



City of Richmond

Agenda

Development Permit Panel

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

**Wednesday, June 26, 2019
3:30 p.m.**

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on June 12, 2019.

1. DEVELOPMENT PERMIT 11-593871
(REDMS No. 6204334 v. 2)

APPLICANT: IBI Architects (Canada) Inc. on behalf of South Coast British Columbia Transportation Authority (TransLink)

PROPERTY LOCATION: 6302 No. 3 Road and 6411 Buswell Street

Director's Recommendations

That a Development Permit be issued which would:

1. *permit the construction of a Bus Mall at 6302 No. 3 Road and 6411 Buswell Street on a site zoned "Downtown Commercial (CDT1)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of parking spaces for the existing office building on 6411 Buswell Street from 44 to 25 spaces.*

2. New Business

3. Date of Next Meeting: July 10, 2019

ADJOURNMENT

1.



City of Richmond

Minutes

Development Permit Panel Wednesday, June 12, 2019

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: Cecilia Achiam, Chair
Laurie Bachynski, Director, Corporate Business Service Solutions
Milton Chan, Acting Director, Engineering

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on May 29, 2019 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 18-818748 (REDMS No. 6160725)

APPLICANT: Polygon Fiorella Homes Ltd.

PROPERTY LOCATION: 3551, 3571, 3591, 3611 and 3631 Sexsmith Road

INTENT OF PERMIT:

Permit the construction of a high-rise building containing two affordable (work-only) studios for professional artists and approximately 168 dwellings, including 11 affordable (low-end-of-market) units at 3551, 3571, 3591, 3611 and 3631 Sexsmith Road on a site zoned “Residential/Limited Commercial (RCL4)”.

Applicant's Comments

Walter Franci, Franci Architecture, accompanied by Jorge Palos, Franci Architecture, Bruce Hemstock, PWL Partnership, and Robin Glover, Polygon, and with the aid of a video presentation (attached to and forming part of these Minutes as Schedule 1) provided background information on the proposed development and highlighted the following:

Development Permit Panel

Wednesday, June 12, 2019

- the subject site is located to the east of the existing Polygon “Avanti” multi-family residential development;
- the largest portion of the building is angled to reflect and accommodate the curve at the corner of Brown Road and Sexsmith Road;
- the three-storey townhouses on the west side of the proposed development mirror the townhouses at the existing development across the shared north-south mid-block mews;
- a substantial residential outdoor amenity space separates the townhouses on the west side and the tower and low-rise building on the east side of the subject development;
- the outdoor amenity space at the podium roof level steps down to the urban agriculture space which overlooks the Brown Road Plaza;
- a generous public open space fronts the main residential entry to the building facing Sexsmith Road;
- the townhouses fronting Sexsmith Road breaks down the building massing and provides a pedestrian scale to the streetscape; and
- coloured glass panels are incorporated into the façade of the two work-only artist studios and will also be integrated into other areas of the building.

Mr. Hemstock provided an overview of the main landscape features of the project, noting that (i) landscaping for the small public park to the west of the public open space plaza includes mounded landscape, custom design benches and replacement trees, (ii) a bicycle rack and benches are provided near the main residential entry fronting Sexsmith Road, (iii) a bicycle rack is also provided near the artist studios, (iv) the outdoor amenity area on the podium roof level includes a gathering area, children’s play area, large open lawn space, and mounded landscape, (v) the residential patios to the east and west of the outdoor amenity area will activate the space, and (vi) the urban agriculture space is located one level below the outdoor amenity area and overlooks the artist’s plaza and public park below.

In reply to queries from the Panel, Mr. Glover acknowledged that (i) the proposed 11 affordable housing units are evenly distributed throughout the residential component of the project and consist of a mix of studio and one to three bedroom units, and (ii) no rental market housing units are provided in the project.

In reply to a query from the Panel, Sara Badyal, Planner 2, advised that the north-south mid-block mews could be extended northward to create a mid-block pedestrian trail up to Capstan Way subject to the future redevelopment of the property to the north.

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In reply to queries from the Panel, Mr. Hemstock and Mr. Glover noted that (i) in addition to the green roofs, the significant landscaped areas on the ground, second, and third levels will enhance stormwater management on the site, (ii) bollard lighting is proposed along the accessible pedestrian routes on the podium roof level outdoor amenity area to avoid light pollution, (iii) a guardrail will be installed along the west and south edges of the children's play area, (iv) resilient rubber surfacing is proposed for the children's play area, (v) the indoor amenity building is primarily for fitness uses, and (vi) parkade access is located off the north-south mews.

In reply to further queries from the Panel, the design team acknowledged that (i) the residential outdoor and indoor amenity areas are for shared use of affordable housing tenants and residents of market units, (ii) a project arborist will oversee the protection of adjacent existing trees on the neighbouring site to the north, and (iii) a loading area is provided off the north-south mid-block mews.

Staff Comments

Suzanne Smith, Acting Director, Development, noted that (i) the project includes 11 low-end of market rental housing units and two rentable-affordable-work-only studio units, (ii) there is a Servicing Agreement associated with the project which includes works for the eastward extension of Brown Road to Sexsmith Road, Sexsmith Road improvements, significant public open space secured through statutory right-of-ways including Brown Road Plaza and storm and sanitary, storm and water works.

Ms. Smith further noted that (i) the project's Transportation Demand Management (TDM) measures include the completion of the protected bicycle route along Brown Road and Sexsmith Road and provision of electric bicycle charging, (ii) the subject development will become part of the City Centre District Energy Utility (DEU), constructing and transferring ownership of an on-site low carbon energy plant to the City, (iii) the developer will provide a contribution towards the City's Public Art Program, and (iv) accessible housing features are proposed for the project including aging in place features in all dwellings and provision of 32 Basic Universal Housing (BUH) units.

In reply to a query from the Panel, Ms. Badyal confirmed that the applicant is required to provide a significant Letter-of-Credit to the City for on-site landscaping.

Gallery Comments

None.

Correspondence

Mark Treskunov, 901-3333 Brown Road (Schedule 2)

Ms. Smith noted that Mr. Treskunov expressed concern regarding irrigation, walkway pavers and other issues related to the neighbouring Polygon "Avanti" development to the west of the subject site, noting the individual suggested that these issues could arise in the subject development.

Development Permit Panel

Wednesday, June 12, 2019

Ms. Smith advised that (i) the subject development provides irrigation to common landscaped areas except for the planted gardening beds where hose bibs are provided, (ii) there are paved walkways on the subject site leading to entrances to the units, and (iii) the developer is aware of Mr. Treskunov's concerns and is willing to meet with the strata management for Polygon "Avanti" to address any remaining concerns.

Panel Discussion

The Panel expressed support for the project, noting that (i) significant green spaces are provided in the proposed development, (ii) the podium roof level outdoor amenity space and the streetscape along Sexsmith Road are attractive, (iii) the subject development fits well with existing developments in the neighbourhood, and (iv) the developer's contribution to the future construction of Capstan Canada Line Station is appreciated.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a high-rise building containing two affordable (work-only) studios for professional artists and approximately 168 dwellings, including 11 affordable (low-end-of-market) units at 3551, 3571, 3591, 3611 and 3631 Sexsmith Road on a site zoned "Residential/Limited Commercial (RCL4)".

CARRIED

2. DEVELOPMENT PERMIT 18-841402

(REDMS No. 6155516)

APPLICANT: Curtis Rockwell on Behalf of Wales McLelland Construction

PROPERTY LOCATION: 12951 Bathgate Way

INTENT OF PERMIT:

1. Permit exterior alterations to the existing warehouse building at 12951 Bathgate Way on a site zoned "Industrial Retail (IR1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the required minimum landscaping requirement from a minimum of 3.0 m to 2.0 m along a portion of the frontage of the site abutting Bathgate Way.

Note: A corrected copy of page 6 of the Staff Report to Item No. 2 (DP 18-841402) was circulated to Panel members at the June 12, 2019 meeting of the Development Permit Panel (attached to and forming part of these Minutes as Schedule 3)

Development Permit Panel

Wednesday, June 12, 2019

Applicant's Comments

Chantal Bobyn, Christopher Bozyk Architects, Ltd., accompanied by Al Tanzer, LandSpace Design Inc. and Curtis Rockwell, Wales McLelland Construction, and with the aid of video presentation (attached to and forming part of these Minutes as Schedule 4) provided background information on the subject development permit application and highlighted the following:

- exterior renovations will be done mainly on the south and east façades of the existing split two-storey and one-storey warehouse building which will not significantly impact the building design and footprint;
- the proposed exterior renovations will fit with the surrounding industrial and commercial neighbourhood;
- minor interior work is proposed mainly at ground level;
- proposed building materials include painted concrete, corrugated metal panel and clear glass, among others;
- a new pedestrian walkway with canopy above will be integrated along the south side of the building to enhance accessibility and provide weather protection;
- the existing surface parking lay-out will essentially be maintained; however, additional landscaping including installation of landscaped parking islands within the surface parking area is proposed;
- new bicycle racks are proposed near building entries; and
- a new garbage and recycling station will be installed on the site.

Mr. Tanzer provided an overview of the main landscape features of the project, noting that (i) the more prominent on-site trees will be retained, (ii) additional landscaping around the perimeter of the site will be installed including boxwood hedge and other flowering shrubs, (iii) the three-meter wide City Services Statutory Right-of-Way (SRW) along the south and east property lines limited the number of trees to be planted on the site, (iv) small ornamental street trees are proposed along Bathgate Way under existing overhead utilities, (v) new trees will be installed in the parking area and near the building entry, and (vi) feature planting consisting of black bamboo with lighting underneath is proposed to provide screening for the existing blank wall of the adjacent building along the west property line.

In reply to a query from the Panel, Mr. Rockwell acknowledged that should it be necessary, existing rooftop mechanical equipment will be screened with the same materials used for external cladding.

In reply to further queries from the Panel, Ms. Bobyn and Mr. Tanzer noted that (i) clear glazing will be used on the building facade, (ii) black bamboo will be planted along the exposed building wall on the adjacent property to the west which is near the new garbage and recycle area on the subject site, and (iii) a low laurel hedge will be installed along the north property line of the subject site.

Development Permit Panel

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Staff Comments

Ms. Smith advised that there is a Servicing Agreement associated with the project for frontage improvements including a 1.5-meter grass boulevard and a concrete multi-purpose sidewalk along the Bathgate Way frontage, and a 0.15-meter wide road curb, 1.5-meter wide concrete sidewalk and 1.5-meter grass boulevard along the Jacombs Road frontage.

In addition, Ms. Smith further noted that (i) frontage works also include the construction of two wheelchair ramps at the northwest corner of the Bathgate Way and Jacombs Road intersection, (ii) a new pedestrian connection from Jacombs Road to the building, and (iii) a new southbound bicycle lane and bicycle pavement markings along Jacombs Road.

In response to a query from the Panel, Joshua Reis, Program Coordinator, Development, advised that staff support the proposed variance to reduce the required minimum landscaping requirement from a minimum of 3 meters to 2 meters along a portion of the Bathgate Way frontage as it will improve the existing condition of the site's frontage.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that (i) the proposed building exterior alterations and landscape enhancements would significantly improve the existing development, and (ii) the renovated building would be a welcome addition to the industrial and commercial neighbourhood which includes high-end furniture retail stores.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit exterior alterations to the existing warehouse building at 12951 Bathgate Way on a site zoned “Industrial Retail (IR1)”; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the required minimum landscaping requirement from a minimum of 3.0 m to 2.0 m along a portion of the frontage of the site abutting Bathgate Way.*

CARRIED

Development Permit Panel
Wednesday, June 12, 2019

3. Date of Next Meeting: June 26, 2019

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:19 p.m.

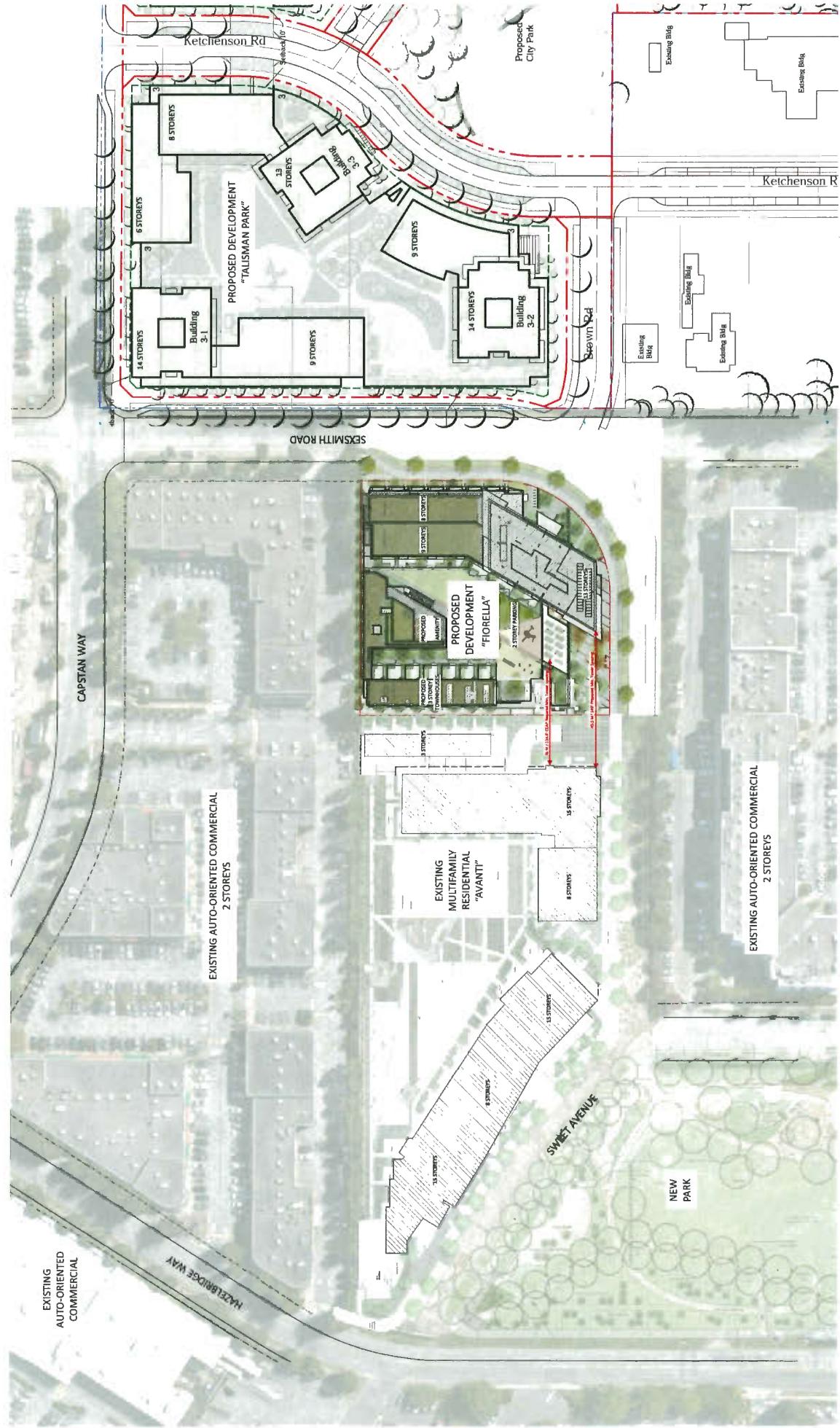
CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, June 12, 2019.

