



## Development Permit Panel

Council Chambers, City Hall  
6911 No. 3 Road

Wednesday, March 13, 2019  
3:30 p.m.

### MINUTES

*Motion to adopt the minutes of the Development Permit Panel meeting held on February 27, 2019.*



1. **DEVELOPMENT PERMIT 16-741329**  
(REDMS No. 5737467)

APPLICANT: 0908206 BC Ltd.

PROPERTY LOCATION: 9560, 9580 and 9584 Granville Avenue

#### Director's Recommendations

*That a Development Permit be issued which would:*

1. *permit the construction of 16 two-storey townhouse units at 9560, 9580, and 9584 Granville Avenue on a site zoned "Medium Density Townhouses (RTM2)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum lot coverage for buildings from 40% to 45%.*



2. **DEVELOPMENT VARIANCE 18-825820**  
(REDMS No. 6107581)

APPLICANT: Urban Design Group Architects Ltd.

PROPERTY LOCATION: 12033 Riverside Way

ITEM

**Director's Recommendations**

*That a Development Variance Permit be issued which would vary provisions of Richmond Zoning Bylaw 8500 to:*

- 1. reduce the number of required vehicle parking spaces from 92 to 89; and*
- 2. reduce the minimum required standard vehicle parking spaces from 50% to 40%, to permit a childcare facility with a maximum 26 staff and 136 children to be located on a site at 12033 Riverside Way zoned "Industrial Business Park (IB1)".*



**3. New Business**

**4. Date of Next Meeting: March 27, 2019**

**ADJOURNMENT**



**Development Permit Panel  
Wednesday, February 27, 2019**

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: John Irving, Chair  
Laurie Bachynski, Director, Corporate Business Service Solutions  
Peter Russell, Senior Manager, Sustainability and District Energy

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 February 13, 2019 be adopted.*

**CARRIED**

**1. DEVELOPMENT PERMIT 18-818762**  
(REDMS No. 6027231)

APPLICANT: Christopher Bozyk Architects on behalf of Open Road Toyota  
PROPERTY LOCATION: 13100 Smallwood Place

## **Development Permit Panel**

### **Wednesday, February 27, 2019**

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

1. Permit the construction of two additional floors of parking/vehicle inventory storage overtop of the existing Toyota dealership at 13100 Smallwood Place on a site zoned “Vehicle Sales (CV)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum building height to accommodate:
  - (a) a parkade rooftop height of 15.1 m;
  - (b) a parapet height of 16.2 m;
  - (c) a stair tower height of 18.0 m; and
  - (d) an elevator over-run height of 19.9 m.

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

Keiran Walsh, Christopher Bozyk Architects, Inc., provided background information on the proposed development, noting that the current development application is proposing additional two levels of parkade over the original two-level car dealership building proposed in the previously approved development permit application.

In addition, Mr. Walsh noted that the current development application is proposing changes to the site including (i) the relocation of the garbage and recycling facility to facilitate easier pick-up, (ii) the removal of 20 surface parking spaces to increase landscaping on the site, and (iii) an increase in the number of native species to be planted on-site.

Also, Mr. Walsh reviewed the proposed facade treatment for the additional two levels of parkade, noting that the perforated cadmium white cladding panels integrate well with the existing material and colour palette of the building and allow natural ventilation and lighting into the parkade.

In closing, Mr. Walsh noted that the proposed rooftop solar panels are a significant sustainability feature of the proposed development.

In response to queries from the Panel, Mr. Walsh noted that (i) a height variance is proposed to increase the maximum building height, and (ii) planting along the Westminster Road frontage has been increased.

#### **Staff Comments**

Wayne Craig, Director, Development noted that (i) the Servicing Agreement associated with the original rezoning and development permit applications for the site includes frontage works and site service connections, (ii) electric vehicle charging stations are proposed on-site, and (iii) 107 rooftop solar panels will be installed in the proposed development.

## **Development Permit Panel**

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#### **Panel Discussion**

In reply to queries from the Panel, Mr. Walsh acknowledged that (i) the location of the rooftop solar panels was determined through a shadow study, (ii) three on-site electric vehicle charging stations are provided for public access, (iii) there will be an increase in shadowing as a result of the proposed increase in building height, although shadowing of the Richmond Nature Park is limited to early morning hours and (iv) the building structure was designed to accommodate the weight of the additional levels of parkade.

In reply to a query from the Panel, Mr. Walsh reviewed the details of the proposed façade treatment for the additional levels of parkade facing the nature park to the west of the subject site, noting that the proposed cladding material is designed to mitigate potential bird strikes on the building.

#### **Correspondence**

None.

#### **Panel Discussion**

The Panel expressed support for the project and appreciated the proposed façade treatment for the additional levels of parkade and the provision of rooftop solar panels on the building are appreciated.

#### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *permit the construction of two additional floors of parking/vehicle inventory storage overtop of the existing Toyota dealership at 13100 Smallwood Place on a site zoned "Vehicle Sales (CV)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum building height to accommodate:*
  - (a) *a parkade rooftop height of 15.1 m;*
  - (b) *a parapet height of 16.2 m;*
  - (c) *a stair tower height of 18.0 m; and*
  - (d) *an elevator over-run height of 19.9 m.*

**CARRIED**

## Development Permit Panel

### Wednesday, February 27, 2019

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#### 2. **DEVELOPMENT PERMIT 18-825006** (REDMS No. 6119296 v. 2)

APPLICANT: IBI Group Architects (Canada) Inc.

PROPERTY LOCATION: 9455 and 9533 Bridgeport Road

INTENT OF PERMIT:

Permit the construction of two hotels at 9455 and 9533 Bridgeport Road on sites zoned "Light Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)".

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

Martin Bruckner, IBI Group Architects, Inc., provided background information on the proposed development, noting that a development permit was previously issued to the proposed two hotels and the adjacent business centre building; however, the current development permit application includes only the two hotels, on which design modifications are proposed to meet the requirements of the hotels' operator.

Mr. Bruckner highlighted the following:

- the siting of the two hotels and the business centre remains the same;
- a new north-south road will continue to be constructed on-site, which straddles the two hotels, connects Bridgeport Road and Beckwith Road, and provides vehicle and pedestrian access to the subject site;
- the proposed modifications to the two hotels include minor changes to the external design of buildings, parking, loading and recycling areas, tree retention and landscaping;
- a major proposed change for Hotel 1 (east hotel) is the increase in height from 9 to 10 storeys;
- the proposed modifications will result in an overall increase in the total number of hotel rooms;
- while the overall design of the two hotel buildings continues to be similar and the building design differences remain generally the same, the revised design has reduced the use of exposed concrete and metal panels and increased the amount of glazing; and
- lighting elements have been added to the hotel buildings to improve the public realm and enhance the prominence of the buildings; however, lighting levels will be controlled as a condition of building permit issuance.

Mark van der Zalm, van der Zalm Associates Inc., briefed the Panel on the main landscaping features of the project, noting that the overall landscaping for the current development application has remained generally the same as in the previously approved development permit application.

## **Development Permit Panel**

### **Wednesday, February 27, 2019**

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In addition, Mr. van der Zalm noted that modifications to the original landscaping include, among others, (i) the use of a more reflective paving material for the new north-south road to reduce heat island effect, (ii) additional planting of trees and other plant materials on-site, and (iii) the addition of comprehensive irrigation to the landscape plans.

Mr. van der Zalm further noted that the current proposal continues to provide, among others, bicycle parking, designated bus layby parking, amenity spaces in the hotels' interior, Live green roofs which can support small shrubs, a tree retention area which will be enlarged, and lighter grade permeable paving for the parking spaces.

In reply to queries from the Panel, Mr. Bruckner acknowledged that a parkade is provided within the business centre in addition to on-site surface parking spaces for shared use between the two hotels and the business centre.

#### **Staff Comments**

Mr. Craig noted that (i) the Servicing Agreement associated with the original development permit includes frontage works to Bridgeport Road and Beckwith Road and design coordination with the north-south road through the site, (ii) the tree retention area on the northeast corner of the site includes the retention of a stand of 10 trees, (iii) the tree retention area is expected to be expanded as part of the rezoning application which is currently under review for 9250 Beckwith Road, (iv) there was consultation with the Ministry of Transportation and Infrastructure (MOTI) as Bridgeport Road is under the administration and control of MOTI, (v) through the construction process, additional permits will be required from MOTI as well as Kinder Morgan related to jet fuel line, and (vi) the project has been designed to meet LEED Silver version 4 equivalent standards and ready for future connection to a District Energy Utility (DEU) facility .

#### **Panel Discussion**

In reply to queries from the Panel, the design team noted that (i) each hotel is self-sufficient in terms of amenities provided, (ii) on-site surface parking spaces and the parkade within the business centre are for shared use between the two hotels and the business centre, (iii) the tree retention area will be protected and monitored during project construction, (iv) a sod boulevard, concrete sidewalk, and layered planting of trees and shrubs provide an interface to Bridgeport Road, (v) no pedestrian access is provided along Bridgeport Road other than the publicly accessible pedestrian walkways on both sides of the main site entry at the new north-south road, and (vi) no speed bumps are currently proposed for the 24 feet wide north-south road as its scored concrete paving treatment provides a traffic calming feature.

In reply to a query from the Panel, Mr. Craig noted that there is no requirement for electric vehicle charging for the subject site as the City's Zoning Bylaw requires the provision of electric vehicle charging only for residential units and not for commercial uses.

In reply to a further query from the Panel, Mr. Bruckner confirmed that 10 percent of on-site surface parking stalls will be provided with electric vehicle charging.

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#### **Gallery Comments**

Mr. Popazivanov, owner of a neighbouring property on Beckwith Road, sought clarification regarding the location of the main access to the subject site, noting that both Beckwith Road and Bridgeport Road are currently experiencing heavy vehicular traffic.

Mr. Popazivanov also expressed concern regarding the congestion of Beckwith Road due to the large number of vehicles parked on both sides of the street due to the proximity of existing commercial developments in the area. He questioned whether the proposed development is necessary considering the presence of existing hotels in the area and its potential to worsen existing vehicular traffic and parking situation on Beckwith Road.

In closing, Mr. Popazivanov also expressed concern regarding the potential shadowing of the proposed development on his property and the damage to his property caused by pre-construction activities being undertaken in the area.

Todd Harris, 9451 Beckwith Road, expressed concern regarding (i) the use of Beckwith Road to access the subject site during construction as it would pose a safety concern for pedestrians, (ii) airborne dust and other debris generated by pre-construction and construction proper activities which pose a health concern to residents in the area, and the (iii) the damage to his property such as cracked concrete floors as a result of ground shaking generated by pre-construction activities in the subject site.

In addition, Mr. Harris queried whether (i) there is a precedent in the City for a large development causing damage to neighbouring properties due to pre-construction activities, and (ii) a sprinkler system could be installed on the subject site to mitigate the impact of dust pollution to neighbouring properties during project construction especially during the dry season.

In closing, Mr. Harris suggested that speed bumps be installed on the proposed north-south road on the subject site and was of the opinion that it is a more effective traffic calming measure than scored concrete paving treatment for speeding vehicles accessing the north-south road to get onto Beckwith Road.

In response to the concerns raised by Mr. Popazivanov and Mr. Harris, the Chair advised that their construction-related concerns are covered by relevant City bylaws and outside the jurisdiction of the Panel; however, they could be assisted by appropriate City staff to address their constructed-related concerns.

With regard to vehicular traffic concerns on Beckwith Road and Bridgeport Road, Mr. Craig noted that a traffic volume and traffic impact assessment was conducted as part of the original rezoning application for the subject site and the applicant has demonstrated that there is sufficient capacity for adjacent road networks to handle traffic to be generated from the subject site.



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Mr. Craig further noted that (i) there will be improvements on Beckwith Road and Bridgeport including road widening along the frontage of the subject site, (ii) the sidewalk along the subject site's Beckwith Road frontage will extend eastward up to the driveway on Airport Gateway Plaza to the east of the subject site, (iii) there are currently no parking restrictions on Beckwith Road; however, the City's parking bylaw prohibits parking on private residences for more than three hours during the day, and (iv) the City's Community Bylaws Department is addressing parking concerns on Beckwith Road.

With regard to the proposal to install speed bumps on the new north-south road, Mr. Craig advised that staff will work with the applicant to ensure that speed bumps will be included in the road design prior to Council consideration of the subject development permit application.

With regard to the query regarding access to the subject site, Mr. Craig advised that all driveway access to the subject site will be from the new north-south road.

With regard to parking concerns on Beckwith Road, Mr. Craig further advised that (i) 107 surface parking stalls and 70 parking stalls in the parkade within the business centre building are provided for the two hotels, (ii) a total of 436 parking spaces are provided for the overall development, including the office building, and (iii) staff will refer the proposal for a residents' only parking restriction on Beckwith Road to the City's Transportation Division for their consideration.

With regard to potential shadowing on adjacent properties along Beckwith Road, Mr. Bruckner reviewed the shadow impact study provided by the applicant.

The Panel noted that the shadow diagrams may not be accurate and directed staff to review the shadow study and confirm whether the shadows beyond the hotel will not extend beyond Beckwith Road.

In response to a query from the Panel, the project's contractor acknowledged that (i) access to the hotel sites during construction is from Bridgeport Road and (ii) the business centre building site is accessed from Beckwith Road during construction.

### **Correspondence**

Ramon Carfrae, neighbouring property (no address provided) ([Schedule 1](#))

Seana Alexander, 9431 Beckwith Road ([Schedule 1](#))

Miles Smart, 9571 Beckwith Road and 2271 No. 4 Road ([Schedule 2](#))

Sharon Betker (on behalf of Naidae Betker), 9400 Beckwith Road ([Schedule 3](#))

Vera Smart, neighbouring property (no address provided) ([Schedule 4](#))

Todd Harris, 9451 Beckwith Road ([Schedule 5](#))

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Mr. Craig summarized the concerns expressed by neighbouring residents, noting that majority of their concerns are related to traffic, parking and construction-related impacts.

#### **Panel Discussion**

The Panel expressed support for the project, noting that (i) appropriate City staff could assist residents on construction-related impacts, (ii) the developer and contractor are expected to adhere to construction-related bylaws and address construction-related impacts to neighbouring properties, (iii) speed bumps could be installed on the new north-south road as a traffic calming measure, (iv) more accurate shadow diagrams need to be provided by the applicant to address shadowing concerns, (v) parking provision for the proposed development is adequate as confirmed by the traffic study, and (vi) minor changes to the original design of the project including landscaping meet the City's requirements.

In addition, the Panel expressed appreciation for (i) the form and character of the proposed development, (ii) the proposed colour scheme, (iii) the proposed landscaping including the provision of green roofs, and (iv) the applicant's response to address the City's concerns regarding the proposed development.

#### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of two hotels at 9455 and 9533 Bridgeport Road on sites zoned "Light Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)".*

**CARRIED**

#### **3. Date of Next Meeting: March 13, 2019**

#### **4. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:50 p.m.*

**CARRIED**

**Development Permit Panel**  
**Wednesday, February 27, 2019**

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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, February 27, 2019.

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John Irving  
Chair

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Rustico Agawin  
Committee Clerk

Schedule 1 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
February 27, 2019.

To Mark.

<b>To Development Permit Panel</b>
Date: <u>FEBRUARY 27, 2019</u>
Item # <u>2</u>
Re: <u>DP 18-825006</u>

I agree as well that the construction site traffic enter and exit off Bridgeport road.

At the present time we are working with Richmond Bylaws to have no parking signs installed in front of our homes. We get choked off regularly by Costco shoppers parking here and we know the limitations of our small street. I feel that many large vehicles on our street would be a hardship for ourselves and our neighbours.

Best regards  
Ramon Carfrae

-----Original Message-----

From: Seana Alexander <[seana.lynn@hotmail.com](mailto:seana.lynn@hotmail.com)>

Sent: February 26, 2019 5:19 PM

To: [mmcmullen@richmond.ca](mailto:mmcmullen@richmond.ca)

Cc: [vsmart@mac.com](mailto:vsmart@mac.com); [toddharris@me.com](mailto:toddharris@me.com); [mudflatter@gmail.com](mailto:mudflatter@gmail.com); Seana Alexander <[seana.lynn@hotmail.com](mailto:seana.lynn@hotmail.com)>; Ramon Carfrae <[info@richmondcedarworks.ca](mailto:info@richmondcedarworks.ca)>; Ellen Bodnarik <[evilsockhaven@shaw.ca](mailto:evilsockhaven@shaw.ca)>; Jennifer Schmidt <[jenniferschmidt@hotmail.com](mailto:jenniferschmidt@hotmail.com)>; [bpopaziv@shaw.ca](mailto:bpopaziv@shaw.ca); [qualicum\\_tom@hotmail.com](mailto:qualicum_tom@hotmail.com)

Subject: Resident concerns on development permit number 18-825006

Dear Mark,

Thank you for taking my call today and hearing my concerns regarding some of the safety issues that I feel need to be heard and addressed at the upcoming meeting of the major development of 9455 and 9533 Bridgeport Road. We have all been long time residents of this small residential street of Beckwith Road East of the Oak bridge. Resident family members have built their homes here and the some of oldest residents being in their 90's who walk and around our small neighbourhood. I walk my child to school and my concern as well as others who will be contacting is the the large dump trucks coming down Beckwith. There is no side walk and we have to be carful as it is and we would like to be able to walk safely in our neighbourhood.

We all are very aware that this area is under much development. However, we request that the developers acknowledge and make a safety traffic plan alongside with the city to keep our all of our residents safe with these very large moving vehicles.

We strongly request that the dump trucks, large trucks, excavators and or vehicles enter/exit off Bridgeport access point.

Sincerely,

Seana Alexander  
9431 Beckwith Road  
604-442-9663

## CityClerk

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**From:** McMullen, Mark  
**Sent:** Wednesday, 27 February 2019 08:54  
**To:** CityClerk  
**Cc:** Craig, Wayne; Lin, Fred; Agawin, Rustico Romualdo  
**Subject:** FW: Resident concerns on development permit number 18-825006 (Three Emails For Feb. 27/19 DP Panel)

The following includes emails sent in chain-form from three residents.

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**From:** Miles Smart [[mailto:qualicum\\_tom@hotmail.com](mailto:qualicum_tom@hotmail.com)]  
**Sent:** Tuesday, 26 February 2019 19:03  
**To:** McMullen, Mark  
**Cc:** [vsmart@mac.com](mailto:vsmart@mac.com); [toddharris@me.com](mailto:toddharris@me.com); Ellen Bodnarik; Jennifer Schmidt; [bpopaziv@shaw.ca](mailto:bpopaziv@shaw.ca); Seana Alexander; Ramon Carfrae  
**Subject:** Resident concerns on development permit number 18-825006

Mark,

I operate Cherry Lane Farm at the end of Beckwith Rd. and have some concerns that I need to voice about the development occurring on our street.

Me and Mr Carfrae regularly have problems entering and exiting with our work trailers due to the poor parking skills and lack of courtesy given by the slew of people who park their vehicles on Beckwith while shopping at Costco. Something needs to be done not only about this, but also keeping construction traffic limited to entering and exiting off of Bridgeport. Our ability to run our businesses (and keep our sanity) is limited by the existing buffoonery and we just can't cope with the extra traffic.

Also, Seana mentioned in a previous email that the lack of sidewalks pose a hazard—are the developers going to be required to install a sidewalk on the south side of Beckwith? I seem to recall that the townhouse complex and condos in the making at No 4 Rd and River Road (North Arm of the Fraser) were required to build a sidewalk up No 4 Rd. to join up to Bridgeport. Should they be required to build this sidewalk, wouldn't it make sense to build it over the existing ditch and widen the road?

Thank you very much for your time,

Miles Smart  
9571 Beckwith Rd. & 2271 No 4 Rd.

<b>To Development Permit Panel</b>
<b>Date:</b> <u>FEBRUARY 27, 2019</u>
<b>Item #</b> <u>2</u>
<b>Re:</b> <u>DP 18-825006</u>

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**From:** Ramon Carfrae <[info@richmondcedarworks.ca](mailto:info@richmondcedarworks.ca)>  
**Sent:** Tuesday, February 26, 2019 5:26 PM  
**To:** Seana Alexander; [mmcmullen@richmond.ca](mailto:mmcmullen@richmond.ca)  
**Cc:** [vsmart@mac.com](mailto:vsmart@mac.com); [toddharris@me.com](mailto:toddharris@me.com); [mudflatter@gmail.com](mailto:mudflatter@gmail.com); Ellen Bodnarik; Jennifer Schmidt; [bpopaziv@shaw.ca](mailto:bpopaziv@shaw.ca); [qualicum\\_tom@hotmail.com](mailto:qualicum_tom@hotmail.com)  
**Subject:** RE: Resident concerns on development permit number 18-825006

**CityClerk**

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**From:** McMullen, Mark  
**Sent:** Wednesday, 27 February 2019 09:02  
**To:** CityClerk  
**Cc:** Craig, Wayne; Lin, Fred; Agawin, Rustico Romualdo  
**Subject:** FW: Development permit for 9455 and 9533 Bridgeport Road 18-825006 (For Feb. 27/19 DP Panel)

**From:** Sharon Betker [<mailto:mudflatter@gmail.com>]  
**Sent:** Tuesday, 26 February 2019 19:39  
**To:** McMullen, Mark  
**Cc:** Seana Alexander  
**Subject:** Development permit for 9455 and 9533 Bridgeport Road 18-825006

Let me start off with some background. My father built our home at 9400 Beckwith Road over 60 years ago. Over that time a good piece of our land was taken to build the Oak Street Bridge and again in recent years we were threatened again with losing more land for the development of the Massey Bridge project. The property next to us had been covered over with gravel to allow a short lived container storage. The fill did not allow our property to drain resulting in 6 inches of water covering our back yard and threatening to enter the house. They opened up a small ditch and left the premises to "rot". Now we are faced with 8 foot high blackberry brushes that have destroyed our hedges and invaded our yard making it unusable.

This morning I wake up to the sounds of earth moving equipment on the other side of our property for a so-called staging area for the hotel development. More worries that we will be flooded out again during the next major rainstorm. This development has brought more than one concern. Cracked walks due to the constant shaking of the site preparation, an outside door which now jams and will have to be sanded down in order to open it safely, blowing sand onto all our vehicles and entering the home, and now the worry about increased traffic on an already congested deadend road. The road is very narrow with a ditch on one side so the Costco shoppers who regularly descend on our street often park, not on the boulevard, but well onto the road limiting access to and from our properties. Now it appears that even more traffic in the way of construction vehicles will also be using our street! I implore council to consider redirecting this additional traffic off Beckwith Road. Not only is there a huge safety issue with access limited to emergency vehicles but we, ourselves, have to deal with the constant congestion in a family neighbourhood.

I hope to attend the meeting on Wednesday if my health permits.

Sincerely,

Sharon Betker on behalf of Naidae Betker

9400 Beckwith Road

[Mudflatter@gmail.com](mailto:Mudflatter@gmail.com)

<b>To Development Permit Panel</b>
<b>Date:</b> <u>FEBRUARY 27, 2019</u>
<b>Item #</b> <u>2</u>
<b>Re:</b> <u>DP 18-825006</u>
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**From:** McMullen, Mark  
**Sent:** Wednesday, 27 February 2019 10:49  
**To:** CityClerk  
**Cc:** Craig, Wayne; Reis, Joshua; Lin, Fred; Dhaliwal, Bill; Agawin, Rustico Romualdo  
**Subject:** FW: Resident concerns on development permit number 18-825006 (For Feb 27/19 DP Panel)

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**From:** Todd Harris [mailto:toddharris@me.com]  
**Sent:** Wednesday, 27 February 2019 10:43  
**To:** McMullen, Mark  
**Cc:** Cc: vsmart@mac.com; toddharris@me.com; mudflatter@gmail.com; Seana Alexander <seana.lynn@hotmail.com>; Ramon Carfrae <info@richmondcedarworks.ca>; Ellen Bodnarik <evilsockhaven@shaw.ca>; Jennifer Schmidt ; bpopaziv@shaw.ca; qualicum\_tom@hotmail.com  
**Subject:** Re: Resident concerns on development permit number 18-825006

Hello Mark,

My name is Todd Harris and I am also a concerned resident of 9451 Beckwith Rd. I have lived here since 1986.

1- From a safety perspective Beckwith Rd. Should not be used as construction access to this building site.

There are dozens of pedestrians that use Beckwith Rd. To commute from 4rd. area to sky train/Costco/casino. Bridgeport rd is not a good/safe option for them. The Bridgeport pathway to the north is isolated and not lit.

2- What will be done to limit the airborne pollutants, some of which could be toxic from drifting towards our residents. The wind is predominant towards us.

Will there be Constant sprinklers to keep the dust down. This would be a MAJOR health concern. I'm sure there would be a similar Precedent on this concern.

3- We are experiencing constant seismic activity from this development. My front concrete stairs have cracked as has the foundation. The constant shaking is ruining my house.

Mark, is there any precedent that you know of in City of Richmond for major development damaging older residential property's/ Infrastructure due to shaking the ground constantly? Or where could I find this out? I am very concerned.

Thank you,

Sincerely

Todd Harris

Sent from my iPad

<b>To Development Permit Panel</b>
<b>Date:</b> <u>FEBRUARY 27, 2019</u>
<b>Item #</b> <u>2</u>
<b>Re:</b> <u>DP 18-825006</u>
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# City of Richmond

## Report to Development Permit Panel

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**To:** Development Permit Panel

**Date:** February 19, 2019

**From:** Wayne Craig  
Director, Development

**File:** DP 16-741329

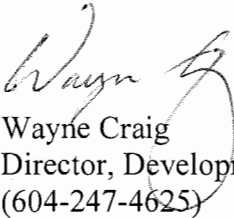
**Re:** **Application by 0908206 BC Ltd. for a Development Permit at 9560, 9580 and 9584 Granville Avenue**

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### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 16 two-storey townhouse units at 9560, 9580, and 9584 Granville Avenue on a site zoned "Medium Density Townhouses (RTM2)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum lot coverage for buildings from 40% to 45%.



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

WC:el  
Att. 3

## **Staff Report**

### **Origin**

0908206 BC Ltd. has applied to the City of Richmond for permission to develop 16 two-storey townhouse units at 9560, 9580 and 9584 Granville Avenue. The site is being rezoned from “Single Detached (RS1/F)” zone to “Medium Density Townhouses (RTM2)” under Bylaw 9573 (RZ 14-677733), which received Third Reading following the Public Hearing on July 18, 2016. The site is currently vacant. A Servicing Agreement for the design and construction of required frontage beautification works and service connections is required prior to issuance of a Building Permit for the site.

