



Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, February 26, 2020
3:30 p.m.

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on January 29, 2020.



1. **DEVELOPMENT PERMIT 18-825663**
(REDMS No. 6388360)

APPLICANT: Billard Architecture

PROPERTY LOCATION: 2660 Smith Street

Director's Recommendations

That a Development Permit be issued which would permit the construction of a three-storey industrial building at 2660 Smith Street on a site zoned "Light Industrial (IL)."



2. **DEVELOPMENT VARIANCE PERMIT 19-872105**
(REDMS No. 6403409)

APPLICANT: Chris McKane

PROPERTY LOCATION: 9700 Desmond Road

ITEM

Director's Recommendations

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the required rear yard setback for a portion of the first storey and a portion of the second storey from 9.39 m to 8.50 m, at 9700 Desmond Road on a site zoned "Single Detached (RS1/E)".



3. **New Business**
4. **Date of Next Meeting: March 11, 2020**

ADJOURNMENT



**Development Permit Panel
Wednesday, January 29, 2020**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Peter Russell, Acting Chair
Jim Young, Director, Facilities and Project Development
Milton Chan, Acting Director, Engineering

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on January 15, 2020 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 16-754766
(REDMS No. 6366786)

APPLICANT: Bene (No. 3) Road Development Ltd.

PROPERTY LOCATION: 4700 No. 3 Road

INTENT OF PERMIT:

1. Permit the construction of a high-rise commercial and office use development at 4700 No. 3 Road on a site zoned “High Rise Office Commercial (ZC44) – Aberdeen Village”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of required on-site large size loading spaces from one to zero.

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Applicant's Comments

Bruce McKenzie, Norr Architects Planners Inc., with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed development, highlighting the following:

- the building massing is broken up into three distinct components: office spaces on top, commercial spaces on the base, and the large vertical element on the corner;
- the lantern feature at the corner of No. 3 Road and Leslie Road visually breaks up the massing of the 10-storey tower and anchors the corner;
- the loading spaces and the parkade are accessed from Leslie Road;
- feature stairs are located close to the office lobby; elevators provide barrier-free access to upper tower levels;
- the building has been designed to achieve LEED Silver equivalency;
- a low-carbon energy plant will be constructed and connected in future to the City Centre district energy utility (DEU) system;
- solar panels will be installed on the tower roof and are secured by a legal agreement registered on title;
- clear glazing on the north and west sides of the commercial spaces create active pedestrian frontages on No. 3 Road and Leslie Road;
- louvers will be installed to screen the parkade levels and avoid headlight glare spilling out from the parkade;
- high quality materials are proposed, including metal panels, glass spandrels, and aluminum louvers; and
- the proposed colour palette consists of strong colours including blue, brown and gray.

Caelan Griffiths, PMG Landscape Architects, briefed the Panel on the main landscape features of the project, noting that (i) street furniture and bicycle racks will be provided along the No. 3 Road and Leslie Road frontages to reflect the site's urban context, (ii) the main atrium space at the corner is flanked by evergreen plantings, (iii) an outdoor amenity area on the rooftop patio is provided for the office spaces, (iv) plantings at the edges provide screening for the rooftop patio, and (v) the parkade ramp and loading zones on the ground level are screened with evergreen plantings.

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Staff Comments

Suzanne Smith, Program Coordinator, Development, advised that (i) the project complies with the Canada Line guideway setback requirement, (ii) the project has been designed to meet LEED Silver equivalency, (iii) the project's low-carbon energy plant will be connected to a DEU system in the future, (iv) the solar panels on the tower roof will generate 10 kW of power and contribute to the energy requirements for common area lighting, (v) there is a Servicing Agreement associated with the project for the design and construction of road widening and frontage improvements, infrastructure, and replacement of a sanitary sewer pump station incorporated into the development, (vi) the proposed variance to reduce the required large loading space from one to zero is supported by Transportation staff as the two medium-sized loading spaces to be provided on the site will meet the needs of the proposed development, and (vii) the applicant will provide a contribution to the City's Public Art Program.

Panel Discussion

In reply to a query from the Panel, Mr. McKenzie reviewed the locations on the building exterior where the proposed colour palette would be applied.

In reply to further queries from the Panel, Mr. McKenzie acknowledged that (i) dark charcoal-coloured louvers provide screening for the mechanical equipment, (ii) the small array of solar panels on the office tower roof will have minimal visual impact for future taller towers in the neighbourhood, (iii) the applicant would consider installing additional solar panels, and (iv) the proposed colour palette is appropriate for the tower which will set a precedent in the neighbourhood.

In reply to a query from the Panel, Don Dessario, Norr Architects Planners Inc., confirmed that acoustical screening is provided around the mechanical units on Level 6 to mitigate potential noise.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that the applicant had adequately addressed the comments of the Advisory Design Panel.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of a high-rise commercial and office use development at 4700 No. 3 Road on a site zoned "High Rise Office Commercial (ZC44) – Aberdeen Village"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of required on-site large size loading spaces from one to zero.*

CARRIED

2. **DEVELOPMENT PERMIT 18-841057** (REDMS No. 6360377)

APPLICANT: Onni 7811 Alderbridge Holding Corp.

PROPERTY LOCATION: 7811 Alderbridge Way

INTENT OF PERMIT:

1. Permit the construction of a mid-rise mixed use development containing approximately 275 m² (2,960 ft²) of commercial space and 368 dwellings (including 21 affordable housing units) at 7811 Alderbridge Way on a site zoned "Residential/Limited Commercial (RCL2)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of required on-site large size loading spaces from one to zero.

Applicant's Comments

Taizo Yamamoto, Yamamoto Architecture Inc., with the aid of visual presentation (copy on file, City Clerk's Office) provided background information on the proposed development, highlighting the following:

- the project is the second phase of the overall Riva development and is located to the right (east) of the previous development;
- the key corners of the site are located on the northeast and southeast;
- the location of the lobbies of the two buildings (Buildings 5 and 6) in the subject site is consistent with the buildings to the west;
- a retail space is provided on the prominent southeast corner of the site;
- private amenity spaces overlook the east-west public pedestrian greenway through the middle of the site;
- loading and vehicular access for the two buildings are provided on the west edge of the site;

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- some patios on the east and south sides of Building 5 have been lowered to address grade changes and provide an appropriate interface with the sidewalk elevation; and
- the design and articulation of the two buildings in the subject site are slightly different from the two buildings to the west.

Mr. Yamamoto then reviewed the material precedents in the previous phase, the shadow studies and elevations showing the existing east-west pedestrian greenway and its proposed extension through the middle of the proposed development

In addition, he noted that (i) the affordable housing units are distributed throughout the proposed development, (ii) almost all units have Basic Universal Housing (BUH) features, and (iii) a shared one and a half level parkade is provided.

Marina Rommel, Connect Landscape Architecture, provided background information on the proposed landscaping for the project, noting that (i) the two north-south pedestrian connections are bicycle-friendly, (ii) the east-west public pedestrian greenway will be provided with public amenities, (iii) courtyard spaces provide most of the outdoor amenities for the residents, (iv) the courtyard in Building 6 could be accessed from the building or from the greenway, (v) the outdoor amenity areas in Building 5 are provided in two levels, and (vi) private patios overlook the outdoor amenity spaces for the two buildings and the east-west public pedestrian greenway.

Staff Comments

Ms. Smith noted that (i) 21 affordable housing low-end market rental residential units are provided in the project, (ii) the project has been designed to achieve LEED Silver equivalency and will connect to the Oval district energy utility (DEU), (iii) six existing on-site trees and three existing off-site trees are proposed to be removed, (iv) 61 new trees are provided as part of the Development Permit plans and will be secured through a landscaping security letter of credit, (v) the project's outdoor and indoor amenity spaces exceed the minimum requirements of the Official Community Plan (OCP), (vi) 95 percent of the units will have a Basic Universal Housing (BUH) level of design, (vii) all units will have aging-in-place features, and (viii) the applicant will provide a contribution to the City's Public Art Fund.

In addition, she noted that there is an associated Servicing Agreement which includes the extension of Minoru Boulevard, widening of Alderbridge Way, widening of River Parkway across the site frontages, provision of an on-site public pedestrian link from Alderbridge Way to River Parkway, extension of an on-site public pedestrian greenway from Cedarbridge Way to the proposed Minoru Boulevard extension, and infrastructure works including frontage improvements and site services upgrades.

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She further noted that the (i) City's surplus lane lands along the west edge of the site will be acquired, (ii) the proposed variance to reduce the requirement for a large loading space from one to zero is supported by staff, and (iii) a total of four medium loading spaces are provided in the project.

Panel Discussion

In reply to queries from the Panel, Mr. Yamamoto and Ms. Rommel acknowledged that (i) the second level outdoor amenity area in Building 5 could be accessed either through the stairs from the ground level or through the second level of the building, (ii) the project's indoor amenity spaces are not accessible to the public, (iii) there are more affordable housing units provided in Building 5 than in Building 6 due to the phasing of the project, (iv) parking will be provided for the commercial unit in Building 5, (v) 108 out of 514 parking stalls are tandem parking, each of which will be owned by one dwelling unit, (vi) the recessed area of the commercial unit facing Alderbridge Way will provide the commercial unit the ability to spill out onto the sidewalk, and (vii) the proposed exterior lighting along the public pedestrian greenway is consistent with the City's standards.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that the proposed development is cohesive and consistent with the previous phase of the overall Riva development.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. permit the construction of a mid-rise mixed use development containing approximately 275 m² (2,960 ft²) of commercial space and 368 dwellings (including 21 affordable housing units) at 7811 Alderbridge Way on a site zoned "Residential/Limited Commercial (RCL2)"; and*
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of required on-site large size loading spaces from one to zero.*

CARRIED

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3. **DEVELOPMENT PERMIT 19-864104** (REDMS No. 6363652)

APPLICANT: Eric Stine Architect Inc.

PROPERTY LOCATION: 8600, 8620, 8640 and 8660 Francis Road

INTENT OF PERMIT:

1. Permit the construction of 18 townhouse units at 8600, 8620, 8640 and 8660 Francis Road on a site zoned “Low Density Townhouses (RTL4)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback to Francis Road from 6.0 m to 5.8 m.

Applicant’s Comments

Jason Skladan, Eric Stein Architect Inc., with the aid of a visual presentation (copy on file, City Clerk’s Office), briefed the Panel on the project’s site context, precedent projects in the neighbourhood, site layout, and floor plans.

In addition, Mr. Skladan reviewed the other features of the project, highlighting the following:

- the project mimics the architectural style and materials used in adjacent single-family homes including brick and board and batten to fit into its neighbourhood context;
- the east-west internal drive aisle will provide access to adjacent future multi-family developments;
- the rear two-storey buildings sited immediately adjacent to neighbouring single-family homes provide an appropriate interface;
- the siting of the project will create minimal impact to adjacent single-family homes in terms of shadowing;
- mailboxes and garbage and recycling rooms are located close to the site entry;
- an accessible visitor parking stall is provided on the east end of the east-west internal drive aisle;
- the middle units of the front buildings are three-storeys and the end units are two-storey convertible units; and
- a six-foot high wood fence and landscape plantings along the south property line at the back of the two-storey rear buildings provide screening to adjacent single-family homes to the south.

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Denitsa Dimitrova, PMG Landscape Architects, briefed the Panel on the main landscape features of the project, noting that (i) the existing tree at the southeast corner of the site will be retained and the existing grade of the tree protection area will be maintained, (ii) low permeable aluminum fencing with brick columns and landscaped front yards are proposed for front units facing Francis Road, (iii) the west pedestrian walkway includes a trellis, and (iv) a six-foot high wood fence will be installed along the east, west and south property lines to provide privacy to adjacent single-family developments.

She further noted that (i) the centrally located outdoor amenity area provides various play opportunities for different age groups, (ii) bicycle racks are provided on-site, and (iii) permeable pavers are proposed in different locations to visually break up the internal drive aisle.

Staff Comments

Ms. Smith noted that (i) the project is required to achieve Step 3 of the BC Energy Step Code, (ii) the applicant will provide contributions to the City's Affordable Housing Fund, Public Art Fund and in lieu of providing indoor amenity space, (iii) the project complies with outdoor amenity space requirements, (iv) a statutory-right-of-way (ROW) will be registered on title to provide future developments to the east and west access through the subject site, (v) there is a Servicing Agreement for frontage improvements along Francis Road, including a new sidewalk, landscaped frontage, and replacement of water and storm sewer infrastructure, and (vi) there is a proposed front yard setback variance to widen the sidewalks which affects only two units and is supported by staff.

In reply to a query from the Panel, Ms. Smith confirmed that all new trees proposed to be planted along the south property line will be outside the sanitary sewer statutory right-of-way.

Panel Discussion

In reply to a query from the Panel, Mr. Skladan advised that proposed measures by the applicant to provide an appropriate interface with adjacent single-family homes include locating the visitor parking stalls on the east and west edges of the site, increasing the subject site's side yard setbacks, limiting the amount of glazing for building facades facing adjacent developments, and ensuring that patios are not overlooking the neighbouring single-family dwellings.

In reply to a further query from the Panel, Mr. Skladan acknowledged that a number of smaller heat pumps are provided on-site to mitigate potential noise.

Gallery Comments

None.

Correspondence

None.

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Panel Discussion

The Panel expressed support for the project, noting that the project design takes into consideration its existing single-family context as well as future redevelopments in the area.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of 18 townhouse units at 8600, 8620, 8640 and 8660 Francis Road on a site zoned "Low Density Townhouses (RTL4)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback to Francis Road from 6.0 m to 5.8 m.*

CARRIED

4. New Business

It was moved and seconded

That the Development Permit Panel meeting scheduled on Wednesday, February 12, 2020 be cancelled.

CARRIED

5. Date of Next Meeting: February 26, 2020

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:50 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, January 29, 2020.

Peter Russell
Acting Chair

Rustico Agawin
Committee Clerk



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: February 7, 2020

From: Wayne Craig
Director, Development

File: DP 18-825663

Re: Application by Billard Architecture for a Development Permit at
2660 Smith Street

Staff Recommendation

That a Development Permit be issued which would permit the construction of a three-storey industrial building at 2660 Smith Street on a site zoned "Light Industrial (IL)."


Wayne Craig
Director, Development
604-247-4625

WC:jr
Att. 3

Staff Report

Origin

Billard Architecture has applied to the City of Richmond for permission to develop a three-storey industrial building at 2660 Smith Street on a site zoned “Light Industrial (IL).” The site currently contains a single-family dwelling, which would be demolished.

There is no rezoning associated with this Development Permit application.

A Servicing Agreement will be required at Building Permit stage for the design and construction of site servicing and off-site works, including frontage upgrades on both Smith Street and Beckwith Road. The frontage upgrades are to be designed to ensure retention of a mature City-owned Norway Maple tree.

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.

The applicant proposes a three-storey industrial building, which would have a net built area of 319 m² (3,436 ft²).

Background

Development surrounding the subject site is as follows:

- To the north: a City-owned property zoned “Light Industrial (IL),” which was a strategic acquisition and may be used for civic or other undetermined uses in the future. The property contains a single-family dwelling which is currently being demolished.
- To the south, across Beckwith Road: a vacant property zoned “Light Industrial (IL),” which is subject to a Development Permit application in circulation (DP 18-841335). A four-storey light industrial building is proposed.
- To the west, across Smith Street: a single-family dwelling on a property zoned “Light Industrial (IL).”
- To the east: a vacant City-owned property zoned “Light Industrial (IL),” which was a strategic acquisition and may be used for civic or other undetermined uses in the future.

Staff Comments

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

Advisory Design Panel Comments

The Advisory Design Panel was in favour of the proposed development subject to consideration of the Panel's comments. A copy of the relevant excerpt from the Advisory Design Panel Minutes from October 9, 2019 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

- The subject site is located in a high profile, gateway location in Bridgeport Village, and has frontages on Smith Street and Beckwith Road.
- The City-owned properties to the north and east of the subject site are vacant.
- The building is designed with consideration for future development to the north, including a solid wall with no setback on the north property line. A removable decorative screen is proposed to improve the appearance of the blank wall until such a time as the neighbouring property is redeveloped.
- The rooftop amenity area is designed to focus views south and east over Beckwith Road and Great Canadian Way.

Urban Design and Site Planning

- The site plan is a direct response to the limited area available for the building footprint when accounting for the required space for parking and loading. The resulting site plan has much of the ground floor used for vehicle circulation and site servicing, with the building suspended above.
- The building entrance is located at the corner of Smith Street and Beckwith Road, which allows for a small plaza at the intersection.
- Vehicle access is from Beckwith Road, and the driveway is located to minimize conflict with the intersections to the east and west of the site.
- Three standard vehicle parking spaces are located below the building, and a medium size loading space is provided in the exterior side yard setback between the building and Beckwith Road. A decorative fence is proposed between the loading space and the multiuse path for safety, and to provide visual separation between the pedestrian and vehicle spaces.
- Class 1 bicycle parking is provided under the stairs on the ground floor of the building lobby.
- Class 2 bicycle parking is provided adjacent to the main building entrance in the plaza area.

Architectural Form and Character

- The building is composed of three distinct masses: two vertical "towers" and a two-storey horizontal component suspended between them.
- The main "tower" on the west side of the site contains a stairway and elevator. This "tower" is concrete with small window openings on Beckwith Road, and provides a visual and structural anchor to the ground. The elevation facing Smith Street is predominantly transparent glazing with some spandrel panels.
- The secondary "tower" on the east side of the site contains exiting stairs. Similarly to the main "tower," the elevation facing Smith Street includes small window openings while a larger bank of transparent glazing and spandrel faces the vacant City-owned parcel.

- The horizontal component contains most of the building floor space, and has extensive transparent glazing facing Smith Street. A perforated metal screen is proposed for both shade and decoration.
- The predominant materials are concrete and metal, and are meant to evoke the industrial character of the building.

Landscape Design and Open Space Design

- One City-owned Norway Maple tree near the intersection is to be retained and protected. The applicant is required to provide a \$5,000 Tree Survival Security prior to demolition of the existing building.
- Landscaping at ground level is located in the pedestrian plaza at the southwest corner of the site, and is anchored by the existing off-site tree. Small areas of lawn and five Mediterranean Spurge shrubs are proposed. The remainder of the plaza is surfaced with concrete pavers, and two benches are proposed.
- Mediterranean Spurge is a drought tolerant, evergreen plant that flowers annually in the spring and summer. These flowers are attractive to butterflies and hummingbirds.
- Additional landscaping is provided on the roof deck. An extensive green roof using irrigated LiveRoof modules is proposed. Bench seating and a trellis are proposed, allowing the rooftop to be used as a passive amenity area for staff.
- Landscaped areas are proposed to be irrigated.
- To ensure that the proposed landscape works are completed, the applicant is required to provide a Landscape Security in the amount of \$47,470.50 prior to issuance of the Development Permit.

Crime Prevention Through Environmental Design

- The building has a single entry lobby with double doors facing the small plaza. The upper storeys of the building hang over the entry, providing weather protection.
- The plaza and parking area are surfaced with concrete pavers, distinguishing them from the sidewalk. A decorative fence is provided between the parking area and the sidewalk, and illuminated bollards separate the plaza from the parking area while allowing for pedestrian movement.
- The parking area and building entry are lit by recessed pot lights mounted on the underside of the building overhang. Lit bollards illuminate the path from the sidewalk to the entry.
- Both stairways feature transparent glazing, allowing for casual surveillance of the street in addition to providing some animation.
- The Mediterranean Spurge shrubs proposed at the base of the stairway are low growing, reaching a typical height of three to four feet, allowing for clear sightlines over the vegetation.

Accessible Design

- The proposed development includes an elevator, which provides access to all levels of the building, including the rooftop amenity area.
- An accessible washroom is provided on both the second and third floors.

Environmental Sustainability

- The proposed building is not subject to BC Energy Step Code requirements. Nonetheless, a variety of sustainable design strategies are employed.
- An outlet capable of providing Level 2 EV charging is provided between two of the vehicle parking spaces.
- High efficiency lighting, heating, and cooling systems are proposed.
- Glazing has been designed to optimize natural light in the second and third storey work spaces.
- Proposed landscaping at grade and on the roof consists of drought resistant species.

Site Servicing and Frontage Improvements

- Minor road dedication and a corner cut are required prior to issuance of the development permit.
- Off-site improvements on both Smith Street and Beckwith Road are required, and will be designed and constructed by the applicant through a Servicing Agreement prior to issuance of the Building Permit. Frontage works include a new sidewalk and landscaped boulevard on Smith Street, and new sidewalk, landscaped boulevard, curb and gutter, and road widening on Beckwith Road.

Conclusions

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

The list of Development Permit Considerations is included in Attachment 3, which has been agreed to by the applicant (signed concurrent on file).



Jordan Rockerbie
Planning Technician – Design
(604-276-4092)

JR:ml

Attachments:

Attachment 1: Development Application Data Sheet

Attachment 2: Excerpt from the Advisory Design Panel Minutes

Attachment 3: Development Permit Considerations

**DP 18-825663****Attachment 1**Address: 2660 Smith StreetApplicant: Billard ArchitectureOwner: Zhao Zi CPlanning Area(s): City Centre Area – Bridgeport VillageFloor Area Gross: 389.12 m² (4,188 ft²) Floor Area Net: 319.21 m² (3,436 ft²)

	Existing	Proposed
Site Area:	296.99 m ²	284.76 m ²
Land Uses:	Single-family dwelling	Light Industrial
OCP Designation:	Commercial	No change
Zoning:	Light Industrial (IL)	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.2 FAR	1.12 FAR	None permitted
Lot Coverage:	Max. 80%	52.7%	None
Setback – Front Yard (Smith Street):	Min. 3.0 m	3.31 m	None
Setback – Side Yard:	Min. 0 m	0 m	None
Setback – Exterior Side Yard (Beckwith Road):	Min. 3.0 m	3.0 m	None
Setback – Rear Yard:	Min. 0 m	0 m	None
Height:	Max. 15.0 m	14.84 m	None
Lot Size:	None	284.76 m ²	None
Off-street Parking Spaces:	Min. 3	3	None
Off-street Parking Spaces – Accessible:	Min. 0	0	None
Total Off-street Spaces:	Min. 3	3	None
Loading Spaces:	Min. 1 Medium Space	1 Medium Space	None
Bicycle Parking – Class 1:	Min. 1	1	None
Bicycle Parking – Class 2:	Min. 1	3	None

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, October 9, 2019 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

1. **DP 18-825663 – THREE-STOREY INDUSTRIAL DEVELOPMENT**

ARCHITECT: Billard Architecture, Inc.
LANDSCAPE ARCHITECT: RPL Royal Pacific Landing
PROPERTY LOCATION: 2660 Smith Street

Applicant's Presentation

Architect Robert Billard, Billiard Architecture and Landscape Architect Lu Xu, Royal Pacific Landing Ltd., presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from Panel members were as follows:

- appreciate the accessibility features of the project for people in wheelchairs;
- appreciate the perforated metal screen on the north face of the building to mitigate its blank wall appearance; the approach will help provide an appropriate interface until the adjacent property to the north is developed in the future; also consider integrating a pattern, e.g. score lines on the concrete portions of the wall, similar to the design elements on the south, east and west faces of the building to provide more visual interest and reduce the massing;

Addressed. See drawings A3.01 and A3.02. added architectural score lines to the concrete walls.