Cecilia Achiam
Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
June 12, 2019

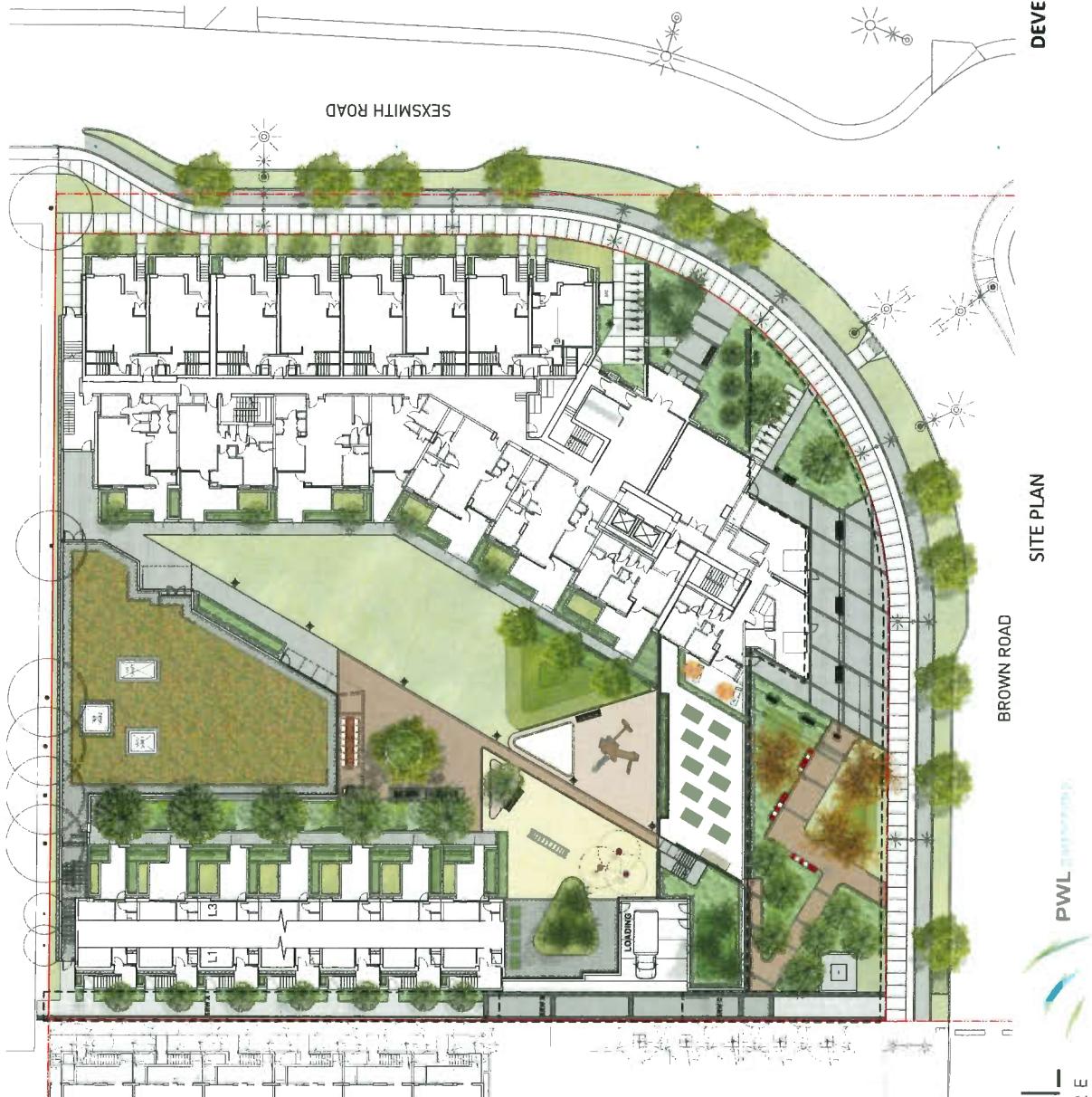


DEVELOPMENT PERMIT PANEL PRESENTATION
JUNE 12TH, 2019

FUTURE DEVELOPMENT CONTEXT PLAN

FRANCI
ARCHITECTURE





DEVELOPMENT PERMIT PANEL PRESENTATION
JUNE 12TH, 2019

PERSPECTIVE LOOKING SOUTHWEST

FRANCI_ PWL ARCHITECTURE



DEVELOPMENT PERMIT PANEL PRESENTATION
JUNE 12TH, 2019

BROWN ROAD STREETScape

FRANCI_ PWL [pwldesigns.com]
ARCHITECTURE

FORELLA

AVANTI PHASE 3



DEVELOPMENT PERMIT PANEL PRESENTATION
JUNE 12TH, 2019

PERSPECTIVE LOOKING NORTHWEST

FRANCI
ARCHITECTURE




DEVELOPMENT PERMIT PANEL PRESENTATION
JUNE 12TH, 2019

PERSPECTIVE LOOKING SOUTHWEST

FRANCI_
ARCHITECTURE
PWL partners LLP



DEVELOPMENT PERMIT PANEL PRESENTATION
JUNE 12TH, 2019

PERSPECTIVE LOOKING NORTHEAST



DEVELOPMENT PERMIT PANEL PRESENTATION
JUNE 12TH, 2019

PERSPECTIVES FROM MAIN BUILDING
ENTRY AND ART STUDIO PLAZA

FRANCI
ARCHITECTURE
PWL (franci)group



RESIDENTIAL MAIN ENTRY



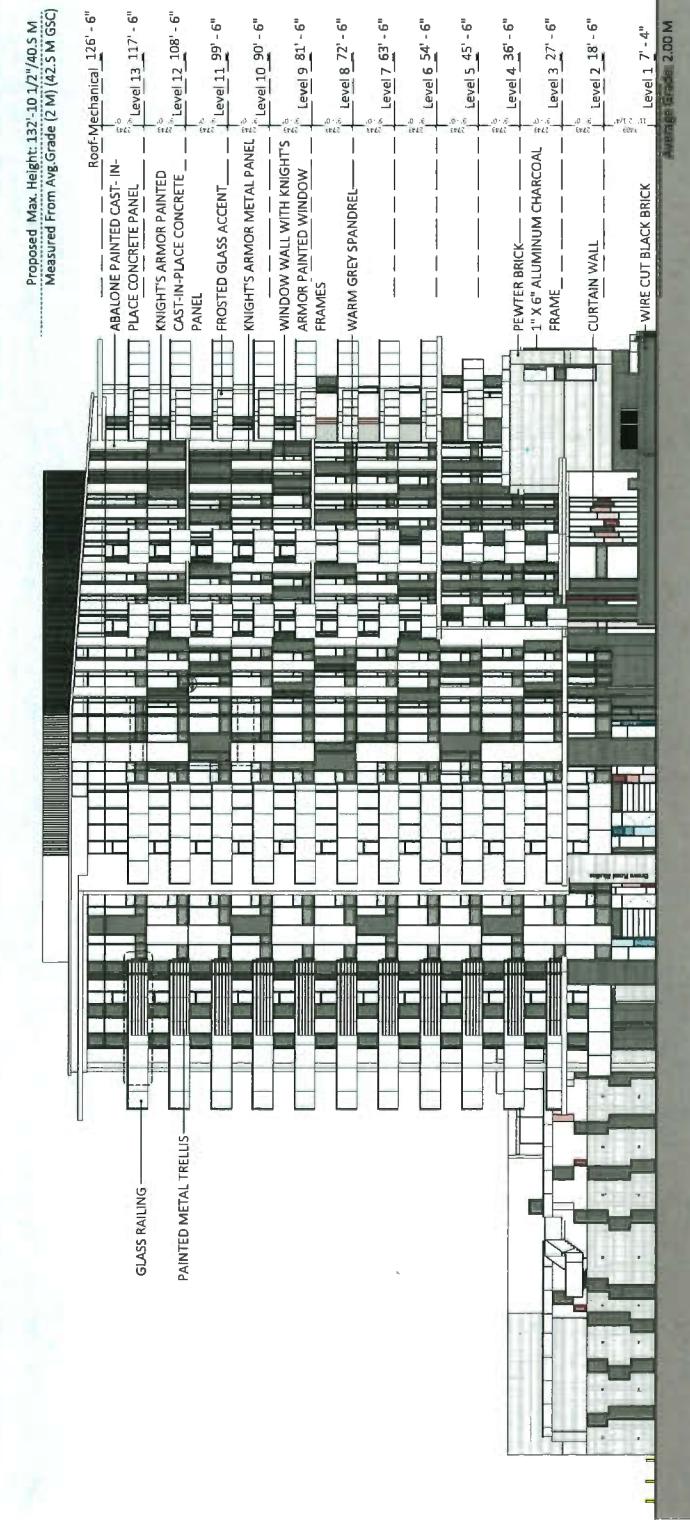
ARTIST STUDIO PLAZA



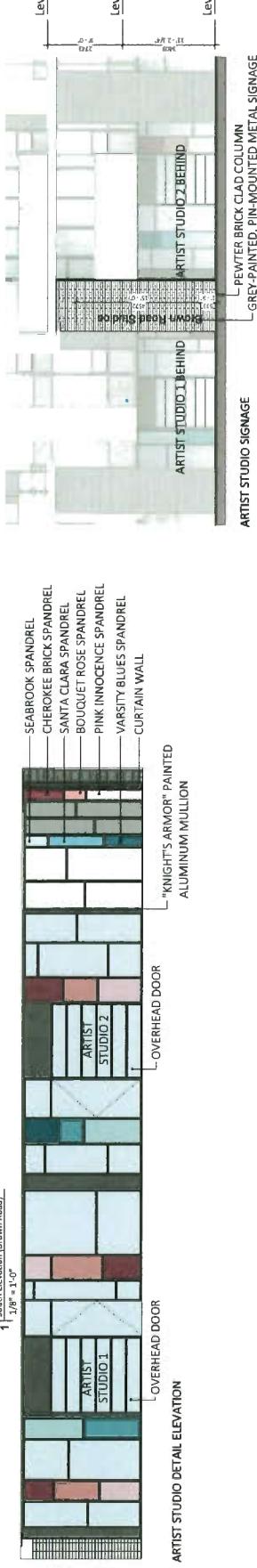
ARTIST STUDIO - OVERALL VIEW

Allowable Max. Height: 14'-7 1/2"/45 M.
Measured From Avg. Grade [2 M] (47 M GSC)

Proposed Max. Height: 132'-10 1/2"/40 S.M.
Measured From Avg. Grade [2 M] (42.5 M GSC)



1 South Elevation (Brown Road)
 $1 \frac{1}{8}'' = 1'-0''$



FRANCI
ARCHITECTURE

BUILDING ELEVATION - ART STUDIO ENTRY FEATURES

DEVELOPMENT PERMIT PANEL PRESENTATION
JUNE 12TH, 2019

ARTIST STUDIO SIGNAGE
ARTIST STUDIO SIGNAGE



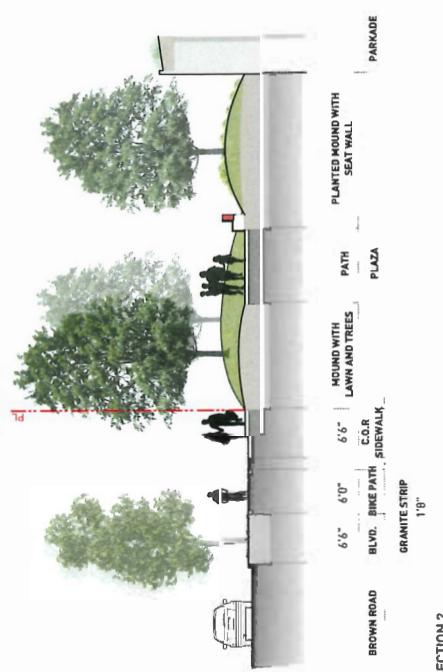
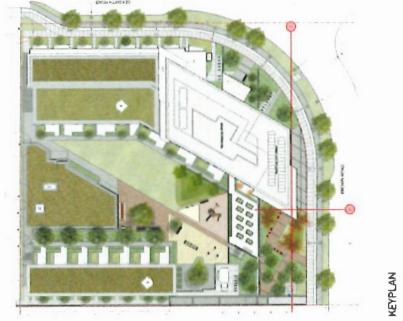
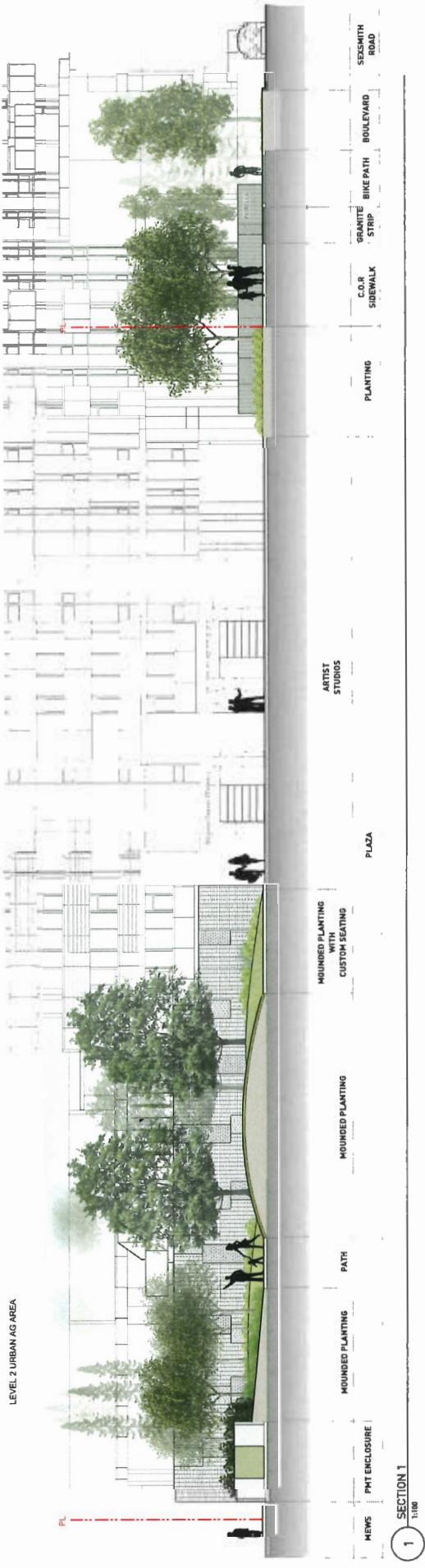
Fiorella | Landscape Plan

Polygon | Richmond, BC | June 2019 | 1:200



Fiorella | Public Plaza

Polygon | Richmond, BC | June 2019 | 1:100

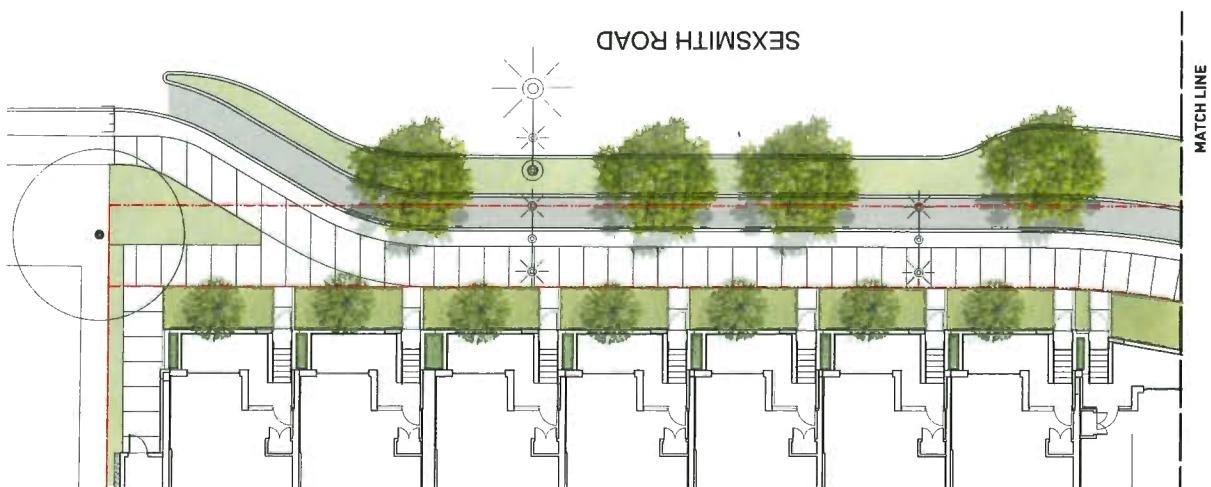
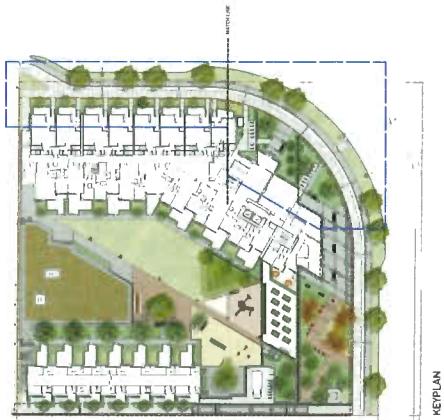


Fiorella | Public Plaza

Fulyon | Richmond, DC | June 2017 | 1:100

POLYGON
FRANCIL
partnership





Fiorella | Sexsmith Road



Fiorella | Outdoor Amenity Space

Polygon | Richmond, BC | June 2019 | 1:100



Fiorella | Outdoor Amenity Space - Sections

Polygon | Richmond, BC | June 2019 | 1:100

SECTION 4
1:100

BROWN ROAD
BLVD. BIKE PATH
C.O.R.
SIDEWALK
GRANITE STRIP
1'-8"

25'0" MOUND WITH
LAWN AND TREES
PLAZA
LEVEL 2 GARDEN PLOTS
16'9" HARDSCAPE AREA
WITH SEAT WALL
LEVEL 3 COURTYARD
24'0" CHILDREN'S PLAY
AREA

