



Development Permit Panel

Council Chambers

Thursday, December 12, 2013

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, November 27, 2013.

2. Development Permit 12-617455

(File Ref. No.: DP 12-617455) (REDMS No. 3900748)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road)

Manager's Recommendations

That a Development Permit be issued which would:

- 1. Permit the construction of 15 townhouses at 6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road) on a site zoned "Low Density Townhouses (RTL4)"; and*
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum ratio of tandem parking spaces from 50% to 60% of the total residential parking spaces required.*

3. Development Permit 13-643519

(File Ref. No.: DP 13-643519) (REDMS No. 4031357)

APPLICANT: Christopher Bozyk Architects

PROPERTY LOCATION: 11100 Cambie Road

ITEM

INTENT OF PERMIT:

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of an automobile repair facility on a lot at 11100 Cambie Road on a site zoned Industrial Retail (IR1); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *increase the maximum site coverage from 60% to 73%; and,*
 - (b) *reduce the minimum exterior side yard setback from 3.0 metres to 1.5 metres along the Cambie Road frontage.*



4. **New Business**

5. **Date Of Next Meeting: Wednesday, January 15, 2014**

6. **Adjournment**



**Development Permit Panel
Wednesday, November 27, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
John Irving, Director, Engineering
Victor Wei, Director, Transportation

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, October 30, 2013, be adopted.

CARRIED

2. Development Permit DP 13-630087

(File Ref. No.: DP 13-630087) (REDMS No. 3926156 v.3)

APPLICANT: Zhao XD Architect Ltd.

PROPERTY LOCATION: 8680 and 8700 Alexandra Road

INTENT OF PERMIT:

1. To permit the construction of four (4) commercial buildings at 8680 and 8700 Alexandra Road on a site zoned Auto-Oriented Commercial (CA); and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) vary the Alexandra Road setback from 3.0 m (9.8 ft.) to 2.1 m (6.8 ft.) for a proposed free standing sign and gateway feature; and
 - b) vary the minimum west interior side yard setback from 3.0 m (9.8 ft.) to 0.5 m (1.6 ft.) for the location of a garbage/recycling enclosure.

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Applicant's Comments

Mr. Xuedong Zhao, Zhao XD Architect Ltd., gave an overview of the proposed commercial development with respect to (i) urban and site design, (ii) architectural form and character, (iii) landscaping and open space design; and (iv) sustainability.

Staff Comments

Wayne Craig, Director of Development, advised that the site is entitled to higher density under the City Centre Area Plan (CCAP); however, the developer has proceeded with the proposed development under the existing zoning which response to the objectives of the CCAP with respect to urban design. The freestanding sign associated with the first variance for the proposed development has been integrated into the landscape design along the Alexander Road frontage. The second variance is related to a garbage and recycling enclosure along the west property line. The garbage enclosure is in a location that is not highly visible to the street, is an architecturally designed trellis, and includes a trellis to address any overlook concerns from the adjacent property. The retention of five trees along Alderbridge Way has been considered in the Servicing Agreement. A north-south public walkway will be introduced through the site to connect Alderbridge Way to Alexandra Road. The proposed development has been designed to be District Energy Utility (DEU) ready should a DEU be introduced to this area. In addition to the DEU design, there is a comprehensive sustainability package associated with the proposed development which includes a bioswale and a substantial amount of permeable paving on the site.

Panel Discussion

In response to queries from the Panel, Mr. Zhao provided the following information:

- buildings three and four have been designed to achieve an active frontage along Alderbridge Way;
- the hotel structure is directly adjacent to the garbage/recycling enclosure for the proposed development;
- in addition to the ambient lighting from the commercial units, high-level light standards are proposed along the pedestrian corridor and parking area;
- the bioswale is to be located between the two parking areas on the eastern portion of the site;
- the proposed development addressed the market demand for store front commercial units in the area, whereas the higher density uses permitted, such as office and hotel, are not in high demand;
- building one was recessed from the Alexander Road frontage in order to create greater functionality with the parking area and to avoid a large open parking area in the middle of the site; and

Development Permit Panel

Wednesday, November 27, 2013

- landscaping along Alexander Road will consist of a variety of coniferous and deciduous plantings, architectural fencing, and permeable pavers to create a garden effect to the streetscape.

Diana Nikolic, Planner 2 Urban Design, advised that the Architect had completed redesign of the internal layout of the units after the Advisory Design Panel review. The applicant has maximized the opportunities on the south side to ensure access by: (i) re-locating the washrooms, (ii) introducing additional glazing, (iii) adjusting buildings three and four to widen the pedestrian corridor, (iv) introducing spandrel glass, (v) making improvements to the awning treatment, and (vi) adding texture to the hard surface treatment.

In response to queries from the Panel, Mr. Craig provided the following information:

- no shared access is intended between the adjacent sites;
- the proposed development includes sidewalks along both Alderbridge Way and Alexander Road to allow for pedestrian movement along the street frontages;
- with a rezoning application the proposed development, including the garbage/recycling enclosure, would have a 0 metre side yard setback and would abut the adjacent building with no direct views from the west;
- street fronting retail is desirable for the area; however, recognizing the property to the west has an Alderbridge Way focus with a large surface parking area facing Alexander Road, the proposed development responded with the offset of building one and placement of the parking along Alexander Road together with the landscaping treatment which allows for the gradual introduction of the buildings along Alexander Road; and
- the application was reviewed by the Transportation Division and the existing road network can accommodate the expected trips generated by the proposed development.

Correspondence

Sining Chen, 1803-5068 (**Schedule 1**)

Steven, 4751 Garden City Road (**Schedule 2**)

Gallery Comments

None.

Panel Discussion

The Panel were satisfied that the development met the CCAP and addressed any issues related to design.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of four (4) commercial buildings at 8680 and 8700 Alexandra Road on a site zoned Auto-Oriented Commercial (CA); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *Vary the Alexandra Road setback from 3.0 m (9.8 ft.) to 2.1 m (6.8 ft.) for a proposed free standing sign and gateway feature; and*
 - b) *Vary the minimum west interior side yard setback from 3.0 m (9.8 ft.) to 0.5 m (1.6 ft.) for the location of a garbage/recycling enclosure.*

CARRIED

3. New Business

None.

4. Date Of Next Meeting: Thursday, December 12, 2013

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:00 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, November 27, 2013.

Joe Erceg
Chair

Heather Howey
Committee Clerk

Schedule 1 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
November 27, 2013.

To Development Permit Panel
Date: <u>Nov 27, 2013</u>
Item # <u>2</u>
Re: <u>8680 & 8700 Alexandra Rd.</u>
<u>DP 13-630087</u>

To whom it may concern,

Reference:

Applicant- Zhao XD Architect Ltd.

Property Location- 8680 and 8700 Alexandra Road.

My family and I live adjacent to the proposed development site and are writing to ask that City of Richmond refuse this planning application from Zhao XD Architect Ltd.

Herein are our comments and objections relating to this planning application:

First, Alexandra Road is already a busy and congested road due to overmuch restaurants and entertainment venues; this additional concentration of commercial building will cause traffic problems and create a safety hazard for the neighborhood.

Second, Richmond council recently approved a plan to build the Walmart store on vacant land northeast of the Alderbridge Way and Garden City Road intersection, where is very close to 8680 and 8700 Alexandra Road. These consecutive construction will seriously affect the life quality of people live nearby. Construction will cause noise, pollution and dust at all times which certainly impact on the peaceful enjoyment of the whole neighborhood.

Third, The apartment block will overlook our property; this will lead to a loss of our privacy.

Therefore, we request city of Richmond refuse this Planning Application. Should you require any additional information, clarification of any comments made, or would like to arrange a visit to our home; do not hesitate to contact us on 6044405252.

Yours Sincerely,

Sining Chen
Owner of 1803-5068 Kwantlen St. Richmond, BC, CA



Schedule 2 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
November 27, 2013.

To Development Permit Panel
Date: <u>Nov 27, 2013</u>
Item # <u>2</u>
re: <u>8680 & 8700 Alexandra Rd</u> <u>DP 13-630087</u>

Howey, Heather

From: Nikolic, Diana
Sent: Wednesday, 27 November 2013 10:48
To: Howey, Heather
Cc: Konkin, Barry
Subject: support from public for DP 13-630087 - which is on tonight's DPP agenda

Hi Heather,

As mentioned in my voicemail, I have received a message from an individual who supports DP 13-630087, which is scheduled to be considered by DPP this afternoon:

Steven
604-616-5888
4751 Garden City Road

The site is currently vacant is an eyesore. Development will enhance the public realm and bringing businesses to the area will support the existing restaurants in the area, which are typically not busy during lunch.

Thanks Heather.





City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: November 7, 2013

From: Wayne Craig
Director of Development

File: DP 12-617455

Re: Application by Matthew Cheng Architect Inc. for a Development Permit at
6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road)

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 15 townhouses at 6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road) on a site zoned "Low Density Townhouses (RTL4)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum ratio of tandem parking spaces from 50% to 60% of the total residential parking spaces required.


Wayne Craig
Director of Development

EL:big
Att.

Staff Report

Origin

Matthew Cheng Architect Inc. has applied to the City of Richmond for permission to develop 15 townhouse units at 6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road). This site is being rezoned from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone for this project under Bylaw 8890 (RZ 11-586782). The site is currently vacant.

A Servicing Agreement for frontage improvements along No. 2 Road is required prior to issuance of a Building Permit for the site. Works include, but are not limited to, removing the existing sidewalk behind the curb and gutter and installing a new 1.5 m concrete sidewalk at the property line; with a 1.38 m grass and treed boulevard up to the curb.

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, a large, newer, single-family home on a lot zoned "Single Detached (RS1/E)", with future multiple-family development potential through rezoning.

To the east, across No. 2 Road, existing single-family dwellings on lots zoned "Single Detached (RS1/E)", fronting Christina Road and Camsell Crescent.

To the south, older single-family homes on lots zoned "Single Detached (RS1/E)", with multiple-family development potential through rezoning.

To the west, existing single-family dwellings on lots zoned "Single Detached (RS1/B)", fronting Garrison Court.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on June 18, 2012. The following concerns were expressed during the Public Hearing. The response to the concern is provided in *italics*.

1. Potential traffic impacts due to the proposed development.

Staff have reviewed the traffic impacts of the proposed development in conjunction with the current traffic capacity of adjacent streets. Staff's findings indicate that the number of trips generated by the development is minimal and can be accommodated on existing adjacent streets.

2. Potential noise pollution during and after construction.

Construction activity noise is governed by the Noise Regulation Bylaw No. 8856. This bylaw prohibits certain construction activity noise prior to 7:00 AM and after 8:00 PM on Monday through Friday, prior to 10:00 AM and after 8:00 PM on Saturday (provided it is not a Statutory Holiday), and prior to 10:00 AM and after 6:00 PM on Sundays and Statutory Holidays.

All the garage doors are designed to face the internal drive aisle; the active children's play area is located in the central part of the site with a large setback to the adjacent existing single-family homes to the west; landscaping is proposed along the site perimeter to provide a buffer to the neighbouring properties.

3. Loss of privacy and overlook.

Two (2) storey units are proposed along the rear property line to minimize overlooking onto the neighbouring single-family properties. The proposed rear yard setbacks of 5.4 m to 6.0 m exceed the minimum 3.0 m rear setback requirement under the RTL4 zone.

Planting of a variety of trees along the rear property line is also proposed to provide a natural screen to protect the privacy of the neighbouring homes to the west.

Staff Comments

The proposed design 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 is generally in compliance with the "Low Density Townhouses (RTL4)" zone except for the zoning variances noted below.

Zoning Compliance/Variiances (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum ratio of tandem parking spaces from 50% to 60% of the total residential parking spaces required.

(Staff supports the proposed variance to allow a total of 18 tandem parking stalls (9 units) in this 15 townhouse unit development since the proposal was submitted prior to the new direction on tandem parking arrangements was given and the related bylaw amendment was approved by Council in March, 2013.

Staff typically support variances related to tandem parking arrangements on the basis that tandem parking reduces the overall pavement area on site and facilitates a more flexible site layout. In order to address recent concerns related to the potential impact arising from on street parking, the developer is proposing to provide one (1) additional visitor parking stall on-site.

At present, no parking is permitted on both sides of No. 2 Road. One (1) additional visitor parking stall on site should alleviate the demand for street parking from the visitors of the proposed development and minimize impact to the adjacent single-family neighbourhood.

Transportation Division staff have reviewed the proposal and have no concerns. A restrictive covenant to prohibit the conversion of the garage area into habitable space has been secured at rezoning.)

Advisory Design Panel Comments

The Advisory Design Panel (ADP) reviewed the project at the January 23, 2013 meeting of the ADP. Changes have been incorporated to address comments made by Panel members. A copy of the relevant excerpt from the ADP Minutes from January 23, 2012 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

The subject Development Permit application was submitted before the adoption of the current Official Community Plan (OCP) Bylaw 9000 (adopted on November 19, 2012) and the design was developed based on the previous Official Community Plan (OCP) Bylaw 7100. While the proposal complies with most of the current Development Permit Guidelines (i.e., Section 14 of OCP Bylaw 9000) there are exceptions as highlighted below.

Conditions of Adjacency

- The current Arterial Road Guidelines for Townhouses (OCP Bylaw 9000) state that building height along the side yards should be stepped down to a maximum building height of two (2) storeys within 7.5 m of the side yard interface with single-family housing. The guidelines in the prior OCP (Bylaw 7100) allowed a height along side yards of a maximum building height of 2½ storeys.
- Three (3) storey townhouse clusters with end units stepped down to 2-½ storey are proposed along No. 2 Road. The third floor of the end units are recessed and have limited windows (i.e., small or high secondary windows) overlooking the side yards.
- While the required side yard setback is 3.0 m, a 3.5 m to 3.8 m setback is provided to the first and second floors, as well as a 5.5 m to 5.9 m setback to the third floor is provided to minimize overlooking opportunity. This is consistent with the guidelines of the current OCP.
- All rear units (along the west property line) will be two (2) storeys; increased rear yard setback is proposed to provide a better interface with the adjacent single-family developments, as per the current OCP.
- A mix of conifer and deciduous trees are to be planted on the north, west, and south property lines (except adjacent to the paved drive aisle and parking stalls) is proposed to provide a natural screen between the proposed development and the adjacent existing single-family homes.
- The minimum Flood Construction Level is 0.3 m above the highest elevation of the crown of No. 2 Road (i.e., 2.25 m geodetic). The applicant is proposing to raise the site grade to 2.05 m geodetic at the front yard and 1.39 m geodetic at the rear. It is anticipated that the site grade of the adjacent sites to the north and south will also be raised through future redevelopments. Perimeter drainage will be installed as part of the Building Permit to ensure the proposed grade change does not adversely impact the surrounding properties.

Urban Design and Site Planning

- The layout of the townhouse units is organized around a single driveway providing access to the site from No. 2 Road and a north-south drive aisle providing access to all unit garages.
- Vehicle access is limited to right-in/right-out to/from No. 2 Road. The long-term objective is for the driveway access established on No. 2 Road to be utilized by adjacent properties if they re-develop. A Public Right-of-Passage (PROP) Right-of-Way (ROW), allowing access to/from the future development sites to the north and south via the subject site, has been secured over the proposed drive aisle at rezoning.
- A total of 15 units in five (5) clusters are proposed. The eastern clusters are oriented towards No. 2 Road while the western ones are oriented towards the internal drive aisle.
- The proposed site layout provides for an attractive pedestrian-oriented streetscape of townhouses fronting No. 2 Road, complete with a landscaped edge, low metal fencing, and gates to individual townhouse unit front doors. All units along No. 2 Road will have direct access from the sidewalk on No. 2 Road to the unit entry.
- All units have two (2) vehicle parking spaces. Tandem parking spaces are proposed in all of the street fronting units (9 out of 15 units in total).
- A total of four (4) visitor parking spaces (including one (1) accessible parking space) are provided throughout the site. The number of visitor parking spaces proposed exceeds the bylaw minimum requirement.
- The outdoor amenity is proposed at a central location in the site adjacent to a tree preservation area. The size and location of the outdoor amenity space provides an effective open landscape and amenity area convenient to all of the units.
- Mailbox and garbage and recycling enclosures are proposed at the entry driveway for delivery and collection convenience. These facilities have been incorporated into the design of the adjacent building to minimize visual impacts.

Architectural Form and Character

- A pedestrian scale is achieved along No. 2 Road and along the internal drive aisle, through variation in building height, projections and recesses, entry porches, varying material combinations, a range of colour finishes, landscape features, and individual design of internal unit entrances.
- Echoing the two-storey houses in this neighbourhood, the architectural design concept of this proposal fosters the perceived horizontal line created by the height of the neighbouring properties. By providing skirt roof at the 2nd floor of the street fronting buildings, the proposed development will continue the horizontality of the streetscape. In addition, the proposed hip and gable roofs gently reflects the rhythm of the neighbouring roofs.
- A neutral colour palette with accents of warm hues is proposed to harmonize with the schemes of the neighbouring properties and recreate a flowing fabric for the streetscape.
- The impact of blank garage doors has been mitigated with panel patterned doors, transom windows, secondary unit entrances, and planting islands.

- The proposed building materials (Hardie-Plank siding/shingle-side/panel, wood trim and fascia board, cultured stone, and asphalt roof shingles) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with the existing single-family character of the neighbourhood.

Tree Preservation

- Tree preservation was reviewed at rezoning stage; three (3) trees were identified for protection. A Tree Protection Zone (TPZ) based on the trunk diameter ratio method and required permeable root space is established by the project Arborist. Proposed buildings are setback at least 0.9 m from the established TPZ to provide a functional working space buffer, while protecting the trees.
- To ensure the protected trees will not be damaged during construction, tree protection fencing will be installed to City standards prior to any construction activities occurring on-site. A contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone is required prior to Development Permit issuance. A \$7,500.00 Tree Survival Security for the three (3) protected trees on-site is also required prior to Development Permit issuance.
- 13 bylaw-sized trees on-site were identified for removal due to their health and condition and their locations within the proposed building footprint. 26 replacement trees are required, of which, two (2) larger calliper conifers along the No. 2 Road frontage are required to compensate for the loss on two (2) large conifers on-site that are in good condition, but are located within the proposed building footprints.
- The applicant is proposing to plant 31 replacement trees on-site, including two (2) 5.0m Serbian Spruce trees along No. 2 Road, as well as 15 other conifer and 14 deciduous trees throughout the site.

Landscape Design and Open Space Design

- In addition to tree replacement planting, hedges, an assortment of shrubs and ground covers, and perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- A low metal fence will be used to demarcate private space and individual grade level unit entrances along the street frontage. Since there is a Statutory Right-of-Way (SRW) for utility purposes on-site located along the No. 2 Road frontage, an encroachment agreement for the fence installation will be required prior to Building Permit issuance.
- Road end trellises are proposed at the ends of internal drive aisle as a terminus of the view.
- The Outdoor Amenity Space is divided into two (2) areas (upper and lower) due to the difference in proposed finished site grade between the required Tree Protection Area (at 1.39 m, no grade changes allowed) and the internal drive aisle (raised to 2.05 m). The two (2) areas are connected by deep steps that extend across the entire width of the amenity area which will facilitate casual seating and children's play.
- The upper outdoor amenity space, where the designated children's play area is located, features a spider web like climbing apparatus.

- The lower outdoor amenity space, located within the required tree protection area, will be covered with mulch (a common playground material), and is designated as a flexible space for active play.
- In order to ensure the landscaping works are undertaken, the applicant is required to provide a landscape security of \$124,830.92 in association with the Development Permit.
- Indoor amenity space is not proposed on-site. A \$15,000 cash-in-lieu contribution has been secured as a condition of rezoning approval, consistent with Council Policy 5041.
- ***Crime Prevention Through Environmental Design***
- The site plan and individual unit design create adequate opportunity for passive surveillance over the common areas on-site, including the outdoor amenity space, mailbox area, and internal drive aisle/walkway.
- Individual unit entrances are visible from either the public street or the internal drive aisle.
- Space differentiation (public, semi public, private) is achieved through the use of fences, gates, and landscape features.
- Low planting is proposed along edges of buildings to keep the unit entires open and visible.

Sustainability

- The developer advises that the following sustainability features will be incorporated into the development:
 - Use of permeable pavers on driveways, walkways, and hard landscaping
 - Use of some native plant species
 - Trees and natural features on-site protected during construction
 - Use of long lifespan exterior cladding
 - Use of rain screen system separating cladding from the wall sheathing with a drainage plane
 - Use of insulated exterior glazing
 - Use of weather sealed doors
 - Use of steel entry and garage doors
 - Insulated garages
 - Programmable thermostats
 - No use of large mechanical air unit
 - Installation of ventilation fans (bath or in-line type) to meet or exceed Energy Star requirements
 - Installation of dual flush or pressure assisted toilets in one or more bathrooms

Accessible Housing

- The proposed development includes one (1) convertible unit that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a vertical lift in the stacked storage space (which has been dimensioned to allow this in Unit 112) in the future, if needed.

- 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

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. Therefore, staff recommend support of this Development Permit application.



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

Attachment 1: Development Application Data Sheet

Attachment 2: Excerpt from the Minutes of the Advisory Design Panel Meeting – January 23, 2013

Attachment 3: Development Permit Considerations



DP 12-617455

Attachment 1

Address: 6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road)

Applicant: Matthew Cheng Architect Inc.

Owner: Trine Developments Ltd.

Planning Area(s): Thompson

Floor Area Gross: 2,569.59 m²

Floor Area Net: 1,712.55 m²

	Existing	Proposed
Site Area:	2,865.30 m ²	2,865.30 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3	15

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	55.1%	none
Lot Coverage – Landscaping:	Min. 25%	26.3%	none
Setback – Front Yard:	Min. 6.0 m	6.0 m	none
Setback – Side Yard (North):	Min. 3.0 m	3.0 m	none
Setback – Side Yard (South):	Min. 3.0 m	3.0 m	none
Setback – Rear Yard:	Min. 3.0 m	5.4 m	none
Height (m):	Max. 12.0 m	11.65 m	none
Lot Size:	Min. 50 m wide x 35 m deep	61.85 m wide x 46.33 deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.267 (V) per unit	none
Off-street Parking Spaces – Total:	Min. 30 (R) and 3 (V)	30 (R) and 4 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (30 x Max. 50% = 15)	18	variance requested

Small Car Parking Spaces:	Max. 50% when 31 or more spaces are provided on site (34 x Max. 50% = 17)	4	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.25 (Class 1) and 0.2 (Class 2) per unit	none
Bicycle Parking Spaces – Total:	Min. 19 (Class 1) and 3 (Class 2)	19 (Class 1) and 3 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$15,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	130 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, January 23, 2012 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Comments from the Panel were as follows:

1. buildings integrate well with the residential neighbourhood; massing is broken up with roofs of various types and levels;
Thank you.
2. treatment of the base is weak; applicant is encouraged to explore ways to strengthen the base through the use of bays/projections, etc.;
The use of cultured stone has been extended to the internal drive aisle on the east elevations of building C, D and E.
3. entries are not compelling; although the cultured stone cladding appears to be high quality, it does not work well in the elevation;
The entries enhance the traditional style of the townhouses, which fits into this neighbourhood. The choice of cultured stone in terms of pattern and colour are appropriate in the elevation.
4. deeper setback at the back of the residential units would be welcome both to the residents of the subject development and to the existing residents of the adjacent development;
While a minimum of 3m is required for the setback at the rear yard, we have provided a minimum of 5.4m for the setback, which should be welcome both to the residents of the subject development and to the existing residents of the adjacent development.
5. appreciate the provision of detailed drawings for the convertible unit; suggest that a sliding door be used in the powder room on the main floor to make it more usable; consider removing extra hallway space on the upper floor to create bigger bedrooms and a usable second washroom;
Noted. The convertible unit floor plans have been revised. See attached floor plans.
6. concern on the survivability of the lawn adjacent to the children's play area; would be affected by the tightness of the space, the amount of sun exposure and the canopy of cedar trees; consider swapping the location of the lawn and children's play area;
The Amenity area design has been revised as requested. See L1 and L3 for your reference.

