE OF STATION

TransLink recognises the north side of the station is a key nexus and gateway to Capstan Village and any design adjustments to activate and program the area need to balance station access and maintenance requirements.

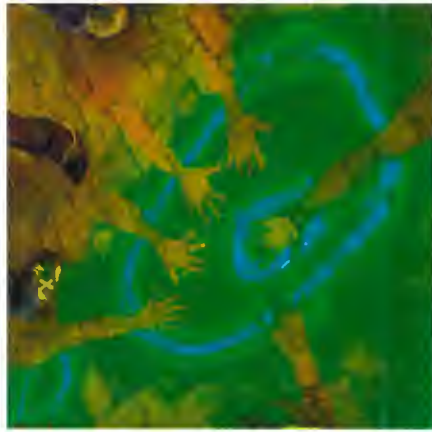
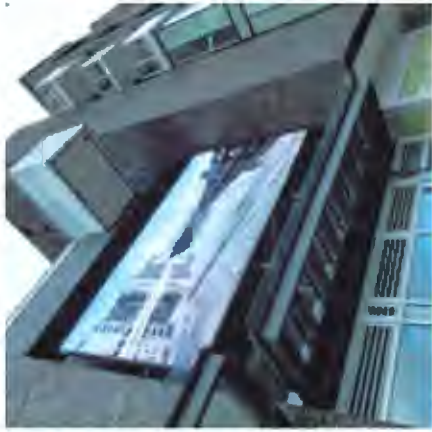
Following consultation with the City of Richmond staff it was agreed the north side of the station offers a foil and a dynamic exterior space for showcasing public art. It was agreed that TransLink would adjust the design, at the north side of the station, to provide elements and physical infrastructure to enable the City of Richmond to curate a temporary Public Art / Activation program. The program in this location would be led by the City of Richmond.

TransLink is committed to:

- Working with the City to determine how the physical and logistical parameters of public art can be successfully balanced with TransLink's station access, safety, delivery and maintenance needs
- Collaborating with the City during detailed design to agree physical infrastructure as described below.
- Providing permanent fixing points on the platform soffit and feature 'H columns' to facilitate attachment of public art
- Providing strategically located exterior power outlets and conduits to stub outs at grade. It is anticipated the City would provide power and supporting controls.
- Identifying potential lighting, projector and monitor points for showcasing public art (above grade only)
- Working with City staff to develop an agreement between TransLink and the City of Richmond for implementation of the Public Art on an ongoing basis.



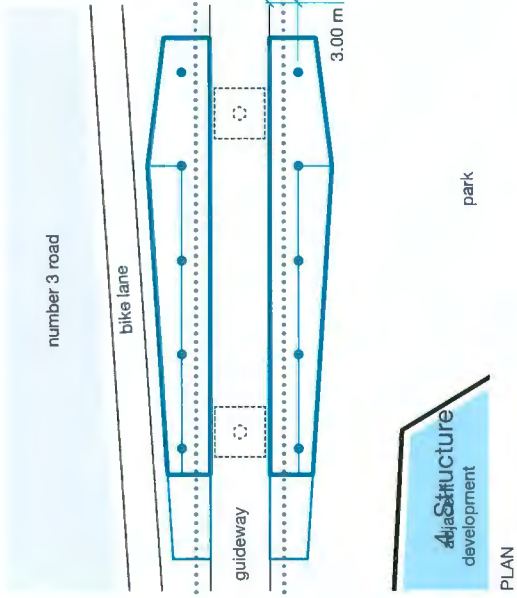
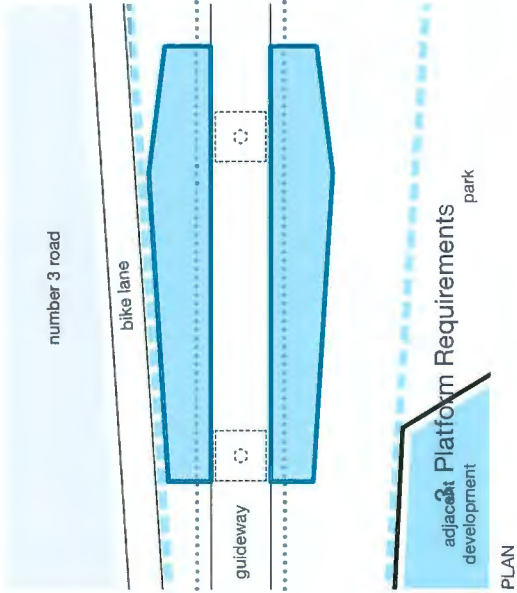
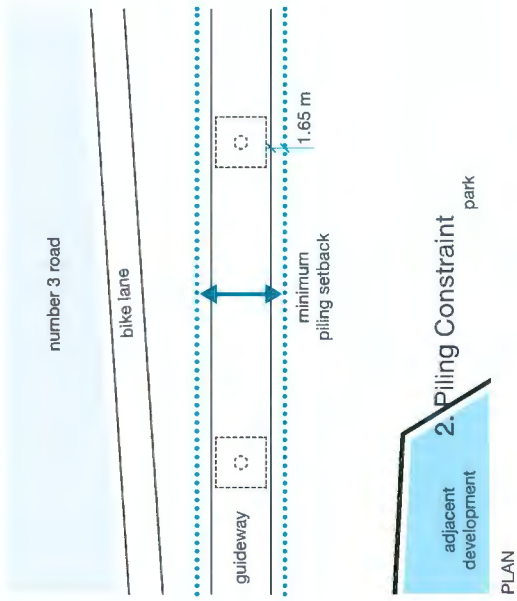
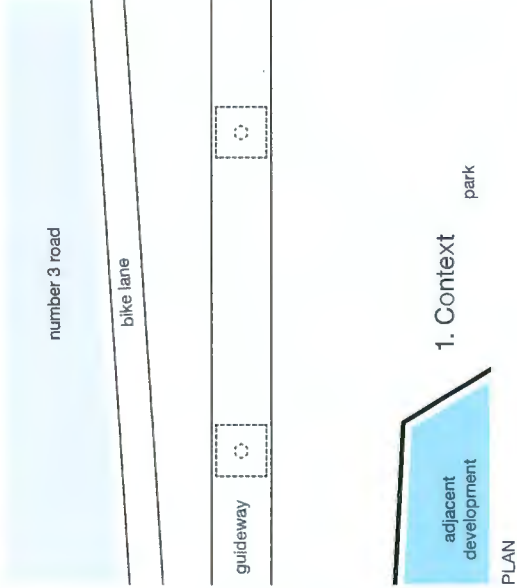
Location of potential City of Richmond Public Art / Activation program



03

PROPOSAL
PLAN DIAGRAM

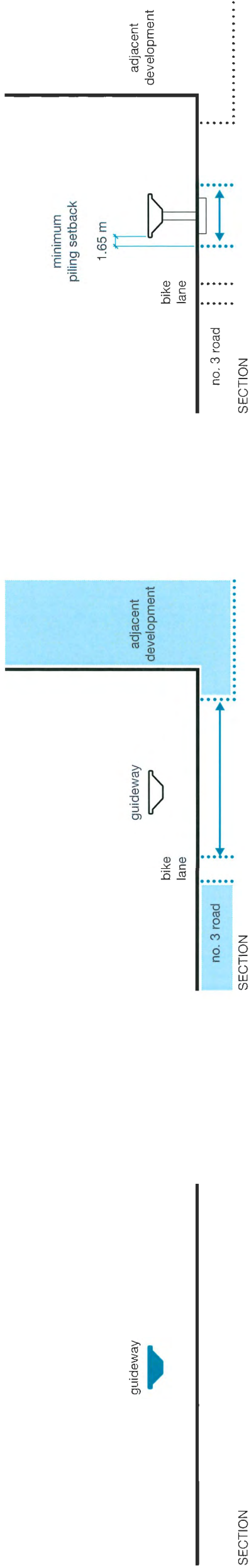
The plan diagrams below are a “step by step” illustration of the design intent and how the proposed station responds to context and design parameters.



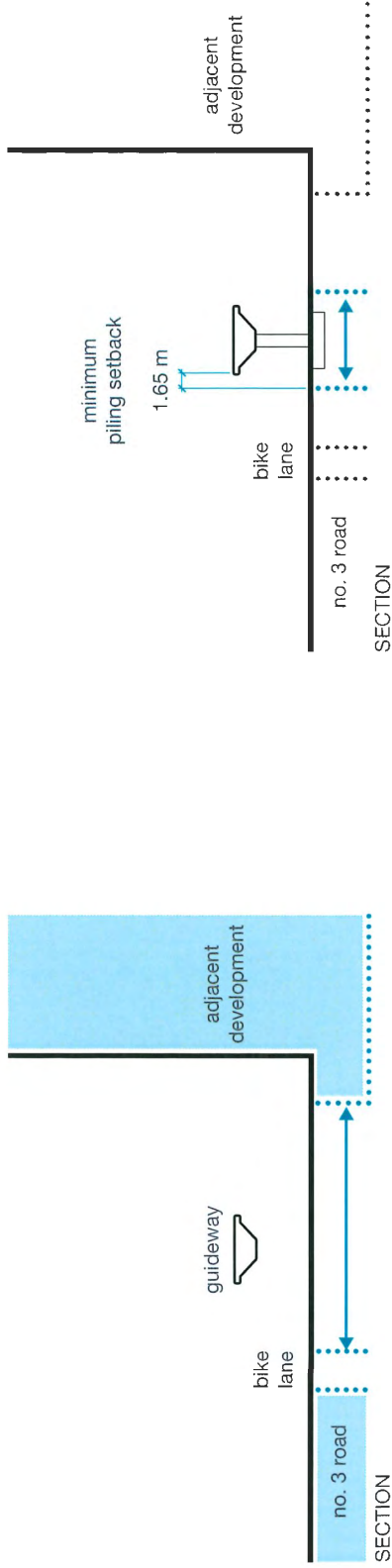
03

PROPOSAL
SECTION DIAGRAM

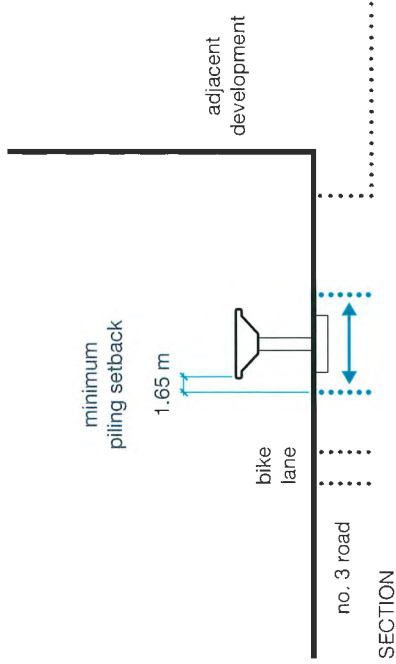
The section diagrams below are a “step by step” illustration of the design intent and how the proposed station responds to context and design parameters.