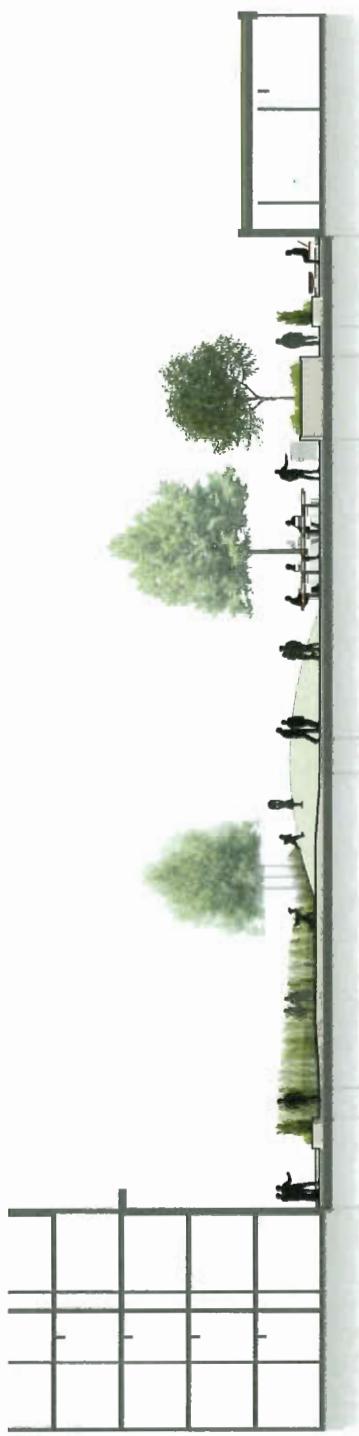


SECTION 3
1:100

12'0" PATIO
4'0" PATH
4'0" CENTRE LAWN
4'0" OUTDOOR AMENITY
SPACE
4'0" TOWNHOUSE
PATH
11'0" PLANTING
12'0" TOWNHOUSE
ROOF
12'0" PATIO
SEUDUM ROOF ON TOWNHOUSE
ROOF



KEY PLAN





Fiorella | Landscape Plan

Polygon | Richmond, BC | June 2019 | 1:200

Shaw Webmail

liliat319@shaw.ca

To Development Permit Panel
Date: June 12, 2019
Item # 1
Re: DP 18-818748

**New development under discussion and public comments , property location:
3551, 3571, 3611 and 3631 Sixsmith road, Rich.b.c . By applicant : Polygon
Fiorella Homes LTD**

From : liliat319 <liliat319@shaw.ca>

Sat, Jun 08, 2019 01:02 PM

2 attachments

Subject : New development under discussion and public comments , property location: 3551, 3571, 3611 and 3631 Sixsmith road, Rich.b.c . By applicant : Polygon Fiorella Homes LTD

CANT

V

It came to my attention, rather late , and I organize and form broad consensus within such short time.

But, I would take a leap of courage and ask City and Polygon as a developer of Avanti and future developer of the project next to it, in view of several current difficulties and future inconveniences, like increased traffic, construction noise and other intrusions on a quality of life to the residents of neighboring Strata Avanti consisting of more than a thousand people to make a few improvements and those improvements, no doubt, will be beneficial to the future residents of the proposed new development:

1. To install underground sprinkler system, at least, running from building B to building C of Strata Avanti and consider the same to be done for the future front garden of new building to be built. Currently, Strata Avanti has to water front garden manually and it presents some difficulties, including safety concerns, as people could trip over water hoses and sue Strata, if injured .
2. To plant a garden alongside green grass strip going from building B to building C.
3. Lay out paved entrances across the green grass strip at the entrances to buildings B and C.

The proposed improvements will, no doubt, will improve Strata Avanti appearance and increase sight, marketability of new development . I would add , that presently it

(S) is not looking good at Avanti entrances to buildings B, C.

If Polygon and City agree, in general, to about mentioned improvements to be implemented, they, then, would contact Council of Strata Avanti for consent, specifications and any other questions that could arise.

Regards, Mark Treskunov

901 3333 Brown rd. Richmond b.c
Ph 604 724 0406.

Email liliat319@shaw.ca

Sent from my Samsung Galaxy smartphone.

Schedule 2 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
June 12, 2019



It came to my attention, rather late , and I organize and form broad consensus within such short time.But, I would take a leap of courage and ask City and Polygon as a developer of Avanti and future developer of

Conclusions

Considerations associated with this application are provided in Attachment 5. 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.



Nathan Andrews
Planning Technician
(604-247-4911)

NA:blg

Attachments:

- Attachment 1: Location Map
- Attachment 2: Site Survey
- Attachment 3: Development Application Data Sheet
- Attachment 4: Existing Conditions versus Proposed Plan
- Attachment 5: Development Considerations

Schedule 3 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
June 12, 2019

Schedule 4 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
June 12, 2019



Jordans Bathgate
12951 Bathgate Way, Richmond

001

Perspective

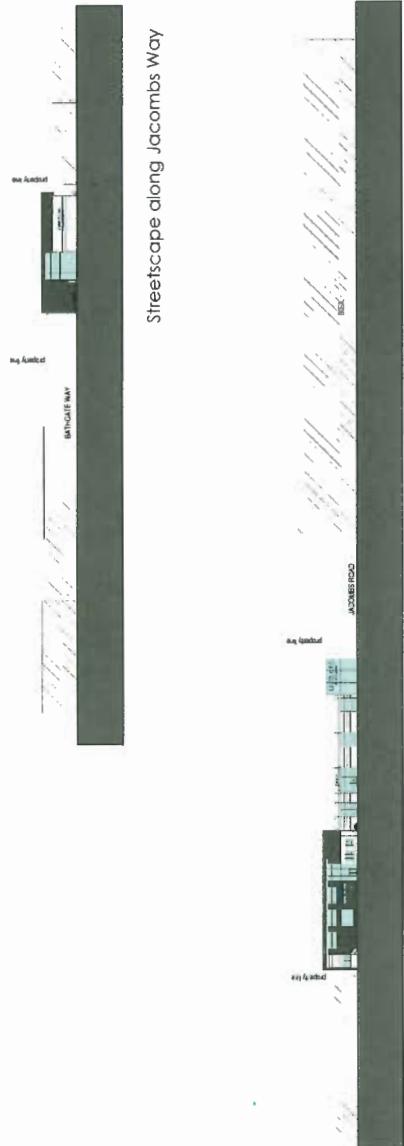


Location plan

JORDANS
CONTEXT

JORDANS

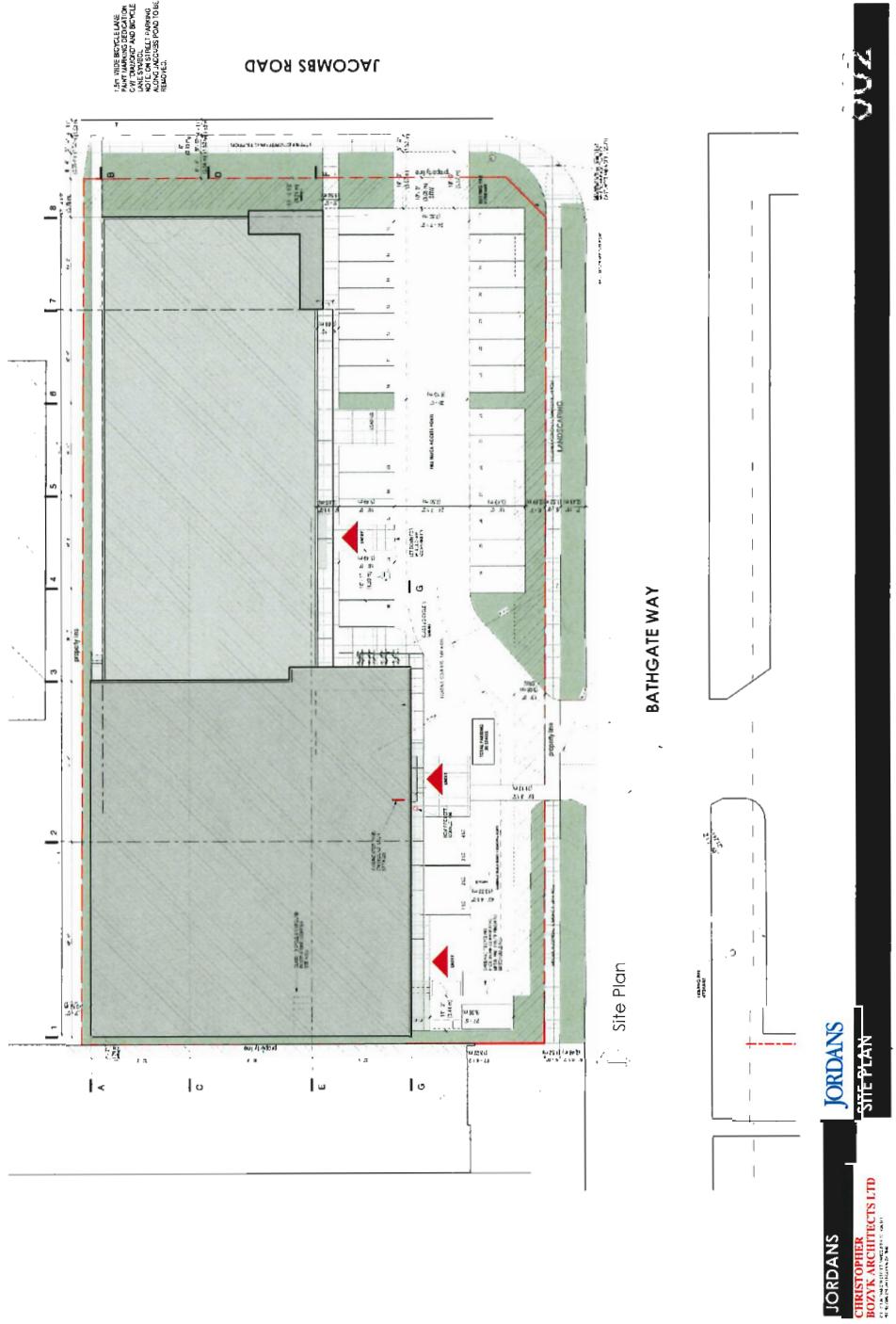
DIRECTOR OF PLANNING
COUNSEL FOR ARCHITECTS LTD



Streetscape along Jacombs Way

Streetscape along Bathgate Way





003

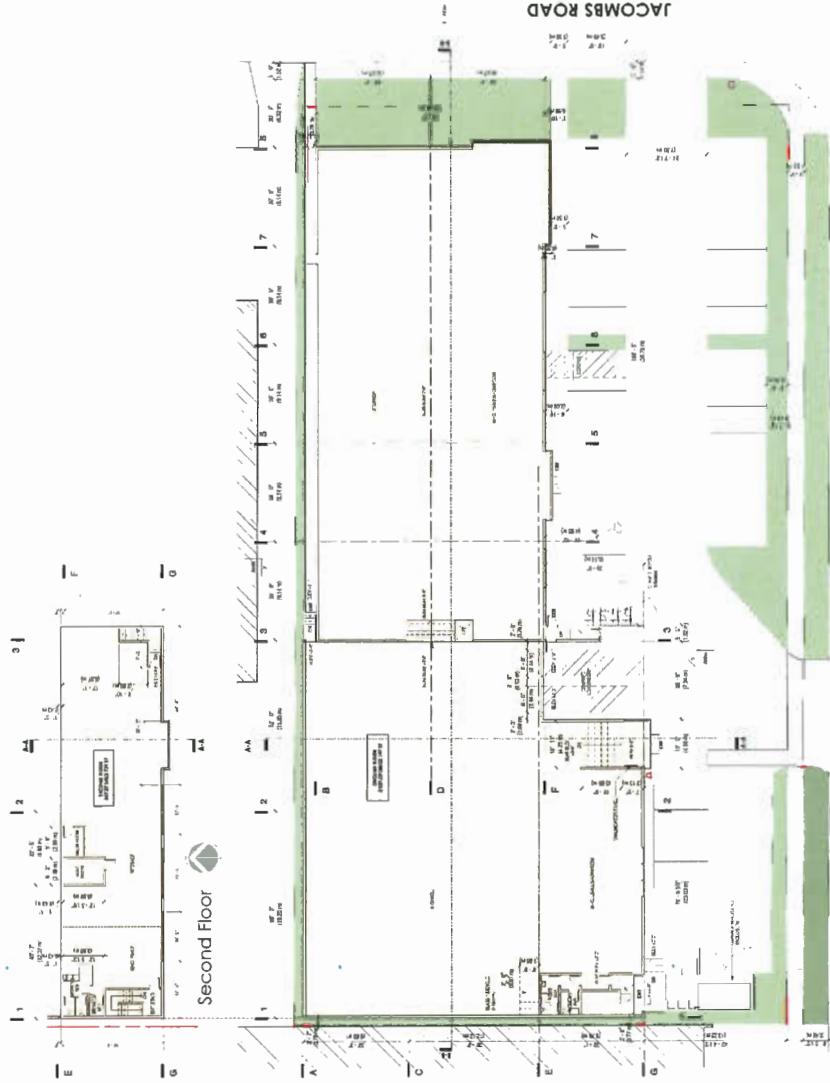
JORDANS
FLOOR PLANS

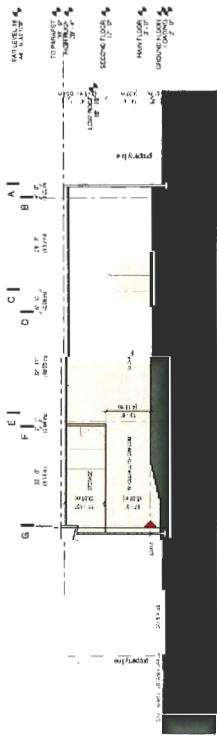
CHRISTOPHER
ROZK ARCHITECTS LTD

BATHGATE WAY

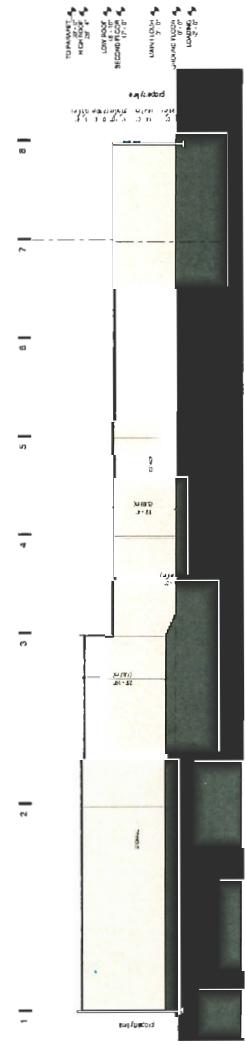
Ground Floor

JACOMBS ROAD





Building Section A-A



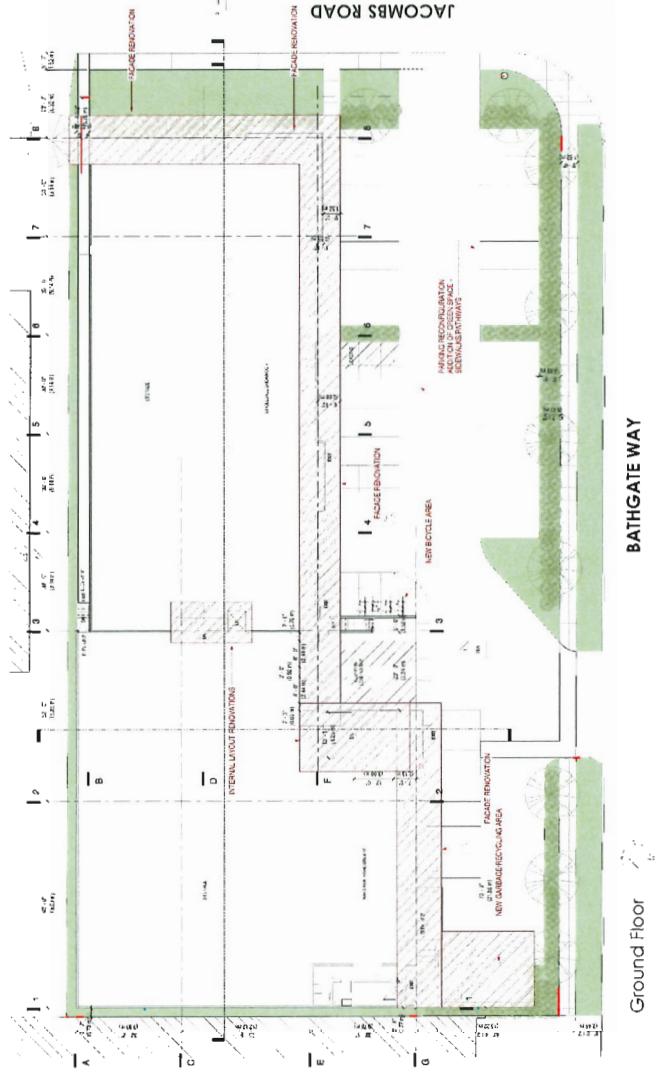
Building Section B-B

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CURRENT VS RENO DIAGRAM

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BOZYK ARCHITECTS I
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City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: June 5, 2019

From: Wayne Craig
Director, Development

File: DP 11-593871

Re: Application by IBI Architects (Canada) Inc. on behalf of South Coast British Columbia Transportation Authority (TransLink) for a Development Permit at 6302 No. 3 Road and 6411 Buswell Street

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a Bus Mall at 6302 No. 3 Road and 6411 Buswell Street on a site zoned "Downtown Commercial (CDT1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of parking spaces for the existing office building on 6411 Buswell Street from 44 to 25 spaces.