7. amount of trees and shrub materials seems too optimistic; concern on the survivability of plant materials underneath the trees; plant materials close to the trunk of the trees may affect the survivability of the trees; echo the concern about the shady lawn;
Underneath the trees in the tree protection zone, most of the area has been changed from live plant material to mulch. There are some pavers along the building adjacent to the tree protection zone instead of lawn.
8. notice trellis structures on the landscape plan but don't see vines on the plant list;
The vines at the trellis structure have been added. See L1 for your reference.
9. consider splitting the entry walks leading to the front door of the street fronting units and introduce planting materials to provide privacy to individual entries;
Planting materials between the walks leading to the front door of the street units have been added to provide privacy to each entry. See L1 for your reference.
10. no CPTED concerns;
 - *A multitude of windows on the north elevation of Building E, the south elevation of Building D, and the west elevation of Building A look out on to the amenity area increase the level of surveillance.*
 - *There are no sudden changes on pathways that reduce sightlines.*
 - *Orient the main residential entrance towards the street.*
 - *The enclosed garbage and recycling room are designed in a manner which screens containers but avoids creating blind spots or hiding areas.*
 - *The front yard fencing is predominantly open in design.*
11. overall, the project is good; finishing is also good;
Thank you.
12. applicant needs to reconsider the expression of the massing of the ends of the two buildings fronting No. 2 Road to integrate better with adjacent single family homes; also consider introducing windows to mitigate the units' large blank side walls;
The end portions are relatively small and the massing successfully appears to have a two-storey expression.
13. consider design development of units facing the interior driveway;
The north elevation of Building A and the south elevation of Building B have been revised with more windows and articulations.
14. consider opportunities to mitigate the blank garage doors along the internal drive aisle;
Transom windows have been added to garage doors to enrich the architectural aesthetics along the internal drive aisle.
15. look at bringing the materials used in street fronting elevations, e.g. cultured stone cladding, to the other elevations, particularly along the interior drive aisle;
The use of cultured stone has been extended to the internal drive aisle on the east elevations of building C, D and E.

16. elevations of the end units appear a bit austere; applicant could use some more glass;
The north and south elevations of Building A and B have been revised with more windows.
17. massing of the end units of street fronting buildings looks generally successful and appears to have a two-storey expression;
Thank you.
18. concern on the large amount of space devoted to parking spaces resulting in limited residual outdoor space;
The parking spaces are provided to meet the minimum requirements.
19. consider enhancing the treatment of ground floor units along the interior driveway;
The north and south elevations of Building A and B have been revised with more windows.
20. regrettable that ground floor animation is limited to a window introduced into the design of a tandem garage;
Noted.
21. integrate energy conservation in the design process;
 - *The attached garages are fully insulated.*
 - *All exterior doors manufactured from fibreglass.*
 - *All windows in home are Energy Star labelled or equivalent for the climatic zone of home.*
 - *Trees and natural features on site are protected during construction.*
 - *Suppliers and trades recycle their own waste, including leftover material and packaging.*
22. design of the exhaust system of residential units should take into consideration that the development is surrounded by residential neighbours;
The exhaust system includes only kitchen and bathroom fans that will not be direct towards neighbours. The proposed ventilation system does not conflict with the acoustic features in the acoustic report.
23. additional gable windows may be appropriate for units along the internal drive aisle but not for the end units of the street fronting buildings as they are facing other houses;
Gable windows have been added to these elevations: Building A North, Building D East, Building B South and Building B West.

No gable windows are on the neighbour facing faces of the building.
24. traditional style of the townhouse units fits into the neighbourhood;
Thank you.
25. the color palette is very brown and may benefit from the introduction of additional color and hues;
The colour palette we have proposed fits well with the neighbourhood.

26. agree that the applicant is a bit optimistic on the lower lawn area; applicant needs to work with the arborist to shift the retaining wall as far west as possible to maximize the use of the lawn or expand the children's play area;
The retaining wall is located at farthest west possible upon the arborist's recommendation.
27. colour palette and design fits well with the neighbourhood which is transitioning from single family houses to townhouses;
Thank you.
28. slope of the gables is appropriate for the neighbourhood;
Thank you.
29. the north elevation of Building A and south elevation of Building B appear blank; consider adding at least a window near the turn to the internal drive aisle entrance to enhance the visual interest of motorists entering the project; and
The north and south elevations of Building A and B have been revised with more windows.
30. avoid privacy issues on the elevation of end units of street fronting buildings facing future developments.
On Buildings A and B, the balance of utility doors and windows must be maintained in order not to look like a "utility building." On Building A, there are windows that open into the stairwell and face a blank wall; the windows do not reveal the habitable space, but provide ambient light into the interior. There are windows for bathrooms on level 2; these will be frosted/translucent with no visibility, but for light transmittance only. There is a window into the garage which is not a great concern for privacy because it is not a frequently habituated space nor do the activities there generally require much privacy. The clerestory windows in the bedroom are high above the eye level of an average standing person.



Address: 6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road)

File No.: DP 12-617455

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

1. Final adoption of Zoning Amendment Bylaw 8890.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review. Please note that the Arborist must be onsite to during installation of Tree Protection Fencing, root pruning, and placement of lock block for pre-loading (if required).
3. Submission of a Tree Survival Security to the City in the amount of \$7,500.00 for the three (3) trees to be retained. 50% of the security will be released at Final Inspection of the Building Permits of the affected site and the remaining 50% of the security will be released two (2) years after final inspection of the Building Permits in order to ensure that the trees have survived.
4. Submission of a Letter-of-Credit for landscaping in the amount of \$124,830.92.

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

1. Enter into a Servicing Agreement* for the design and construction of a new 1.5 m concrete sidewalk installed along the entire frontage, on the west property line of No. 2 Road, including a 1.38 m wide grass and treed boulevard (existing sidewalk to be removed). Design to include water, storm & sanitary connections as required.
2. Registration of an encroachment agreement to allow the proposed 42" high aluminum fence with gate to locate along the No. 2 Road frontage, which will be located within the existing Right of Way (Plan 52420).
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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.
4. Incorporation of accessibility, acoustic, mechanical, and sustainability features/measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. 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 Division 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.

Initial: _____

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.

[signed copy on file]

Signed

Date



No. DP 12-617455

To the Holder: MATTHEW CHENG ARCHITECT INC.
Property Address: 6511 NO. 2 ROAD
(FORMERLY 6471, 6491 AND 6511 NO. 2 ROAD)
Address: C/O #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. The "Richmond Zoning Bylaw 8500" is hereby varied to increase the maximum ratio of tandem parking spaces from 50% to 60% of the total residential parking spaces required.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #0 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$124,830.92 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.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 12-617455

To the Holder: MATTHEW CHENG ARCHITECT INC.
Property Address: 6511 NO. 2 ROAD
(FORMERLY 6471, 6491 AND 6511 NO. 2 ROAD)
Address: C/O #202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9

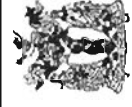
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

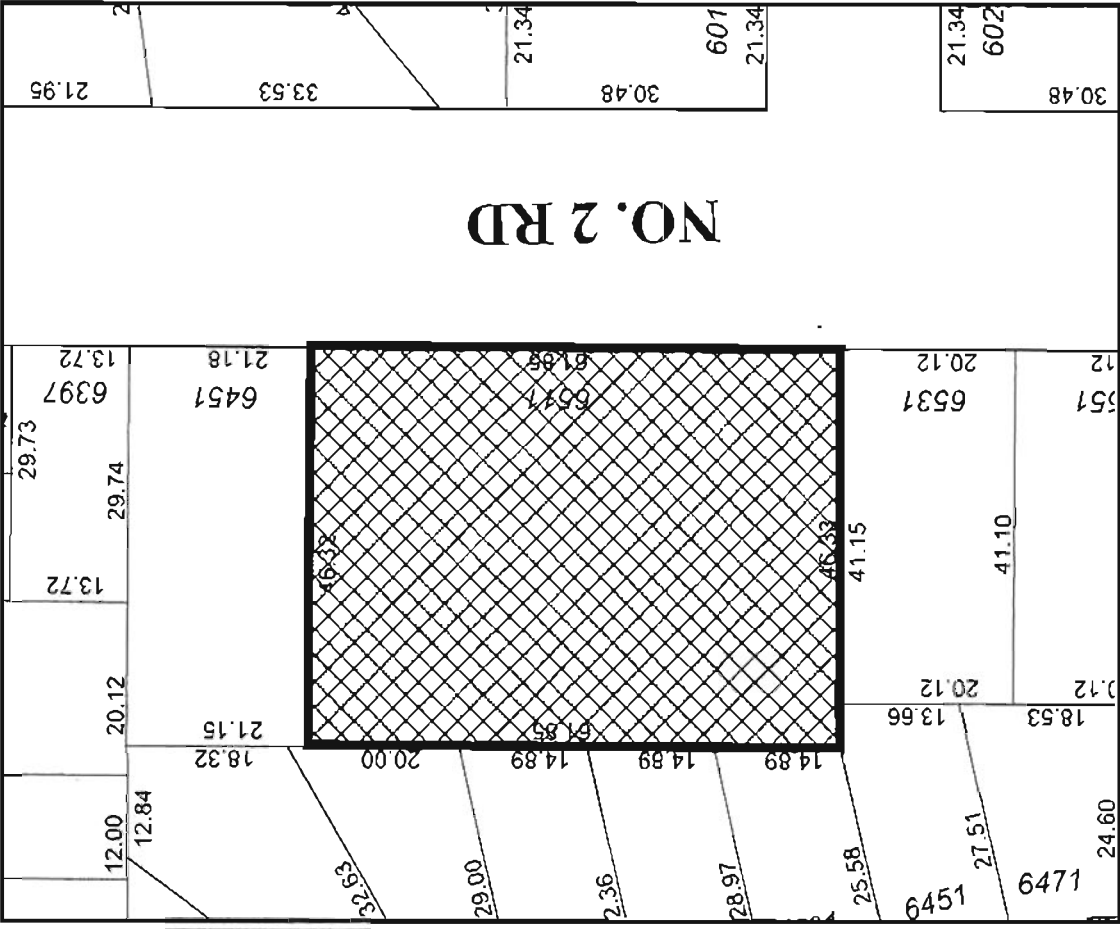
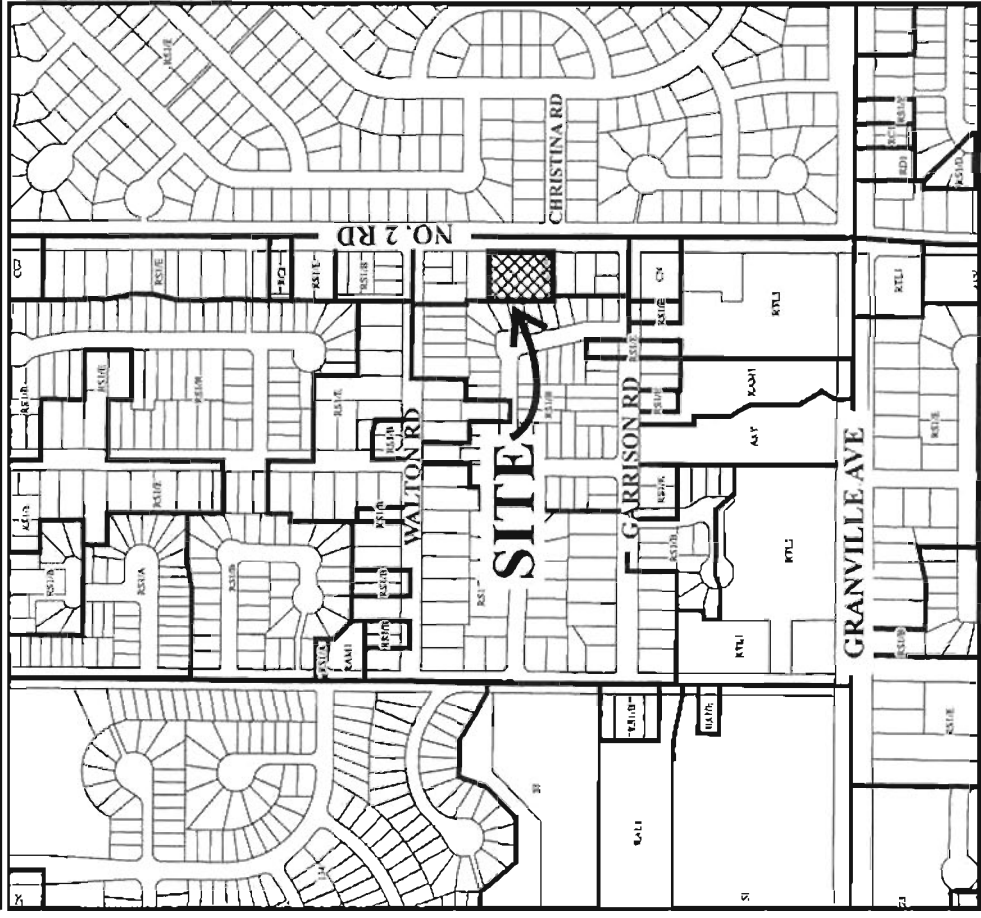
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 12-617455 SCHEDULE "A"

Original Date: 11/04/13

Revision Date:

Note: Dimensions are in METRES



MATTHEW CHENG ARCHITECT INC.

100-1111 W. 4TH AVE. SUITE 100
 VANCOUVER, BC V6H 2M6
 TEL: 604.681.1111 FAX: 604.681.1112
 WWW.MATTHEWCHENGARCHITECT.COM

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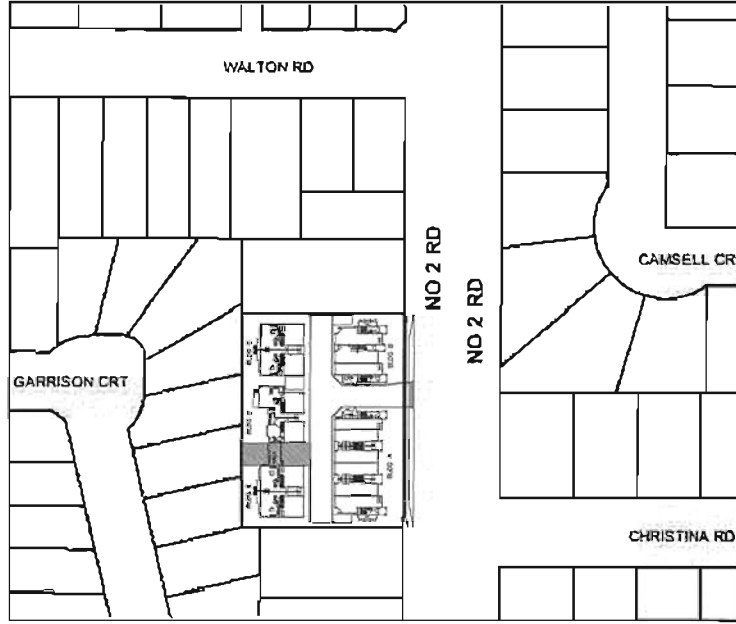
NO. OF SHEETS: 10
 SHEET NO.: 02
 PROJECT NO.: 15-UNIT TOWNHOUSE DEVELOPMENT
 DATE: 2013/11/14
 DRAWN BY: MCH
 CHECKED BY: MCH
 PROJECT LOCATION: 6477/6491/6511 NO.2 ROAD, RICHMOND, BC

Comments

Project Title: 15-UNIT TOWNHOUSE DEVELOPMENT
 6477/6491/6511 NO.2 ROAD, RICHMOND, BC

Sheet Title: PROJECT DATA AND CONTEXT PLAN

Drawn: MCH
 Checked: MCH
 Scale: 1/8" = 1'-0"
 Project Number: #0
 Revision Date: 2013/11/14
 Drawn By: MCH



CONTEXT PLAN

NOV 14 2013

DP 12-617455
 PLAN #0

EXISTING:	PROPOSED:
SITE AREA: 30841.80SF (2865.30SM)	30841.80SF (2865.30SM)
LAND USES: SINGLE DETACHED TOWNHOUSE	LOW-DENSITY RESI
OCIP DESIGNATION: LOW-DENSITY RESI	RS1/E
ZONING: RS1/E	R1V4
NUMBER OF UNITS: 3	15
FLOOR AREA RATIO: 0.600 (18505.08SF)	0.595 (18389.33SF)
LOT COVERAGE: 0.400 (12336.72SF)	0.400 (12336.72SF)
SETBACK-FRONT YARD: MIN. 6m	19.89' (6.00m)
SETBACK-SIDE YARD (NORTH): MIN. 3m	11.48' (3.50m)
SETBACK-SIDE YARD (SOUTH): MIN. 3m	9.84' (3.00m)
SETBACK-REAR YARD (WEST): MIN. 3m	17.72' (5.40m)
HEIGHT (m): 12.0m	38.22' (11.65m)
LOT SIZE: 30841.80SF (2865.30SM)	
OFF-STREET PARKING RESIDENTIAL/COMMERCIAL: 30 AND 4	30 AND 4
OFF-STREET PARKING ACCESSIBLE: 1	1
TANDEM PARKING SPACES: NOT PERMITTED	34
INDOOR AMENITY SPACE: MIN. 60SM	CASH-IN-LIEU
OUTDOOR AMENITY SPACE: MIN. 90SM (968.75SF)	129.81SM (1397.21SF)

UNIT #	FIRST FLOOR		SECOND FLOOR		THIRD FLOOR		GARAGE		OVERSIGHT STAIRS		TOTAL (GROSS)	(NET)
	(GROSS)	(NET)	(GROSS)	(NET)	(GROSS)	(NET)	(GROSS)	(NET)	(GROSS)	(NET)		
101	756.95	111.11	776.63	418.41	371.51	538.20	107.64	46.00	1953.98	1261.25		
102	605.71	0.00	611.83	594.97	531.48	314.93	967.78	(18.86)	1797.61	1126.45		
103	605.71	0.00	611.83	594.97	531.48	314.93	967.78	(18.86)	1802.91	1179.12		
104	605.71	0.00	611.83	594.97	531.48	314.93	967.78	(18.86)	1802.91	1179.12		
105	656.74	46.19	743.00	418.41	371.51	538.20	107.64	46.00	1824.14	1180.59		
107	638.64	47.19	751.92	418.41	371.51	538.20	107.64	46.00	1805.96	1120.62		
108	641.91	0.00	656.94	633.83	538.20	338.43	105.43	(2.27)	1956.33	1283.33		
109	745.98	45.09	792.12	407.16	360.27	538.20	107.64	46.00	1915.26	1222.53		
110	937.16	475.04	860.61	860.61	860.61	860.61	860.61	860.61	1793.77	1293.35		
112	1090.25	605.86	867.83	867.83	867.83	867.83	867.83	867.83	1958.08	1473.49		
113	783.14	298.55	833.73	833.73	833.73	833.73	833.73	833.73	1616.87	1132.28		
114	937.16	475.04	860.61	860.61	860.61	860.61	860.61	860.61	1793.77	1293.35		
115	937.16	475.04	860.61	860.61	860.61	860.61	860.61	860.61	1793.77	1293.35		
E.L.C. A	87.00	0							87.00	0		
E.L.C. B	87.00	0							87.00	0		
GARAGE	55.07	0							55.07	0		
RECYC	85.91	0							85.91	0		
TOTAL:											27437.93	18388.33

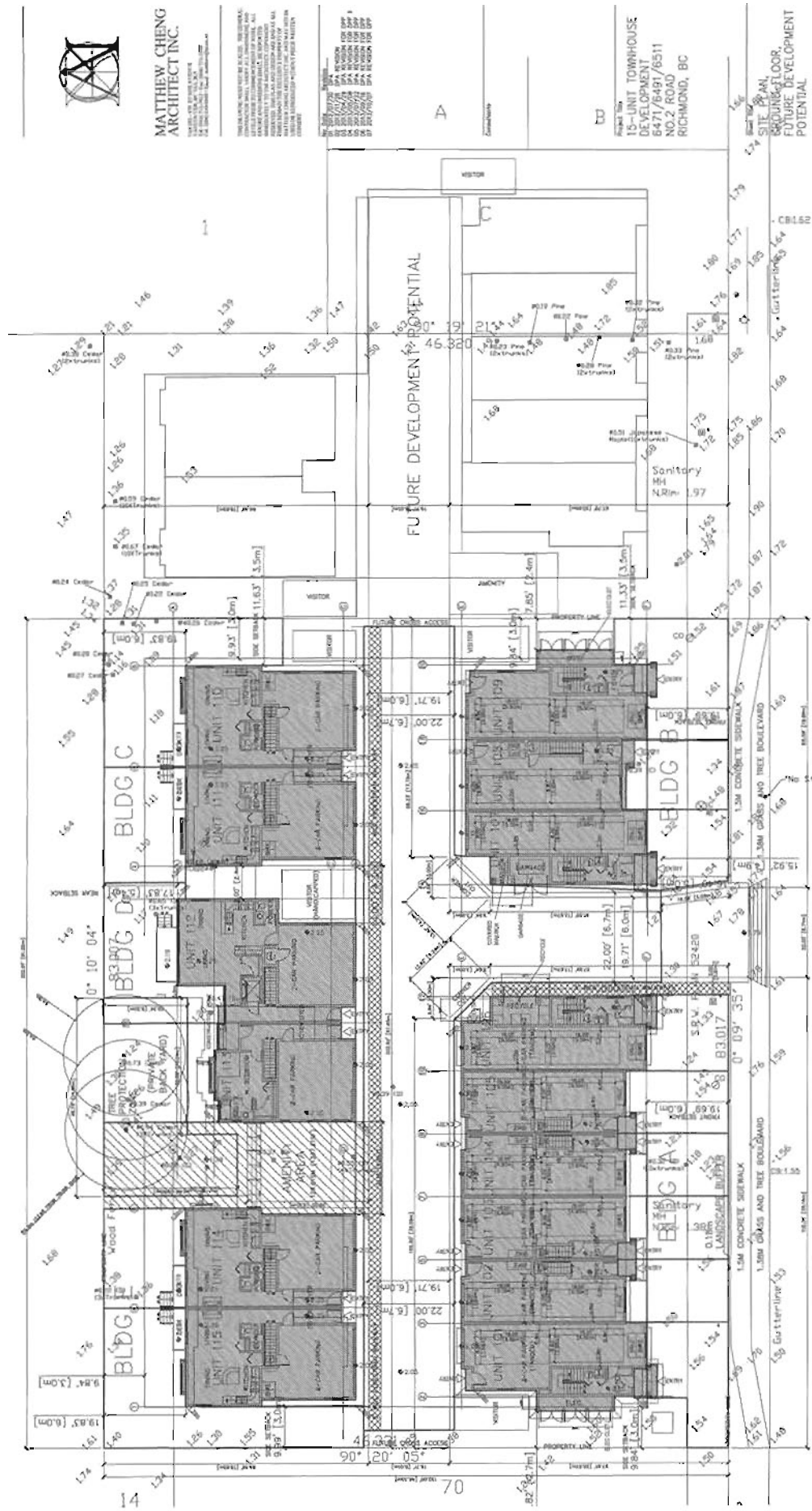
- F.A.R. CALCULATION (ALL AREAS IN SQUARE FOOT UNLESS NOTED)
- AGING IN PLACE FEATURES ARE PROPOSED IN ALL UNITS OF THIS PROJECT.
 - A CONVERTIBLE APART IS PROPOSED FOR THIS PROJECT.
 - ALL INTERIOR FINISHES OF ALL UNITS FOR GRAB BARS.
 - LEVER HANDLE TO BE USED FOR ALL DOORS.
 - LEVER HANDLE TO BE USED IN ALL BATHROOMS AND POWDER ROOMS OF ALL UNITS.
 - WINDOWS TO BE DOUBLE-GLAZED 3mm PANELS W/ 13mm SPACING FOR NOISE ISOLATION.
 - SLIDING DOORS TO BE DOUBLE-GLAZED 3mm PANE OUTSIDE, W/ 13mm SPACING AND 3mm PANE INSIDE FOR NOISE ISOLATION.
 - ROOF ASSEMBLY TO PROVIDE ADEQUATE NOISE ISOLATION TO ALL INTERIOR SPACES BY USING THE INSTALLATION OF ASPHALT SHINGLES, ONE LAYER OF TARB ROOFING FELT, 1/2" EXTERIOR GYP PLY WOOD SHEATHING, PRE-ENG W/ TRS, R40 BATT, 5/8" TYPE-X GYP PLATE, 2x6 W/ 24" O.C. PROVIDE ADEQUATE NOISE ISOLATION TO ALL INTERIOR SPACES BY USING THE INSTALLATION OF HARDI-PLANK 1/2" PL. W/ 2x6 W/ 24" O.C. R40 BATT, 1/2" TYPE-X GYP.
 - MECHANICAL COOLING IS NOT REQUIRED.
 - ALL EXHAUST FANS TO BE USED WITH LINEAR FRESH AIR (JUST OPENING INTO THE LIVING ROOM).
 - TOTAL EXHAUST CAPACITY OF THE BATHROOM AND KITCHEN EXHAUST FANS PROVIDE ONE AIR CHANGE PER HOUR REQUIREMENT.
 - ALL EXTERIOR DOORS ARE FULLY INSULATED.
 - ALL EXTERIOR DOORS MANUFACTURED FROM STEEL.
 - ALL WINDOWS IN HOME ARE ENERGY STAR LABELED OR EQUIVALENT FOR THE CLIMATIC ZONE OF HOME.