- appreciate the applicant's approach to the project and the integration of the perforated metal screen on the north and south facades of the building; consider introducing colours to reinforce the concept of articulated openings, e.g. on the window frames, mullions, etc.;

Noted.

- identify the soffit material and provide a lighting plan due to the soffit's visibility from around the building;

Addressed. See drawing A2.40. Metal soffit panels to be used in the parking area. Lighting layout provided.

- note the bridge expression of the building; consider eliminating the two columns on the ground floor; would also help free up space on the ground floor to address vehicle manoeuvring issues;

Noted. Columns to remain to support building structure and reduce cost.

- the project is a good addition to the neighbourhood;
- consider provision for ventilation in the second floor of the building where workshops are located; location of ventilation and appropriate mechanical systems is not provided in the architectural drawings, e.g. no shafts or placeholders;

Addressed. See drawings A2.20 and A2.30. Duct chase to roof provided.

- understand that the applicant's envisioned mechanical system for the project; however, all systems will need to include an indoor and outdoor component; notice that there is no provision for an outdoor component; lack of available space on the parkade could result in installing outdoor systems on the elevator hoist or overcrowding the roof top;

Addressed. See drawing A2.30. Mechanical system and roof vents placed on the roof.

- corner design of the project looks good;
- support the proposed use of LiveRoof modules for the proposed green roof as it will result in a flush surface and allow sufficient depth for planting materials other than sedum;
- diagonal walkway on the rooftop ends at the northeast corner which could ultimately be facing the wall of a future development to the north; review the design of the rooftop and consider adding more details to increase richness of design;

Addressed. See drawing A2.30. Diagonal walkway adjusted. Walkway now ends facing toward the south east corner.

- wood trellis on the roofdeck is not consistent with the proposed building materials; consider using metal for the trellis to fit in with the building architecture;

Addressed. See drawings A2.30, A3.01, A3.02, and A7.01. Black metal trellis to be used instead of wood. Details provided.

- the six-inch wide planting bed between the multi-use path and loading space will not work as it lacks the necessary size;

Addressed. See drawings A1.00, A2.10, and A7.01. Planting bed removed. Added perforated metal fence between multi-use path and loading space. Details provided.

- consider simplifying the paving design on the ground level to reflect the architecture of the building; support the choice of Abbotsford Piazza Series pavers which are long and linear; consider using these pavers throughout the ground plane with variation in sizes, patterns and colours to match the building design;

Addressed. See drawings A1.00 and A2.10. Abbotsford Piazza Series pavers in varying sizes/patterns used throughout the ground floor.

- review angled bench at the southeast corner of the site, which is not consistent with the rectilinear design of the building;

Addressed. See drawings A1.00 and A2.10. Bench adjusted to be parallel with rectangular building design.

- subject site is tight and challenging; difficult to fit in the proposed site lay-out;
- review manoeuvring space for the proposed loading space for adequacy; confirm turning radius will work;

Addressed. See drawing A8.10.

- the loading space separated from the multi-use path by a very narrow planting strip poses a safety issue for pedestrians; also consider installing a physical barrier between the loading space and the proposed pedestrian-oriented plaza for pedestrian safety; safety provisions on the ground level should also be considered for pedestrians coming out from the exit stairs, e.g. installing bollards or different paving treatment;

Addressed. See drawings A1.00, A2.10, and A7.01. Added perforated metal fence between multi-use path and loading space. Light bollards proposed between loading space and entry plaza to provide physical barrier to pedestrian-oriented plaza. Details of perforated metal fence provided.

- investigate opportunities for fencing along the property lines to provide a barrier for vehicle parking/circulation on the subject site;

Addressed. See drawings A1.00, A2.10, and A3.02. Fencing proposed along north and east property lines. Standard wheel stops to be provided.

- elevation drawings do not include the elevator overrun shown in the model;

Addressed. See drawings A3.01 and A3.02. Elevator overrun extension shown on elevation drawings.

- applicant should consider the location of mechanical equipment at this stage of the project as there might not be sufficient space on the roof for all needed mechanical equipment;

Addressed. See drawings A2.30. Mechanical area and rood vents allocated on the roof deck.

- appreciate the applicant for the significant effort and thought put into the challenging project;
- note that no landscape plans were provided by the applicant to the Panel;

Noted. Landscape drawings to be provided.

- consider installing permeable pavers underneath the retained tree covering the dripline of the canopy;

Addressed. See drawing A1.00 and landscape drawings. Tree grate proposed. Refer to civil for sidewalk construction.

- the proposed six-inch wide planting strip is not feasible in terms of lack of separation of spaces for vehicular and pedestrian uses and plant survivability issues;

Addressed. See drawing A1.00. Planting strip has been removed.

- consider reinforced barriers for the columns under the building to provide protection from large vehicles manoeuvring into or out of the loading space;

Addressed. See drawing A2.10. Corner guards to be added to columns in the parkade. Standard wheel stops to be provided.

- consider installing a bench under the trellis on the roof deck, placed with sun and shade consideration;

Addressed. See drawings A2.30. Bench places under the trellis on the roof.

- support Panel comments regarding the tightness of the proposed loading and parking spaces;
- proposed perforated metal screen is a strong conceptual element of the project; however, it appears like a cladding material on the south façade; consider pulling it away from the façade and extend it beyond the edge of the floorplate to read like a screen as opposed to a cladding treatment;

Addressed. See drawings A2.20, A2.30, and DD/A4.01. Perforated metal screen shown as a screen in the drawings. It is pulled away by 2”.

- perforated metal screening on the north façade may not be necessary as there is no glazing on the façade and could ultimately be covered when the adjacent property to the north is developed in the future;

Addressed. See comment above. Perforated metal screen on the north façade provided an appropriate interface until the adjacent property is developed in the future.

- consider using an aluminum or stainless material for the perforated screen to avoid rust as it is more durable than the one currently proposed; and

Noted.

- consider installing screen-type fencing along the street side similar to the character of the proposed perforated screen on the south façade.

Addressed. See drawings A1.00, A2.10, and A7.01. Added perforated metal fence between multi-use path and loading space.

Sara Badyal, the Panel's Staff Liaison, provided the following comments:

- applicant should provide final planting and landscape plans as part of the development permit process; and

Noted. Landscape drawings to be provided.

- architectural drawings for development permit should include (i) location of roof vent areas, (ii) fencing details, particularly the fence between the property line of the subject property and adjacent properties, (iii) the lighting concept and design, and (iii) identification of the soffit material.

(i) Addressed. See drawing A2.30. Roof vents placed on the roof.

(ii) Addressed. See drawing A7.01. Details provided for fencing along the north and east property lines.

(iii) Addressed. See drawing A2.50. Lighting layout provided.

(iv) Addressed. See drawing A2.50. Metal soffit panels to be used in the parking area.

Panel Decision

It was moved and seconded

That DP 18-825663 be referred back to the applicant and return to the Panel subject to the applicant giving consideration to the comments of the Panel.

DEFEATED

Opposed: Greg Andrews, Amber Paul, Jubin Jalili, Sheng Zhao, and Pablo Yuste

Panel Decision

It was moved and seconded

That DP 18-825663 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

Opposed: Imu Chan and Erik Mustonen

CARRIED



Development Permit Considerations

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

Address: 2660 Smith Street

File No.: DP 18-825663

Prior to forwarding this application to Council for Development Permit issuance, the developer is required to complete the following requirements:

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
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.
3. Submission of a Tree Survival Security to the City in the amount of \$5,000 for the one tree to be retained.
4. Submission of a cash security or Letter-of-Credit for landscaping based on a cost estimate provided by the Landscape Architect. The security must include all soft and hard landscaping costs, including installation and a 10% contingency.
5. Registration of an Aircraft Noise covenant on Title (Area 1A).
6. Registration of a Flood Indemnity covenant on Title (2.9 m GSC - Area A).
7. Registration of an Electric Vehicle (EV) Charging Infrastructure covenant on Title, securing the owner's commitment to voluntarily install and maintain an energized outlet in the parking area. The outlet is to be capable of providing Level 2 EV charging (i.e. 240V).
8. 0.15 m road dedication along the entire south and west property lines.
9. 4.0 x 4.0 m corner cut road dedication, measured from the new property lines described in Item 8, at the intersection of Smith Street and Beckwith Road.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
3. Enter into a Servicing Agreement* for the design and construction of site servicing and off-site works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Initial: _____

Water Works:

- a) Using the OCP Model, there is 735 L/s of water available at a 20 psi residual at the Smith Street frontage. Based on your proposed development, your site requires a minimum fire flow of 250 L/s.
- b) At Developer's cost, the Developer is required to:
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii. Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
- c) At Developer's cost, the City will:
 - i. Cap and remove existing water connection and meter serving the development site.
 - ii. Install a new water connection to serve the proposed development. Water meter to be located onsite in a right-of-way.

Storm Sewer Works:

- d) At Developer's cost, the Developer is required to:
 - i. Confirm, via video inspection, if the existing storm connection along the east property line of the development site is in use. If not in use, the connection shall be capped and abandoned by the City at the Developer's cost. If in use, it shall be retained.
- e) At Developer's cost, the City will:
 - i. Cap and remove the existing storm connections and inspection chambers along the Beckwith Road frontage.
 - ii. Cap, at inspection chamber, the existing storm connection at the northwest corner of the development site. The inspection chamber shall be retained to serve 2640 Smith Street.
 - iii. Install a new storm connection off of the existing 450 mm storm sewer on Beckwith Road, complete with inspection chamber.

Sanitary Sewer Works:

- f) At Developer's cost, the City will:
 - i. Cap, at inspection chamber, the existing sanitary connection at the northeast corner of the development site. The inspection chamber shall be retained to serve 2640 Smith Street.
 - ii. Install a new sanitary connection, complete with inspection chamber, to serve the proposed development.

Frontage Improvements:

g) At Developer's cost, the Developer is required to:

- i. Coordinate with BC Hydro, Telus and other private communication service providers:
 - i. To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - ii. Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - iii. To underground overhead service lines.
- ii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - i. BC Hydro PMT – 4.0 x 5.0 m
 - ii. BC Hydro LPT – 3.5 x 3.5 m
 - iii. Street light kiosk – 1.5 x 1.5 m
 - iv. Traffic signal kiosk – 2.0 x 1.5 m
 - v. Traffic signal UPS – 1.0 x 1.0 m
 - vi. Shaw cable kiosk – 1.0 x 1.0 m
 - vii. Telus FDH cabinet – 1.1 x 1.0 m
- iii. Provide street lighting according to the following:
 - i. Smith Street (East side)
 - ii. Pole colour: Grey
 - iii. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, duplex receptacle, and flower basket holders, but EXCLUDING any pedestrian luminaires, banner arms, or irrigation.
 - iv. Beckwith Road (North side)
 - v. Pole colour: Grey

- vi. Roadway lighting @ back of curb: Type 7 (LED) INCLUDING 1 street luminaire, duplex receptacle, and flower basket holders, but EXCLUDING any pedestrian luminaires, banner arms, or irrigation.
- iv. Complete other frontage improvements as per Transportation requirements. Frontage improvements should be built to the ultimate condition wherever possible. The land required for frontage improvements shall be dedicated to the City; Engineering does not support locating City sidewalk within rights-of-ways. Frontage improvements include:
 - i. Smith Street – maintain existing curb and gutter, min. 1.5 m landscaped boulevard, 2.0 m sidewalk
 - ii. Beckwith Road – 2.5 m multi-use path, 1.5 m wide landscaped boulevard, 0.15 m curb and gutter, pavement widening to tie in as necessary
 - iii. A 2.5 m wide curb extension is required on Smith Street to eliminate on-street parking at the intersection and increase tree retention measures

General Items:

h) At Developer's cost, the Developer is required to:

- i. Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- ii. Provide a video inspection report of the existing sanitary and storm sewers along the development frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- iii. Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.
- iv. Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- v. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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.

Initial: _____

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

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

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

Signed

Date



City of Richmond

Development Permit

No. DP 18-825663

To the Holder: BILLARD ARCHITECTURE

Property Address: 2660 SMITH STREET

Address: #701-625 FIFTH AVENUE
NEW WESTMINSTER, BC V3M 1X4

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #12 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$47,470.50 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 18-825663

To the Holder: BILLARD ARCHITECTURE
Property Address: 2660 SMITH STREET
Address: #701-625 FIFTH AVENUE
NEW WESTMINSTER, BC V3M 1X4

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

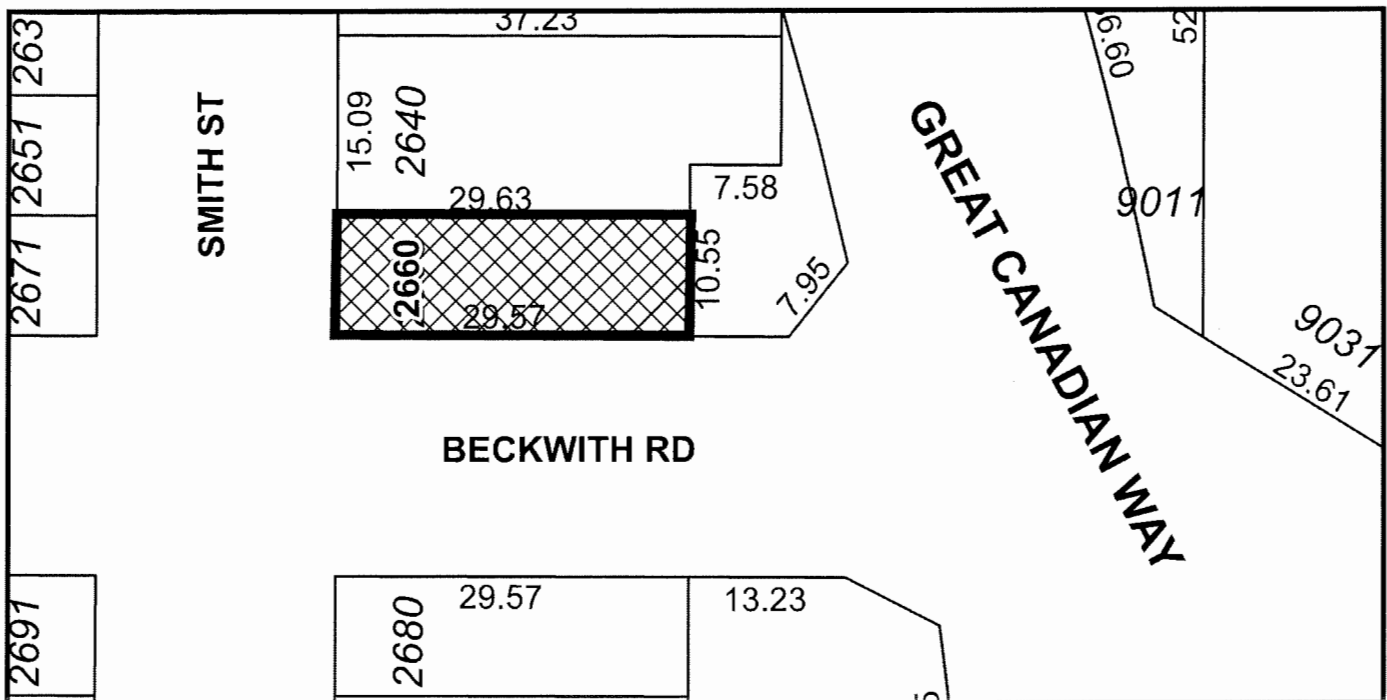
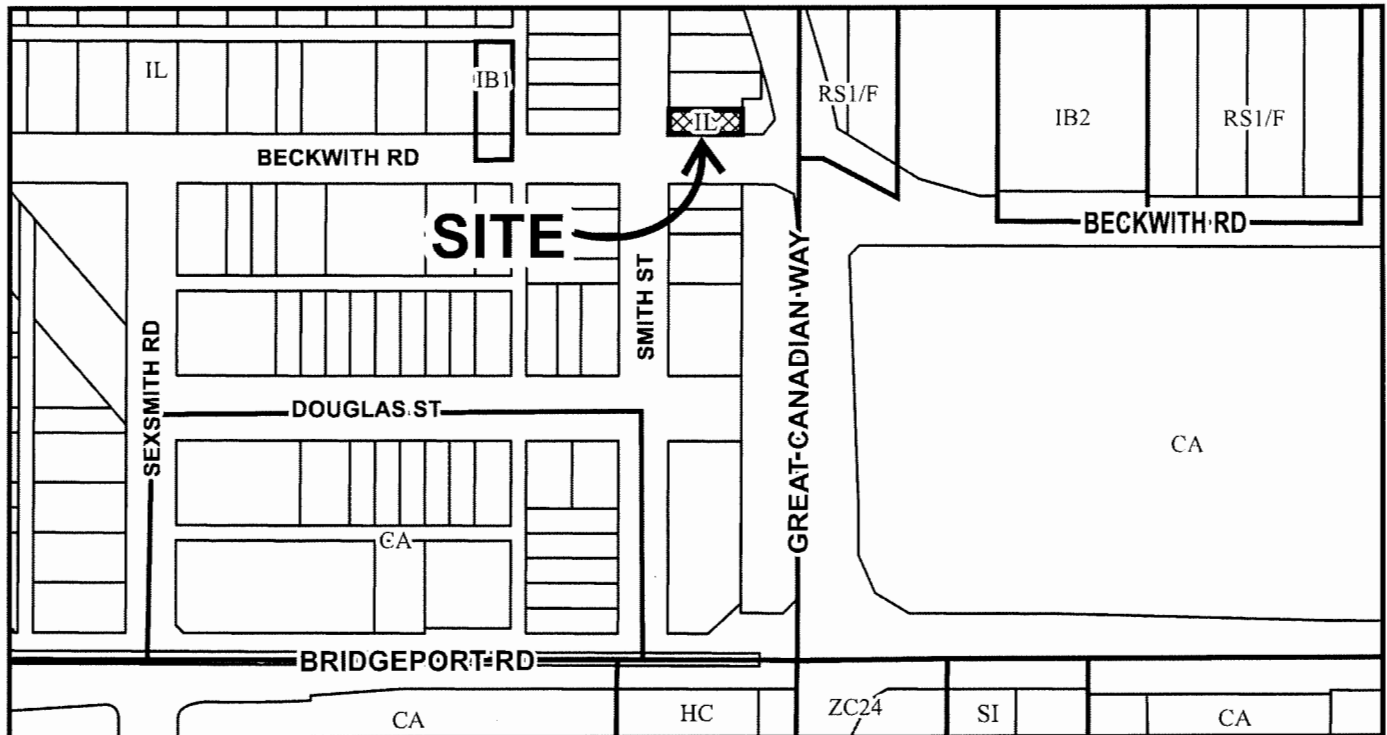
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 18-825663
SCHEDULE "A"

Original Date: 07/05/18

Revision Date:

Note: Dimensions are in METRES

NOTES:

CLIMATE ZONE 4, COMPLIANCE PATH: PRESCRIPTIVE

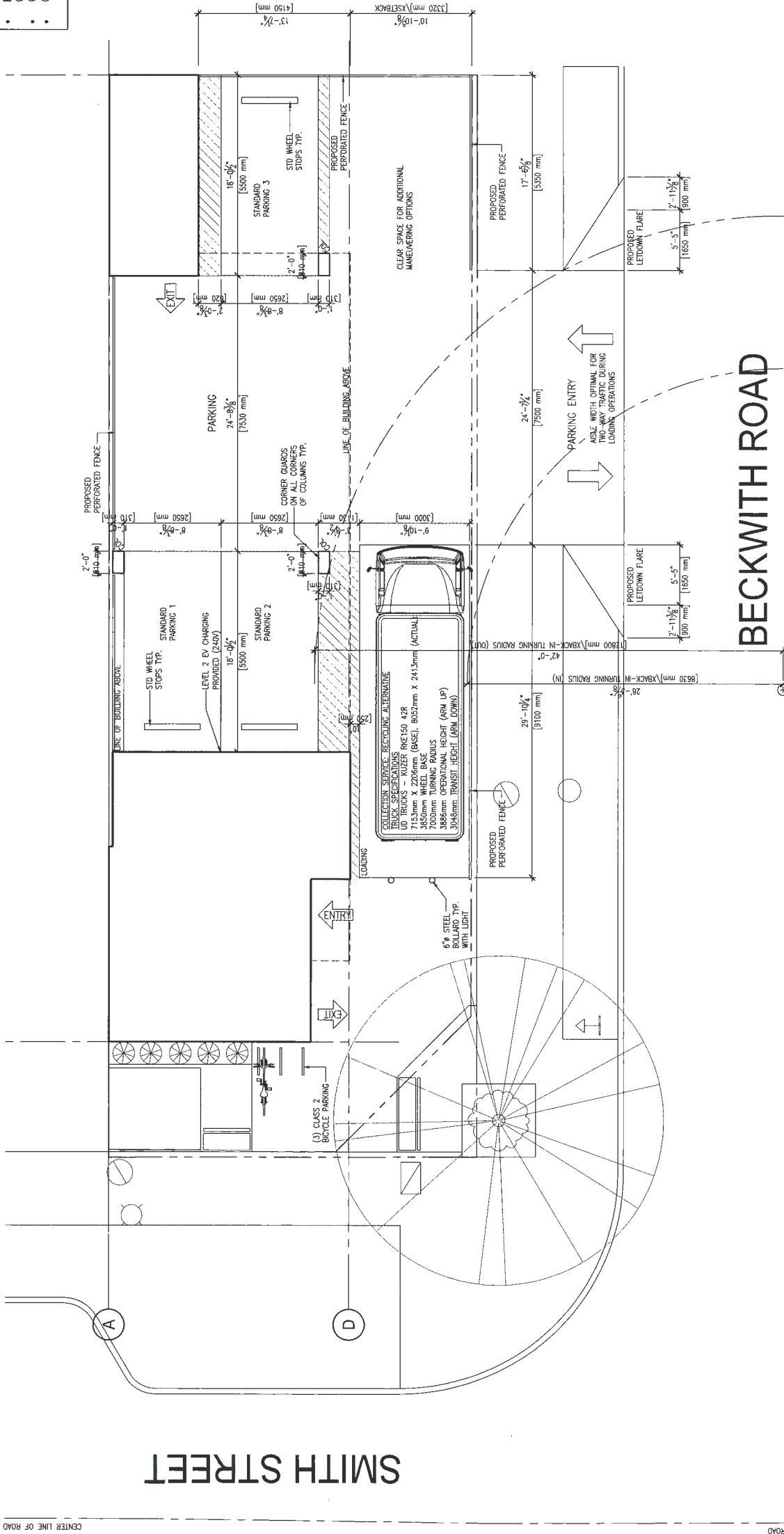
WINDOWS (TYPICAL) TO:

- HAVE LOW 'E' COATING ON FACE 2 FOR S / W FACE
- HAVE LOW 'E' COATING ON FACE 3 FOR E / N FACE
- BE VINYL, FULL ARGON GAS FILLED

- DIMENSIONS ARE TO:
- EXTERIOR FACE OF EXTERIOR WALL SHEATHING / CONCRETE
 - CENTER OF INTERNAL WALL
 - CENTER OF DOOR / WINDOW OPENINGS

7

1



1 PLAN #2 - PARKING PLAN
A2 3/16"=1'-0"

SECTION 7.5.11 (LIGHT INDUSTRIAL)
PARKING: LIGHT INDUSTRIAL (SECTION 7.5.11) WITH AUXILIARY OFFICE

REQUIRED VEHICLE PARKING (RICHMOND)	ALLOWABLE	AREA	STALLS	REFERENCE
1 STALL / PER 100M ² OF GROSS LEASABLE	—	190.00	3	7.7.2.3
ACCESSIBLE	N/A, IF < 11	N/A	N/A	7.5.14
LOADING CLASS A	ONSITE	N/A	1	7.13.6.2
TOTAL PARKING REQUIRED			3 STALLS REQUIRED 1 LOADING REQUIRED	

PARKING SPACE BREAKDOWN (RICHMOND)	DIMENSIONS	ALLOWABLE	PROPOSED	REFERENCE
COMPACT	2.50M X 4.60M	N/A	0	7.5.11
STANDARD	2.50M X 5.50M	N/A	3	7.5.11
ACCESSIBLE	STND. + 1.50M	N/A, IF < 11	0	7.5.11
LOADING CLASS A	9.10M X 3.00M	ONSITE	1	7.10.2
TOTAL PARKING PROVIDED			3 STALLS PROPOSED 1 LOADING PROPOSED	

DP 10-10-2020
PLAN 2

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6	06.02.2020	ISSUED FOR DP REVISION
5	31.01.2020	ISSUED FOR DP REVISION
4	06.01.2020	ISSUED FOR FINAL DP REVISION
3	19.07.2019	ISSUED FOR DP REVISION
2	26.04.2019	ISSUED FOR DP REVISION
10	08.04.2019	TRANSPORTATION INQUIRY
1C	28.02.2019	TRANSPORTATION INQUIRY
1B	01.02.2019	TRANSPORTATION INQUIRY
1A	01.02.2019	TRANSPORTATION INQUIRY
1	17.12.2018	ISSUED FOR DP REVISION

NO.	DATE	REVISION
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DESIGN CONSULTANT



#701 - 625 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 619-0529
info@billardarchitecture.ca
www.billardarchitecture.ca

3/4

PROJECT
PRO DESIGN OFFICE
2660 SMITH STREET
RICHMOND, BC

THIS ADDRESS IS LOCATED ON THE TRADITIONAL
TERRITORY OF THE MUSQUEAM FIRST NATION AND
THE COAST SALISH PEOPLES

SHEET TITLE

PLAN #2 -
PARKING PLAN

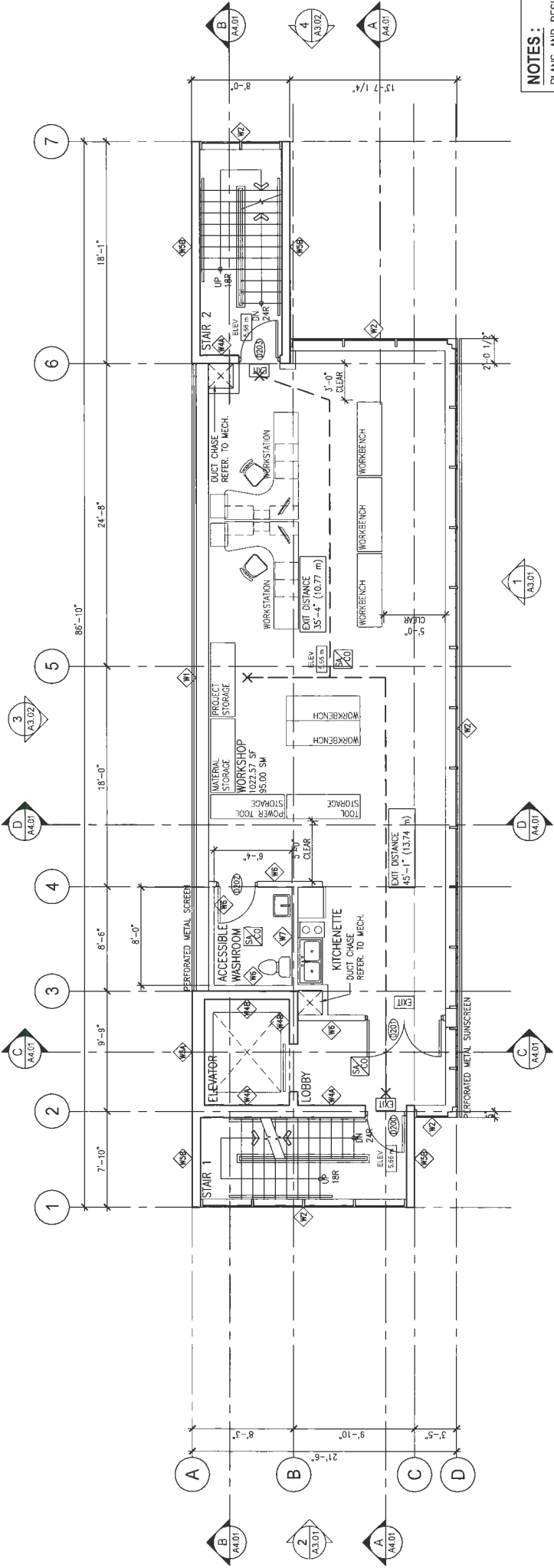
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CHECKED BY	RB	FILE: 18PA08
		A2

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FOR INFORMATION RELATING TO THESE DISCREPANCIES.

SYMBOL LEGEND:

EXIT SIGN

SMOKE ALARM / CARBON MONOXIDE DETECTOR



NOTES:

PLANS AND DESIGN TO BCBC 2018
CLIMATE ZONE 4, COMPLIANCE PATH: PRESCRIPTIVE

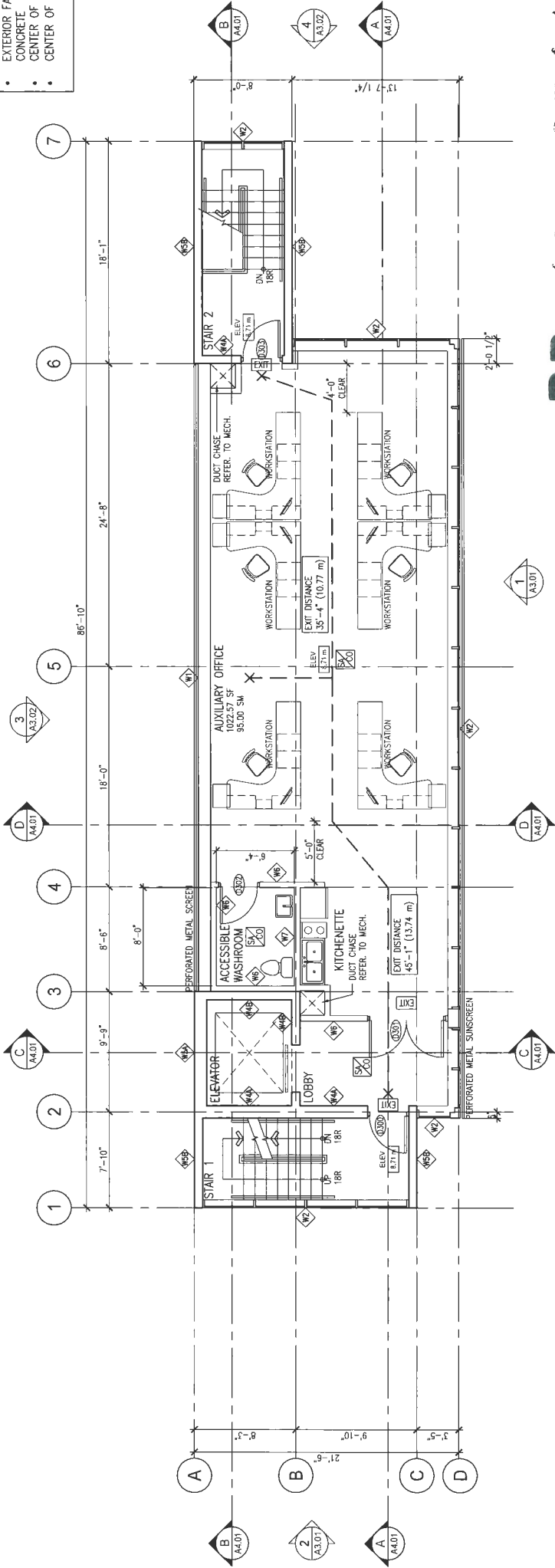
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DIMENSIONS ARE TO:

- EXTERIOR FACE OF EXTERIOR WALL SHEATHING / CONCRETE
- CENTER OF INTERNAL WALL
- CENTER OF DOOR / WINDOW OPENINGS

1 SECOND FLOOR PLAN
A2.20 3/16"=1'-0"



2 THIRD FLOOR PLAN
A2.20 3/16"=1'-0"

DP 10-825663
PLAN 3



#701 - 825 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 619-0529
info@billardarchitecture.ca
www.billardarchitecture.ca

SEA

PRO DESIGN OFFICE
2860 SMITH STREET
RICHMOND, BC

THIS ADDRESS IS LOCATED ON THE TRADITIONAL
TERRITORY OF THE MUSQUEAM FIRST NATION AND
THE COAST SALISH PEOPLES

SECOND AND
THIRD FLOOR PLAN

SCALE: 3/16"=1'-0"
SHEET NO. A2.20
DRAWN BY: RB
CHECKED BY: RB
PROJECT NO.: FILE: 189A06

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THE COAST SALISH PEOPLES

SCALE:	3/16"=1'-0"	SHEET NO.	A2.30	PRODUCT NO.	FILE: 16BA08
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DP 18-825663
PLAN 4

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1A	01.02.2019	TRANSPORTATION INQUIRY
1	17.12.2018	ISSUED FOR DP REVISION
NO.	DATE	REASON
DESIGN CONSULTANT		



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SKL

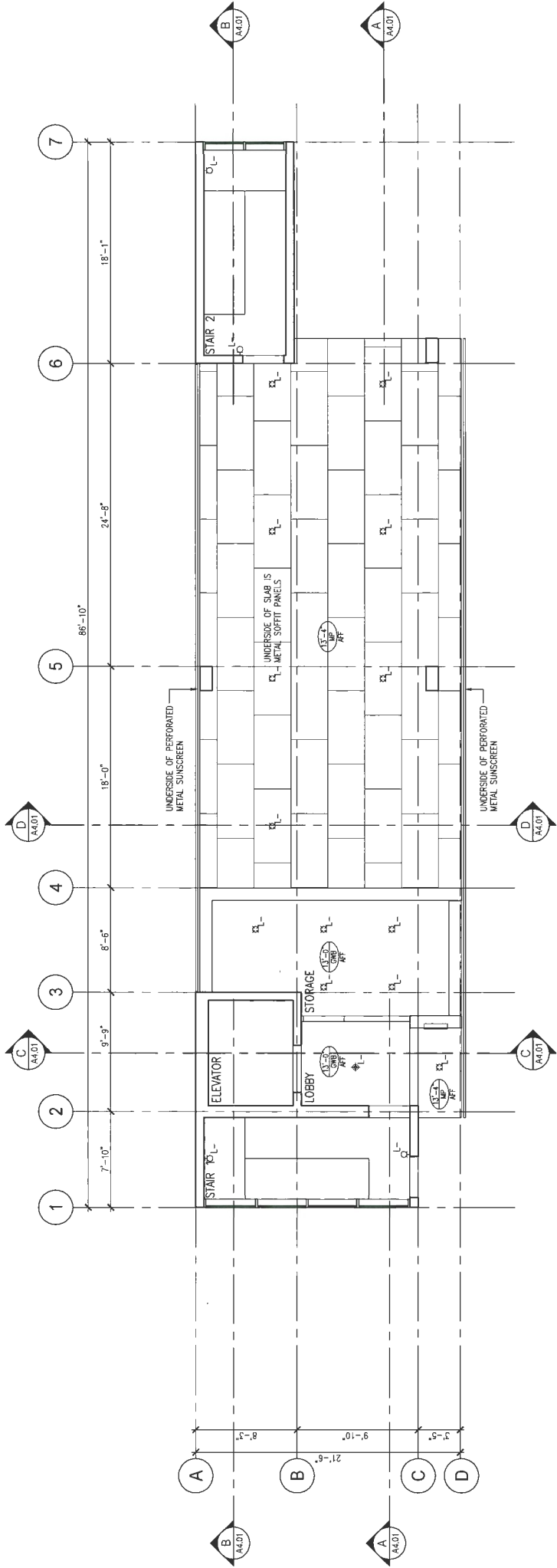
PROJECT
PRO DESIGN OFFICE
2660 SMITH STREET

RICHMOND, BC

THIS ADDRESS IS LOCATED ON THE TRADITIONAL TERRITORY OF THE MUSQUEAM FIRST NATION AND THE COAST SALISH PEOPLES

SHEET TITLE
RCP - MAIN FLOOR
PLAN

SCALE	3/16"=1'-0"	SHEET NO.	A2.50
DRAWN BY	CC	PROJECT NO.	
CHECKED BY	RB	FILE	18B408



1 RCP - MAIN FLOOR PLAN
A2.50 3/16"=1'-0"

NOTES:

PLANS AND DESIGN TO CBC 2018
CLIMATE ZONE 4, COMPLIANCE PATH: PRESCRIPTIVE

WINDOWS (TYPICAL) TO:

- HAVE LOW 'E' COATING ON FACE 2 FOR S / W FACE
- HAVE LOW 'E' COATING ON FACE 3 FOR E / N FACE
- BE VINYL, FULL ARGON GAS FILLED

DIMENSIONS ARE TO:

- EXTERIOR FACE OF EXTERIOR WALL SHEATHING / CONCRETE
- CENTER OF INTERNAL WALL
- CENTER OF DOOR / WINDOW OPENINGS

LIGHTS LEGEND

SYMBOL	DESCRIPTION		
—○—○—○— L	CEILING MOUNTED TRACK LIGHT	●	SMOKE DETECTIVE
—○—○—○— L	FLUORESCENT FIXTURE	○ L	WALL SCONCE
● L	FLOOR RECESSED FIXTURE	○ L	RECESSED WALL SCONCE
◆ L	PENDANT FIXTURE	○ L	PUCK LIGHT
◆ L	WALL WASH / DIRECT LIGHTING	— L	LED VANITY WALL SCONCE
□ L	RECESSED POT FIXTURE	s	SWITCH
◆ L	CEILING SURFACE MOUNTED FIXTURE	■	FAN
—○—○—○— L	WALL MOUNTED TRACK LIGHT	□	WALL MOUNTED EXIT SIGNAGE

NOTE:
1-CONFIRM STRUCTURAL SLAB WITH STRUCTURAL DRAWINGS.
2-CONFIRM CEILING DROP LOCATIONS & CEILING DROP HEIGHTS WITH MECHANICAL DRAWINGS.

DP 2020.02.29.663
PLAN 5

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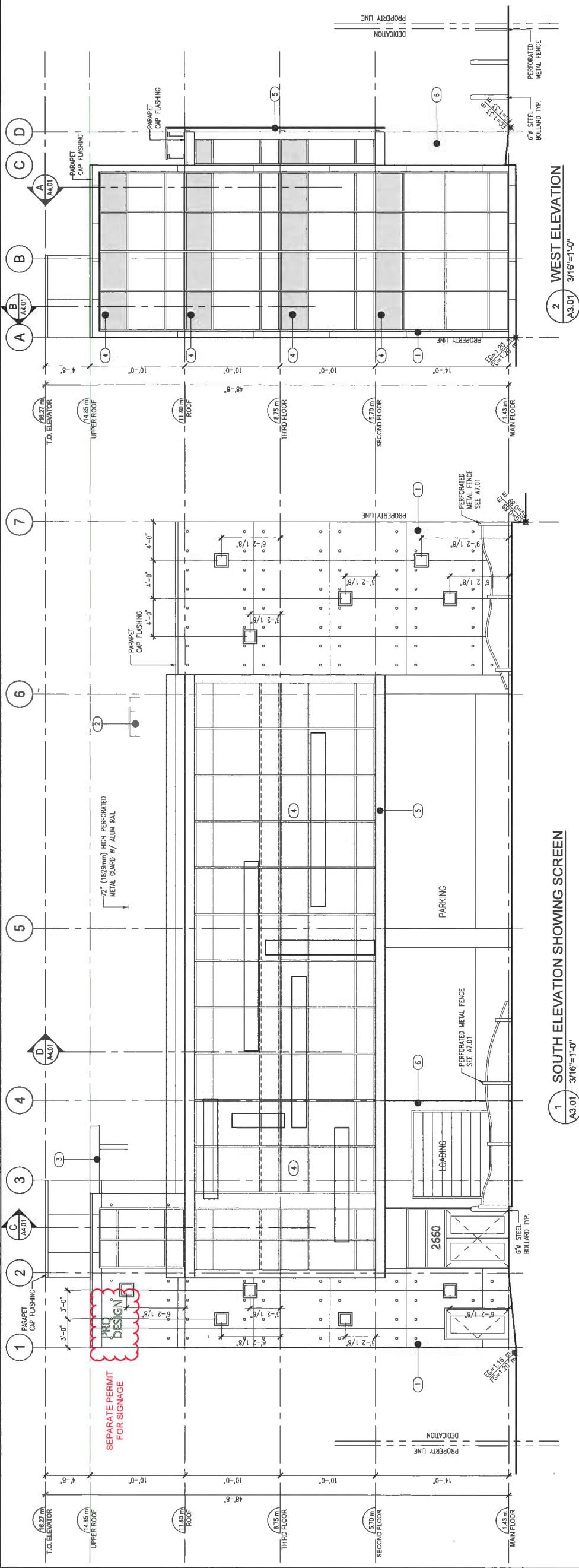
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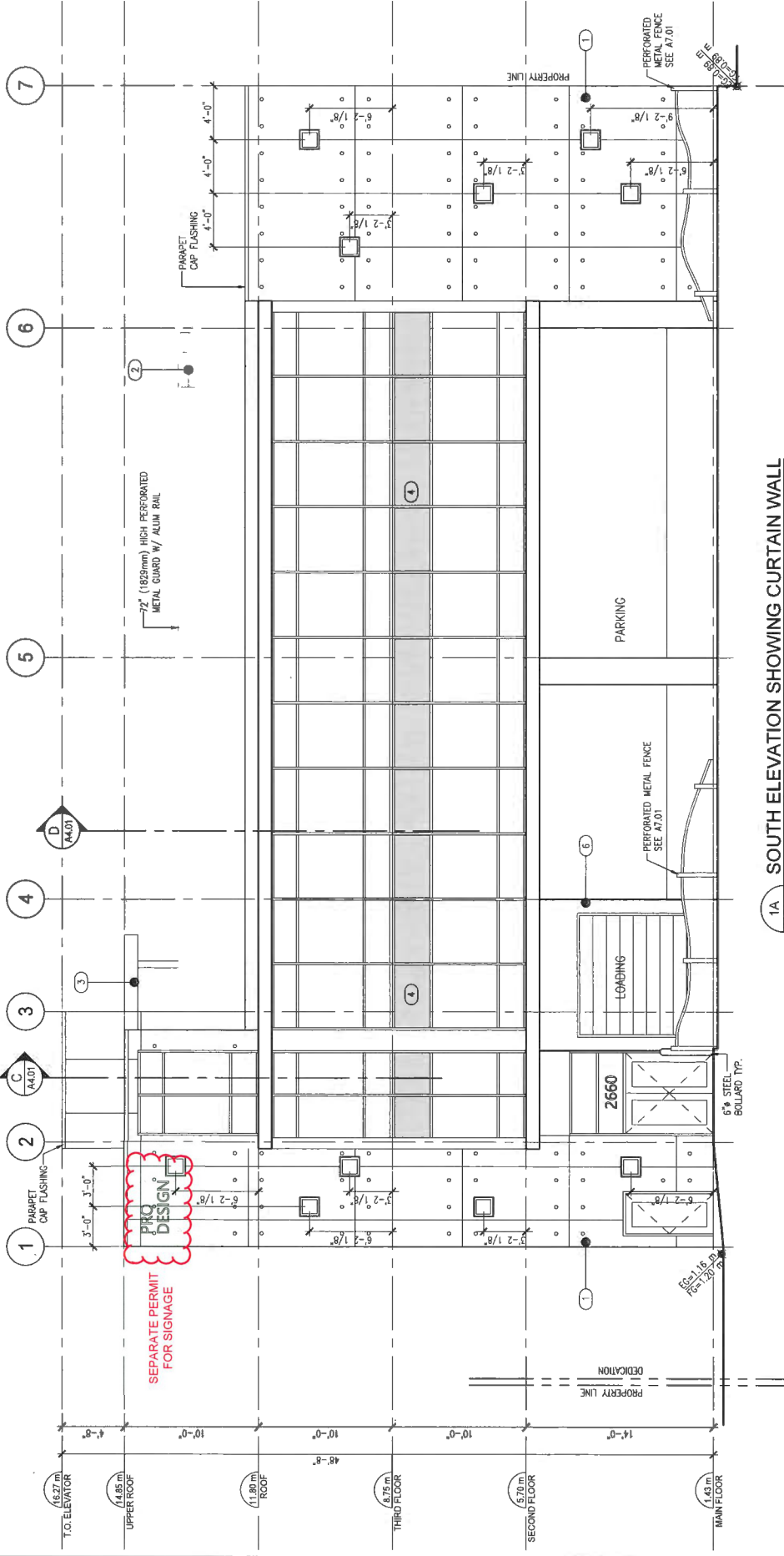
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SHEET TITLE
ELEVATIONS
SOUTH AND WEST