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

WC:mm

Att. 5

Staff Report

Origin

IBI Architects (Canada) Inc., on behalf of South Coast British Columbia Transportation Authority (TransLink), has applied to the City of Richmond for permission to construct a Bus Mall at 6302 No. 3 Road and a portion of 6411 Buswell Street. The Bus Mall comprises an area of approximately 7,150 m² (76,962.0 ft²) zoned “Downtown Commercial (CDT1)” (Attachment 1).

The actual Bus Mall loop is located on 6302 No. 3 Road and functions as an enhanced City street for transit vehicles and public pedestrian access. The Bus Mall loop includes a roadway with four bus loading and unloading bays, five bus layover bays and a HandyDart bay, and is bordered by wide sidewalks to provide access and waiting areas for transit riders.

The northern portion of the 6411 Buswell Street site includes proposed public pedestrian and emergency vehicle access routes from the Bus Mall to Buswell Street. The remainder of this lot includes an existing three-storey office building owned by TransLink, which is not part of the plans for the Bus Mall, but requires a parking variance from 44 to 25 spaces as discussed later in this report.

A small portion of the north side of the proposed Bus Mall sidewalk has already been constructed as part of the Mandarin development next to the Brighouse Canada Line station (DP 11-584010). Public access to this area has been secured with a Statutory Right of Way (SRW) registered on title of the site.

The City will be granting TransLink a SRW over City-owned lot at 6302 No. 3 Road and licence over part of the lane at the southeast corner of the site to allow for Translink to operate the Bus Mall. TransLink will be granting an 18.0 (59.0 ft.) wide SRW to the City over the northern portion of 6411 Buswell Street to provide for the above-noted pedestrian/emergency access route to Buswell Street.

A specific Bus Mall Servicing Agreement (SA18-842676) is required for the on-site servicing associated with the Bus Mall Development Permit and off-site frontage improvements. Off-site improvements include adjustments to the southbound left-turn lane and the median on No. 3 Road, widened sidewalks on No. 3 Road, additional wide pedestrian crosswalks on No. 3 Road, and installation of new traffic signals at the intersection of No. 3 Road and the Bus Mall.

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

Development surrounding the subject site is as follows:

- To the north: There is the recently completed “Mandarin” building with two residential towers at 6188 and 6288 No. 3 Road with the Scotiabank at grade, approved under

Development Permit (DP 11-584010); and a tower on 6351 Buswell Street with a parkade and townhouses at grade, are zoned “Downtown Commercial (CDT1)”.

- To the east: There is an existing four-storey retail/office building located on the southern part of the lot at 6411 Buswell Street on a site zoned “Downtown Commercial (CDT1)”. The northern part of this site forms part of the proposed Bus Mall.
- To the south: A vacant site at 6340 No 3 Road was recently rezoned to “High Density Mixed Use and Early Childhood Development Hub (ZMU37)” (RZ17-773703) and issued a Development Permit (DP18-822743) to permit the mixed-use “Keltic” development with four Mixed-Use towers with commercial retail units at grade.
- To the west, across No. 3 Road: There is the northern portion of Richmond Centre Mall, a large regional shopping centre on a site zoned “Downtown Commercial (CDT1)”.

Rezoning and Public Hearing Results

There is no rezoning involved with the development of the subject properties which are zoned “Downtown Commercial (CDT1)”.

TransLink organized a meeting with the Strata Council of the Emporio building at 6351 Buswell Street which was built and occupied prior to the Bus Mall being proposed. The meeting included a presentation of the proposed Bus Mall plans and receipt of comments on the design, including the proposed acoustic screen adjacent to the building. The Strata Council asked questions and made comments about possible noise from some members of the public late at night. In response, TransLink staff explained their approach to security at bus exchanges and the limited late night bus schedule. The Strata Council members also expressed concern about the current parking enforcement situation on the existing lane north of the Bus Mall. City Community Bylaws staff have followed up with increased parking enforcement on the lane.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and that designates the site “DTMU – Downtown Mixed Use” and the City Centre Area Plan (CCAP) that designates the site as “Urban Centre T6 (45m)” and “Bus Exchange” (Attachment 3).

The proposal is generally in compliance with Zoning Bylaw 8500 with the exception of the parking variance noted below.

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

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the number of parking spaces for the existing office building on 6411 Buswell Street from 44 to 25 spaces.

(Staff supports the proposed variance from 44 to 25 parking spaces given that the existing office building on 6411 Buswell Street has operated with partial closure of the parking lot for

a staging area for the construction of the Mandarin building in 2015-2017 and previously for construction of the adjacent building at 6351 Buswell in 2007. Since 2015, the subject office building has functioned with 30 parking spaces. TransLink has also advised the current building tenants of the proposed reduction in parking. Furthermore, the parking reduction is supported in consideration of the proximity of the site to the Brighouse Canada Line station and adjacent Bus Mall. Lastly, it should be noted that the subject site will ultimately be redeveloped by TransLink or sold to another developer, at which time, the parking requirement would be re-assessed as part of any redevelopment of the site.)

Advisory Design Panel Comments

The Advisory Design Panel was in favour of the proposed Bus Mall. A copy of the relevant excerpt from the Advisory Design Panel Minutes from held on April 3, 2019 is attached for reference (Attachment 4). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'. It should also be noted that previously, on September 8, 2011, the Design Panel recommended in favour of the adjacent Mandarin development which included preliminary Bus Mall plans.

Analysis

Conditions of Adjacency

The proposed development has addressed the interface with the adjacent properties surrounding the development site, as indicated below:

- To the north: The proposed Bus Mall presents a coordinated design with the Mandarin development, especially at the interface along the south frontage of the new retail unit with Scotiabank.
- To the east: The loop turnaround at the eastern end of the proposed Bus Mall will be adjacent to the existing south-facing, ground-oriented townhouses at 6351 Buswell Street. The Bus Mall design includes an acoustic screen for noise attenuation in front of these units as discussed below.
- To the south: The proposed Bus Mall development abuts the proposed Keltic retail/commercial development to the south as noted above. There will be ground-oriented retail units within the Keltic building that front a sidewalk located within an SRW providing public access. The development also includes a "Kiss and Ride" drop off for pedestrians adjacent to the southeast corner of the Bus Mall. The Bus Mall and Keltic sidewalk design are being constructed with the same landscaping and pavement standards.
- To the west: The proposed development is separated from the existing retail/commercial and residential developments across No. 3 Road by the elevated Canada Line guideway.

Site Planning and Urban Design

Site Planning

- The Bus Mall is basically an enhanced street with transit vehicle access from No. 3 Road with passenger drop-off provided on the south side and passenger pick-up on the north side of the Bus Mall.

- The main pedestrian access is provided by broad sidewalks on the north and south sides of the Bus Mall leading from No. 3 Road.
- The sidewalk on the north side of the Bus Mall will lead to the existing pedestrian plaza on No. 3 Road adjacent to the Brighouse Canada Line station and Mandarin building to the north.
- The proposed pedestrian plaza on No. 3 Road on the south side of the Bus Mall will extend onto the northwest corner of the proposed Keltic development site.
- There is a secondary public pedestrian route and emergency vehicle exit lane from the eastern end of the Bus Mall to Buswell Street located on the north portion of 6411 Buswell Street. This access has been reviewed and supported by the Fire and Rescue Department. It should be noted that this lane is not intended or designed to allow bus traffic to access Buswell Street.

Urban Design

- The principal design feature of the proposed Bus Mall landscape is the creation of identifiable pedestrian public realm in the area that results from the continuous stone pavement on the north and south urban plazas discussed above and the Bus Mall sidewalks.
- Decorative pedestrian paving for the sidewalk on both sides of the Bus Mall will match the pavement around and on the Brighouse station plaza on No. 3 Road (granite field and basalt tile bands), in combination with high-quality street/site furnishings (decorative tree grates, lighting and decorative metal fencing).
- The wide sidewalk on the north side of the Bus Mall provides ample area for passengers waiting to board buses and provides access from No. 3 Road to the Mandarin south tower's residential lobby, fronting the plaza at the south end of the lane leading to Saba Street one block to the north.
- A continuous planter, seating, a bus shelter and extensive glass canopies along the south frontage of the new Scotiabank have been constructed with the Mandarin building, along the north side sidewalk of the Bus Mall, and will provide weather protection and a friendlier pedestrian environment along the passenger pickup area.
- Although narrower than the north side sidewalk, the same pavement treatment, materials, tree planting and lighting is also proposed along the south side sidewalk of the Bus Mall, where the unloading of passengers take place. Increasing the width of the Bus Mall south sidewalk to match the width of the north sidewalk is included in the Development Permit plans for Keltic development on the south side of the Bus Mall site.
- Along the perimeter of the eastern end of the Bus Mall loop, a 1.0 m (3.5 ft.) high fence, consisting of a galvanized finish wire and wall panels attached to "silver" powder coated metal frames. This fence is designed as a safety measure to protect pedestrians from buses turning at the loop at the end of the Bus Mall.
- There is a mid-block crosswalk that will allow pedestrians to cross from the above-noted existing lane on the north side of the Bus Mall to the south side of the Mall and to the proposed Keltic development to the south.

- A 1.0 m (3.5 ft.) high fence is provided on the median between the passenger loading and unloading operation sides of the Bus Mall. This fence will consist of a grid of (1.5 in. x 1/8 in.) aluminum grating with solid wave-shaped panels painted “Translink” blue. The median fence will prevent pedestrians crossing from the passenger unloading area on the south side to the passenger loading areas on the north side, and funnel them to the designated mid-block crosswalk or at the signalized crosswalk at No. 3 Road.
- A mounded landscaped area is included at the centre of the turnaround at the east end of the Bus Mall loop to provide a visual buffer to the three TransLink service vehicle parking spaces located at the centre of the loop.
- There is a 3.66 m (12.0 ft.) high acoustic screen wall at the eastern end of the Bus Mall loop turnaround adjacent to the townhouse units within the adjacent building at 6351 Buswell Street. The screen consists of laminated frit-patterned glazing with a translucent Evergreen tree graphic pattern, mounted to a galvanized steel frame. The screen includes a 0.85 m (2.75 ft.) high concrete base to provide a foundation and visual screening from bus headlights. In response to noise concerns from the residents of 6351 Buswell Street, the screen height was increased further to a report from TransLink’s acoustical engineers.
- The use of decorative paving treatment that enhance the Bus Mall public realm consists of two coordinated basic treatments:
 - The granite field and basalt tile bands, which are proposed for all the highest volume pedestrian areas of the public realm, including the plazas and the Bus Mall passenger areas. These materials are also used on the plaza in front of the lobby of the south residential tower of Mandarin building and along the eastern portion of the east-west pedestrian route to Buswell Street.
 - Cast-in-place light broom concrete of a natural light grey colour will be used as a base on the bus lane operations area and will include regularly spaced north-south charcoal integral colour bands of approximately 1.2 m (4 ft.) wide.
- There will be planting of 21 Pin Oaks and three Japanese Maples in tree grates along both sides of the Bus Mall adjacent to the sidewalks, establishing an urban street character. Trees will have a minimum 10 cm (4 in.) caliper. Trees will be planted in structural soil under the sidewalk to promote tree root and canopy development, and have automatic irrigation.
- Hedge shrubs are proposed to be planted adjacent to the parkade wall of the building at 6351 Buswell Street near the eastern end of the Bus Mall.

Tree Retention and Removal

- *Existing On-Site Tree:* There is one tree on 6411 Buswell Street in good condition that will need to be removed to allow for construction of the Bus Mall loop driving surface. TransLink has confirmed that the driving surface cannot be revised due to the geometry of the bus turning movements and safety requirements (Attachment 5).
- *On-Site Replacement Trees:* The proposed landscape plan accommodates 24 on-site replacement trees as described above under the Urban Design section of the report.
- *Trees and Adjacent Sites:* There are six Pin Oak trees on the SRW on the adjacent Mandarin building site at 6288 No. 3 Road that have been planted to form part of the public realm for the Bus Mall and will be protected. There are also six trees on the adjacent site at 6351

Buswell Street that will be retained, of which four will need to be trimmed to allow for construction of the acoustic screen. TransLink has been advised to consult with the owners of this building prior to trimming of these trees.

- *Off-Site Trees on No 3 Road:* There are seven trees that will need to be moved or removed for the improvements to No. 3 Road under the Servicing Agreement for the Bus Mall. Three trees (nos. 106-108) will be moved to another location on City property as determined by City Parks. The four trees to removed (nos. 102-105) will either need to be replaced at a 2:1 ratio with eight street trees or require payment of \$5,100 to the City Tree Compensation Fund prior to issuance of the Serving Agreement.

Crime Prevention Through Environmental Design

- There will be daytime casual surveillance of the Canada Line Station plaza and the Bus Mall from the Scotiabank and ground-oriented commercial units with the proposed Keltic development to the south.
- In the evenings, casual surveillance over the Bus Mall will be provided from the residential units within Mandarin and Keltic buildings.
- At night, pedestrian and street lighting will keep the whole extent of the Bus Mall, and other ancillary spaces, including the pedestrian linkage to Buswell Street, well lit. Decorative lane lighting on the lane that leads from Saba Road to the Bus Mall also will contribute to the overall safety of pedestrian routes to and from the Bus Mall.

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.



Mark McMullen
Senior Coordinator - Major Projects
(604-276-4173)

MM:blg

Attachments:

- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: CCAP Bridgeport Village Land Use Map
- Attachment 4: Excerpt from the Advisory Design Panel Minutes
- Attachment 5: Existing Tree Management Plan