MATTHEW CHENG ARCHITECT INC.
 12300 104 Avenue
 Richmond, BC V6V 2G9
 Tel: (604) 273-8888
 Fax: (604) 273-8889
 www.matthewcheng.com

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 4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
 5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PROPERTY UNLESS OTHERWISE SPECIFIED.
 6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE LOT UNLESS OTHERWISE SPECIFIED.
 7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE STREET UNLESS OTHERWISE SPECIFIED.
 8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ALLEY UNLESS OTHERWISE SPECIFIED.
 9. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE SPECIFIED.
 10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE WALKWAY UNLESS OTHERWISE SPECIFIED.
 11. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PATIO UNLESS OTHERWISE SPECIFIED.
 12. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE BALCONY UNLESS OTHERWISE SPECIFIED.
 13. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TERRACE UNLESS OTHERWISE SPECIFIED.
 14. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PORCH UNLESS OTHERWISE SPECIFIED.
 15. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE STAIR UNLESS OTHERWISE SPECIFIED.
 16. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ELEVATOR UNLESS OTHERWISE SPECIFIED.
 17. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE LIFT UNLESS OTHERWISE SPECIFIED.
 18. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE RAMP UNLESS OTHERWISE SPECIFIED.
 19. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CURB UNLESS OTHERWISE SPECIFIED.
 20. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE SIDEWALK UNLESS OTHERWISE SPECIFIED.
 21. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE SPECIFIED.
 22. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE GARAGE UNLESS OTHERWISE SPECIFIED.
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 30. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE RAMP UNLESS OTHERWISE SPECIFIED.



DP 12-617455

NOV 14 2013 PLAN #1

NO. 2 ROAD

Storm MH NRM 186

Project No.	#1
Issue No.	1
Issue Date	NOV 14 2013
Project Name	15-UNIT TOWNHOUSE DEVELOPMENT

15-UNIT TOWNHOUSE DEVELOPMENT
 6471/6481/6511
 NO. 2 ROAD
 RICHMOND, BC

SITE PLAN
 GROUND FLOOR
 FUTURE DEVELOPMENT POTENTIAL



MATTHEW CHENG ARCHITECT INC.

2450-104 AVENUE
SUITE 200
RICHMOND, BC V6V 2G9
TEL: 604-273-1111
WWW.MATTHEWCHENGARCHITECT.COM

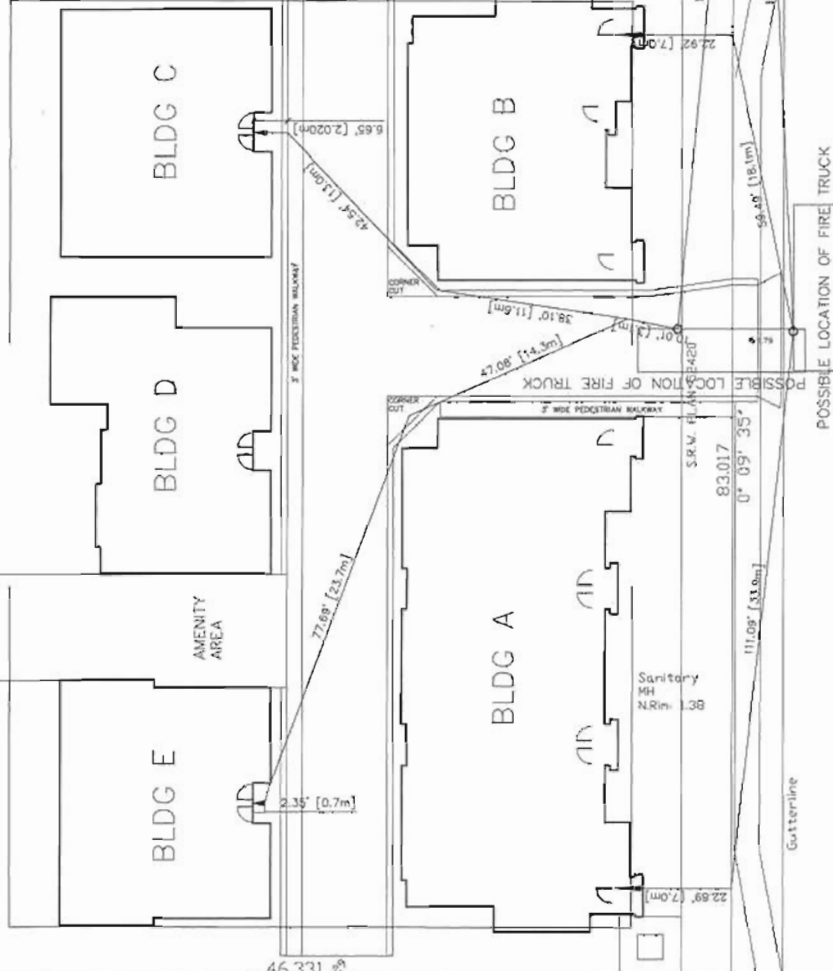
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3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.

90° 19' 21"
46.320

0° 10' 04"
83.087

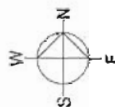
Wood Fence



46.331
90° 20' 05"

Project Title:
15-UNIT TOWNHOUSE DEVELOPMENT
6471/6481/6511 NO.2 ROAD
RICHMOND, BC

Sheet Title:
FIRE ACCESS PLAN



DP 12-617455
NOV 14 2013
PLAN #1A

NO. 2 ROAD

Crown of Road

Crown of Road

Gutterline

EXISTING FIRE HYDRANT
Gutterline

POSSIBLE LOCATION OF FIRE TRUCK
POSSIBLE LOCATION OF FIRE TRUCK
POSSIBLE LOCATION OF FIRE TRUCK

Sanitary MH
N.Rim: 1.97

Sanitary MH
N.Rim: 1.38

Revision Table:
Revision No. 1
Revision Date 2013/10/07
Revision Description
Project Number
Scale 1/32" = 1'-0"
Drawing No. #1A



MATTHEW CHENG ARCHITECT INC.
 1000 WEST 10TH AVENUE, SUITE 200
 VANCOUVER, BC V6H 1T5
 TEL: 604-681-1111
 WWW.MATTHEWCHENGARCHITECT.COM

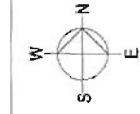
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NOTES:
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 5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE GUTTERLINE UNLESS OTHERWISE SPECIFIED.
 6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CURB UNLESS OTHERWISE SPECIFIED.
 7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE SIDEWALK UNLESS OTHERWISE SPECIFIED.
 8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PLAZA UNLESS OTHERWISE SPECIFIED.
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 10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE BALCONY UNLESS OTHERWISE SPECIFIED.

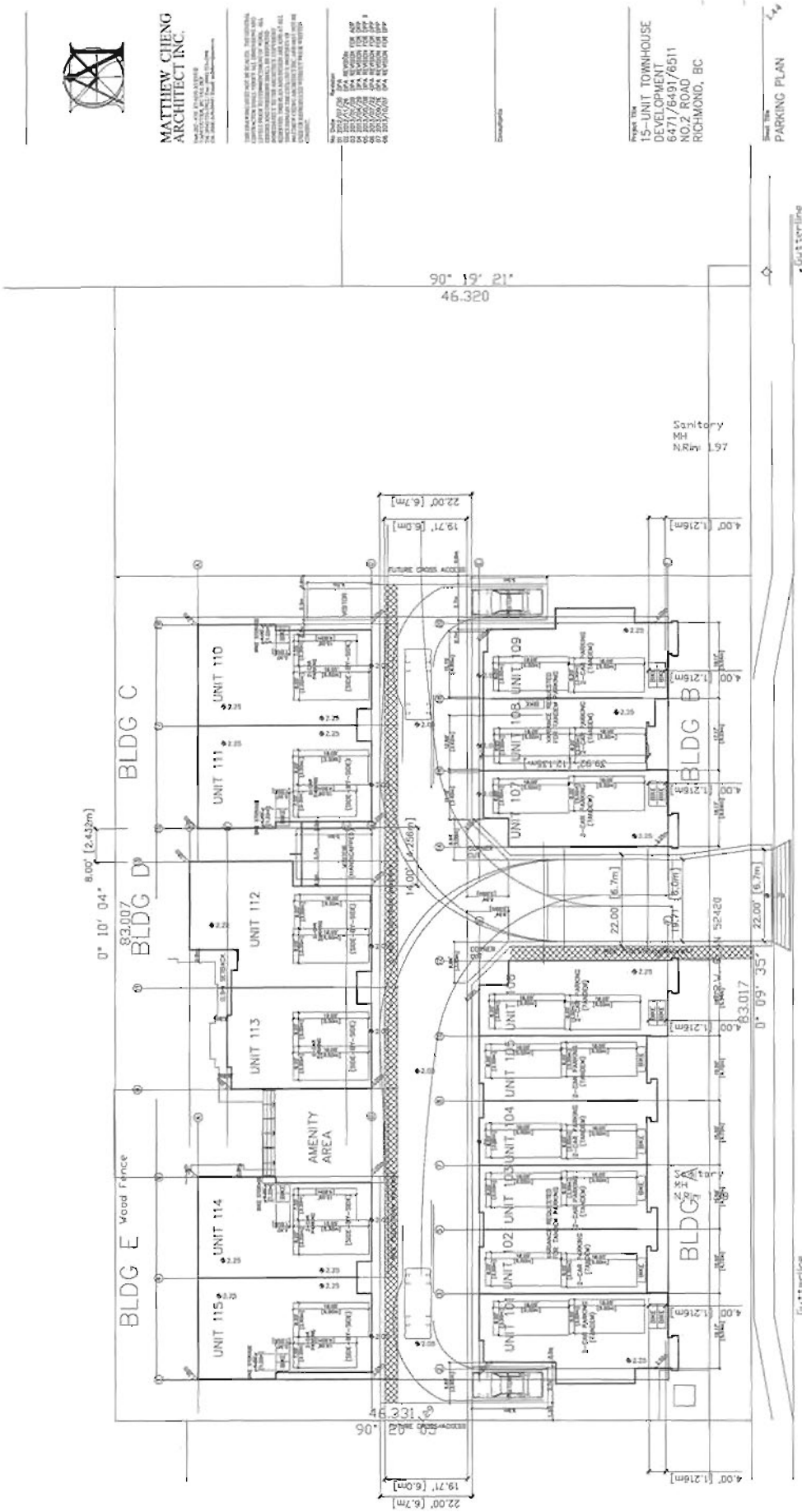
DATE: 11/14/2013

PROJECT TITLE:
 15-UNIT TOWNHOUSE DEVELOPMENT
 6471/6491/6511 NO.2 ROAD
 RICHMOND, BC

DATE: 11/14/2013



DP 12-617455
 NOV 14 2013
 PLAN #2



Crown of Road

Crown of Road

NO. 2 ROAD

Gutterline

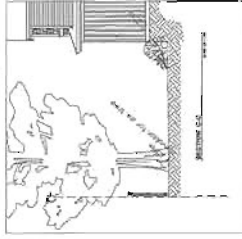
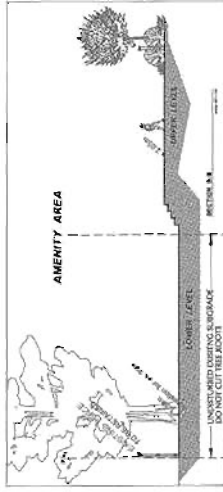
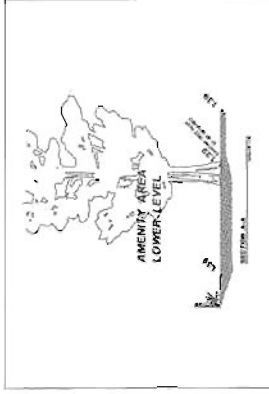
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Sanitary MH N.Riv 1.97

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pmg
 LANDSCAPE ARCHITECTS INC.
 1000 S. 10th Street, Suite 100
 Raleigh, NC 27603
 P: 919.876.1111 F: 919.876.1112

MSL



NO.	DESCRIPTION	DATE
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3	REVISION	11/14/2013
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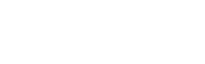
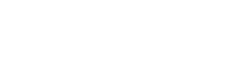
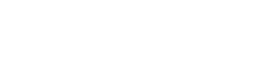
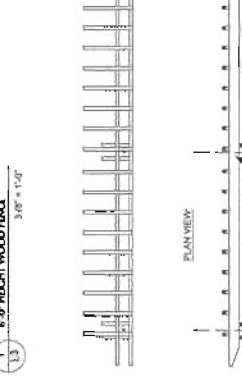
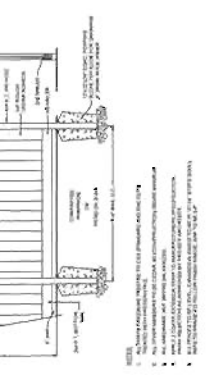
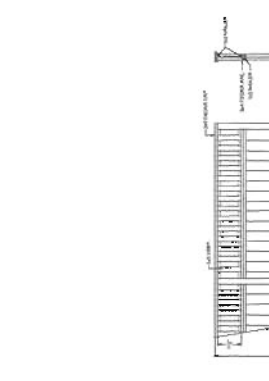
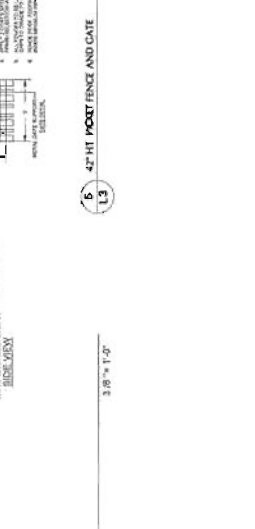
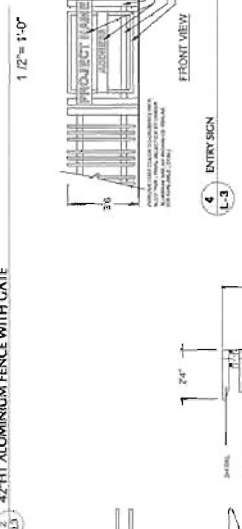
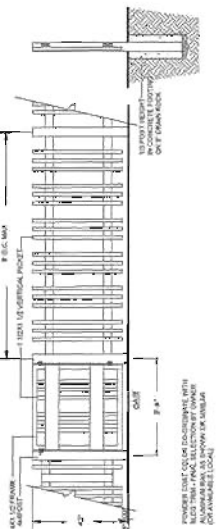
PROJECT
 15-UNIT TOWNHOUSE
 DEVELOPMENT
 6271 S. 11th St
 RICHMOND, VA

DESIGNED BY
 Wm. Matthew Cheng
 ARCHITECT INC.

DATE: 11/14/2013
 SCALE: 1/8" = 1'-0"
 SHEET NO: L3
 OF 5

LANDSCAPE
 DETAILS

NOV 14 2013



DP 12-617455
 PLAN # 3A

NOV 14 2013

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NO.	DATE	REVISION DESCRIPTION	BY
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15-UNIT TOWNHOUSE DEVELOPMENT PLAN

871-6511 No.2 Road
RICHMOND, BC
With Matthew Chenk Architects Inc.

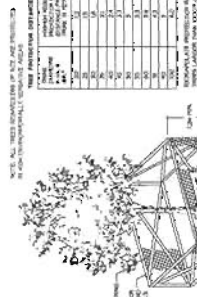
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DATE: 10/11/11
SCALE: 1/8" = 1'-0"
SHEET: 19
DESIGN ID:
SHEET FOUR
PROJECT NUMBER: 12-025

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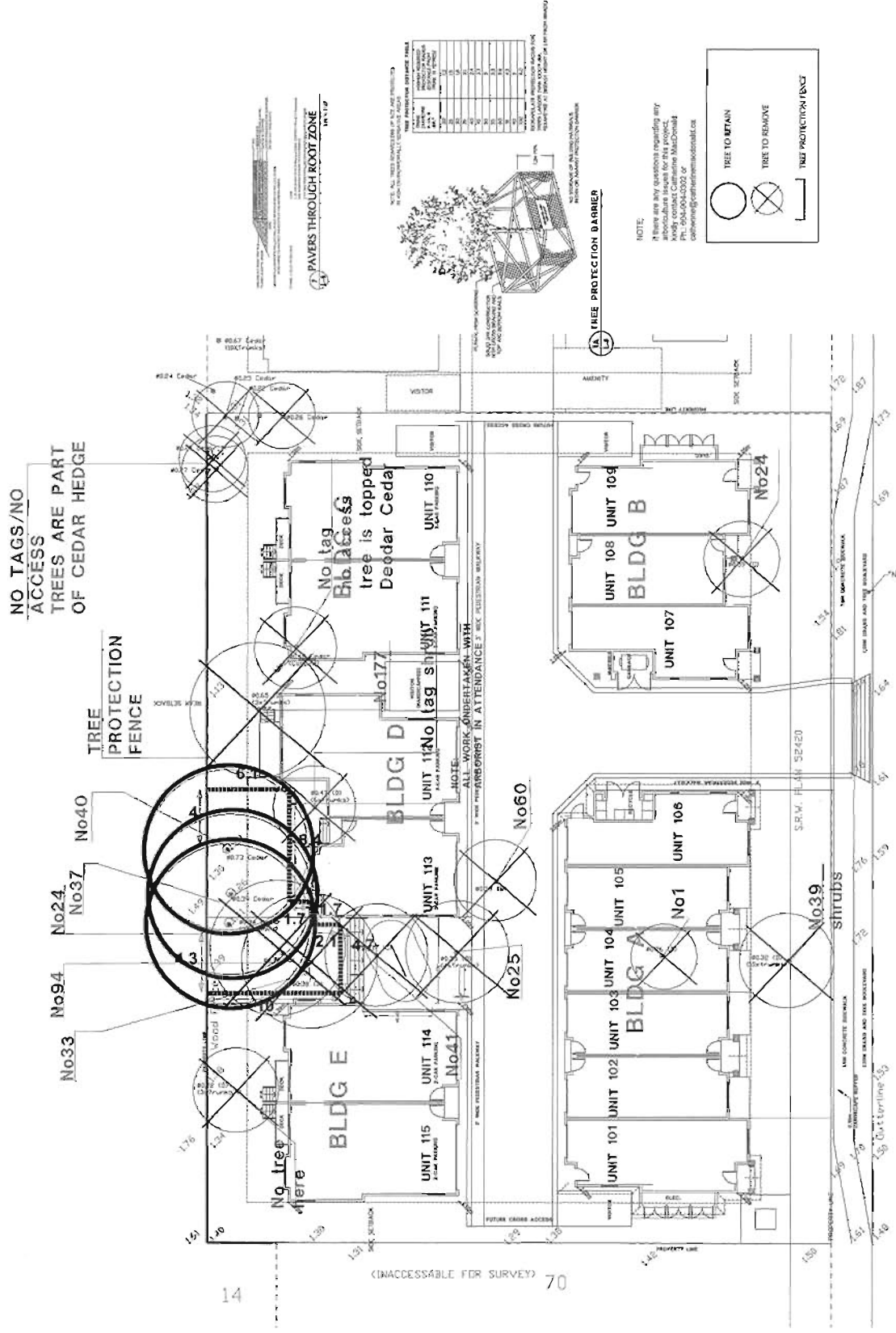
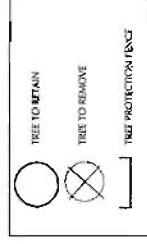
TREE PROTECTION FENCE

PAVERS THROUGH ROOT ZONE



TREE PROTECTION BARRIER

NOTE: If there are any questions regarding any annotations on this project, please contact the landscape architect at the following phone number: (604) 271-1100 or email: catherine@pgheremodmail.ca



DP 12-617455
NOV 14 2013 **PLAN 38**

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2013

PROJECT
15-UNIT TOWNHOUSE DEVELOPMENT
647-8511 No 2 Road
ARLINGTON, VA
With Matthew Cheng
Architects Inc.