### **Development Information**

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

### **Background**

Development surrounding the subject site is as follows:

- To the north, across Granville Avenue, existing three-storey townhouse developments on lots zoned “Medium Density Townhouses (RTM1)” and “Town Housing (ZT56) – North McLennan (City Centre)”, and a single-family home on a large lot zoned “Single Detached (RS1/F)”.
- To the east, four single-family homes on small lots zoned “Single Detached (RS1/A)” fronting Granville Avenue with rear lane access, and a single-family home on a large lot zoned “Single Detached (RS1/F)” fronting Bridge Street.
- To the south, existing two-storey townhouse developments on lots zoned “Town Housing (ZT16) – South McLennan and St. Albans Sub-Area (City Centre)”.
- To the west, existing two-storey townhouse development on a lot zoned “Medium Density Townhouses (RTM2)” with vehicle access from Ash Street.

### **Rezoning and Public Hearing Results**

The Public Hearing for the rezoning of this site was held on July 18, 2016. No concerns regarding the rezoning application was expressed at the Public Hearing.

### **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the “Medium Density Townhouses (RTM2)” except for the zoning variances noted below.

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

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum lot coverage for buildings from 40% to 45%.

*(This variance was identified at rezoning stage, and no concerns were identified at that time. The proposed development features all two-storey townhouse units, each with a side-by-side double car garages. This typology typically requires a higher lot coverage for buildings when compares to three-storey townhouse units with tandem parking spaces (which is also permitted on this site). To mitigate the potential implication of the higher lot coverage for buildings the developer is proposing to:*

- i. achieve a greater lot coverage for porous surfaces on site (i.e., 49%) by using permeable pavers on the drive aisle and surface parking stalls; which exceeds the minimum requirement of 35% under the RTM zone; and*
- ii. achieve a greater lot coverage for landscaping with live plant materials (i.e., 27%); which exceeds the minimum requirement of 25% under the RTM zone.*

*Staff supports this variance since the proposed two-storey building massing helps address potential adjacency concerns, and that the proposed increases in lot coverage for porous surfaces and landscaping with live plant materials are a reasonable response to the increased site coverage).*

**Advisory Design Panel Comments**

The Advisory Design Panel (ADP) has reviewed and supported the project. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, October 4, 2017 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***

- Both the form and massing of the proposed development are consistent with the existing surrounding two-storey townhouse developments to the west and south.
- Along the side yard interface with adjacent single-family developments to the east, the windows on the second floor of the proposed townhouse units will be specified with frosted glass to address potential privacy and overlook concerns.
- A six foot tall fence and hedging materials will be installed along the east and west property lines to provide a buffer between the subject and adjacent developments.
- The proposed 3.9 m rear yard (south) setback exceeds the minimum rear yard setback requirement under the "Medium Density Townhouses (RTM2)" zone. One Whitebarked Himalayan Birch tree or Austrian Black Pine tree will be planted in each of the rear yards of the townhouse units along the south property line to provide a nature screen between the subject and adjacent townhouse developments.

- The site is surrounded by existing retaining walls to the east, west and south. Site grade will be raised to meet the existing site grades on the adjacent properties.
- Perimeter drainage will be required as part of the Building Permit to ensure storm water is managed and addressed through the development and will not impact the neighbouring properties.

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

- The proposal provides for a pedestrian-oriented streetscape fronting Granville Avenue with a landscaped edge treatment, low metal fencing, and metal gates to the street fronting units. A pedestrian walkway from Granville Avenue to the development site is proposed along the east side of the entry driveway.
- The proposal consists of 16 units provided in four townhouse clusters. Half of the units will have direct pedestrian access from the street and half of the units will have access from the internal drive aisle.
- The internal road layout is a T-shape with future cross-access connection to the neighbouring properties to the east, secured by SRW. No connection to the adjacent property to the west is required since it has already been redeveloped into a townhouse complex with vehicle access off Ash Street.
- The number of residential parking spaces proposed for this townhouse development exceeds the minimum parking requirement within the City Centre area, and all units will have two vehicle parking spaces in a side-by-side parking arrangement within a garage.
- A total of four visitor parking spaces, including an accessible visitor parking space, are proposed, which meets the minimum bylaw requirement. Both residential and visitor bicycle parking are provided in compliance with the Zoning Bylaw requirements.
- The provision of private outdoor spaces complies with the Development Permit Guidelines (30 m<sup>2</sup> per unit) of the Official Community Plan (OCP). All units will have private outdoor spaces consisting of a front or rear yard; the street fronting units will also have a balcony on the second floor facing the internal drive aisle.
- Outdoor amenity space is proposed opposite to the site entry for maximum casual surveillance opportunity and sun exposure. The size and location of the outdoor amenity space is appropriate in providing open landscape and amenity space convenient to all units.
- Additional outdoor amenity space (10% of the site area), as per the City Centre Amenity Space Provisions in the City Centre Area Plan, is proposed and includes the entry walkway and various landscaped areas throughout the site.
- A covered mailbox kiosk and short-term bicycle parking spaces will be provided along the entry walkway.
- The required garbage, recycling and organic waste storage enclosures have been incorporated into the design of the street fronting buildings to minimize the visual impact of these enclosures.

***Architectural Form and Character***

- The architect advised that the architectural language adopted in the design is inspired from the conventional single-family homes in the area.
- The massing and architectural rhythm of the proposed townhouse clusters is consistent to the neighbouring developments.
- Individuality of dwelling units is expressed by their separate entry porches and different entry door colours.
- The overall appearance of the proposal generally conforms to the design guidelines of the North McLennan area and should fit in well with the character of the surrounding area.
- A pedestrian scale is generally achieved along the public streets and internal drive aisle through the inclusion of variation in building projections, recesses, entry porches, varying material/colour combinations, landscape features, and the use of individual unit entrances.
- The impact of blank garage doors has been mitigated with panel patterned doors, transom windows, unit entrances, and planting islands along the drive aisle.
- The proposed building materials (asphalt roof shingles, hardie siding/panels and wood trim/brackets) are generally consistent with the Official Community Plan (OCP) Guidelines and are compatible with the existing single-family character of the neighbourhood.
- Heritage colours have been used for all siding materials to fit with the context of the neighbourhood. Strong contrasting colours are used on the accent walls/trims to provide visual interest.

***Landscape Design and Open Space Design***

- Tree preservation was reviewed at rezoning stage. Two City trees along the frontage of the site and four trees on site are identified for removal. Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), eight replacement trees are required. The applicant is proposing to plant 33 replacement trees on-site, including seven conifers and 26 deciduous trees.
- An English Oak tree (tag#930 – 43+22cm calliper) located at the northeast corner of the development site is identified for retention. Tree protection fencing is required to be installed as per the Arborist Report recommendations prior to any construction activities (including demolition) occurring on-site. A Tree Survival Security has been secured at the rezoning stage.
- A pedestrian-oriented streetscape along Granville Avenue is proposed; with a landscaped edge treatment, low metal fencing with masonry columns, and gates and walkways to individual townhouse unit front doors.
- Each unit will have a private yard with landscaping and lawn area. Various hedges, shrubs and ground covers, as well as perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- An on-site irrigation system is proposed to ensure continued maintenance of live landscaping.

- The location of outdoor amenity space provides the easy access and visual transparency and surveillance for the townhouse residents. The proposed trellis at the terminus point of the entry driveway/entrance to the outdoor amenity space provides visual screening and spatial definition.
- A tower slide and a single springer are proposed within the outdoor amenity area. These play structures/elements are chosen to fit into the provided space and to allow multiple children to play at the same time. The equipment provides different play opportunities for the development of social, imagination, balance, and motor skills. A bench is also provided for caregivers.
- The drive aisle and surface parking stalls will be treated with permeable pavers for better water infiltration and variety in paving surfaces. Feature paving will be used to identify and enhance the pedestrian route along the internal drive aisle.
- In order to ensure that the proposed landscaping works are completed, the applicant is required to provide a landscape security of \$160,929.00 in association with the Development Permit.
- Indoor amenity space is not proposed on-site. A \$16,000 cash-in-lieu contribution (\$1,000 per unit) has been secured as a condition of rezoning approval, consistent with the Official Community Plan (OCP).

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

- Site lighting and clear site lines provide unobstructed views of surrounding area; plantings near residential entries are low to maximize views and casual surveillance opportunities.
- Exterior lights will be provided along drive aisle, as well as in visitor parking, outdoor amenity, and private yard areas; wall mount illuminated lights will be installed on building faces. All exterior lights will be equipped with a diffuser to reduce glare.
- All entrances are visible and overlooked by pedestrians or by neighbour's windows.

#### ***Sustainability***

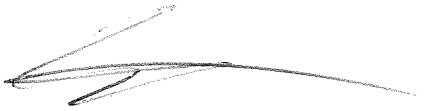
- The applicant has committed to achieving an EnerGuide rating of 82 for the proposed townhouses and to pre-ducting all units for solar hot water heating.
- A Certified Energy Advisor has confirmed that the proposed townhouse units will be designed to achieve an EnerGuide rating of 82. The report prepared by the Energy Advisor is on file and will be utilized through the Building Permit review process to ensure these measures are incorporated in the Permit drawings.
- The following design/features will be incorporated into the development:
  - Energy Star rated windows.
  - Use of LED lights, low-flow toilets, Energy Star appliances.

### ***Accessible Housing***

- The proposed development includes two convertible units that are designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a vertical lift in the stacked storage space (which has been dimensioned to allow for this in Units 2 & 3) in the future, if desired.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
  - Stairwell hand rails.
  - Lever-type handles for plumbing fixtures and door handles.
  - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

### **Conclusions**

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.



Edwin Lee  
Planner I  
(604-276-4121)

EL:blg

Attachment 1: Development Application Data Sheet

Attachment 2: Excerpt from Advisory Design Panel Meeting Minutes (August 22, 2018)

Attachment 3: Development Permit Considerations



**DP 16-741329**

**Attachment 1**

Address: 9560, 9580 and 9584 Granville Avenue

Applicant: 0908206 BC Ltd.

Owner: 0908206 BC Ltd.

Planning Area(s): South McLennan Sub-Area (City Centre)

Floor Area Gross: 2,510.6 m<sup>2</sup>

Floor Area Net: 1,908.2 m<sup>2</sup>

	Existing	Proposed
<b>Site Area:</b>	2,936 m <sup>2</sup>	No Change
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	No Change
<b>Area Plan Designation:</b>	CCAP: General Urban T4 South McLennan Sub-Area Plan: Residential, 2½ storey typical (3-storeys maximum) with 0.55 base FAR	No Change
<b>Zoning:</b>	Single Detached (RS1/F)	Medium Density Townhouses (RTM2)
<b>Number of Units:</b>	3	16

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65	none permitted
Lot Coverage – Building:	Max. 40%	45%	<b>Variance Requested</b>
Lot Coverage – Non-porous Surfaces:	Max. 65%	51%	none
Lot Coverage – Landscaping:	Min. 25%	27%	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.52 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – Rear Yard (m):	Min. 3.0 m	3.9 m	none
Height (m):	Max. 12.0 m (3 storeys)	9.52 m (2 storeys)	none
Lot Width (m):	Min. 30.0 m	67.2 m	none
Lot Depth (m):	Min. 35 m	43.4 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none



Off-street Parking Spaces – Total:	23 (R) and 4 (V)	32 (R) and 4 (V)	none
Tandem Parking Spaces:	Max. 50% of required residential spaces in enclosed garages (23 x Max. 50% = 11 spaces)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (36 x Max. 50% = 18)	16	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (27 x 2% = 1 space)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.25 (Class 1) and 0.25 (Class 2) per unit	none
Off-street Bicycle Parking Spaces – Total:	20 (Class 1) and 4 (Class 2)	20 (Class 1) and 4 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 16 units = 96 m <sup>2</sup>	98.8 m <sup>2</sup>	none

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

Wednesday, October 4, 2017 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall

1. **DP 16-741329 - 16-UNIT TWO-STOREY TOWNHOUSE DEVELOPMENT**

ARCHITECT: Eric Law Architect

PROPERTY LOCATION: 9560, 9580 and 9584 Granville Avenue

**Applicant's Presentation**

Eric Law, Eric Law Architect, Inc., and Jenny Liu, JHL Design Group Inc., presented the project and answered queries from the Panel.

**Panel Discussion**

*Comments from the Panel were as follows:*

- appreciate the applicant contributing to the City's Public Art Fund; however, the applicant is also encouraged to investigate opportunities for integrating public art into the project as it will add value to the project and will help the project's integration with the community;

***Owner prefers to pay contribution to the public art fund.***

- consider introducing canopies over the doors of the unit entries to the rear units to create a stronger visual prominence along the internal drive aisle and help provide separation of the rear buildings from the drive aisle;

***A decorative gable roof feature added to the rear units to highlight a stronger visual prominence.***

- appreciate the proposed two-storey massing for the townhouse development; also appreciate the detailing of the two convertible units; however, consider (i) integrating the bump out for the future elevator with the usable ground floor space of the convertible unit to provide additional space for the dining area, and (ii) relocating the front door entrance on the ground floor to increase the size of the powder room and the width of the sliding door to enhance accessibility;

***The dining area is bumped out to provide additional space. The powder room is enlarged slightly and closet removed to provide easy access to the powder room.***

- ensure the visibility the bicycle racks and other low structures adjacent to the garbage and recycling area during truck pick-ups to avoid potential damage;

***A bright color bicycle racks will be provided to ensure visibility.***

- appreciate the breaking up of the roofline along Granville Avenue; consider a similar approach for the rear buildings to provide a more neighbourly interface with the existing two-storey townhouse development to the south;

***Rear roof lines are adjusted to be broken up similar to the front building.***

- appreciate the proposed lay-out for the kitchen which provides a workable work triangle and a three-foot clearance underneath the counter;

***Noted.***

- limited landscaping opportunities along the internal drive aisle is noted; applicant is advised to provide more detail and commitment, for review by City staff, regarding retention of soil volume for proposed planting of trees along the internal drive aisle to ensure their survival, e.g. use of soil cell or structural soil;

***Limited spaces for the proposed trees along the internal drive, so the landscape architect is proposing structural soil to have trees in these areas.***

- consider relocating the proposed tree and plantings at the back of the outdoor amenity area to the edges to open up the lawn area and provide more play space for children;

***Landscape on the outdoor amenity area has been updated.***

- reconsider the placement of windows of townhouse units looking out into the play area to provide privacy to users of the play area;

***Windows have been provided for surveillance and safety purpose. Please also see non-concern comments on the same item below.***

- consider eliminating the long and narrow gaps between the duplexes along Granville Avenue to (i) provide more landscaping opportunities at the east and west edges of the site, (ii) provide more separation from the adjacent townhouse developments along Granville Avenue, (iii) provide more opportunities for planting along the sides of the entry driveway, and (iv) increase the size of the front yards of units along Granville Avenue;

***The long and narrow gaps have been reduced. Unit 13 to Unit 16 are shifted to provide a wider access entrance along Granville Revised. The landscape plans are adjusted to provide more landscape opportunities wherever we can.***

- relocate the electrical rooms between the duplexes along Granville Avenue to the side yards and introduce plantings to provide screening around the electrical rooms;

***The electrical room has been relocated to the east side yard area with landscape planting.***

- consider opening up the side yards along Granville Avenue to provide more usable outdoor yard spaces for residents; consider installing a gate adjacent to the visitor parking space to provide access to the side yard;

***The side yards are counted towards the additional 10% public open space as required. Fences are provided between the open spaces and the adjoining dwelling units.***

- support the landscaping scheme to provide seasonal all year round interest;

***Noted.***

- support the densification of the area which is in close proximity to parks and schools; appreciate the size of the townhouse units and the applicant's attention to the livability of the units; however, outdoor spaces have been marginalized; ***noted.***

- support the comment to eliminate the long and narrow spaces between the duplexes along Granville Avenue as they not usable and have compromised the side yard spaces and the main entry point to the site; make the side yards usable for residents and clarify their ownership;

***The long and narrow gaps have been reduced to provide a wider access entrance along Granville Avenue as commented above. The side yards are for the additional 10% public open space as required by City. Gates are provided between the open spaces and the adjoining dwelling units for the south units.***

- appreciate the proximity of garbage, recycling, and other amenities to Granville Avenue; however, consider (i) reconfiguring the arrangement of these amenities to locate them on one side, and (ii) increasing the width of the entry driveway and install a pedestrian sidewalk along the driveway adjacent to these amenities to provide pedestrian access into and out of the site;

***The entrance driveway width has been enlarged to have a sidewalk along the driveway. The recycle and garbage rooms are to be kept small and separated so that they are not visually prominence as one piece.***

- consider installing small gables above the unit entries to the rear units to provide a stronger visual prominence along the internal drive aisle and facilitate way finding;

***Small gables are provided above the rear unit entrance.***

- support the proposal to break up the roofs in the rear buildings; may not enhance sunlight penetration into the central drive aisle but will help make the general massing of the rear buildings more neighbourly to the adjacent townhouse development to the south;

***The rear building roofs are broken up similar to the front building.***

- support the comment to maximize the usable space on the side yards adjacent to the corner units;

***The corner open space are required as part of the 10% additional public space. These spaces are not counted as private side yard. Gates are provided between the public spaces and yard spaces.***

- consider less prescriptive but more interesting and intuitive play opportunities for children at the outdoor amenity area;

***Please see revised landscape plan.***

- not concerned with side windows of units looking out into the outdoor amenity area;

***Noted, and please also see comments above.***

- appreciate the large area for living spaces on the ground floor of townhouse units; however, they are located deep into the units and natural light penetration may be limited; investigate opportunities for introducing more openings, e.g. clerestory windows to allow more natural light into the living spaces;

***The effective depth of the rear units' living space is only approximately 20'. The units are provided with patio doors which will have lot of light penetration from the south.***

- appreciate the project providing more density to the area; however, Granville Avenue could support three-storey townhouse units as the neighbourhood grows and changes in the future; the proposed two-storey massing is challenging in terms of providing a sense of opening to the site, e.g. width of drive aisle entry needs to be increased;

***The 2 storey building approach is consistent to 2 storey townhouse context. The drive aisle entry width is now increased.***

- support the comment to eliminate the narrow space between the duplexes along Granville Avenue as they are a potential CPTED concern; however, maintain the proposed roofline;

***The narrow gaps are reduced and the roof profile is maintained.***

- in general, supportive of the proposed 45 percent variance in maximum coverage for buildings;

***Noted.***

- unit entries to the rear units feel secondary compared to unit entries along Granville Avenue; consider introducing a gabled canopy over the entry doors of the rear units slightly ahead of the garage doors and slightly recessing the entry doors to make them more visually significant;

***A decorative gable roof feature added to the rear units to highlight a stronger visual prominence.***

- not opposed to the comment to break up the roofs of the rear buildings; the move may not enhance sunlight penetration to the central drive aisle but will enhance the buildings' form and character; roofs of the rear buildings could hip and follow the direction of the dormers and install a roof cricket with a different pitch lower in height to the dormers;

***The rear building roofs are broken up with different roof pitch similar to the front building.***

- support the comment to eliminate the space between the duplexes along Granville Avenue to provide more space for the side yards and the front entry;

***The gap between duplex are reduced to provide a wider entrance and sidewalk from Granville Avenue.***

- consider flipping one of two townhouse units with adjacent unit entries along the internal drive aisle to provide more articulation and separation to the unit entries to the rear units;

***Townhouse unit 7 is flipped to provide more identifiable entry to the unit.***

- a three-storey scheme for the proposed development is preferable; however, the applicant has done a good job in the proposed two-storey scheme;

***The 2 storey building approach is considered to be consistent to 2 storey surrounding townhouse context.***

- understand the rationale for the proposed two-storey scheme; however, the proposed development need not conform to the site context in terms of the design of neighbouring developments but could still be consistent with the City's vision for the neighbourhood; and

***Noted.***

- agree with the comment that proposed developments need not be contextually sensitive and similar all the time; City staff could encourage applicants to introduce some variety and diversity in massing and articulation in the neighbourhood.

***Noted.***

- *(The Chair read into the minutes the following comments submitted by Panel member Jubin Jalili regarding the mechanical and sustainability aspect of the project)*

- the project seems to be on the right track with respect to sustainability with the following proposed features by the design team: Energuide rating of 82, use of Energy Star-rated vinyl windows and appliances, and use of LED interior and exterior lighting;

***Noted.***

- proposed mechanical system for the project is not clear; recommend the use of Heat Recovery Units in the townhouse units;  
*Heat recovery ventilation units are provided in the townhouse as noted on A1.*
- not clear on the landscape drawings where the gas meters will be installed; and  
*Gas meter located on the east side yard as noted on A2.*
- overall, a good package; support the project.

**Panel Decision**

It was moved and seconded

*That DP 16-741329 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.*

**CARRIED**



## Development Permit Considerations

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

**Address:** 9560, 9580 and 9584 Granville Avenue

**File No.:** DP 16-741329

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

1. Final adoption of the Zoning Amendment Bylaw 9573.
2. Receipt of a Letter of Credit for landscaping in the amount of \$160,929.00.

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

1. Installation of appropriate tree protection fencing around all hedges to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Enter into a Servicing Agreement\* for the design and construction of frontage improvement 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:

Granville Avenue Frontage Improvements

- a) Match curb alignment on the south side of Granville Avenue as set out by the redevelopments to the east and west of the site (i.e., road widening to 11.2 m curb to curb, curb & gutter, creation of about a 3.3 m wide grass & treed boulevard, concrete sidewalk at north property line). Extend frontage upgrades established by 7028 Ash Street development to the west as per SA 12-603914.
- b) Employ a Geotechnical Engineer to confirm the adequacy of the existing soil conditions along Granville Avenue frontage. All peat and organic materials shall be removed and replaced with compacted structural fill to subgrade elevations from property line to Granville Avenue centerline.
- c) Extend the existing street lighting system built via SA12-603914 across the Granville Avenue frontage of the proposed site.
- d) Coordinate with BC Hydro, Telus and other private communication service providers:
  - (1) Underground proposed private utility service lines (e.g., BC Hydro, Telus, etc.).
  - (2) Remove the existing poles and underground the existing overhead lines along Granville Avenue frontage.
  - (3) To determine if above ground structures are required and coordinate their on-site locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

Water Works:

- e) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the 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.
- f) Install a new 100 mm water service connections complete with meter and meter box along Granville Avenue frontage.
- g) Cut and cap at main three (3) existing water service connections along the proposed site's Granville Avenue frontage.

Storm Sewer Works:

- h) Provide additional right of way to accommodate new IC's within the property, details to be finalized in the Servicing Agreement process.
- i) Cut and cap nine (9) existing storm service connections and remove nine (9) existing IC located along the proposed site's Granville Avenue frontage.

Initial: \_\_\_\_\_



- j) Install a new storm service connection complete with IC and tie-in to the existing 600 mm storm sewer along Granville Avenue.

Sanitary Sewer Works:

- k) Remove and dispose offsite the existing sanitary main along the rear yard of the proposed site from the west property line of 9560 Granville Avenue to the west property line of 9584 Granville Avenue. Removal works shall include the existing service connections, inspection chamber and manhole that are connected to the pipe to be removed.
- l) Discharge the existing utility right-of-way along the rear yard of the proposed site. Prior to discharge of the right-of-way, a signed and sealed letter by a Professional Engineer must be submitted to the City, stating the sanitary main, as depicted within the Servicing Agreement design, has been properly and legally removed and disposed of off-site.
- m) Provide a new utility right of way to accommodate new sanitary manhole at the southwest corner of 9560 Granville Avenue. The right-of-way details are to be finalized in the Servicing Agreement process.
- n) Cut and cap near the west property line of 9560 Granville Avenue the existing sanitary main along the proposed site's rear yard.
- o) Install a new manhole, complete with a service connection stub, to the proposed site and tie-in the new manhole to the capped end of the existing rear yard sanitary main. The tie-in and service connection details shall be finalized via the Servicing Agreement design process.

General Items:

- p) 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.
3. 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.
4. Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. Payment of DCC's (City & GVS&DD), School Site Acquisition Charges, Address Assignment Fee, and all required servicing costs.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

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

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

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

Initial: \_\_\_\_\_

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

---

Signed

---

Date



# City of Richmond

## Development Permit

**No. DP 16-741329**

To the Holder: 0908206 BC LTD.

Property Address: 9560, 9580 AND 9584 GRANVILLE AVENUE

Address: C/O ERIC LAW  
ERIC LAW ARCHITECT INC.  
#216 – 288 WEST 8<sup>TH</sup> AVENUE  
VANCOUVER, BC V5Y 1N5

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to increase the maximum lot coverage for buildings from 40% to 45%.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$160,929.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this Permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

**Development Permit**  
**No. DP 16-741329**

To the Holder: 0908206 BC LTD.

Property Address: 9560, 9580 AND 9584 GRANVILLE AVENUE

Address: C/O ERIC LAW  
ERIC LAW ARCHITECT INC.  
#216 – 288 WEST 8<sup>TH</sup> AVENUE  
VANCOUVER, BC V5Y 1N5

---

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
- This Permit is not a Building Permit.