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

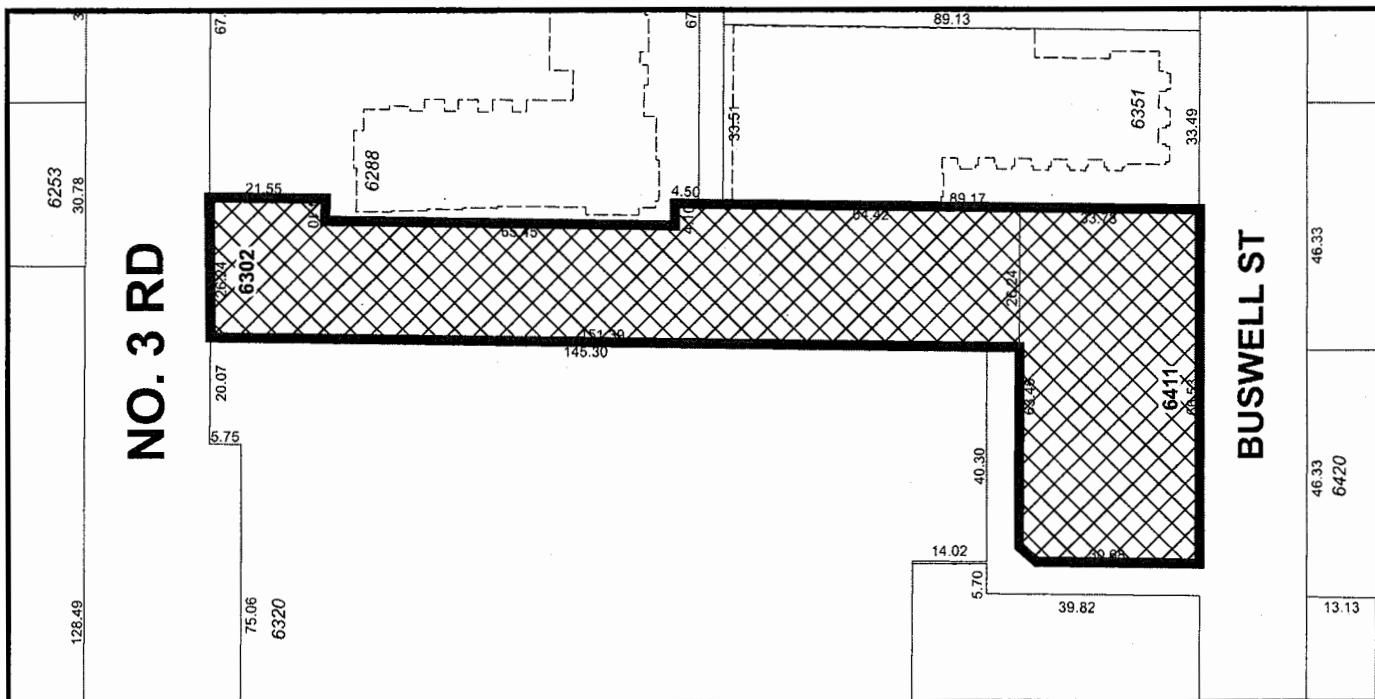
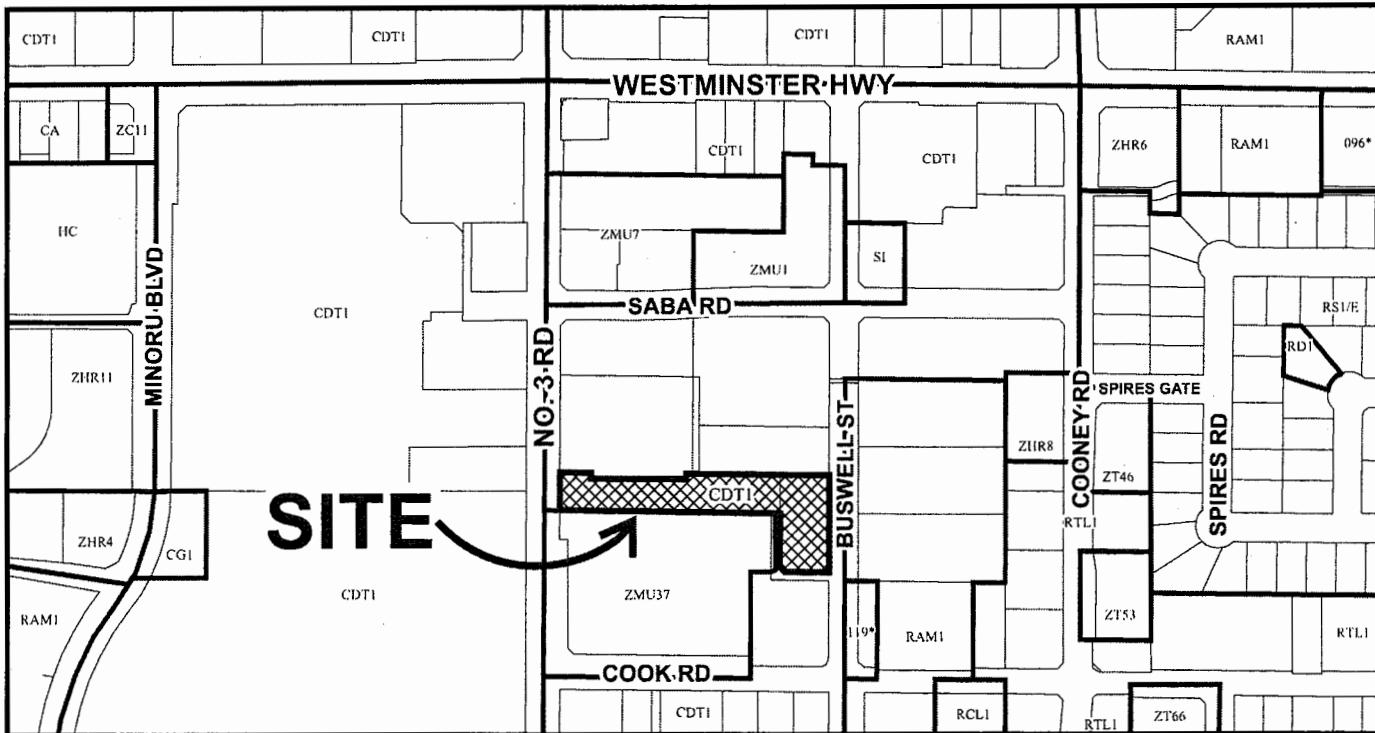
- Receipt of a security for landscaping in the amount of \$715,254.10.

Prior to commencement of construction, the developer is required to complete the following:

- Registration of Statutory Right-of-Ways (SRW) over City-owned lot at 6302 No. 3 Road and licence over part of the lane at the southeast corner of the site to allow for Translink to operate the Bus Mall. TransLink will be granting an 18.0 (59.0 ft.) wide SRW to the City over the northern portion of 6411 Buswell Street to provide for the above-noted pedestrian/emergency access route to Buswell Street.
- Issuance of a Servicing Agreement from the City for the on-site servicing works within the Bus Mall and for the off-site works.
- The four off-site trees to removed (nos. 102-105) will either need to be replaced at a 2:1 ratio with eight street trees within the Servicing Agreement plans or TransLink is required to make payment of \$5,100 to the City Tree Compensation Fund.
- Issuance of a Building Permit for the acoustic screen/wall after consultation with the owners of 6351 Buswell Street regarding the trimming of the four adjacent has been completed by TransLink.
- 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.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/tp/special.htm>).



**City of
Richmond**



N	DP 11-593871	Original Date: 06/04/19 Revision Date: Note: Dimensions are in METRES
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**City of
Richmond**

Development Application Data Sheet
Development Applications Department

DP 11-593871

Attachment 2

Address: 6302 No. 3 Road and 6411 Buswell Street

Applicant: IBI Architects (Canada) Inc. Owner: City of Richmond (6302 No. 3 Road)
TransLink (6411 Buswell Street)

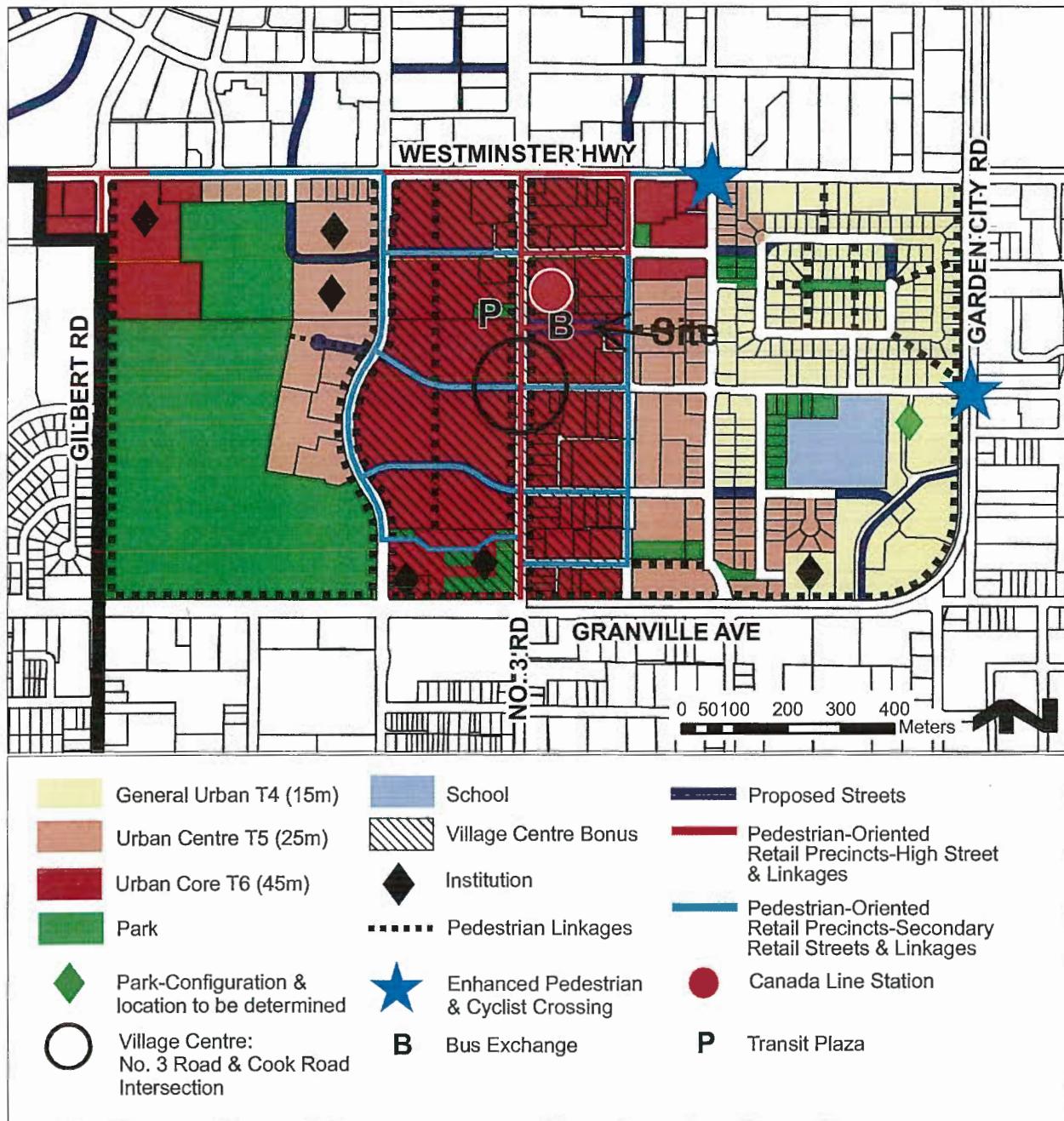
Planning Area(s): City Centre

Floor Area Gross: 1,767m² Building on 6411 Buswell Floor Area Net: 1,767m² Building on 6411 Buswell

	Existing	Proposed
Site Area:	7,150 m ²	7,150 m ²
Land Uses:	Vacant Lot and Office Building	Vacant Lot and Office Building
OCP Designation:	DTMU – Downtown Mixed Use	DTMU – Downtown Mixed Use
CCAP Designation:	Urban Centre T6 (45 m) & Bus Exchange	Urban Centre T6 (45 m) & Bus Exchange
Zoning:	Downtown Commercial (CDT1)	Downtown Commercial (CDT1)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0	0.0	none permitted
Lot Coverage:	Max. 90%	0 %	none
Setback – Front Yard:	Min. 6.0 m	> 6.0 m	none
Setback – North Side Yard:	Min. 0.0 m	0.0 m	none
Setback – South Side Yard:	Min. 3.0 m	> 6.0 m	none
Setback – Rear Yard:	Min. 3.0 m	> 3.0 m	none
Height (m):	Building - Max.47 m Structure - Max.12 m	Building – 0.0 m Structure – 3.66 m	none
Lot Size:	N/A	N/A	none
Total off-street Spaces:	N/A for Bus Mall 44 for Existing Building at 6411 Buswell	3 for Bus Mall 25 for Existing Building at 6411 Buswell	25 for Existing Building at 6411 Buswell

City of Richmond

Specific Land Use Map: Brighouse Village (2031)

Excerpt from the Minutes of Advisory Design Panel

Wednesday, April 3, 2019

DP 11-593871– BRIGHOUSE BUS MALL

ARCHITECT: IBI Group Architects

LANDSCAPE ARCHITECT: Durante Kreuk Ltd

PROPERTY LOCATION: 6302 No. 3 Road and 6411 Buswell Street

Applicant's Presentation

Martin Bruckner, IBI Group Architects, and Peter Kreuk, Durante Kreuk Ltd., presented the project, and together with Salim Narayanan, IBI Group Architects, and Chit Vyas, Stantec/Translink answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from Panel members were as follows:

- appreciate the proposed Bus Mall which will enhance public transportation in Richmond; adjacent developments could have consolidated open spaces to provide gathering places near the Bus Mall;

The North and South Plaza areas are included on the west side in the current design of Bus Mall. Additional space, if required, should be included in the adjacent development design.

- support the proposed location of the Bus Mall close to the pedestrian crossing on No. 3 Road;

Noted.

- consider installing a canopy/shelter for the HandyDART passenger waiting/pick-up area; also consider designating wheelchair priority areas adjacent to bus loading stops in the Bus Mall;

TransLink has consulted Coast Mountain Bus Company (CMBC) Access Transit staff and have received the following comment for the shelter:

"Existing canopy of Mandarin Residence Building located close to the HandyDART location is enough to provide shelter. A bench must be added underneath."

CMBC Access Transit has advised that the existing canopy of the Mandarin Residence building would be adequate. The benches under the canopy are in close proximity to the stop where HandyDART customers would likely wait during times of inclement weather. This canopy location provides visibility of the arriving vehicle to the customers.

A bench has been added like the existing benches located next to the planter to maintain consistency.

- fonts on the package provided by the applicant are small and hard to read; plans could have been enlarged to make them more legible;

Noted. Has been incorporated in the full-scale drawings

- appreciate the presentation of the project; however, the applicant could have provided elevation drawings for all sides of the project to enable the Panel to better understand the project;

Noted. Will provide the elevations.

- no concerns on the project; the applicant has done a good job;
Noted with thanks.

- appreciate the proposed surface paving treatment for pedestrian circulation areas and sidewalks in the Bus Mall; however, consider similar treatments for the two pedestrian crosswalks to tie them together and to be more consistent with the sidewalk surface paving treatment;

The sidewalks include granite pavers which are not suitable for the cross walk with heavy bus movement. The pavement is made up of concrete. Stamped concrete with zebra pattern has been included for cross walks to address durability, consistency and on-going maintenance.

- consider incorporating more evergreen planting materials throughout the subject site; also consider installing climbing vines in the centre median of the Bus Mall to soften the appearance of the metal fence in the median;

The centre median includes articulated fence. Planting materials have been avoided to address bus movement, safety and long-term maintenance.

- appreciate the amount of work that the applicant has put into the project as shown by the renderings presented to the Panel; however, eye-level views of the project would have been helpful to the Panel's consideration of the project;

Noted. Will include more views.

- applicant has provided good solutions with regard to the openings and connections to the other parts of the adjacent urban environment; however, the back of house view of those connections was presumably not designed with frontages on those connector passageways;

Noted. Improved design of fence close to the turn around has been included.

- support the Panel comment to consider installing a canopy over the HandyDART passenger waiting/loading area;

Please see above canopy response for HandyDART.

- also support the Panel comment to incorporate greenery in the centre median of the Bus Mall;

Please see above greenery response for centre median.

- review the design and material of the acoustic screen adjacent to the residential tower on the north of the Bus Mall to ensure that headlight glares coming from the bus loop will not go through to the western side of the existing building; and

The height of concrete wall has been increased to address the headlight glare. More dense/opaque patterns have been added at the bottom of the glass screen. The evergreen hedge has been removed.

- consider installing low level lighting on the edge of the sidewalks to enhance pedestrian accessibility and safety in the Bus Mall area, particularly on the eastern side.

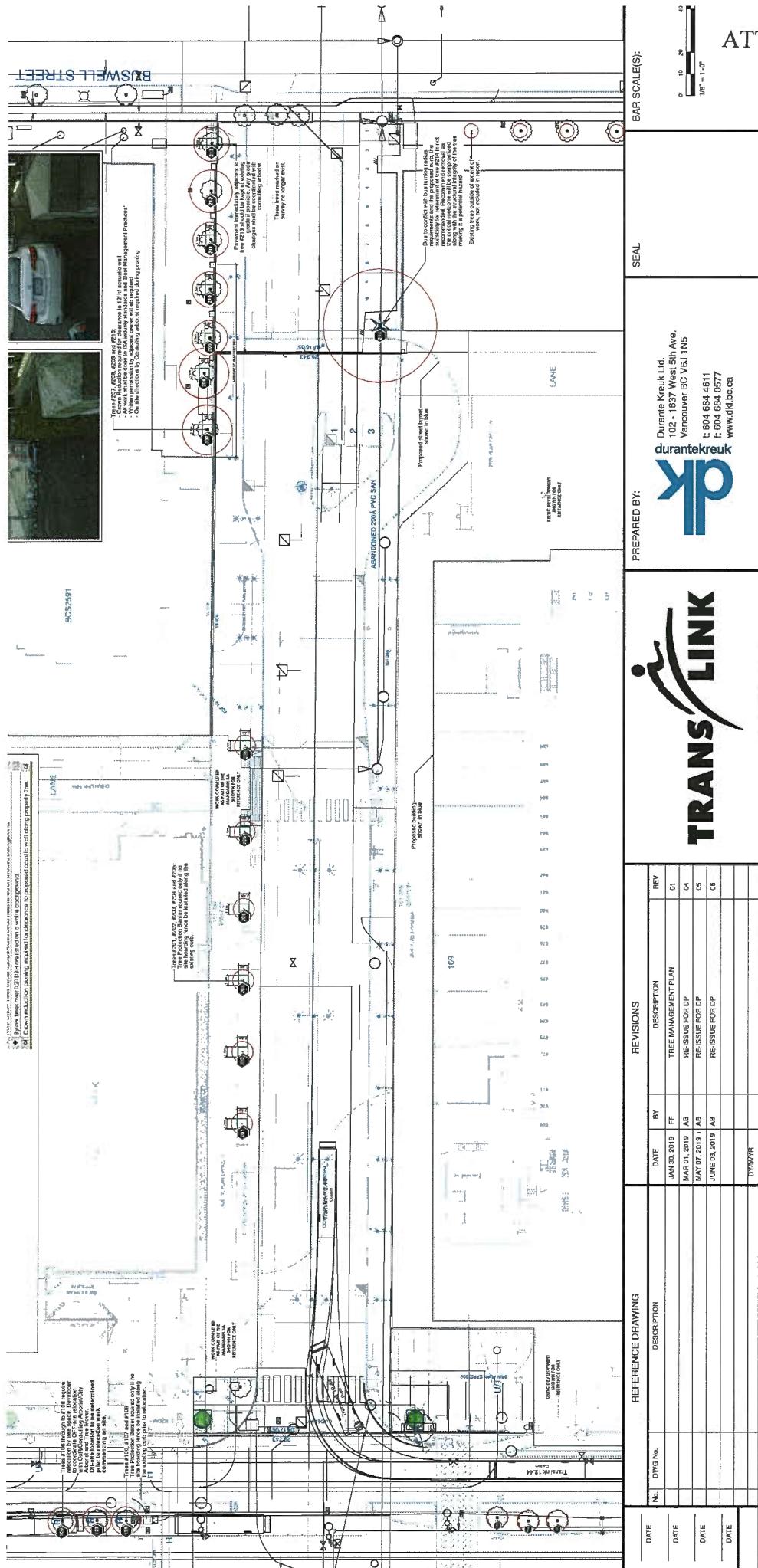
High level lighting is consistently provided which meets the Street lighting levels. Low level lighting has been avoided to maximize space for passenger circulation and safety issues while loading and unloading of passengers.