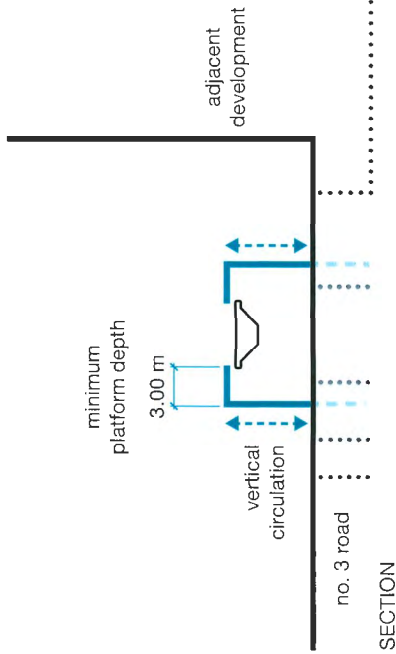
1. Section through Guideway



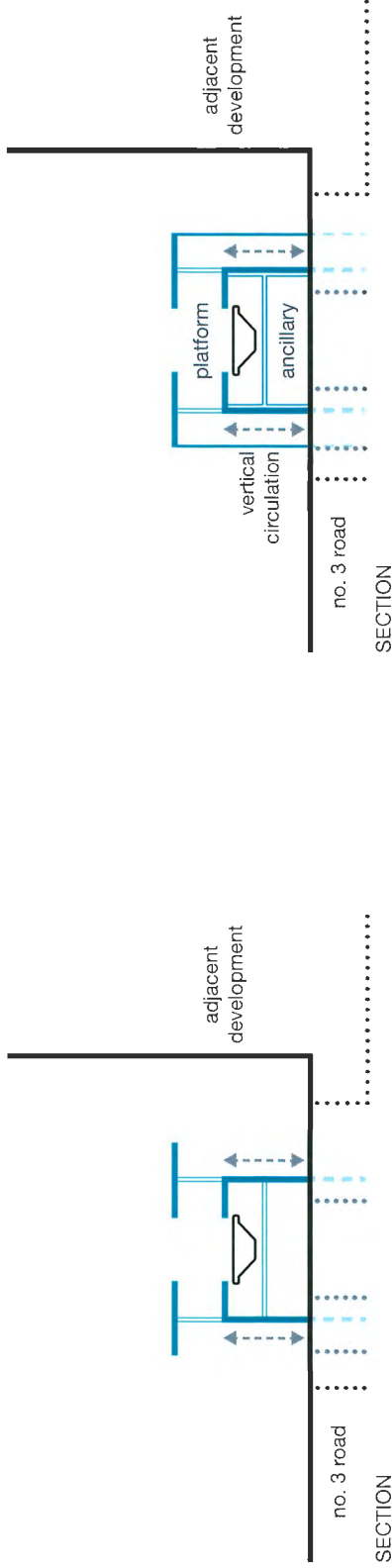
2. Context



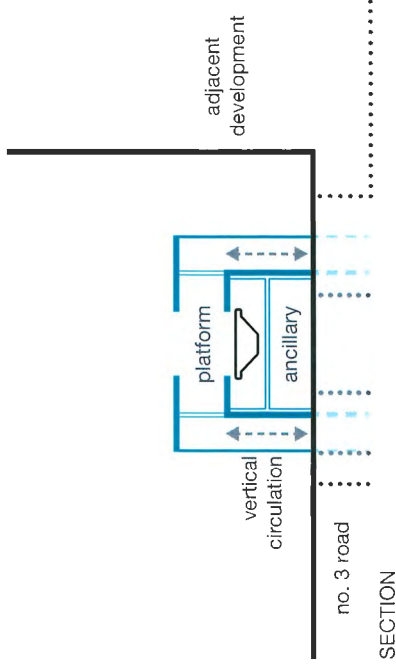
3. Piling Constraint



4. Platform Requirements

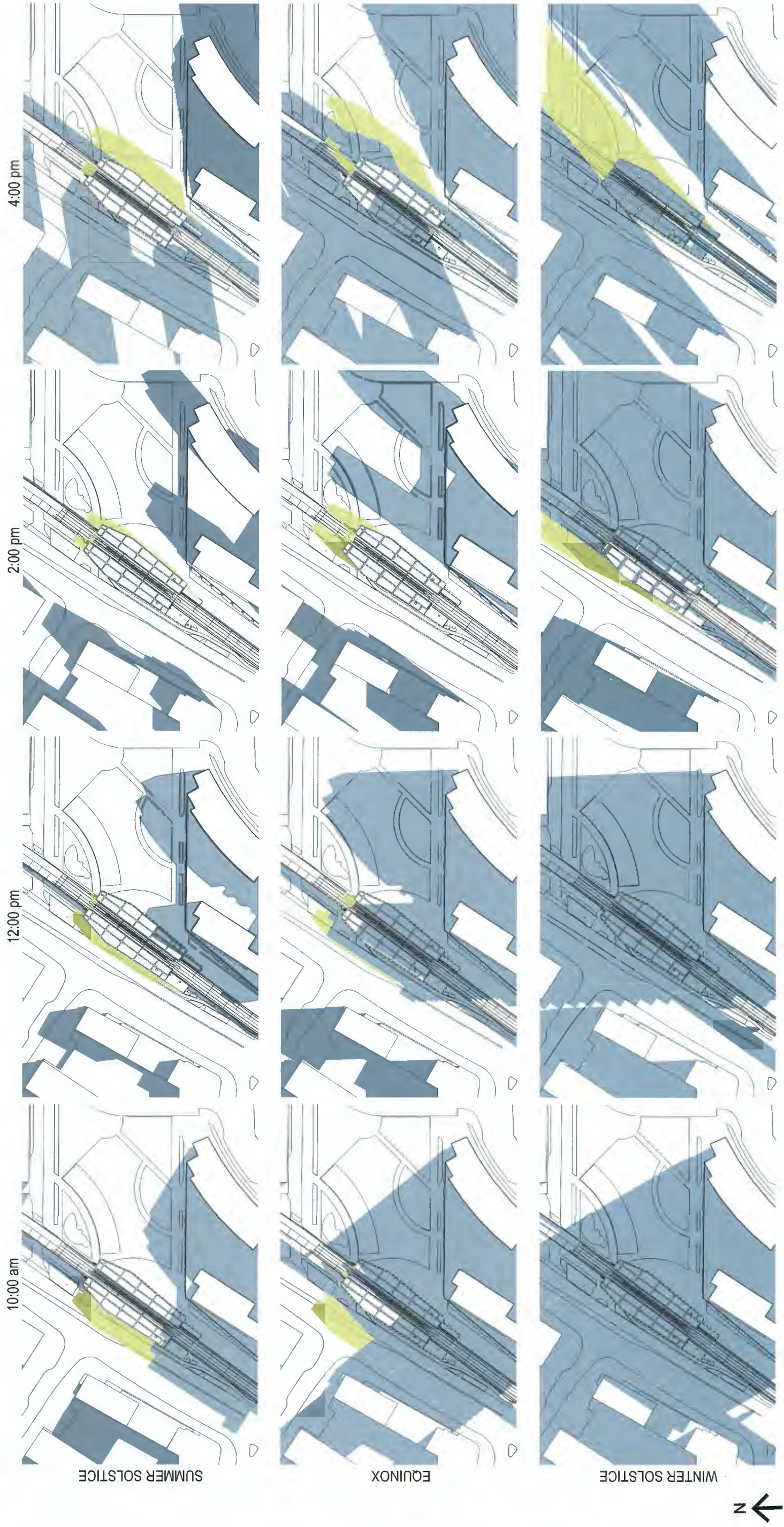


5. Roof and Structure



6. Enclosure

03 PROPOSAL SHADOW ANALYSIS

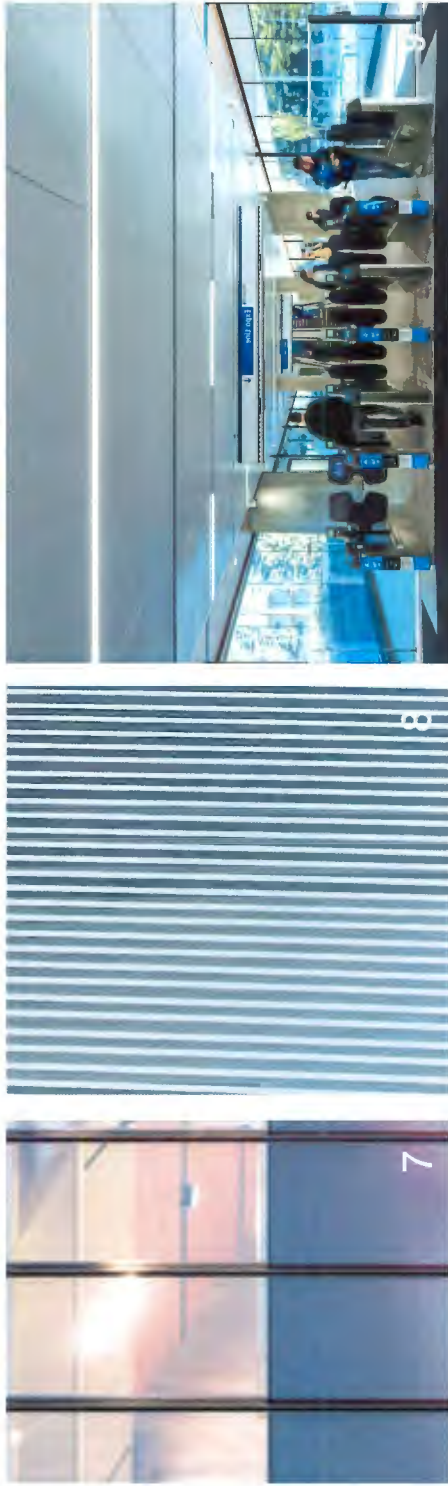
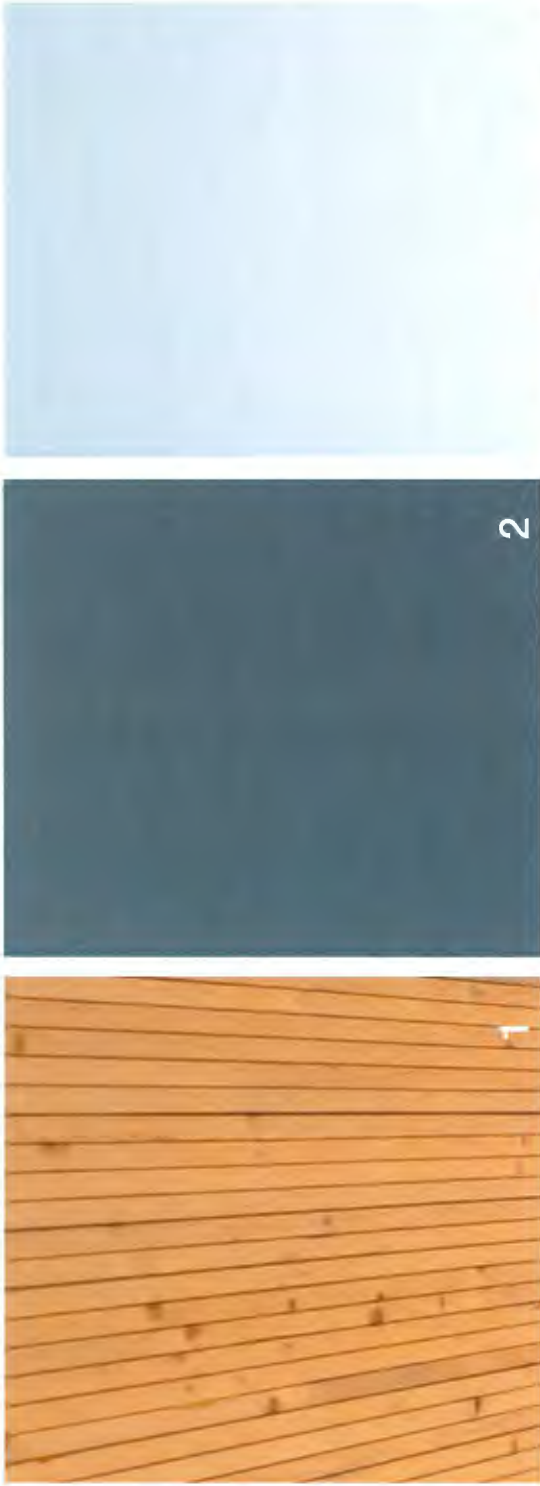


03

PROPOSAL
MATERIALS

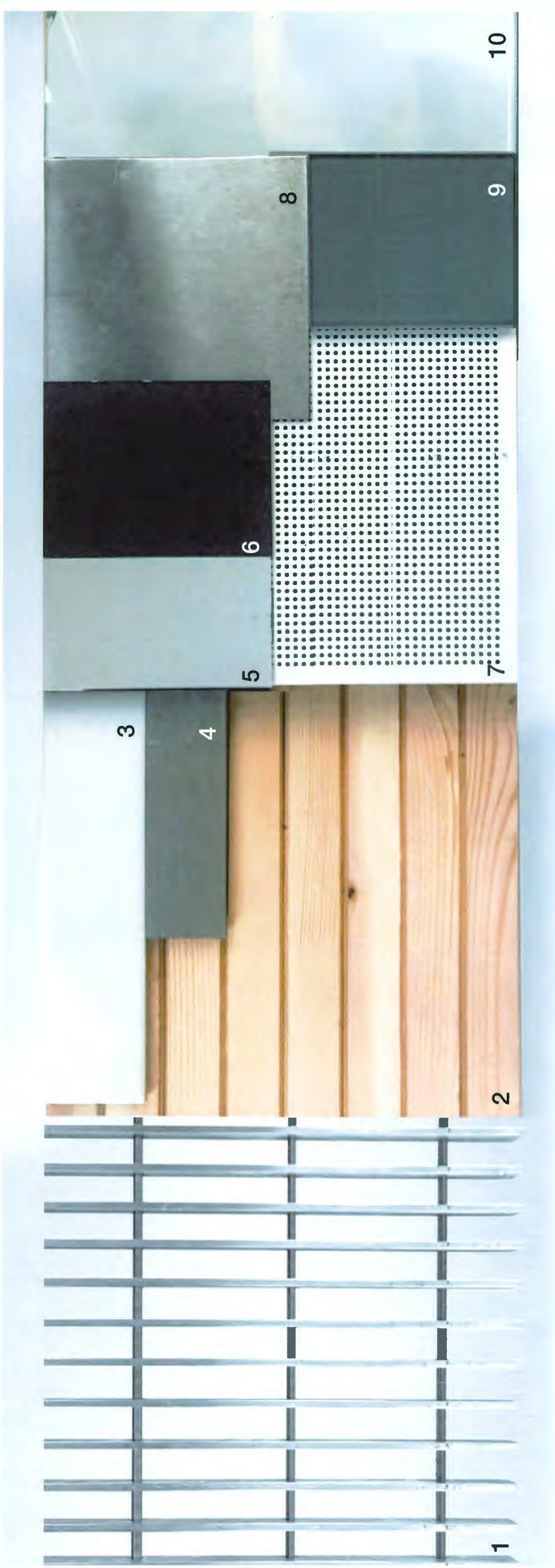


- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- Mass Timber
- Dark grey metal panel
- Light grey metal panel
- Porcelain floor tile
- Painted CMU wall (BOH, inside station only)
- Clear glazing
- Back painted glass
- Light grey metal louvre
- White metal acoustic ceiling panel (inside staion only)
- Exterior gypsum board ceiling - no image, (inside staion only)
- Resilient and concrete flooring - no image, (BOH, inside station only))