SCALE	SHEET NO.	PROJECT NO.
3/16"=1'-0"	A3.01	18BAG08
DATE	DATE	DATE
06.02.2020	06.02.2020	06.02.2020



1 SOUTH ELEVATION SHOWING SCREEN
A3.01 3/16"=1'-0"



1A SOUTH ELEVATION SHOWING CURTAIN WALL
A3.01 3/16"=1'-0" PERFORATED SCREEN NOT SHOWN FOR CLARITY

EXTERIOR FINISHES LEGEND:	
1	CONCRETE
2	PERFORATED METAL GUARDRAIL
3	BLACK METAL TRELLIS
4	GLASS SPANDREL PANEL
5	PERFORATED METAL SUNSCREEN
6	HORIZONTAL RED CEDAR SIDING

DP 18-825663
PLAN 6

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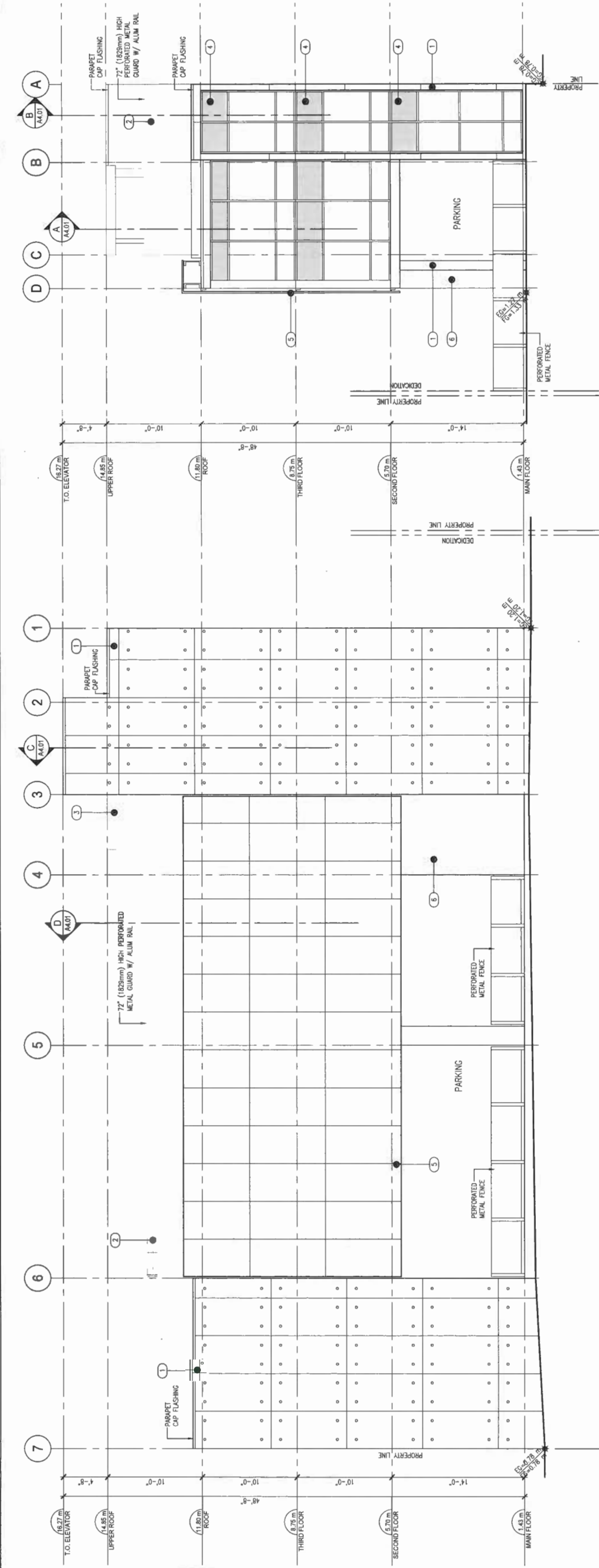
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ELEVATIONS
NORTH AND EAST

SCALE: 3/16"=1'-0"	SHEET NO. A3.02
DATE: 01.01.2020	CC: NH
DESIGNED BY: RB	FILE: 18BA03



4 EAST ELEVATION
A3.02 / 3/16"=1'-0"

3 NORTH ELEVATION
A3.02 / 3/16"=1'-0"

DP 18-825663
PLAN 7

EXTERIOR FINISHES LEGEND:	
1	CONCRETE
2	PERFORATED METAL GUARDRAIL
3	BLACK METAL TRELLIS
4	GLASS SPANDREL PANEL
5	PERFORATED METAL SUNSCREEN
6	HORIZONTAL RED CEDAR SIDING

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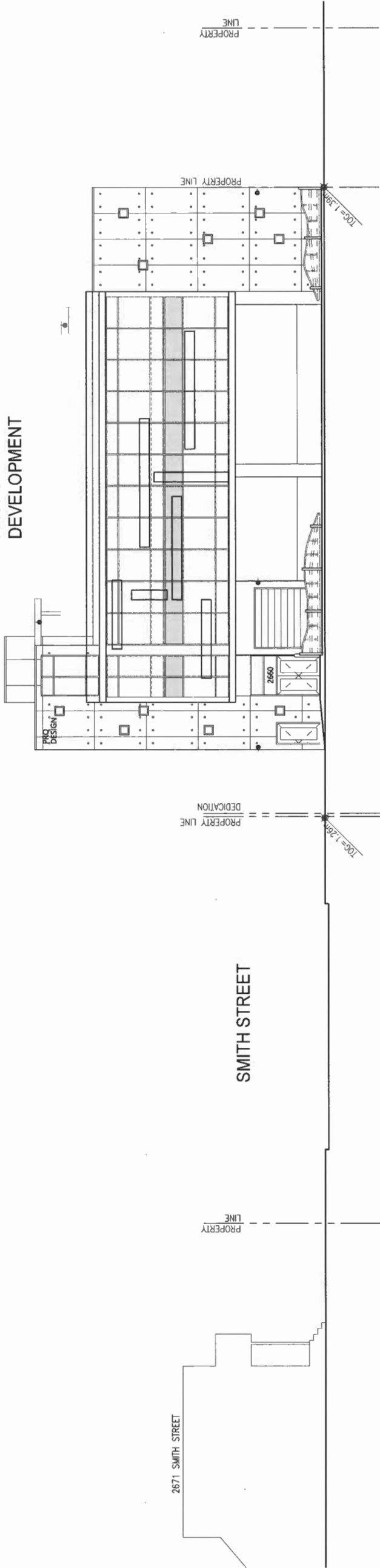
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SHEET TITLE
STREET SCAPE
ELEVATIONS

SCALE	SHEET NO.	PROJECT NO.
3/32"=1'-0"	A0.22	FILE: 180408
DRAWN BY:	CHECKED BY:	DATE:
	RB	

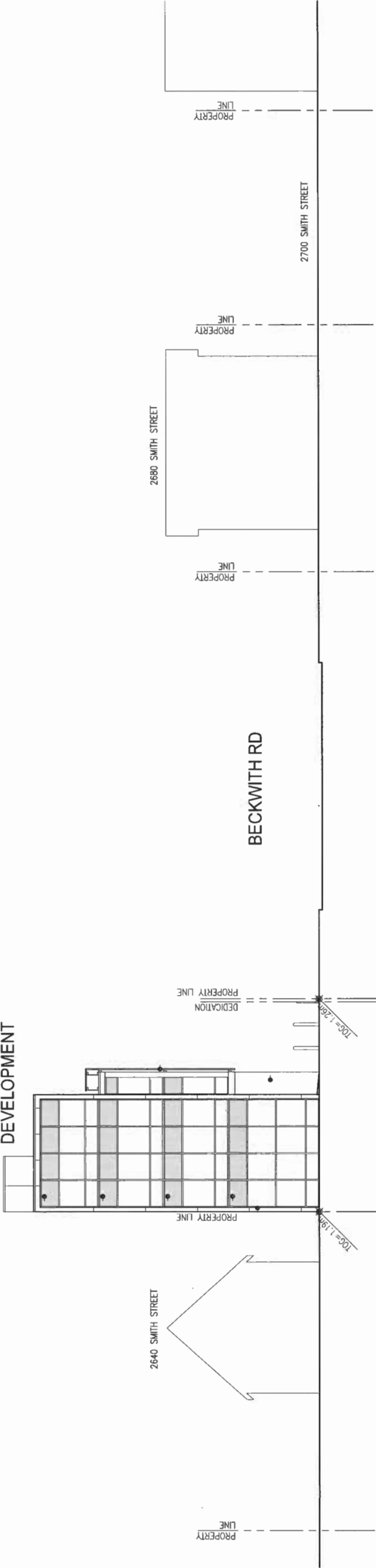
PROPOSED
DEVELOPMENT



1 STREETSCAPE ELEVATION (BECKWITH ROAD)

1/8"=1'-0"

PROPOSED
DEVELOPMENT



2 STREETSCAPE ELEVATION (SMITH STREET)

1/8"=1'-0"

DP 18-825063
PLAN 8

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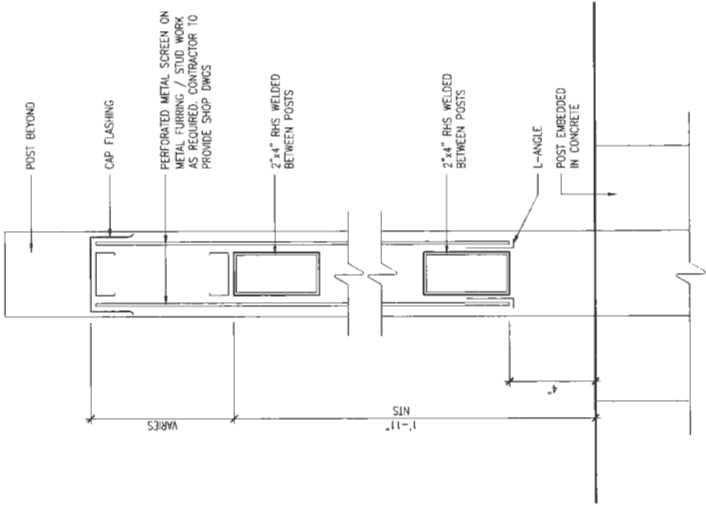
304

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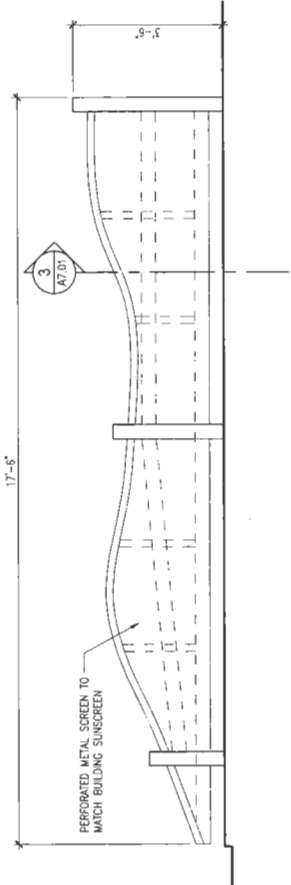
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SKETCH TITLE
LANDSCAPE
DETAILS

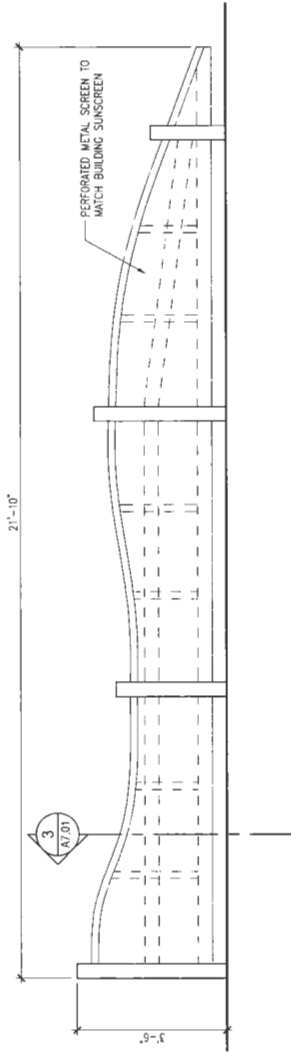
SCALE:	AS NOTED	SHEET NO.	A7.01
DATE:	CC	CHECKED BY:	FILE: 180408



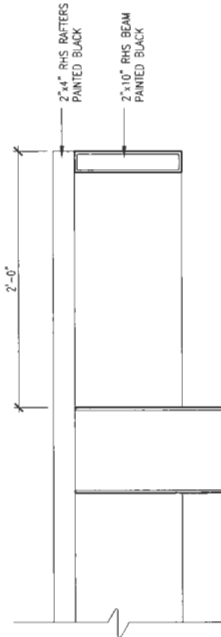
3 SCREEN FENCE SECTION DETAIL
A7.01 3"=1'-0"



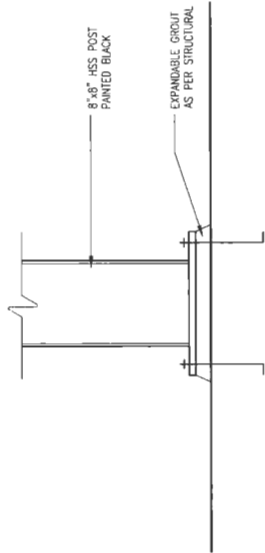
2 SCREEN FENCE ELEVATION
A7.01 1/2"=1'-0"



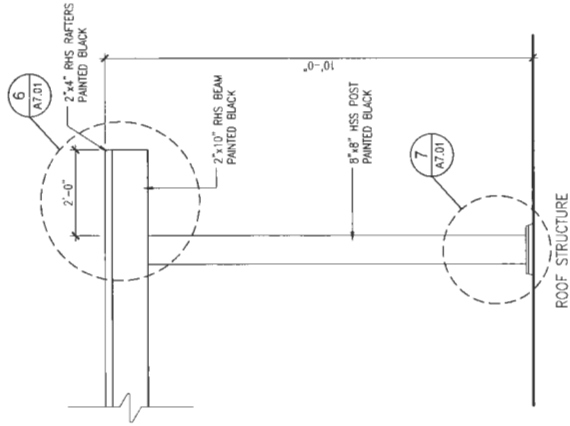
1 SCREEN FENCE ELEVATION
A7.01 1/2"=1'-0"



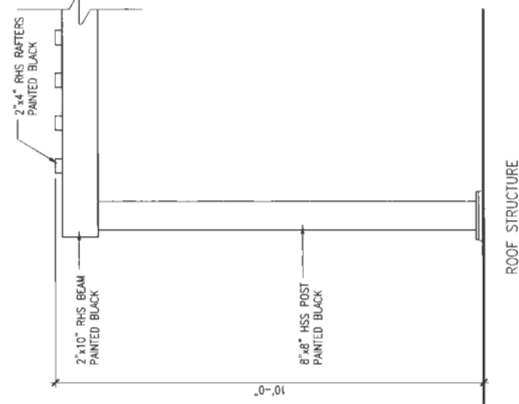
6 ROOF TRELLIS SECTION DETAIL
A7.01 1'-1/2"=1'-0"



7 ROOF TRELLIS SECTION DETAIL
A7.01 1'-1/2"=1'-0"

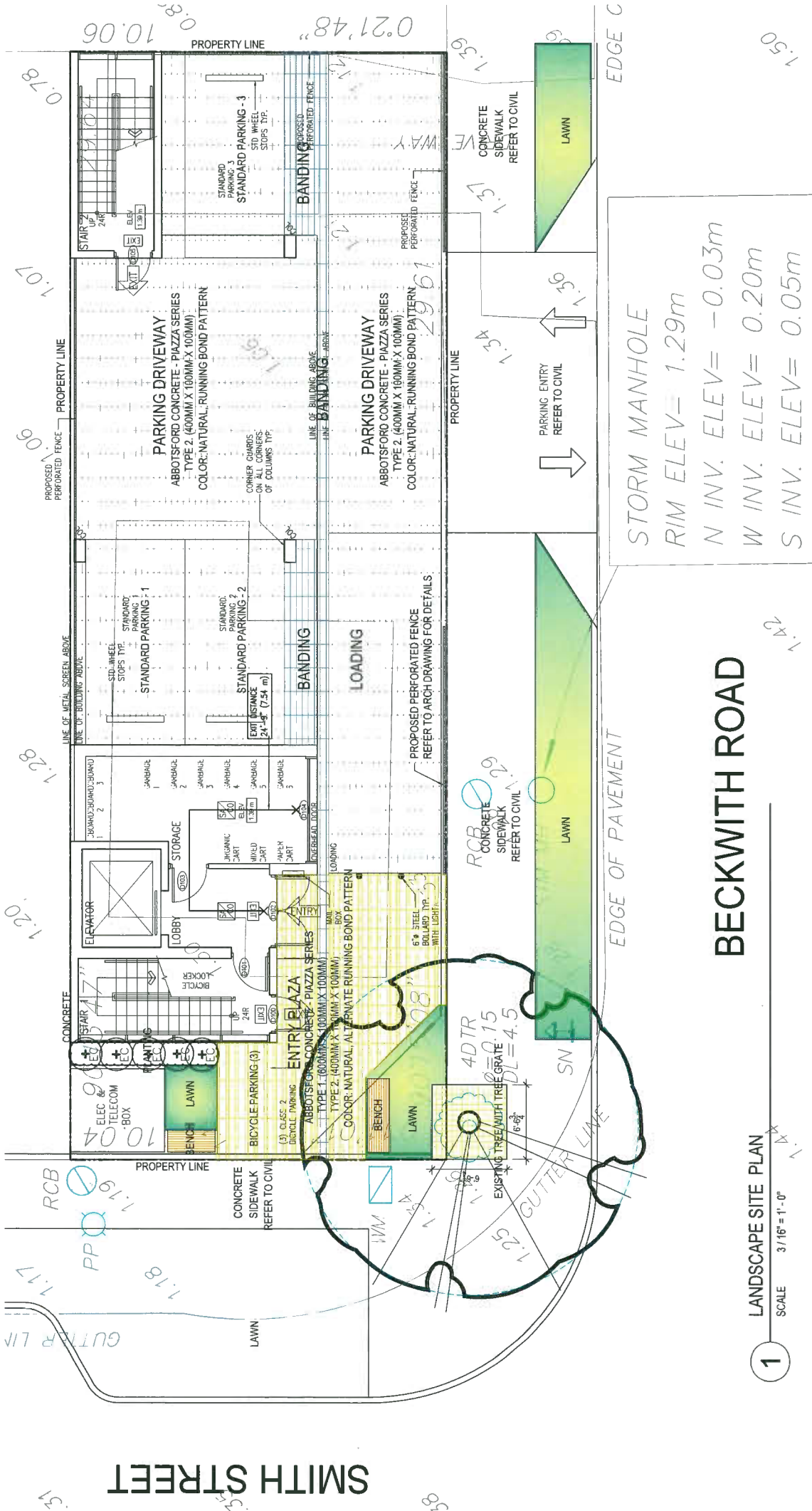


5 SIDE ROOF TRELLIS ELEVATION
A7.01 1/2"=1'-0"



4 FRONT ROOF TRELLIS ELEVATION
A7.01 1/2"=1'-0"

DP 18-025663
PLAN 9







ROYAL PACIFIC LANDING LTD.
www.royalpl.com
604-338-5035
lu@royalpl.com


SCALE 3/16" = 1' - 0"


N


LEGEND:


- 


SODDED LAWN
- 


NEW LAYERED PLANTING
- 


EXTENSIVE GREEN ROOF
- 

PARKING DRIVEWAY/ LOADING
ABBOTSFORD CONCRETE - PIAZZA SERIES
TYPE 2, (400MM X 100MM X 100MM)
COLOR: NATURAL, RUNNING BOND PATTERN
- 

BANDING
ABBOTSFORD CONCRETE - PIAZZA SERIES
TYPE 2, (400MM X 100MM X 100MM)
COLOR: CHARCOAL, RUNNING BOND PATTERN
- 

ENTRY PLAZA/ ROOF TOP
ABBOTSFORD CONCRETE - PIAZZA SERIES
TYPE 1, (600MM X 100MM X 100MM)
TYPE 2, (400MM X 100MM X 100MM)
COLOR: NATURAL, ALTERNATE RUNNING BOND PATTERN
- 

BENCH TO BE SELECTED
- 

ASPHALT ROOFING MATERIALS
- 

CONCRETE SIDEWALK

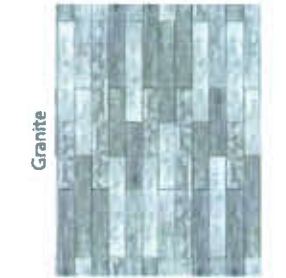
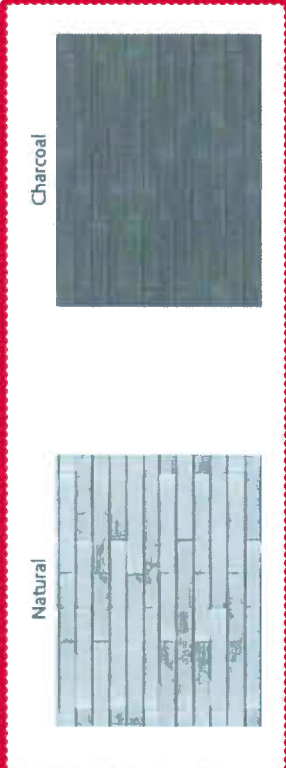
BECKWITH ROAD

1 LANDSCAPE SITE PLAN
SCALE 3/16" = 1'-0"

STORM MANHOLE
RIM ELEV= 1.29m
N INV. ELEV= -0.03m
W INV. ELEV= 0.20m
S INV. ELEV= 0.05m



Shapes and Colors



The Piazza Series was designed for pedestrian applications. If light vehicular use is intended, it must be designed by an engineer. Abbotsford Concrete Products assumes no liability where the Piazza Series is used for vehicle applications.