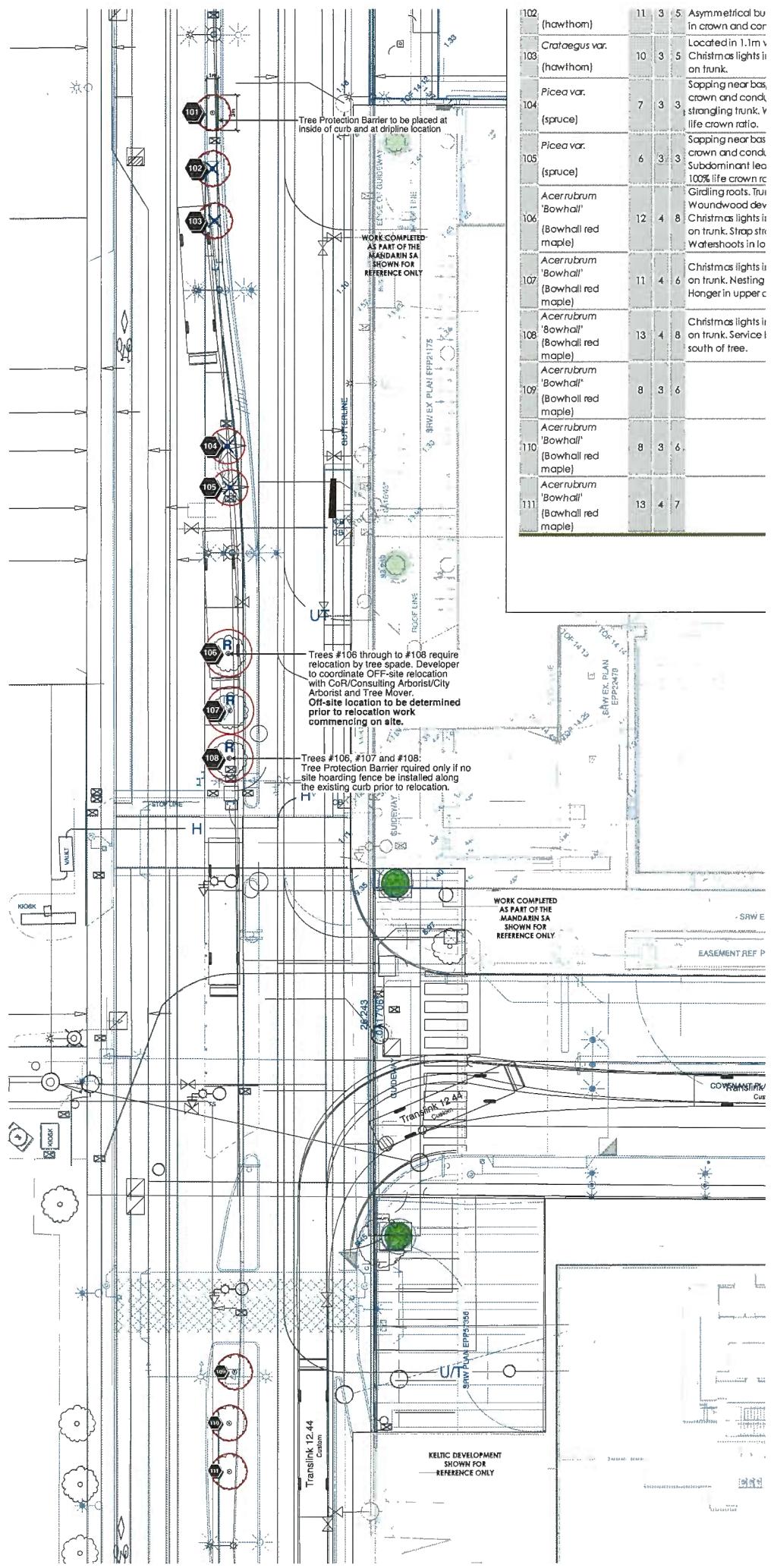
Panel Decision

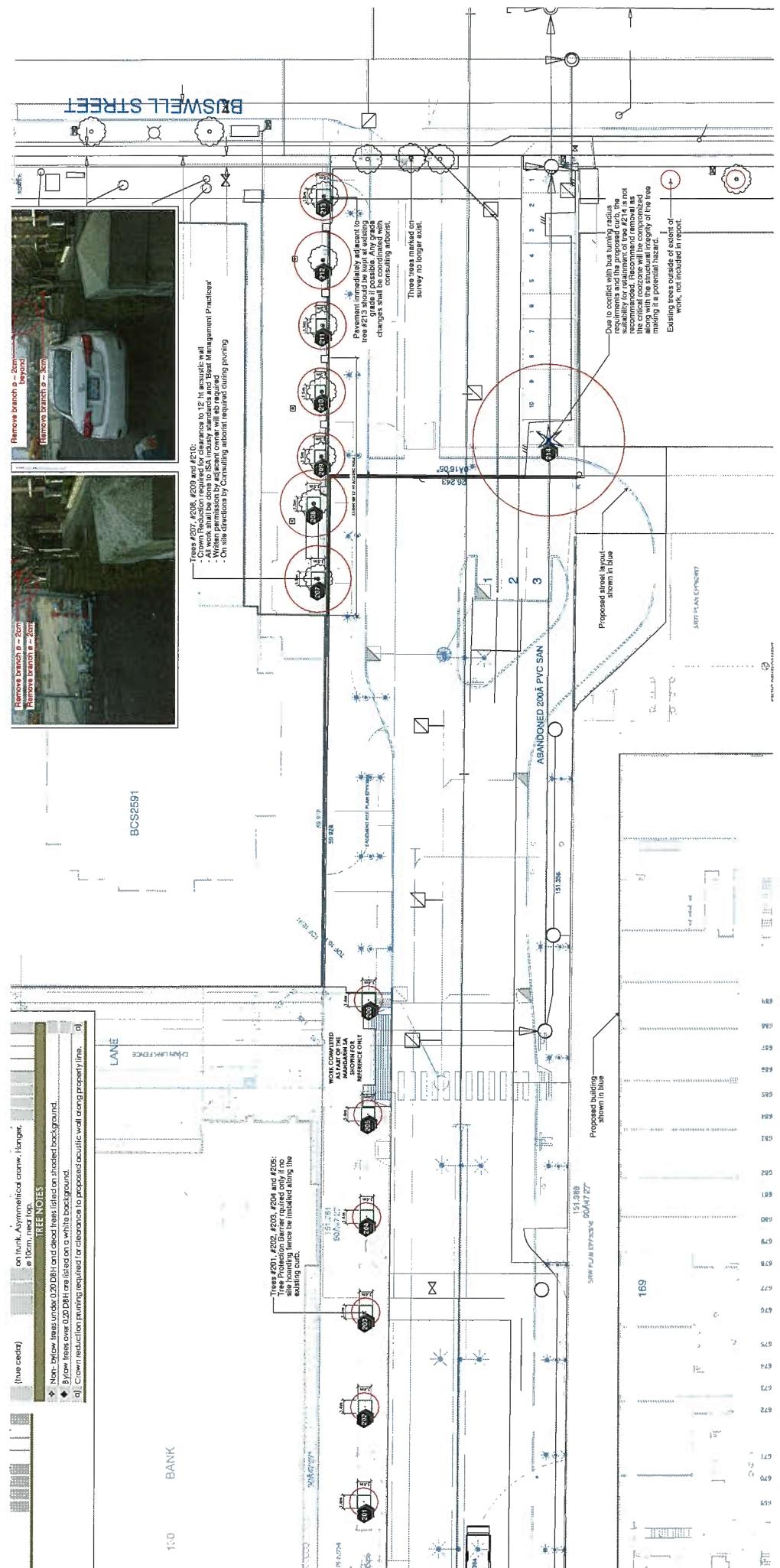
It was moved and seconded

That DP 11-593871 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

CARRIED









City of Richmond

Development Permit

No. DP 11-593871

To the Holder: IBI ARCHITECTS (CANADA) INC. ON BEHALF OF SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY (TRANSLINK)

Property Address: 6302 NO. 3 ROAD AND 6411 BUSWELL STREET

Address: C/O SUITE 400 - 287 NELSON'S COURT
NEW WESTMINSTER, BC V3L 0E7

-
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 reduce the number of parking spaces for the existing office building on 6411 Buswell Street from 44 to 25 spaces.
 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 #DP 11-593871-1 to #DP 11-593871-16 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 \$715,254.10 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 11-593871

To the Holder: IBI ARCHITECTS (CANADA) INC. ON BEHALF OF SOUTH COAST
BRITISH COLUMBIA TRANSPORTATION AUTHORITY (TRANSLINK)

Property Address: 6302 NO. 3 ROAD AND 6411 BUSWELL ROAD

Address: C/O SUITE 400 – 287 NELSON'S COURT
NEW WESTMINSTER, BC V3L 0E7

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

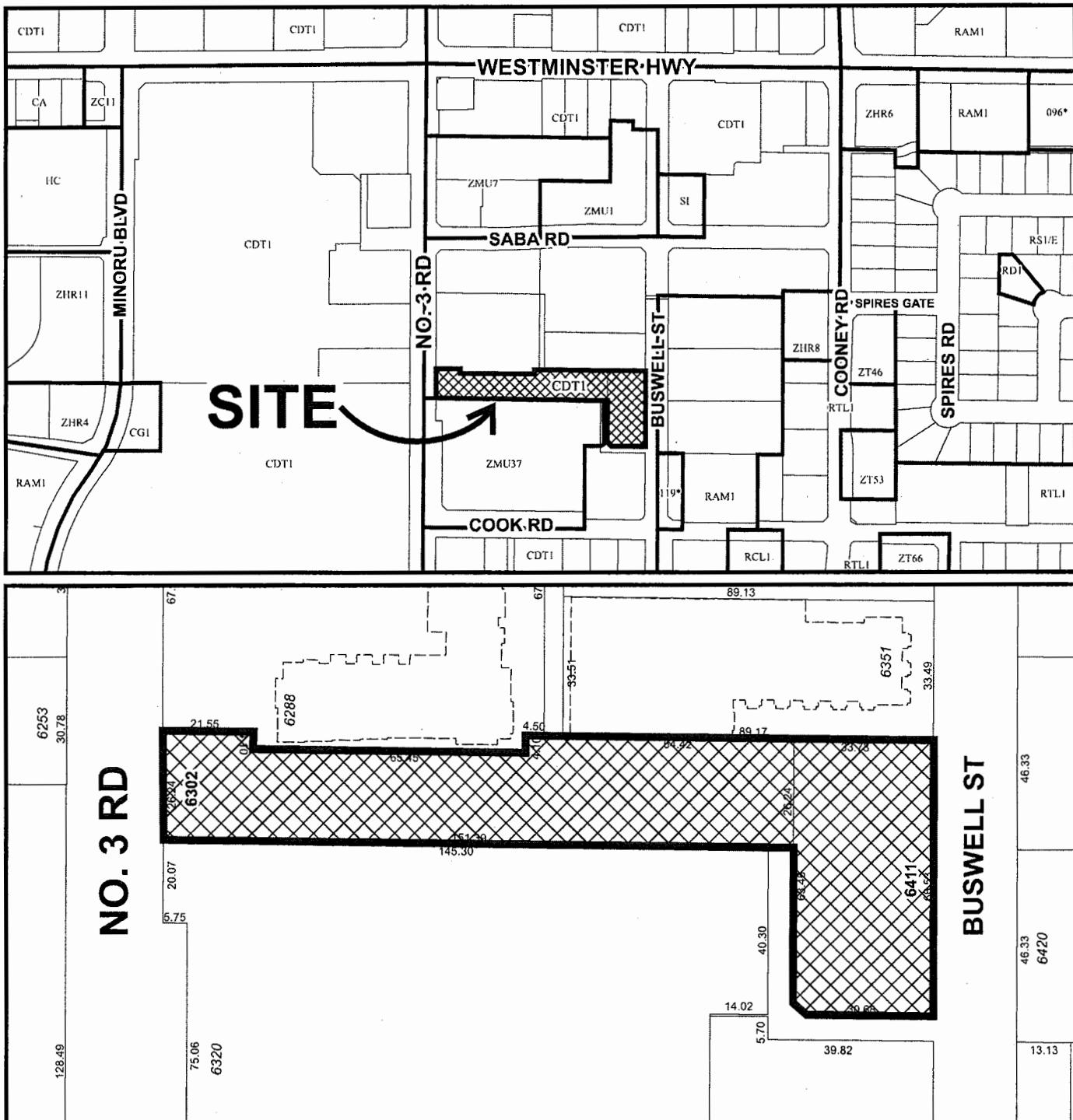
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