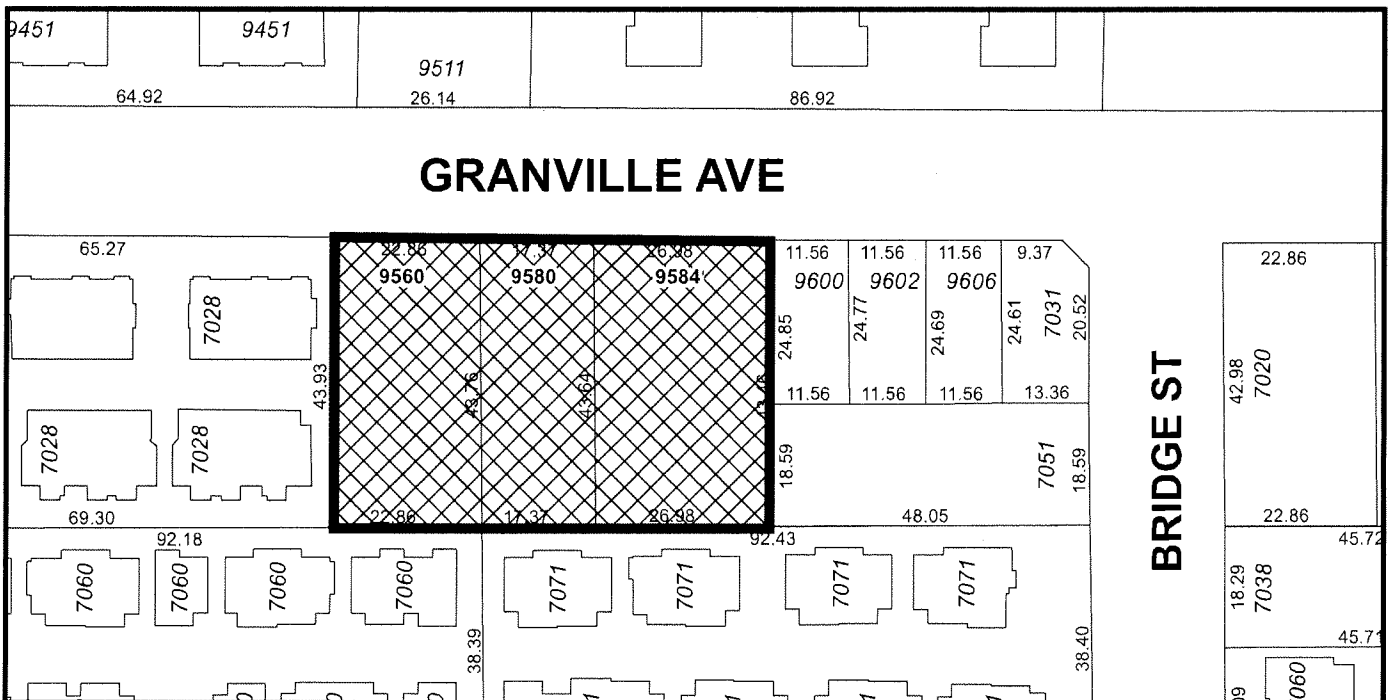
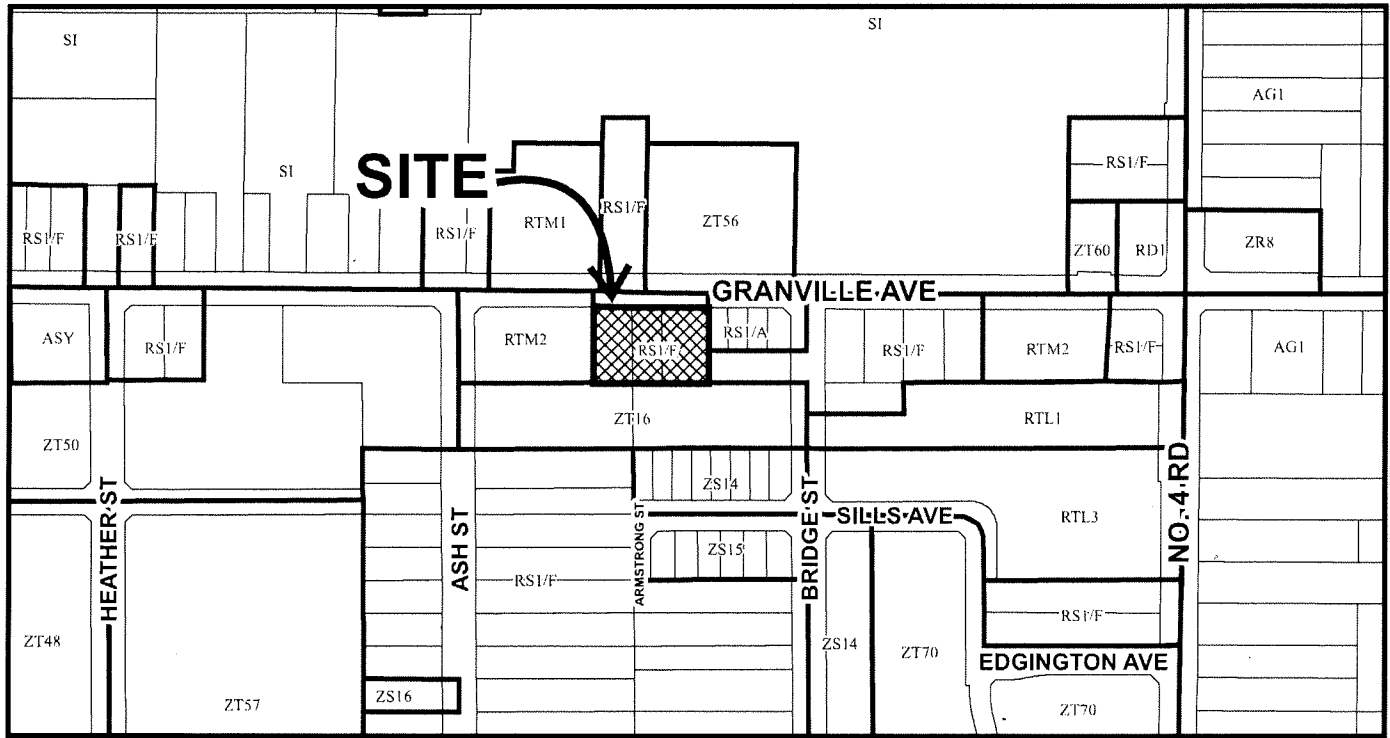
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE  
DAY OF , .

DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR



# City of Richmond



**DP 16-741329**  
**SCHEDULE "A"**

Original Date: 09/14/16

Revision Date:

Note: Dimensions are in METRES



PROPOSED TOWNHOUSE DEVELOPMENT AT  
9560-9584 GRANVILLE AVENUE, RICHMOND, BC

DEVELOPMENT DATA

- (A) CIVIC ADDRESS:

(B) LEGAL DESCRIPTION:

(C) LOT AREA:

(D) ZONING USE:
- 9560, 9580, 9584 GRANVILLE AVENUE, RICHMOND, BC

LOT 4 PLAN 14703; LOT 88 AND 89 PLAN 48591

ALL OF SECTION 15 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT

2,936 SM (31,602 SF)

CURRENT: RS1/F,

PROPOSED: RTM2

CURRENT ZONING (UNDER RS1/F ZONING)	PROPOSED REZONING (RTM2)	PROPOSED DEVELOPMENT
--	-----------------------------	----------------------

- (E) FLOOR AREA RATIO

0.55 TO 454.5 SM

0.3 TO REST OF SITE AREA

0.65

TOTAL FLOOR AREA

0.65 X2,936 SM = 1908.4 SM

(20,541 SF)

1907.7SM (20,537 SF) FLOOR AREA

0.65

- (F) NUMBER OF UNIT:

1 PER LOT

(G) BUILDING COVERAGE:

MAX - 45%
- 16 UNITS

MAX - 40% (1174.4 SM)

16 UNITS

44.9% (14197 SQ. FT.) (VARIANCE REQUIRED)

TOTAL NON POROUS AREA % =51% (SEE LANDSCAPE DWG)

TOTAL LIVE PLANT AREA % = 27% (SEE LANDSCAPE DWG)

- (H) BUILDING HEIGHT:

MAX HEIGHT - 9M

(H) SETBACK:

FRONTYARD - 6M

SIDEYARD - 2M

REARYARD - 6M

MAX MAIN BUILDING HEIGHT - 12M

FRONTYARD FACING GRANVILLE - 6M

SIDEYARD - 3M

REAR YARD - 3M

BUILDING HEIGHT - 9.52M (31'3")

FRONTYARD FACING GRANVILLE - 6.06M (19'-11")

EAST SIDEYARD - 3.52M (11'6")

WEST SIDEYARD - 3.01M (9'11")

REAR YARD - 3.90M (12'10")

- (I) PARKING:

2 PER DWELLING UNIT

1.4 PER DWELLING UNITS X16 = 23

0.2 VISITOR PARKING / UNIT X16 = 4

TOTAL = 36 REQUIRED

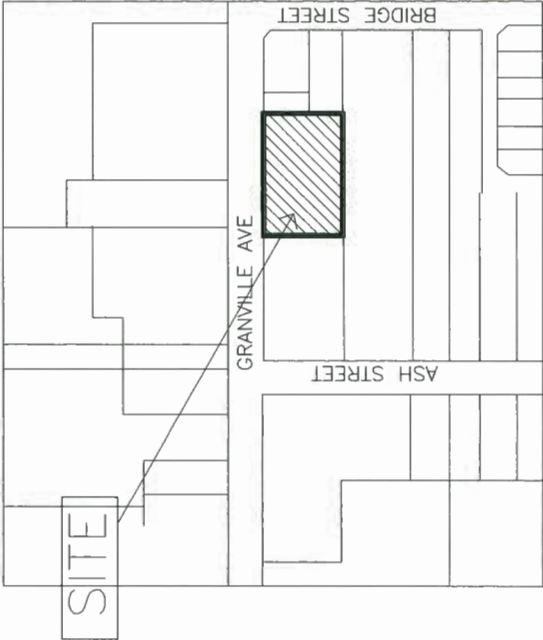
(50% PARKING CAN BE SMALL PARKING)

RESIDENTIAL PARKING: 16 REGULAR

16 SMALL

VISITOR PARKING: 1 DISABLED

3 REGULAR



TWO CONVERTIBLE UNITS ARE PROVIDED IN THIS DEVELOPMENT  
AND THE PROJECT WILL MEET ENERGEUIDE 82 REQUIREMENTS

- VISITOR BICYCLE

0.2 PER DWELLING UNIT X16= 4

RESIDENTIAL BICYCLE STORAGE

1.25 PER DWELLING UNIT X16=20

BICYCLE

VISITOR BIKE RACK 4

TOTAL: 20

OPEN AMENITY SPACE = 6 SM PER UNIT

X16= 96 SM (1033 SF)

OUTDOOR AMENITY AND:

CHILDREN PLAYGROUND: 98.8 SM

(1064 SQ. FT.)

ALL THE UNITS IN THIS PROJECT SHALL INCORPORATE THE FOLLOWING FEATURES IN THE UNITS

(1) PROVIDE PRE-DUCTING TO ACCOMMODATE FUTURE SOLAR HOT WATER HEATING

(2) AGING IN PLACE FEATURES SHALL BE PROVIDED TO ALL UNITS:

(G) STAIRWELL HANDRAILS

(G) LEVER TYPE HANDLES FOR PLUMBING FIXTURE AND DOOR HANDLES

(G) SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION BESIDE TOILETS, BATHTUBS AND SHOWERS

TOWNHOUSE SHALL MEET CITY'S ENERGEUIDE 82 REQUIREMENTS, AND ALL UNIT ARE TO BE PRE-DUCT FOR FUTURE HOT WATER HEATING

HEAT RECOVERY VENTILATION SYSTEM TO BE PROVIDED IN THE TOWNHOUSE UNITS



**Policy Compliance Case:**

The policy compliance case models the upgrades which, shall improve the energy performance of all homes in the proposed development to an EnerGuide rating of 82 or better.

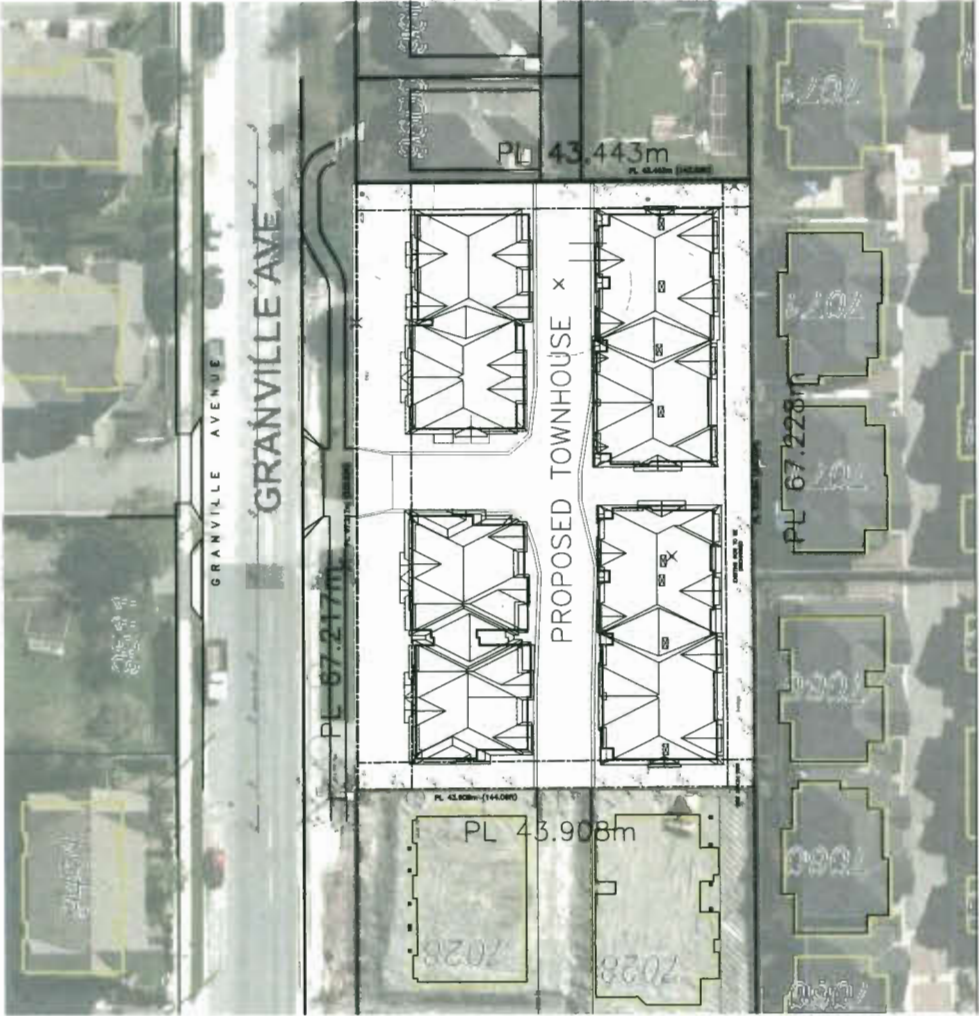
**Table of upgrades and commitments:**

All units: The following list of upgrades will be installed in all units

Component	Upgrade	Commitment
Solar Hot Water Ready requirement	At least 2 conduit runs must be provided that extend from the area directly adjacent to the buildings primary service water heater to the roof area, or an accessible attic space adjacent to the roof area, designated for installation of solar collectors.	The location of the conduit runs must be specified on the building plans. A 9.3m2 area (with no dimension less than 2.7 metres) suitable for a solar collector shall be identified on a flat roof, or on a south, east or west-facing roof, such that at least part of the collector area is situated directly above the unit it is intended for.
Component	Upgrade	Commitment
Space Heating:	Gas Boiler AFUE 94%	Siting and specifications for the Gas boiler, including the minimum AFUE value required to achieve the modeled performance gain, will be noted on the building plans.
Domestic Hot Water (DHW):	Combination unit with boiler system EF: 79	Siting and specifications for the upgraded DHW unit, including the minimum Energy Factor (EF) or thermal efficiency required to achieve the modeled performance gain, will be noted on the building plans.

ADDITION TO ABOVE, ALL EXTERIOR AND INTERIOR LIGHTS IN THIS PROJECT SHALL BE LED LIGHT,  
ALL VINYL WINDOWS TO BE ENERGY STAR RATED  
ALL HOME APPLIANCES TO BE ENGERGY STAR PRODUCT  
ALL TOILETS SHALL BE LOW FLOW TYPE FIXTURE  
PROVIDE SPRAY AERATOR ON KITCHEN FACUCETS

DP 16-741329  
FEB 19 2019  
PLAN # 1



- ARCHITECTURAL DRAWING LIST
- A1- DEVELOPMENT SUMMARY  
A2- SITE PLAN G/F  
A2A- ENVELOPE-PROJECTION  
A3- PARKING PLAN  
A4- SITE PLAN 2/F  
A5- SITE PLAN ROOF PLAN  
A6- ELEVATIONS  
A7- ELEVATIONS  
A8- SECTIONS  
A9- UNIT PLANS  
A10- UNIT PLANS  
A11-ELEVATION COLOUR  
A12-ELEVATION COLOUR  
A13-OPEN SPACE DIAGRAM  
A14-SITE COVERAGE DIAGRAM  
FAR-FAR DIAGRAM

PROPOSED TOWNHOUSE  
AT  
9580 GRANVILLE AVE  
RICHMOND BC

DEVELOPMENT SUMMARY

PROJECT NUMBER:14-30  
ISSUED: 1/25/2019  
DRAWN BY: EL  
CHECKED BY: EL  
FILENAME: 14-30\_NGU\_190125-DP-DWG

ERIC LAW  
ARCHITECT

ericlaw.architect@gmail.com  
210 KING  
VICTORIA  
TEL (800) 505-2099  
FAX (800) 505-2097

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ISSUED
1. 2016.08.10 FOR DEVELOPMENT PERMIT APPLICATION
2. 2016.07.31 FOR CITY REVIEW
3. 2017.06.19 FOR CITY ADP REVIEW
4. 2018.01.23 FOR CITY REVIEW
5. 2018.07.10 FOR CITY REVIEW
6. 2018.12.07 FOR CITY REVIEW
7. 2019.01.25 FOR CITY REVIEW

4. 2018.12.21 REVISED AS PER CITY'S EMAIL COMMENTS
3. 2018.12.07 REVISED AS PER CITY'S EMAIL COMMENTS
2. 2017.10.30 REVISED AS PER ADP COMMENTS
1. 2016.07.31 REVISED AS PER CITY COMMENTS
REVISION

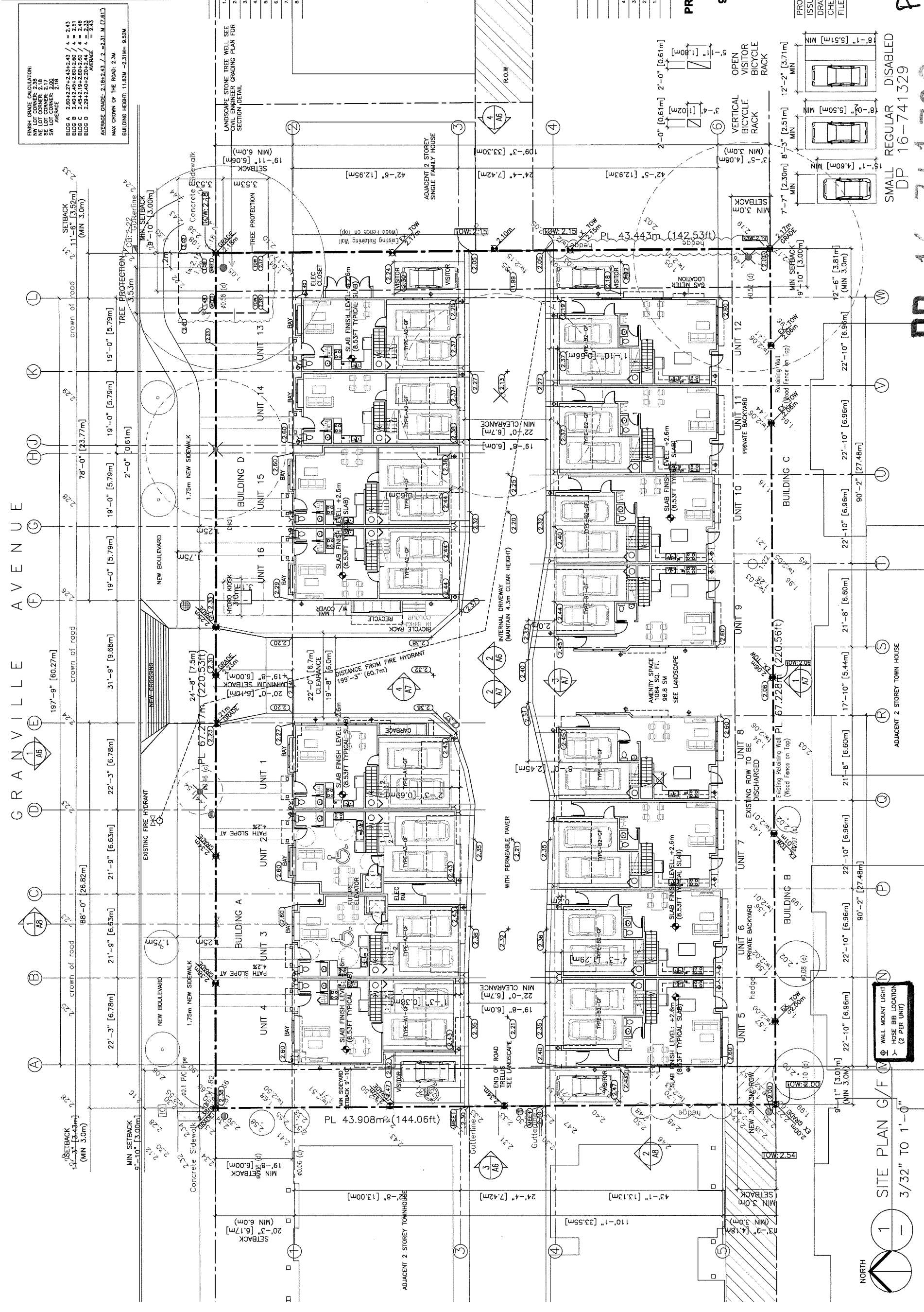
DEVELOPMENT PERMIT

ERIC LAW  
ARCHITECT

216 288 W. AVENUE VANCOUVER BC  
V6V 1K1  
TEL: (604) 505-2889  
FAX: (604) 505-2887  
eric.law.architect@gmail.com

FINISH GRADE CALCULATION:  
NW LOT CORNER: 2.38  
SE LOT CORNER: 2.17  
SW LOT CORNER: 2.02  
AVERAGE: 2.18  
BLDG A: 2.64+2.27+2.43+2.43 / 4 = 2.43  
BLDG B: 2.49+2.45+2.60+2.60 / 4 = 2.51  
BLDG C: 2.54+2.54+2.54+2.54 / 4 = 2.54  
BLDG D: 2.39+2.40+2.20+2.44 / 4 = 2.33  
AVERAGE: 2.43  
AVERAGE GRADE: 2.18+2.43 / 2 = 2.31 M (7.61')  
MAX CROWN OF THE ROAD: 2.31M  
BUILDING HEIGHT: 11.83M - 2.31M = 9.52M

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PROPOSED TOWNHOUSE  
AT  
9580 GRANVILLE AVE  
RICHMOND BC  
SITE PLAN G/F

4. 2018.12.21 REVISED AS PER CITY'S EMAIL COMMENTS  
3. 2018.12.07 REVISED AS PER CITY'S EMAIL COMMENTS  
2. 2017.10.30 REVISED AS PER ADP COMMENTS  
1. 2016.07.31 REVISED AS PER CITY COMMENTS  
REASON

PROJECT NUMBER: 14-30  
ISSUED: 2/19/2019  
DRAWN BY: EL  
CHECKED BY: EL  
FILENAME: 14-30\_NGU\_190219-DP.DWG

A2  
PLAN #1A  
DEVELOPMENT PERMIT  
FEB 19 2019

DP 16-741329  
SMALL REGULAR DISABLED  
16-741329



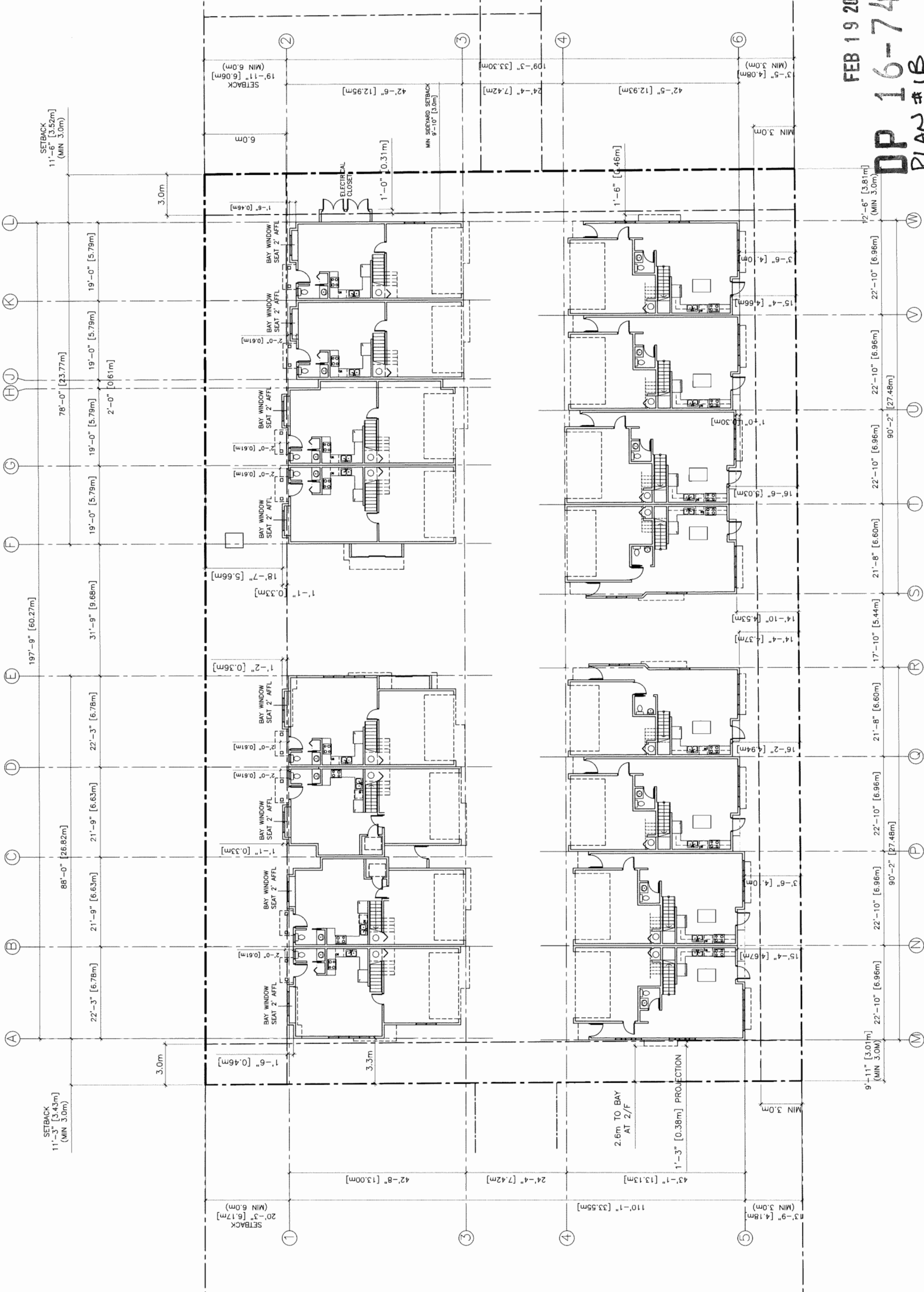
GRANVILLE AVENUE

ERIC LAW  
ARCHITECT

ericlawarchitect@gmail.com  
100-1008 WEST AVENUE, VANCOUVER BC  
V6N 1Y5  
TEL: (604) 565-5099  
FAX: (604) 909-2897

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PERMISSION.