LANDSCAPE SPECIFICATIONS

DATE: January 30, 2013

SCALE: AS SHOWN

15

OWNER: PBM

015

1005

PROJECT NUMBER: PLAN #3C

SECTION	DESCRIPTION
PART ONE - GENERAL REQUIREMENTS	<p>1.1. GENERAL NOTES</p> <p>1.2. SITE CONDITIONS</p> <p>1.3. MATERIALS</p> <p>1.4. PLANTING</p> <p>1.5. MAINTENANCE</p> <p>1.6. IRRIGATION</p> <p>1.7. LIGHTING</p> <p>1.8. SIGNAGE</p> <p>1.9. FURNITURE</p> <p>1.10. SAFETY</p> <p>1.11. ACCESSIBILITY</p> <p>1.12. ENVIRONMENTAL</p> <p>1.13. HISTORIC PRESERVATION</p> <p>1.14. UTILITIES</p> <p>1.15. RECORD DRAWINGS</p> <p>1.16. AS-BUILT DRAWINGS</p> <p>1.17. FINAL REPORT</p> <p>1.18. CLOSEOUT</p> <p>1.19. WARRANTY</p> <p>1.20. OTHER</p>
PART THREE - SOFT LANDSCAPE DEVELOPMENT - CONT.	<p>3.1. PLANTING</p> <p>3.2. MAINTENANCE</p> <p>3.3. IRRIGATION</p> <p>3.4. LIGHTING</p> <p>3.5. SIGNAGE</p> <p>3.6. FURNITURE</p> <p>3.7. SAFETY</p> <p>3.8. ACCESSIBILITY</p> <p>3.9. ENVIRONMENTAL</p> <p>3.10. HISTORIC PRESERVATION</p> <p>3.11. UTILITIES</p> <p>3.12. RECORD DRAWINGS</p> <p>3.13. AS-BUILT DRAWINGS</p> <p>3.14. FINAL REPORT</p> <p>3.15. CLOSEOUT</p> <p>3.16. WARRANTY</p> <p>3.17. OTHER</p>
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PART THREE - SOFT LANDSCAPE DEVELOPMENT - CONT.	<p>3.33. PLANTING</p> <p>3.34. MAINTENANCE</p> <p>3.35. IRRIGATION</p> <p>3.36. LIGHTING</p> <p>3.37. SIGNAGE</p> <p>3.38. FURNITURE</p> <p>3.39. SAFETY</p> <p>3.40. ACCESSIBILITY</p> <p>3.41. ENVIRONMENTAL</p> <p>3.42. HISTORIC PRESERVATION</p> <p>3.43. UTILITIES</p> <p>3.44. RECORD DRAWINGS</p> <p>3.45. AS-BUILT DRAWINGS</p> <p>3.46. FINAL REPORT</p> <p>3.47. CLOSEOUT</p> <p>3.48. WARRANTY</p> <p>3.49. OTHER</p>
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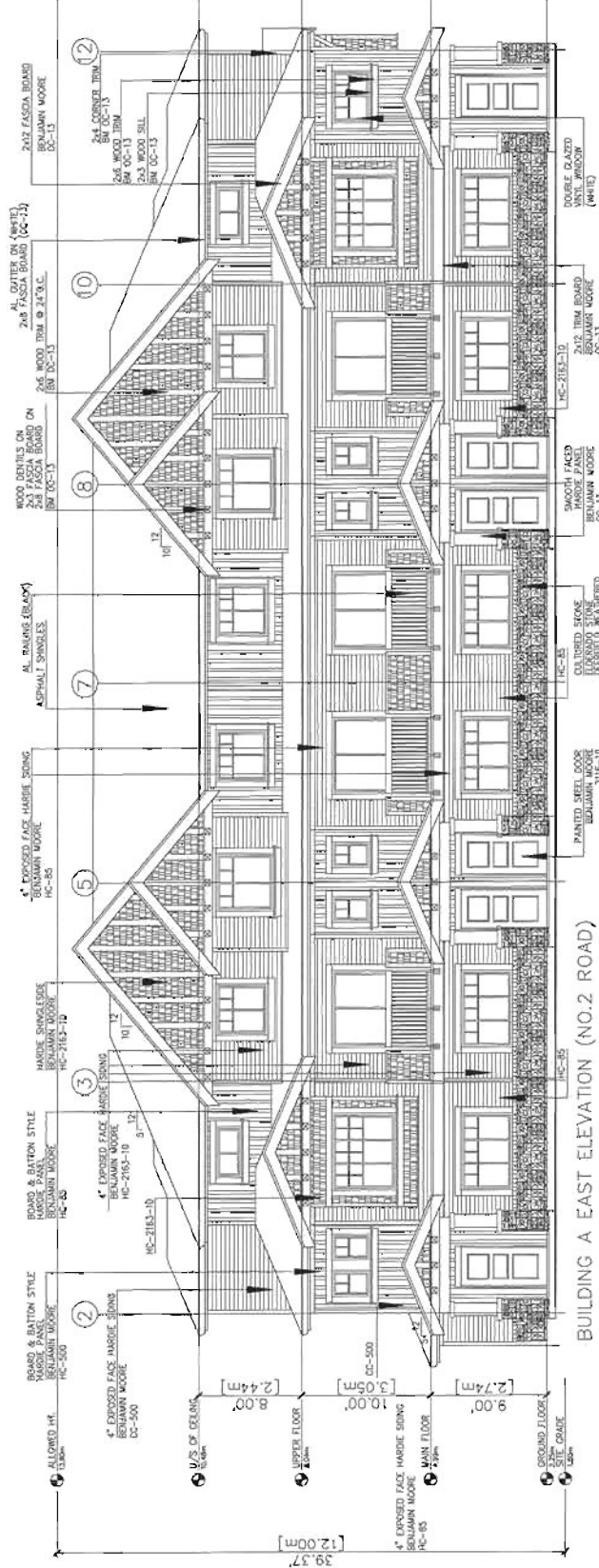
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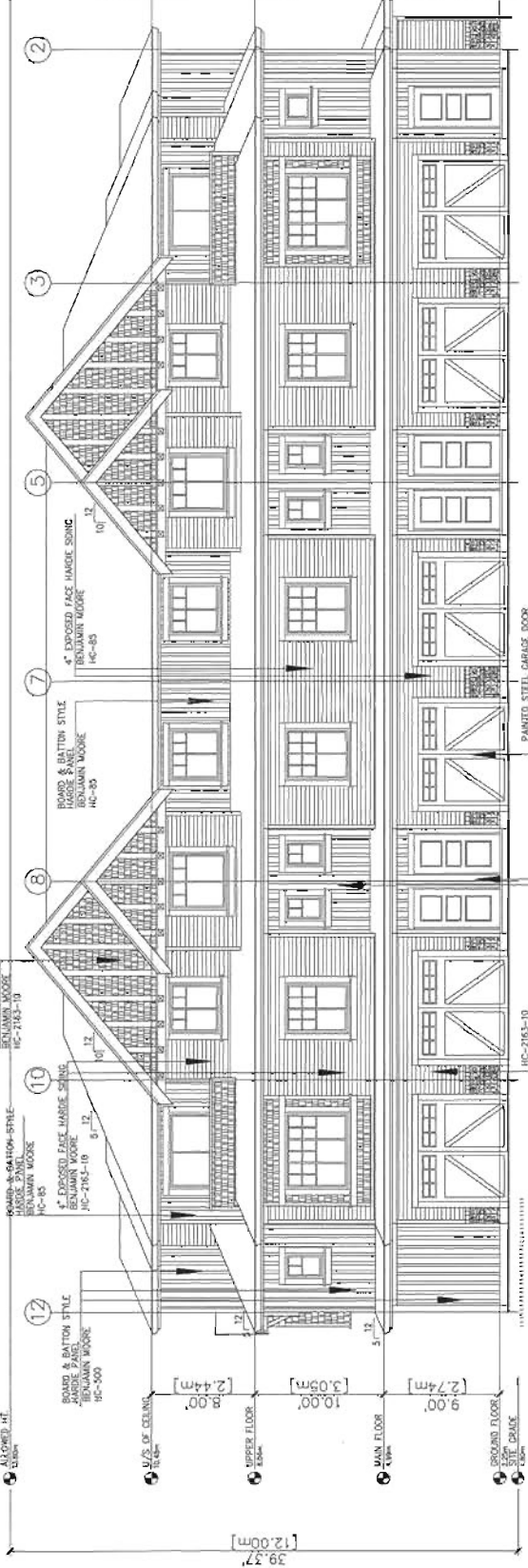
MATTHEW CHENG ARCHITECT INC.
 100 UNIVERSITY AVENUE, SUITE 100
 RICHMOND, BC V6V 1C9
 TEL: 604.273.8888 FAX: 604.273.8889
 WWW.MATTHEWCHENGARCHITECT.COM

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 CHECKED BY: M. CHENG
 PROJECT NO.: 12-617455
 SHEET NO.: 14



BUILDING A EAST ELEVATION (NO.2 ROAD)



BUILDING A WEST ELEVATION

Project Title: 15-UNIT TOWNHOUSE DEVELOPMENT
 64776491/6511
 NO.2 ROAD
 RICHMOND, BC

Sheet Title: ELEVATIONS BUILDING A

Scale: 1/4" = 1'-0"
 Project Number: #4

Revision Date: 2013/11/04
 Drawing Date: 2013/07/09

DP 12-617455
 NOV 14 2013
 PLAN #4

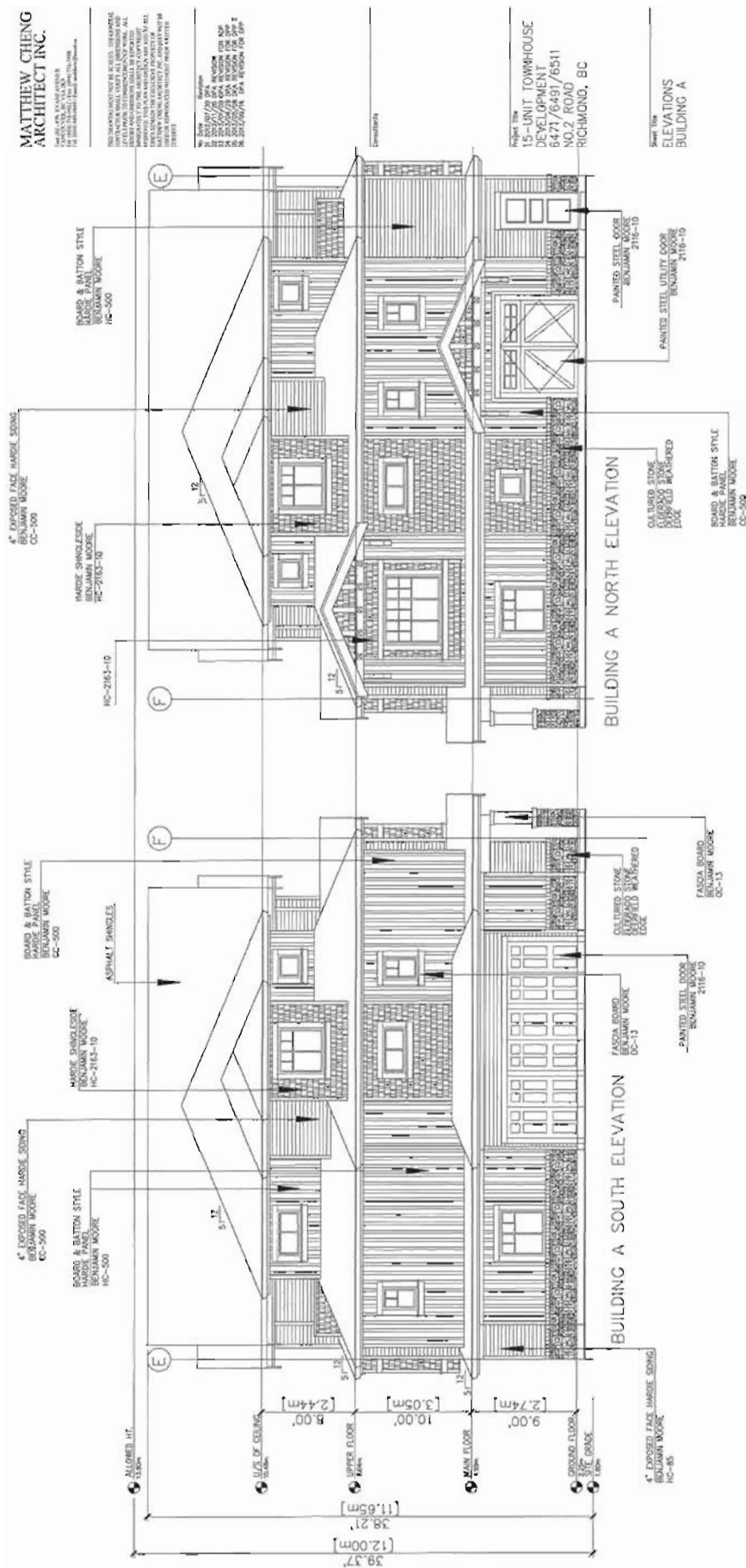


MATTHEW CHENG ARCHITECT INC.

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SUITE 200
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BY: J. CHENG
CHECKED BY: J. CHENG
DATE: 2013/07/29
BY: J. CHENG
CHECKED BY: J. CHENG
DATE: 2013/07/29
BY: J. CHENG
CHECKED BY: J. CHENG



Project Name:
15-UNIT TOWNHOUSE
DEVELOPMENT
6471/6491/6511
NO.2 ROAD
RICHMONG, BC

Sheet No.
ELEVATIONS
BUILDING A

Drawn by:	J. CHENG
Checked by:	J. CHENG
Date:	2013/07/29
Scale:	1/4" = 1'-0"
Project Number:	#4a

DP 12-617455
NOV 14 2013
PLAN # 4A

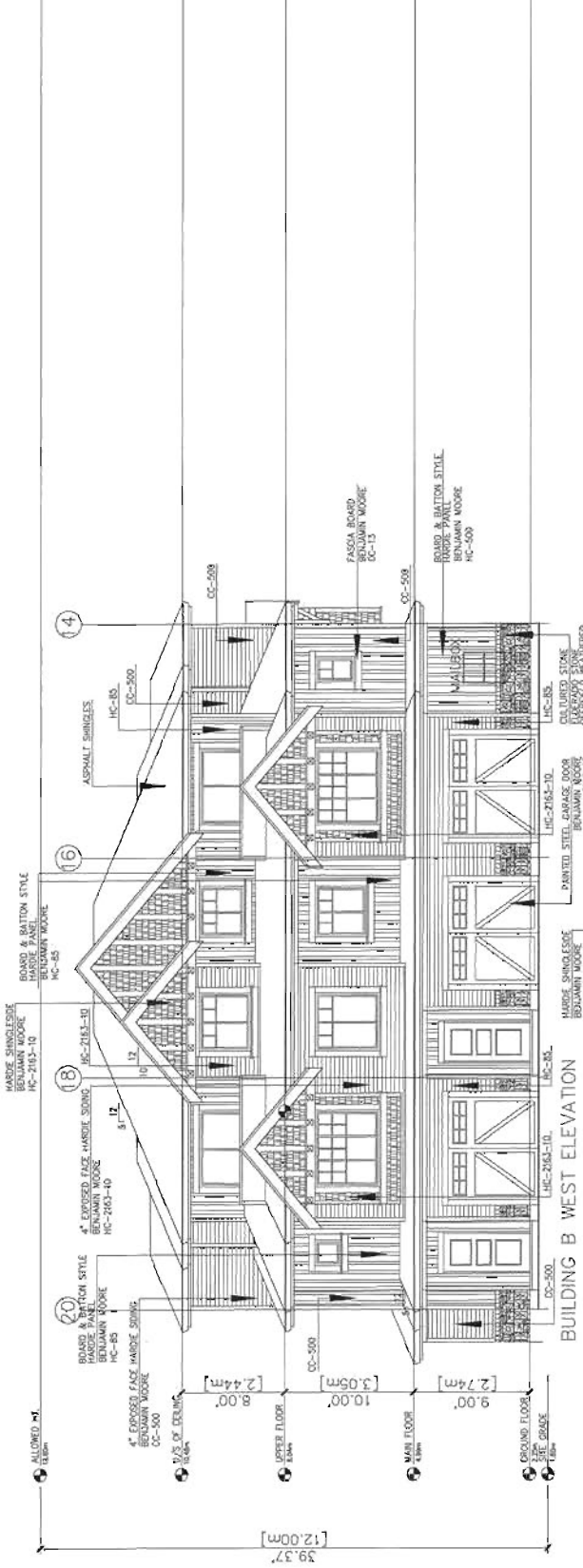


MATTHEW CHENG ARCHITECT INC.

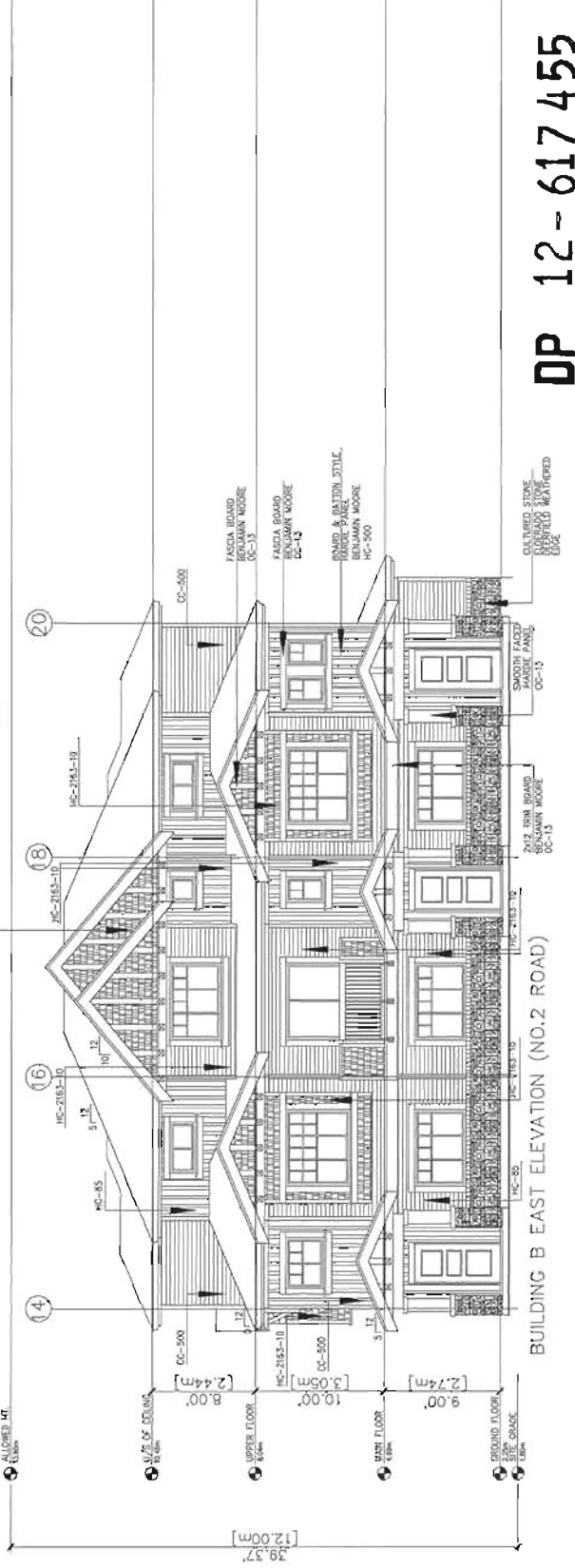
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SUITE 200
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PROJECT: 15-UNIT TOWNHOUSE DEVELOPMENT
NO. 2 ROAD, RICHMOND, BC



BUILDING B WEST ELEVATION



BUILDING B EAST ELEVATION (NO.2 ROAD)

Project Title: 15-UNIT TOWNHOUSE DEVELOPMENT
6471/6491/6511 NO.2 ROAD, RICHMOND, BC

Sheet Title: ELEVATIONS BUILDING B

Client/Architect	Matthew Cheng Architect Inc.
Scale	1/8" = 1'-0"
Project Number	

Revision	1	2013/10/27
Revision	2	2013/10/27
Revision	3	2013/10/27

DP 12-617455

NOV 14 2013

PLAN # 4B

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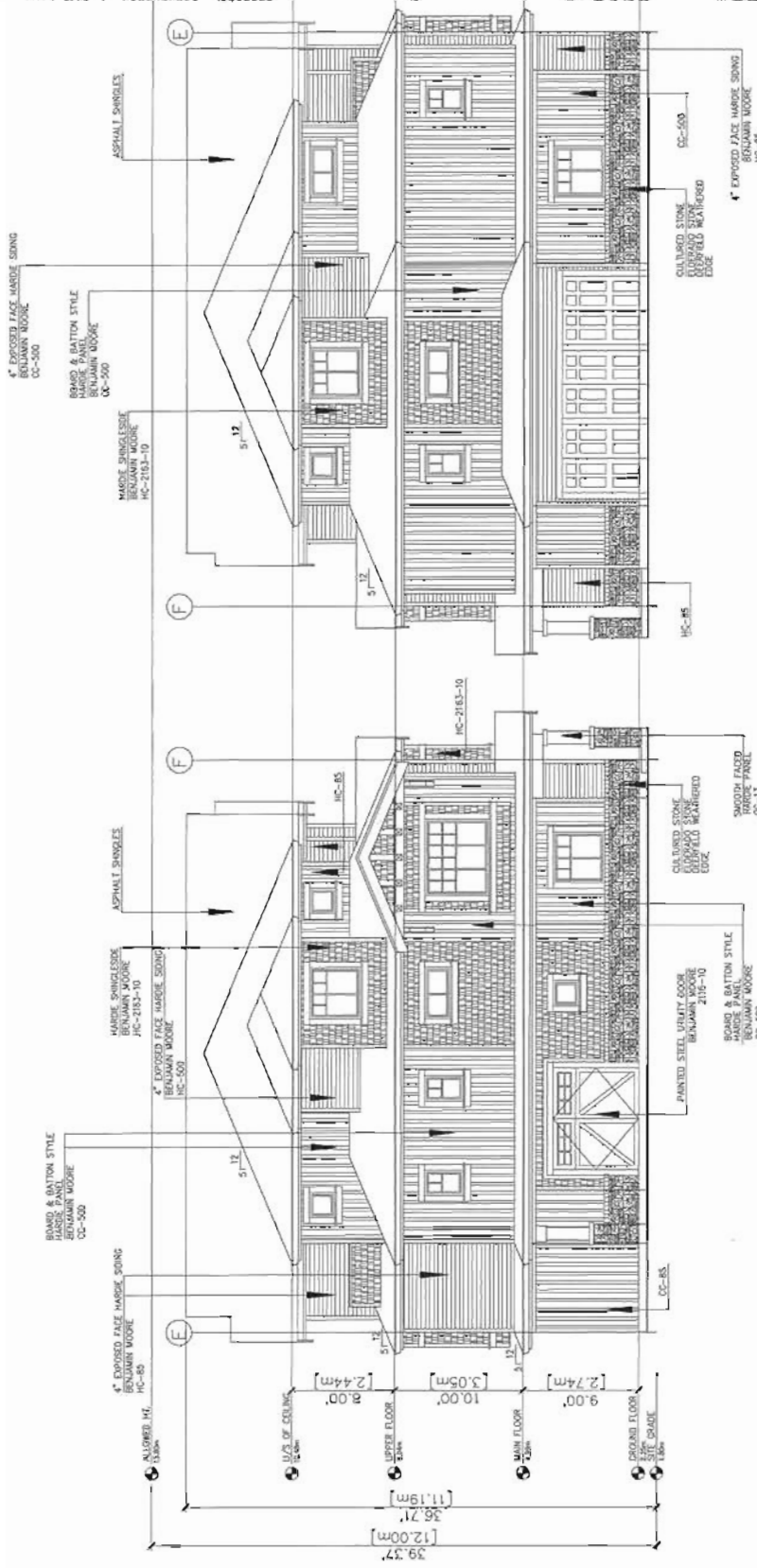


MATTHEW CHIENG ARCHITECT INC.

15-UNIT TOWNHOUSE DEVELOPMENT
6471/6491/6511
NO. 2 ROAD
RICHMOND, BC

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DATE: 2014/07/29
BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1/4" = 1'-0"



BUILDING B NORTH ELEVATION

BUILDING B SOUTH ELEVATION

Drawn By:	Matthew Chieng
Checked By:	[Signature]
Scale:	1/4" = 1'-0"
Project Number:	#4C
Issue Date:	2014/07/29

DP 12-617455
NOV 14 2013
PLAN #4C



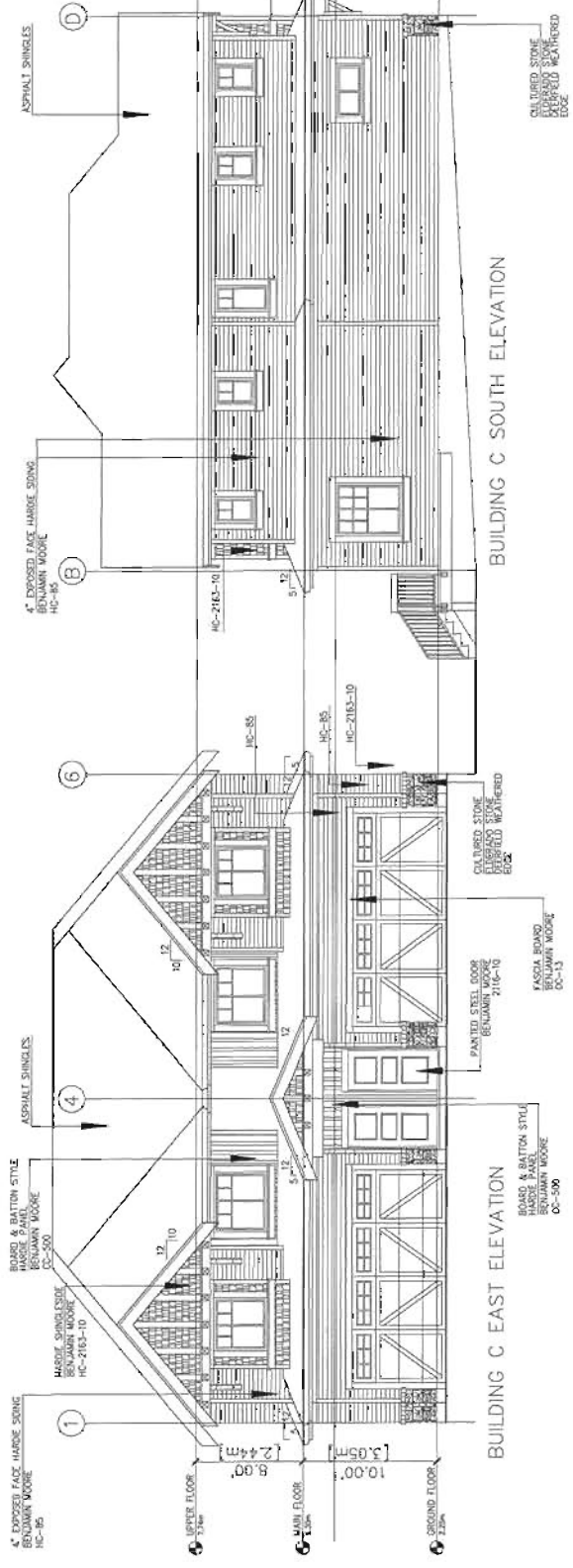
MATTHEW CHENG ARCHITECT INC.