**DP 11-593871
SCHEDULE "A"**

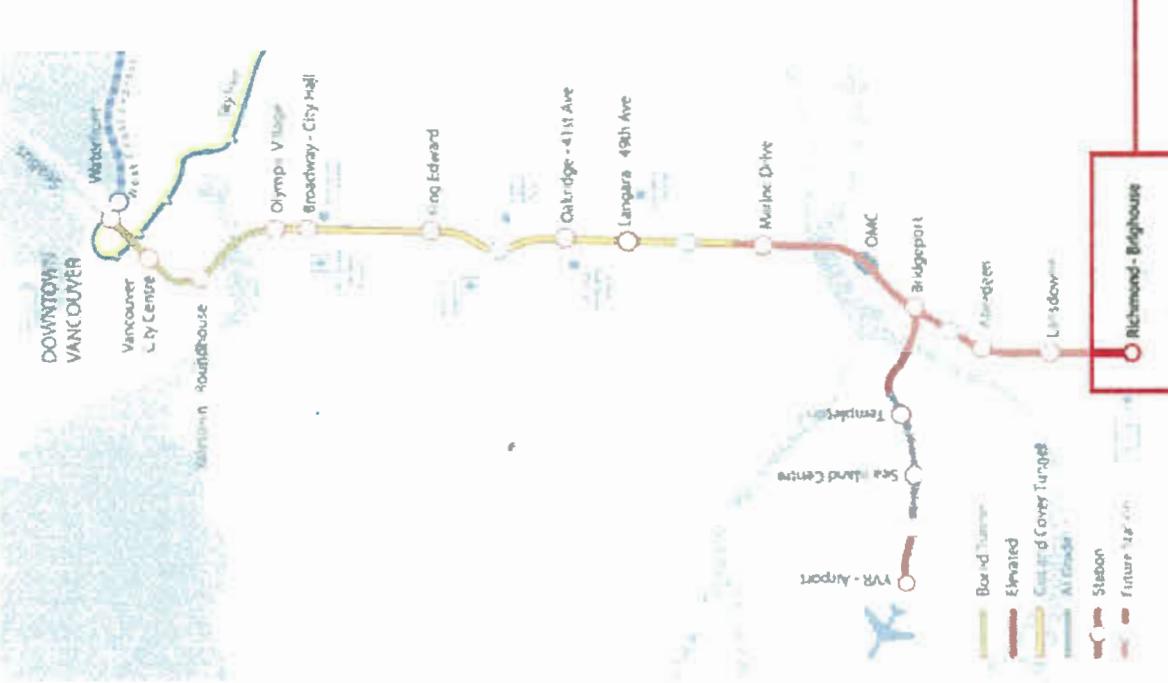
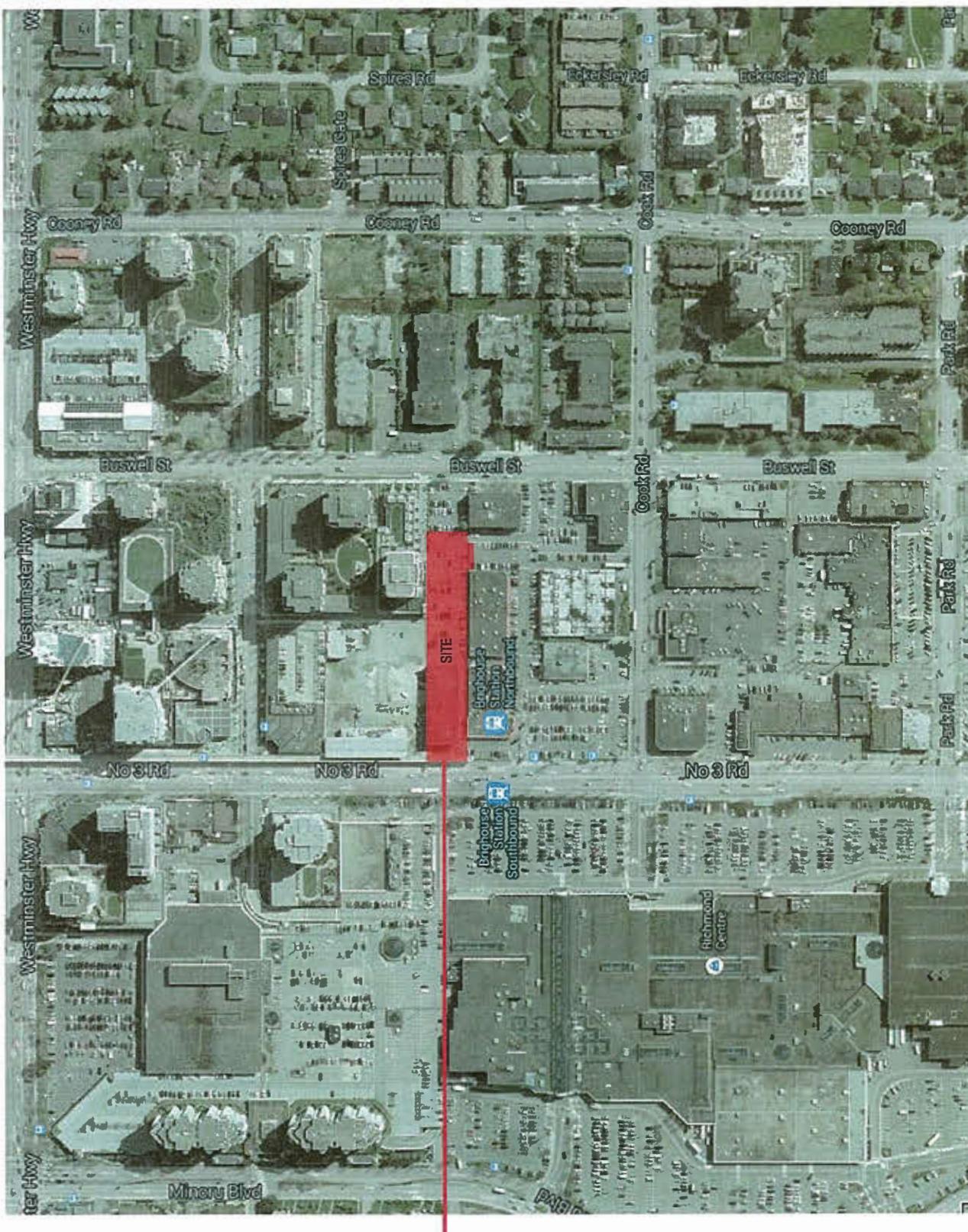
Original Date: 06/04/19

Revision Date:

Note: Dimensions are in METRES

A0001

6302 No 3 ROAD, RICHMOND
REISSUED FOR DEVELOPMENT PERMIT
June 3, 2019

SITE LOCATION

TRANSLINK

IBI GROUP ARCHITECTS
(Formerly IBI Architects Inc.)
PO Box 1260 • 1000 West Georgia Street
Vancouver, BC V6E 2L7 • Tel: 604 683 2477
Fax: 604 683 0922
www.ibigroup.com

DP 11-593871-2

A0004

6302 NO 3 ROAD, RICHMOND
DEVELOPMENT PERMIT RE-SUBMISSION
June 03, 2019

BUS MALL LAYOUT

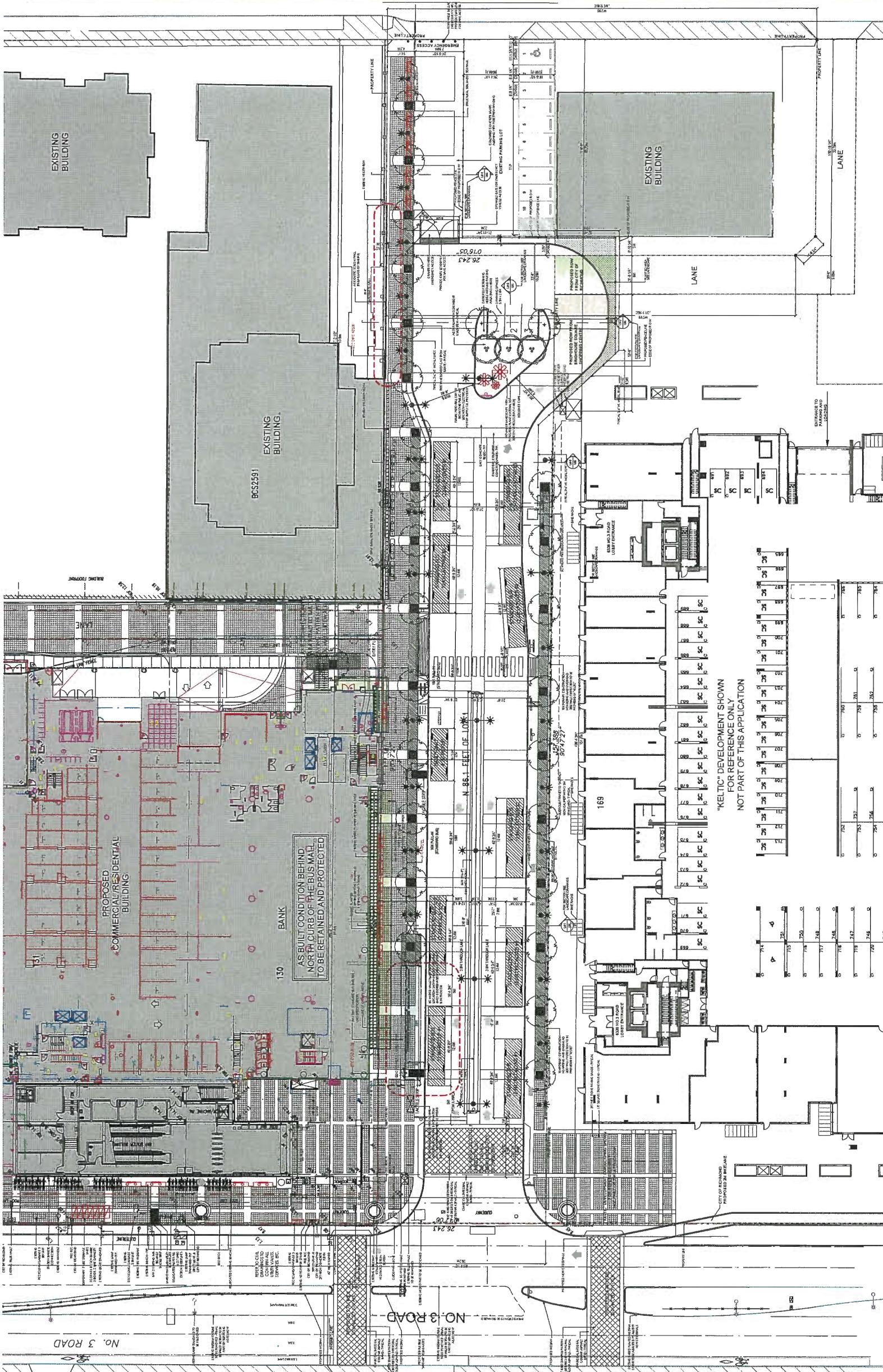
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SCALE:



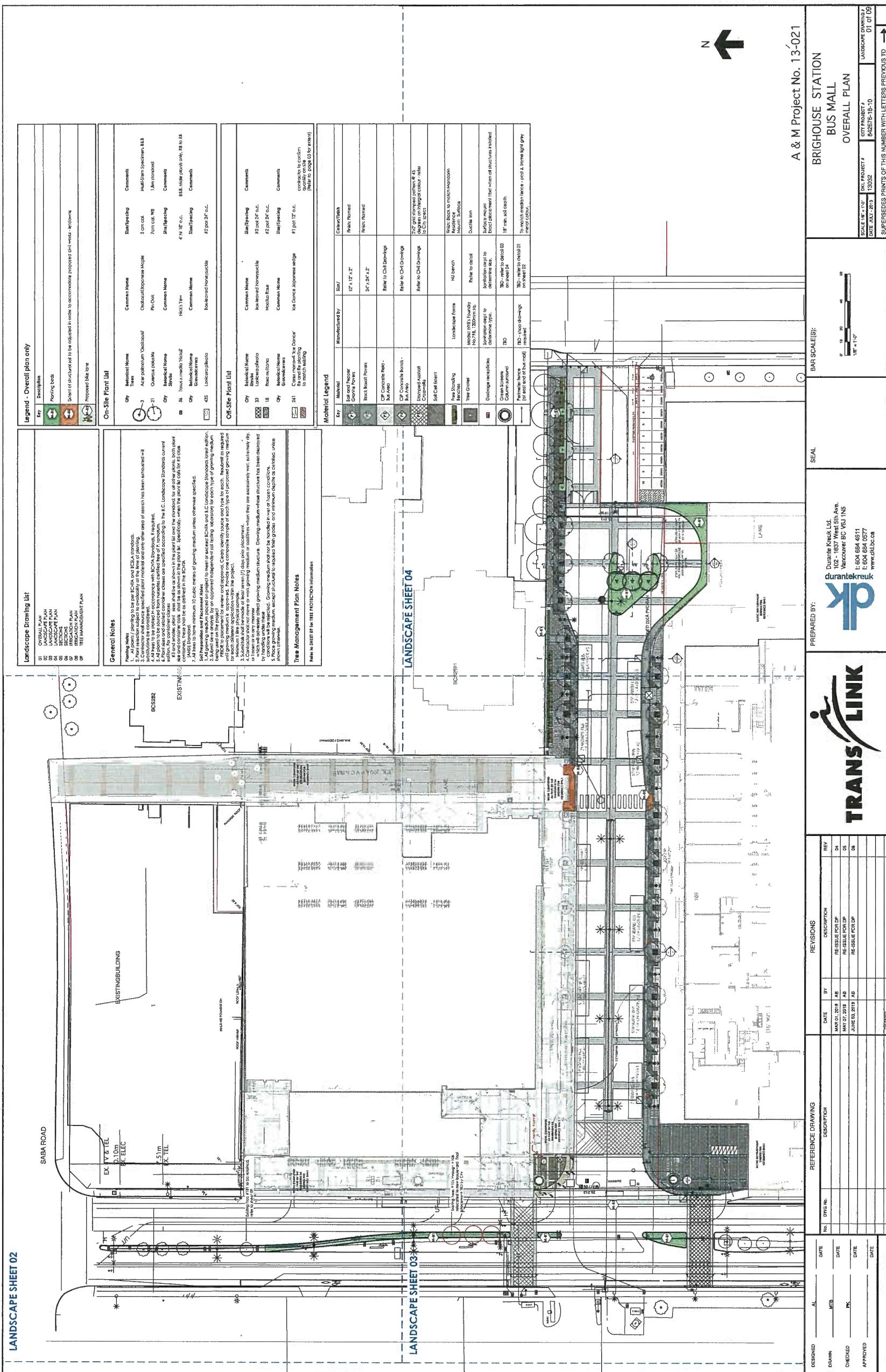
TRANSLINK

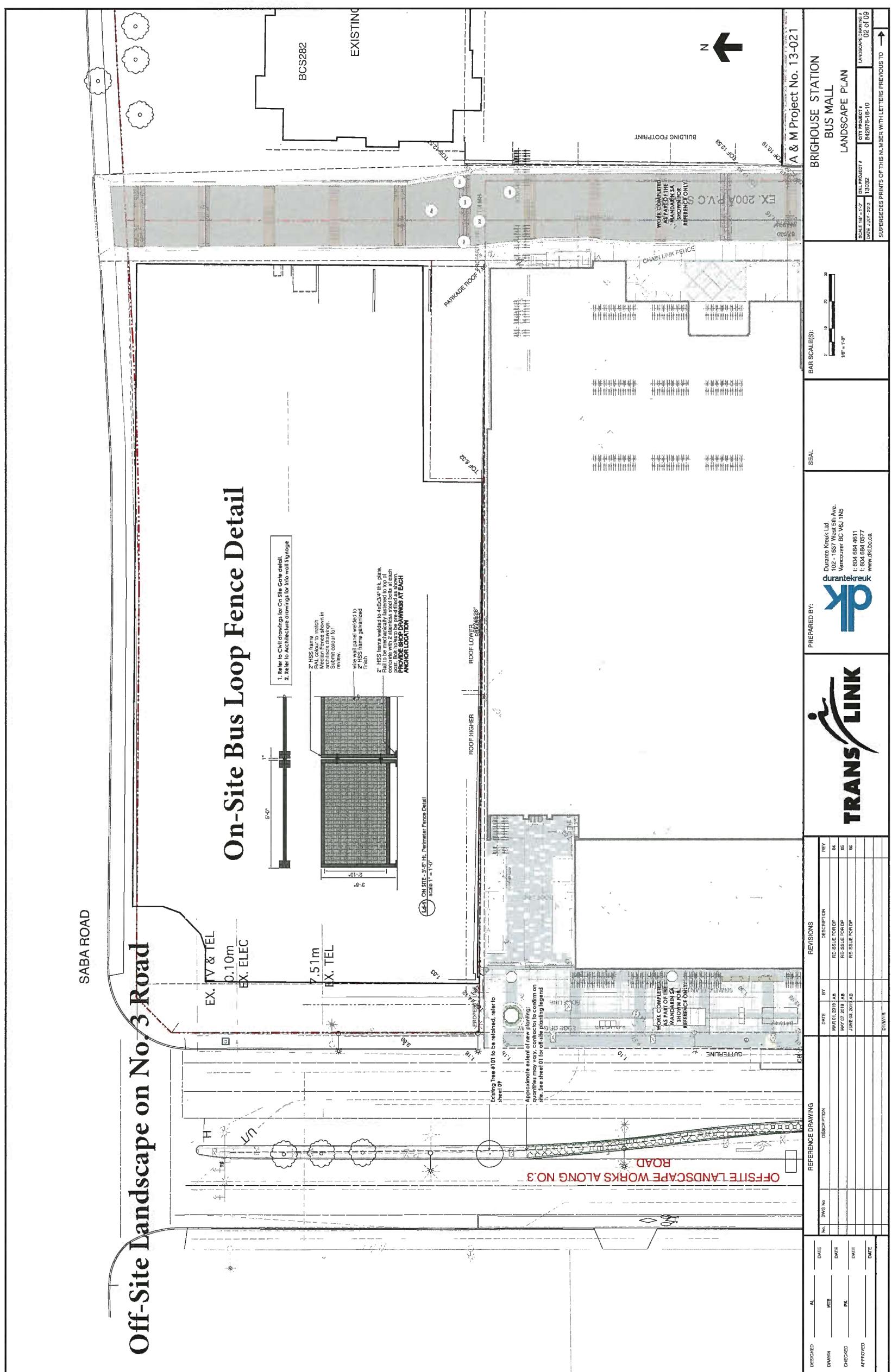
IBI Group Architects
Formerly BKB Architects
100 - 133 West Georgia Street
Vancouver, BC V6E 2G9
Tel: 604.683.8707 Fax: 604.683.8702
http://ibigroup.com