2 CONCRETE PAVERS SPECIFICATION
SCALE NTS

DP 10 25063
PLAN 10

LANDSCAPE
SITE PLAN

2660 SMITH ST
PRO DESIGN OFFICE
Richmond, BC

L1



1
A0.01
CONCEPT RENDERING
SOUTHEAST (BECKWITH ROAD)
SCALE: NTS

DP 16-025663
REF 1

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SCALE

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SHEET TITLE

EXTERIOR
RENDERINGS

SCALE	NTS	SHEET NO.
DESIGNER	CC, NH	A0.01
CHECKED BY	RB	PROJECT NO.
		FILE: 16BA08

AREAS	GROSS AREA		LIGHT INDUSTRIAL AREA		AUXILIARY OFFICE AREA		OUTDOOR AMENITY		MECHANICAL		STAIR / ELEVATOR CORE	
	FLOOR	SO FT	SQ M	SQ FT	SQ M	SQ FT	SQ M	SQ FT	SQ M	SQ FT	SO M	SO M
1		653.09	60.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2		1615.28	150.06	1022.57	95.00	0.00	0.00	0.00	8.00	0.74	282.71	26.26
3		1615.28	150.06	0.00	0.00	1022.57	95.00	0.00	8.00	0.74	282.71	26.26
4		304.90	28.53	0.00	0.00	0.00	0.00	829.88	0.00	0.00	171.04	15.89
TOTAL		4188.55	389.12	1022.57	95.00	1022.57	95.00	829.88	16.00	1.49	736.46	68.42

SITE & ZONING INFO		IL (LIGHT INDUSTRIAL)	
EXIST ZONING		SO FT	SQ M
		SO FT	SQ M
SITE GROSS		3196.88	296.99
SITE NET		3065.19	284.76
LOT COVERAGE		SO FT	SQ M
FOOTPRINT		1615.28	150.06
% COVER GROSS			50.53%
% COVER NET			52.70%

SETBACKS			
	REQUIRED	PROPOSED	COMMENT
FRONT	3 M	3.31 M	10.84 FT
SIDE	0 M	0 M / 3.00 M	0 FT / 9.84 FT
REAR	0 M	0 M	0 FT

HEIGHT		PROPOSED	
BUILDING		15.00 M	14.84 M

CONSTRUCTION ASSEMBLIES

PART 3	
W1	EXTERIOR WALL ASSEMBLY – CMU (2 HR. F.R.R.) 7 1/2" CMU RESIDENT METAL CHANNELS @ 600 mm O.C. 2" RIGID INSULATION 2 LAYERS – 1/4" GYPSUM BOARD
W2	EXTERIOR WALL ASSEMBLY – CURTAIN WALL CURTAIN WALL SYSTEM
W3	EXTERIOR WALL ASSEMBLY – 1"x4" CEDAR SIDING 1"x4" CEDAR SIDING 1"x2" PLYWOOD STRAPPING @ 16" O.C. BUILDING PAPER (APE OR SEAL JOINTS) 1/4" PLYWOOD SHEATHING 2" RIGID INSULATION 2 LAYERS – 1/4" GYPSUM BOARD 6 MIL. POLY. V.B. (CAULK OPENINGS @ SEAL JOINTS) 1/4" GYPSUM BOARD
W4	INTERIOR WALL ASSEMBLY – CORE WALL (INSULATED) 7 1/2" CMU RESIDENT METAL CHANNELS @ 600 mm O.C. 2" RIGID INSULATION 6 MIL. POLY V.B. (CAULK OPENINGS @ SEAL JOINTS) 1/4" GYPSUM BOARD
W5	INTERIOR WALL ASSEMBLY – CORE WALL (UNINSULATED) 7 1/2" CMU RESIDENT METAL CHANNELS @ 600 mm O.C. 6 MIL. POLY V.B. (CAULK OPENINGS @ SEAL JOINTS) 1/4" GYPSUM BOARD
W6	EXTERIOR WALL ASSEMBLY – CORE WALL (INSULATED) 8" CAST-IN-PLACE CONCRETE 2" RIGID INSULATION
W7	EXTERIOR WALL ASSEMBLY – CORE WALL (UNINSULATED) 8" CAST-IN-PLACE CONCRETE
W8	INTERIOR WALL ASSEMBLY 1/4" GYPSUM BOARD 2" RIGID INSULATION 1/4" GYPSUM BOARD @ 16" O.C.
W9	INTERIOR WALL ASSEMBLY – WET WALL 1/4" TYPE X GYPSUM BOARD 2"x6" WALL STUDS @ 16" O.C.

25.1. TRAVEL DISTANCE	REQUIRED MAX 40M (1311ft) - GROUP 0	3.4.2.5.1.8 - BUSINESS AND PERSONAL SERVICE
	45M (1477ft) - GROUP F, DIVISION 3	3.4.2.5.1.C - HIGH-HIGH-HAZARD
PROVIDED	7.54 M (27.8') 13.74 M (45.1') 13.74 M (45.1') 18.29 M (60.0') ROOF	FIR 1 STORAGE (GARBAGE) FIR 2 WORKSHOP FIR 3 AUX. OFFICE

TO BE DESIGNED PRIOR TO BP

MECHANICAL		STAIR / ELEVATOR CORE	
FLOOR AREAS	SO FT	SQ M	SO M
GROSS	4188.55		389.12
TOTAL EXEMPT	752.46		69.90
FSR AREA	3436.09		319.21
FSR NET	1.07		1.12

PHASE 1 FSR			
FLOOR AREAS	SO FT	SQ M	
GROSS	4188.55		389.12
TOTAL EXEMPT	752.46		69.90
FSR AREA	3436.09		319.21
FSR NET	1.07		1.12

PARKING: LIGHT INDUSTRIAL (SECTION 7.5.1.1) WITH AUXILIARY OFFICE

REQUIRED VEHICLE PARKING (RICHMOND)	ALLOWABLE	AREA	STALLS	REFERENCE
1 STALL / PER 100M ² OF GROSS LEASABLE	-	190.00	3	7.7.2.3
ACCESSIBLE	N/A, IF < 11'	N/A	N/A	7.5.1.4
LOADING CLASS A	ONSITE	N/A	1	7.13.6.2
TOTAL PARKING REQUIRED			3 STALLS REQUIRED	
			1 LOADING REQUIRED	

PARKING SPACE BREAKDOWN (RICHMOND)	DIMENSIONS	ALLOWABLE	PROPOSED	REFERENCE
COMPACT	2.50M X 4.60M	N/A	0	7.5.1.1
STANDARD	2.50M X 5.50M	N/A	3	7.5.1.1
ACCESSIBLE	STND. + 1.50M	N/A, IF < 11'	0	7.5.1.1
LOADING CLASS A	9.10M X 3.00M	ONSITE	1	7.10.2
TOTAL PARKING PROVIDED			3 STALLS PROPOSED	
			1 LOADING PROPOSED	

BICYCLE STORAGE

BICYCLE PARKING (RICHMOND)	ALLOWABLE	AREA	STALLS	REFERENCE
CLASS 1 (LONG TERM)	0.27/100 SM	190.00	1	7.14.9.1
CLASS 2 (SHORT TERM)	0.27/100 SM	190.00	1	7.14.9.1
TOTAL BICYCLE PARKING REQUIRED			2 STALLS REQUIRED	

BICYCLE PARKING BREAKDOWN (RICHMOND)	DIMENSIONS	ALLOWABLE	STALLS	REFERENCE
BICYCLE RACK	-	-	1	7.14.5
BICYCLE LOCKERS (MAX 33% OF CLASS 1)	1.80M X 1.20M	MAX 40	1	7.14.5
VERTICAL STALLS (MAX 30%)	0.60M X 1.00M	0	0	7.14.5
TOTAL BICYCLE PARKING PROVIDED			2 STALLS PROPOSED	
			1 INDOOR (LOCKER)	
			1 OUTDOOR (RACK)	



Billard Architecture

#701 - 625 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 619-0529
info@billardarchitecture.ca
www.billardarchitecture.ca

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THE CONTRACTOR SHALL CHECK AND VERIFY ALL
THE INFORMATION APART ALL ERRORS AND OMISSIONS TO
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5	31.01.2020	ISSUED FOR DP REVISION
4	08.01.2020	ISSUED FOR FINAL DP REVISION
3	19.07.2019	ISSUED FOR DP REVISION
2	26.04.2019	ISSUED FOR DP REVISION
1D	08.04.2019	TRANSPORTATION INQUIRY
1C	28.02.2019	TRANSPORTATION INQUIRY
1B	01.02.2019	TRANSPORTATION INQUIRY
1A	01.02.2019	TRANSPORTATION INQUIRY
1	17.12.2018	ISSUED FOR DP REVISION
NO.	DATE	REVISION

DESIGN CONSULTANT

PRO DESIGN OFFICE
2660 SMITH STREET
RICHMOND, BC

THIS ADDRESS IS LOCATED ON THE TRADITIONAL
TERRITORY OF THE MUSQUEAM FIRST NATION AND
THE COAST SALISH PEOPLES

PROJECT
INFORMATION

SHEET NO.
A0.10
PROJECT NO.
FILE: 180408

REF 2

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DISCREPANCIES.

5	31.01.2020	ISSUED FOR DP REVISION
4	08.01.2020	ISSUED FOR FINAL DP REVISION
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NO.	DATE	REVISION

SECTION CONSULTANT



Billard Architecture

#701 - 625 Fifth Avenue
New Westminster, B.C. Canada,
V3M 1X4
(604) 619-0529
info@billardarchitecture.ca
www.billardarchitecture.ca

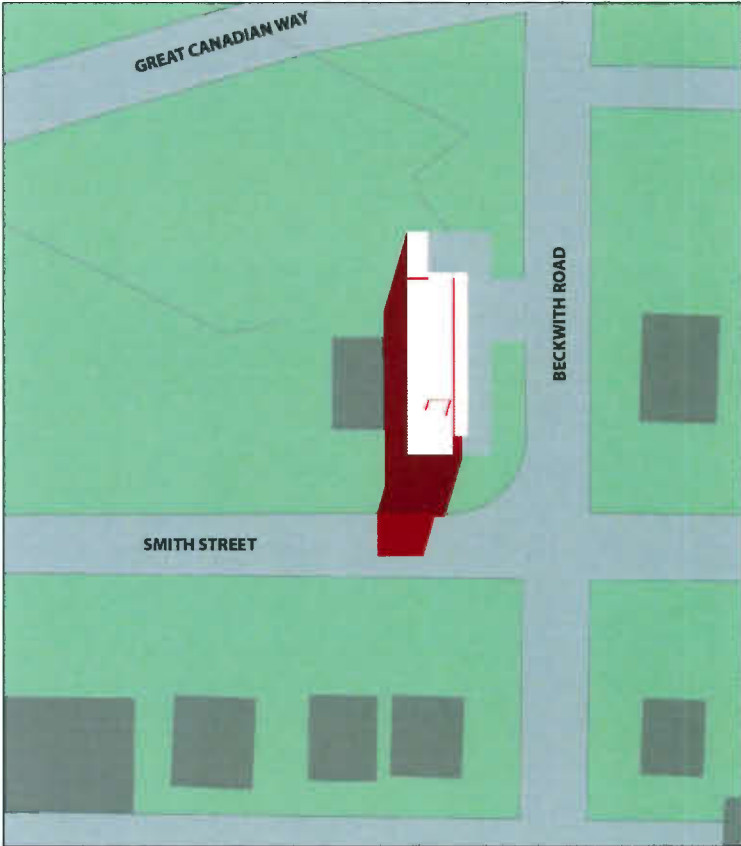
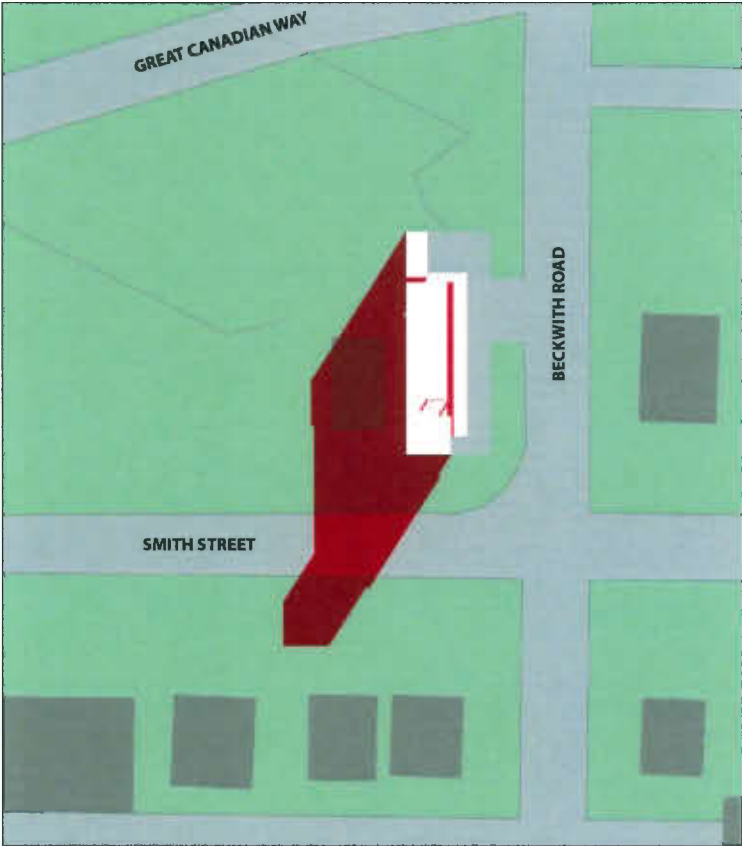
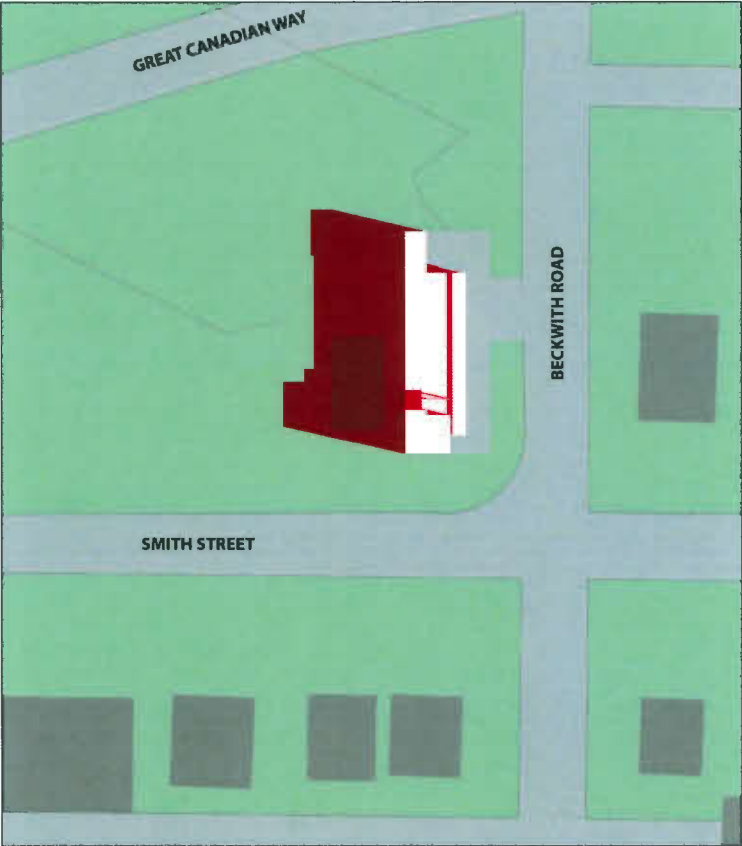
S&A

PROJECT
PRO DESIGN OFFICE
2660 SMITH STREET
RICHMOND, BC

THIS ADDRESS IS LOCATED ON THE TRADITIONAL
TERRITORY OF THE MUSQUEAM FIRST NATION AND
THE COAST SALISH PEOPLES

SHEET TITLE
SHADOW STUDY

SCALE	NTS	SHEET NO.	A8.01
DRAWN BY	CC	PROJECT NO.	
CHECKED BY	RB	FILE	180409



DP 18-025663
REF 3





City of
Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: February 4, 2020

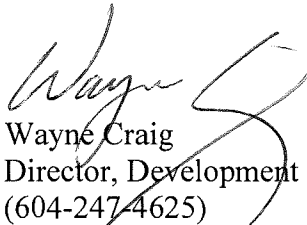
From: Wayne Craig
Director, Development

File: DV 19-872105

Re: **Application by Chris McKane for a Development Variance Permit at
9700 Desmond Road**

Staff Recommendation

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the required rear yard setback for a portion of the first storey and a portion of the second storey from 9.39 m to 8.50 m, at 9700 Desmond Road on a site zoned "Single Detached (RS1/E)".



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

WC:na
Att. 6

Staff Report

Origin

“Chris McKane” (the applicant) is seeking to renovate the existing home at 9700 Desmond Road. The renovation includes small proposed additions to the front and rear of the existing home. Chris McKane has applied to the City of Richmond for permission to vary the Richmond Zoning Bylaw 8500 to reduce the required rear yard setback for a portion of the first storey and a portion of the second storey from 9.39 m to 8.50 m (Attachment 1). The application includes tree retention, improved landscaping, and use of sustainable materials. The variance would facilitate renovations to the existing single family home.

Development Information

Please refer to the attached Development Application Data Sheet (Attachment 2) for a comparison of the proposed development data with the relevant Bylaw requirements.

Development surrounding the subject site is as follows:

- | | |
|---------------|---|
| To the north: | A single-family dwelling on a lot zoned “Single Detached (RS1/E)”. |
| To the east: | Across the lane, single-family dwellings on lots zoned “Single Detached (RS1/D)” and “Compact Single Detached (RC1)”. |
| To the south: | A single-family dwelling on a lot zoned “Single Detached (RS1/E)”. |
| To the west: | Across Desmond Road, two dwellings on a single lot zoned (two-unit dwellings (RD1))”. |

Analysis

A survey of the subject property and existing condition is provided in Attachment 3. The site is located along a bend in Desmond Road and in the rear lane, resulting in a longer lot line on the south side. The difference between lot line lengths impacts the required setback of the proposed first and second floor addition due to the irregular geometry as the calculation is based on the average of the two lot lines combined.

Section 8.1.6.6 of the “Single Detached (RS1/E)” zone establishes the minimum rear yard for the subject property as 7.51 m for 60% of the rear wall of the first storey, and 9.39 m for 40% of the rear wall of first storey and entire second storey. The variance sought is for a portion of the rear wall of the first storey included in the 40% and a portion of the second storey be setback 8.50 m instead of the required 9.39 m as shown in Attachment 4.

The hatched areas shown on Attachment 4 identify the proposed front and rear additions to the existing building footprint. The red marking highlights the area of the proposed variance. The proposed design of the building purposefully steps the massing of the upper storey away from the neighbour to the north to help reduce overlook and increase privacy. This includes the retention and protection of a large spruce tree tagged #089 in the rear yard (Attachment 5). At staff’s request, the design of the renovation was purposefully revised to ensure the retention of this tree. All trees on the subject property are to be retained and protection of the trees in close

proximity to the proposed additions, both front and rear, will be required to follow the City of Richmond Tree Protection Information Bulletin Tree-03 for tree protection fencing. With all trees being retained at the subject property, minor landscaping improvements through additional planting will complement the proposed renovation and soften the hard edges of the front driveway.

In terms of sustainability, the applicant proposes the reuse of existing building materials. The proposed plans include retaining the foundation slab, good quality fir studs and plywood sheathing. This means that a large quantity of building material will not need to leave the site for recycling including studs that will be amended using furring strips to accommodate modern thicknesses of insulation. Hardi plank siding will be installed over modern weather screening to improve the longevity of the material. The renovation design is modest in size and the house is designed in a classic “west coast” style in keeping with the neighbourhood. This renovation provides an opportunity to implement modern designs that will use less energy, and utilize durable materials that allow for long-term use.

The proposed scheme attached to this staff report complies with the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the “Single Detached (RS1/E)” zone except for the variances described.

Zoning Compliance/Variations

The applicant requests to vary the provisions of Sections 8.1.6.6 in Richmond Zoning Bylaw 8500 to reduce the required rear yard setback for a portion of the first storey and a portion of the second storey from 9.39 m to 8.50 m on this irregular shaped lot.

Staff supports the proposed variance for the following reasons:

- 1. The specific site geometry results in one longer side yard that contributes disproportionately to the average lot depth and the subsequent calculation of rear yard setbacks for the first and second storeys.***
- 2. The proposed design provides for a massing that compliments existing conditions and sustainable practice, including retention of large and significant trees in the front and rear yard that are in close proximity to the proposed additions and the reuse of old building materials.***
- 3. The second-storey portion permitted by the variance recedes away from the north neighbour and matches the general form and height of the neighbour’s house (as highlighted in red on Attachment 4).***
- 4. A 6.0 metre Lane dedication to the east of the subject property increases building separation to homes along No. 1 Road thereby reducing overlook and privacy concerns.***
- 5. The proposed variance would apply only to the specific house plans attached to the Permit. All other aspects of the proposed development meet the requirements of the “Single Detached (RS1/E)” zone.***

6. *Adjacent neighbours to the north, south, and east of 9700 Desmond Road were made aware of the proposed variance. With the exception to a language barrier while attempting to contact the owner at 9699 No. 1 Road, no concerns were raised from the neighbours. See attached letters with signatures or attempt information for 9680 Desmond Road (to the north), 3900 Lamond Avenue (to the south), and 9691, 9699 and 9711 No. 1 Road (to the east) (Attachment 6).*

Conclusions

The purpose of the requested variance is to reduce the rear yard setback requirement for this irregular shaped property to enable more efficient use of the existing home and to increase the longevity of the original structure.