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Mr. Date: Revision
 01 2012/07/08 04A REVISION
 02 2012/07/08 04A REVISION
 03 2012/07/08 04A REVISION
 04 2012/07/08 04A REVISION
 05 2012/07/08 04A REVISION
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 10 2012/07/08 04A REVISION

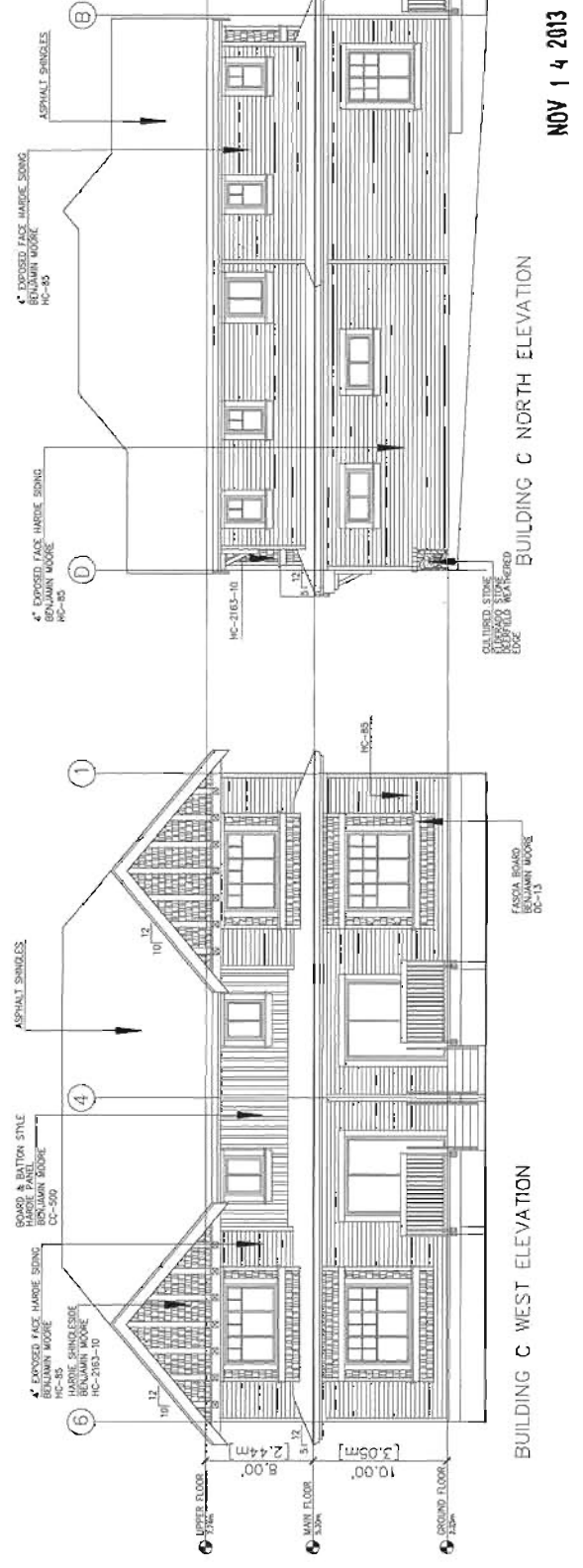
Comments



BUILDING C SOUTH ELEVATION

BUILDING C EAST ELEVATION

BUILDING C WEST ELEVATION



BUILDING C NORTH ELEVATION

BUILDING C WEST ELEVATION

Project Title
 15-UNIT TOWNHOUSE DEVELOPMENT
 6471/6491/6511
 NO.2 ROAD
 RICHMOND, BC

Sheet Title
 ELEVATIONS
 BUILDING C

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

Revision Date: 2012/07/08
 Issue Date: 2012/07/08
 Drawing No: #4d

NOV 14 2013

DP 12-617455

PLAN 49



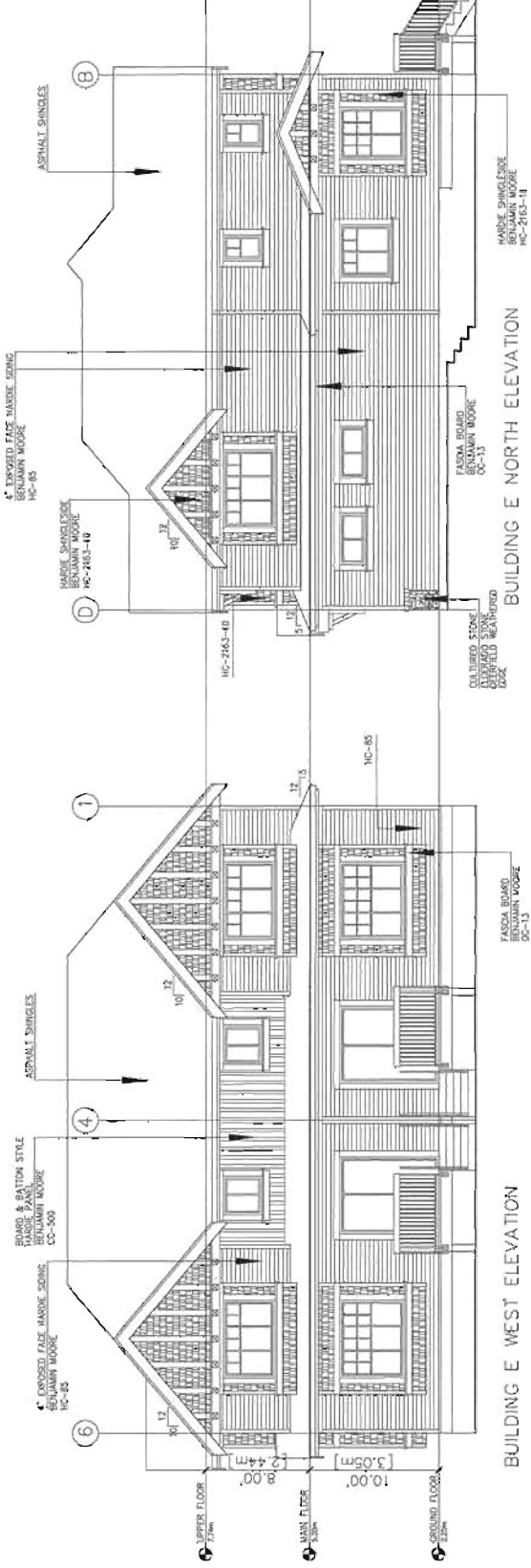
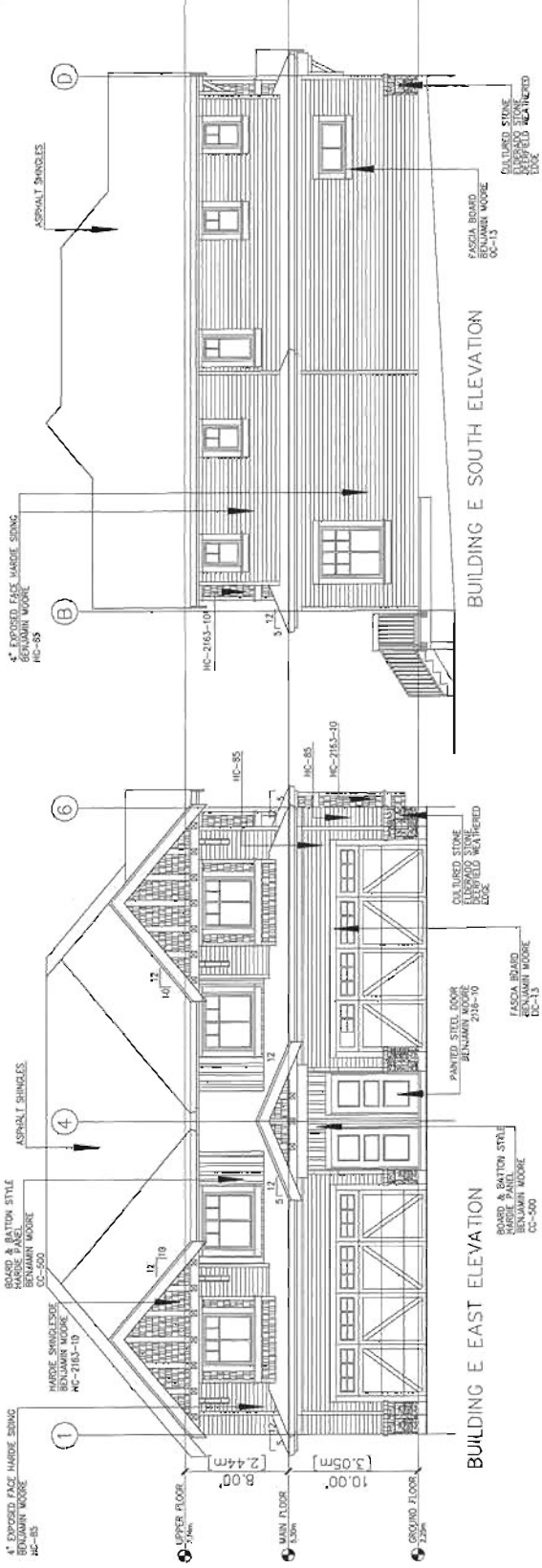
MATTHEW CHENG ARCHITECT INC.

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DATE: 2013.11.14
PROJECT: 15-UNIT TOWNHOUSE DEVELOPMENT
NO. 2 ROAD, RICHMOND, BC
DRAWN BY: MCH/MLP
CHECKED BY: MCH/MLP
SCALE: AS SHOWN

Consultant:



Project #14
15-UNIT TOWNHOUSE DEVELOPMENT
8471/6491/6511
NO. 2 ROAD
RICHMOND, BC

Sheet Title
ELEVATIONS
BUILDING E

Project Name
15-UNIT TOWNHOUSE DEVELOPMENT
8471/6491/6511
NO. 2 ROAD
RICHMOND, BC

Revision Date: 2013/11/14
Project No: 15-UNIT TOWNHOUSE DEVELOPMENT
Scale: AS SHOWN

NOV 14 2013

DP 12-617455

PLAN # 4E

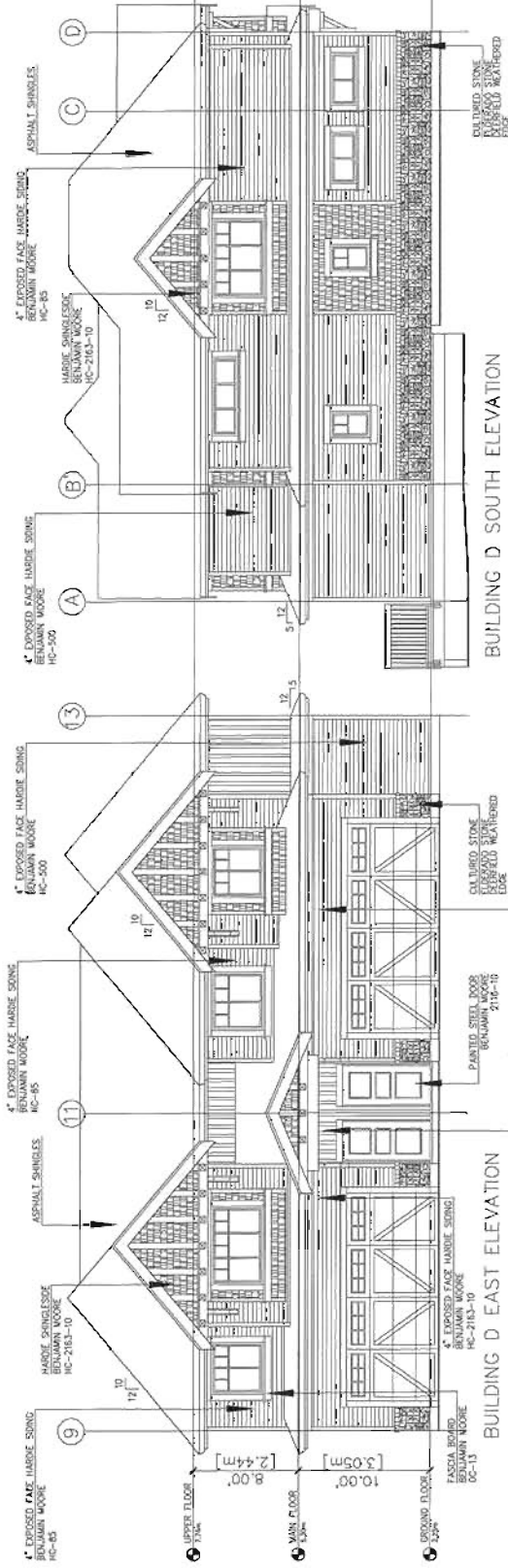


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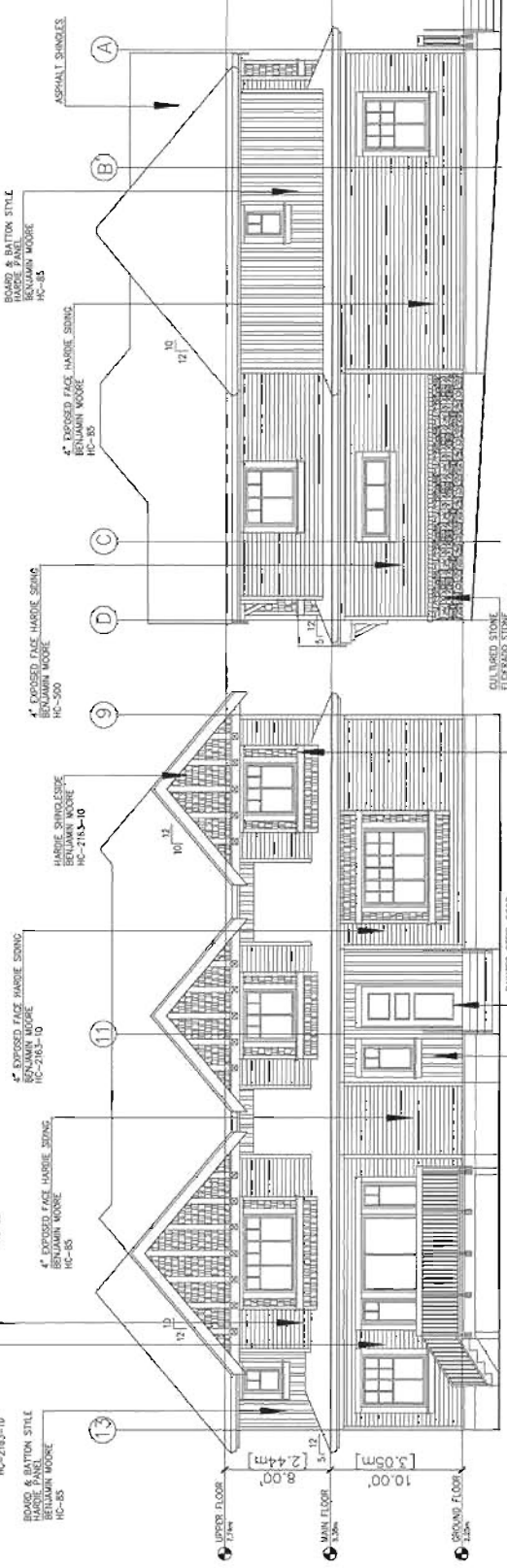
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Date: 2013/07/25
Project: 12-617455
Sheet: 4f



BUILDING D SOUTH ELEVATION

BUILDING D EAST ELEVATION



BUILDING D NORTH ELEVATION

BUILDING D WEST ELEVATION

PROJECT TITLE
15-UNIT TOWNHOUSE
DEVELOPMENT
6471/8491/8511
NO.2 ROAD
RICHMOND, BC

SHEET TITLE
ELEVATIONS
BUILDING D

Drawn By: J. Cheng
Checked: J. Cheng
Scale: 1/8" = 1'-0"
Project Number: 12-617455

Project Name: 15-UNIT TOWNHOUSE DEVELOPMENT
File Name: 12-617455-4f.dwg
Date: 2013/07/25
Project Number: 12-617455

Sheet No: #4f

DP 12-617455

NOV 14 2013

PLANS # 4F



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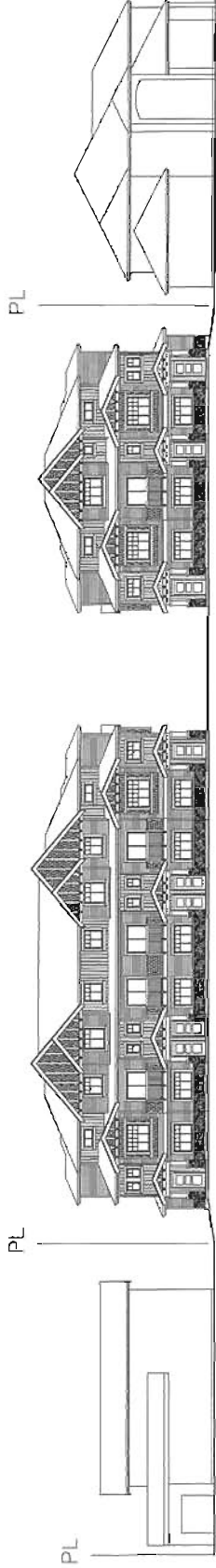
DATE: 02/27/13
BY: MCH
CHECKED BY: MCH
SCALE: AS SHOWN
PROJECT: 15-UNIT TOWNHOUSE DEVELOPMENT

Streetscape

Project Title:
15-UNIT TOWNHOUSE DEVELOPMENT
6471/6491/6511
NO.2 ROAD
RICHMOND, BC

Sheet Title:
STREETSCAPE
SITE ELEVATIONS

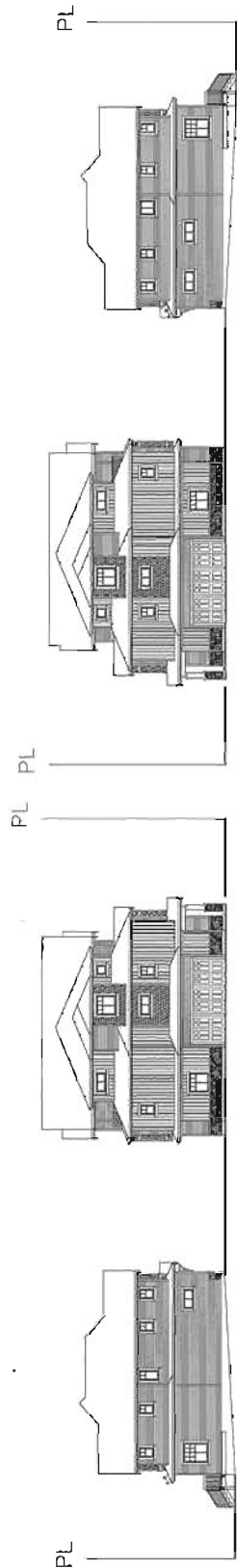
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Project Number:	#6
Sheet Number:	001/01/017
Plot Title:	STREETSCAPE
Plot Number:	12-617455
Plot Name:	PLAN # 45



EAST ELEVATION (STREETSCAPE ALONG NO.2 ROAD)



WEST ELEVATION

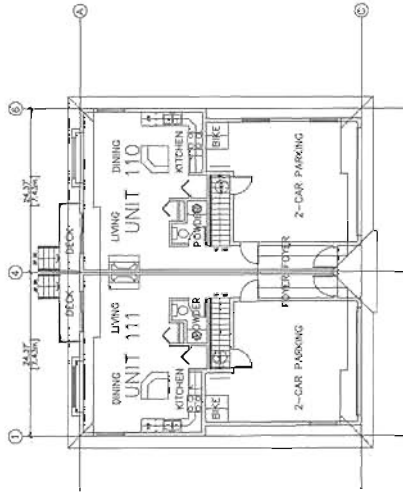


SOUTH ELEVATION

NORTH ELEVATION

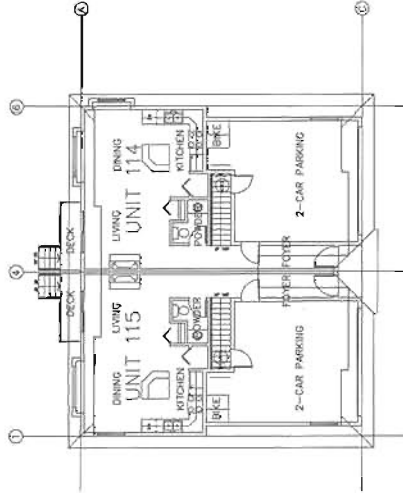
NOV 14 2013 DP 12-617455 PLAN # 45

BUILDING C



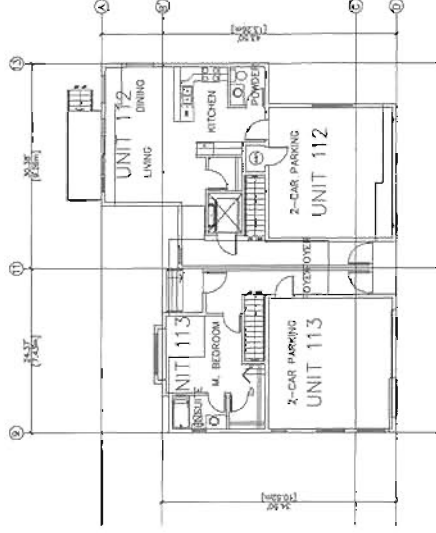
MAIN FLOOR

BUILDING E



MAIN FLOOR

BUILDING D



MAIN FLOOR



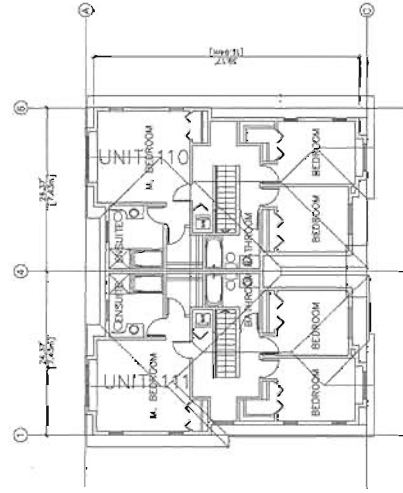
MATTHEW CHENG ARCHITECT INC.