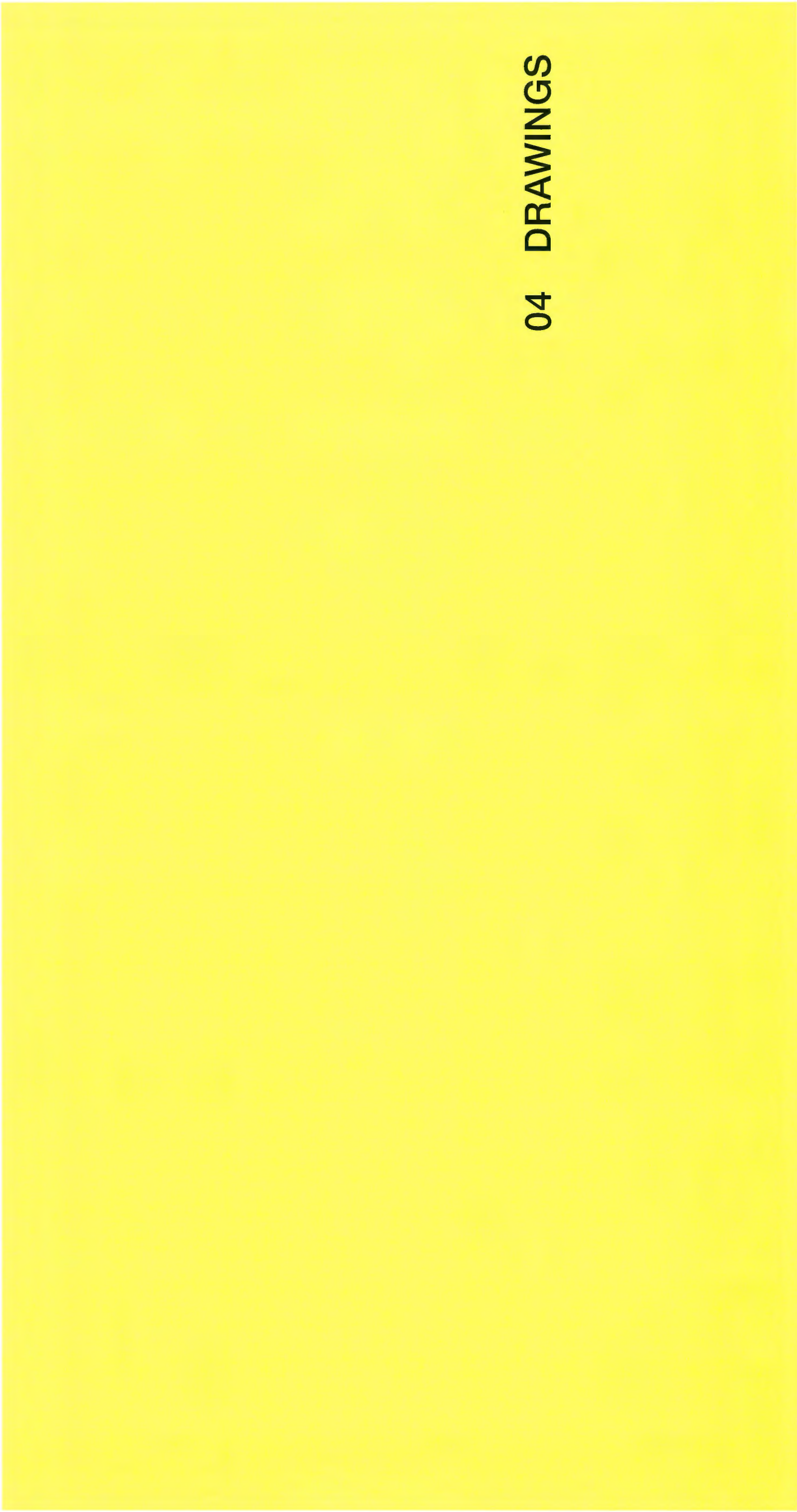


03

PROPOSAL
MATERIAL BOARD

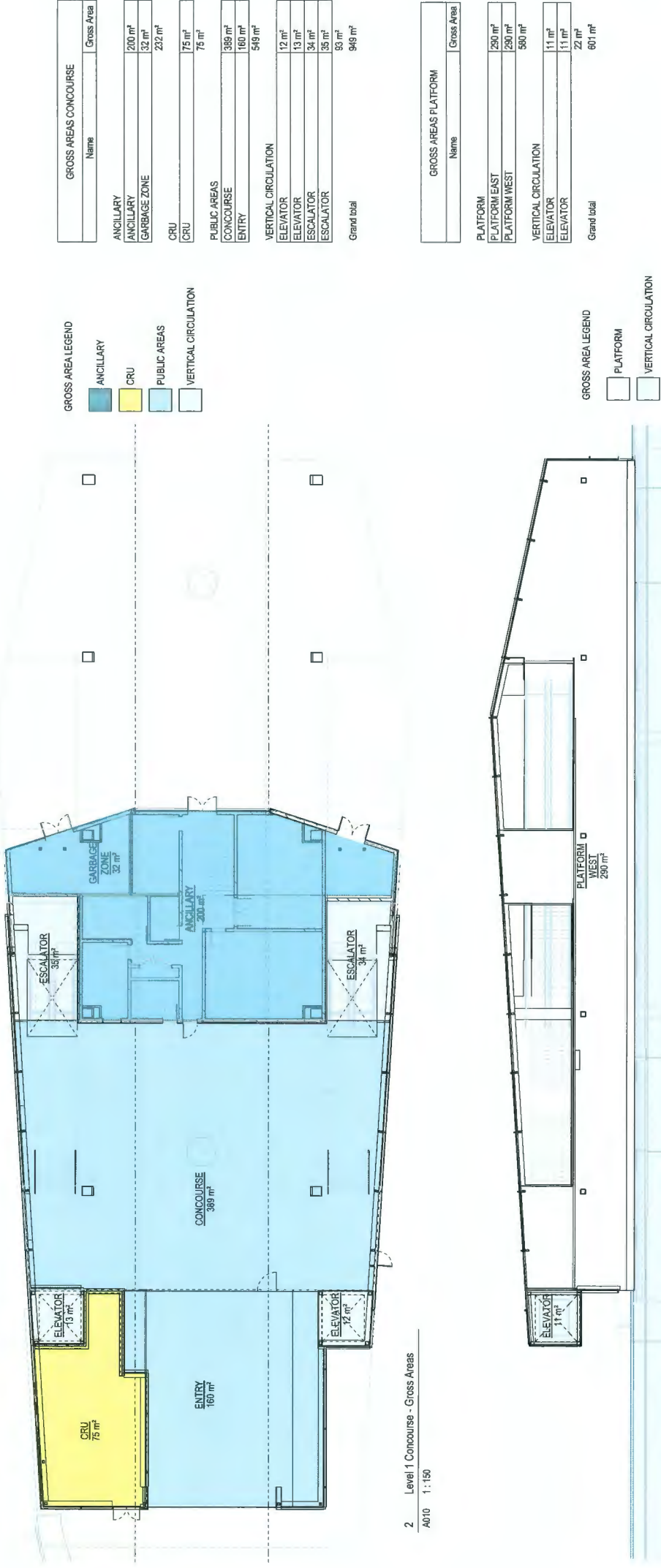


- 1
- Metal grille bar
- 2
- DLT
- 3
- White wall tile
- 4
- Porcelain floor tile
- 5
- Dark grey metal panel
- 6
- Light grey metal panel
- 7
- White metal acoustic ceiling panel (inside staion only)
- 8
- Stainless steel
- 9
- Back painted glass
- 10
- Clear glazing