REVISION	
1	2016.08.10 FOR DEVELOPMENT PERMIT APPLICATION
2	2016.07.31 FOR CITY REVIEW
3	2017.05.19 FOR CITY ADP REVIEW
4	2018.01.23 FOR CITY REVIEW
5	2018.07.10 FOR CITY REVIEW
6	2018.12.07 FOR CITY REVIEW
7	2019.01.25 FOR CITY REVIEW



PROPOSED TOWNHOUSE  
AT  
9580 GRANVILLE AVE  
RICHMOND BC  
ENVELOPE PROJECTIONS

PROJECT NUMBER:14-30
ISSUED: 1/25/2019
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 14-30_NGU_190125-DP.DWG

FEB 19 2019

DP 16-741329  
PLAN #16

A2A

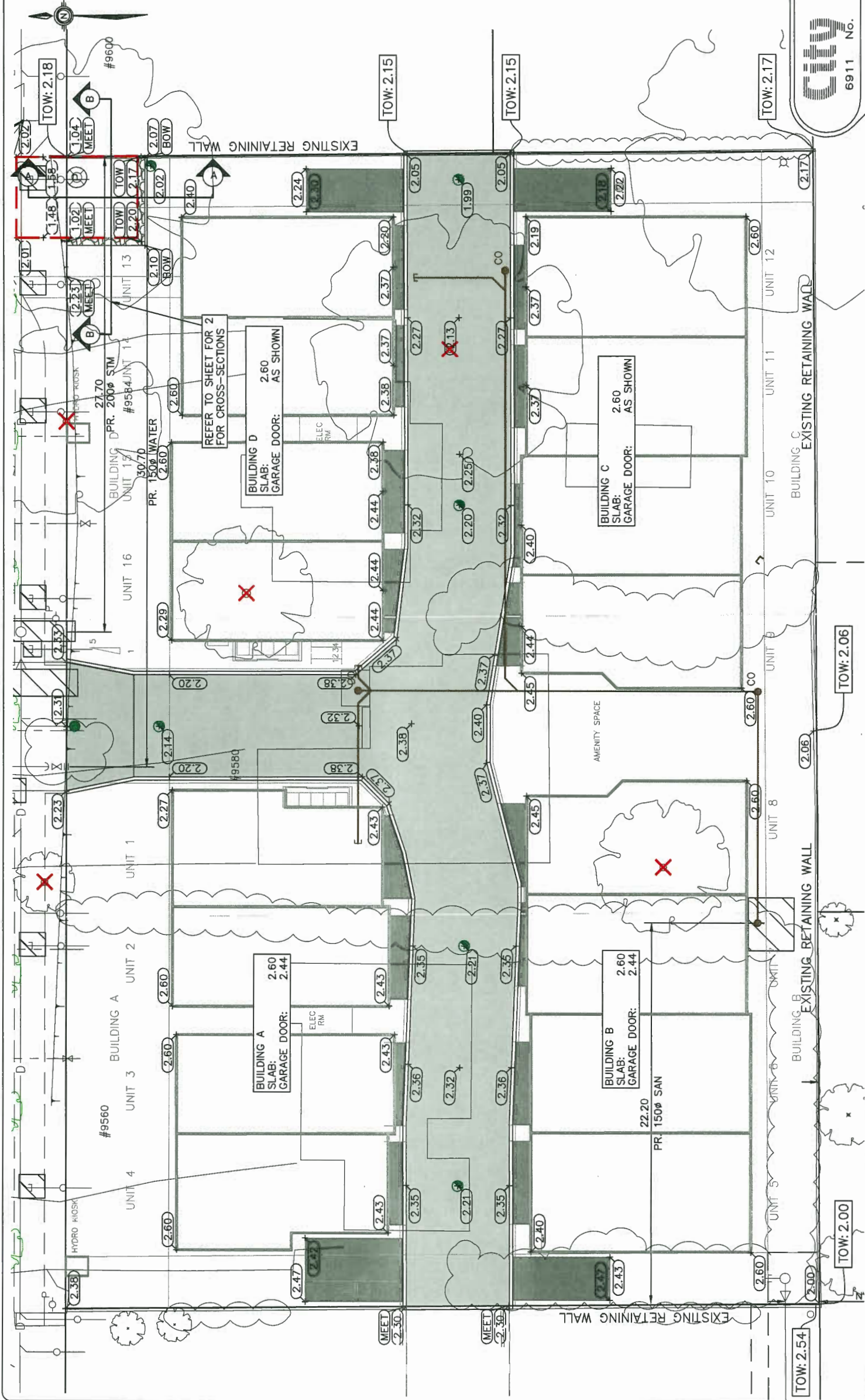
DP 16-741329

DEVELOPMENT PERMIT









AREA(m <sup>2</sup> )	2910
CUT (m <sup>3</sup> )	0.5
FILL (m <sup>3</sup> )	2767
NET (m <sup>3</sup> )	2766.5 (FILL)

LEGEND	
X	TREE TO BE REMOVED
P	TREE TO BE PRESERVED
---	TREE PROTECTION FENCE

FEB 19 2019  
PLAN #1D

DP 10-741329

City of Richmond  
6911 No. 3 ROAD RICHMOND B.C. V6Y 2C1

**CoreConcept** tel : 604.249.5040  
CONSULTING LTD. fax : 604.249.5041  
#220-2639 Viking Way, Richmond, BC, V6V 3B7  
www.coreconceptconsulting.com

KHALID HASAN

Core Concept Consulting Project No. 14078  
DWG. 1 OF 1

REV'N	DATE	BY	CH.	DESCRIPTION
2.	26 JUN 2018	AR	BTR	FOR CITY REVIEW
1.	16 APR 2018	LL	BTR	FOR DISCUSSION PURPOSES
0.	08 DEC 2016	BTR	RF	FOR DISCUSSION PURPOSES

REVISIONS

26 JUN 2018	
-------------	--

TITLE:		LOT GRADING	
DESIGN:	BTR	CITY FILE: ----	
DRAWN:	HH	9560, 9580 AND 9584 GRANVILLE AVE	
CHECKED:	BD	SCALE: 1 : 250	DATE: AUG 2014
ENGINEER:	RF	SEC. No.: 15-4-6	SHT No.: 1 OF 2







DATE	ISSUED FOR	REV
2018-12-06	DP SUBMISSION	0
2019-01-16	DP RE-SUBMISSION	A

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This drawing shall not be used for construction purposes until the seal appearing hereon is signed and dated by the Landscape Architect.

Consultants	
Civil:	Eric Law Architect
Ecology:	
Structural:	
Mechanical:	
Electrical:	



DV

Donald V. S. Duncan

DEVELOPMENT CONSULTANT

LANDSCAPE ARCHITECT

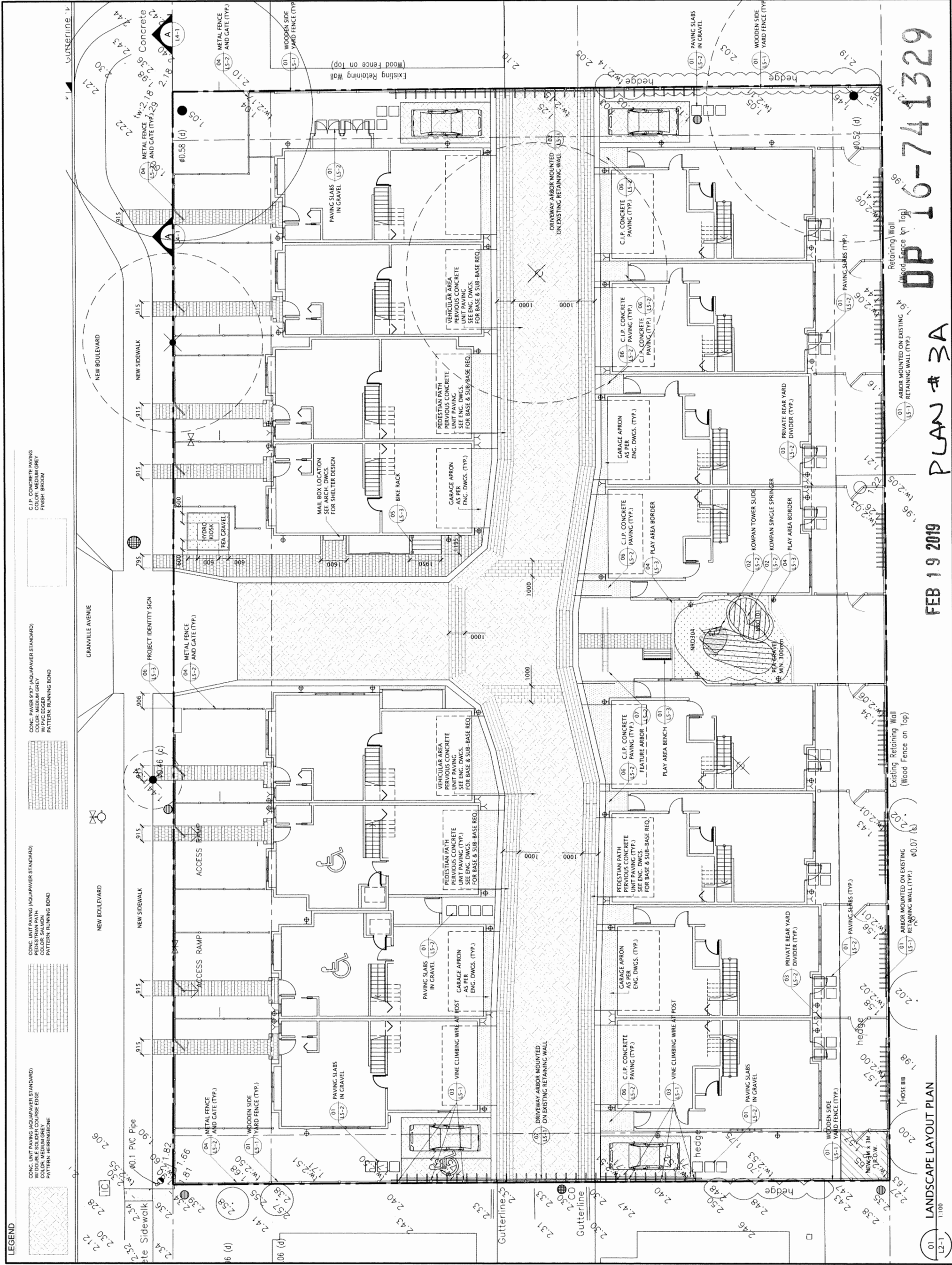
603 - 220 Eleventh Street  
New Westminster BC  
V6L 2A5  
778-791-4323  
divduncan@gmail.com

Project Leader
D. Duncan
Drawn by
D. Duncan
Revision

PROPOSED TOWNHOUSE  
9560 9580 9584 Granville Avenue  
Richmond, British Columbia  
Canada

Drawing Title  
**HARD LANDSCAPE**

Check Scale (may be photo reduced)	0 10mm
Project No.	18-0039
Drawing No.	L2-1



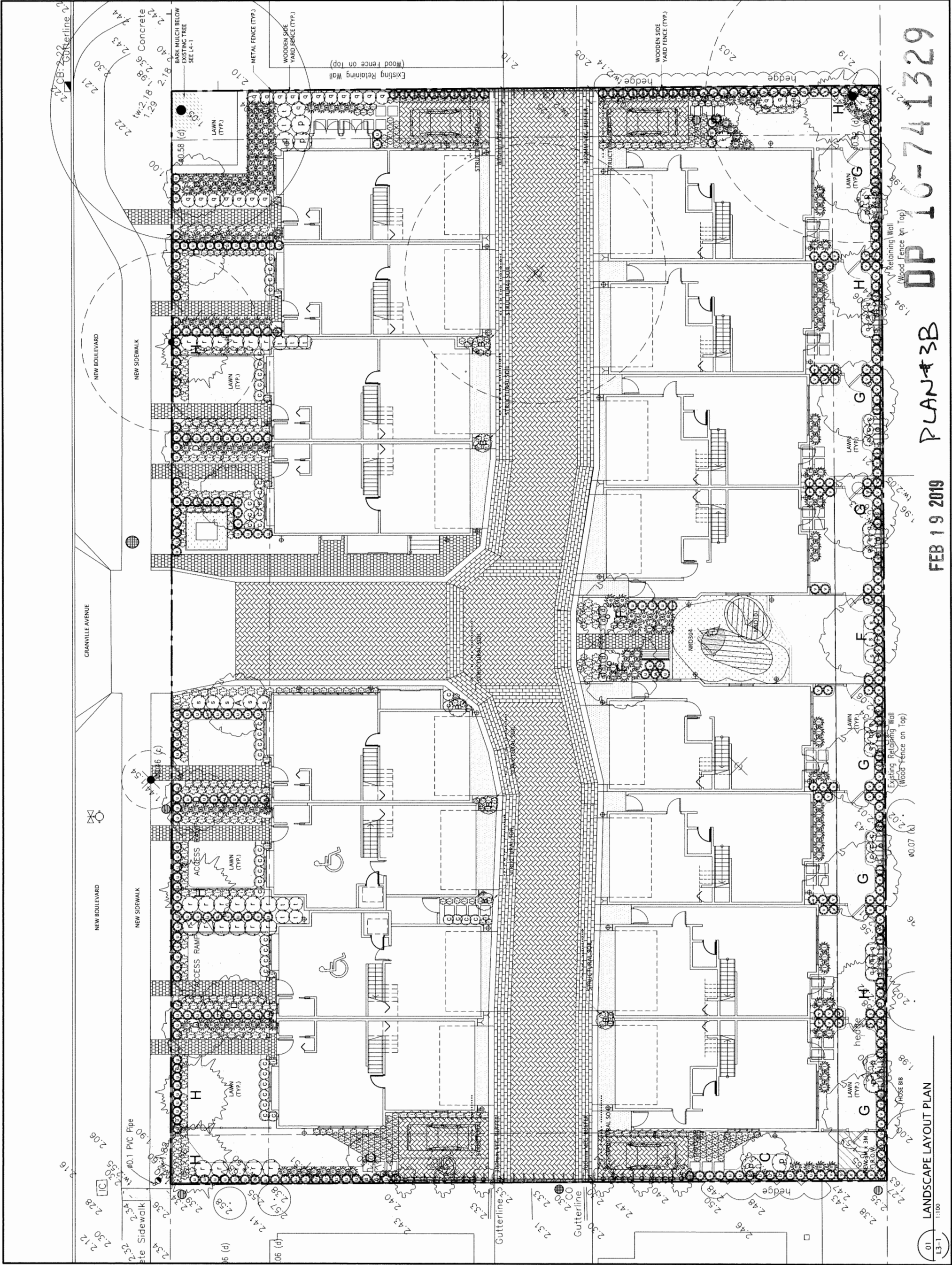
LANDSCAPE LAYOUT PLAN  
1:100

FEB 19 2019

PLAN # 3A

OP 16-741329





DATE	ISSUED FOR	REV
2018-12-06	DP SUBMISSION	0
2019-01-16	DP RE-SUBMISSION	A

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Civil:  
Ecology:  
Architectural:  
Structural:  
Mechanical:  
Electrical:



**DV** Donald V. S. Duncan  
**SID** DEVELOPMENT CONSULTANT  
LANDSCAPE ARCHITECT  
603 - 220 Eleventh Street  
New Westminster BC  
Canada V3M 6N9  
778-791-4923  
evsduncan@gmail.com

Revision	By	Date
A	D.Duncan	

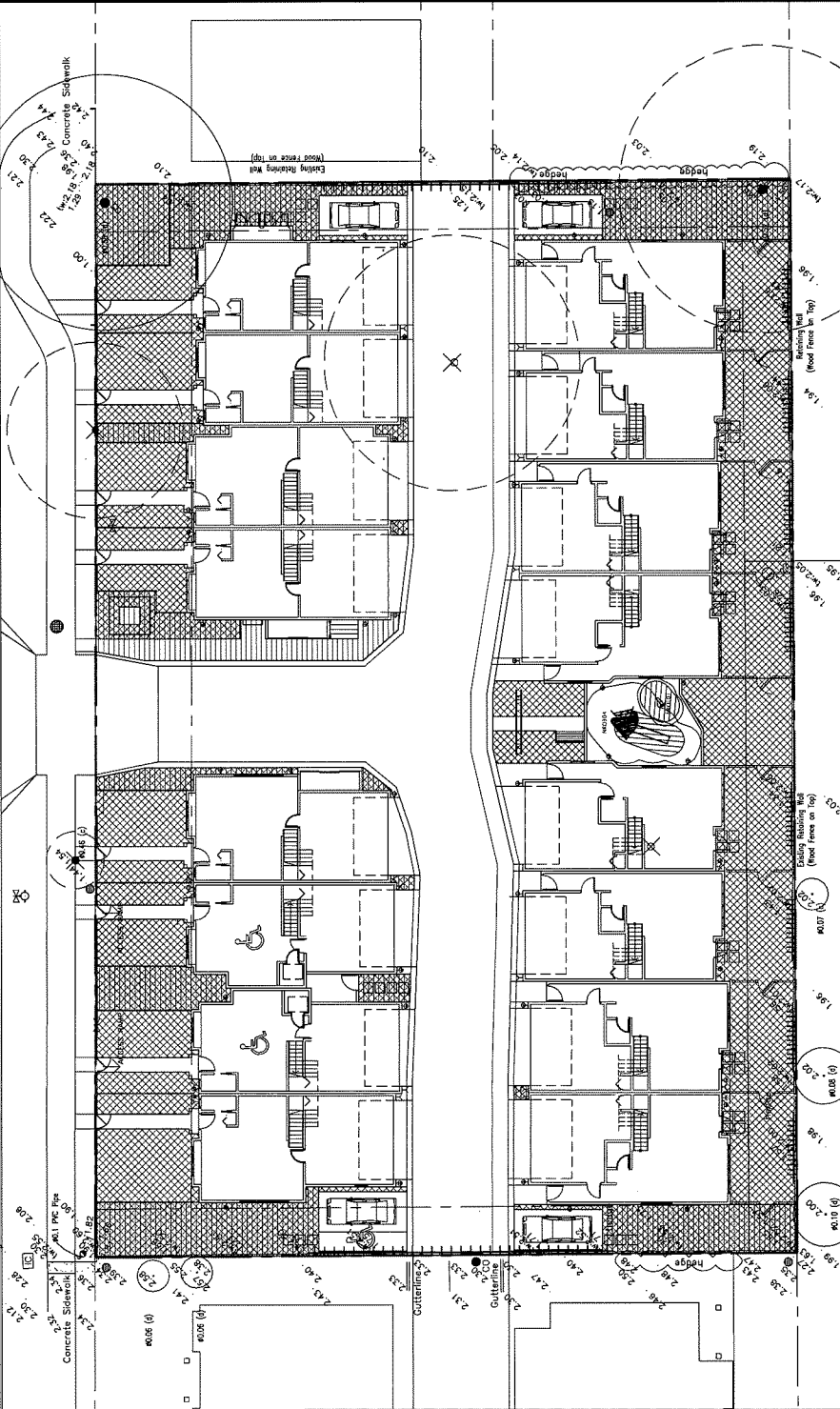
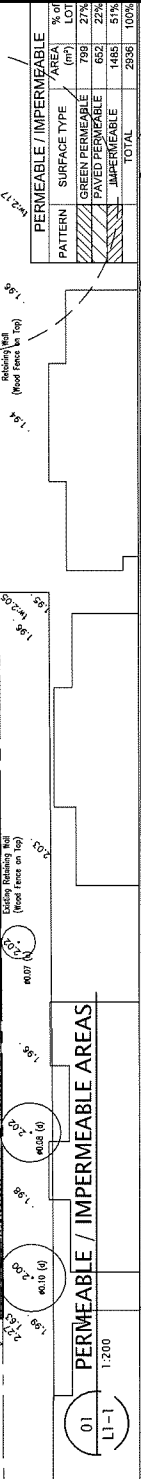
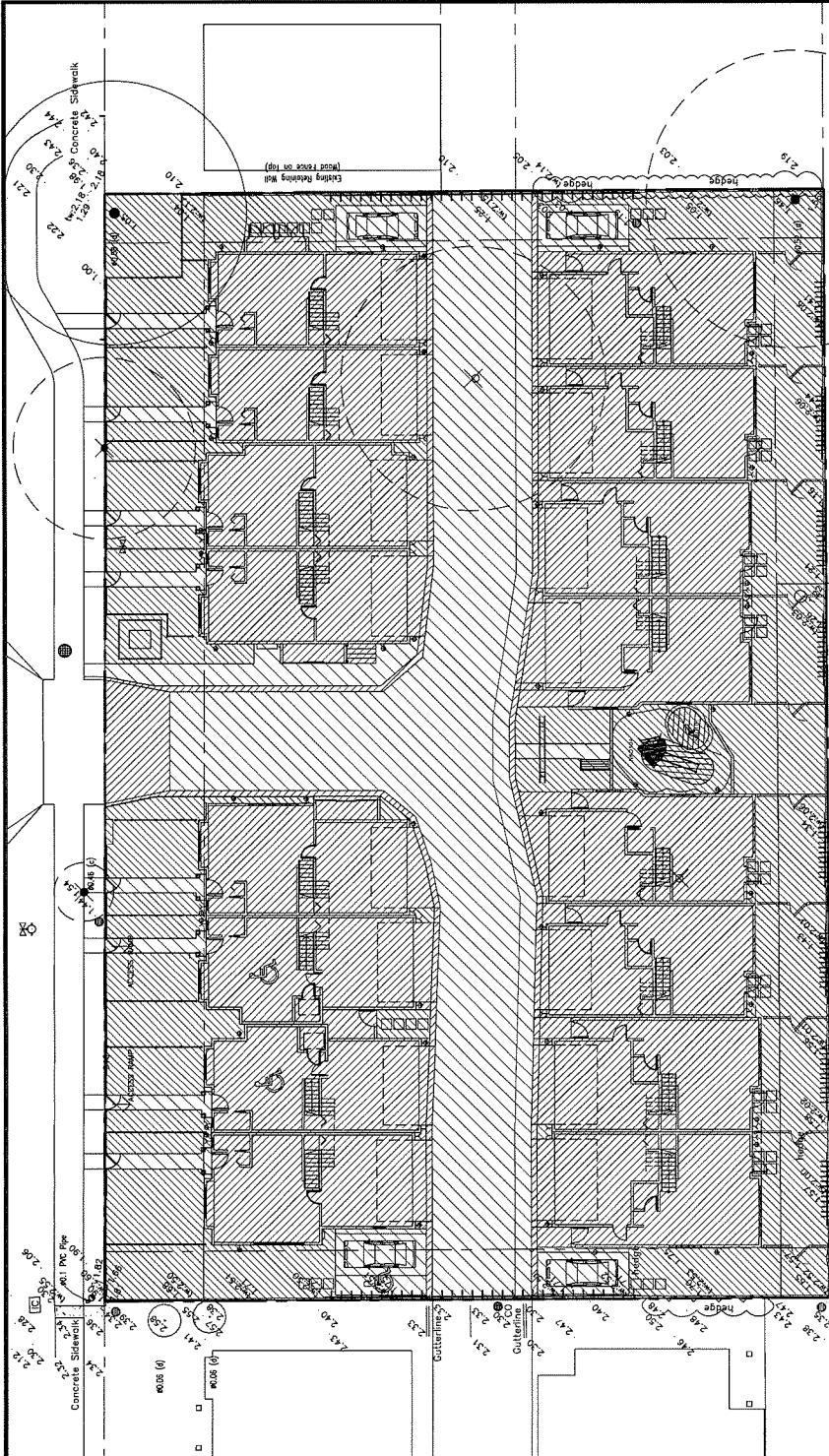
**PROPOSED TOWNHOUSE**  
9560 9580 9584 Granville Avenue  
Richmond, British Columbia  
Canada  
Drawing Title  
**SOFT LANDSCAPE**

Check Scale (may be photo reduced)  
1" = 10m  
Project No. 18-0039  
Drawing No. L3-1

1. COMPLIANCE, GOVERNMENT - ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY OF RICHMOND AND SHALL COMPLY WITH ALL STANDARDS AND REGULATIONS OF THE SAME. CONTRACTORS SHALL ENSURE COMPLIANCE OF ALL WORK PRIOR TO INSTALLATION.
2. COMPLIANCE, BCNTABCSLA - ALL MATERIAL, SHIPPING PROCEDURES, AND INSTALLATION OF LANDSCAPE ELEMENTS SHALL CONFORM TO LATEST EDITION OF BCNTABCSLA LANDSCAPE STANDARD AVAILABLE AT COMMENCEMENT OF WORK.
3. COMPLIANCE, MMCD - ALL WORKS SHALL CONFORM TO THE LATEST MMCD DETAILS AND SPECIFICATIONS AVAILABLE AT COMMENCEMENT OF WORK WHERE NO SPECIFIC DETAIL, NOTE OR SPECIFICATION IS PROVIDED IN THE DRAWING SET OR ATTACHED MATERIALS.
4. CONCRETE, FORMS - THE CONTRACTOR SHALL COMPARE DIMENSIONS PROVIDED WITH SITE CONDITIONS AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT AND THE ENGINEER. ONCE COMPLETED THE CONTRACTOR SHALL CALL FOR INSPECTION OF THE FORMS PRIOR TO PLACING STEEL REINFORCEMENT. CONTACT LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO DESIRED INSPECTION TIME.
5. CONCRETE REINFORCEMENT - ALL CONCRETE REINFORCEMENT SHALL BE INSPECTED AND APPROVED BY THE STRUCTURAL ENGINEER PRIOR TO POURING OF CONCRETE. CONTACT STRUCTURAL ENGINEER A MINIMUM OF 48 HOURS PRIOR TO DESIRED INSPECTION TIME.
6. GRADING, GENERAL - THE CONTRACTOR SHALL ESTABLISH GRADES SUCH THAT THERE IS, IN ALL AREAS, POSITIVE DRAINAGE TO AN ADJACENT DRAIN. MINIMUM SLOPES SHALL BE AS FOLLOWS.
- PEDESTRIAN PAVED AREAS 1%  
VEHICULAR PAVED AREAS 1%  
LAWN AREAS 2%  
PLANTED BEDS 5%
7. GRADING, ALLOWANCES AND TOPSOIL PLACEMENT - DEPTH OF PLANTING MEDIUM AFTER SETTLEMENT SHALL BE:
- ON GRADE  
GRASS AREAS - 150 mm  
SHRUB BEDS - 450 mm  
GROUND COVER AREAS - 450 mm  
TREES - 300 mm ALL AROUND ROOTBALL
- N.B. ALL SOIL SHALL BE TESTED NOT MORE THAN 14 DAYS PRIOR TO INSTALLATION ON SITE. TESTING SHALL BE SPECIFIC TO THIS WORK. CONTRACTOR SHALL AMEND THE SOIL ACCORDING TO THE RECOMMENDATIONS OF THE SOILS TESTING LAB.
8. PLANT MATERIAL, QUANTITIES - CONTRACTOR SHALL CONFIRM ALL PLANT MATERIAL QUANTITIES. ANY DISCREPANCIES BETWEEN THE PLANT LIST AND THE DRAWING SHALL BE REPORTED TO THE CONSULTANT. IN CASE OF DISCREPANCY CONTRACTOR SHALL INSTALL PLANT MATERIAL AS PER DRAWING. IN CIRCUMSTANCES WHERE THERE IS A DISCREPANCY BETWEEN GROUND COVER QUANTITY AND SPACING THE SPACING REQUIREMENT WILL PREVAIL.
9. PLANT MATERIAL, SUBSTITUTIONS - NO SUBSTITUTIONS TO PLANT LIST SHALL BE MADE BY CONTRACTOR WITHOUT PRIOR WRITTEN AUTHORIZATION FROM CONSULTANT.
10. PLANT MATERIAL - ALL PLANT MATERIAL SHALL MEET MINIMUM SIZE REQUIREMENTS AS INDICATED IN THE PLANT LIST.
11. TREE LOCATIONS - TREES SHALL NOT BE PLANTED WITHIN 3 METRES OF BUILDING FOUNDATIONS, RETAINING WALLS OR FENCES EXCEPT AS SPECIFICALLY NOTED ON THE PLANTING PLAN. TREES IN LAWN AREAS SHALL BE LOCATED WITHIN A MINIMUM 1 METRE DIAMETER MULCHED RING.
12. SODDING, BOULEVARD - CONTRACTOR SHALL INSTALL TOP SOIL AND TURF WITHIN ALL STREET BOULEVARDS. SODDING SHALL CONTINUE ALONG SUCH BOULEVARDS TO THE EDGE OF DISTURBANCE OR TO THE BOUNDARY OF THE WORK AS DEFINED ON SITE BY THE LANDSCAPE ARCHITECT.
13. MULCH - PLANTING AREAS SHALL BE MULCHED WITH 50 MM OF HEMPIRE BARK MULCH. THE USE OF CEDAR MULCH OR ANY MIX CONTAINING CEDAR IS NOT PERMITTED.
14. IRRIGATION - AN IRRIGATION SYSTEM SHALL BE INSTALLED AS A DESIGN/BUILD BY AN ACCREDITED IRRIGATION CONTRACTOR. THE SYSTEM SHALL PROVIDE FULL COVERAGE. THE GENERAL CONTRACTOR SHALL PROVIDE SLEEVES AND CORING AS NECESSARY. A PLAN OF THE PROPOSED SYSTEM SHALL BE PROVIDED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.