REGISTERED ARCHITECT
 2011/07/29
 2011/07/29

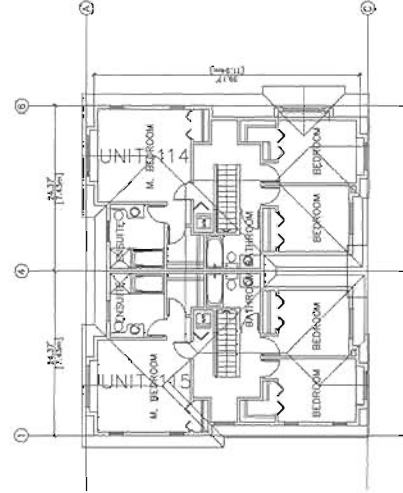
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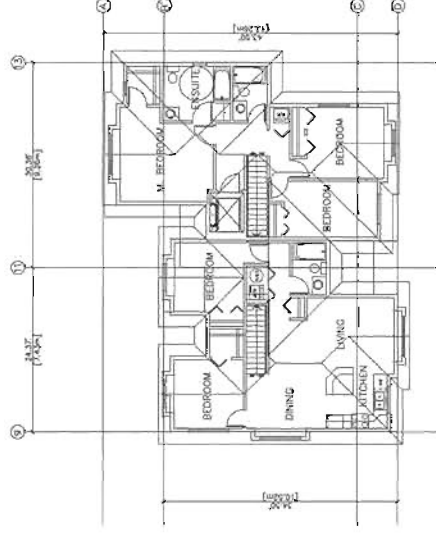
01/11/2013



UPPER FLOOR



UPPER FLOOR



UPPER FLOOR

Project Title
15-UNIT TOWNHOUSE DEVELOPMENT
 6471/6491/6511
 NO.2 ROAD
 RICHMOND, BC

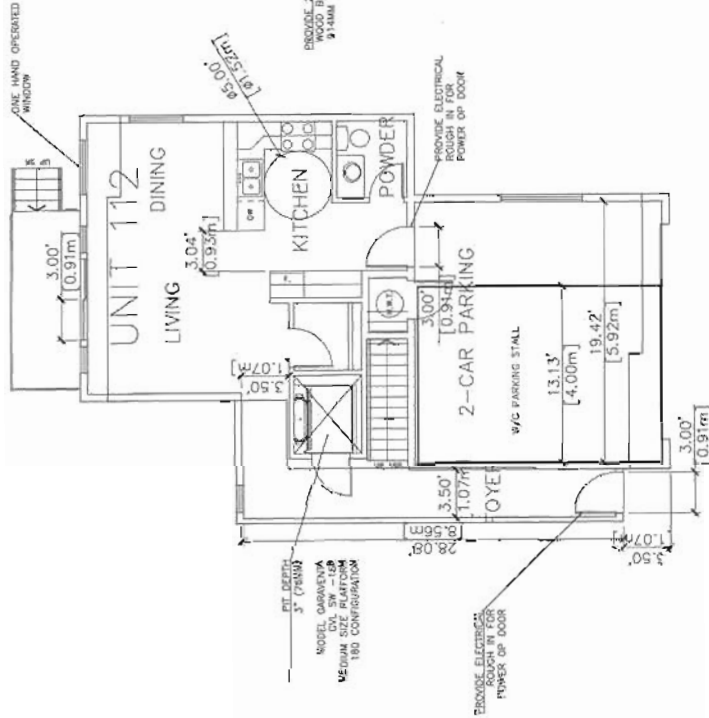
Sheet Title
FLOOR PLANS
 BUILDING C
 BUILDING D
 BUILDING E

Project No.
 2011/07/29
 2011/07/29
 2011/07/29
 2011/07/29
 2011/07/29

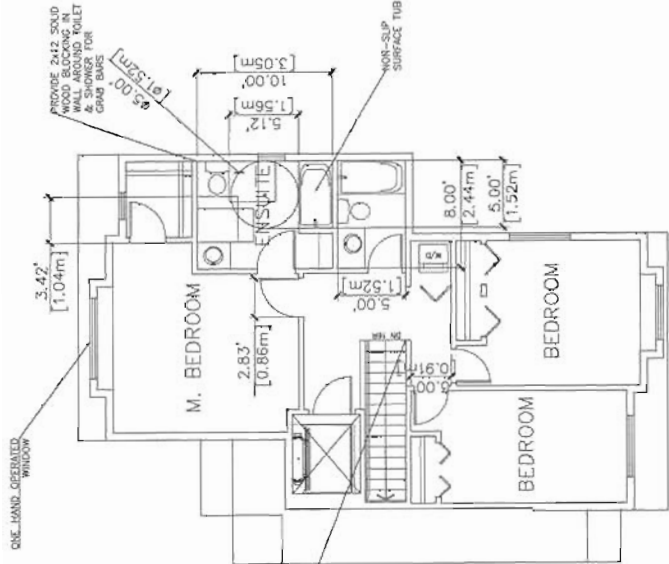
Project Name
#5a

REFERENCE PLAN

NOV 14 2013 DP 12-617455



MAIN FLOOR



UPPER FLOOR

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 WWW.MATTHEWCHENGARCHITECT.COM

PROJECT NO.: 15-UNIT TOWNHOUSE DEVELOPMENT
 DATE: 2013/07/29
 DRAWN BY: MCH/2013/07/29
 CHECKED BY: MCH/2013/07/29
 SCALE: 1/4" = 1'-0"

Project Title
15-UNIT TOWNHOUSE DEVELOPMENT
6471/6491/6511 NO.2 ROAD RICHMOND, BC

Sheet Title
FLOOR PLAN BUILDING D CONVERTIBLE UNIT

Drawn By
 MCH

Checked By
 MCH

Scale
 1/4" = 1'-0"

Project Number
 #5b

Revision
 2013/07/29
 2013/07/29

CONVERTIBLE UNIT CHECKLIST

- Doors & Doorways**
 Entry doors are a minimum 800 mm but ideally 914 mm and have clear access. Minimum clearances shall be provided for future automatic door openers.
 Interior doors for main living areas, 1 bathroom and 1 bedroom, min. 800 mm clear openings.
 Access between the hallway and rooms and wide hallway and/or doorway if necessary to secure access.
 Accessibility min. 800 mm clear openings with 50 bulging code.
 Lever-type handles for all doors.
- Vertical Circulation**
 Stair lift, address width, turning radius, and landings, as noted on floor plans or in compliance with manufacturer's specifications.
 Vertical lift, address width, and landings, as noted on floor plans in compliance with manufacturer's specifications.
 At the top of all stairways, walls are reinforced with 2" x 12" solid lumber at 914 mm to centre.
 Min. 900 mm width.
 Min. 1 accessible landing space with min. 4 m stride width.
 Access from garage to living area min. 800 mm clear opening.
- Hallways**
 Min. 900 mm width.
- Garage**
 Access from garage to living area min. 800 mm clear opening.

- Bathroom (Min. 1)**
 Toilet clear floor space min. 1000 mm at side and in front.
 Clear floor space for shower pan, tub, or shower pan, min. 1000 mm x 1000 mm with 2" x 12" solid lumber in all bathtub, shower, and toilet locations.
 Lever-type handles for plumbing fixtures.
 Clearances for wheelchair and other mobility devices.
 Grab bars installed on all shower fixtures.
 Demonstrate bath and shower controls are accessible (jogged or tactile placement).
- Kitchen**
 Clear area under counter above work spaces. Plumbing and gas pipes (top-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 204 mm to 305 mm to the centre of the pipe from floor level.
 1500 mm turning diameter or turning path diagram.
 Lever-type handles for plumbing fixtures.
- Bedrooms**
 Min. 1 window that can be opened with a single hand (Bathroom, Kitchen, living room)
 Placement locations of electrical outlets, bedside tables, bottom of shelving, and other fixtures (inside and outside) to be clear of wheelchair or other mobility device, within assembly of central centre for smart home options.
 Upgrade to four-view adults in master bedroom, home office, garage, and recreation room.
- Outlets & Switches**
 Min. 900 mm width.

NOV 14 2013 DP 12-617455



**City of
Richmond**

Report to Development Permit Panel

To: Development Permit Panel

Date: November 21, 2013

From: Wayne Craig
Director of Development

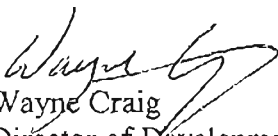
File: DP 13-643519

Re: Application by Christopher Bozyk Architects for a Development Permit at 11100 Cambie Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of an automobile repair facility on a lot at 11100 Cambie Road on a site zoned Industrial Retail (IR1); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Increase the maximum site coverage from 60% to 73%; and,
 - b) Reduce the minimum exterior side yard setback from 3.0 metres to 1.5 metres along the Cambie Road frontage.


Wayne Craig
Director of Development

WC:dcb

Staff Report

Origin

Christopher Bozyk Architects has applied to the City of Richmond for permission to develop an automobile repair facility on a lot at 11100 Cambie Road on a site zoned "Industrial Retail (IR1)". The site currently contains commercial vehicle parking and storage.

The existing zoning "Industrial Retail (IR1)" allows vehicle body repair or paint shop and vehicle repair. No rezoning is required for the proposed use.

Development Information

A pair of two-storey buildings are proposed, joined by a roof-top parking structure that will connect both buildings and cover most of the roofs of the buildings. One half of the facility will service BMW vehicles and the other will service Mercedes-Benz vehicles. An access ramp will be located along the southern property line providing vehicle access to the roof deck. Two vehicle accesses will connect the site to Vanguard Road and vehicle access to Cambie Road will not be provided. As the proposed gross floor area will exceed 2,000 m², the requirements of the Green Roof Bylaw (Bylaw No. 8385) apply.

Frontage improvements involving new sidewalks, treed boulevards and ditch infill, where required, will be undertaken along Cambie Road and Vanguard Road. Road widening, without dedication, will be required to complete the western half of the Vanguard Road cross section.

Utility upgrades will include removal and replacement of existing sanitary connections, installation of additional fire hydrants along Cambie Road and Vanguard Road to ensure spacing at minimum of one hydrant every 75 m, removal/abandonment of excess storm sewer connections along Cambie Road and infill of the existing open ditch along Vanguard Road with a new 600 mm diameter storm sewer.

Land dedication requirements consist of a 4.2 m wide road dedication across the entire site's frontage with Cambie Road to allow for future road widening and a 4 m by 4 m corner cut at the southwestern corner of the Cambie Road and Vanguard Road intersection.

Both the frontage improvements and the utility upgrades will be addressed under a separate Servicing Agreement. The land dedications are addressed through this Development Permit application.

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

The subject site has been vacant for a number of years with the primary use being at grade vehicle storage. A previous attempt (RZ 07-363032) to redevelop the site for an automobile dealership was withdrawn in favour of a larger site elsewhere. In the years since there have been numerous enquiries but no follow up applications.

Development surrounding the subject site is as follows:

- To the north, single-family and low density multifamily residential lots zoned “Single Detached (RS1/E)” and “Low Density Townhouses (RTL3)”;
- To the east and south, large industrial retail lots zoned “Industrial Retail (IR1)”;
- To the west, Shell Road rail corridor and a retail auto commercial lot zoned “Auto-Oriented Commercial (CA)”;
- Three metre wide Statutory Right of Ways run along both the western and eastern property lines of the subject site.

Rezoning and Public Hearing Results

As the proposed use conforms to the “Industrial Retail (IR1)” zoning neither a Rezoning nor a Public Hearing are required for this project.

Staff Comments

The proposed design scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the “Industrial Retail (IR1)” except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in bold)

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

- 1) Increase the maximum site coverage from 60% to 73%; and,

(Staff supports the proposed variance to maximum site coverage as the operation will utilize extensive rooftop parking for the vehicle repair operations rather than parking the vehicles at grade thereby permitting more efficient use of the site.)

- 2) Reduce the minimum exterior side yard setback from 3.0 metres to 1.5 metres along the Cambie Road frontage.

(Staff supports the variance to the exterior side yard setback along Cambie Road since a road dedication totalling approximately 385 m² is being provided along that entire frontage to widen the road and allow for future turning lanes. The variance is limited to a portion of the BMW building adjacent to Cambie Road. In addition, the building design is high quality and will enhance the streetscape appearance.)

Advisory Design Panel Comments

The Advisory Design Panel reviewed the development proposal at their meeting on October 9, 2013, at which time they indicated their support for the project and the overall design concept subject to the proponent giving consideration to the Panel's comments. A copy of the relevant excerpt from the Advisory Design Panel Minutes from October 9, 2013, is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

- Building parapets will be employed on the roof-top parking deck to prevent vehicle lights from distracting passing motorists and from shining onto adjacent properties.
- On-site lighting is proposed to be down directed building lights or low height lighting standards.
- Damaged vehicles will be stored either at the rear of the buildings or on the roof-top parking deck. Neither location will have any significant visibility from the street.
- From Cambie Road both buildings will have office frontages with large window glazing facing the street giving more of an office appearance than an industrial appearance.
- The subject site is adjacent to the Shell Road corridor which is identified as Public Open Space in the Official Community Plan. The proposed design attempts to soften this interface through evergreen hedging along half of the length of the property interface with Shell Road and a vegetation wall (Boston Ivy) that will grow up the western face of BMW building wall. The southern remaining interface will incorporate a specially designed painted metal fence intended to complement the landscaping but also act as a partial visual barrier to the on-site activities.

Urban Design and Site Planning

- No vehicle accesses will be permitted off Cambie Road but two access points from Vanguard Road will be provided.
- Each building has a direct pedestrian access to Cambie Road.
- The combined operations will contain 42 service bays, 12 holding bays, 2 wash bays, 452 m² of office space and approximately 697 m² of parts storage. The workshops and detail shops will total approximately 3,942 m². One hundred ninety seven parking stalls, including 4 handicapped stalls are provided, fully meeting the Zoning Bylaw parking requirements.
- The accessible stalls will be located near both building entrances.
- Ninety nine of the required 196 required parking stalls will be standard sized meeting the Zoning Bylaw 50% standard stall requirements.
- Two medium sized loading spaces are proposed in an alignment which will permit space sharing to accommodate a single large loading space as permitted by the Zoning Bylaw. Registration of a legal agreement on title to prohibit large vehicles (i.e. WB 17) from accessing the site is a condition of the Development Permit approval.
- Accommodation is made for 14 Class 1 and 14 Class 2 bike stalls as per the Zoning Bylaw.

- A consolidated trash and recycling area has been located beneath the vehicle ramp to the roof-top parking. Containers will be pulled out from under the ramp when being picked up for disposal.
- Oil/sediment separators will be installed for roof deck runoff to capture any contaminants from vehicles stored on the roof and prevent them being discharged from the site.

Architectural Form and Character

- Both buildings will be approximately 9.8m in height with the BMW (west) building being positioned close to the Cambie Road frontage while the Mercedes-Benz (east) building will be placed further southward.
- The front offices of the BMW building will have primarily Alucobond cladding and curtain wall facing Cambie Road. The exposed western wall will have Alucobond cladding at the front then painted tilt up concrete for the balance of the building.
- The front offices of the Mercedes-Benz building will have primarily metal cladding and a curtain wall facing Cambie Road. The exposed eastern wall will be exposed concrete near grade and painted reveal patterned concrete above.
- Southern exposures for both buildings will be primarily exposed tilt up concrete with scoring or a decorative reveal pattern.

Landscape Design and Open Space Design

- Landscaping enhancements will be a component of the response to the Green Roof Bylaw (see below).
- Evergreen hedging and boxwoods are proposed along the BMWs western property line adjacent to the building and in front of the parking adjacent to Cambie Road. A variety of shrubs and grasses will be used immediately adjacent to both the BMW and Mercedes Benz buildings.
- No trees are proposed on-site due to the proposed site coverage, the significant 4.2m wide frontage dedication along Cambie Road and the presence of utility rights of way adjacent to both the east and west property lines that do not permit the planting of trees.

Crime Prevention Through Environmental Design

- Security gates and fencing structures will be installed to prevent general access to the rear of the site during non-business hours.
- The security gate near the south access to Vanguard Road is recessed to allow for a vehicle to pull fully off the road.
- Office entrances to both buildings will be highly visible to Cambie Road.

Green Roof Bylaw Response:

As noted earlier, the Green Roof Bylaw No. 8385 applies to this development as the proposed gross floor area will exceed 2,000 m². Key elements of the response to the Bylaw requirements include:

- roof top vehicle parking and storage;
- installation of a vegetation wall along approximately half of the west side of the building facing Shell Road;
- installation of a vegetated bioswale along a portion of the Cambie Road frontage;
- use of pavers for both pedestrian walkways allowing infiltration of storm water;

- use of permeable pavers across all the at-grade parking stalls adjacent to Cambie Road; and
- installation of a 213 m³ storm water detention tank system with an integrated irrigation system designed to collect and use the roof top storm water to irrigate the site's vegetation areas. **Attachment 3** includes a report prepared by Envirowest Consultants indicating the technical requirements for achieving a 20% reduction of annual stormwater runoff from this development site and a report prepared by Hub Engineering confirming that they will design the recommended storage reservoir per Envirowest's specifications.
- A covenant will be registered on title per the Green Roof Bylaw No. 8385 ensuring that the owner shall maintain the storm water management work, landscaping features and structural elements support such features in accordance with generally accepted building, landscaping and engineering maintenance practices so that the design volume of storm water runoff from the site will, in perpetuity or until approved redevelopment, not be exceeded.

Flood Construction Level:

A flood construction level of 2.9 m GSC or a minimum elevation of 0.3 m above the highest crown of the adjacent roadway is required for habitable areas of the subject site. The proposed plans indicate that the minimum floor elevation of the buildings will be 2.45 m GSC. The reported highest crown on an adjacent road is 2.14 m at the east end of Cambie Road.

Registration on title of a flood indemnification covenant is a condition of the Development Permit issuance.

Aircraft Noise:

The subject property is located with Area 3, moderate noise. As this property is zoned for industrial use the aircraft noise policies do not apply. Registration on title of an aircraft noise indemnity covenant for non-sensitive uses is a condition of the Development Permit approval.

Conclusions

This development site is technically challenging in terms of meeting both the proponent's needs for efficient useable space and the City's requirements related to satisfying the requirements of Richmond's Green Roof Bylaw No. 8385. The final design has been endorsed by the Advisory Design Panel and the proponent has made a strong effort to address the Panel's comments and recommendations particularly with regard to the addition of a water retention tank plus integrated irrigation system.

There is a clear gain for the City in terms of land dedication along Cambie Road frontage improvements along both Cambie Road and Vanguard Road and through improved utilization of a property which has been under-used for a number of years.

Staff recommend issuance of the Development Permit permitting the construction of a dual automobile repair facility at 11100 Cambie Road as outlined in the development permit submission inclusive of the two requested variances.



David Brownlee
Planner 2

DCB:cas

The following are to be met prior to forwarding this application to Council for approval:

1. Receipt of a Letter-of-Credit (inclusive of a 10% contingency) for landscaping in the amount of \$22,176.00.
2. Dedication of a 4.2m wide land dedication along the entire 11100 Cambie Road frontage.
3. Dedication of a 4m x 4m corner cut at the southwest corner of the Cambie Road and Vanguard Road intersection, measured from the new property line.
4. Registration of a flood indemnity covenant on title.
5. Registration on title of an aircraft noise indemnity covenant for non-sensitive uses.
6. Registration of a legal agreement on title restricting larger vehicles (i.e. WB17) from accessing the site unless it can be demonstrated to the satisfaction of the Director of Transportation that a WB 17 can adequately manoeuvre through the site.
7. Registration of a legal agreement on title per the Green Roof Bylaw No. 8385 ensuring that the owner shall maintain the storm water management work, landscaping features and structural elements support such features in accordance with generally accepted building, landscaping and engineering maintenance practices so that the design volume of storm water runoff from the site will, in perpetuity or until approved redevelopment, not be exceeded.

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

1. Enter into a Servicing Agreement* for the design and construction of frontage works along both Cambie Road and Vanguard Road. Works include, but may not be limited to the following:

Storm

Cambie Road

Storm analysis and upgrades are not required. The development site is to connect to the existing storm sewer and utilize one of the existing tie-in points; all other connections are to be abandoned/removed at the developer's cost.

Vanguard Road

The developer is required to infill the existing ditch with a 600mm diameter storm sewer from the south P/L of the development site to existing manhole STMH2244 (Cambie Rd). A manhole will be required at the south P/L to connect the 600mm storm sewer to existing culver crossing at 4131 Cambie Rd. The infill may need to be extended past the development site to accommodate road widening.

Sanitary

Sanitary analysis and upgrades are not required.

Cambie Road

The existing sanitary sewer system, sewer pipe and manhole SMH5184, is to be removed up to existing manhole SMH5185, located at the northeast corner of the development site and the existing ROW is to be discharged.

Vanguard Road

- a) Existing sanitary service connections and ICs are to be removed at developer's cost.
- b) New sanitary connection is to tie into existing manhole SMH5186, located at the southeast corner of the development site.
- c) Since the proposed building will be located at the edge of the existing sewer ROW, the clearance from the existing sanitary sewer is a concern to the City; the developer is required to provide a letter, signed and sealed by an professional engineer, certifying that the City will be able to maintain, operate, repair or remove City utilities/infrastructure within the existing sewer ROW without any detrimental impact to the finished building structure and the construction/maintenance of the building structure will not cause any damage to City utilities/infrastructure. If this is not feasible, then the developer is required to either increase the building setback and provide an additional 2.0m ROW or relocate the existing sanitary sewer.
- d) A 2 year maintenance period may be required for the Servicing Agreement.

Water

Fire flow calculations signed and sealed by a professional engineer based on F.U.S or ISO to confirm that there is adequate available flow, is required as part of the Building Permit.

There is an existing asbestos cement watermain along Vanguard Rd. If the watermain is damaged and/or impacted during construction of frontage improvements, then repair and/or replacement will be required at the developer's cost.

Additional hydrants are required along Cambie Rd and Vanguard Rd to achieve minimum spacing of 75m for an industrial development. A hydrant is required along the south side of Cambie Rd, unless otherwise approved by the Richmond Fire Department.

Transportation Related

Applicant responsible for the design and construction of the following:

- a) Cambie Road frontage: 1.5m wide concrete sidewalk at the new property line and a treed/grassed boulevard between the remaining space to the existing curb. The placement of the trees should be within the 1.5m area next to the new sidewalk to allow for future road widening.
- b) Vanguard Road frontage: Road widening to complete the western half of the ultimate road cross-section, which includes a 12m wide pavement, and 0.15m wide curb and gutter, 1.5m wide sidewalk, and 1.5m wide tree boulevard on both sides of the road.

Additional Requirements

- a) 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.

- b) Private utility companies will require rights-of-ways to accommodate their equipment (kiosks, vista, transformers, etc.); the developer is required contact the private utility companies to learn of their requirements.
 - c) Relocation of City and Private infrastructure (street lighting, power poles, etc.) maybe required at the developer's cost to accommodate frontage improvements.
 - d) Geotechnical assessment is required to determine the suitability of the existing road sub-grade on Vanguard Rd.
2. The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
 3. Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/tp/special.htm>).
 4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.



DP 13-643519

Attachment 1

Address: 11100 Cambie Road

Applicant: Christopher Bozyk Architects

Owner: Openroad Auto Group Ltd. Inc.

Planning Area(s): East Cambie

Floor Area Gross: 5,090.2 m² (54,790 ft²)

	Existing	Proposed
Site Area:	7,829 m ²	7,444 m ² after dedication
Land Uses:	Industrial	Industrial – Vehicle Body Repair & Paint
OCP Designation:	Mixed Employment	Same
Zoning:	Industrial Retail (IR1)	Same

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	1.0	0.68	None permitted
Lot Coverage	Max. 60%	73%	Variance
Setback – Front Yard	Min. 3.0 m	1.5 m	Variance
Setback – Side Yard Exterior	Min. 3.0 m	3.0 m	None
Setback – Side Yard Interior	Min. 0 m	0 m	None
Setback – Rear Yard	Min. 0 m	0 m	None
Height (m)	Max. 12 m	9.8 m	None
Lot Size	None	N/A	None
Off-street Parking Spaces – Commercial	196	197	None
Off-street Parking Spaces – Accessible	4	4	None
Tandem Parking Spaces	Not permitted	Only for repair vehicle storage on upper rooftop	None
Bicycle Spaces	14 Class 1 14 Class 2	14 Class 1 14 Class 2	None
Loading Stalls	1 Large 2 Medium	1 Large in a shared configuration with 2 Medium stalls	None

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, October 9, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

2. DP 13-643519 – TWO AUTOMOBILE REPAIR FACILITIES ON A SINGLE LOT

APPLICANT: Christopher Bozyk Architects

PROPERTY LOCATION: 11100 Cambie Rd.