As the proposed development would meet applicable policies and guidelines beyond the requested variances of specific rear yard setback elements, staff recommend that the Development Variance Permit be endorsed, and issuance by Council be recommended.



Nathan Andrews
Planning Technician
(604-247-4911)

NA:blg

Attachments:

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Site Survey
- Attachment 4: Development Variance Permit Plans
- Attachment 5: Tree Management Plan
- Attachment 6: Neighbour Satisfaction Letters

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

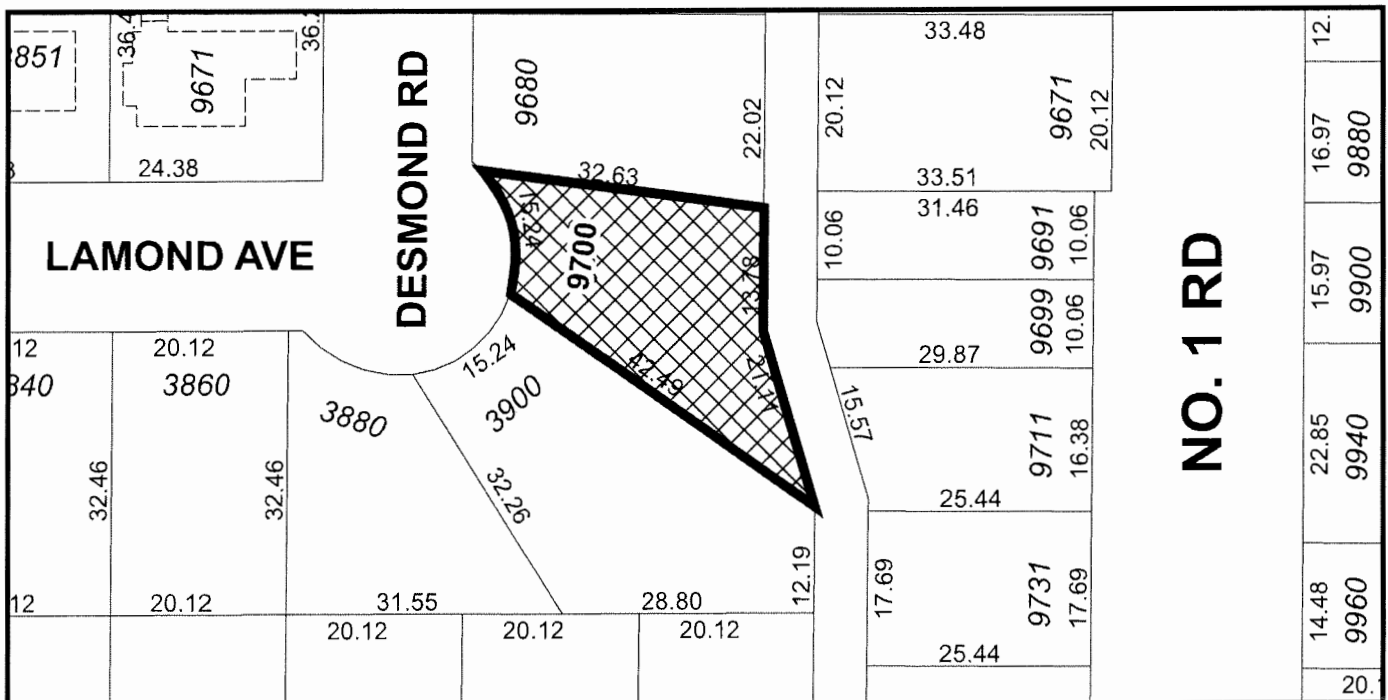
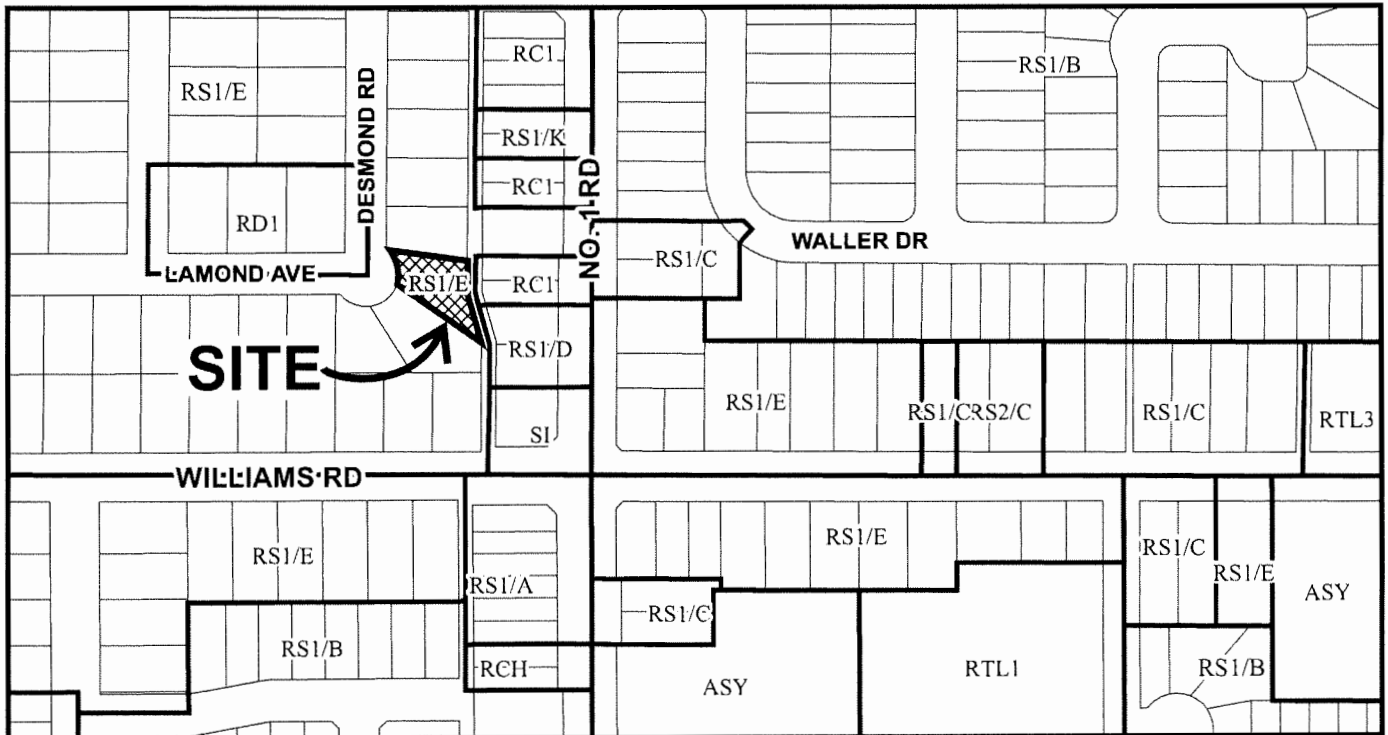
- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

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

- Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.



City of Richmond



DV 19-872105

Original Date: 09/11/19

Revision Date:

Note: Dimensions are in METRES



DV 19-872105

Attachment 2

Address: 9700 Desmond Road

Applicant: Chris McKane

Owner: Chris and Zuzana McKane

Planning Area(s): Seafair Area Plan

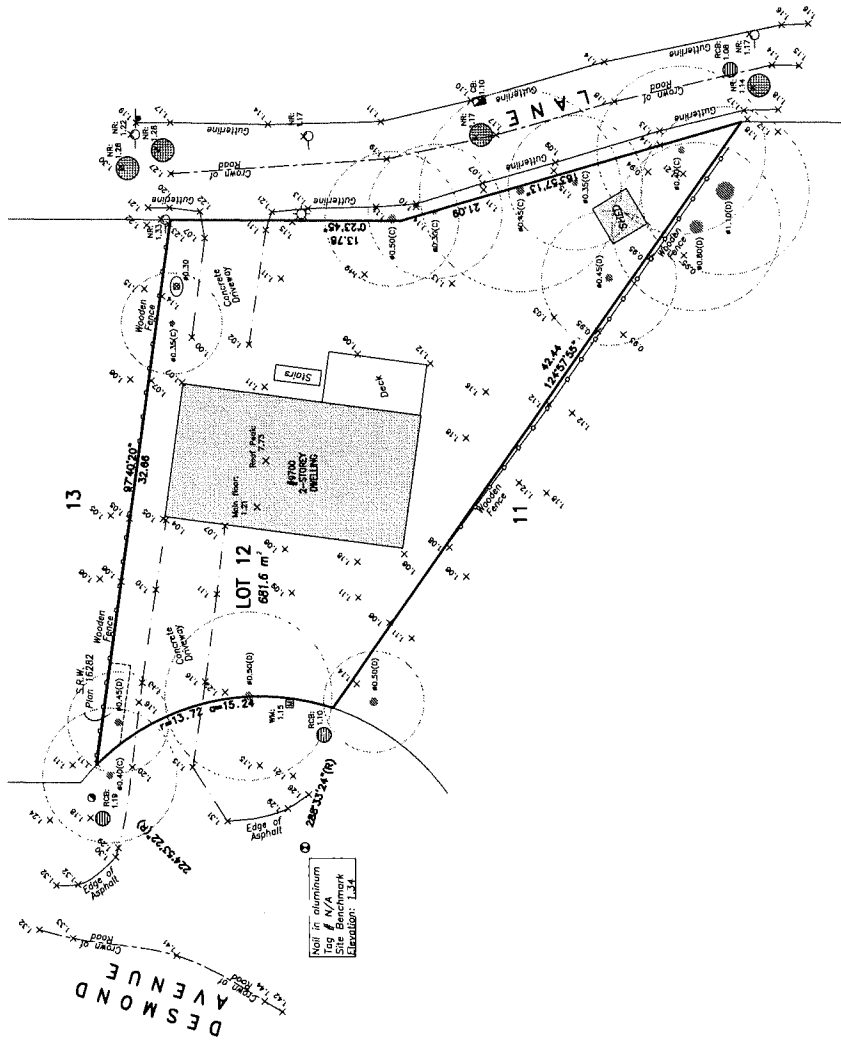
Floor Area Gross: 237.2 m²

Floor Area Net: 188.8 m²

	Existing	Proposed
Site Area:	681.6 m ²	681.6 m ²
Land Uses:	Single-family Residential	Single-family Residential
OCP Designation:	Neighbourhood Residential (NRES)	No change
Zoning:	Single Detached (RS1/E)	No change
Number of Units:	1	1

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² , plus 0.30 for area in excess of 464.5 m ²	Max. 0.55 for lot area up to 464.5 m ² , plus 0.30 for area in excess of 464.5 m ²	None permitted
Lot Coverage:	Max. 45%	27.7%	None
Landscaping with live plant material % of Lot Area	30%	41.7%	None
Setback – Front Yard:	Min. 6.0 m	6.0 m	None
Setback – Side Yard:	Min. 2.0 m	2.0 m	None
Setback – Side Yard:	Min. 2.0 m	2.0 m	None
Setback – Rear Yard (1 st Storey):	• 7.51 m for 60% of the 1 st storey;	• 7.51 m for 60% of the 1 st storey;	None
	• 9.39 m for 40% of the 1 st storey.	• 8.50 m for a portion of the 1 st storey	Variance requested
Setback – Rear Yard (2 nd Storey):	• 9.39 m for any portion of the 2 nd storey	• 8.50 m for a portion of the 2 nd storey	Variance requested
Height (m):	Max. 9.0 m	7.32 m	None
Lot Size:	681.6 m ²	681.6 m ²	None
Total off-street Spaces:	Min. 2	4 off-street spaces	None

#9700 DESMOND ROAD,
RICHMOND, B.C.
P.I.D. 010-447-342



NOTE:
Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: HPN #234
Control Monument 77H4691
Elevation: 1.125m
Benchmark: HPN #235
Control Monument 77H4885
Elevation: 1.103m

NOTE:
Use site Benchmark Nail in Aluminum for
construction elevation control.

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

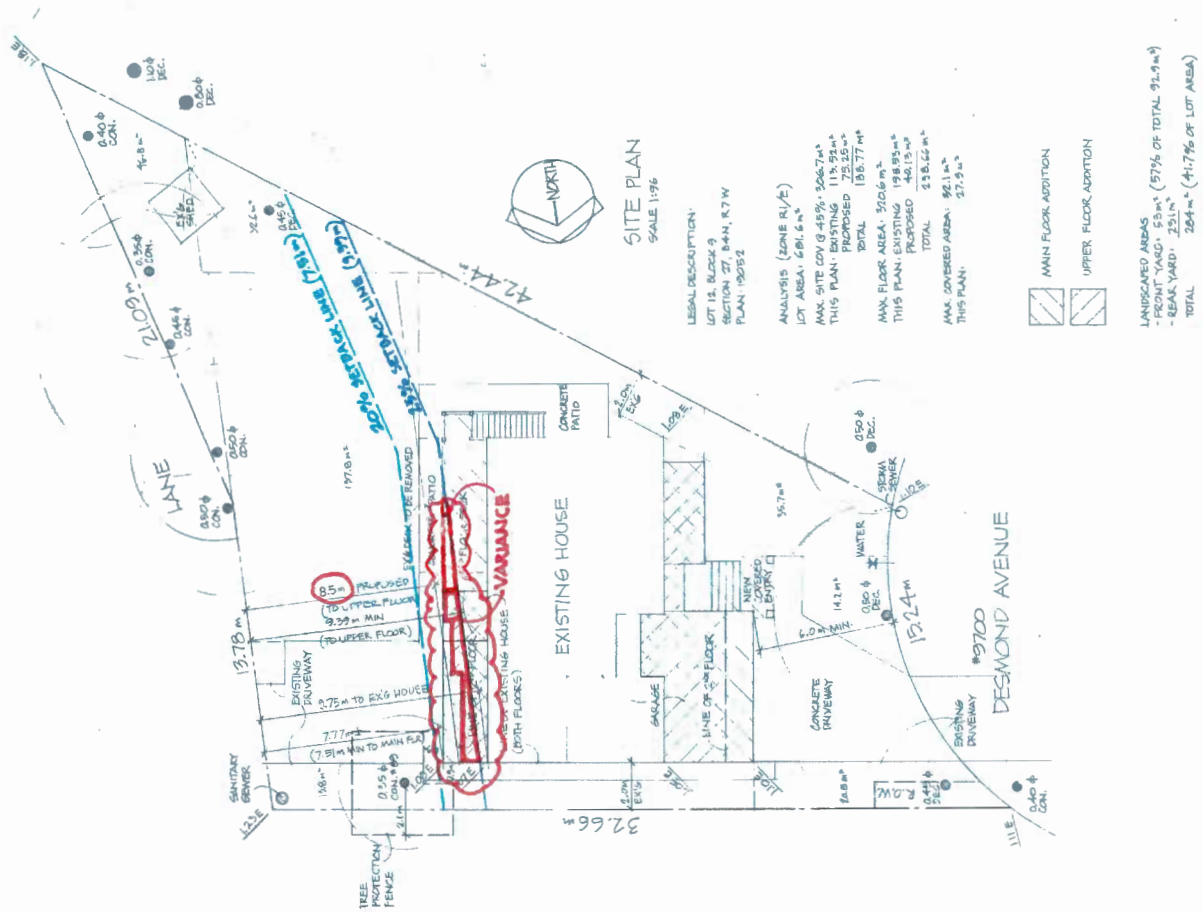
JOHNSON C. TAM, B.C.L.S., C.I.S.
SEPTEMBER 26th, 2018.

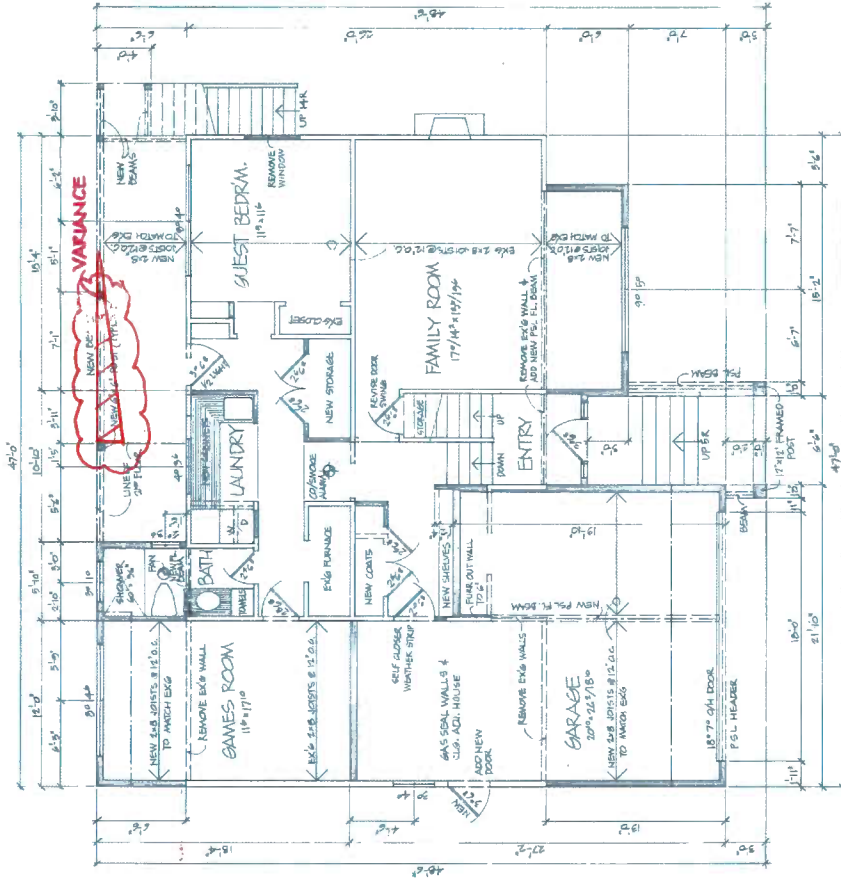
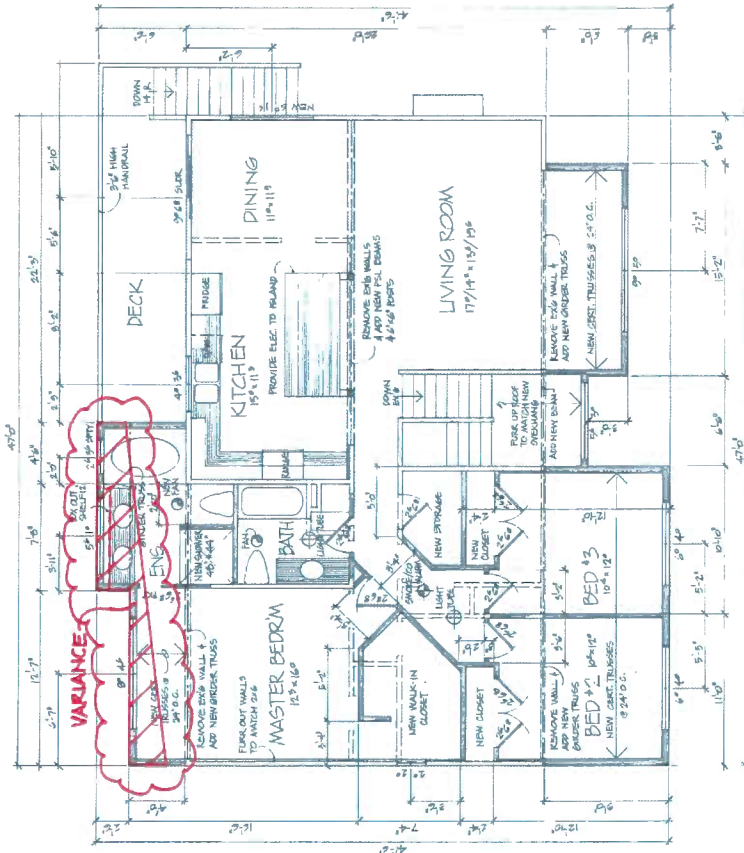
LEGEND:

(c)	denotes conifer
(d)	denotes deciduous
☐	denotes catch basin
○	denotes round catch basin
■	denotes water valve
□	denotes water meter
◆	denotes manhole
◇	denotes cleanout
(R)	denotes radial bearing
⊙	denotes lamp standard
⊗	denotes fire hydrant
⌢	denotes sign
⌣	denotes power post
MF	denotes main floor

© copyright
J. C. Tom and Associates
Canada and B.C. Land Surveyor
1115 ~ 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctom.com
Website: www.jctom.com
Job No. 7296
FB-357 P105-108
Drawn By: CY