PLANT LIST			
Quantity	Symbols	Botanical Name	Common Name
<b>Trees</b>			
2	A	<i>Cornus florida</i> 'Cherokee Chief'	Red Flowering Dogwood
6	B	<i>Prunus serotina</i> 'Amanogawa'	16cm cal B&B 8cm cal B&B
3	C	<i>Cornus mas</i>	8cm cal B&B
3	D	<i>Syrax japonica</i>	8cm cal B&B
3	F	<i>Prunus yedoensis</i> 'Akebono'	8cm cal B&B
6	G	<i>Betula jacquemontii</i>	8cm cal B&B
7	H	<i>Pinus nigra</i>	3m High, B&B
<b>Shrubs, Perennials &amp; Grasses</b>			
49	c	<i>Azalea japonica</i> 'Ward's Ruby'	Evergreen Azalea
5	d	<i>Azalea japonica</i> 'Diamant Lachs'	Evergreen Azalea
7	e	<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	Foerster's Reed Grass
250	f	<i>Festuca idahoensis</i>	Idaho Blue Fescue
273	i	<i>Carex morrowii</i> 'Aureovariegata'	Variegated Sedge
4*	k	<i>Polystichum munim</i>	Western Sword Fern
53	l	<i>Helictotrichon sempervirens</i>	Blue Oak Grass
68	m	<i>Iris sibirica</i> 'Ficht of Butterflies'	Siberian Iris
8	n	<i>Hemerocallis</i> 'Black-eyed Stella'	Daylily
16	o	<i>Clematis armandi</i>	Evergreen Clematis
9	p	<i>Cornus sericea</i>	Redtwig Dogwood
34	q	<i>Rhododendron</i> 'Elizabeth'	Rhododendron
25	r	<i>Rhododendron</i> 'Mary Fleming'	Rhododendron
68	s	<i>Rose mediland</i> 'La Seviliana'	Rose
9	t	<i>Skimmia japonica</i> 'Reevesiana'	Skimmia Fortunei
223	u	<i>Taxus x media</i> 'Hicksii'	Hick's Yew
150	v	<i>Thuja occidentalis</i> 'Smaragd'	Emerald Green Cedar

PLANT LIST



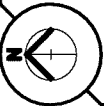
DATE	ISSUED FOR	REV
2018-12-06	DP SUBMISSION	0
2019-01-16	DP RE-SUBMISSION	A

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Consultants	
Civil:	Eric Law Architect
Ecology:	
Architectural:	
Structural:	
Electrical:	



**DIV** Donald V. S. Duncan  
**DEVELOPMENT CONSULTANT**  
**SD** LANDSCAPE ARCHITECT

603 - 220 Eleventh Street  
New Westminster BC  
Canada V3M 6N9  
778-791-4223  
evsduncan@gmail.com

A	Project Leader	D.Duncan
	Drawn by	D.Duncan
	Revision	D.Duncan

**PROPOSED TOWNHOUSE**  
9560 9580 9584 Granville Avenue  
Richmond, British Columbia  
Canada

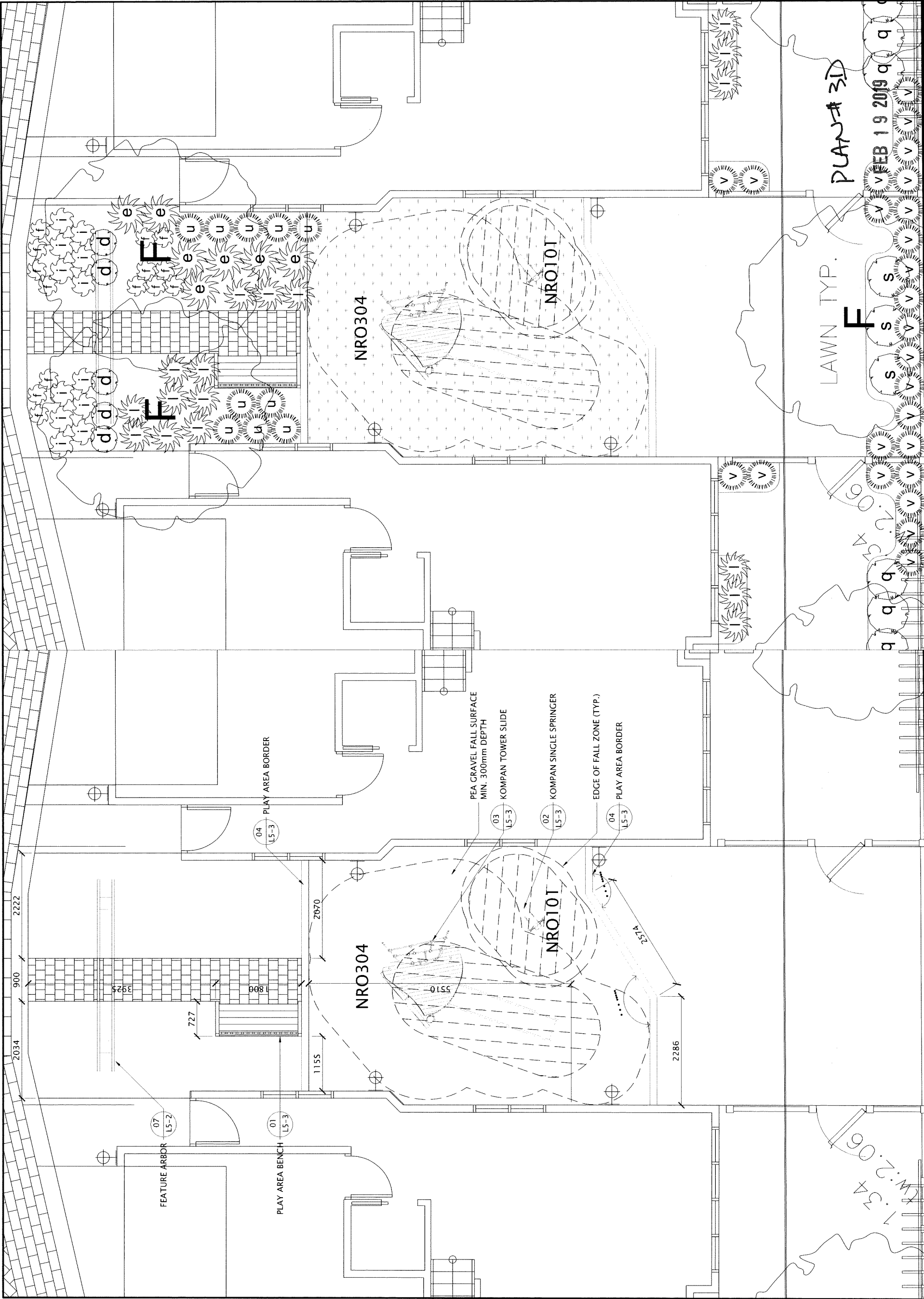
**INFORMATION**

Check Scale (may be photo reduced)	0 10mm
Project No.	18-0039
Drawing No.	L1-1

PLAN #3C

DP 10-741329

FEB 19 2019



DATE	ISSUED FOR	REV
2018-12-06	DP SUBMISSION	0
2019-01-16	DP RE-SUBMISSION	A

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This drawing shall not be used for construction purposes without the approval of the Landscape Architect.

Consultants
Civil: Ecology: Architectural: Structural: Mechanical: Electrical:

Donald V. S. Duncan  
DEVELOPMENT CONSULTANT  
LANDSCAPE ARCHITECT

603 - 320 Eleventh Street  
New Westminster BC  
Canada V3M 6N9  
778-791-4323  
dvsduncan@gmail.com

Revision	Project Leader	Drawn by
A	D. Duncan	D. Duncan
PROPOSED TOWNHOUSE 9560 9580 9584 Granville Avenue Richmond, British Columbia Canada		
Drawing Title AMENITY AREA		
Check Scale (may be photo reduced) 0 1 inch 0 10mm		
Project No. 18-0039		
Drawing No. L3-2		



DATE	ISSUED FOR	REV
2018-12-06	DP SUBMISSION	0
2019-01-16	DP RE-SUBMISSION	A
2019-02-07	DP RE-SUBMISSION	B

--

--

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Consultants	
Civil: Ecology: Architectural: Structural: Mechanical: Electrical:	 Eric Law Architect



**Donald V. S. Duncan**  
DEVELOPMENT CONSULTANT  
LANDSCAPE ARCHITECT

603 - 220 Eleventh Street  
New Westminster BC  
Canada V3M 6K9  
778-791-4333  
dvsduncan@gmail.com

B	Project Leader
	Duncan
Revision	Drawn by
	D. Duncan

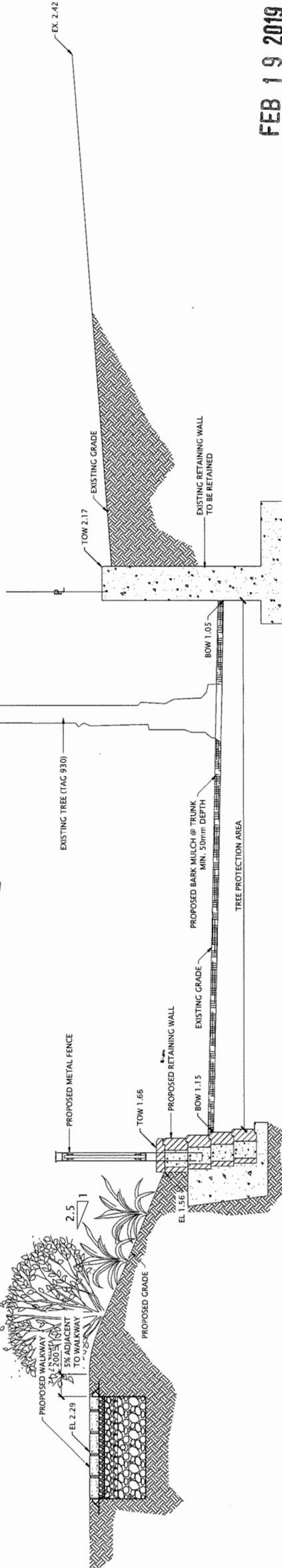
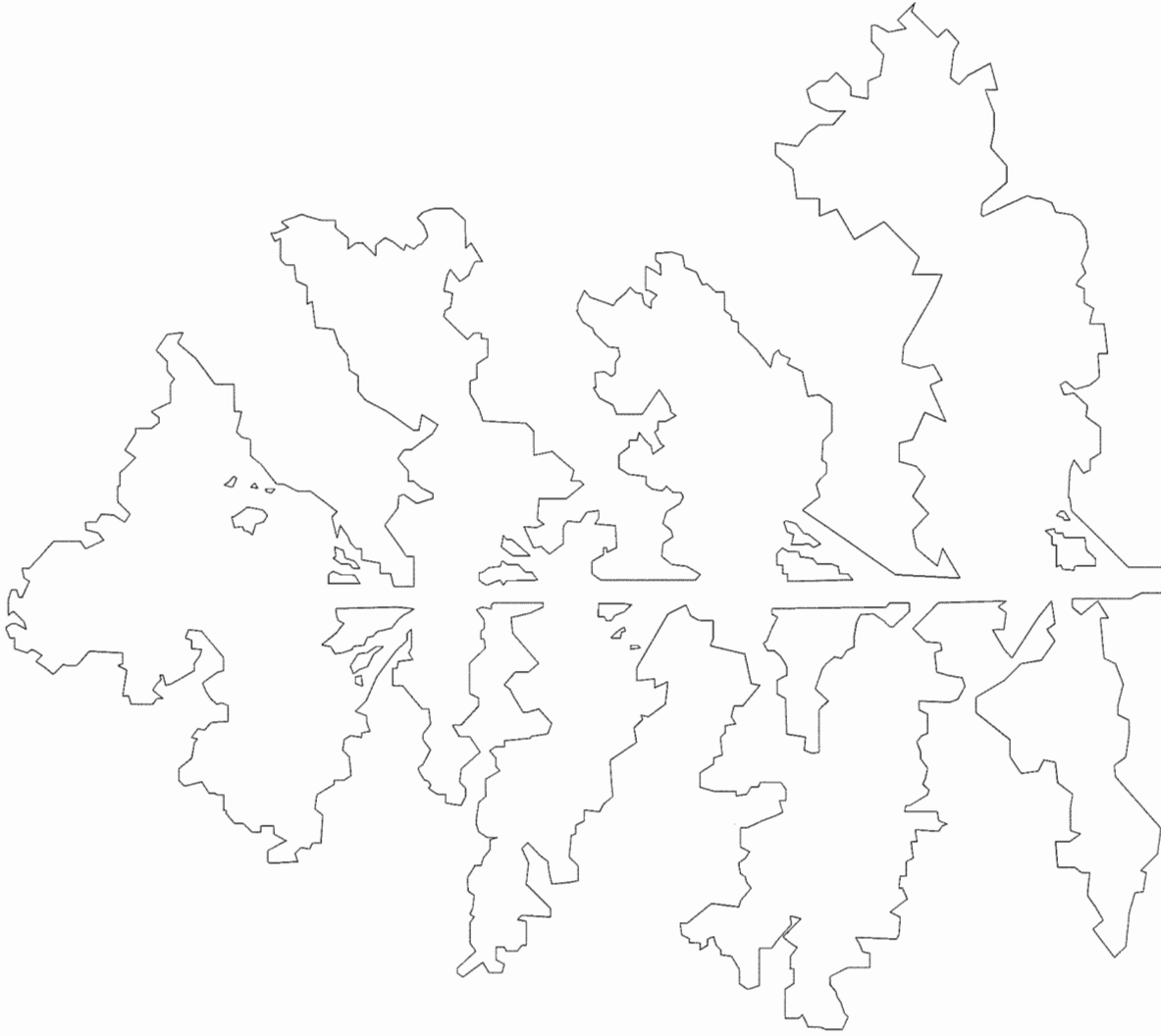
PROPOSED TOWNHOUSE  
9560 9580 9584 Cranville Avenue  
Richmond, British Columbia  
Canada

Drawing Title  
**TREE 930 SECTION**

Check Scale (may be photo reduced) 0, 10mm

Project No. 18-0039

Drawing No. L4-1



FEB 19 2019

PLAN # 3E

DP 10-741329

SECTION A-A @ PROPERTY LINE (NORTHEAST CORNER)

1:20

01  
L4-1

DATE

ISSUED FOR

REV

2018-12-06

DP SUBMISSION

0

2019-01-16

DP RE-SUBMISSION

A

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This drawing shall not be used for construction purposes until the seal appearing hereon is signed and dated by the Landscape Architect.

Civil:

Ecology:

Architectural:

Structural:

Mechanical:

Electrical:

Consultants

Eric Law Architect

Donald V. S. Duncan

DEVELOPMENT CONSULTANT

LANDSCAPE ARCHITECT

603 - 220 Eleventh Street

New Westminster BC

Canada V3M 6N9

778-791-4323

dvsduncan@gmail.com

Project Leader

D. Duncan

Drawn by

Revision

D. Duncan

PROPOSED TOWNHOUSE

9560 9580 9584 Granville Avenue

Richmond, British Columbia

Canada

Drawing Title

HARD LANDSCAPE

Check Scale (may be photo reduced)

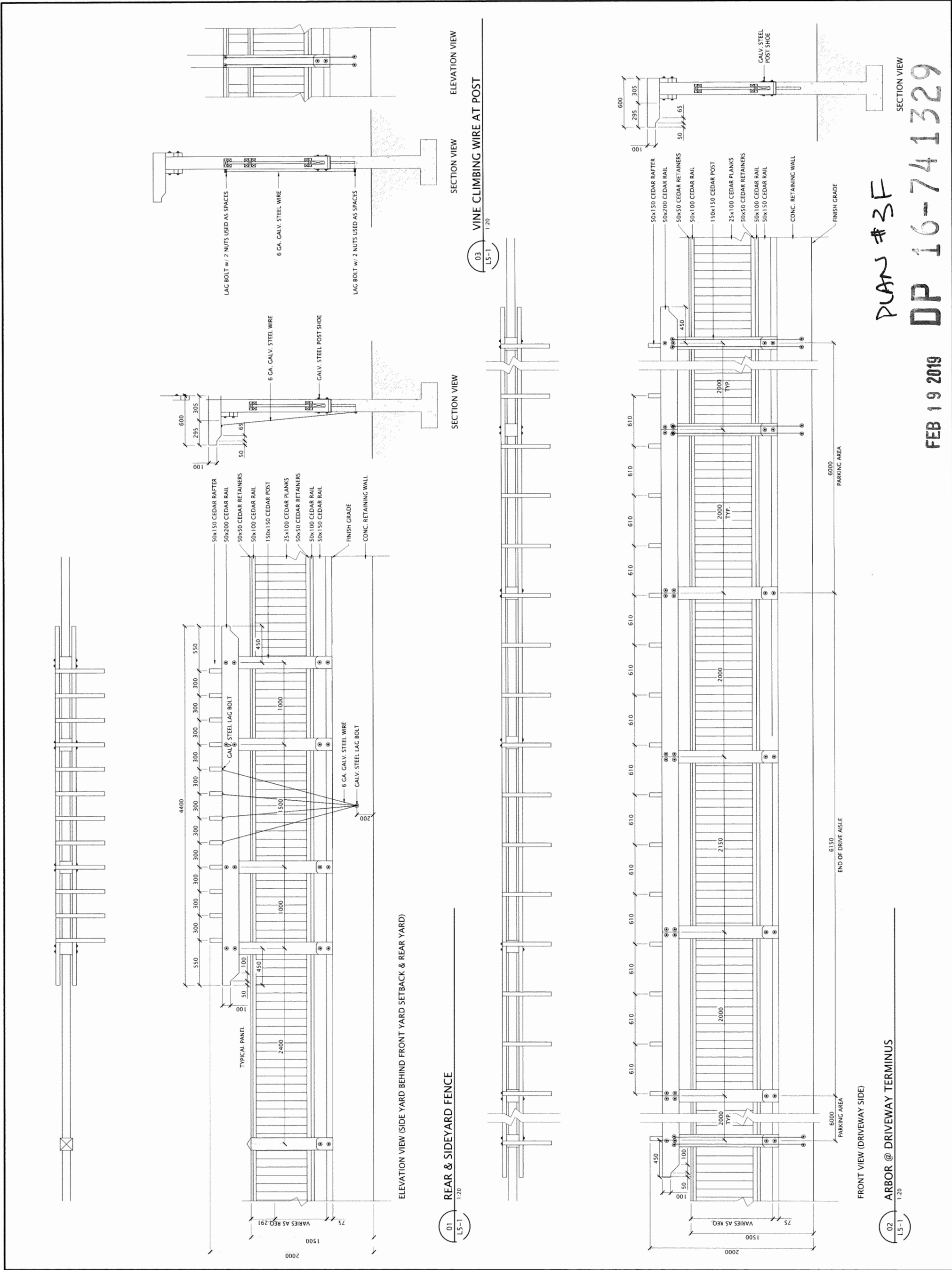
0 10mm

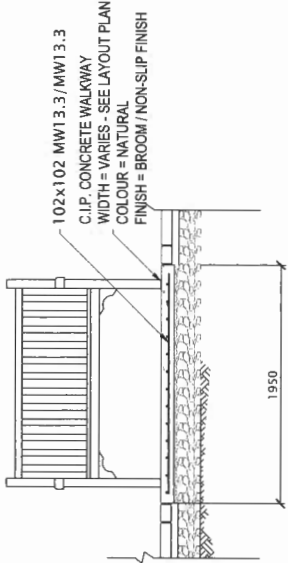
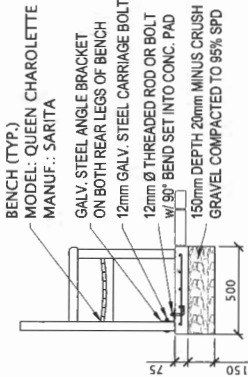
Project No.

18-0039

Drawing No.

L5-1

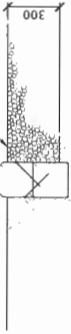




01 PLAY AREA BENCH

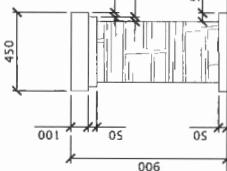
L5-3 1:20

200x200 P/T (CYANIDE/ARSENIC FREE) HEM/FIR PLAY AREA BORDER  
CHAMFER EDGES OF UPPER BEAM 25mm  
MIN. 300mm DEPTH PEA GRAVEL

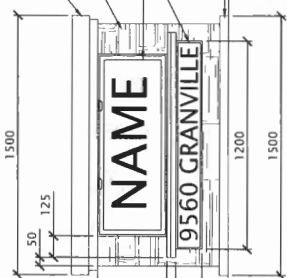


04 PLAY AREA BORDER

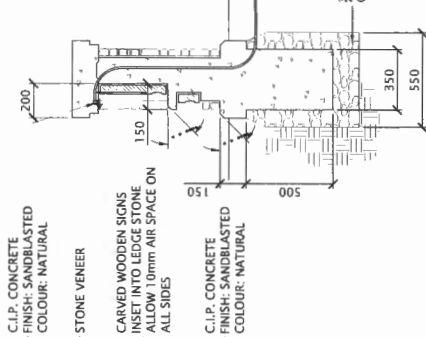
L5-3 1:20



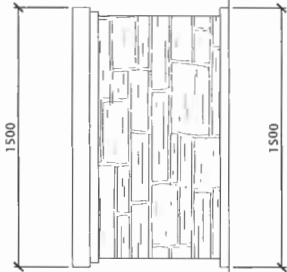
SIDE VIEW



SIGN - FRONT ELEVATION



SECTION



SIGN - REAR ELEVATION

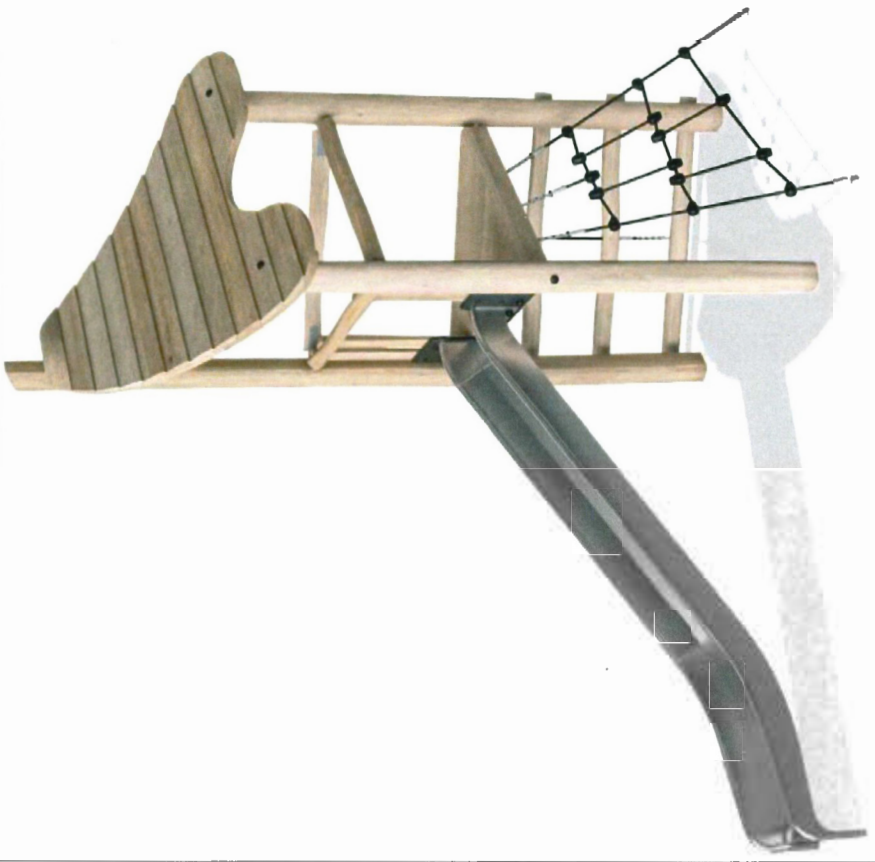


NRO101 SINGLE SPRINGER

KOMPAN TOYS TO BE INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS AND BEST PRACTICES.