APPLICANT'S PRESENTATION

Applicant's Presentation

Architect Ernst Loots, Christopher Bozyk Architects Ltd., and Landscape Architect Al Tanzer, LandSpace Design, Inc., and Tony Vigini, Wales McLelland Construction presented the project and answered queries from Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- like the design and location of the automobile repair facility;
- prefer to see trees instead of a fence on the west side of the building along Shell Road; the green look would be more aesthetically appealing;

Fenced area and fencing are required for parking and security

Added vertical landscaping addresses desire for more green

- appreciate the gates on driveways; consider adding nighttime removable bollards on the driveway;

Comment noted

- interesting project; consider opportunities for reducing energy use in the repair shop facility;

Comment noted

- consider external shading for the big curtain wall;

Curtain wall faces north, obviating the need for sun shading; Low E glass will be used, providing sufficient shading

- car wash drainage for wastewater and residues should be separate from the public drainage system;
Requirement will be addressed at BP stage
- consider opportunity to harvest rainwater from the roof for car wash use;
Comment noted – harvesting is not a consideration at this time
- west elevation of the building appears flat and long; reconsider the current approach which emphasizes the length of the building; suggest further design development;
West elevation has been altered and with addition of vertical landscaping provides more variation – refer updated drawings
- concern on the placement of the fence along Shell Road which is 10 feet away from the edge of the building; has the potential of becoming an unsightly storage area;
CBA feels the fence provides sufficient screening; the specific operation is very orderly and garbage is elsewhere located
- treatment of public areas are well thought out; will meet the needs of customers with disabilities;
- concern on access to the training areas on the second floor which are currently served by stairs; consider more convenient access through elevators to facilitate movement of staff and equipment;
Staff access via stair is sufficient; there is no requirement for equipment moving; additional elevators would be uneconomical; parts are moved by specific-purpose lifts
- consider providing amenities for disabled persons in second floor staff washrooms;
Provision is made for the disabled on the ground floor; workshop activity is not possible for the disabled, thus no provision for disabled at 2nd floor staff areas
- ensure that the plant species mix on the west elevation reinforce the intended objectives of the applicant; should be partially vegetative;
Comment noted – see also west elevation revisions and added vertical landscaping

- orange accent on the northwest corner of the facility should match with adjacent plant materials;
Comment noted - proposed landscaping is considered appropriate
- concern about the functionality of the rain garden (bio-swale) due to adjacent area with permeable paving;
Civil consultant is satisfied with the configuration
- good solution for two buildings with one identity;
- proposed picket fence along the west side of the property will not work well with the horizontal linear architectural treatment of the building;
CBA feels the deliberate juxtaposition of vertical with horizontal is appropriate and provides visual variation
- actual transition between the two buildings could be developed further; consider a different piece; could simply be a two-storey element of a different material;
CBA feels any further development of the interface will distract from the already bold and distinct character of the two buildings; the interface is intended to unify and act as backdrop, a third point of emphasis in not sought
- good landscaping treatment on the ground plane; appreciate the building façade visually broken up;
- no provision for stormwater runoff from the roof; since parked cars on the roof would have been involved in collisions, oil and other contaminants would likely be present on the roof surface; should be addressed by the applicant;
Roof run-off and oil/water separation will be addressed at BP stage – see also Urban Design comments
- form, character and materials are good; like the roof-top parking;
- consider opportunity to add a window at the corner on the second floor;
Owner and CBA do not support a window in the curved wall – the simplicity and scale of the form will be lost
- good placement of glass materials; will prevent solar gain as they are all facing north;
- like the scheme; appreciate the architecture and materials;

- concern on the awkward location of the vehicular entrances at the back corner off Vanguard Road;

Entrances are considered optimal in view of the site constraints

- not sure whether the Green Roof Bylaw requirements have been met by the applicant;

The consultant team is proposing that the required reduction be achieved mainly through a detention tank system – refer to Civil and RP Bio reports [Attachment 3]

- generally the project is well done; supportive of the project;
- good site planning and building design on a large square site;
- appreciate the separate distances of the elevations from the property line;
- like the stately pylons;
- northwest corner will attract a lot of public attention due to its proximity to a road intersection; orange accent treatment is inadequate; look at opportunity for further treatment of a very large and long façade along Shell Road; and

CBA considers the formal handling of the corner and orange accent appropriate and successful, with sufficient emphasis to not distract from the importance of the two main feature facades

- model presented by the applicant does not provide details as shown in the drawings, e.g. glass materials.

Note that the model was asked to be a massing model, conveying the overall compositional quality, in which it succeeded – some detail will however be added to the final model

Panel Decision

It was moved and seconded

That DP 13-643519 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED

Opposed: Matthew Thomson

ADDITIONAL COMMENTS:

The updated drawings contain the following revisions:

A. Revisions pertaining to Staff and ADP comments:

Development of west elevation and addition of vertical landscaping

Addition of exhaust ducts and west facade feature duct

Location of pad-mount transformer (n-west corner of site)

Relocation of BMW flag poles (due to transformer location)

North driveway width correction (required by Engineering)

Building sections update; addition of section through M-B

B. Revisions of note pertaining to design development and owner requirements:

Nominal raising of parking deck and related concrete tilt walls

Reconfiguration of BMW workshop bays along west wall

Deletion of Stair 4, stair not required for exiting

Relocation of gas meters from BMW n-west to BMW s-east

Parking layout revisions related to above Stair 4 and gas meter changes

Deletion of one washroom at M-B main floor offices, and related revision of partition layout

Response compiled by Ernst Loots / CBA



envirowest consultants inc.

Suite 101 - 1515 Broadway Street
 Port Coquitlam, British Columbia
 Canada V3C 6M2
 604-944-0502

November 14, 2013

Mr. Ernst Loots
 Christopher Bozyk Architects Ltd.
 Suite 414 - 611 Alexander Street
 Vancouver, BC
 V6A 1E1

Dear Sir,

**RE: 11100 CAMBIE ROAD, RICHMOND
 ROOFTOP RUNOFF REDUCTION**

The City of Richmond's Bylaw 8385 defines a stormwater management objective of reducing the total annual runoff discharged from a proposed rooftop to the City's storm sewer/drainage system by a minimum of 20 percent of the volume that would be generated by a conventional rooftop of equal area. Below, we describe a proposed scheme by which this objective can be achieved for the proposed development located at 11100 Cambie Road, Richmond.

The rooftop for the proposed structure is approximately 58,550 ft² (5,442 m²) in area.

The average annual precipitation at the Vancouver International Airport, based on the 30-year period between 1970 and 2000, is 1,199 mm. The average annual runoff from the proposed rooftop, assuming an interception/evaporation loss of 10 percent, would be 5,872 m³. Compliance with Bylaw 8385 would require a reduction of 1,175 m³ in runoff from the rooftop to the off-site storm system.

The proposed approach to runoff reduction involves runoff storage and re-use as irrigation water. Runoff would be stored in an underground reservoir and would be distributed to landscaped portions of the site during the growing season (generally April through September) via an irrigation (sprinkler) system. The monthly volume of water to be diverted as irrigation water would be 196 m³ (1,175 m³ divided by 6). A storage reservoir of 213 m³ would be required to ensure the availability of water throughout the growing season. All rooftop runoff would be routed through the storage reservoir, with excess flow routed to the conventional storm sewer system. We suggest that a sediment trap be installed upstream of the reservoir to intercept grit originating at the rooftop.

www.envirowest.ca

Mr. Ernst Loots
11100 Cambie Road, Richmond
Rooftop runoff reduction
November 14, 2013

Page 2 of 2

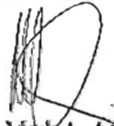
During the months of April and May, rooftop runoff (based on monthly average rainfall, reduced by interception losses) will exceed the required irrigation use. During the period of June through September, irrigation use will exceed inflow to the reservoir, such that the reservoir will empty by the end of September in a typical year. Interception losses are estimated to 30 percent for April and May, 40 percent for June and September, and 50 percent for July and August. The water balance for the months of April through September is tabulated below.

MONTH	RESERVOIR VOLUME AT START (m ³)	AVERAGE PRECIP. (mm)	INFLOW TO RESERVOIR (m ³)	WITHDRAWN FOR IRRIGATION (m ³)	RESERVOIR VOLUME AT END (m ³)
April	213	84	196	196	213
May	213	68	196	196	213
June	213	55	180	196	197
July	197	40	109	196	110
August	110	39	106	196	20
September	20	54	176	196	0

The site's landscaped area is estimated to be approximately 800 m². The proposed irrigation rate of 196 m³/month is equivalent to 245 mm (water depth) per month over the entire landscaped area. The irrigation system should be programmed to operate on alternate days, thus dispensing approximately 17 mm per (irrigation) day. The irrigation season typically includes 10 days with precipitation of 10 mm or more; irrigation should be suspended on those days.

Thank you for your attention. Please call either one of us should you have any questions regarding the aforementioned.

Yours truly,
ENVIROWEST CONSULTANTS INC.



Mark A. Adams, R.P.Bio.
Senior Project Manager/Biologist



Ian W. Whyte
Senior Project Manager

IWW/MAA

Hub Engineering Inc.

Engineering and Development Consultants

101 - 7485 - 130 Street, Surrey, B.C. V3W 1H8 Tel: 604-572-4328 Fax: 604-501-1625 Email: mail@hub-inc.com



November 14, 2013

Hub File: 13034-A3

Christopher Bozyk Architect Ltd.
414 - 611 Alexander Street
Vancouver, B.C.
V6A 1E1

Attention: Mr. Ernst Loots

Dear Sir:

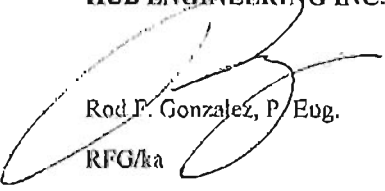
**Re: No. 1 Collision, 11100 Cambie Road, Richmond, B.C.
City Green roofs and other options involving Industrial and Office buildings
outside City Centre, Richmond Bylaw 8385**

Further to our letters dated August 7, 2013, September 30, 2013 and November 6, 2013 to you regarding the above-referenced "Green Roof" bylaw, we provide an update on the issue of the 20% reduction of total annual rainfall from the roof:

Envirowest Consultants Inc have provided a letter outlining how the 20% reduction can be achieved for this site, dated November 14, 2013. We confirm that the Project Engineering consultant team will design the recommended storage reservoir with 213m3 capacity, as noted in the Envirowest Letter.

Yours truly,

HUB ENGINEERING INC.


Rod F. Gonzalez, P. Eng.

RFG/ka



No. DP 13-643519

To the Holder: Christopher Bozyk Architects
Property Address: 11100 Cambie Road
Address: 414 - 611 Alexander Street
Vancouver, BC, V6A 1E1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Increase the maximum site coverage from 60% to 73%; and,
 - b) Reduce the minimum exterior side yard setback from 3.0 metres to 1.5 metres along the Cambie Road frontage.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #7 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$22,176.00. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 13-643519

To the Holder: Christopher Bozyk Architects
Property Address: 11100 Cambie Road
Address: 414 - 611 Alexander Street
Vancouver, BC, V6A 1E1

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

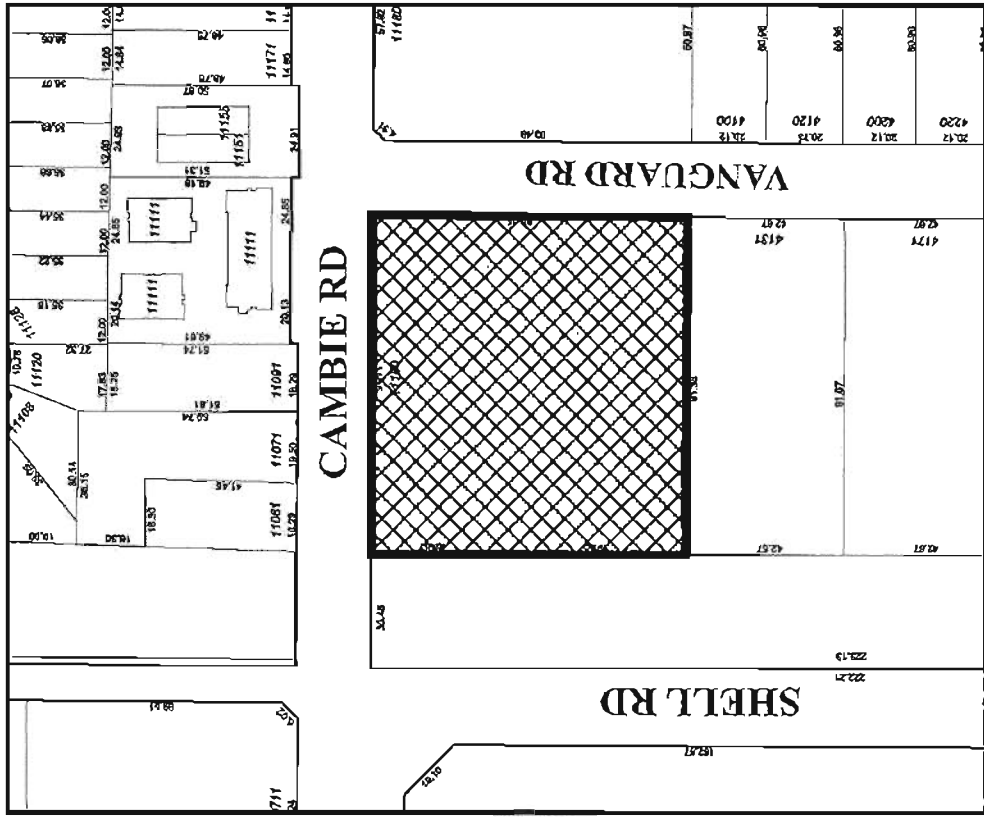
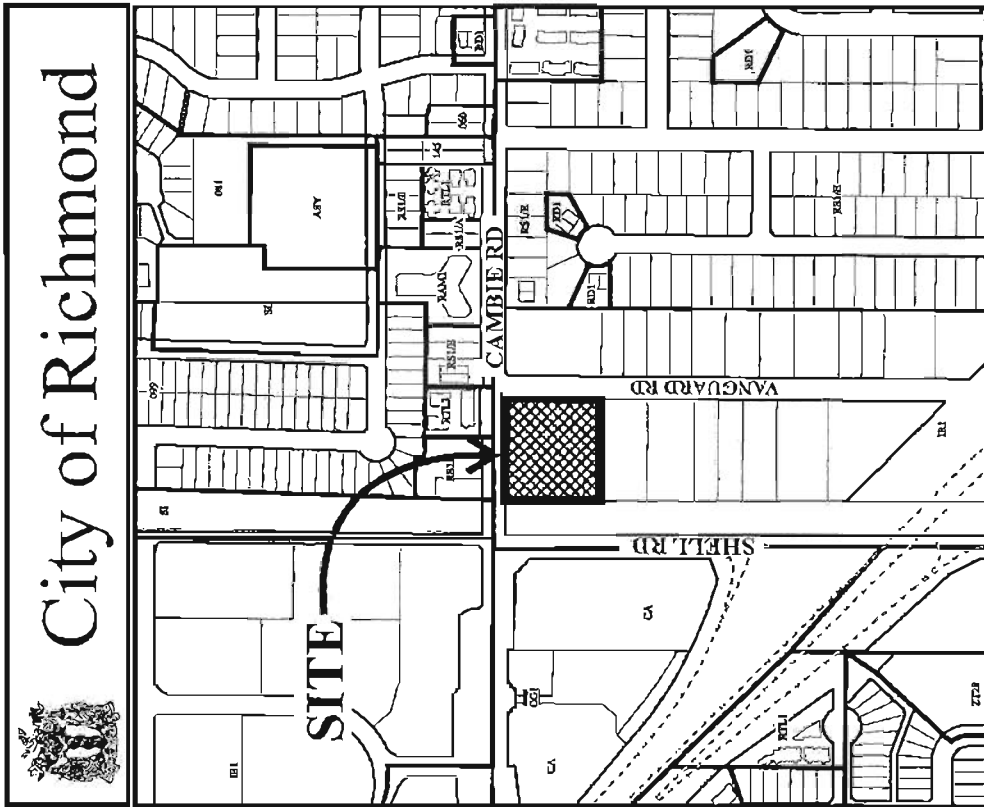
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 13-643519
 SCHEDULE "A"

Original Date: 09/05/13
 Revision Date:
 Note: Dimensions are in METRES

CHRISTOPHER BOZYK ARCHITECTS LTD
 4000 WEST 2ND AVENUE SUITE 100
 VANCOUVER, BRITISH COLUMBIA V6L 4R8
 TEL: 604-275-7663
 WWW.CHRYBOZYKARCHITECTS.COM

WALESMcLELLAN CONSTRUCTION
 3081 UNIVERSITY ST. #200
 VANCOUVER, BC V6T 1T4
 TEL: 604-275-5600
 WWW.WALESMcLELLAN.COM

GENERAL NOTES:
 1. SEE ALL DIMENSIONS AND SPECIFICATIONS ON ALL DRAWINGS AND IN THE SCHEDULES.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL FINISHES ARE TO BE AS SPECIFIED IN THE SCHEDULES.
 4. ALL CONSTRUCTION IS TO BE IN ACCORDANCE WITH THE BC BUILDING CODE AND ALL APPLICABLE REGULATIONS.
 5. ALL MATERIALS ARE TO BE APPROVED BY THE ARCHITECT AND THE LOCAL AUTHORITY.
 6. ALL WORK IS TO BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
 7. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE SPECIFICATIONS.
 8. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE DRAWINGS.
 9. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE SCHEDULES.
 10. ALL WORK IS TO BE COMPLETED IN ACCORDANCE WITH THE NOTES.



SCHEDULES
 1. GENERAL NOTES AND SPECIFICATIONS
 2. FINISHES
 3. MATERIALS

PERMITS

NO. 1111	DEVELOPMENT PERMIT	1/14/2013
NO. 1112	CONSTRUCTION PERMIT	1/14/2013
NO. 1113	PLANNING PERMIT	1/14/2013

CLIENT
 11100 CAMBIE RD
 VANCOUVER, BC V6L 4R8
 TEL: 604-275-7663
 WWW.CHRYBOZYKARCHITECTS.COM

DESIGNER
 CHRISTOPHER BOZYK ARCHITECTS LTD
 4000 WEST 2ND AVENUE SUITE 100
 VANCOUVER, BC V6L 4R8
 TEL: 604-275-7663
 WWW.CHRYBOZYKARCHITECTS.COM

CONTRACTOR
 WALESMcLELLAN CONSTRUCTION
 3081 UNIVERSITY ST. #200
 VANCOUVER, BC V6T 1T4
 TEL: 604-275-5600
 WWW.WALESMcLELLAN.COM

11100 CAMBIE RD
NEW COLLISION DAMAGE FACILITY
DEVELOPMENT PERMIT APPLICATION
DP 13-643519
SITE PLAN
STATS
RENDERING

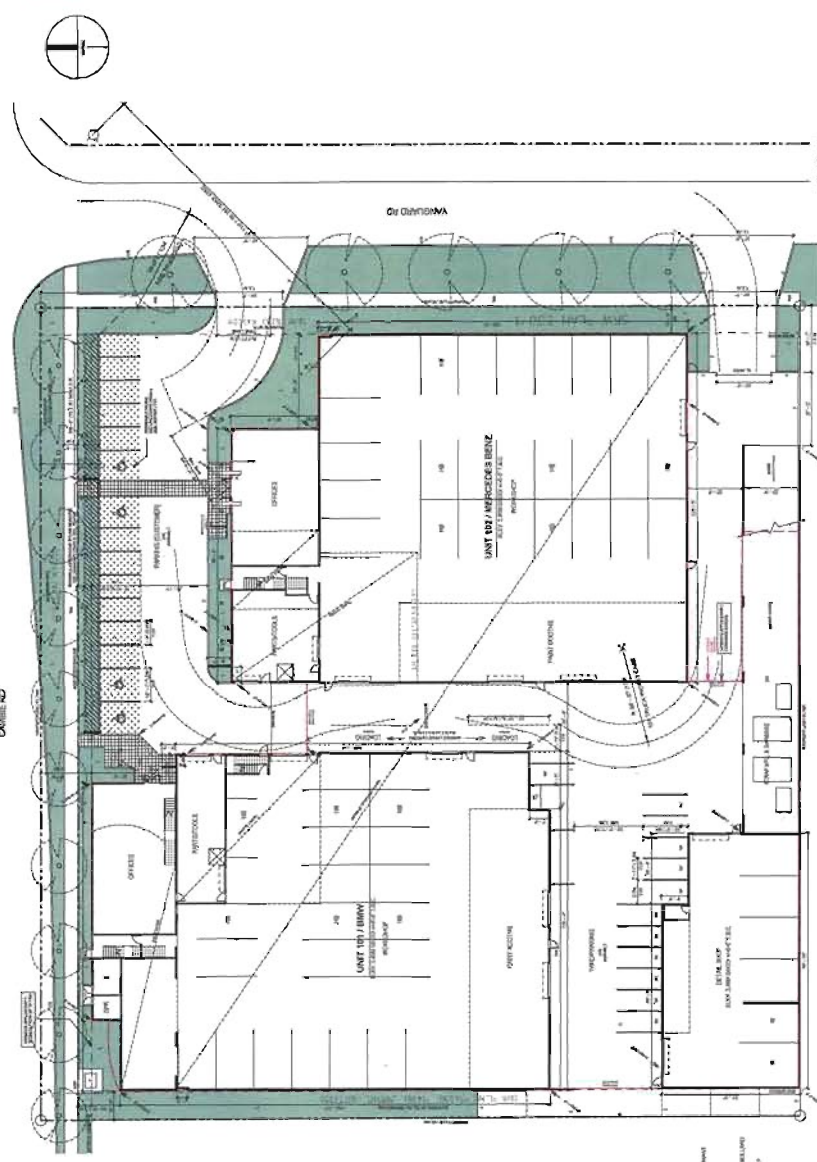
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 13-643519

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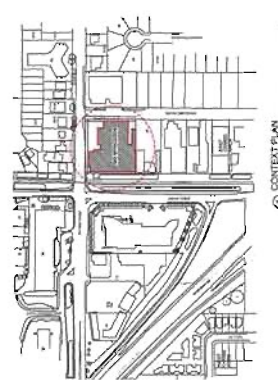
DRAWN BY:
 M. SMITH

CHECKED BY:
 C. BOZYK



STATISTICS

LOT AREA	15,000 SQ FT
LOT COVER	40%
PERMITTED GROUND COVER	40%
PERMITTED HEIGHT	12 FT
PERMITTED SETBACKS	5 FT FRONT, 5 FT SIDE, 10 FT REAR
PERMITTED USE	INDUSTRIAL
PERMITTED PERCENTAGE OF IMPERVIOUS SURFACE	50%
PERMITTED PARKING	50 STALLS
PERMITTED BIKE SPACES	50
PERMITTED TRASH ENCLOSURES	50
PERMITTED STORAGE	50
PERMITTED FENCES	50



TYPE B EXTERIOR WALL FIXTURES
 2" X 2" WITH PORTS @ 8' O.C.
 TYPE C EXTERIOR WALL FIXTURES
 2" X 2" WITH PORTS @ 8' O.C.
 TYPE D EXTERIOR WALL FIXTURES
 2" X 2" WITH PORTS @ 8' O.C.



LEGEND

- 1. TYPE B EXTERIOR WALL FIXTURES
- 2. TYPE C EXTERIOR WALL FIXTURES
- 3. TYPE D EXTERIOR WALL FIXTURES
- 4. TYPE E EXTERIOR WALL FIXTURES
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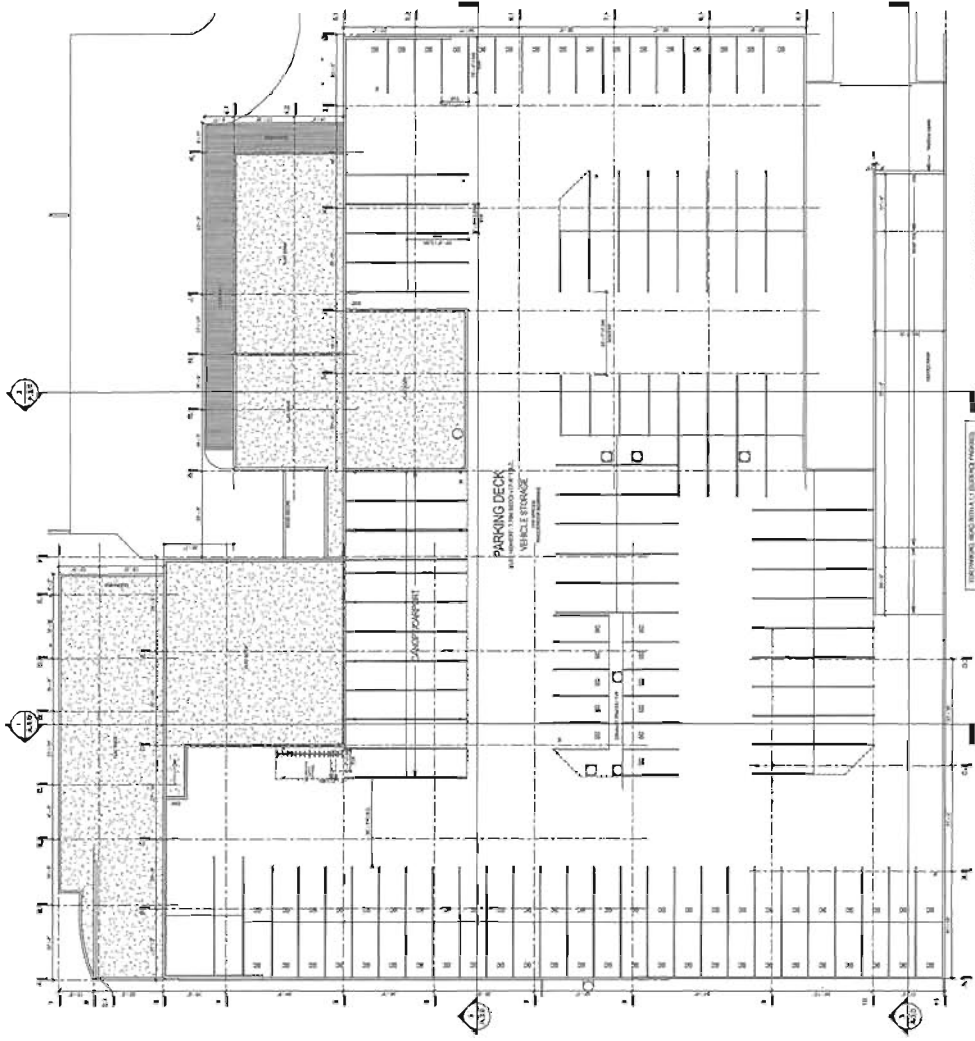
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CHRISTOPHER BOZATK ARCHITECTS LTD
 1000 AVENUE STURGEON, SUITE 100
 WILLOWDALE, ONTARIO M2H 3L9

WMALES McLELLAND CONSTRUCTION

CONSTRUCTION NOTES:
 1. REFER TO ALL NOTES ON SHEET A-2.0 FOR GENERAL INFORMATION.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE CANADIAN NATIONAL BUILDING CODE (NBC) AND ALL APPLICABLE BY-LAWS.
 3. ALL MATERIALS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
 4. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
 5. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER.
 6. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE LOCAL AUTHORITY.
 7. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE LOCAL AUTHORITY.
 8. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE LOCAL AUTHORITY.
 9. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE LOCAL AUTHORITY.
 10. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE LOCAL AUTHORITY.