04 DRAWINGS

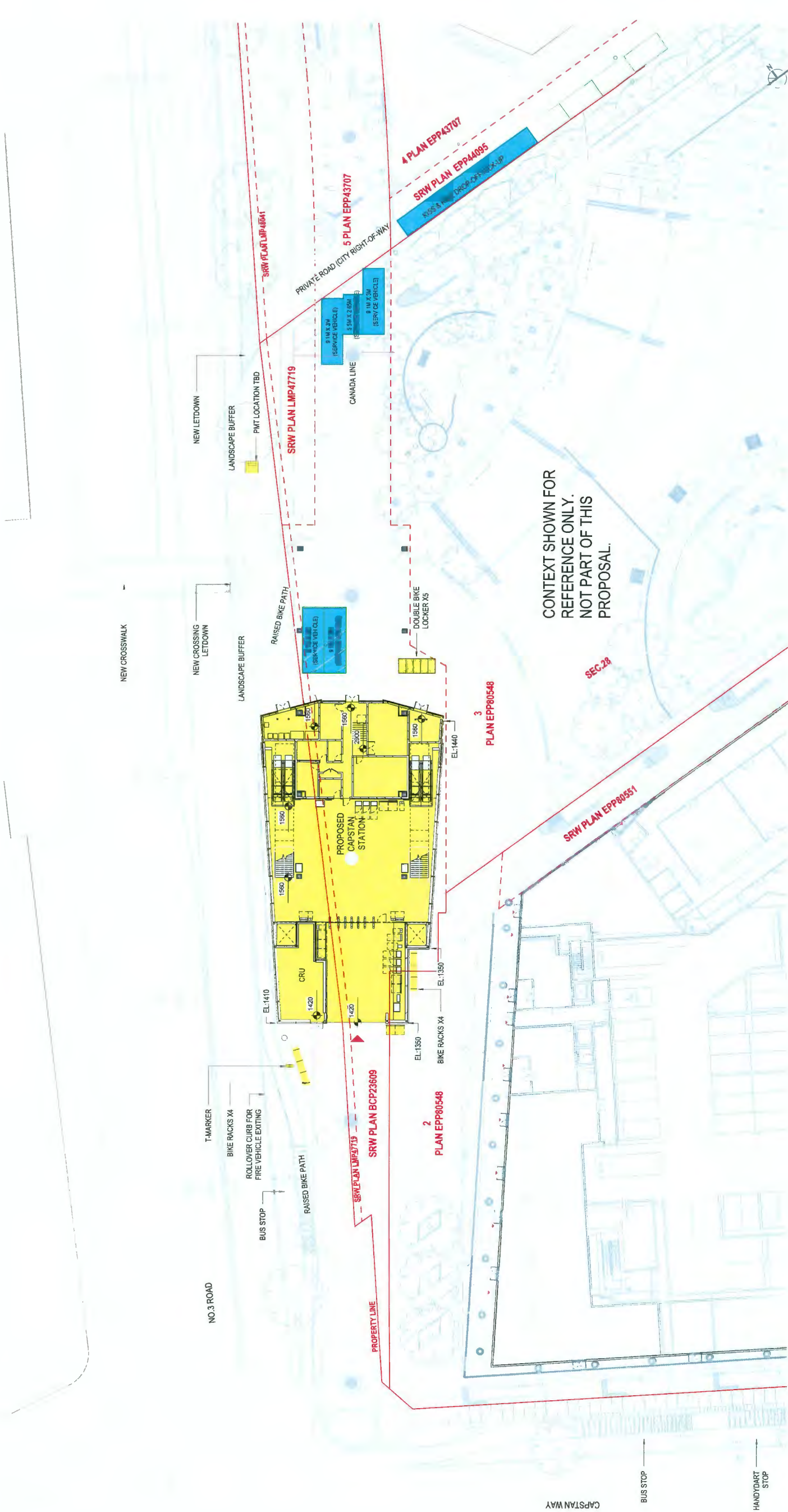
DRAWINGS PROJECT STATISTICS



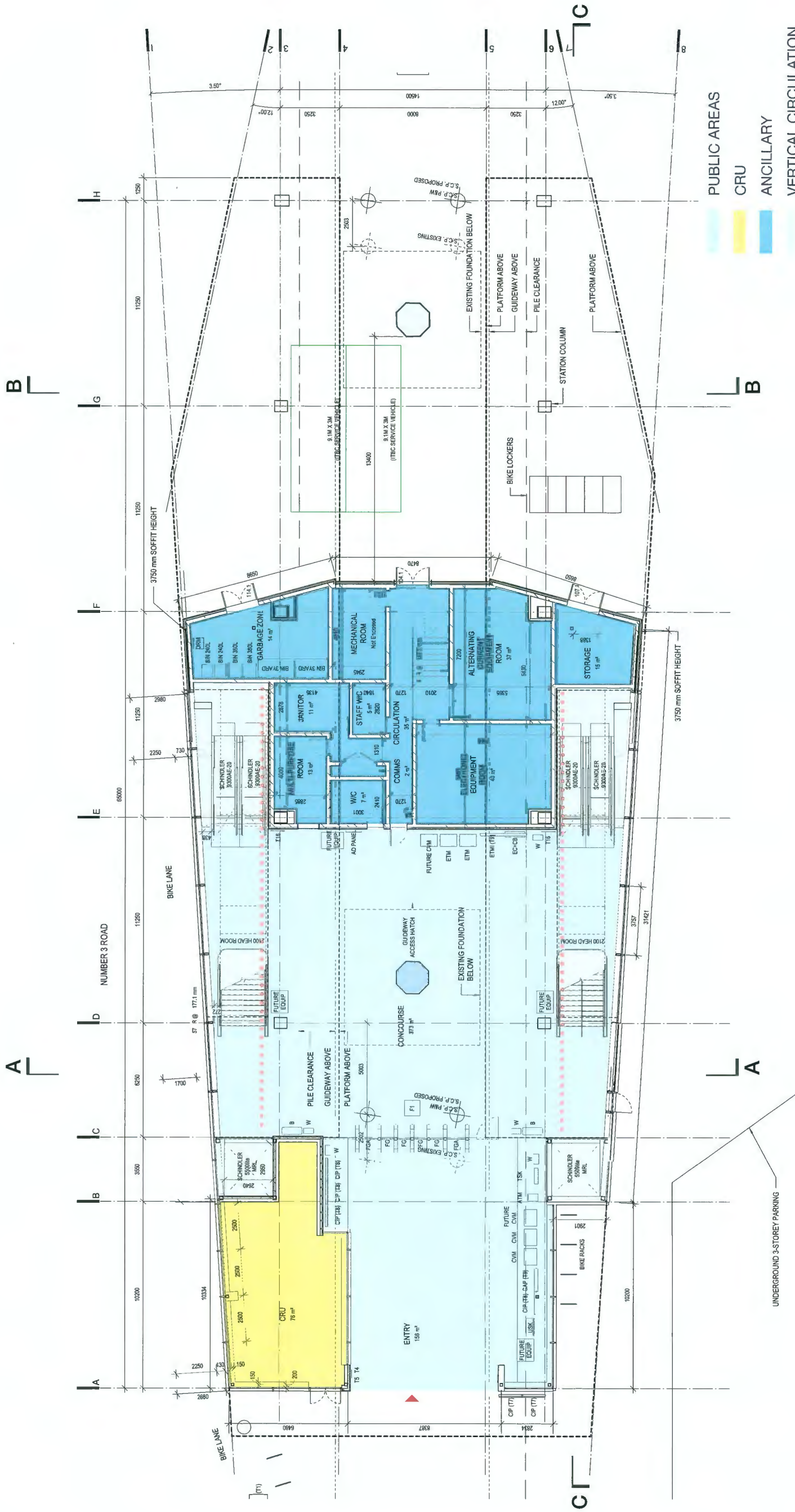


04 DRAWINGS TRANSLINK SCOPE SITE PLAN

- STATION WORKS BY TRANSLINK
- ENABLING WORKS BY OTHERS TO SUPPORT STATION OPERATIONS
- SCOPE BY OTHERS



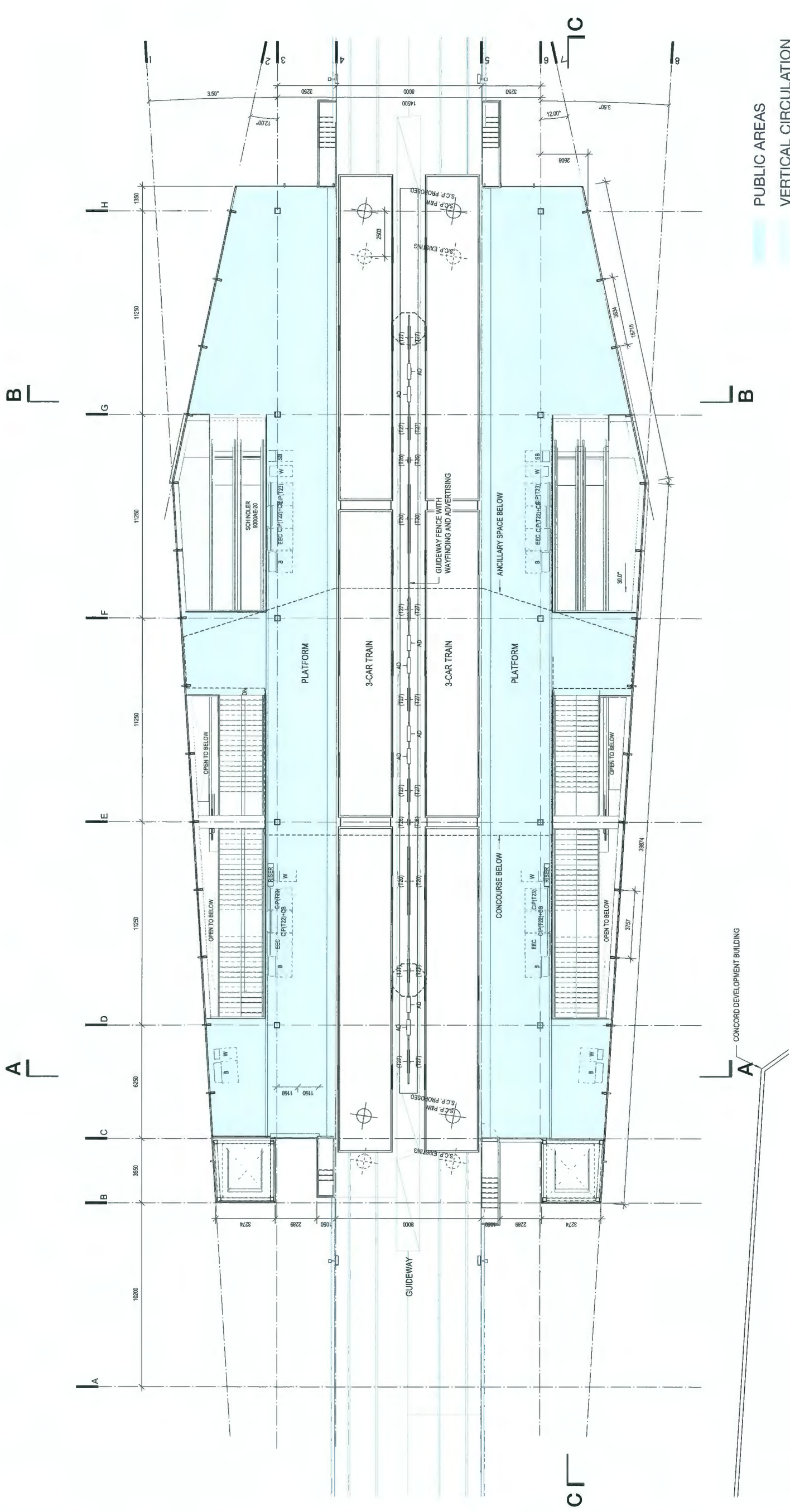
04 DRAWINGS
FLOOR PLAN - STREET LEVEL



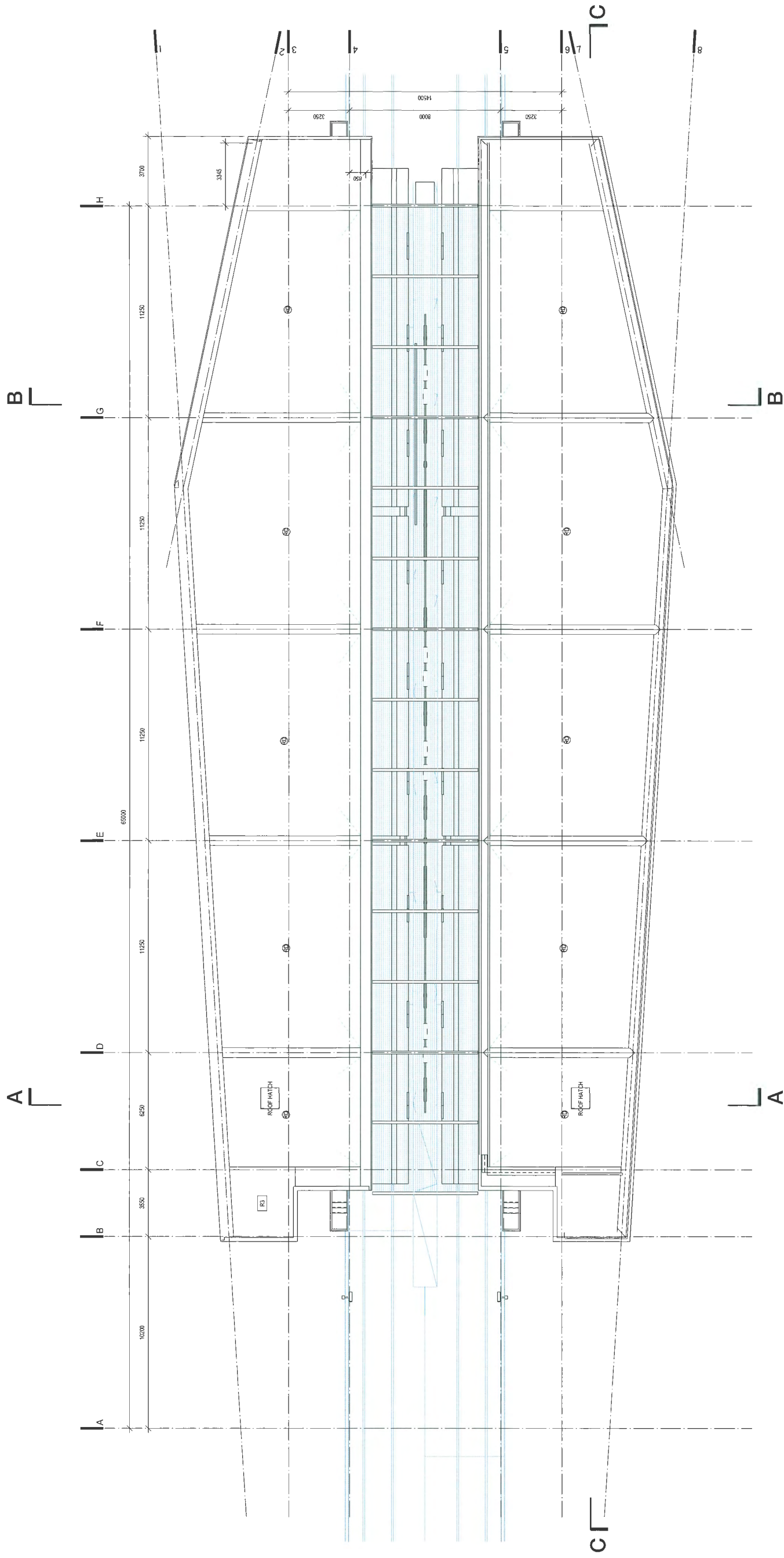
- PUBLIC AREAS
- CRU
- ANCILLARY
- VERTICAL CIRCULATION
- PUBLIC ART LOCATION ABOVE

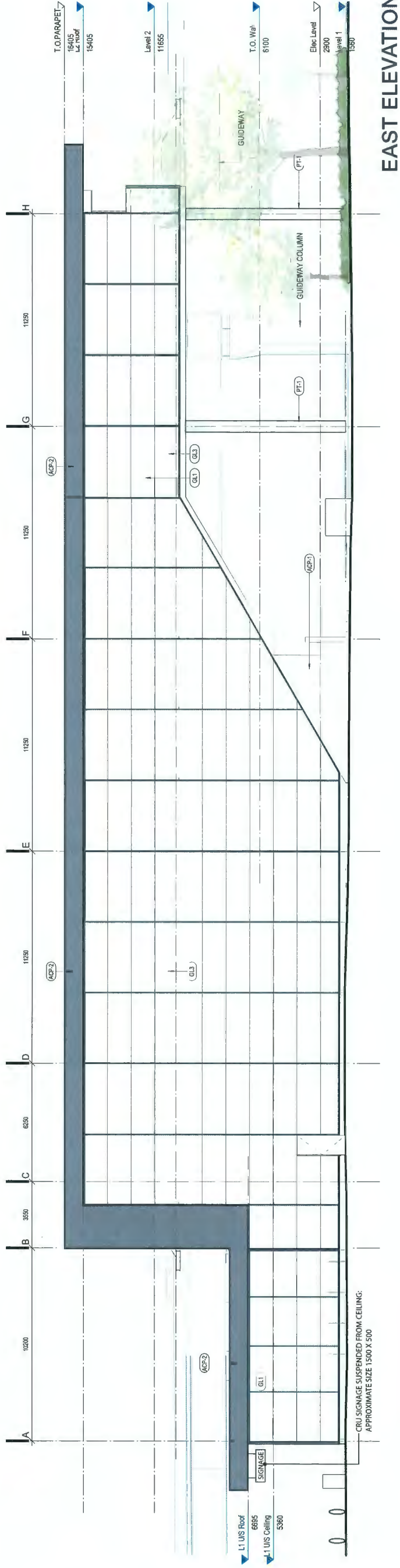
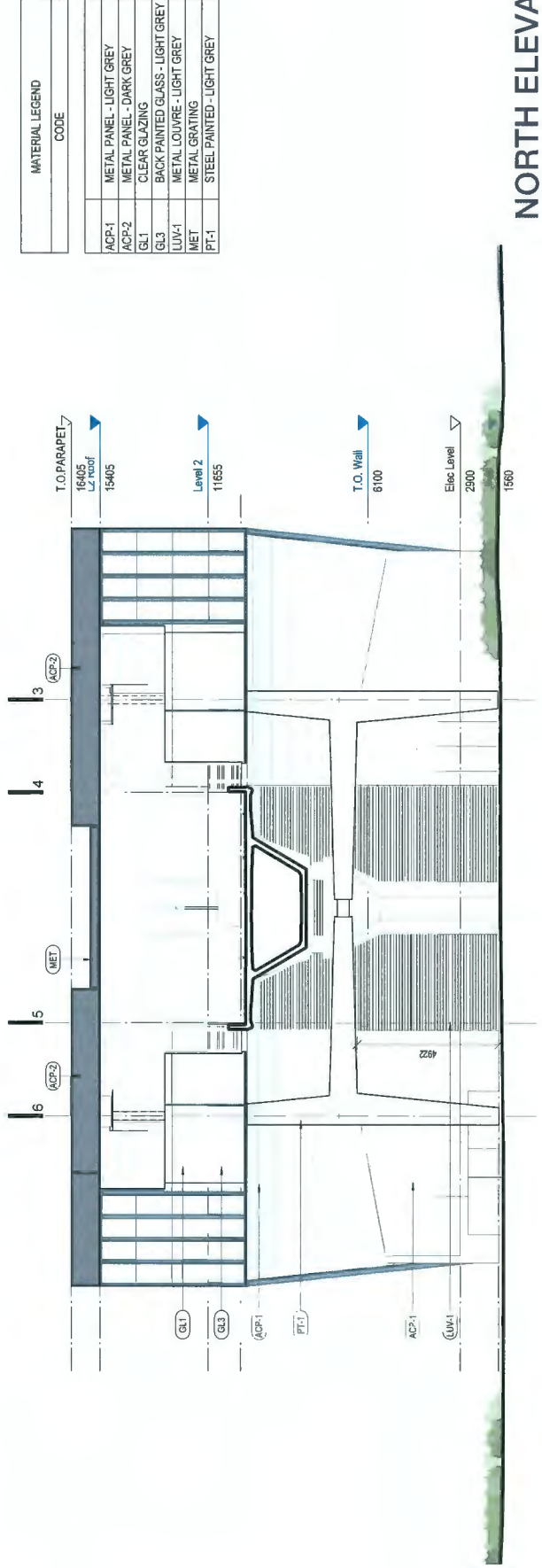


04 DRAWINGS
FLOOR PLAN - PLATFORM LEVEL



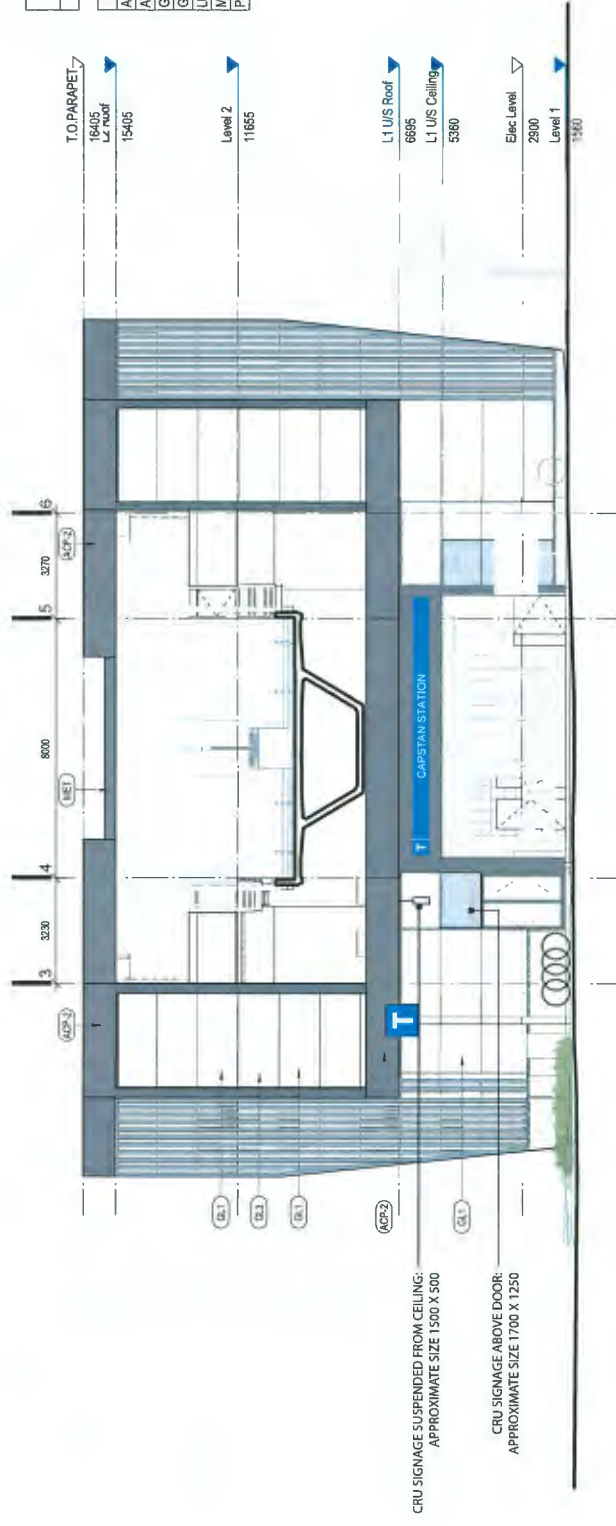
04 DRAWINGS
FLOOR PLAN - ROOF LEVEL



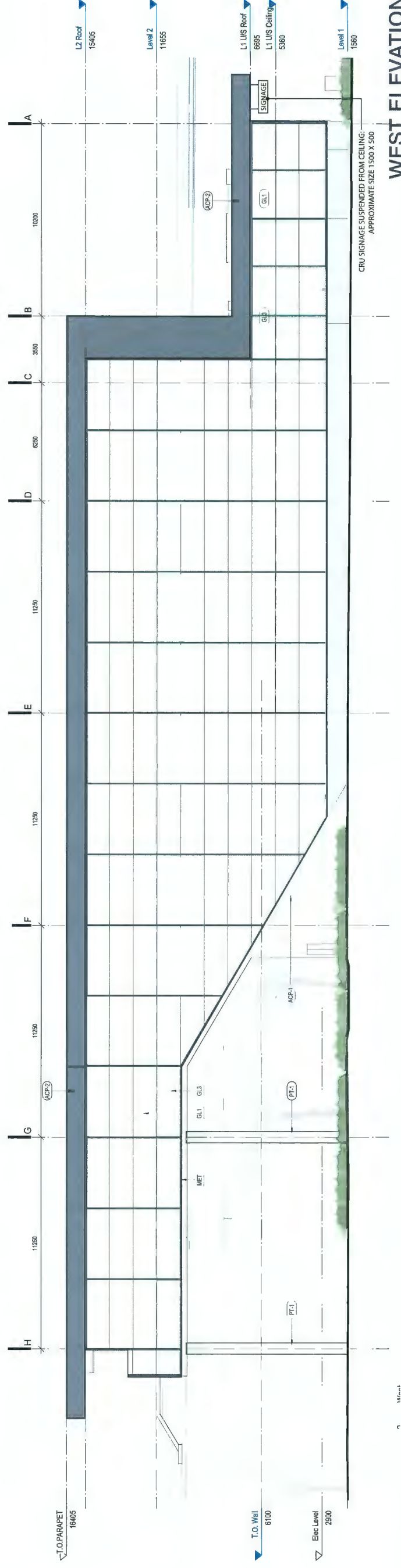


CODE	MATERIAL LEGEND
------	-----------------

ACP-1	METAL PANEL - LIGHT GREY
ACP-2	METAL PANEL - DARK GREY
GL1	CLEAR GLAZING
GL3	BACK PAINTED GLASS - LIGHT GREY
LUUV-1	METAL LOUVRE - LIGHT GREY
NET	METAL GRATING
PT-1	STEEL PAINTED - LIGHT GREY