02 KOMPAN RIDE-ON TOY

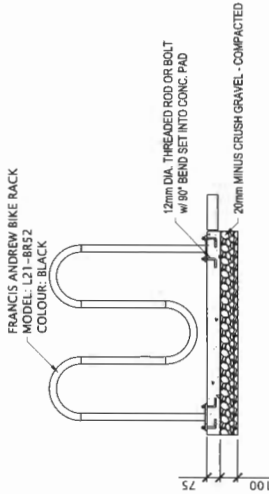
L5-3 N.T.S.



KOMPAN NRO304 TOWER SLIDE

03 KOMPAN TOWER SLIDE

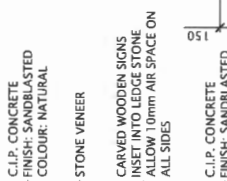
L5-3 1:20



05 BIKE RACK

L5-3 1:20

WALL MOUNTED LIGHTING FIXTURE  
MANUFACTURER: DVI LIGHTING  
MODEL: TERRA NOVA DVP10707  
COLOUR: BLACK  
NOTE: Z @ 300mm O.C.



SIGN - FRONT ELEVATION

SIDE VIEW

06 CONCEPTUAL IDENTITY SIGN

L5-3 1:20

DATE	ISSUED FOR	REV
2018-12-06	DP SUBMISSION	0
2019-01-16	DP RE-SUBMISSION	A

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Consultants	
Civil:	
Ecology:	
Structural:	Eric Law Architect
Mechanical:	
Electrical:	



**DV** **SID** Donald V. S. Duncan  
DEVELOPMENT CONSULTANT  
LANDSCAPE ARCHITECT

603 - 220 Eleventh Street  
New Westminster BC  
Canada V3V 8N9  
778-791-1422  
dvsduncan@gmail.com

Project Leader	
Drawn by	D.Duncan
Revision	D.Duncan

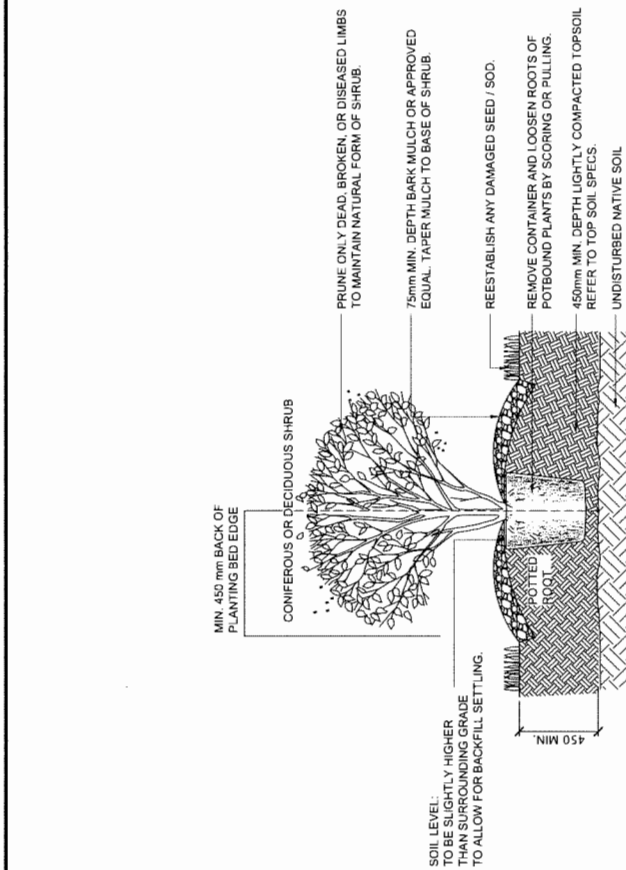
PROPOSED TOWNHOUSE  
9560 9580 9584 Granville Avenue  
Richmond, British Columbia  
Canada

Drawing Title  
**HARD LANDSCAPE**

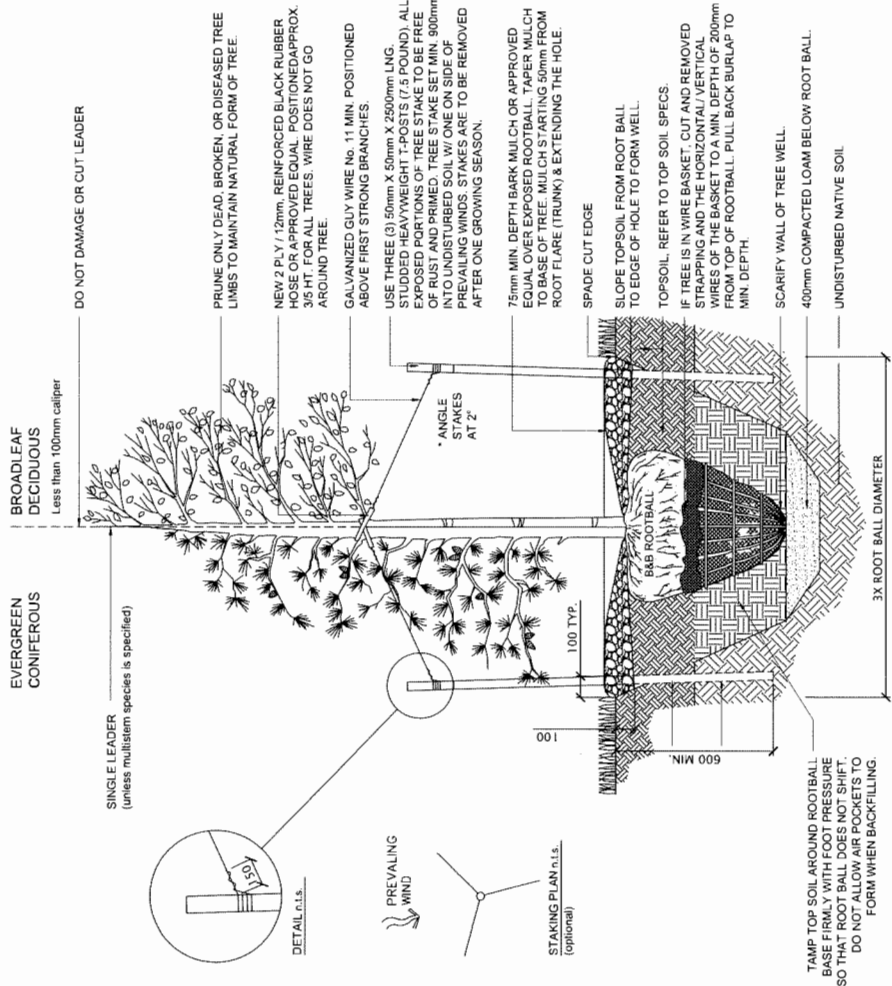
Check Scale (may be photo reduced)  
0 10mm  
0 1 inch

Project No. 18-0039  
Drawing No. L5-3

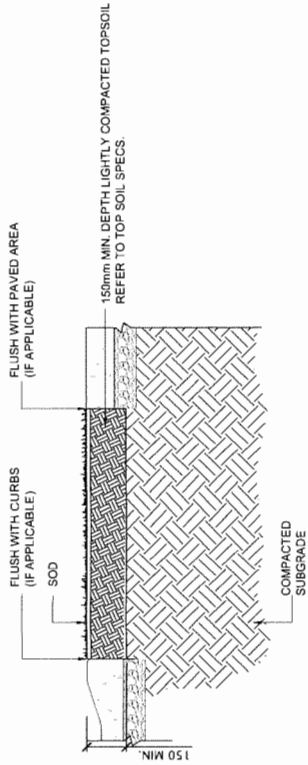
PLAN # 3H FEB 19 2019  
DP 16-741329



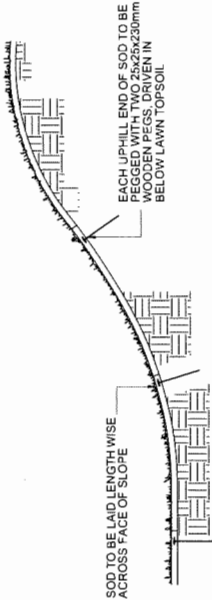
01 SHRUB INSTALLATION  
LS-4 N.T.S.



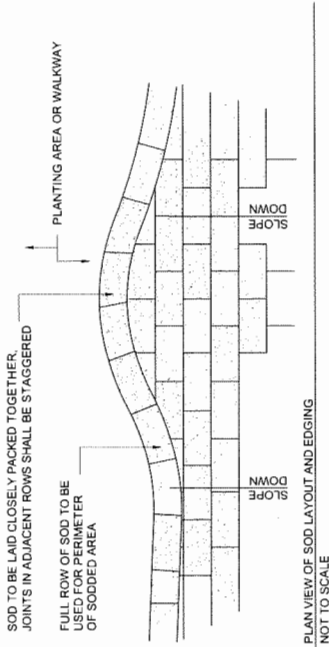
02 TREE INSTALLATION  
LS-4 N.T.S.



SECTION THROUGH SOD



CROSS-SECTION OF 3H:1V SLOPE



03 LAWN INSTALLATION  
LS-4 N.T.S.

DATE	ISSUED FOR	REV
2018-12-06	DP SUBMISSION	0
2019-01-16	DP RE-SUBMISSION	A

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Consultants

Civil:  
Ecology:  
Architectural:  
Structural:  
Mechanical:  
Electrical:

Eric Law Architect



**DV SD** Donald V. S. Duncan  
DEVELOPMENT CONSULTANT  
LANDSCAPE ARCHITECT

603 - 220 Eleventh Street  
New Westminster BC  
Canada V3L 6N9  
779-1432  
dvduncan@gmail.com

Revision	Drawn by	Project Leader
A	D.Duncan	D.Duncan

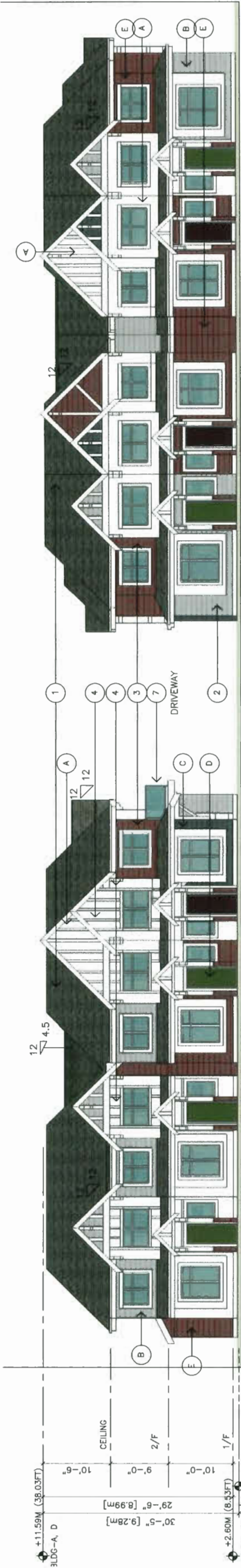
PROPOSED TOWNHOUSE  
9560 9580 9584 Granville Avenue  
Richmond, British Columbia  
Canada

Drawing Title  
SOFT LANDSCAPE

Check Scale (may be photo reduced)	0 10mm
Project No.	18-0039
Drawing No.	L5-4

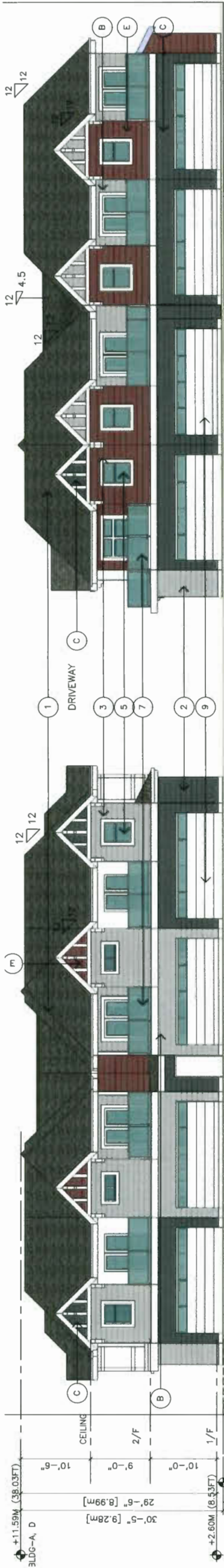
PLAN # 3 I FEB 19 2019  
DP 16-741329





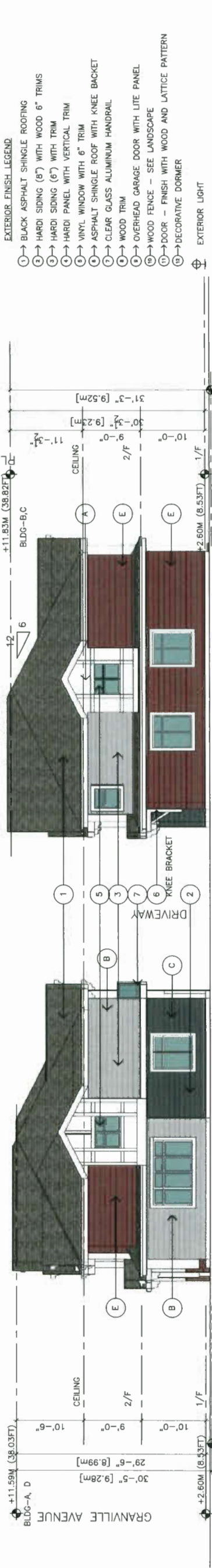
1 NORTH ELEVATION (FACING GRANVILLE AVE)

A6 1/8" TO 1'-0"



2 SOUTH ELEVATION (FACING INTERNAL AISLE)

A6 1/8" TO 1'-0"



3 WEST ELEVATION

A6 1/8" TO 1'-0"



4 EAST ELEVATION

A6 1/8" TO 1'-0"

ERIC LAW  
ARCHITECT

ericlaw.architect@gmail.com  
11518 108 WEST AVENUE VANCOUVER BC  
V5T 1N2  
TEL: (604) 505-2099  
FAX: (604) 809-2897

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ISSUED
1. 2016.08.10 FOR DEVELOPMENT PERMIT APPLICATION
2. 2016.07.31 FOR CITY REVIEW
3. 2017.06.19 FOR CITY ADP REVIEW
4. 2018.01.23 FOR CITY REVIEW
5. 2018.07.10 FOR CITY REVIEW
6. 2018.12.07 FOR CITY REVIEW
7. 2019.01.25 FOR CITY REVIEW

4. 2018.12.21 REVISED AS PER CITY'S EMAIL COMMENTS
3. 2018.12.07 REVISED AS PER CITY'S EMAIL COMMENTS
2. 2017.10.30 REVISED AS PER ADP COMMENTS
1. 2016.07.31 REVISED AS PER CITY COMMENTS
REVISION

PROPOSED TOWNHOUSE  
AT

9560-9584 GRANVILLE AVE  
RICHMOND BC

ELEVATIONS

PROJECT NUMBER: 14-30
ISSUED: 1/25/2019
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 14-30_NGU_190125-DP.DWG

A11

DEVELOPMENT PERMIT

DP 16-741329 PLAN #4 DP 16-741329 FEB 19 2019

SEE OF  
FOR OF

- EXTERIOR FINISH LEGEND
- 1 -> BLACK ASPHALT SHINGLE ROOFING
  - 2 -> HARDI SIDING (6") WITH WOOD 6" TRIMS
  - 3 -> HARDI SIDING (6") WITH TRIM
  - 4 -> HARDI PANEL WITH VERTICAL TRIM
  - 5 -> VINYL WINDOW WITH 6" TRIM
  - 6 -> ASPHALT SHINGLE ROOF WITH KNEE BRACKET
  - 7 -> CLEAR GLASS ALUMINUM HANDRAIL
  - 8 -> WOOD TRIM
  - 9 -> OVERHEAD GARAGE DOOR WITH LITE PANEL
  - 10 -> WOOD FENCE - SEE LANDSCAPE
  - 11 -> DOOR - FINISH WITH WOOD AND LATTICE PATTERN
  - 12 -> DECORATIVE DORMER

- EXTERIOR COLOUR
- A -> HARDIE COLOUR PLUS PREFINISH ARCTIC WHITE
  - B -> HARDIE COLOUR PLUS PREFINISH PEARL GREY
  - C -> HARDIE COLOUR PLUS PREFINISH EVENING BLUE
  - D -> MATCH HARDIE COLOUR PLUS PREFINISH MOUNTAIN SAGE
  - E -> HARDIE COLOUR PLUS PREFINISH COUNTRYLANE RED

ALL HARDIE TRIM OR CORNER TRIM SHALL BE WHITE

ALL WINDOW TRIM COLOUR SHALL BE WHITE

ALL GARAGE DOOR SHALL BE WHITE

ALL SECONDARY DOOR SHALL BE WHITE

- COLOUR LEGEND
- A ->
  - B ->
  - C ->
  - D ->
  - E ->





	ISSUED
1.	2016.08.10 FOR DEVELOPMENT PERMIT APPLICATION
2.	2016.07.31 FOR CITY REVIEW
3.	2017.09.19 FOR CITY ADP REVIEW
4.	2018.01.23 FOR CITY REVIEW
5.	2018.07.10 FOR CITY REVIEW
6.	2018.12.07 FOR CITY REVIEW
7.	2019.01.25 FOR CITY REVIEW

4	2018.12.21	REVISED AS PER CITY'S EMAIL COMMENTS
3	2018.12.07	REVISED AS PER CITY'S EMAIL COMMENTS
2	2017.10.30	REVISED AS PER AOP COMMENTS
1	2018.07.31	REVISED AS PER CITY COMMENTS
		REVISION

## ELEVATIONS

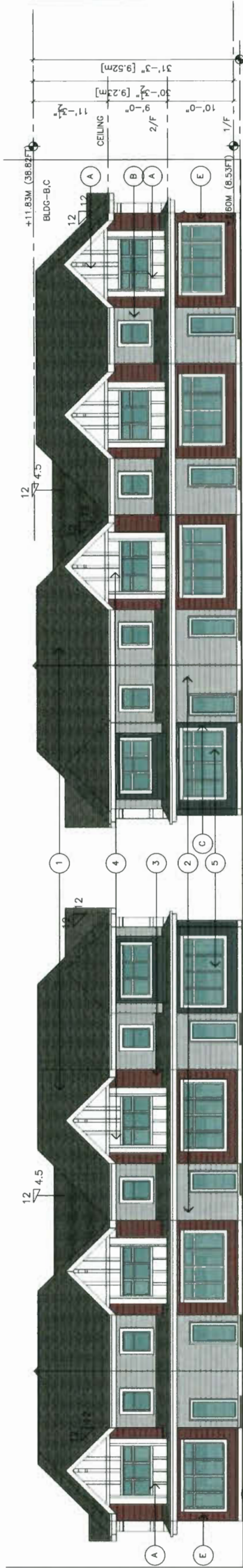
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ISSUED: 1/25/2019  
DRAWN BY: EL  
CHECKED BY: EL  
FILENAME: 14-30\_NGU\_190125-DP.DWG

PLAN #4A

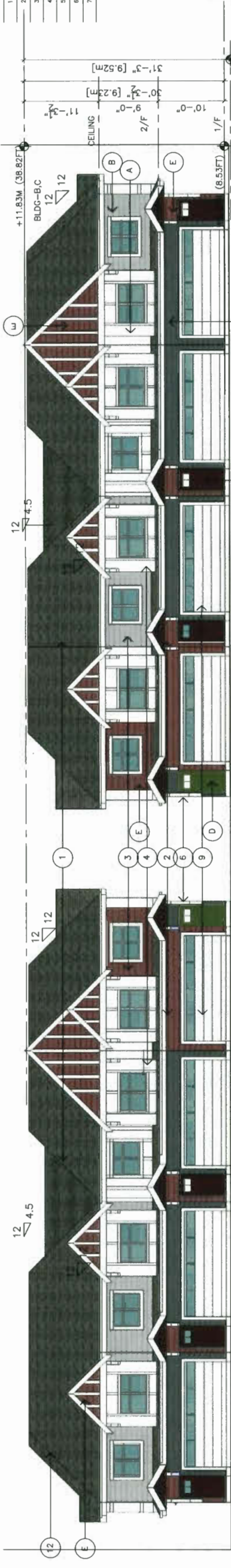
DP 16-741329

(A7)  $1/8''$  TO  $1'-0''$

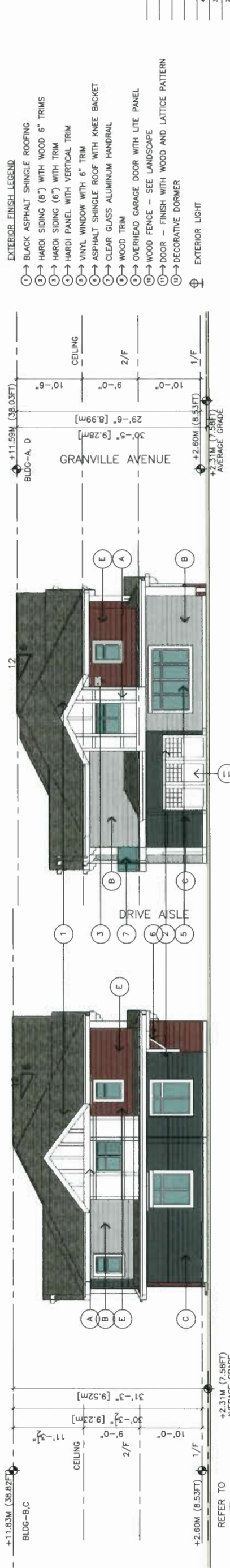
DEVELOPMENT PERMIT



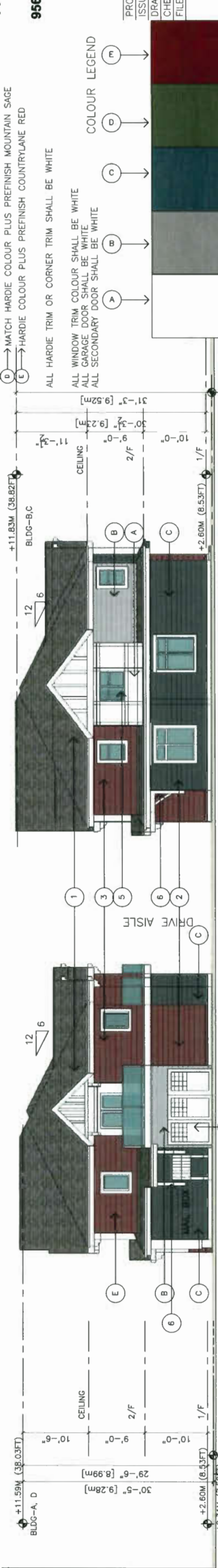
1/8" TO 1'-0"



1/8" TO 1'-0"



1/8" TO 1'-0"



1/8" TO 1'-0"

- EXTERIOR FINISH LEGEND**
- |   |   |
|---|---|
| ① | BLACK ASPHALT SHINGLE ROOFING               |
| ② | HARDI SIDING (8") WITH WOOD 6" TRIMS        |
| ③ | HARDI SIDING (8") WITH TRIM                 |
| ④ | HARDI PANEL WITH VERTICAL TRIM              |
| ⑤ | HARDI PANEL WITH 6" TRIM                    |
| ⑥ | VINYL WINDOW WITH 6" TRIM                   |
| ⑦ | ASPHALT SHINGLE ROOF WITH KNEE BRACKET      |
| ⑧ | CLEAR GLASS ALUMINUM HANDRAIL               |
| ⑨ | WOOD TRIM                                   |
| ⑩ | OVERHEAD GARAGE DOOR WITH LITE PANEL        |
| ⑪ | WOOD FENCE — SEE LANDSCAPE                  |
| ⑫ | DOOR — FINISH WITH WOOD AND LATTICE PATTERN |
| ⑬ | DECORATIVE DORMER                           |
| ⑭ | EXTERIOR LIGHT                              |

- EXTERIOR COLOUR
- |     |   |                          |                           |
|-----|---|--------------------------|---------------------------|
| (A) | → | HARDIE COLOUR PLUS       | PREFINISH ARCTIC WHITE    |
| (B) | → | HARDIE COLOUR PLUS       | PREFINISH PEARL GREY      |
| (C) | → | HARDIE COLOUR PLUS       | PREFINISH EVENING BLUE    |
| (D) | → | MATCH HARDIE COLOUR PLUS | PREFINISH MOUNTAIN SAGE   |
| (E) | → | HARDIE COLOUR PLUS       | PREFINISH COUNTRYLANE RED |