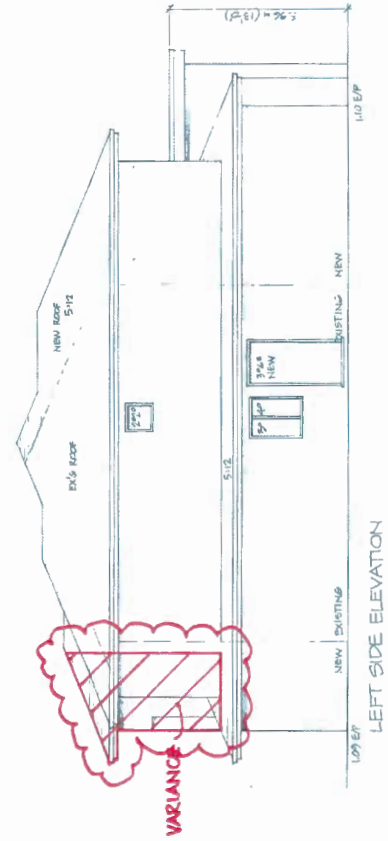
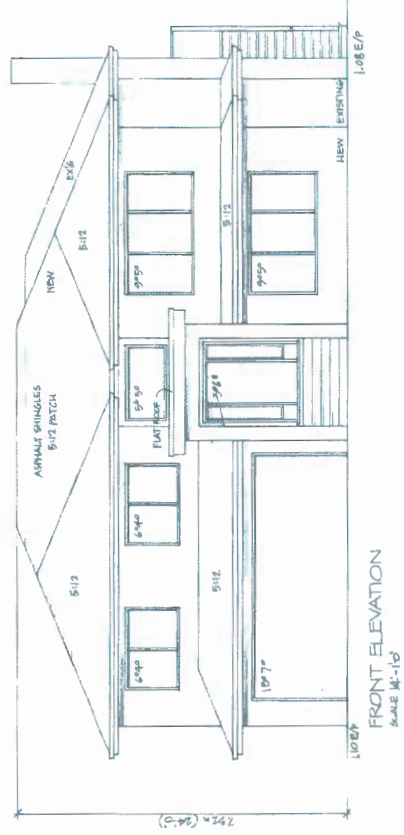
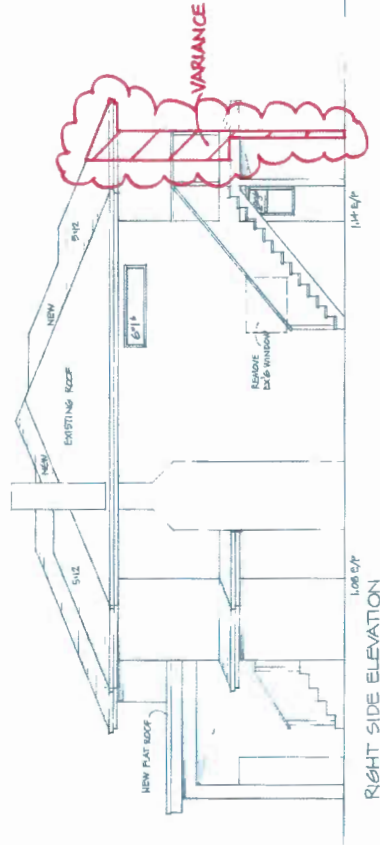
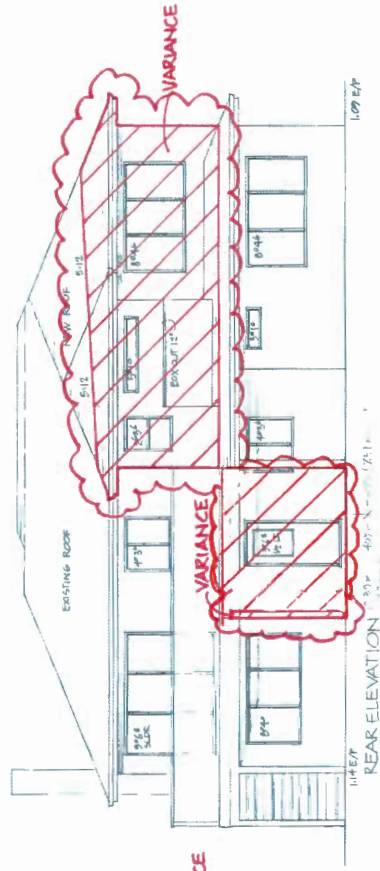
DWG No. 7276--TOPO

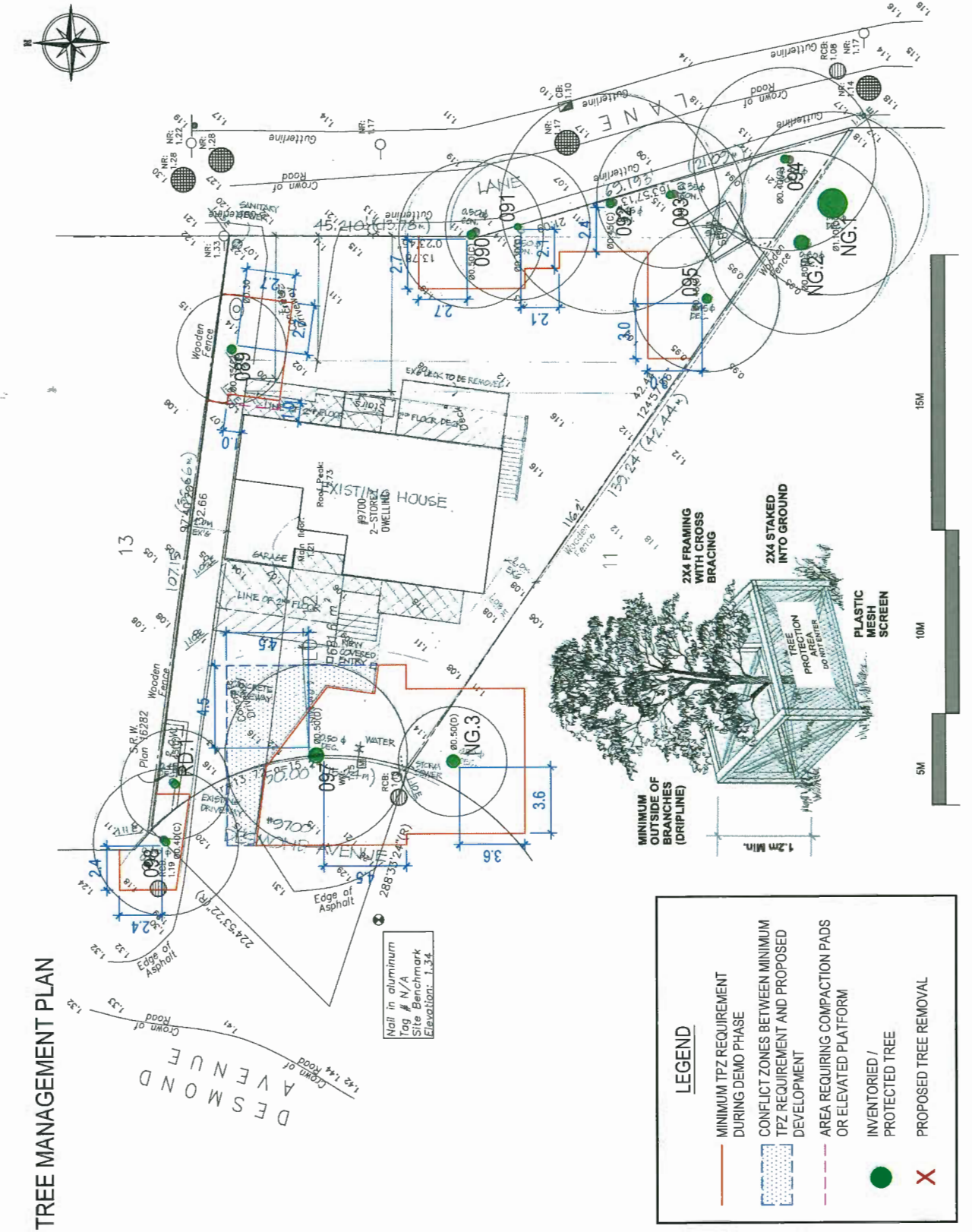




FINISHED AREA EXISTING (985 ft²) 91.5 m²
 PROPOSED (1170 ft²) 108.5 m²
GARAGE AREA EXISTING (170 ft²) 15.8 m²
 PROPOSED (351 ft²) 32.6 m² - 48.4 m²
COVERED AREA EXISTING (302 ft²) 28.1 m²
 PROPOSED (402 ft²) 37.4 m²
TOTAL SITE COVERAGE (985 ft²) 91.5 m²
 (1521 ft²) 141.1 m² (NEW AREA - 21.6% OF EXISTING)

MAIN FLOOR PLAN
 SCALE 1/4" = 1'-0"





July 25 2019

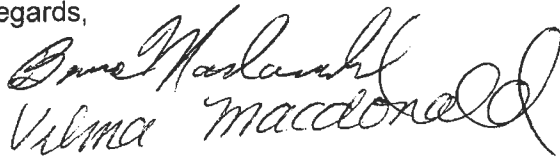
9680 DESMOND ROAD
RICHMOND, BC

To whom it may concern,

Re: Neighbour's Review of 9700 Desmond Road Renovation Drawings

We have reviewed the drawings that our neighbours at 9700 Desmond Road have provide us and we have no objection to their plan.

Regards,


Vilma Macdonald

Reg 10P3

SIGNATURE # 2
3900 LAMOND AVE

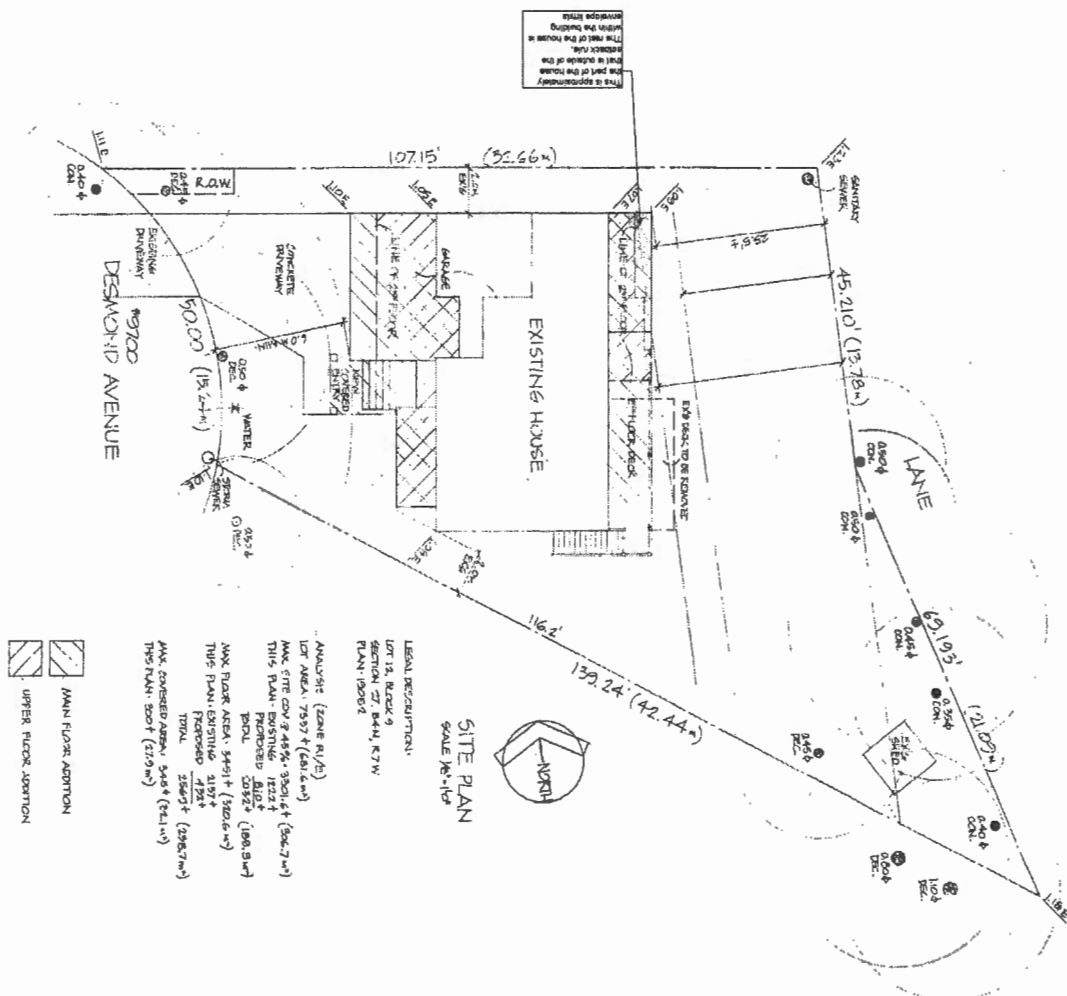
To: The City of Richmond

From 3900 Lamond Ave point of view and according to this floor plan for renovation at 9700 Desmond Road, Richmond BC, we have no objection to this plan.
30 July 2019

Thanks/ Rafael

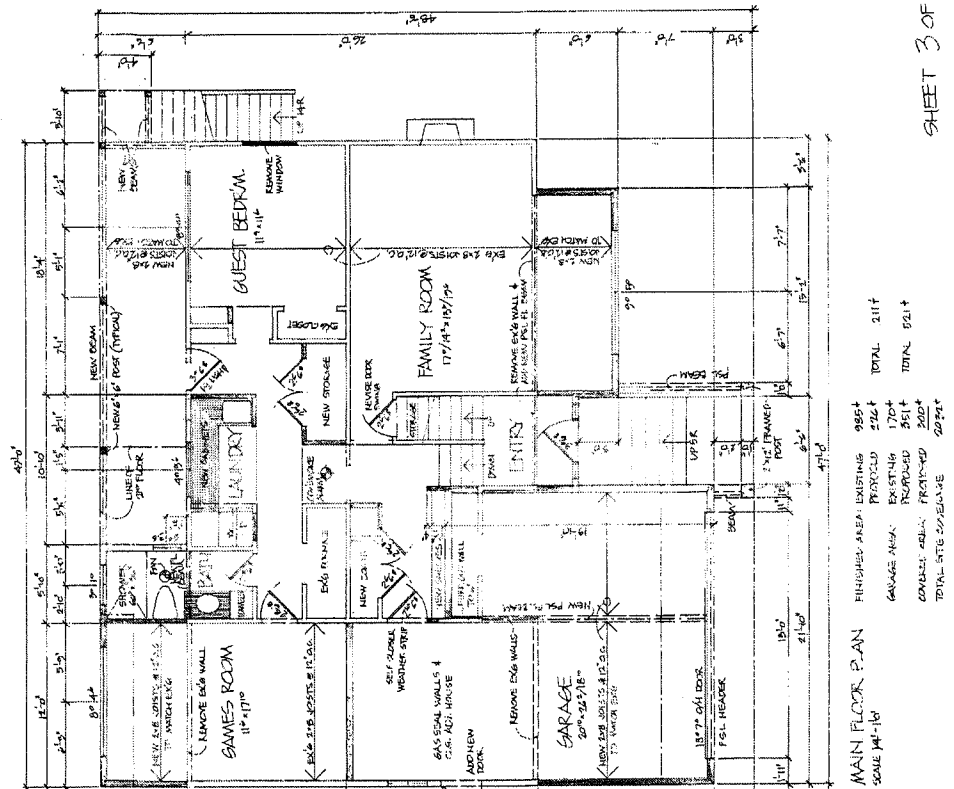
Chris

[Handwritten signature]



Page 2 of 3

SHEET 3 OF 4



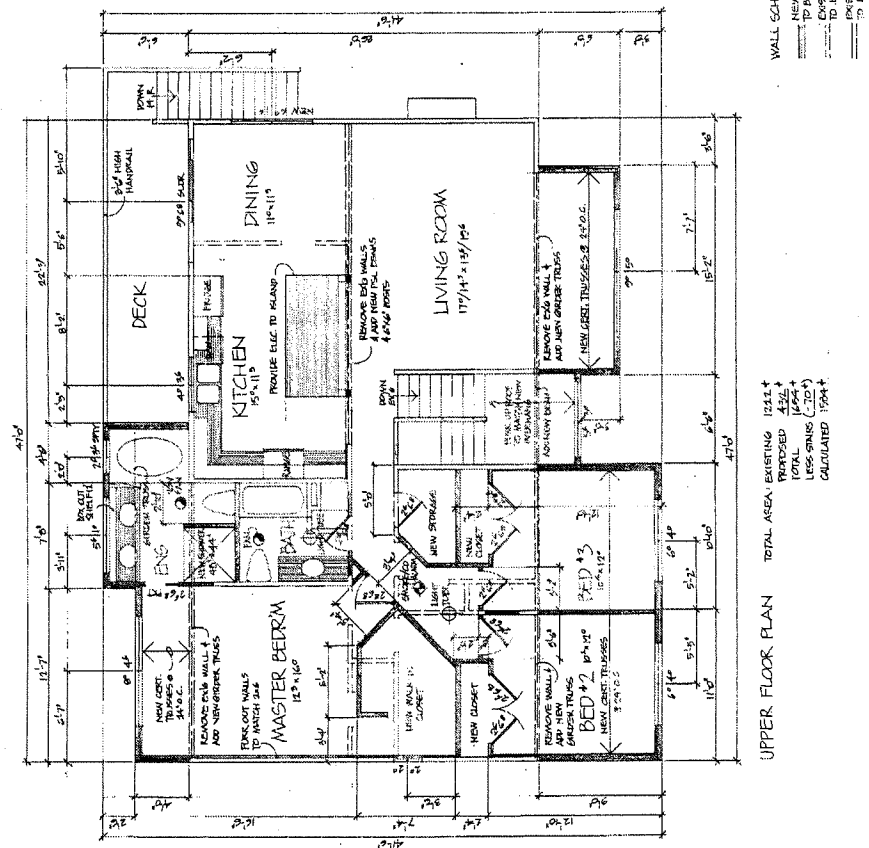
From 3900 Lamond Ave point of view and according to this floor plan for renovation at 9700 Desmond Road, Richmond BC, we have no objection to this plan.

30 July 2019

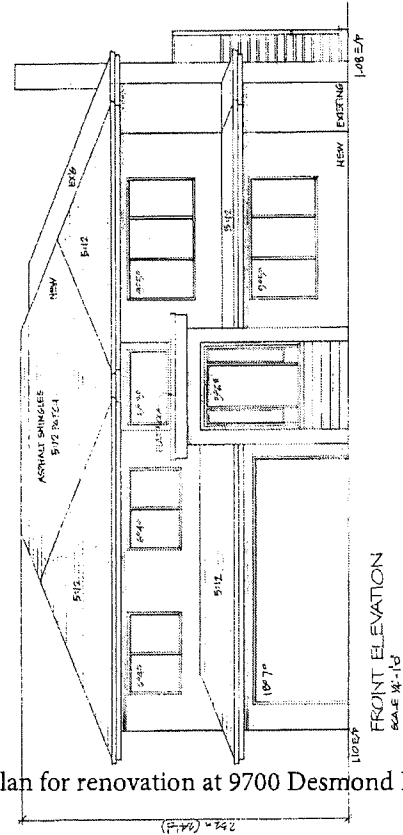
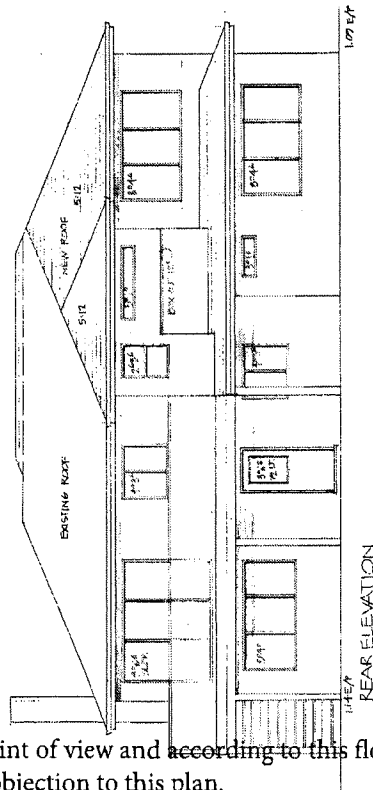
Thanks/ Rafael

[Signature]

Chris



WALL SCHEDULE
NEW WALL TO BE ADDED
EXISTING WALL TO BE REMOVED
TO BE REMOVED



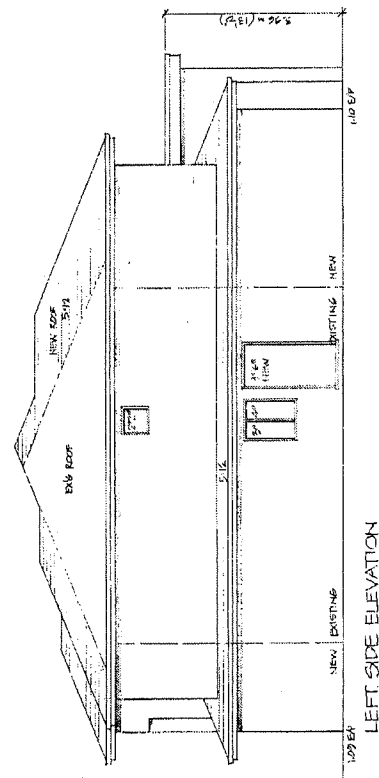
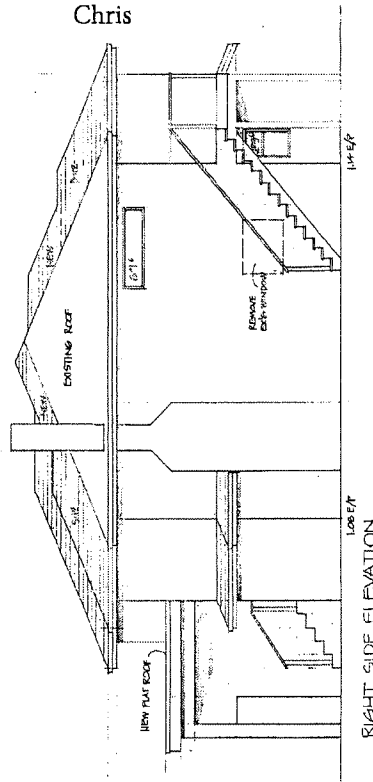
From 3900 Lamond Ave point of view and according to this floor plan for renovation at 9700 Desmond Road, Richmond BC, we have no objection to this plan.

30 July 2019

Thanks/ Rafael

[Signature]

Chris



SIGNATURE # 3
9691 No 1 Road

Neighbour's Address:

9691 No 1 Rd.
Richmond BC.

Date: Jan 11, 2020.

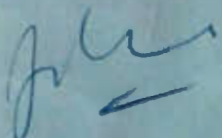
Nathan Andrews
Planning Technician, Planning & Development Division,
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
nandrews@richmond.ca
604.247.4911

Dear Nathan,

Re: Neighbour's Review of 9700 Desmond Road Renovation Drawings

We have reviewed the drawings that our neighbours at 9700 Desmond Road have provide us and we have no objection to their plan.

Regards,


JOHN LBE

SIGNATURE # 4
9699 No. 1 Road

Neighbour's Address

Date: Dec 30, 2019

9699 No. 1 Road

Nathan Andrews
Planning Technician, Planning & Development Division,
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
nandrews@richmond.ca
604.247.4911

Dear Nathan,

Re: Neighbour's Review of 9700 Desmond Road Renovation Drawings

We have reviewed the drawings that our neighbours at 9700 Desmond Road have provide us and we have no objection to their plan.

Regards,

Elderly woman of asian heritage
opened the door but could not
speak English.