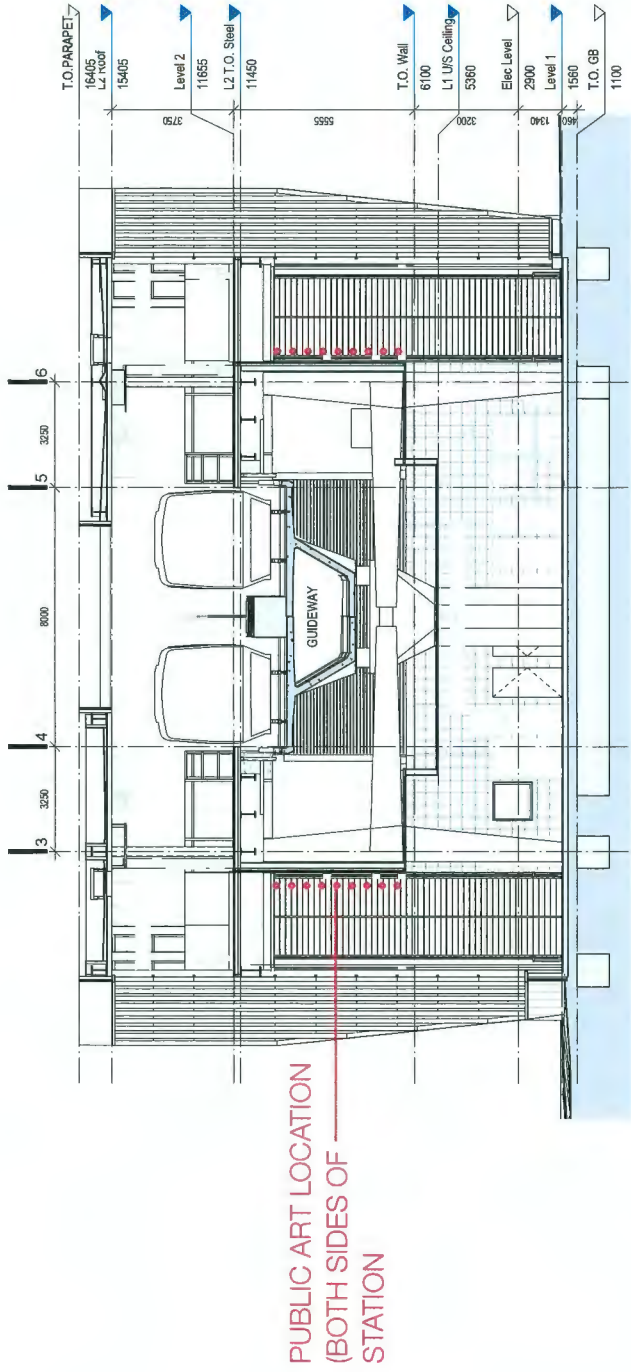


SOUTH ELEVATION

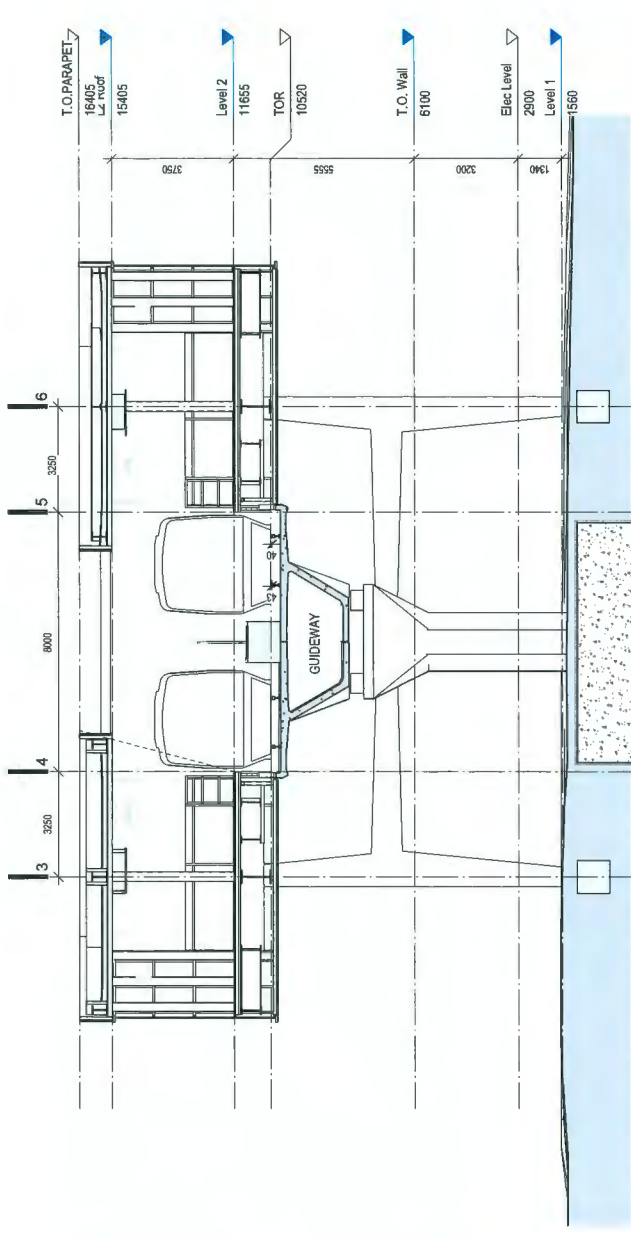


WEST ELEVATION

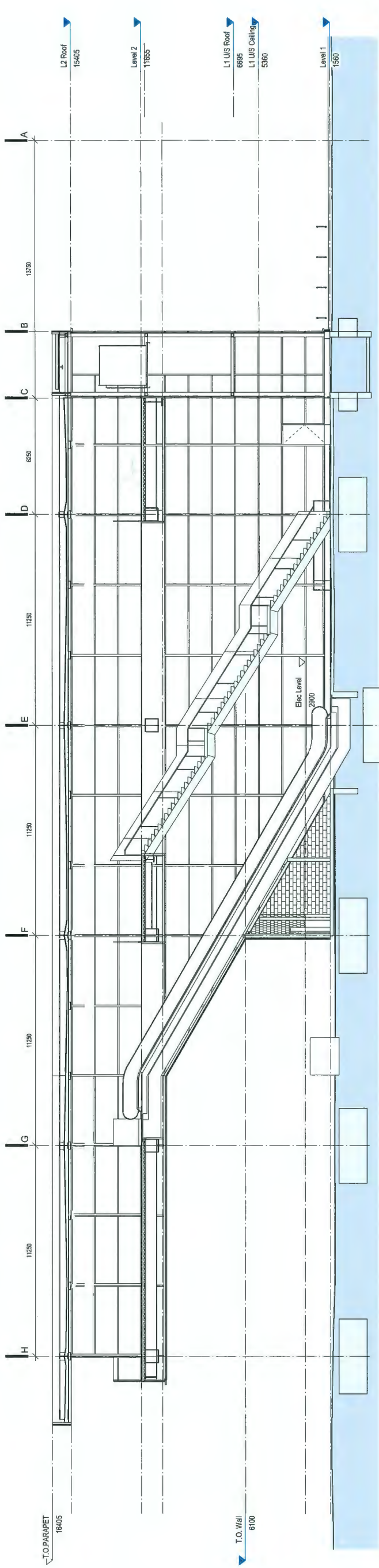
04 DRAWINGS SECTIONS



SECTION AA



SECTION BB



SECTION CC

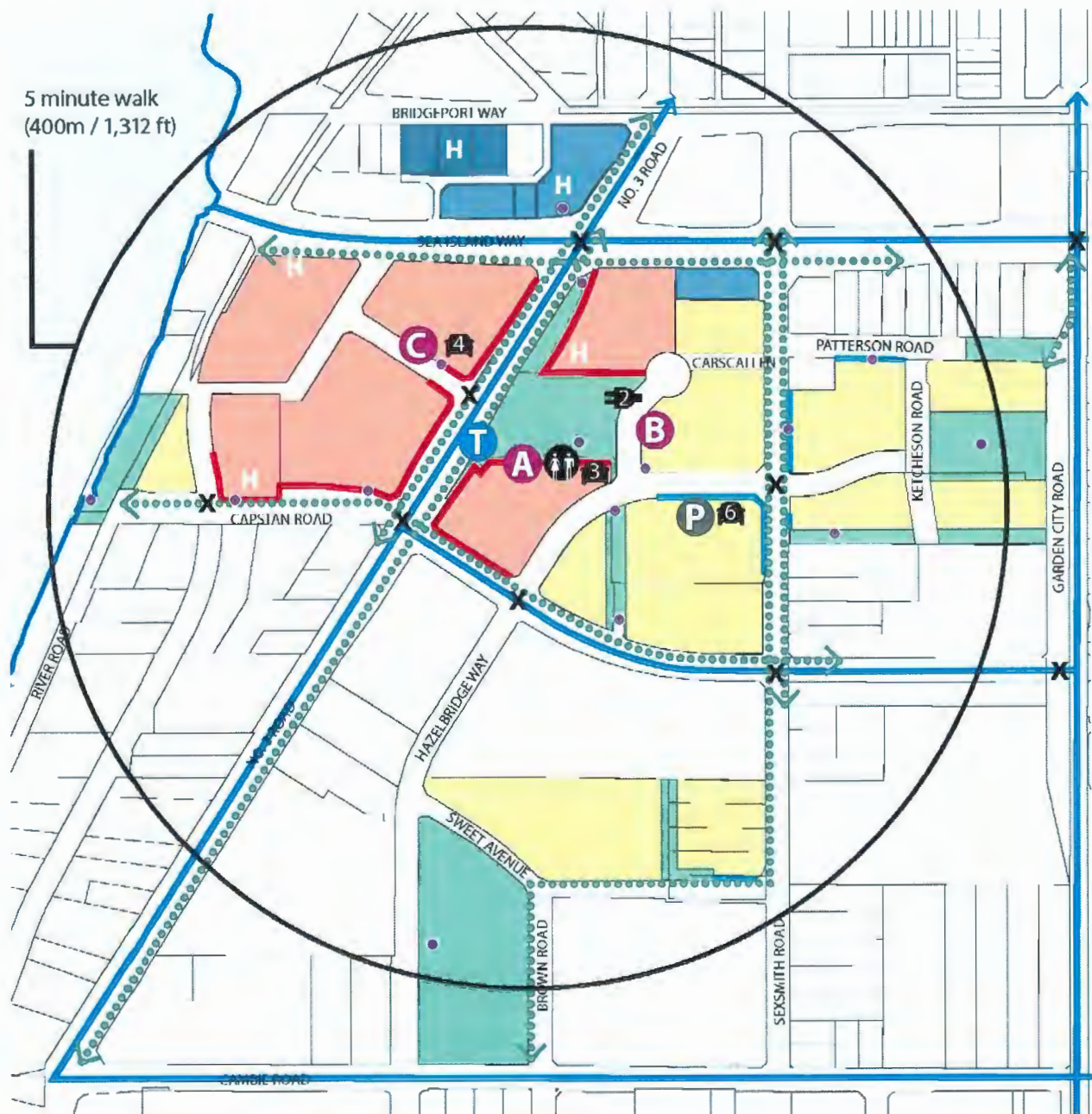
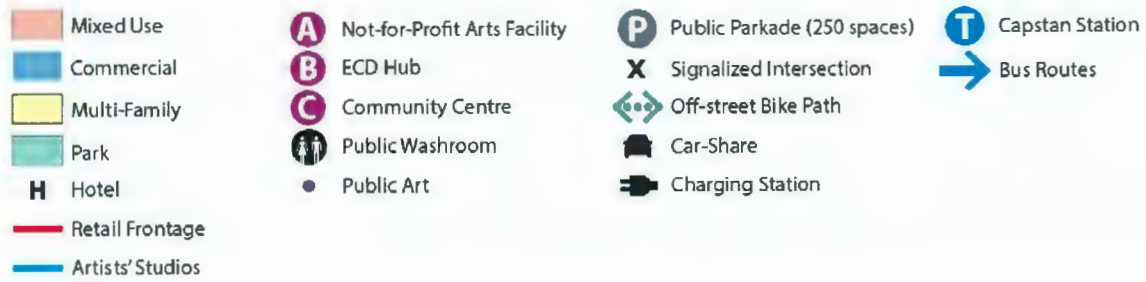


Capstan Station Integration: The Challenges

The City Centre Area Plan (CCAP) envisions the Capstan Canada Line Station as an integral part of Capstan's Village Centre: a distinct and identifiable mixed use high-amenity multi-modal mobility hub and the village's principal focus for civic life, commercial activity, and community celebration. Multi-modal mobility hubs are key transportation network nodes designed to seamlessly integrate multiple travel modes, supportive infrastructure, and placemaking strategies with the aim of creating pedestrian-oriented centres that help to maximize first-to-last kilometre connectivity. Integration of Capstan Station with a cohesive network of Village Centre travel options within a distinct, high-amenity urban setting is a key community-building strategy and critical to maximizing public benefit and opportunities in this emerging downtown area.

CAPSTAN VILLAGE MOBILITY HUB OBJECTIVES	EXISTING & COMMITTED FEATURES	WHAT ARE THE GAPS?
First-to-Last Kilometre Connectivity	<ul style="list-style-type: none"> Capstan Station Bus routes on No. 3 Road, Capstan Way, and Sea Island Way 3 car-share locations (13 cars) 2 on-street EV charging stations Off-street bike paths on No. 3 Road and Capstan Way Public parkade (250 spaces) Network of sidewalks and mid-block walkways 	<ul style="list-style-type: none"> Lack of drop-off/pick-up, bike-share, and flexible secure public bike storage Incomplete weather protected connections between travel modes Widely dispersed and disconnected mobility features
A High Standard of Public Amenity	<ul style="list-style-type: none"> Community centre Early childhood development (ECD) hub Not-for-profit arts facility Park and children's playground Transit plaza Public washrooms Greenway linkages to the river, parks and open spaces, places of worship, and Talmey Elementary 	<ul style="list-style-type: none"> Dispersed, stand-alone amenities lack synergy with each other, mobility features, and local commercial uses Incomplete park and transit plaza design strategy
Smart Wayfinding	<ul style="list-style-type: none"> Traditional transit signage at the station and bus stops Real-time transit information within the station's platform level (and via a downloadable app) 	<ul style="list-style-type: none"> No wayfinding infrastructure (i.e., digitally-enabled and traditional signage) No real-time transit information outside station Lack of YVR-related services Dispersed features make wayfinding more difficult
A Distinct & Vibrant Public Place	<ul style="list-style-type: none"> 4,500 dwellings, 700 hotel rooms, and 65,000 m² (700,000 ft²) of office and retail within a 5 minute walk (400 m/1,312 ft.) of the station Pedestrian-oriented amenities and commercial uses front the park, streets, and station Designated as part of the CCAP's arts district, the area includes public art, artists' studios, and colourful public realm features 	<ul style="list-style-type: none"> Generic transit station design Lack of a cohesive strategy to establish a clear and distinct Capstan Village identity No public realm programming and related infrastructure (e.g., temporary public art, seasonal decorations and events, night-time features, and entertainment)

Capstan Station Integration: Existing & Committed Features



Capstan Station Integration: The Strategy

The **Capstan Station Integration Strategy** is comprised of four fundamental directions that are designed to work together to support Capstan Village's growth as a high density, mixed use, urban community and achieve City Centre Area Plan (CCAP) objectives for enhanced first-to-last kilometer connectivity, a high standard of public amenity, smart wayfinding, and the establishment of Capstan's Village Centre as a distinct and vibrant public place.

INTEGRATION STRATEGY: FUNDAMENTAL DIRECTIONS

1

Mobility Belt

- Capstan Station is located within a **connected band of pedestrian-friendly travel options** that ring the village's focal public open space and provide easy access for residents, workers, and visitors travelling to and from the high density, mixed use buildings and major public amenities (i.e. community centre, ECD hub, and not-for-profit arts facility) around its periphery.



2

Signature Elements

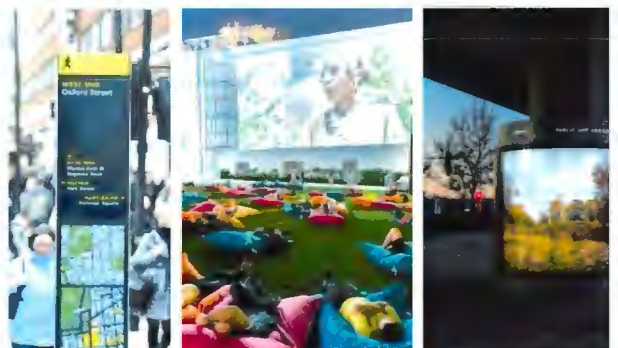
- A **landmark sign** and **artfully-designed weather-protected outdoor structure** help to reinforce the village's distinct identity, aid in wayfinding, contribute visual appeal and animation, and enhance all-season, day-night public access to and use of Capstan Station's Mobility Belt, the village's major amenities (i.e. community centre, ECD hub, and not-for-profit arts facility), and complementary commercial uses and public realm features.