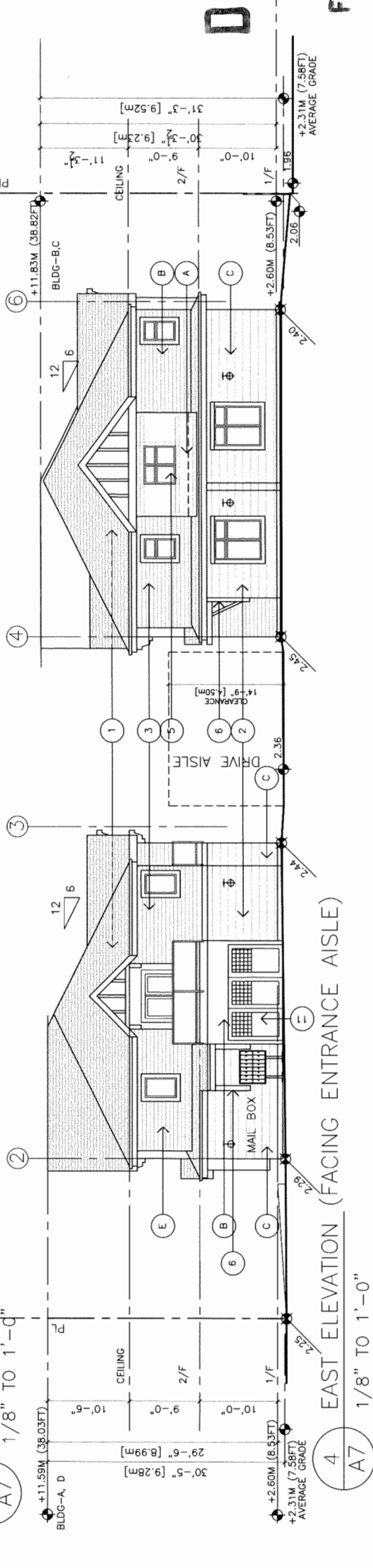
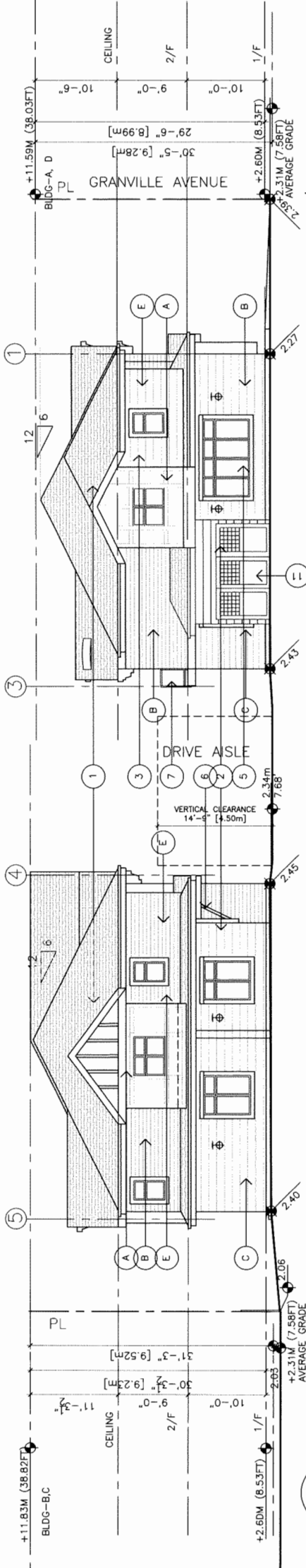
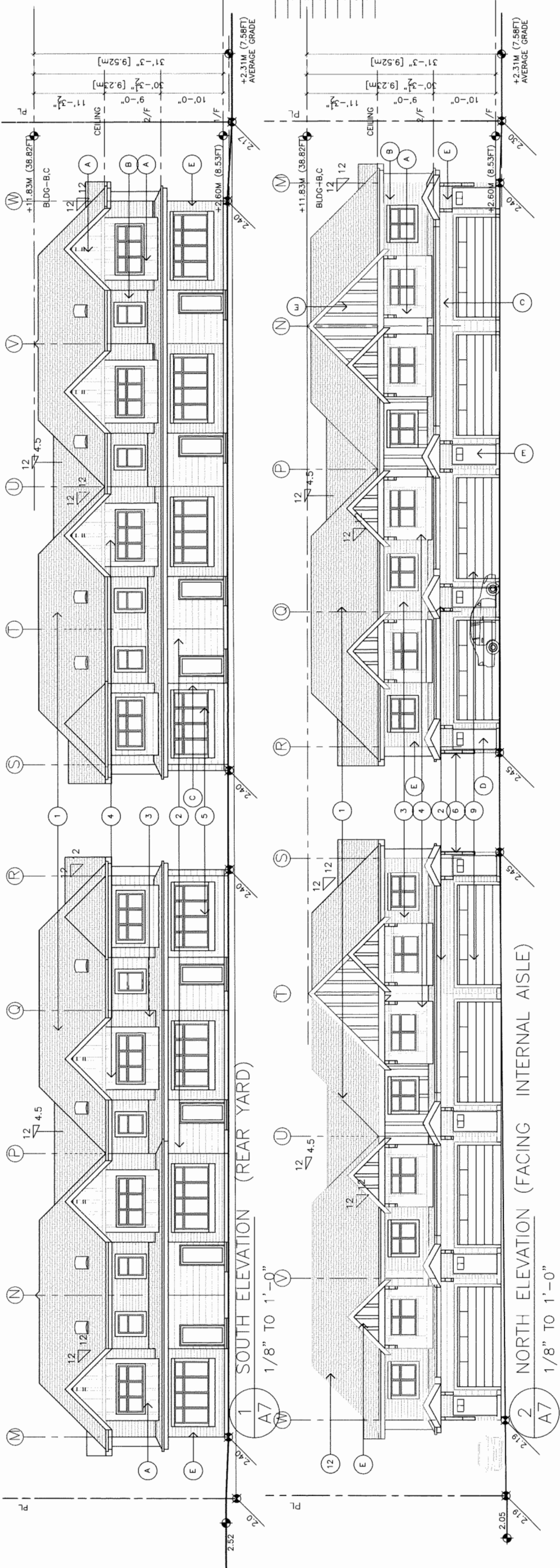
ALL HARDIE TRIM OR CORNER TRIM SHALL BE WHITE

ALL WINDOW TRIM COLOUR SHALL BE WHITE  
ALL GARAGE DOOR SHALL BE WHITE  
ALL SECONDARY DOOR SHALL BE WHITE

COLOUR LEGEND







- EXTERIOR FINISH LEGEND
- 1 BLACK ASPHALT SHINGLE ROOFING
  - 2 HARDI SIDING (8") WITH WOOD 6" TRIMS
  - 3 HARDI SIDING (6") WITH TRIM
  - 4 HARDI PANEL WITH VERTICAL TRIM
  - 5 VINYL WINDOW WITH 6" TRIM
  - 6 ASPHALT SHINGLE ROOF WITH KNEE BRACKET
  - 7 CLEAR GLASS ALUMINUM HANDRAIL
  - 8 WOOD TRIM
  - 9 OVERHEAD GARAGE DOOR WITH LITE PANEL
  - 10 WOOD FENCE - SEE LANDSCAPE
  - 11 DOOR - FINISH WITH WOOD AND LATTICE PATTERN
  - 12 DECORATIVE DORMER
- EXTERIOR LIGHT
- 1 SEE A11 FOR COLOUR CODE

FINISH GRADE CALCULATION:  
NW LOT CORNER: 2.38  
NE LOT CORNER: 2.18  
SW LOT CORNER: 2.17  
AVERAGE: 2.18

BLDG A  $2.60+2.27+2.43+2.43 / 4 = 2.43$   
BLDG B  $2.40+2.45+2.60+2.60 / 4 = 2.51$   
BLDG C  $2.45+2.19+2.60+2.60 / 4 = 2.46$   
BLDG D  $2.29+2.40+2.20+2.44 / 4 = 2.33$   
AVERAGE = 2.43

AVERAGE GRADE:  $2.18+2.43 / 2 = 2.31$  M (7.61')

MAX CROWN OF THE ROAD: 2.3M

BUILDING HEIGHT: 11.83M - 2.31M = 9.52M

ERIC LAW  
ARCHITECT

ericlaw.architect@gmail.com  
216 268 1878 AVE VANCOUVER BC  
V6L 2H6  
TEL: (604) 505-2099  
FAX: (604) 509-2097

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ISSUED	
1	2016.06.10 FOR DEVELOPMENT PERMIT APPLICATION
2	2016.07.31 FOR CITY REVIEW
3	2017.09.19 FOR CITY ADP REVIEW
4	2018.01.23 FOR CITY REVIEW
5	2018.07.10 FOR CITY REVIEW
6	2018.12.07 FOR CITY REVIEW
7	2019.01.25 FOR CITY REVIEW

REVISION	
1	2016.07.31 REVISED AS PER CITY COMMENTS
2	2017.10.30 REVISED AS PER ADP COMMENTS
3	2018.12.07 REVISED AS PER CITY'S EMAIL COMMENTS
4	2018.12.21 REVISED AS PER CITY'S EMAIL COMMENTS

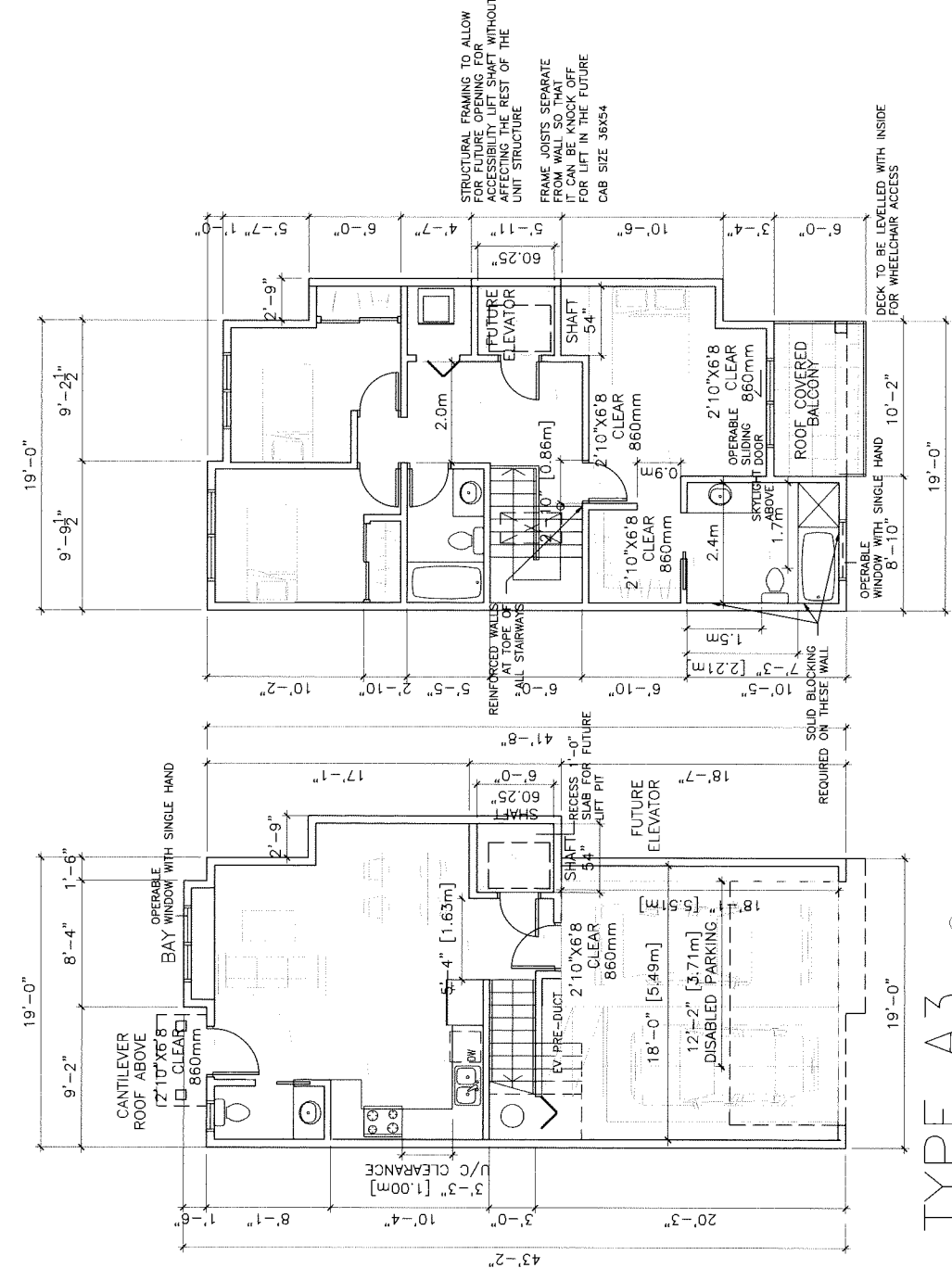
PROPOSED TOWNHOUSE  
AT  
9560-9584 GRANVILLE AVE  
RICHMOND BC  
ELEVATIONS

PROJECT NUMBER: 14-30
ISSUED: 1/25/2019
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 14-30_NGUL_190125-DP.DWG

A7

DP 16-741329  
PLAN # 4C  
FEB 19 2019 DP 16-741329

DEVELOPMENT PERMIT



TYPE A3

3 BEDROOM + DEN



1 LEVEL 1  
3/16" TO 1'-0"

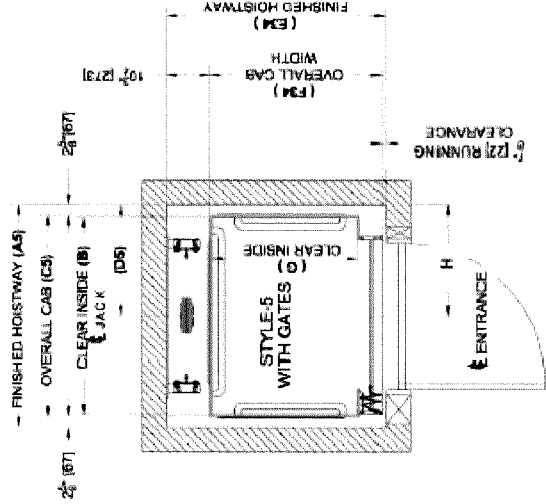
TYPE-A3-GF

TOTAL UNIT AREA: ±1291 SQ. FT.  
INCLUDING STAIR

2 LEVEL 2  
3/16" TO 1'-0"

TYPE-A3-2F

On / Off Same Side  
Front Configuration  
Style 5:



Cab Size	A5	B	C5	D5	E34	F34	G	H
36" x 48"	54 1/4"	48"	49"	27 1/8"	53 1/8"	42 1/4"	36"	27 1/8"
36" x 54"	60 1/4"	54"	55"	30 1/8"	53 1/8"	42 1/4"	36"	30 1/8"

DOORS & DOORWAYS	CONVERTIBLE UNIT GUIDELINES - ENTRY DOORS ARE A MINIMUM 863 MM BUT IDEALLY 914 MM AND HAVE CLEAR ACCESS. - ENTRY DOOR CLEAR EXTERIOR FLOOR SPACE MIN. 1220 MM DEPTH BY DOOR WIDTH PLUS 600 MM ON LATCH SIDE (NOT NEEDED IF ROUGH IN WIRING PROVIDED FOR FUTURE AUTOMATIC DOOR OPENER). - INTERIOR DOORS TO MAIN LIVING AREAS, 1 BATHROOM AND 1 BEDROOM, MIN. 800 MM CLEAR OPENING WITH FLUSH THRESHOLDS MAX. 13 MM HEIGHT. DEMONSTRATE WHEELCHAIR ACCESS BETWEEN THE HALLWAY AND ROOMS AND WIDEN HALLWAY AND/OR DOORWAY(S) IF NECESSARY TO SECURE ACCESS. - PATIO/BALCONY MIN. 860 MM CLEAR OPENING. NOTE HOW ACCESSED. - ALL INTERIOR THRESHOLDS WITHIN UNITS COMPLY WITH BC BUILDING CODE. - LEVER-TYPE HANDLES FOR ALL DOORS.
VERTICAL CIRCULATION	- STAIR LIFT, STAIRCASE WIDTH, FRAMING SUPPORT, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLIANCE WITH MANUFACTURER SPECIFICATIONS. - VERTICAL LIFT, DEPRESSED SLAB AREA, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLIANCE WITH MANUFACTURER SPECIFICATIONS. FRAMING TO ACCOMMODATE SHAFT CONSTRUCTION WITHOUT IMPACT TO SURROUNDING STRUCTURE. - AT THE TOP OF ALL STAIRWAYS, WALLS ARE REINFORCED WITH 2" X 12" SOLID LUMBER AT 914 MM TO CENTRE.
HALLWAYS	- MIN. 900 MM WIDTH.
GARAGE	- MIN. 1 ACCESSIBLE PARKING SPACE WITH MIN. 4 M. GARAGE WIDTH. - ACCESS FROM GARAGE TO LIVING AREA MIN. 800 MM CLEAR OPENING.
BATHROOM (MIN. 1)	- TOILET CLEAR FLOOR SPACE MIN. 1020 MM AT SIDE AND IN FRONT. - WALL BLOCKING FOR FUTURE GRAB BAR INSTALLATION AT TOILET, TUB AND SHOWER. REINFORCED WITH 2" X 12" SOLID LUMBER IN ALL BATHTUB, SHOWER, AND TOILET LOCATIONS. - LEVER-TYPE HANDLES FOR PLUMBING FIXTURES. - PRESSURE AND TEMPERATURE CONTROL VALVES ARE INSTALLED ON ALL SHOWER FAUCETS. - CABINETS UNDERNEATH SINK(S) ARE EASILY REMOVED. DEMONSTRATE BATH AND SHOWER CONTROLS ARE ACCESSIBLE (LAYOUT OR FIXTURE PLACEMENT).
KITCHEN	- CLEAR AREA NEEDED UNDER FUTURE WORK SPACE. - PLUMBING AND GAS PIPES (IN-WALL AND IN-FLOOR) LOCATED CLEAR OF UNDER COUNTER AREA OF FUTURE WORK SPACE (STOVE, SINK & MIN. 810 MM WIDE COUNTER). ALL PIPES ARE BROUGHT IN NO HIGHER THAN 304 MM TO THE CENTRE OF THE PIPE FROM FLOOR LEVEL. - - CABINETS UNDERNEATH SINK ARE EASILY REMOVED. - 1500 MM TURNING DIAMETER OR TURNING PATH DIAGRAM. - LEVER-TYPE HANDLES FOR PLUMBING FIXTURES.
WINDOWS	- MIN. 1 WINDOW THAT CAN BE OPENED WITH A SINGLE HAND (BATHROOM, KITCHEN, LIVING ROOM)
OUTLETS & SWITCHES	- PLACEMENT LOCATIONS OF ELECTRICAL OUTLETS: BESIDE WINDOW, BOTTOM OF STAIRWAYS, BESIDE TOILET, ABOVE EXTERNAL DOORS (OUTSIDE AND INSIDE), ON FRONT FACE OF KITCHEN COUNTER, WITHIN PROXIMITY OF CONTROL CENTRE FOR SMART HOME OPTIONS. - UPGRADE TO FOUR-PLEX OUTLETS IN MASTER BEDROOM, HOME OFFICE, GARAGE, AND RECREATION ROOM.

ERIC LAW  
ARCHITECT

ericlawarchitect@gmail.com  
1008 WEST ACHUE VACUOVER BC  
V6N 1Y3N5  
TEL: (604) 505-2059  
FAX: (604) 505-2897

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ISSUED
1. 2016.08.10 FOR DEVELOPMENT PERMIT APPLICATION
2. 2016.07.31 FOR CITY REVIEW
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6. 2018.12.07 FOR CITY REVIEW
7. 2019.01.25 FOR CITY REVIEW

PROPOSED TOWNHOUSE  
AT  
9560-9584 GRANVILLE AVE  
RICHMOND BC  
UNIT PLANS

PROJECT NUMBER: 14-30
ISSUED: 1/25/2019
DRAWN BY: EL
CHECKED BY: EL
FILENAME: 14-30_NG01-190125-DP.DWG

DP 10-741329 A10

FEB 19 2019  
REFERENCE PLAN

DP 16-741329





# City of Richmond

## Report to Development Permit Panel

---

**To:** Development Permit Panel

**Date:** February 21, 2019

**From:** Wayne Craig  
Director, Development

**File:** DV 18-825820

**Re:** **Application by Urban Design Group Architects Ltd. for a Development Variance Permit at 12033 Riverside Way**

---

### Staff Recommendation

That a Development Variance Permit be issued which would vary provisions of Richmond Zoning Bylaw 8500 to:

1. Reduce the number of required vehicle parking spaces from 92 to 89; and
2. Reduce the minimum required standard vehicle parking spaces from 50% to 40%, to permit a childcare facility with a maximum 26 staff and 136 children to be located on a site at 12033 Riverside Way zoned "Industrial Business Park (IB1)".

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

WC:jr  
Att. 3

## **Staff Report**

### **Origin**

Urban Design Group Architects Ltd. has applied to the City of Richmond for permission to vary the minimum required vehicle parking spaces in Richmond Zoning Bylaw from 92 spaces to 89 spaces, and to reduce the minimum required standard vehicle parking spaces from 50% to 40%, to permit a childcare facility with a maximum 26 staff and 136 children to be located on a site at 12033 Riverside Way zoned "Industrial Business Park (IB1)" (Attachment 1).

The subject site is occupied by a three-storey office building. The two upper stories are currently tenanted, and the ground floor is vacant. Two variances related to the provision of vehicle parking are requested to accommodate a new childcare centre on the ground floor, as some of the existing parking area would be converted to an outdoor play area.

"Child care" is a permitted use in the zone, and the proposed child care facility does not require a rezoning or Development Permit application.

### **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.

### **Background**

The subject site is located in the Shellmont planning area, adjacent to various commercial, office, and industrial developments in the Ironwood shopping complex and south Richmond employment area. Development surrounding the subject site is as follows:

- To the north, a commercial building on a lot zoned "Community Commercial (CC)" with vehicle access from No. 5 Road, and an industrial warehouse building on a lot zoned "Industrial Business Park (IB1)" with vehicle access from Featherstone Way.
- To the east, an office building on a lot zoned "Industrial Business Park (IB1)" with vehicle access from Featherstone Way and Riverside Way.
- To the south, an office building on a lot zoned "Industrial Business Park (IB1)" with vehicle access from Riverside Way.
- To the west, a commercial building on a lot zoned "Industrial Business Park (IB1)" with vehicle access from No. 5 Road and Horseshoe Way.

### **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 Variance Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Industrial Business Park (IB1)" zone except for the two requested variances.

The parking rate for the childcare use contained in Richmond Zoning Bylaw 8500 is determined by the number of employees, as well as the number of children in care. The parking minimums described in this report are based on the proposed capacity of the childcare facility, which is subject to change up until an operating license is granted by Vancouver Coastal Health. The applicant has provided a letter from the childcare facility operator describing their correspondence with Vancouver Coastal Health regarding preliminary review of the proposed facility (Attachment 3). Based on the proposal for 136 children and 26 staff, the childcare facility would require 34 parking spaces.

The applicant has provided a third party parking study based on the current and proposed uses of the property. The parking study supports the requested variances, and indicates that peak parking demand would occur at different times for the proposed child care facility and the existing offices. To address demand from pick-up and drop-off activity in the morning and afternoon, the applicant proposes to restrict 14 stalls near the building entrance to short term parking between 7-9 AM and 4-6 PM. The Zoning Bylaw does not differentiate between short term parking for pick-up/drop-off and long term parking for staff in the established parking rates.

If issued, the Development Variance Permit would limit the number of children in care to 136 and the number of staff to 26, based on the information provided by the applicant. Should Vancouver Coastal Health determine that the licensed capacity of the proposed childcare facility is less than 136 children, the required parking under Richmond Zoning Bylaw 8500 would decrease, and the parking shortfall would be diminished.

The requested variances would apply to the total parking requirement for the property, including both the existing office uses and the proposed child care facility. Based on the parking rates contained in Richmond Zoning Bylaw 8500, the property would require 102 parking spaces. The Zoning Bylaw permits a reduction to the minimum parking spaces of up to 10% where Transportation Demand Management (TDM) measures are provided. The applicant has agreed to provide cycling end-of-trip facilities and a transit pass program for staff of the proposed childcare. There are existing end-of-trip facilities for one of the office tenants. Based on the provision of TDM measures, the reduced requirement is 92 parking spaces.

### **Zoning Compliance/Variations**

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

1. Reduce the number of required vehicle parking spaces from 92 to 89.

***Provisions in Richmond Zoning Bylaw 8500 permit a 10% parking rate reduction at the discretion of the City, where TDM measures and a parking study are provided. The requested variance is for a 2.75% parking rate relaxation beyond the permitted 10%. Staff supports the proposed parking rate relaxation based on these assessments:***

- a. The childcare facility operator will be required to provide TDM measures to encourage staff to travel by alternative mode. These include a two-year transit pass program for childcare staff and bicycle end-of-trip facilities.***
- b. The applicant has provided a parking study, demonstrating that there is some excess parking capacity available to meet childcare drop-off and pick-up parking demand.***

2. Reduce the minimum required standard vehicle parking spaces from 50% to 40%.

***The applicant proposes to re-stripe the existing parking areas in order to reduce the parking shortfall. Meeting the minimum 50% standard vehicle parking space requirement would decrease the number of total parking spaces, exacerbating the requesting parking rate relaxation. Staff supports the requested variance given the TDM measures provided.***

## **Analysis**

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

- The existing building is located in the middle of the site and has two entrances. The primary entrance to the proposed childcare facility is located on the west side of the building facing No. 5 Road.
- There are currently 92 parking spaces on the site. The applicant proposes to remove 10 stalls in order to construct an outdoor play area for a proposed childcare facility. Re-striping of the remaining parking area would yield 89 parking stalls on the property.
- A new pedestrian walkway from Riverside Way to the front entrance of the childcare facility is proposed, providing a more direct connection to the sidewalk than exists currently.

### ***Landscape Design and Open Space Design***

- The proposed outdoor play area would extend into a portion of the existing landscaped area along No. 5 Road. The existing shrubs would be removed and new lawn would be planted to provide additional play surfaces.
- Four existing trees are proposed to be retained, which will provide natural shade for the outdoor play area. No tree removal is proposed in this area.
- A new perimeter fence is proposed to enclose the outdoor play area. The fence would be located approximately 0.45 m (18") from the property line abutting No. 5 Road. Low boxwood hedges are proposed at the base of the fence as per Richmond Zoning Bylaw 8500.
- The proposed fence and landscaping complies with the sightline requirement at intersections contained in Richmond Zoning Bylaw 8500.
- A Landscape Deposit based on 100% of the cost estimate plus a 10% contingency is required, to ensure that the agreed upon landscaping is installed as per the Landscape Plan attached to the Development Permit.
- Detailed design of the proposed outdoor play area will be reviewed by Vancouver Coastal Health through the licensing process.

### ***Transportation Demand Management***

- The applicant has agreed to provide TDM measures in the form of cycling end-of-trip facilities and a two-year employee bus pass program for childcare staff.
- New cyclist end-of-trip facilities are proposed in an accessible washroom on the ground floor of the building. Class 1 bicycle storage is located inside the building near the entrance. Class 2 bicycle parking is located outside near the entrance of the proposed childcare facility.
- A bus pass program for childcare staff will be administered by the childcare operator. Monthly bus passes will be made available to staff for a period of two years. If the program is not fully subscribed within two years, the operator must extend the program until all bus passes have been exhausted, but no more than four years. The terms of the bus pass program will be secured through a legal agreement on Title and a security paid to the City.