SIGNATURE # 5
9711 No.1 ROAD

Neighbour's Address
9711 NO.1 ROAD
RICHMOND, BC
V7E 1R8

Date: Dec. 30, 2019

Nathan Andrews
Planning Technician, Planning & Development Division,
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
nandrews@richmond.ca
604.247.4911

Dear Nathan,

Re: Neighbour's Review of 9700 Desmond Road Renovation Drawings

We have reviewed the drawings that our neighbours at 9700 Desmond Road have provide us and we have no objection to their plan.

Regards,

Variyam Singh Mohar
VARIYAM SINGH MOHAR



City of Richmond

Development Variance Permit

No. DV 19-872105

To the Holder: CHRIS MCKANE
Property Address: 9700 DESMOND ROAD
Address: C/O 9700 DESMOND ROAD
 RICHMOND, BC V7E 1R2

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied as follows:
 - a) That Section 8.1.6.6 reduce the required rear yard setback for a portion of the first storey and a portion of the second storey from 9.39 m to 8.50 m.
4. 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 (Plan #1 - 4).
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse.

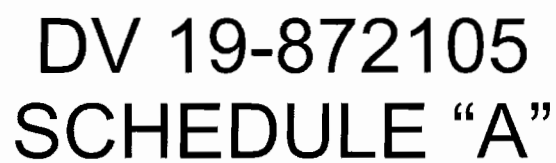
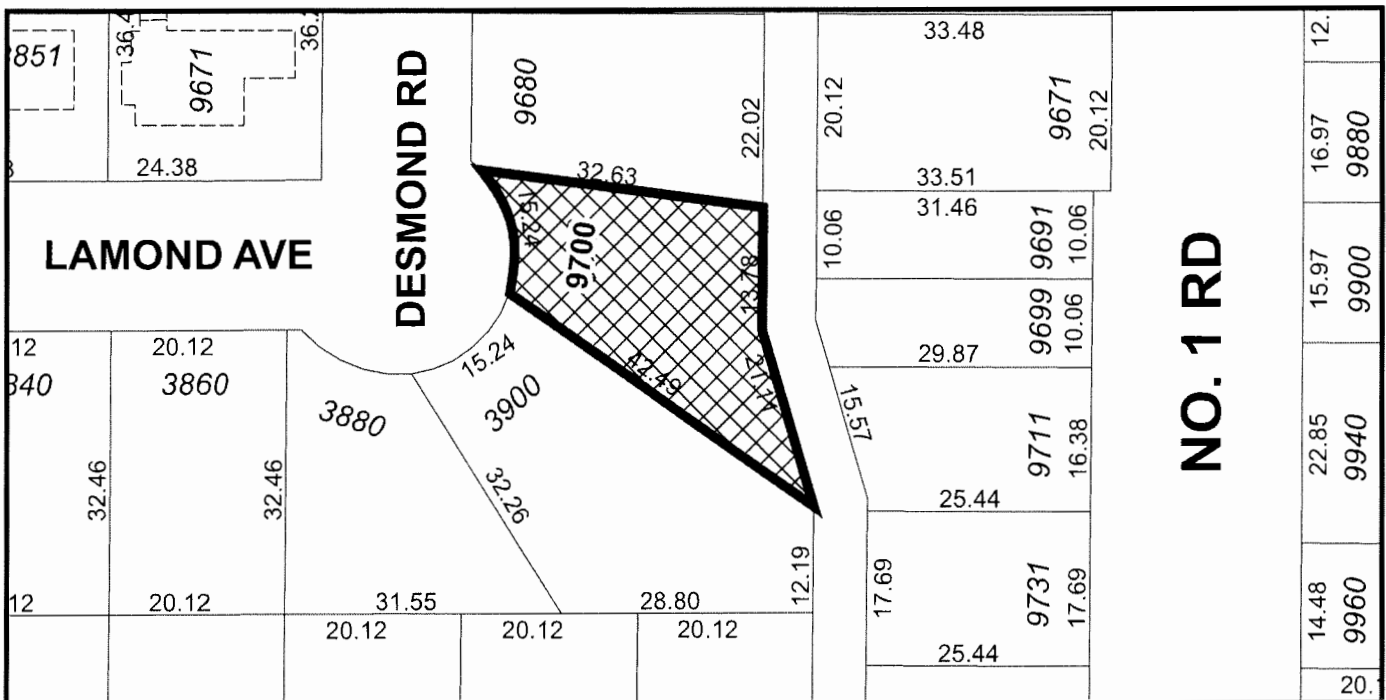
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

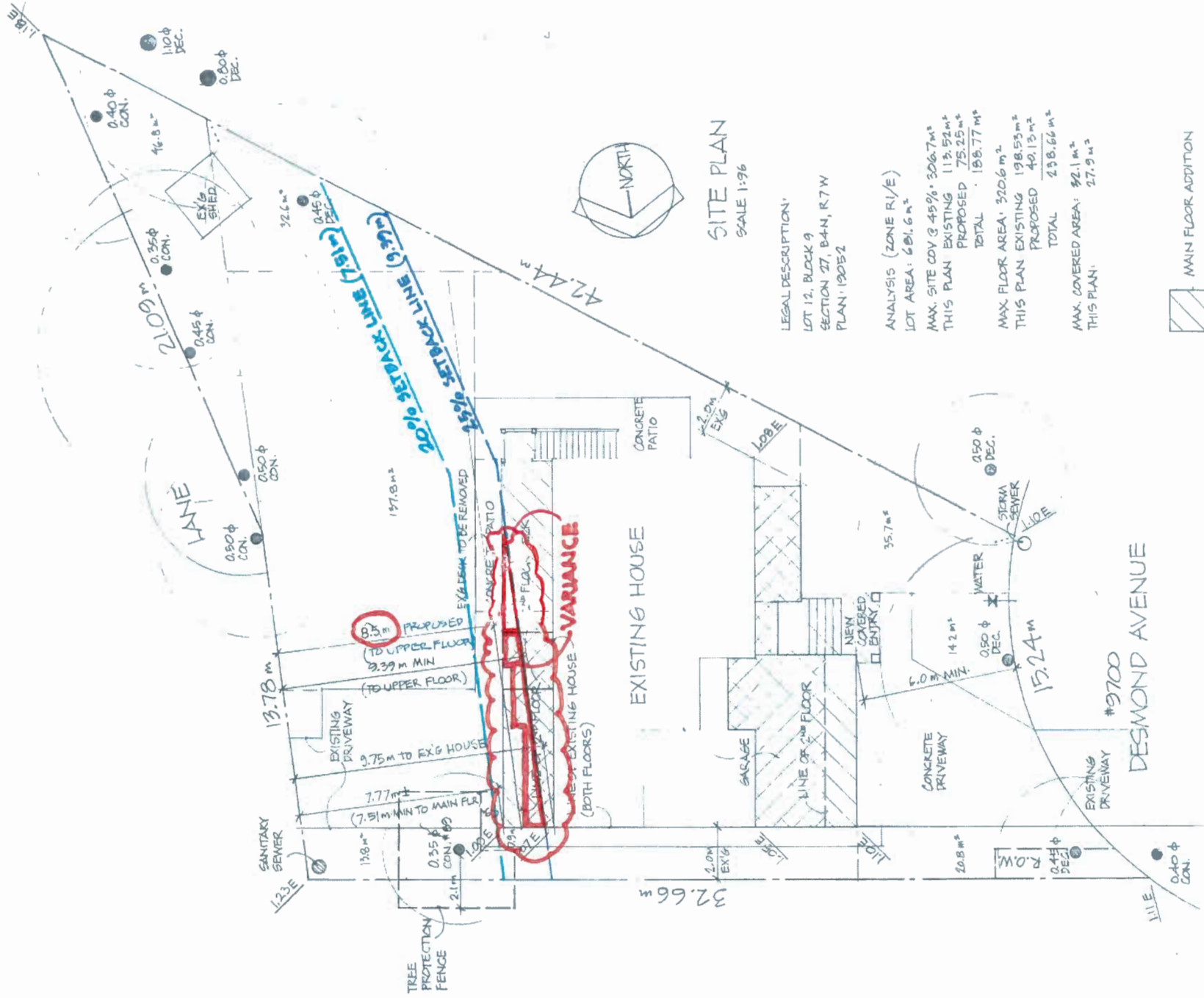
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



Note: Dimensions are in METRES



SITE PLAN
SCALE 1:96

LEGAL DESCRIPTION:
LOT 12, BLOCK 9
SECTION 27, B4M, R7W
PLAN: 19052

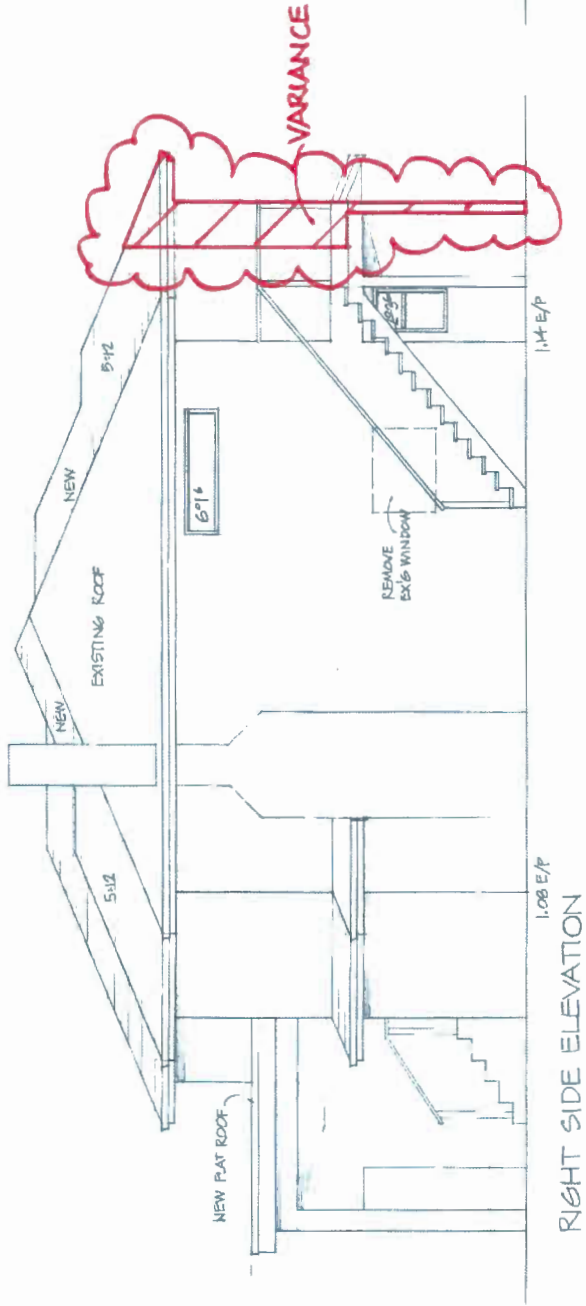
ANALYSIS (ZONE R1/E)

LOT AREA:	601.6 m ²
MAX. SITE COV (3.45%):	306.7 m ²
THIS PLAN EXISTING	113.52 m ²
PROPOSED	75.25 m ²
TOTAL	188.77 m ²
MAX FLOOR AREA:	320.6 m ²
THIS PLAN EXISTING	198.53 m ²
PROPOSED	40.13 m ²
TOTAL	238.66 m ²
MAX COVERED AREA:	92.1 m ²
THIS PLAN:	27.9 m ²

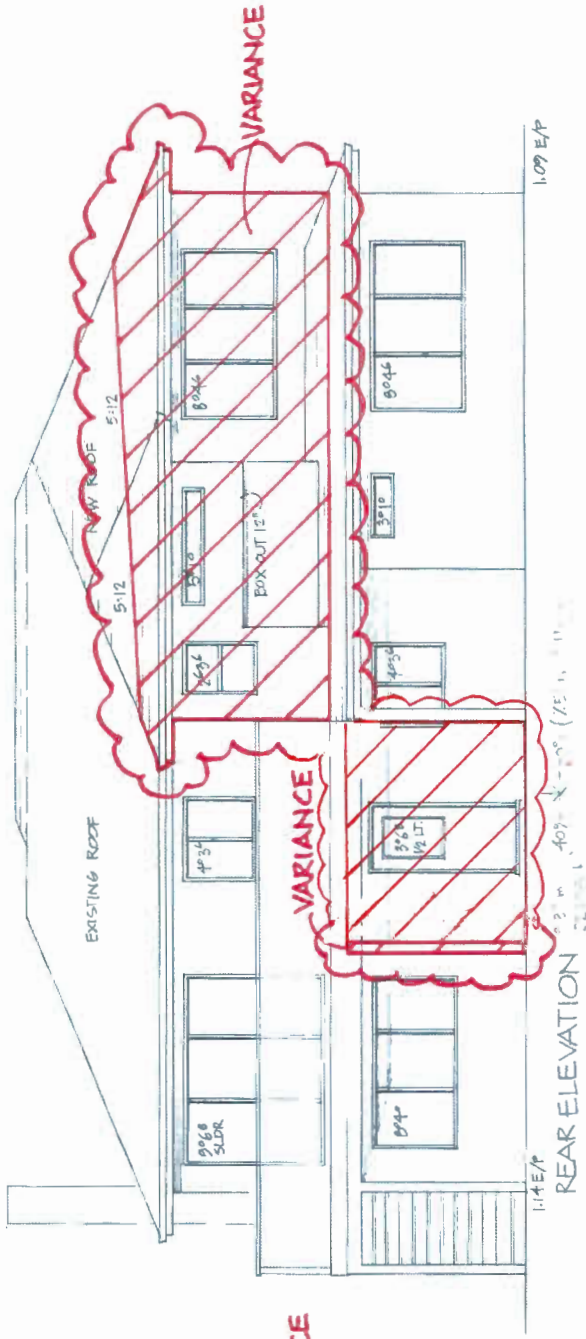
MAIN FLOOR ADDITION
UPPER FLOOR ADDITION

LANDSCAPED AREAS
- FRONT YARD: 53 m² (57% OF TOTAL 92.9 m²)
- REAR YARD: 23.1 m²
TOTAL: 284 m² (41.7% OF LOT AREA)

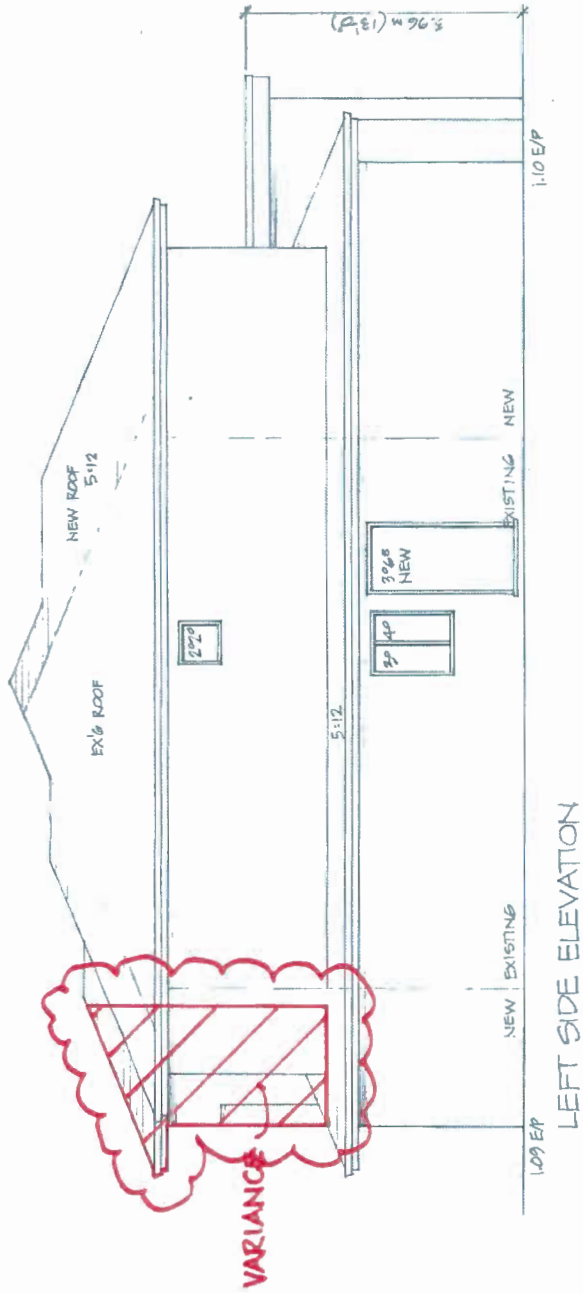
DV 19-872105



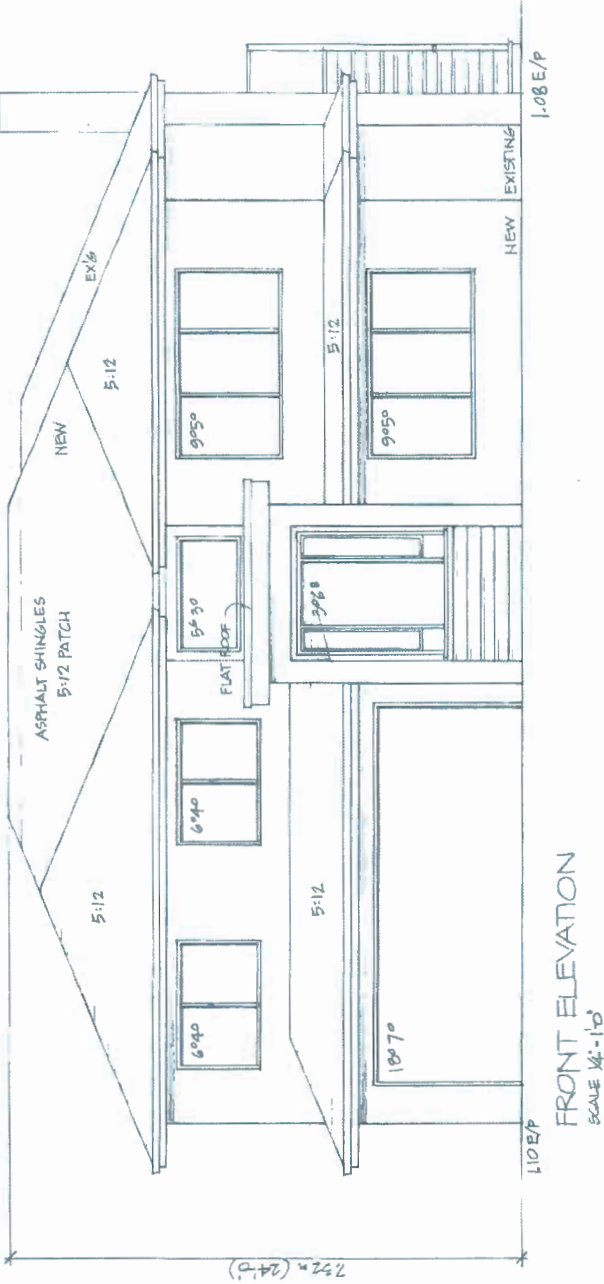
RIGHT SIDE ELEVATION



REAR ELEVATION



LEFT SIDE ELEVATION



FRONT ELEVATION

PLAN 4

LEGEND

- MINIMUM TPZ REQUIREMENT DURING DEMO PHASE
- CONFLICT ZONES BETWEEN MINIMUM TPZ REQUIREMENT AND PROPOSED DEVELOPMENT
- AREA REQUIRING COMPACTION PADS OR ELEVATED PLATFORM
- VENTORIED / PROTECTED TREE
- PROPOSED TREE REMOVAL

NOTES:

TREE #097 OPTION 1 / OPTION 2

OPTION 2: REMOVE AND REPLACE W/ 2:1 REPLACEMENT PLAN

REFERENCE DRAWING:

- 1) SCAN OF HAND DRAFTED DRAWING "9700 Desmond Drawing Scan.pdf" (LYNDE DESIGNS LTD) RECEIVED BY DTS ON AUGUST 15th, 2019
- 2) AUTOCAD DRAWING "7276-TOPO.dwg" (BGC ENGINEERING) RECEIVED BY DTS ON AUGUST 15th, 2019



DTS Environmental Group
URBAN FOREST MANAGEMENT

CONSULTING ARBORIST

SEAN KITCHEN

VANCOUVER OFFICE 300-225 WEST AVE. | VANCOUVER, BC | V5Y 1N3
SUNSHINE COAST OFFICE 9728 METCALFE ROAD | ROBERTS CREEK, BC | V0N 2M4

15

CLIENT
CHRIS MCKANE ACC ENCLIFFING

CHINIS MICHAEL BGC ENR
cmckane@bgoengineering.ca | 504-764-086

title

TREE MANAGEMENT PLAN

PROJECT SITE ADDRESS

9700 DESMOND ROAD | RICHMOND, BC

SCALE

DATE _____

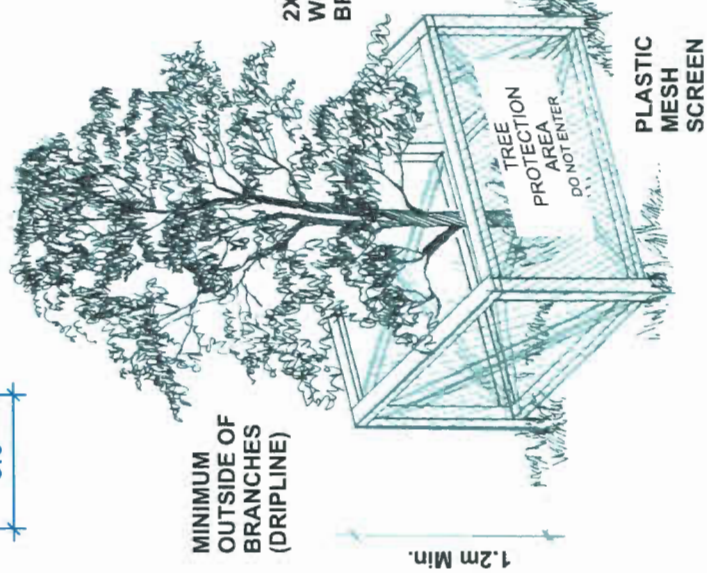
DRAWN BY:

DATE _____

1111

TMP-1

2



LEGEND

MINIMUM TPZ REQUIREMENT DURING DEMO PHASE

CONFLICT ZONES BETWEEN MINIMUM TPZ REQUIREMENT AND PROPOSED DEVELOPMENT

AREA REQUIRING COMPACTION PADS
OR ELEVATED PLATFORM

INVENTORIED /
PROTECTED TREE

PROPOSED TREE REMOVAL

AD 9-872105