3

Supportive Infrastructure

- **Wayfinding features** are provided, including digitally-enabled kiosks with real-time travel information, YVR self-serve check-in, and transitional signage
- **Event infrastructure** is incorporated, including artful furnishings, lighting, water, power, and flexible cost-effective supports for temporary and seasonal events and decorations
- **Guideway column display structures** are installed for temporary public art on the Canada Line's columns



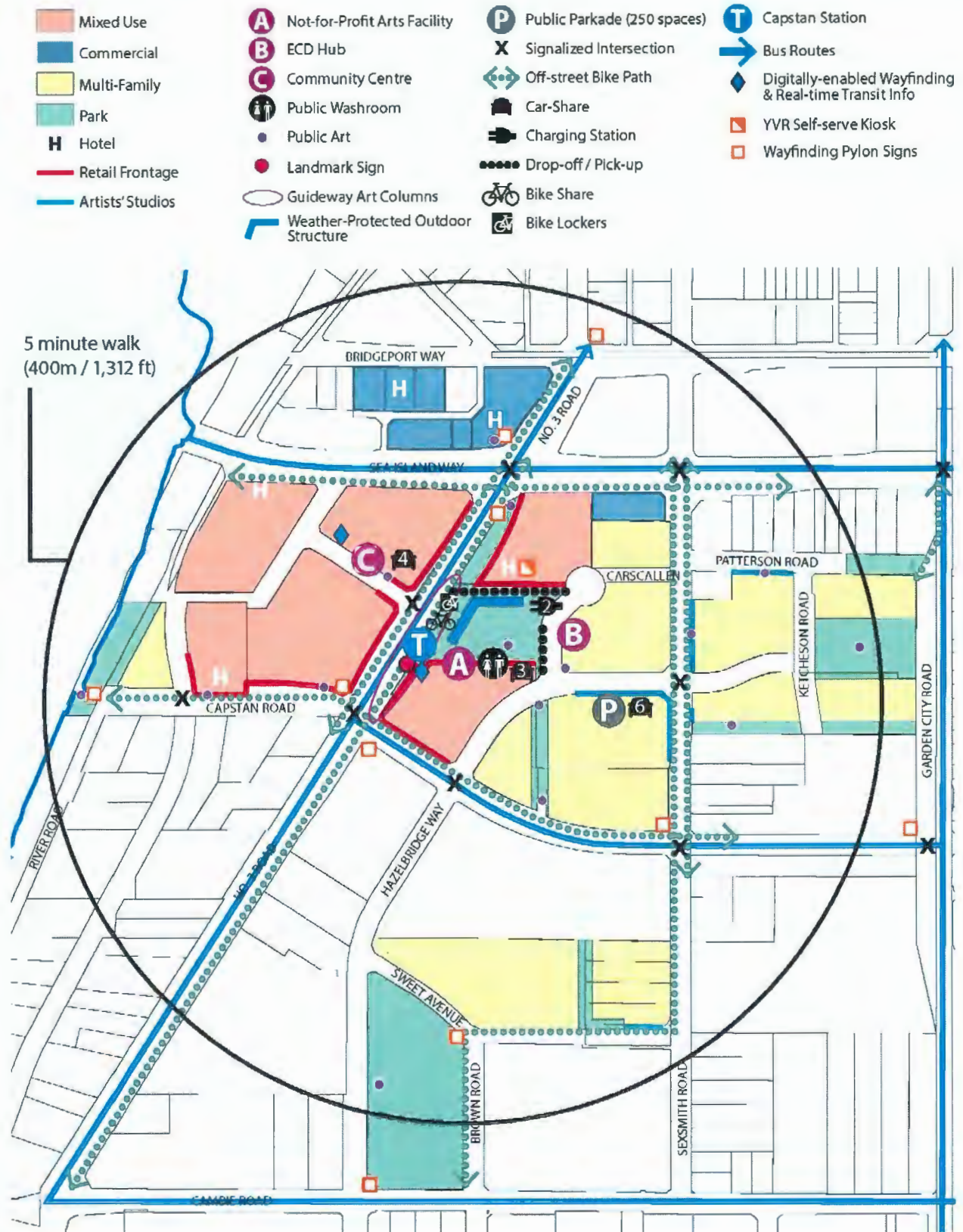
4

Coordinated Activation Zones

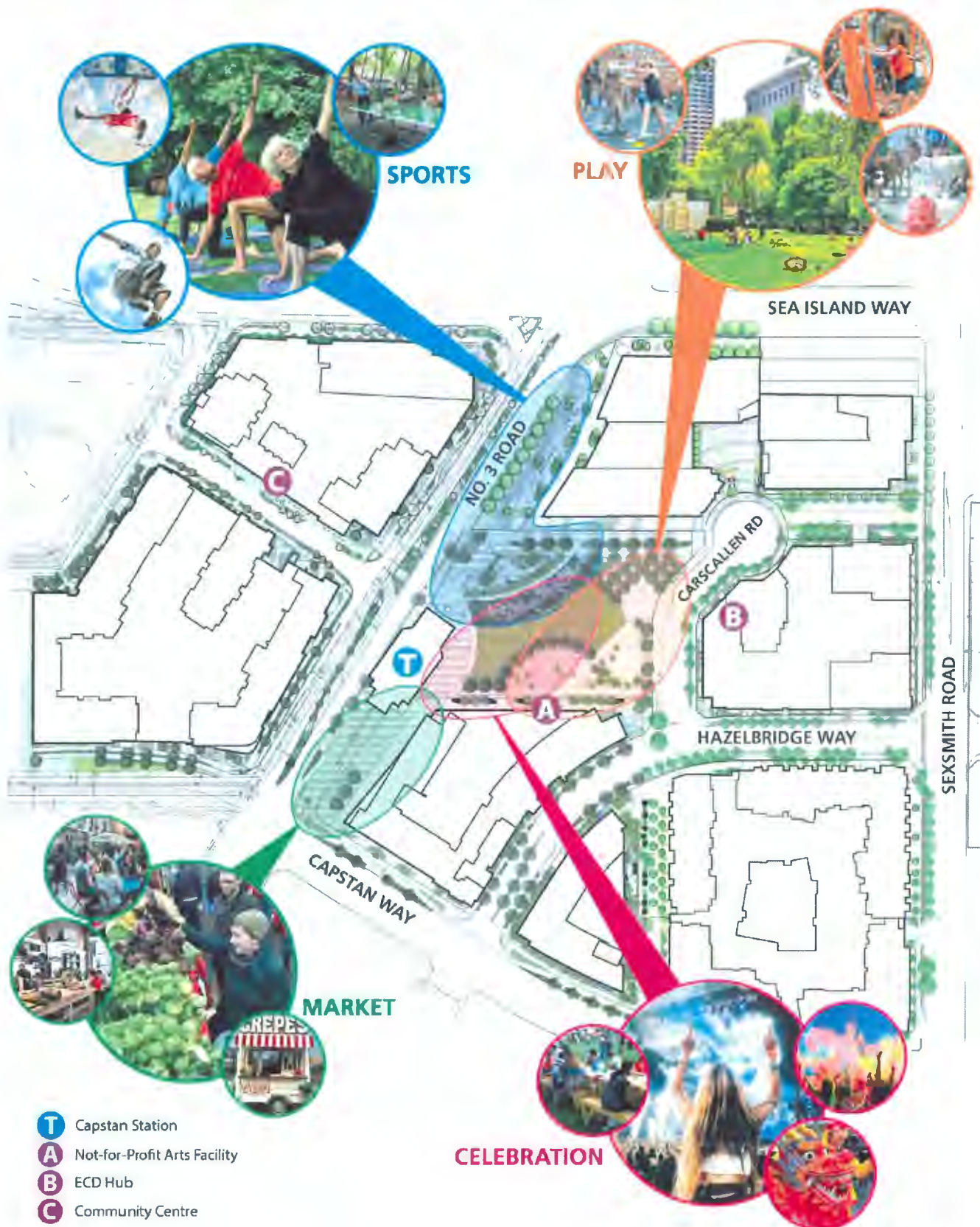
- **Market Zone:** An adaptable food-focussed node (e.g., food trucks and farmers' markets) is co-located with permanent shops and restaurants at the station entrance.
- **Sports Zone:** Active colourful outdoor recreation features are located in proximity to the community centre.
- **Play Zone:** Active colourful play structures are situated near the ECD hub and arts facility.
- **Celebration Zone:** A flexible hardscape and lawn is located near the station, at the nexus of the other 3 zones and the Mobility Belt.



Capstan Station Integration: Concept Plan / Overview



Capstan Station Integration: Concept Plan/Coordinated Activation Zones



Capstan Station Integration: Coordinated Multi-Stakeholder Implementation

The design, construction and funding of additional features necessary to the integration of Capstan Station (i.e. in addition to currently existing and committed features) are envisioned to be a coordinated multi-stakeholder undertaking involving pending development applications in proximity to the Mobility Belt, TransLink, and the City's Capstan Station and Public Art Reserves.

FUNDAMENTAL DIRECTIONS	ADDITIONAL FEATURES NECESSARY TO THE INTEGRATION OF CAPSTAN STATION ¹	PENDING DEVELOPMENT APPLICATIONS	TRANSLINK	CAPSTAN STATION RESERVE	PUBLIC ART RESERVE ²
1 Mobility Belt	• Drop-off/pick-up for kiss-and-ride, ride hailing, airport/hotel shuttle buses, taxis, autonomous vehicles, and the general public	✓			
	• City bike-share infrastructure	✓			
	• City bike-share bicycles			✓	
	• Enhanced public bike lockers			✓	
	• Landmark sign			✓	✓
2 Signature Elements	• Artfully-designed weather-protected outdoor structure adjacent to station and along the north leg of the proposed drop-off/pick-up area (including public seating, lighting, and complementary features)			✓	
	• Digitally-enabled kiosk with real-time transit information @ Capstan Station (outside fare-paid zone) and @ community centre		With TransLink support	✓	
3 Supportive Infrastructure	• YVR self-serve check-in @ hotel	With YVR support			
	• Traditional signage pylons			✓	
	• Event infrastructure	✓		✓	
	• Guideway column display structures	✓			
	• Temporary public art program @ guideway column display structures				✓
4 Coordinated Activation Zones	• Market Zone – Plaza and related infrastructure	✓			
	• Sports Zone – Active recreation features and related spaces/uses	✓			
	• Play Zone – Play-scape enhancements	✓			
	• Celebration Zone – Plaza and related infrastructure	✓		✓	
	• Programming of Activation Zones			✓	✓

(1) Features required in addition to "Existing & Committed Features" (2) Public Art Reserve funding from voluntary developer contributions



CAPSTAN STATION PUBLIC ENGAGEMENT

Virtual Open House Summary Report

TransLink is working with the City of Richmond on the design of a new station on Canada Line. The future Capstan Station will be built near No. 3 Road and Capstan Way.

A Design Advisory Process has been developed to ensure the future station meets the City's objective of creating transit-oriented communities with access to jobs from new retail, restaurants, and offices in the area. The collaboration will help to finalize the station concept. As part of the Design Advisory Process, TransLink held a **Virtual Open House** to share the Capstan Station concept from **November 16-23, 2020**.



During this period, members of the public and local stakeholders – residents and businesses close the site of the future station – had an opportunity to review the station design online at translink.ca/capstan and provide their comments through an online feedback form. The project information shared with Virtual Open House participants included: an animated “fly-through” video of the future station showing the interior and exterior design; engagement boards (see **Appendix A**); a project timeline; background on the station funding and project development; and proposed site plan.

What We Did

We used a variety of methods to reach out and engage with those who live, work or use transit in the area of the future station at the intersection of No. 3 Road and Capstan Way:

Outreach*	Engagement	Participation
<ul style="list-style-type: none">• 7159 postcards to area residents and businesses• Ad posters at 4 Richmond Canada Line stations• 1 sign on guideway column near station site• 8 social media posts• 1 YouTube video• 1 Buzzer Blog post• Media pitch resulting in 4 news stories• Additional propmotion by City of Richmond	<ul style="list-style-type: none">• Virtual Open House site: translink.ca/capstan• Online feedback form• Project email: capstan@translink.ca	<ul style="list-style-type: none">• 51 completed online feedback forms• 8 emails to capstan@translink.ca• 2,204 visits to the Virtual Open House (viewing at least 1 page)

*See **Appendix B** for examples of marketing collateral

Who We Heard From

Participants who completed the online feedback form were asked for demographic information. We heard the following (not all participants who completed the form provided a comment):

Top 3 responses to the question "I live in..."	Top 3 responses to the question "I work or study in..."
<ul style="list-style-type: none">• Richmond – 32• Vancouver* – 14• Burnaby – 3	<ul style="list-style-type: none">• Vancouver* – 28• Richmond – 14• Burnaby – 6

*Includes University Endowment Lands

What We Heard

During the engagement period we received 51 submissions: 8 emails and 44 through the Virtual Open House online feedback form. The following themes were identified:

Comments	Theme
12	General support for the station and design
6	Comments on station interior design and layout included a desire for a more colourful palette; more seating; and additional exits for access to the adjacent public spaces.
6	Comments on pedestrian and traffic addressed traffic flow and pedestrian safety along No. 3 Road, including a desire for a pedestrian overpass.
6	Comments on the future capacity at the new station addressed allowing room for more passengers through station entrances and on platforms; and ability to accommodate longer trains
5	Comments on the station exterior included a desire to see more colour, use of wood, and bolder design; as well as comments about landscaping.
5	Comments on station accessibility expressed a desire for more elevators and escalators; a desire for two elevators to each platform; and to consider a ramp as an alternative to elevators. Distance to HandyDART and conventional bus stop was noted as being too far.
5	Several commenters also provided ideas for the public spaces near the station, which will be developed by the City of Richmond.
4	Some commenters were not supportive of a new station , citing cost and increased travel time due to more stops.
3	There was support for bike infrastructure at the new station including lockers inside the fare gates; and individual lockers.
3	There was support for including washroom facilities within the new station.
3	Comments on bus service included the location and layout out of bus stops at the future station and possible changes to local bus service.
3	Comments on weather protection expressed a desire for protection from precipitation and wind for customers at the future station.

Additional topics that received a single comment: station noise mitigation; amenities such as charging outlets; platform safety; and a desire to comment on the design at a future stage.

See **Appendix C** for the full list of comments,

Appendix A: Engagement Boards

Virtual Open House engagement boards, shared online at translink.ca/capstan:



Welcome

TransLink is working with the City of Richmond to design a Canada Line station to be built near No. 3 Road and Capstan Way.

A Design Advisory Process has been developed to ensure the future station meets the City's objective of creating transit-oriented communities with access to jobs from new retail, restaurants, and offices in the area. The collaboration will help to finalize the station concept.

We want to hear from you

As part of this process, we are pleased to share the Capstan Station concept for your comments from November 16-23, 2020.



T Together all the way

TRANS LINK

Project Overview and Timeline

- The future Capstan Station will serve the emerging Capstan Village neighborhood, which projects up to 16,000 residents when nearby development is complete.
- The location was identified in the original Canada Line project as a future station site.
- The new Capstan Station is made possible through a unique funding agreement between TransLink, the City of Richmond and private industry, lessening the burden on taxpayers.



Design Objectives

The following objectives were identified to create a high-quality design for the future Capstan Station:

- Accommodate future ridership growth
- Optimize safety
- Optimize accessibility, wayfinding, and lighting
- Maximize station transparency
- Enhance integration with the surrounding environment, (e.g. park, developments, cycling/walking paths)
- Evolve the existing Canada Line station look and feel to include amenities our customers appreciate and to improve the passenger experience
- Limit service interruptions

Public Realm Design Objectives

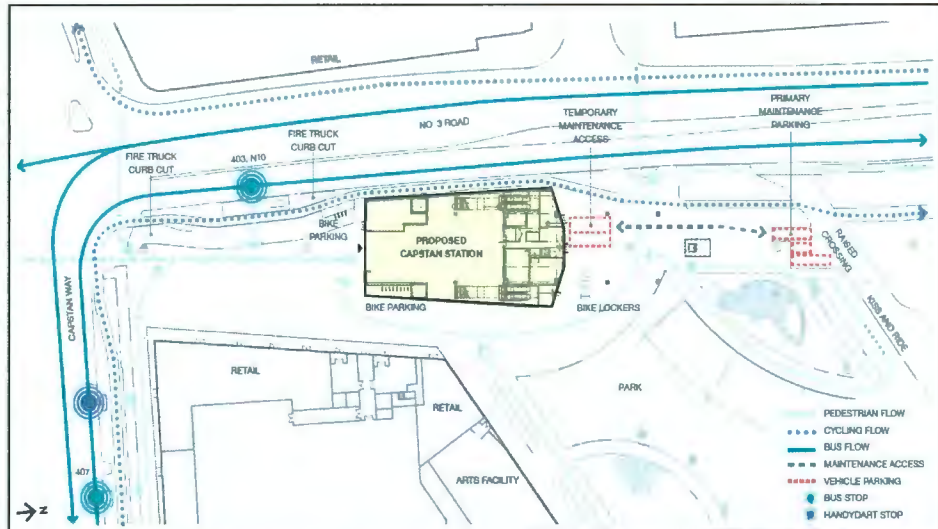
The station building design anticipates a high-quality public realm that addresses the station, adjacent park, and transit plaza.