**Conclusions**

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



Jordan Rockerbie  
Planning Technician  
(604-276-4092)

JR:blg

Attachment 1: Location Map  
Attachment 2: Development Application Data Sheet  
Attachment 3: Letter from Willowbrae Academy

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

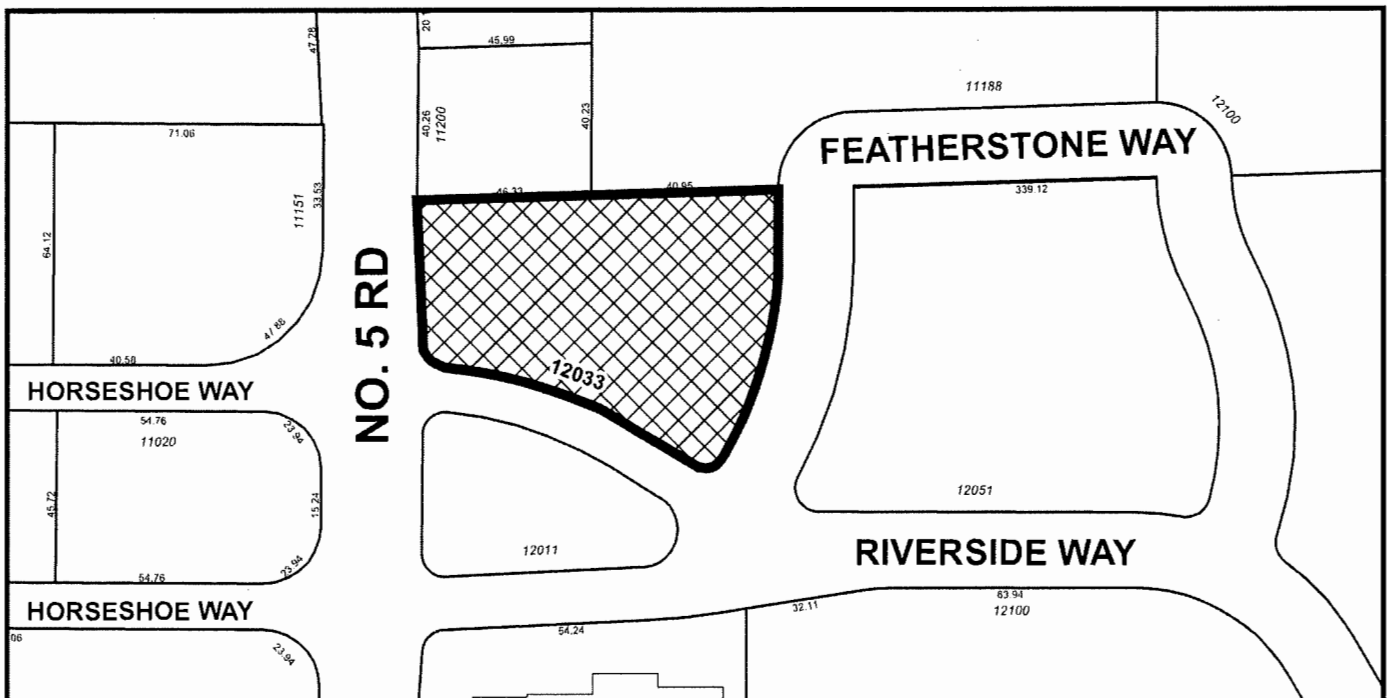
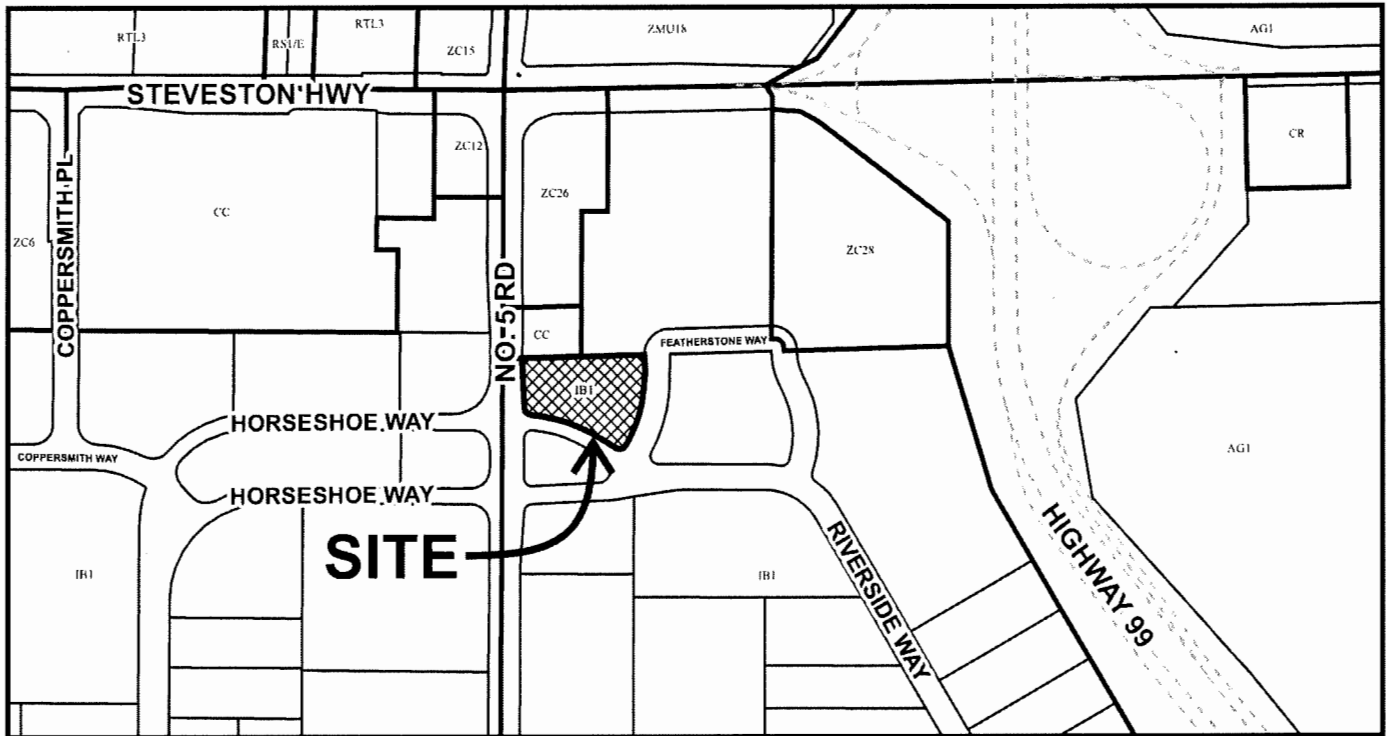
1. Enter in to a legal agreement ensuring that the agreed upon Transit Pass Program is administered and executed with the following provisions:
  - a. Monthly two-zone transit passes are to be made available to the 26 staff of the childcare facility for a period of two years, for a total of 624 one-month passes.
  - b. If the Transit Pass Program is not fully subscribed within two years (i.e. some of the 624 one-month passes are unused), extend the Transit Pass program for another two years or until the Program has been exhausted.
  - c. Employ or assign a staff of the childcare facility or retain a management company for the duration of the Program to administer the Program (Note: TransLink is in discussion with Metro Vancouver municipalities regarding taking on the administration of development-related Transit Pass Programs. Having TransLink administer the Program would be an acceptable alternative.).
  - d. On or before December 1<sup>st</sup> of every year during which the Program is in effect, the operator will deliver to the Director of Transportation a statement confirming the status of the Program, including the number of transit passes distributed to date.
2. Enter in to a legal agreement to ensure that the agreed upon cycling end-of-trip facilities are constructed and maintained.
3. Provide to the City a Letter of Credit or cash security for the total cost of the Transit Pass Program plus a 10% contingency, i.e. \$87,859.20 (\$128 x 624 x 110%).
4. Provide to the City a Landscape Security based on the cost estimate prepared by a Landscape Architect plus a 10% contingency, i.e. \$10,890.50

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

1. The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.*
2. Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>), as required.



# City of Richmond



## DV 18-825820

Original Date: 07/05/18

Revision Date:

Note: Dimensions are in METRES



DV 18-825820

Attachment 2

Address: 12033 Riverside Way

Applicant: Urban Design Group Architects Ltd.

Owner: 12033 Riverside Holdings Ltd.

Planning Area(s): Shellmont

	Existing	Proposed
Site Area:	5,278 m <sup>2</sup>	No change
Land Uses:	Office	Office and Childcare Facility
OCP Designation:	Mixed Employment	No change
Zoning:	Industrial Business Park (IB1)	No change

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces (Total)	92 (including 10% TDM reduction)	89	<i>Vary, reduce by 3 spaces</i>
Regular Car	Min. 50% of required spaces	36 (40% of total spaces)	<i>Vary, reduce by 10%</i>
Small Car	none	53 (59% of total spaces)	none
Accessible	Min. 2% of required spaces, i.e. 3 spaces	3 (3% of total spaces)	none
Commercial Loading Spaces	1 Medium-sized space	2 Medium-sized spaces	none



February 11, 2019

The proposed Willowbrae Academy 10233 Riverside Way, Richmond, BC V6W 1K6 has submitted an application of suitability to Vancouver Coastal Health. This package provides a Site Plan, Play Area and Interior floor design with operation policies and schematic design. Vancouver Coastal Health has expressed this application follows regulated guidelines with the proposed play area based on our detailed rotational schedule submission and preliminary play area design.

Please do not hesitate to contact me for further information.

Sincerely,

Susan Gaspar  
Canadian Franchise Director  
Willowbrae Academy Corporate  
cell: [604-790-7597](tel:604-790-7597)  
[www.willowbraeacademy.com](http://www.willowbraeacademy.com) | [sgaspar@willowbraechildcare.com](mailto:sgaspar@willowbraechildcare.com)







# City of Richmond

## Development Variance Permit

**No. DV 18-825820**

To the Holder: URBAN DESIGN GROUP ARCHITECTS LTD.

Property Address: 12033 RIVERSIDE WAY

Address: C/O #420 - 745 THURLOW STREET  
VANCOUVER, BC V6E 0C5

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. Subject to Section 692 of the Local Government Act, R.S.B.C.: building and structures; off-street parking and loading facilities; roads and parking areas; landscaping and screening shall be constructed generally in accordance with Plans #1 to #2 attached hereto.
4. The "Richmond Zoning Bylaw 8500" is hereby varied to:
  - a) Reduce the number of required vehicle parking spaces from 92 to 89.
  - b) Reduce the minimum required standard vehicle parking spaces from 50% to 40%, to permit a childcare facility with a maximum 26 staff and 136 children.
5. As a condition of the issuance of this Permit, the City is holding a security in the amount of \$10,890.50 to ensure that the agreed upon landscaping is installed 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.

# Development Variance Permit

No. DV 18-825820

To the Holder: URBAN DESIGN GROUP ARCHITECTS LTD.

Property Address: 12033 RIVERSIDE WAY

Address: C/O # 420 - 745 THURLOW STREET  
VANCOUVER, BC V6E 0C5

---

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.

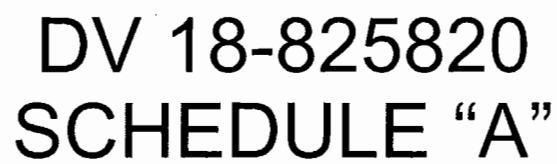
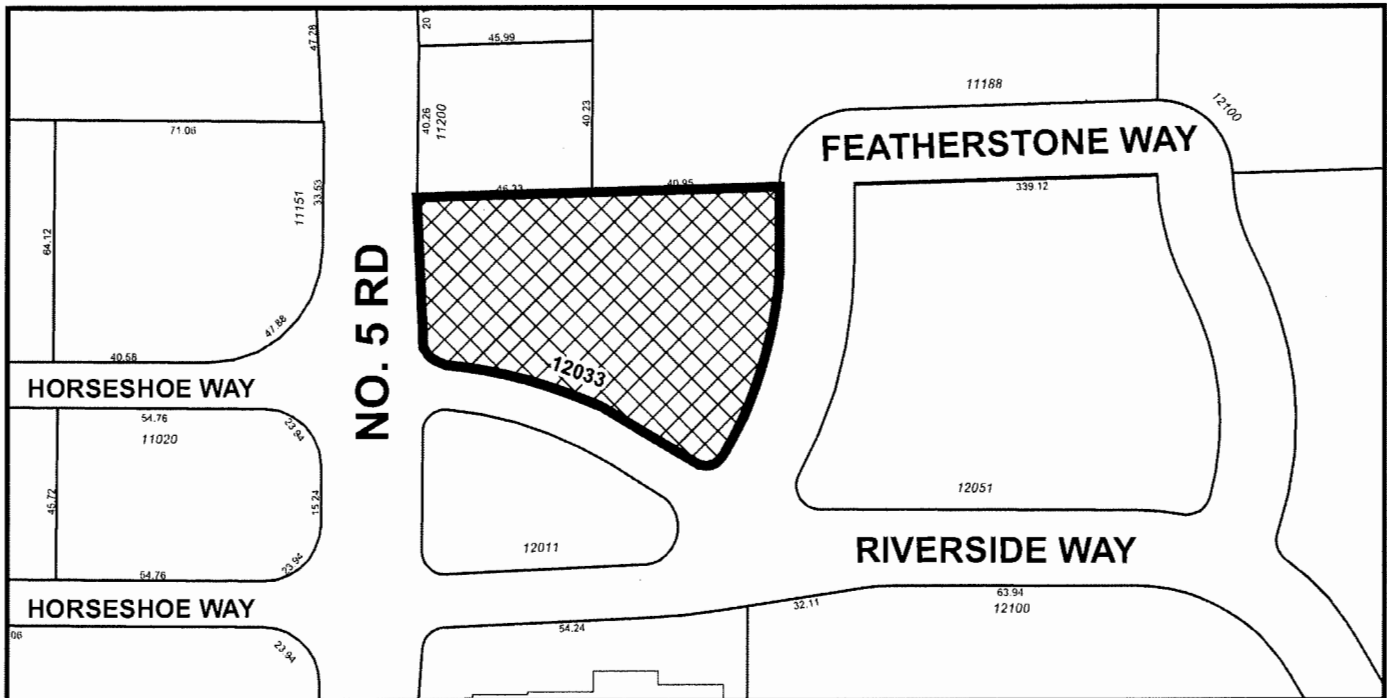
AUTHORIZING RESOLUTION NO.  
DAY OF , .

ISSUED BY THE COUNCIL THE

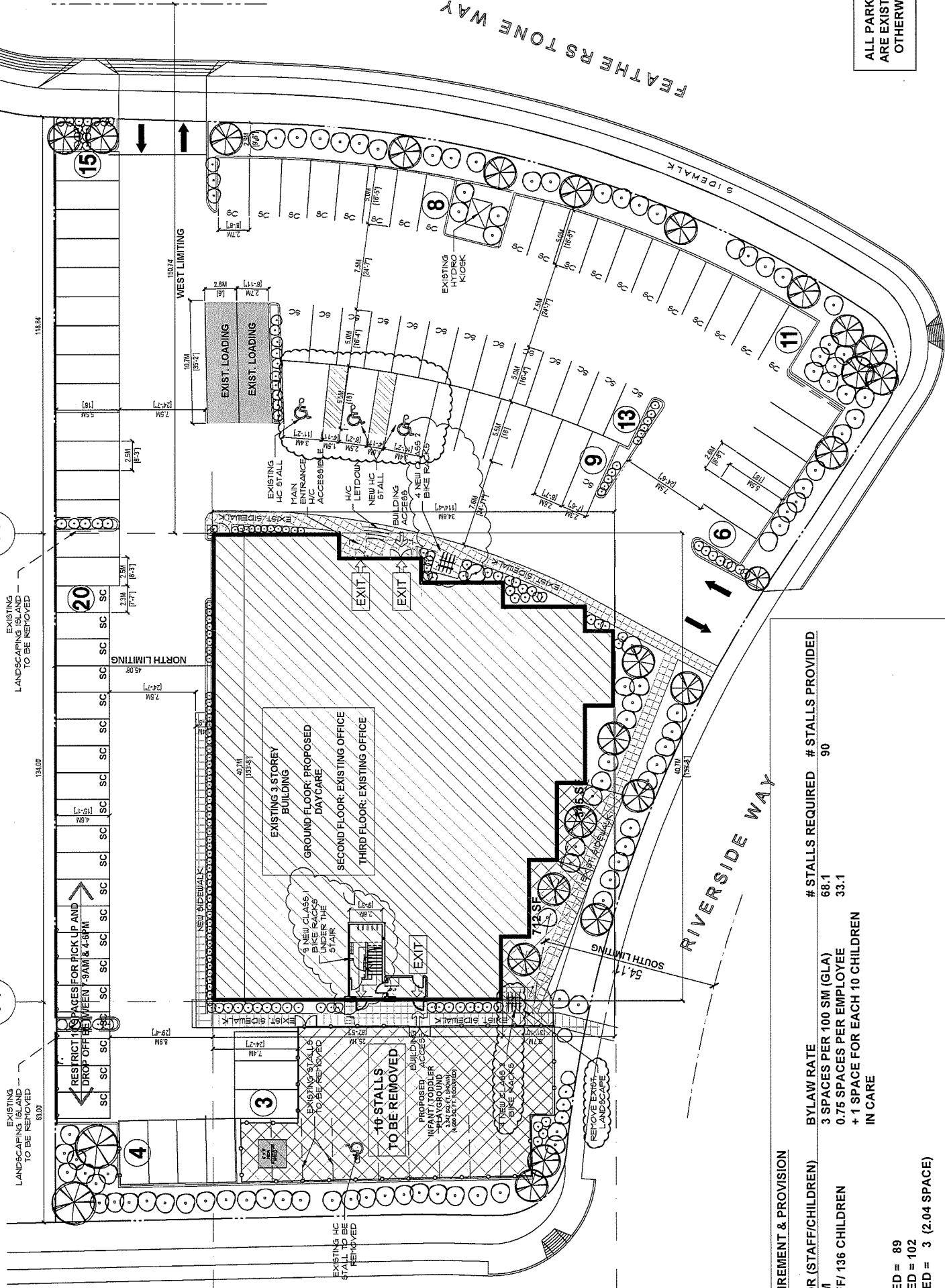
DELIVERED THIS DAY OF , .

---

MAYOR



Note: Dimensions are in METRES



DV 10-025820  
PLAN #1

1 SITE PLAN  
ALL SCALE: 1/16" = 1'-0"

project number	485
sheet title	

# SITE PLAN

date	2018-06-11	sheet number	A-1.1
scale	AS NOTED		
drawn	AM/PY		
checked	PC		

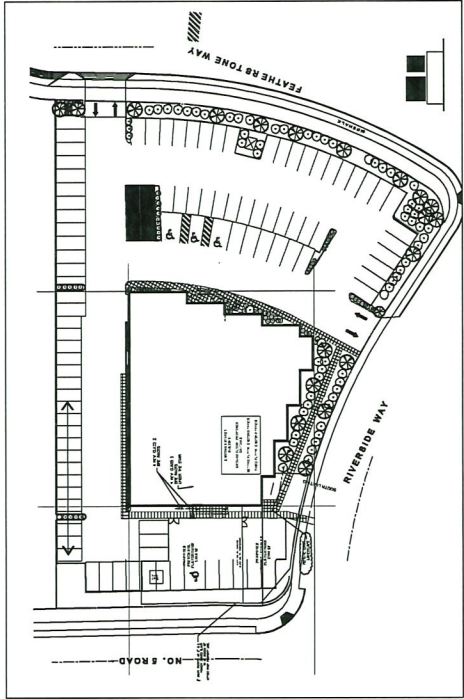
**New Child Care Centre**  
12033 Riverside Way, Richmond, BC  
-or: WILLOWBRAE ACADEMY CORPORATE

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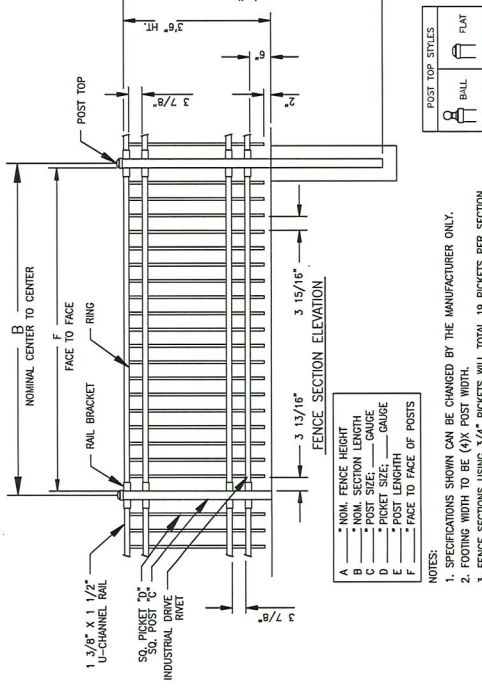
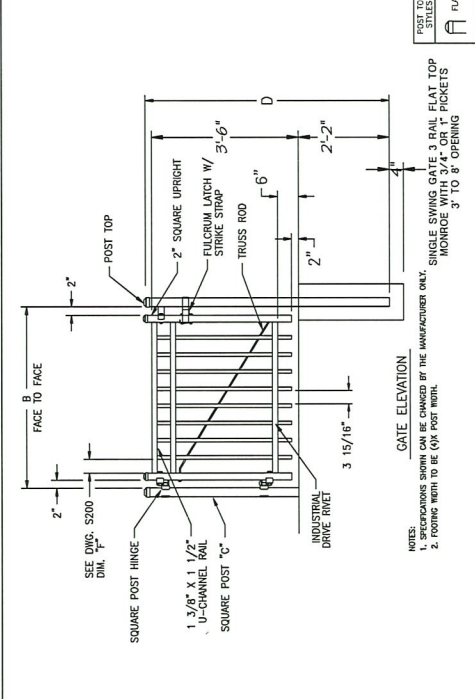
All designs, concepts, and other information shown on this drawing, or for use on this project only, and shall not be used otherwise without written permission.

4	19/01/24	RE-ISSUED FOR DWP
3	19/01/22	RE-ISSUED FOR DWP
2	19/01/17	ISSUED FOR DWP
1	18/06/13	ISSUED FOR DWP
no	W/mm/dd	description
revisions		

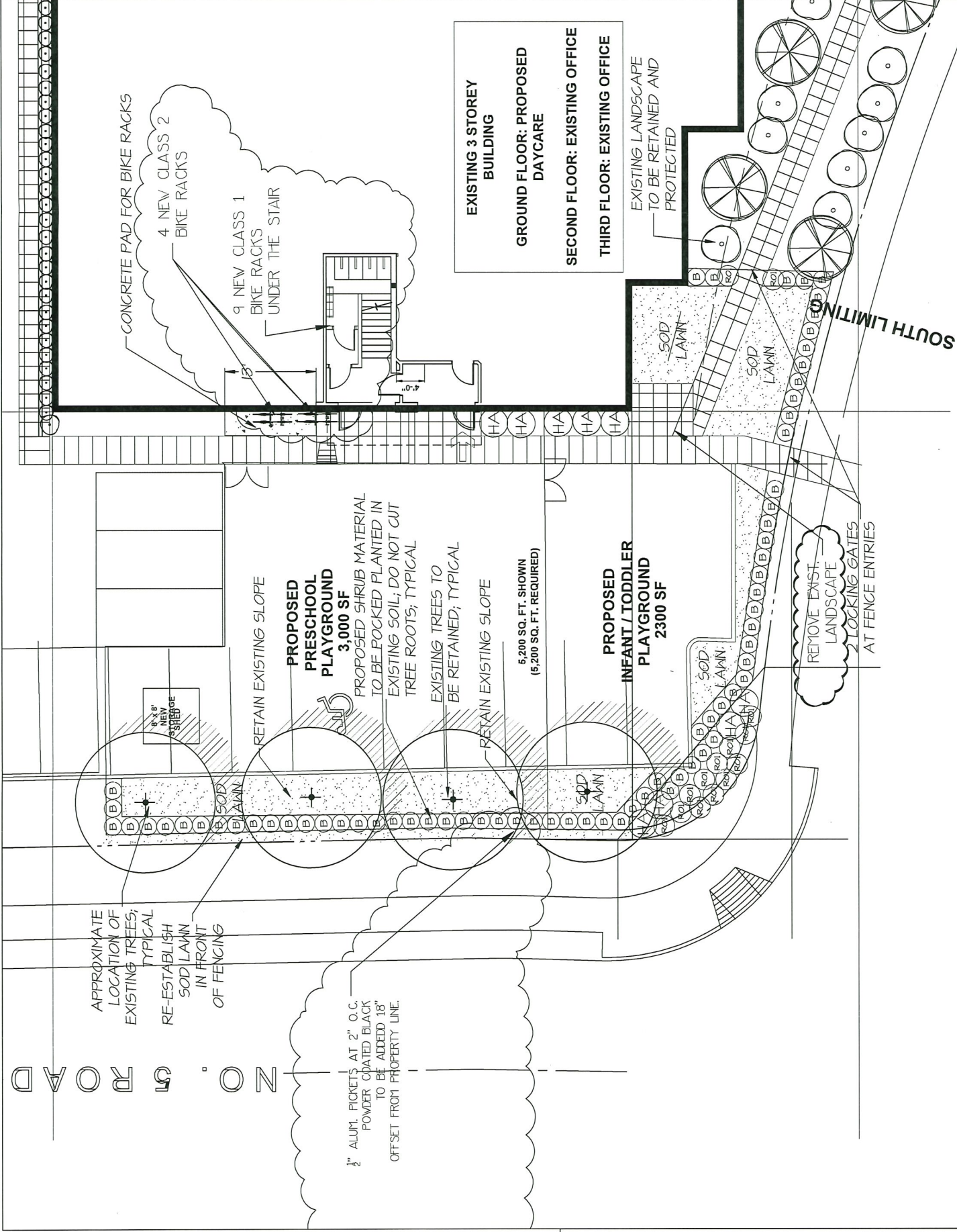




KEYPLAN: N.T.S.



- NOTES:
- SPECIFICATIONS SHOWN CAN BE CHANGED BY THE MANUFACTURER ONLY.
  - FOOTING WIDTH TO BE 4 1/4" POST WIDTH.
  - FENCE SECTIONS USING 3/4" PICKETS WILL TOTAL 19 PICKETS PER SECTION. FENCE SECTIONS USING 1" PICKETS WILL TOTAL 16 PICKETS PER SECTION.



PLANT SCHEDULE			M2 JOB NUMBER: 19-016	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE	4	EXISTING TREE TO BE RETAINED	PLANE TREE	RETAIN
SHRUB	10	BUNDS SENPERSVIRENS	COMMON BOXWOOD	#3 POT; 40CM
	9	HYDRANGEA MACROPHYLLA 'NIKKO BLUE'	BIGLEAF HYDRANGEA, BRIGHT BLUE	#3 POT; 80CM
	14	ROSA 'ALBA MEDILAND'	ALBA MEDILAND ROSE, WHITE	#2 POT; 40CM

NOTES: \* PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CMTA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. \* REFER TO SPECIFICATIONS FOR DEFINED CONTAINER REQUIREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. \* SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. \* SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS. TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

PROJECT:

DAYCARE RENO  
12033 RIVERSIDE WAY  
RICHMOND, B.C.

DRAWING TITLE:

LANDSCAPE  
PLAN

DRAWING NUMBER:

L1

DATE:

16 FEB 2014

SCALE:

1/8" = 1'-0"

DRAWN:

MTLM

DESIGN:

MTLM

CHK'D:

M2LA PROJECT NUMBER:

19-016

OF 2

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M2

LANDSCAPE ARCHITECTURE

#220 - 26 Lorne Mews  
New Westminster, British Columbia  
V3M 3L7  
Tel: 604.553.0044  
Fax: 604.553.0045  
Email: office@m2la.com