① ROOF PLAN PARKING
 1/8" = 1'-0"

② ROOF PLAN PARKING WITH ALL EXISTING FEATURES
 1/8" = 1'-0"

NO.	REVISIONS	DATE	BY	DESCRIPTION
1	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
2	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
3	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
4	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
5	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
6	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
7	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
8	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
9	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT
10	ISSUED FOR PERMIT	07/27/13	MB	ISSUED FOR PERMIT

11100 CAMBIE RD
NEW COLLISION DAMAGE FACILITY
DEVELOPMENT PERMIT APPLICATION
DP 13-643519

ROOF PLAN /
ROOF PARKING

DATE: 07/27/13
 PROJECT NUMBER: 11100 CAMBIE RD
 DRAWING NO: A-2.1

A.2.1
 DEC 11 2013 Plan #2

DP 13-643519

- LEGEND:
- DL: DASHED LINE
 - DR: DIMENSION LINE
 - LS: LINE STYLE
 - TR: TRAILING
 - CL: CENTERLINE
 - OFF: OFFICE
 - STO: STORAGE
 - CON: CONCRETE
 - STC: STRUCTURAL STEEL
 - W: WALL
 - DOOR: DOOR
 - WINDOW: WINDOW
 - GLASS: GLASS
 - GLASS BLOCK: GLASS BLOCK
 - GLASS CURTAIN WALL: GLASS CURTAIN WALL
 - GLASS PARTITION: GLASS PARTITION
 - GLASS PARTITION SYSTEM: GLASS PARTITION SYSTEM
 - GLASS CURTAIN WALL SYSTEM: GLASS CURTAIN WALL SYSTEM
 - GLASS CURTAIN WALL SYSTEM - GLASS: GLASS CURTAIN WALL SYSTEM - GLASS
 - GLASS CURTAIN WALL SYSTEM - ALUMINUM: GLASS CURTAIN WALL SYSTEM - ALUMINUM
 - GLASS CURTAIN WALL SYSTEM - STEEL: GLASS CURTAIN WALL SYSTEM - STEEL
 - GLASS CURTAIN WALL SYSTEM - COPPER: GLASS CURTAIN WALL SYSTEM - COPPER
 - GLASS CURTAIN WALL SYSTEM - ZINC: GLASS CURTAIN WALL SYSTEM - ZINC
 - GLASS CURTAIN WALL SYSTEM - BRASS: GLASS CURTAIN WALL SYSTEM - BRASS
 - GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER: GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER
 - GLASS CURTAIN WALL SYSTEM - BRASS AND ZINC: GLASS CURTAIN WALL SYSTEM - BRASS AND ZINC
 - GLASS CURTAIN WALL SYSTEM - BRASS AND ALUMINUM: GLASS CURTAIN WALL SYSTEM - BRASS AND ALUMINUM
 - GLASS CURTAIN WALL SYSTEM - BRASS AND STEEL: GLASS CURTAIN WALL SYSTEM - BRASS AND STEEL
 - GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER AND ZINC: GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER AND ZINC
 - GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER AND ALUMINUM: GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER AND ALUMINUM
 - GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER AND STEEL: GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER AND STEEL
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 - GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER AND ZINC AND STEEL: GLASS CURTAIN WALL SYSTEM - BRASS AND COPPER AND ZINC AND STEEL
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NOT TO SCALE: INDICATED BY DIMENSION LINES

DATE: 11/13/13
 PROJECT NO: 13-643519
 DRAWING NO: A2.2

**11100 CAMBIE RD
 NEW COLLISION DAMAGE FACILITY
 DEVELOPMENT PERMIT APPLICATION
 # DP-13-643519
 MAIN FLOOR PLAN
 WORKSHOPS, OFFICES**

SHEET NO. 1 OF 3
 SCALE: 1/8" = 1'-0"

A.2.2

CONSTRUCTION NOTES:

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL BUILDING CODE OF CANADA (NBC) AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL ELECTRICAL CODE OF CANADA (NEC) AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL MECHANICAL CODE OF CANADA (NMC) AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL PLUMBING AND HEATING CODE OF CANADA (NPHC) AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL FIRE PROTECTION CODE OF CANADA (NFPC) AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL SAFETY CODE OF CANADA (NSC) AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL ENVIRONMENTAL AND CLIMATE CHANGE ACT AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL OCCUPATIONAL SAFETY AND HEALTH ACT AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL ACCESSIBILITY ACT AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2010 NATIONAL CULTURAL HERITAGE ACT AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.

LEGEND:

- 1. DIMENSION LINE
- 2. FINISH LINE
- 3. CENTERLINE
- 4. CENTERLINE WITH OFFSET
- 5. CENTERLINE WITH OFFSET AND DIMENSION
- 6. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE
- 7. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION
- 8. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE
- 9. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 10. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 11. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE
- 12. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 13. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE
- 14. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 15. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 16. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 17. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 18. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 19. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION
- 20. CENTERLINE WITH OFFSET AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION AND FINISH LINE AND DIMENSION

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	12/11/2013
2	ISSUED FOR PERMIT	12/11/2013
3	ISSUED FOR PERMIT	12/11/2013
4	ISSUED FOR PERMIT	12/11/2013
5	ISSUED FOR PERMIT	12/11/2013
6	ISSUED FOR PERMIT	12/11/2013
7	ISSUED FOR PERMIT	12/11/2013
8	ISSUED FOR PERMIT	12/11/2013
9	ISSUED FOR PERMIT	12/11/2013
10	ISSUED FOR PERMIT	12/11/2013
11	ISSUED FOR PERMIT	12/11/2013
12	ISSUED FOR PERMIT	12/11/2013
13	ISSUED FOR PERMIT	12/11/2013
14	ISSUED FOR PERMIT	12/11/2013
15	ISSUED FOR PERMIT	12/11/2013
16	ISSUED FOR PERMIT	12/11/2013
17	ISSUED FOR PERMIT	12/11/2013
18	ISSUED FOR PERMIT	12/11/2013
19	ISSUED FOR PERMIT	12/11/2013
20	ISSUED FOR PERMIT	12/11/2013

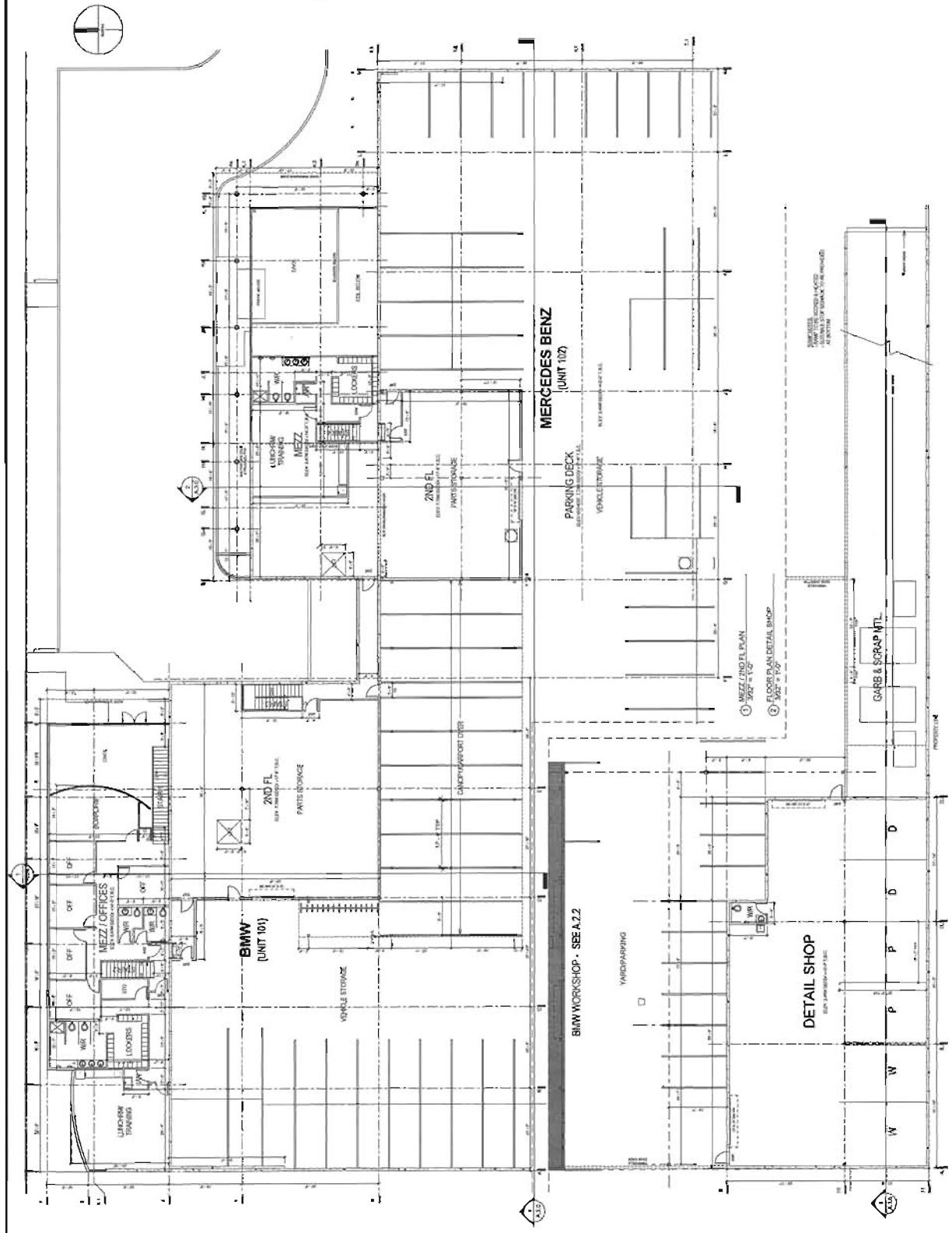
**11100 CAMBIE RD
 NEW COLLISION DAMAGE FACILITY
 DEVELOPMENT PERMIT APPLICATION
 # DP 13-643519**

**MEZZ / 2ND FL PLAN
 STORAGE, OFFICES
 MAIN FL-DETAIL SHOP**

SCALE: AS SHOWN
 DATE: 12/11/2013
 DRAWN BY: [Name]
 CHECKED BY: [Name]

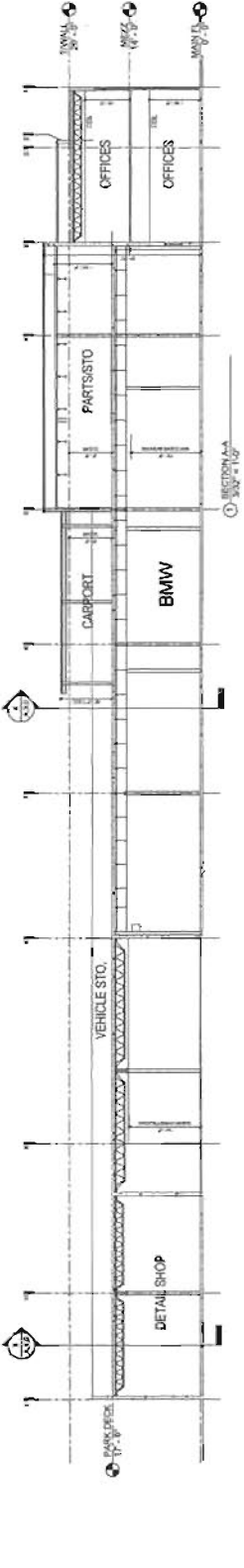
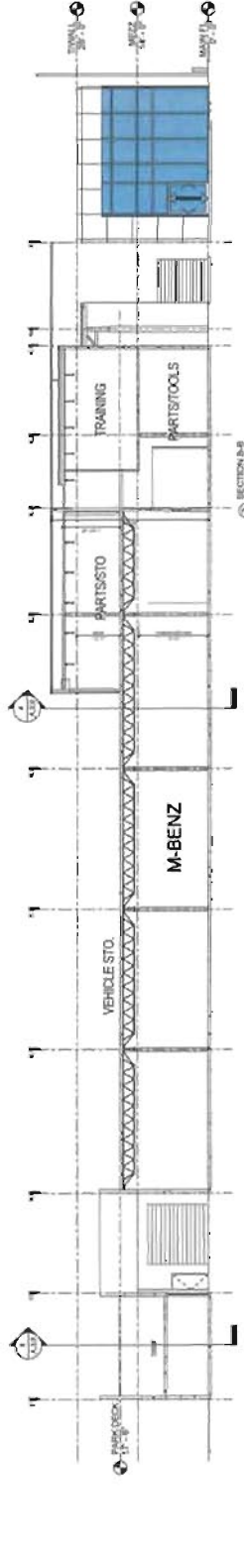
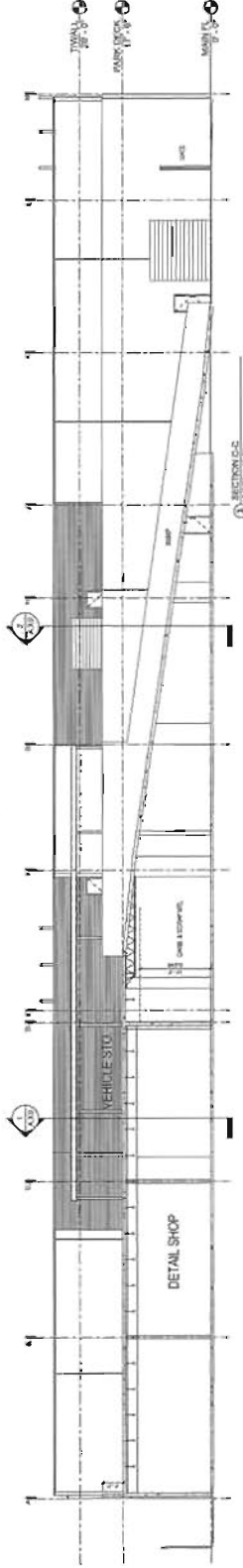
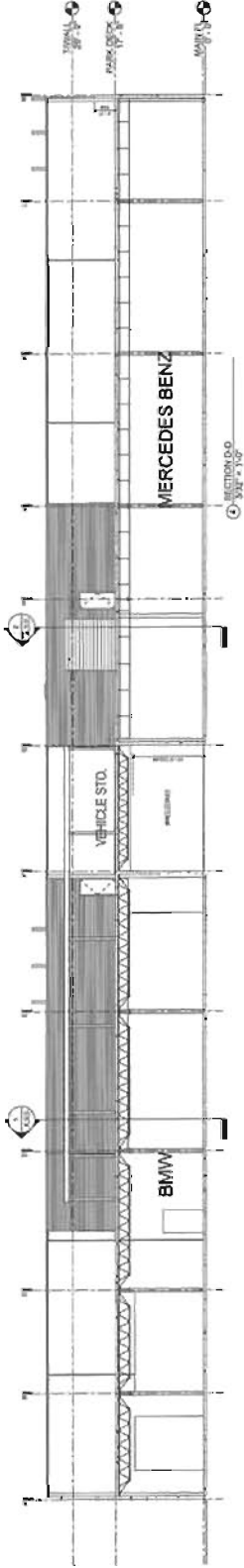
A.2.3

DEC 11 2013 Plan #4



DP 13-643519

CONSTRUCTION NOTES:
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL BUILDING CODE OF CANADA (NBC) AND THE 2012 NATIONAL ELECTRICAL CODE OF CANADA (NEC).
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL PLUMBING AND MECHANICAL CODE OF CANADA (NPMCC) AND THE 2012 NATIONAL GAS CODE OF CANADA (NPGC).
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL FIRE CODE OF CANADA (NFC) AND THE 2012 NATIONAL SAFETY CODE OF CANADA (NSC).
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL OCCUPATIONAL SAFETY AND HEALTH CODE OF CANADA (NSOHC).
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL ENVIRONMENTAL CODE OF CANADA (NEC).
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL ACCESSIBILITY CODE OF CANADA (NAC).
7. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL ENERGY CODE OF CANADA (NEC).
8. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL WATER USE EFFICIENCY CODE OF CANADA (NWUEC).
9. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL GREEN BUILDING CODE OF CANADA (NGBC).
10. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL SUSTAINABLE BUILDING CODE OF CANADA (NSBC).
11. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL RESILIENT BUILDING CODE OF CANADA (NRBC).
12. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL DISASTER RESILIENT BUILDING CODE OF CANADA (NDRBC).
13. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL CLIMATE RESILIENT BUILDING CODE OF CANADA (NCRBC).
14. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL CYBER RESILIENT BUILDING CODE OF CANADA (NCRBC).
15. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL DATA RESILIENT BUILDING CODE OF CANADA (NDRBC).
16. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL DIGITAL RESILIENT BUILDING CODE OF CANADA (NDRBC).
17. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL SMART BUILDING CODE OF CANADA (NSBC).
18. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL GREEN SMART BUILDING CODE OF CANADA (NGSBC).
19. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL SUSTAINABLE SMART BUILDING CODE OF CANADA (NSSBC).
20. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL RESILIENT SMART BUILDING CODE OF CANADA (NSRBC).
21. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL DISASTER RESILIENT SMART BUILDING CODE OF CANADA (NDRSBC).
22. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL CLIMATE RESILIENT SMART BUILDING CODE OF CANADA (NCRSBC).
23. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL CYBER RESILIENT SMART BUILDING CODE OF CANADA (NCRSBC).
24. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL DATA RESILIENT SMART BUILDING CODE OF CANADA (NDRSBC).
25. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 NATIONAL DIGITAL RESILIENT SMART BUILDING CODE OF CANADA (NDRSBC).



NOT TO SCALE
DATE: 11/11/2013
PROJECT: 11100 CAMBIE RD
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1/8" = 1'-0"

**11100 CAMBIE RD
NEW COLLISION DAMAGE FACILITY
DEVELOPMENT PERMIT APPLICATION
DP 13-643519**

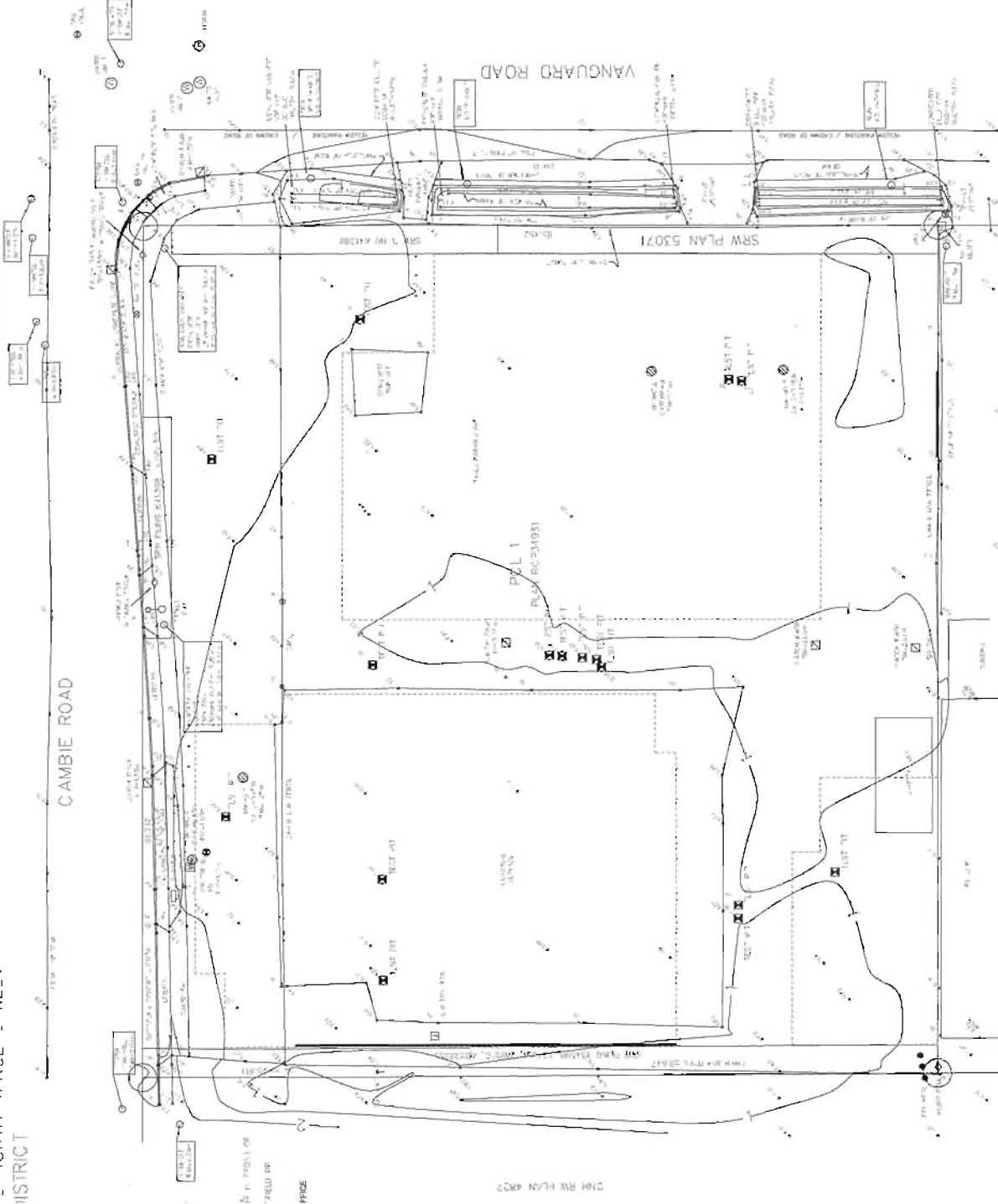
SECTIONS

DATE: 11/11/2013
PROJECT: 11100 CAMBIE RD
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: 1/8" = 1'-0"

A.3.0

DP 13-643519

DEC 11 2013 Plan #5



NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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COMPILED BY: [Name]
DATE: [Date]
SCALE: 1:100
PROJECT: [Project Name]

**11100 CAMBIE RD
 NEW COLLISION DAMAGE FACILITY
 DEVELOPMENT PERMIT APPLICATION
 # DP-13-643519
 SURVEY**

DATE: 11/15/2013
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Project Name]

A.1.2

DP 13-643519

DEC 11 2013

Reference Plan