TransLink's design for Capstan Station supports the surrounding public realm design, which will be led by the **City of Richmond** as a separate project.

Public art opportunities outside the station and within the public realm will also be led by the City.

Proposed Site Plan

Architect's overview shows the future station location and how it connects to bus stops, HandyDART, Kiss and Ride, and bike paths; as well as its relation to future public spaces.



Note: the public area in this drawing is a preliminary sketch of what it may look like in future.

T Together all the way

TRANS LINK

Design Rationale

The future station house is envisioned as a pavilion extending to the elevated guideway; fully glazed on three sides to provide views through the building.

The concept for Capstan Station builds on the modular design and use of wood seen in Richmond's other Canada Line stations.



Artistic rendering: View of future Capstan Station looking southeast on No. 3 Road

T Together all the way

TRANS LINK

Appendix A: Engagement Boards, *Continued*

PROPOSED LAYOUT

- Single entrance, elevated side-platform
- Up and down escalators to each platform
- South-facing entrance with easy access to the public plaza
- Commercial retail unit space beside ticket area with high visibility
- Platform design maximizes waiting and queuing areas
- Longer platform to accommodate three-car trains in the future
- Public art



Artistic rendering: View of future Capstan Station entrance and adjacent plaza, looking north

T Together all the way



MATERIAL PALETTE

Architect's palette shows the variety of finishes proposed for the future Capstan Station interior and exterior.



T Together all the way



Appendix A: Engagement Boards, *Continued*

ACCESSIBILITY

- RFID-enabled fare gates (i.e. hands-free sensors)
- Continuous platform edge tactile warning strips
- Dedicated waiting areas at platform level with cane detection throughout the station
- Seating adjacent to elevators
- PA system engineered to achieve high standards for speech audibility
- Bright lighting
- HandyDART stop south of the station



Artistic rendering: View of future Capstan Station entrance and No. 3 Road bus stop, looking north



Together all the way



Have your say

We welcome your comments on the design of the future Capstan Station.

Visit translink.ca/capstan
between November 16 and 23, 2020

Thank you!



Together all the way



Appendix B: Marketing Collateral

Examples of marketing collateral to promote the Virtual Open House engagement:



Sign: Posted on guideway column at the site of the future station, on No 3 Road near the Capstan Way intersection.



Social media posts: Information about the Virtual Open House was shared through TransLink's social channels, including Instagram (shown, left), Twitter, and Facebook.

Appendix B: Marketing Collateral, *Continued*



Future Capstan Station Public Engagement

ONLINE NOVEMBER 16 –23, 2020

Please visit translink.ca/capstan to learn about the project and check out the station design from the comfort of your home.

For questions,
email capstan@translink.ca



Station Platform Ads:

Posters promoting the Virtual Open House were located on the platforms at four Canada Line stations in Richmond.



We want to share the latest news about this new station coming to Canada Line.

TransLink will share how the development of the new Capstan Station (near the corner of No. 3 Road and Capstan Way) is progressing. As Richmond continues to welcome more residents, this exciting project will provide a safe and efficient transportation option for people in the Capstan Village area.

TransLink is hosting a virtual open house that you can access online between November 16 and 23, 2020.

Please visit translink.ca/capstan to learn about the project and check out the station design from the comfort of your home. Contact us at capstan@translink.ca with any questions.

translink.ca/capstan

TRANS LINK
We want to share the latest news about this new station coming to Canada Line.
TransLink is hosting a virtual open house that you can access online between November 16 and 23, 2020.
Please visit translink.ca/capstan to learn about the project and check out the station design from the comfort of your home. Contact us at capstan@translink.ca with any questions.



Postcards: 7,159 postcards to promote the Virtual Open House were distributed by Canada Post to residents and businesses within a 1.5 km range of the future station.

Appendix C: Comments

Following are the comments submitted during the Virtual Open House period through the online feedback form:

I think that

- The public spaces beneath the tracks could be more engaging and active
- The landscaping could be more interesting and carefully designed
- The first floor (where the entrance is located) can be more colourful and interesting (not fully white)
- The exterior facades can use better materials (not just glass) with more colours (ex. a green wall, elegant cladding)

The use of wood would also help

I have one gripe with the design: the concourse egress is longer and as a result somewhat inferior to the other stations, where the exit is adjacent to the faregates/stairs/escalators. This does give more space to queue for the TVMs and gather, which I like, however I would highly appreciate addition of an extra egress to the right of the faregates where the entrance wayfinding/TVMs are located. This would enable faster access to the park and uniformity with the other Canada Line stations where you can immediately exit after you pass through the faregates.

This would be kind of like how the design at Surrey Central Station north stationhouse enables you to exit straight to Civic Plaza or turn right for faster access to the 502 bus bay. If the right-side exit for the 502 bus was not there, I would have liked the north stationhouse a lot less. Similarly I think you should be able to exit the fare gates, turn left and have immediate access to the park. Move the TVMs/wayfinding to the other side or consolidate them somehow

I love the design of the station, the up/down escalators per platform and how it emulates the Joyce upgrades. I'm a little concerned why there wouldn't be a side entrance on the South side near the sidewalk though, so people don't have to walk all the way around.

The station renderings look fine aesthetically, and likely will provide fast and intuitive passenger circulation and wayfinding. In order to maximize accessibility each platform should be served by two (2) elevators in order to provide redundancy in the event one of them is out of service

Please ensure the station platforms are ready to go for 3-car trains as we all know the need for increased capacity will come for Canada Line

I think it looks awesome!

Nice and open, escalators both ways, bike lockers and integrated retail all very good. Would add more retail to help make it a 'place'. Best part is the longer platform in anticipation of 3 car trains. Just wish the original Canada Line PPP approach had done the same for the rest of the line. Well done Richmond and TransLink

Please put more thought towards future capacity needs than was given during the designing of the original Canada Line stations. Having previously commuted daily on the Canada Line during peak periods, trains and stations are often crowded and sometimes uncomfortable. The station design should allow for sufficient fare gate

increases and platform length extensions to accommodate future ridership

Make design starker and bolder, consider having entrance from back as well

Ensure rain and snow won't get into station

Please design ramp access to the platform so wheeled transport users are not limited to using the elevator.

It only shows the general shape and hinted materials. Need more design details: what happens to the underside and sides of all structures? artworks? too vague to comments and the public needs another round of opportunity to comment on the design with actual design elements

I think there should be more seating areas for the station. With more people moving to the area, and more seniors, the station will be crowded for sure by the time it opens and that's why it needs a lot of seating.

Please future proof this station for possible expansions in capacity

I suggest adding the automatic platform gates (it prevents people from falling onto the tracks)

I like the design. I am a regular user of the Canada Line I know that this is difficult but I would like to see a washroom incorporated into the structure.

Ensure floating bus stops are accessible. See recent BC Human Rights Tribunal decision re: City of Victoria and BC Transit (Pandora Bike Lane)

I think it looks great, it would be awesome to expand this design language to the MLBE stations

So, it's another big, flashy station with nothing much to offer the passengers who will be obliged to use it

- 1) Can we combined the 407 stop at where the present 403 stop is?
Not seeing the benefit of split stops especially since older folks like to shop at Foody's and either bus would work
- 2) Would we see some Japanese Boxwood Scrub lining the border between the park and station areas?
There are currently some wild rabbit habitats around the construction site, and they would need some protection.
- 3) Is the #3 Road pedestrian crossing north of the station planned to be a traffic light or just a regular crossing
*Highly worried of traffic congestion if using traffic lights due to short distance between Capstan/3 intersection and new crossing.
If Lights, then can we have both sets of lights synchronized

including leasable areas (businesses, etc.) within the station footprint may be a way to help with financial sustainability. would also add more activity in the area and passive security

Looks good. May need a bigger bus depot for service to Sea Island since it's closer to there than Bridgeport

Make it more protected. I freeze to death at Bridgeport in the winter on windy days

Looks good

Would like more greenery/landscape to break up the hardscape.

Its not clear to me why a new station is being built. Do we *need* it given its proximity to Aberdeen and Bridgeport stations?

The Skytrain guideway along No. 3 Rd provides continuous weather protection for pedestrians. This is the case at all stations except Landsdown. The new design for Capstan Station does not provide this weather protection. I would suggest a canopy on the east side of the station for weather protection

If it doesn't have shops and toilets, it's just as [REDACTED] as every other station on the network

I feel it is not necessary. The 27 million dollars the city of Richmond invested could be put to better use for other TransLink jobs. For example, Translink does not only take care of public transport but also regulates bike lanes, therefore they may use such money to fix and add bike lanes in the beloved city of Richmond, however, this station will remove the title of beloved to our once sacred city

Given the growing service demand at the Capstan Village area, speeding up the project completion time will be highly appreciated.

Will the distance between Aberdeen-Capstan and Bridgeport-Capstan be too short? I feel like if adding a station between them will make the distance between those three stations too short, and adding a station may increase the time for travelling every time

I'm really concerned that this proposed will be underbuilt. By 2023 and beyond, the ridership will exceed capacity and 3 train doors are not going to be feasible. If you're building it now, I would say a modular design that can accommodate future 5-6 door trains or a third lane for a stand-by sky train should be considered. I don't want to repeat the same mistakes as in 2010 where the Canada line is under built. Trains are already very crammed as it is during rush hour and a long term 2050 vision needs to be considered as to not waste funds and time in the future

Regarding the "safety" principle, there will be a community centre built across the street. For pedestrians coming from the other side of the street, due to the lack of a north facing entrance, many people will use the outside traffic lane to cut corner to catch their train. The intent to direct flow to retail business is good but this is already not working in the existing Aberdeen Station. People walk on the bicycle lane in the rain all the time.

There should be a shorter path to the station inside

Design looks good

None, it seems like a good idea. I personally probably wouldn't be getting on or off at that stop but it does seem helpful to the development in the area. Capacity might be an issue. When Marine drive had the developments completed the train cars for much more full especially during peak hours. I wish there were more frequent trains to help with this problem

I would like to see some bike storage & storage lockers integrated inside the station past the fare gate. With expanding cycling connectivity in Richmond and increased density in the area, having a bike storage inside the station will help promote using bikes as a good method of end point mode of travel.

The design looks great!

Perhaps utilizing the space under the station (opposite the entry) should be considered. Many of these Canada line stations have dead space which is unfortunate. If the the control/machine room can be relocated somehow to under the outbound platform (street side) to allow for clear passage straight through under the tracks and put the retail park side (under the inbound platform), this can create a more vibrant and useful public space

Thank you for asking us.

Space below platform: From decades of living with an elevated transit system in metro Vancouver, I feel the large amount of unused space under the platform (street level) is dark and wasted, and worse, will likely become a visual eye sore (graffiti & litter site) . Could it not be retail or bike lockers, etc?

Physical distancing: Are the platforms, and the space between the twinned escalators, wide enough for the worlds' new physical distancing rules? It doesn't look like it

Non

For the consideration of residents that will soon be living very close to the station, please consider all possible sound barriers and mechanics to reduce noise from train movement, including the times when it would screech on the railings to a halt. Can the station be designed so that it is more enclosed and possibly creating a shell of some sort on the exterior to keep the noise inside? Thank you for considering this suggestion.

The plaza outside the station looks fantastic. Adding to that space with concrete chess/ mahjong boards, ping pong tables, teqball tables would be a cheap and great way to add functionality and uniqueness to the space in my opinion.

The plaza outside the station looks fantastic. Adding to that space with concrete chess/ mahjong boards, ping pong tables, teqball tables would be a cheap and great way to add functionality and uniqueness to the space in my opinion.

The park is used by residents living in the surrounding condos. Will there be any kind of separation between the new station and the park so that privacy is maintained and noise is minimized?

Good idea to build a 50-metre long platform right from the start to avoid having to expand it in the near future

Yes, I would like the station named the Josipa Peturnic Station. Also it's a nice station that needs a rose garden. Plus some of the open space would be a nice housing opportunity - just put some Expo Mk I Cars in there, renovate them for housing and there you go.

Otherwise, I like the glass. I like being able to stand at the edge of the platform and photograph arriving & departing SkyTrains. I like the wayfinding intentions also.

December 22, 2020

Suzanne Carter-Huffman
 Senior Planner / Urban Design
 City of Richmond - Planning & Development
 6911 No. 3 Road,
 Richmond
 V6Y 2C1
 BC

Re : Capstan Station – Design Advisory Process (DAP) Step 6 : Design Submission No.3

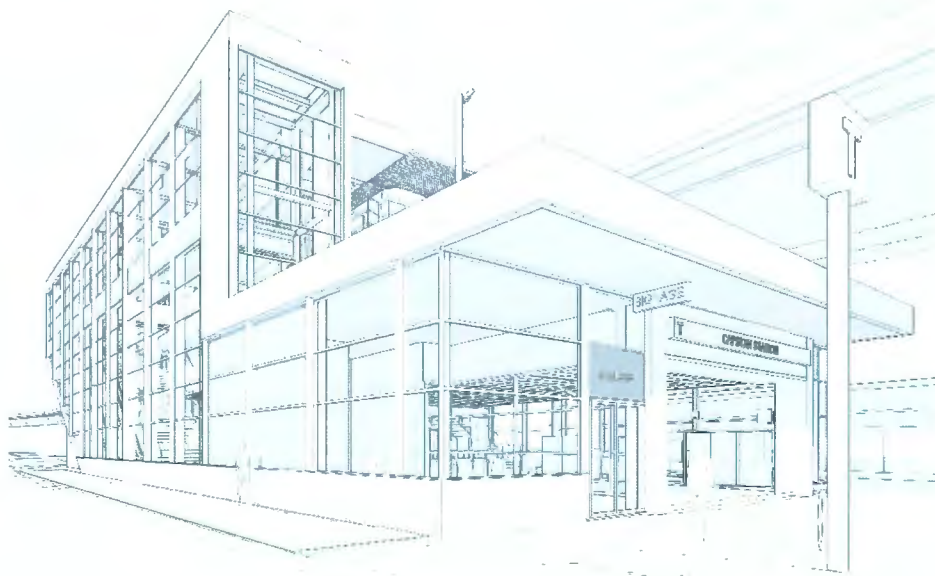
Dear Suzanne,

Please consider this letter as TransLink's formal response to the City of Richmond's Advisory Design Panel ADP comments per your email dated December 7th 2020.

A - CAPSTAN STATION DESIGN DEVELOPMENT - GENERAL

Since the original Advisory Design Panel submission several aspects of the stations design are being adjusted to address comments and internal TransLink technical requirements. These adjustments are represented in the attached drawing package. Please note all 3d renders will be updated to reflect these adjustments for the January 13th Permit Board presentation submission. Adjustments are summarised as follows:

1. Vehicle Impact Protection - The No.3 Road elevation has been adjusted to protect the station's structure in adherence to TransLink's Canada Line Design guidelines. This has been achieved by simply raising the buildings concrete curb and glazing to 1 meter above grade. Please refer to the West Elevation drawing and supplementary sketch 3D view below.
2. Articulation of the station elevators has been adjusted to harmonise the stations double height with the single storey entrance / CRU element. Please refer to the updated Elevation drawings and supplementary 3D view below. This adjustment:
 - Reduces the visible extent of the platform roof
 - Frames views to and from the elevators
 - Provides enhanced privacy to / from the adjacent residential units adjacent elevators
 - Reduces solar gain in the glazed elevator shafts
3. The stations entry canopy has been adjusted to extend over the bike racks adjacent the ticket hall. This adjustment means the entrance canopy is visible when viewed from the park to the north.



B - CAPSTAN STATION DESIGN DEVELOPMENT – NORTH SIDE OF STATION

Several of the ADP and City comments identified the North Side of the station as needing additional programming and activation. TransLink recognises the north side of the station is a key nexus and gateway to Capstan Village and any design adjustments to activate and program the area need to balance station access and maintenance requirements.

Following consultation with the City of Richmond staff it was agreed the north side of the station offers a foil and a dynamic exterior space for showcasing public art. It was agreed that TransLink would adjust the design, at the north side of the station, to provide elements and physical infrastructure to enable the City of Richmond to curate a temporary Public Art / Activation program. The art program in this location would be led by the City of Richmond.

TransLink is committed to:

- Working with the City to determine how the physical and logistical parameters of public art can be successfully balanced with TransLink's station access, safety, delivery and maintenance needs
- Collaborating with the City during detailed design to determine the required physical infrastructure as described below.
- Providing permanent fixing points on the platform soffit and feature 'H columns' to facilitate attachment of public art
- Providing strategically located exterior power outlets and conduits to stub outs at grade. It is anticipated the City would provide power and supporting controls.
- Identifying potential lighting, projector and monitor points for showcasing public art (above grade only)
- Working with City staff to develop an agreement between TransLink and the City of Richmond for implementation of the Public Art on an ongoing basis.

C - ADVISORY DESIGN PANEL COMMENTS (Dec 2nd)

The following item by item responses are to be read in conjunction with the attached revised ADP package which constituted TransLink's DAP Design Submission No 2.

1	Public washrooms would encourage people to gather and use the surrounding public spaces and amenities in the area including the park.
Response	Public washrooms are provided in the adjacent Concord development south of the Park within 75m.
2	Hope that the simple and seamless design of the station building will be carried through the detailed design stage.
Response	Noted.
3	Appreciate the provision of two separate platforms as they would allow for better flow of passengers and avoid crowding.
Response	Noted.
4	The elevators in the station would be used not only by people with disabilities and mobility issues but also by those without disabilities; consider elevator locations away from crowded areas and installing signage to direct people with disabilities to the location of the elevators inside the station and to inform passengers that persons with disabilities are given priority with regard to elevator use.
Response	Dedicated elevators are provided to each platform to address accessibility requirements. These elevators are located away from crowded areas with designated seating adjacent. Elevator signage is provided in accordance TransLink wayfinding technical requirements.
5	Consider installing elevator safety features that would allow slow-moving seniors and people with disabilities adequate time to enter/exit the elevator and avoid being caught between elevator doors.
Response	Elevator doors and controls will have sensors to address this comment.

- 6 Consider location of accessible entrance / exit gate for passengers to allow people in wheelchairs adequate circulation / manoeuvring space away from crowded areas to exit, particularly during busy hours.
- Response Two wider accessible faregates (RFID controlled / contactless) are provided at either end of the faregate array away from main path of passengers. The stations capacity, size, and functional layout has been carefully designed to accommodate TransLink's prescribed 'surge zones'. These dimensional requirements provide adequate queue and wheelchair maneuvering space at faregates, stairs, elevators, escalators, benches and equipment. This is typical to all SkyTrain stations to address this comment.
- 7 Appreciate the visual openness of the Capstan Station which is different from other Canada Line stations in Richmond; the station would be a good addition and add vibrancy to Capstan Village.
- Response Noted.
- 8 Appreciate the overall design concept for the station which takes into consideration its site context; however, information on some important design elements were not presented by the applicant, e.g. location of public art, interface with the public park and adjacent mixed-use developments, among others.
- Response TransLink is responsible for the station design and construction only. The interfacing public realm, bike path and park is being led by City of Richmond staff, and is being designed and constructed by others as a separate project. The submission includes all current public realm design information provided to TransLink and is indicated in the drawings. TransLink understands the current public realm design will be optimised, to respond to the final stations design, following the City led 'Capstan Station Integration' study which focuses on activating the stations public realm. TransLink looks forward to being a stakeholder in support of these City objectives to ensure the station is well integrated.
- TransLink's Public Art locations are within the stations vertical circulation spaces and are indicated in the submission. TransLink's internal Public Art expert will be leading a public procurement process (including an RFEOI, followed by a short-list RFP) to select an Artist. TransLink has committed to working with the City of Richmond to support this process.
- TransLink is committed to working with City staff to activate the north side of the station through a Public Art and Activation program. Please refer to Section B on the second page of this letter for further details.
- 9 Appreciate the proximity of the kiss-and-ride facility to the station.
- Response Noted.

10 Appreciate the simple and effective architectural design of the station; however, concerned about the general planning for the subject site; appreciate the simple design on the north side of the station building; however, it does not provide a welcoming interface with the proposed future and existing public amenities, e.g. kiss-and-ride, a significant park, and pedestrian crossing, to the north of the station.

Response TransLink is committed to working with City staff to activate the north side of the station through a Public Art / Activation program. Please refer to Section B on the second page of this letter for further details.

The north side of the station carefully balances the needs of pedestrians with station operations (maintenance, garbage collection, delivery, emergency management, etc.). TransLink agrees that this area presents opportunities to enhance the public realm connection and act as a gateway/crossroads. TransLink has therefore already taken multiple steps with the station design to enhance this area when compared to existing stations along Canada Line, specifically Aberdeen and Lansdowne stations. These include:

- (1) Carefully locating platform support columns to accommodate pedestrian desire lines from the No.3 Road crosswalk.
- (2) Creating an enclosed area for garbage within the building in lieu of a fenced off publicly visible compound.
- (3) Selection of a high-quality material palette that improves on the unwelcoming concrete aesthetic prevalent at Aberdeen and Lansdowne stations.
- (4) Creating a dynamic sculpted façade and platform soffit which provides a unique exterior spatial experience appropriate for showcasing public art.
- (5) Improving on CPTED concerns by eliminating blind 90 degree or inset corners.
- (6) Improving on the station envelope shape to better align with constraints on site including No.3 road to ensure a safe bike lane, responding to the architectural shape of the Concord development, and incorporating an angled façade that explicitly acknowledges the park.
- (7) Working with the City directly in coordinating the ground plane, including TransLink maintenance requirements.
- (8) Enclosing the CRU garbage compound within the station envelope so it is not visible to the public
- (9) Sculpting the new steel structural columns which support the platform.
- (10) Enhanced feature lighting of this sculpted form.

These design elements have made significant improvements over the base case design of Aberdeen and Lansdowne stations that form TransLink's obligations under the funding agreement with the City. These provide the City with a high-quality environment on which the City can propose and fund additional improvements such as public art program or ground plane enhancements which are outside of TransLink's remit.

TransLink would be happy to meet with the Public Realm / Landscape designer and City to discuss how best to integrate the current public realm design with the proposed station footprint, form, identity and program. We feel this engagement will be the most effective way of ensuring this critical space outside of the station footprint meets both TransLink and City objectives.

11	The single entry to the building at the south side may not be able to accommodate a potential increase of station passengers from the surrounding developments particularly as many will arrive from the north; consider reviewing the building program.
Response	<p>Capstan Station is designed using passenger forecast data projected to 2050 and accommodates future development. The station is future proofed with an increased 50-meter-long platform, to accommodate future 3 car trains, and the platform width has been optimized to mitigate overcrowding.</p> <p>The passenger forecasting is low compared to other TransLink stations and confirmed that only a single entrance is required. A single entrance station is consistent with other TransLink stations in Richmond such as Aberdeen. A second entrance was investigated during a previous feasibility study and was rejected due to low passenger demand and cost. The proposed ticket hall and circulation spaces are generous when compared to the TransLink design guidelines and passenger modelling does not suggest any bottleneck even during peak hours.</p>
12	Clean up the infrastructure in front of the station; consider removing the pole with transit signage on top located in front of the south entrance to the building and adjacent to the bicycle path and integrating the signage on the southwest corner of the building as it would be more consistent with the simplicity of the design of the station.
Response	<p>The public realm infrastructure in front of the station is being designed by others as a separate project. TransLink looks forward to being a stakeholder in that City led process.</p> <p>Independent TransLink 'T' Pole SkyTrain signs are standard for all TransLink stations and augment any surface mounted station signage. These independent signs are located to be visible from multiple directions and from a distance. TransLink is committed to work with the City of Richmond on the final location to best announce the Station.</p>
13	The consistency in materials palette and adherence to kit parts philosophy that guide the design of Canada Line stations have resulted in station buildings that look similar; making the stations more visually distinct could enhance wayfinding for passengers not familiar with the area and those with language barriers.
Response	Capstan Station will introduce a unique architectural identity distinct from other Canada Line stations in Richmond. TransLink is confident it won't be confused with other stations on the system.
14	The proposed design of the Capstan Station should be able to adapt to potential increase of passengers in the future which would require an additional entry on the north side of the building.
Response	<p>During the concept development phase TransLink and the City of Richmond evaluated multiple station concepts. The City of Richmond directed TransLink to proceed with the station concept as presented.</p> <p>TransLink's ridership modelling accounts for the City of Richmond's expected development density in the Capstan Village area. The Station has ample capacity for additional increased passengers.</p>
15	The project's design team is encouraged to start investigating opportunities for the station to help activate the surrounding public realm and open spaces, e.g. installing public facilities/amenities.
Response	TransLink is committed to working with City staff to activate the north side of the station through a Public Art / Activation program. Please refer to Section B on the second page of this letter for further details and responses to item 8 & 10.
16	Appreciate the strong vision for the Capstan Station and hope to see the neighbourhood being involved to realize this vision.
Response	Noted.

- 17 The station's location, which places it at the centre of the neighbourhood and makes it a focal point for pedestrians coming to the area, the park and public amenities, is in conflict with the station's programmatic requirements (e.g. access and technical requirements, etc.).
- Response The location of Capstan Station was determined in 2005 during the original Canada Line design. While small adjustments have proven feasible, TransLink is unable to move its location substantially due to guideway limitations and infrastructure installed in 2005 (such as the slope of the guideway and proximity to curves to both the north and south). The station location is also constrained by proximity to No. 3 Road, the adjacent Concord development, and the City of Richmond's proposed pedestrian crosswalk.
- 18 The front of the station building is open and inviting; however, the back of the building appears just like a back side; consider design development to the back of the building to create more visual interest for pedestrians/passengers coming from the north and make it more porous.
- Response TransLink is committed to working with City staff to activate the north side of the station through a Public Art / Activation program. Please refer to Section B on the second page of this letter for further details and responses to item 8 & 10.
- 19 The proposed single building entrance/exit at the south side of the building could create a bottleneck for pedestrians exiting the station; adding another entrance/exit to the building would be preferable from an architectural perspective.
- Response Please refer to item 11 response
- 20 Overall, the Capstan Station design is successful and an improvement on the Lansdowne and Aberdeen Stations; appreciate the materials palette.
- Response Noted.
- 21 Appreciate the proposal package including the diagrams which explain well the design process for the station building; also appreciate the presentation of the design team.
- Response Noted.
- 22 The design team has done a good job in making the back of the station as nice as possible given the constraints; appreciate the sculpting of the station's north side; however, further collaborative efforts need to be done between TransLink and the City in terms of programming the station's north side.
- Response TransLink is committed to working with City staff to activate the north side of the station through a Public Art / Activation program. Please refer to Section B on the second page of this letter for further details and responses to item 8 & 10.
- 23 Appreciate the dignified character and scale of the building; also appreciate the openness of the glazing and the scale of structural elements which help animate the building; it is important that TransLink not install advertising displays where they will obscure the station's glass exterior walls or otherwise compromise the visual openness of the building's facades (as has been done at other Canada Line stations).
- Response Advertising locations have been carefully considered and are located away from exterior glazing. At platform level they are located along the centre of the guideway to be visible to passengers, while not cluttering the exterior glazing and disrupting sightlines.

24	Consider appropriate clear glass treatment, e.g. UV-reflecting glass that birds can see but is not visible to people, on the building facades to avoid/mitigate bird strikes; avoid fritted glass as it will detract from the openness of the building.
Response	<p>TransLink is committed to mitigating bird strikes. If necessary, TransLink typically undertakes an assessment of current nesting habitat and bird activity to inform any design interventions and glazing applications. In the case of Capstan Station, the neighbouring developments and park is yet to be built and trees yet to be planted. TransLink suggests undertaking a study following completion of the station and Park. Transparency and reflectance is balanced by deep vertical fins every 3.75 meters, angled glazing to reduce the scale of façade and interlayer glazing which is not transparent</p> <p>It is suggested that any proposed tree planting by others be focused away from the station to mitigate reflectance of trees in the glazing.</p>
25	Appreciate the applicant's presentation and the comprehensive proposal package provided by the applicant.
Response	Noted.
26	The City could consider installing pedestrian obstructions to prevent/discourage people from illegally crossing No. 3 Road; would enhance the safety of pedestrians heading to Capstan Station, particularly those coming from the future Community Centre on the other side of No. 3 Road.
Response	Noted.
27	Consider introducing measures to avoid conflicts between pedestrians and cyclists along the bicycle path adjacent to the Capstan Station.
Response	Please refer to Item 8 response - TransLink understands this will be addressed by the City of Richmond
28	Agree with Panel comment that public washrooms would encourage people to congregate; consider introducing measures to enhance the safety and security of vulnerable people who will gather in the area;
Response	<p>Public washrooms are provided in the adjacent Concord development south of the Park. The Capstan Station design addresses CPTED through a variety of measures.</p> <ul style="list-style-type: none"> a) Glazing is provided to maximise transparency to / from all the stations public areas. b) Hidden corners are avoided. c) The CRU is strategically placed at the stations entrance to provide passive surveillance of the plaza, bus stop and station concourse areas. d) The adjacency of the station to bus stops means there will be a regular flow of people to / from the stations entrance. e) Safe light levels are provided through out the station. f) The station attendants room has a window providing visibility into the station concourse. g) TransLink provides CCTV within the station. h) Transit Police have vetted the design. i) The City of Richmond has plans to program and animate the surrounding public realm and entrance plaza. j) The adjacent Concord development has ground floor retail and its primary residential entrance facing onto the station's south plaza which will contribute to animating the stations public realm.
29	Consider installing appropriate protective screening, e.g. clear glass or transparent plastic material, for public art pieces that may be installed either in the interior or exterior of the building to provide protection and avoid vandalism to public art.
Response	TransLink's Public Art is in the vertical circulation spaces away from the touch zone.
30	Appreciate the applicant's presentation and the high quality of proposal package provided by the applicant.
Response	Noted.

- 31 Note that a lot of Panel comments are related to urban design and connectivity and integration of the station with the greater urban design that is happening around the station.
- Response Please refer to Item 8 & 10 .
-
- 32 The design of the Capstan Station, which is an improvement on the other Canada Line stations, is a significant asset; the building is a solid piece of architecture.
- Response Noted.
-
- 33 Investigate opportunities for additional entries to the building, e.g. a second entrance at the north side and/or relocate the single entrance to the east side of the building; additional information on the programming of the adjacent public park would provide valuable input; the location of public amenities and spaces surrounding the station should drive the location of the entry/entries to the building.
- Response Please refer to item 11 response.
-
- 34 The station design is very strong; it would bring significant benefits to the neighbourhood.
- Response Noted.
-
- 35 Consider adding a second CRU to help animate the north side of the building and the park.
- Response TransLink's agreements with City of Richmond limit the quantity and size of the CRU.

Should you require any further information to support the response outlined above please contact the sender.

Kind Regards

A handwritten signature in black ink, appearing to be 'NF', enclosed within a large, loopy circular stroke.

Nick Foster RIBA
Principal