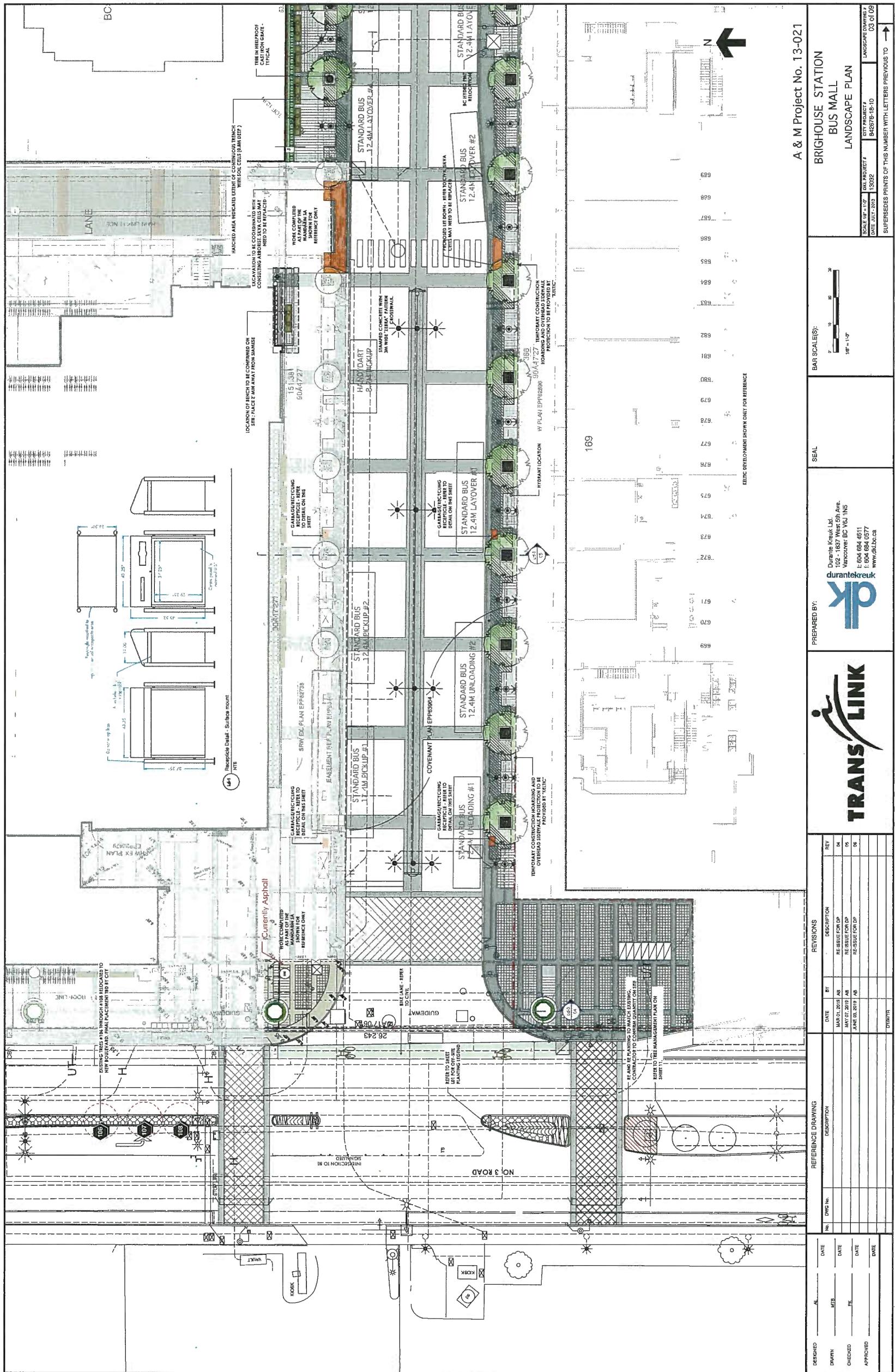
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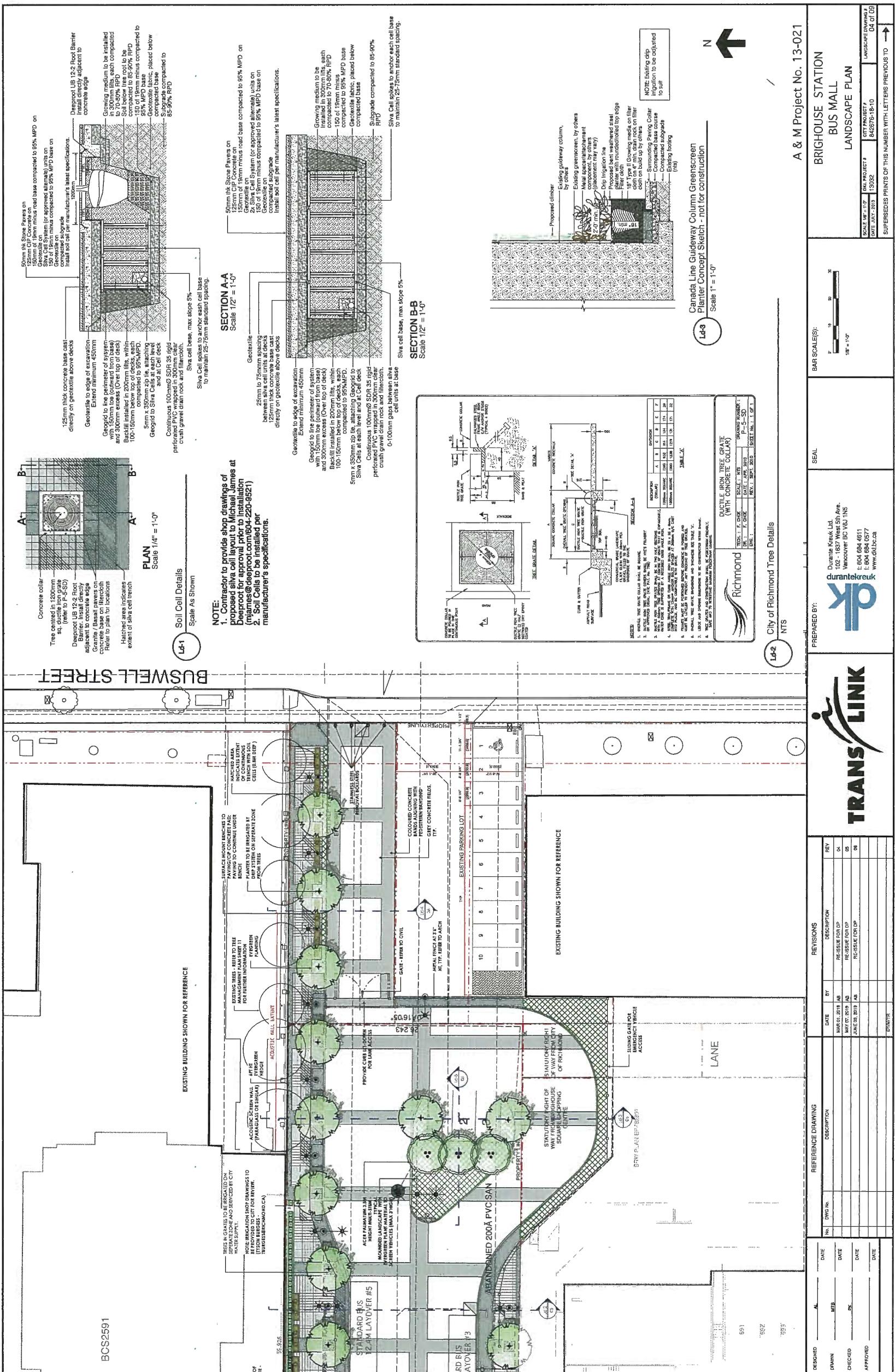
LANDSCAPE SHEET 02



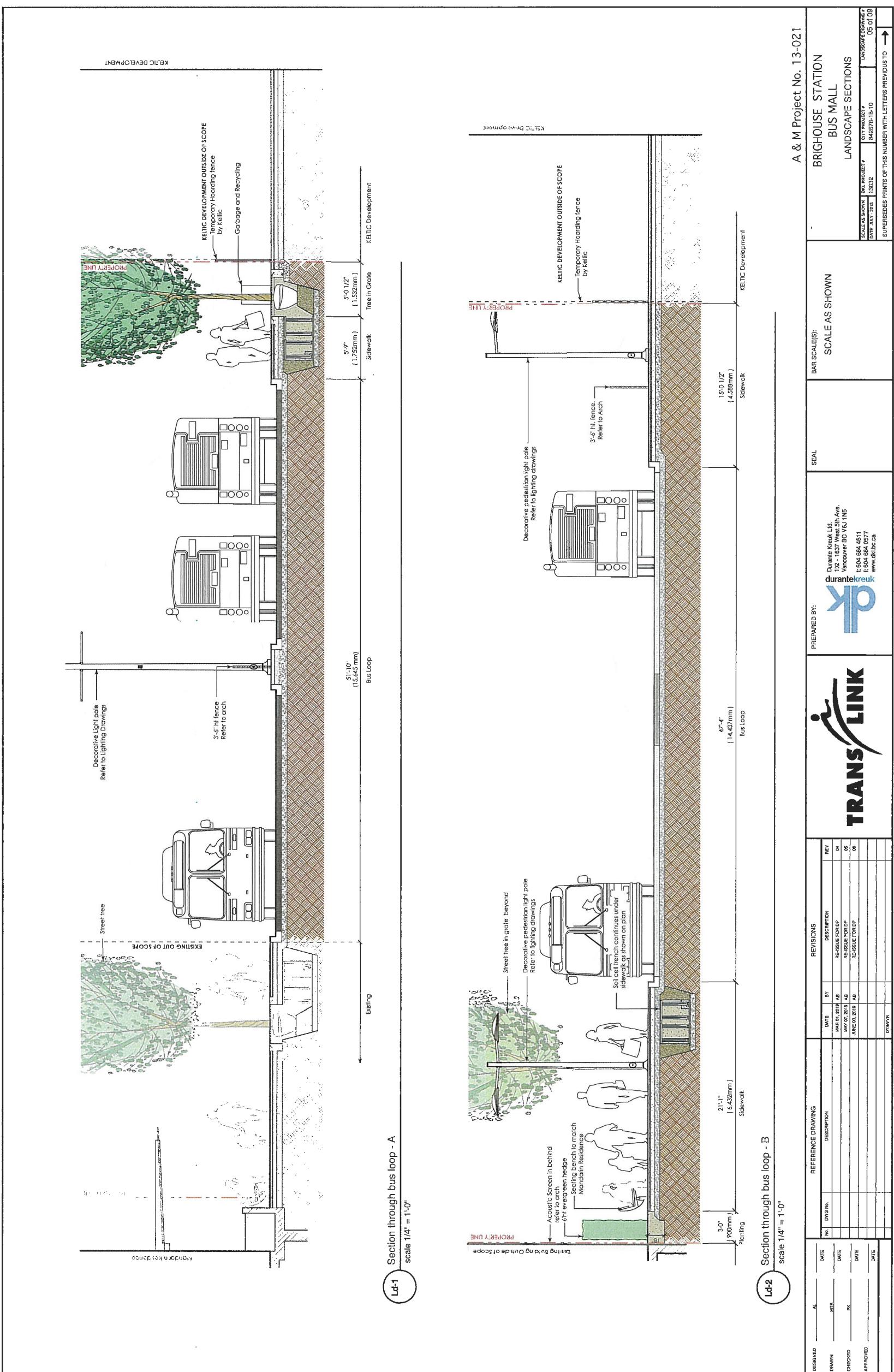


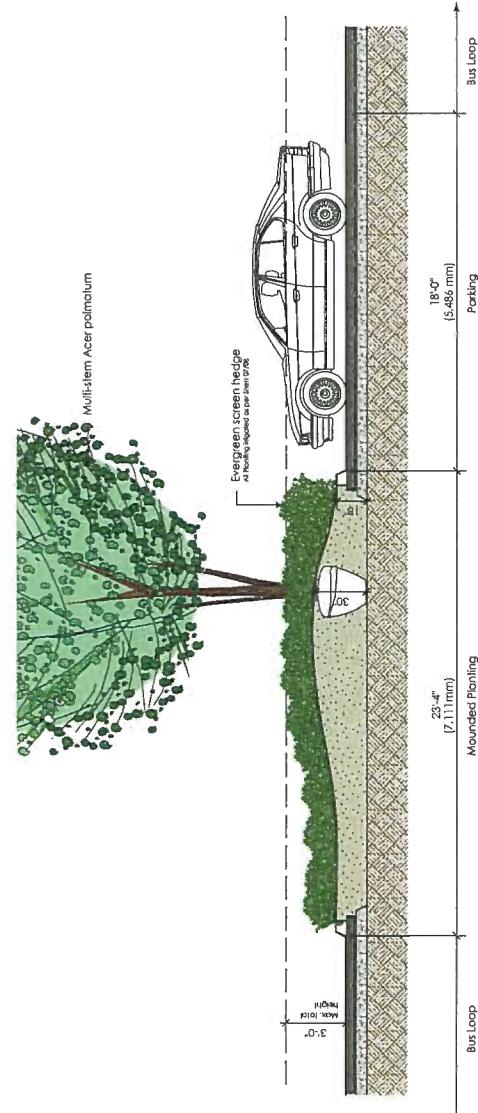
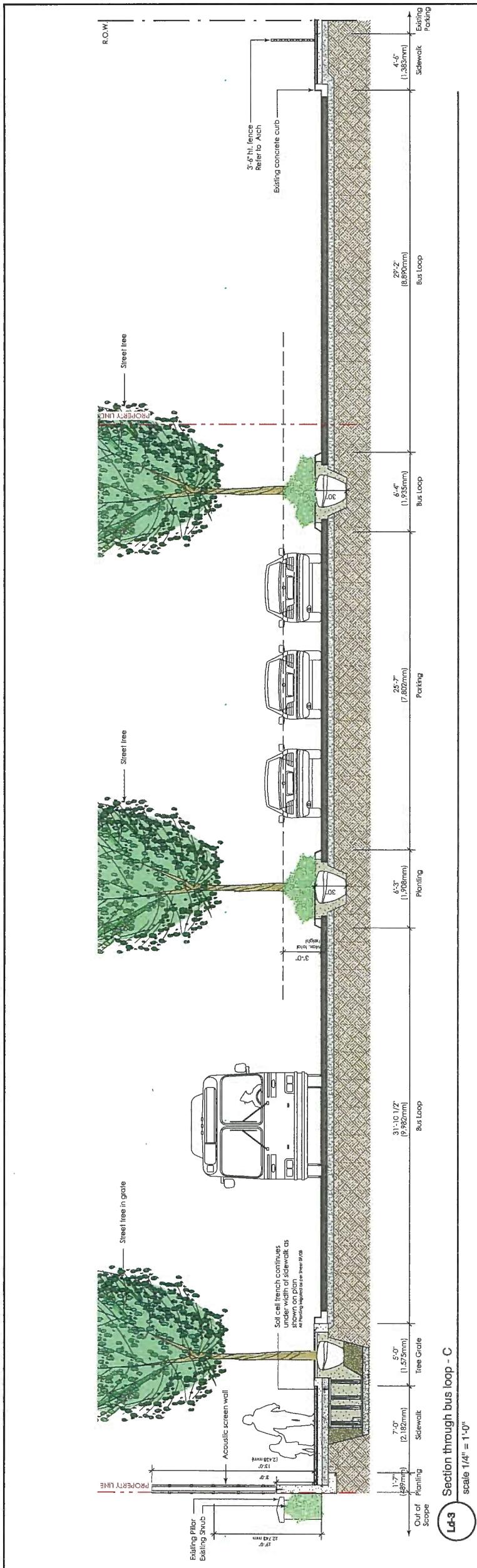
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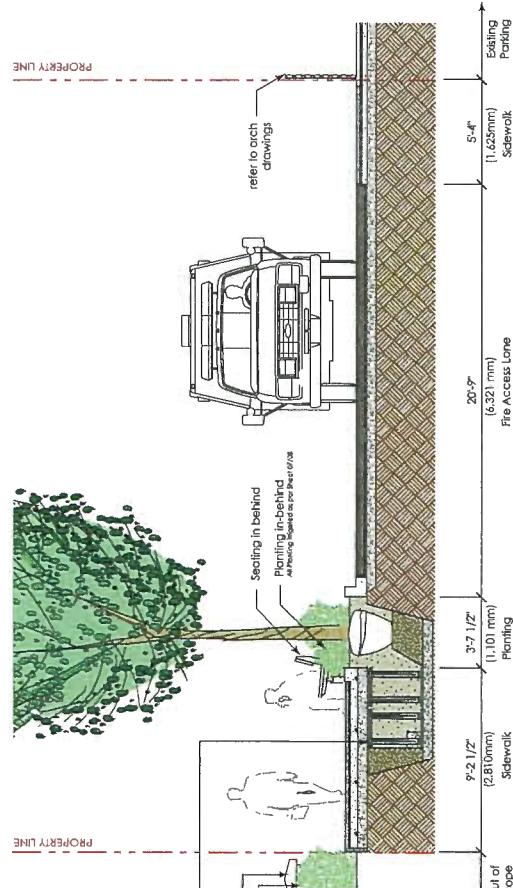


DP 11-693871-7

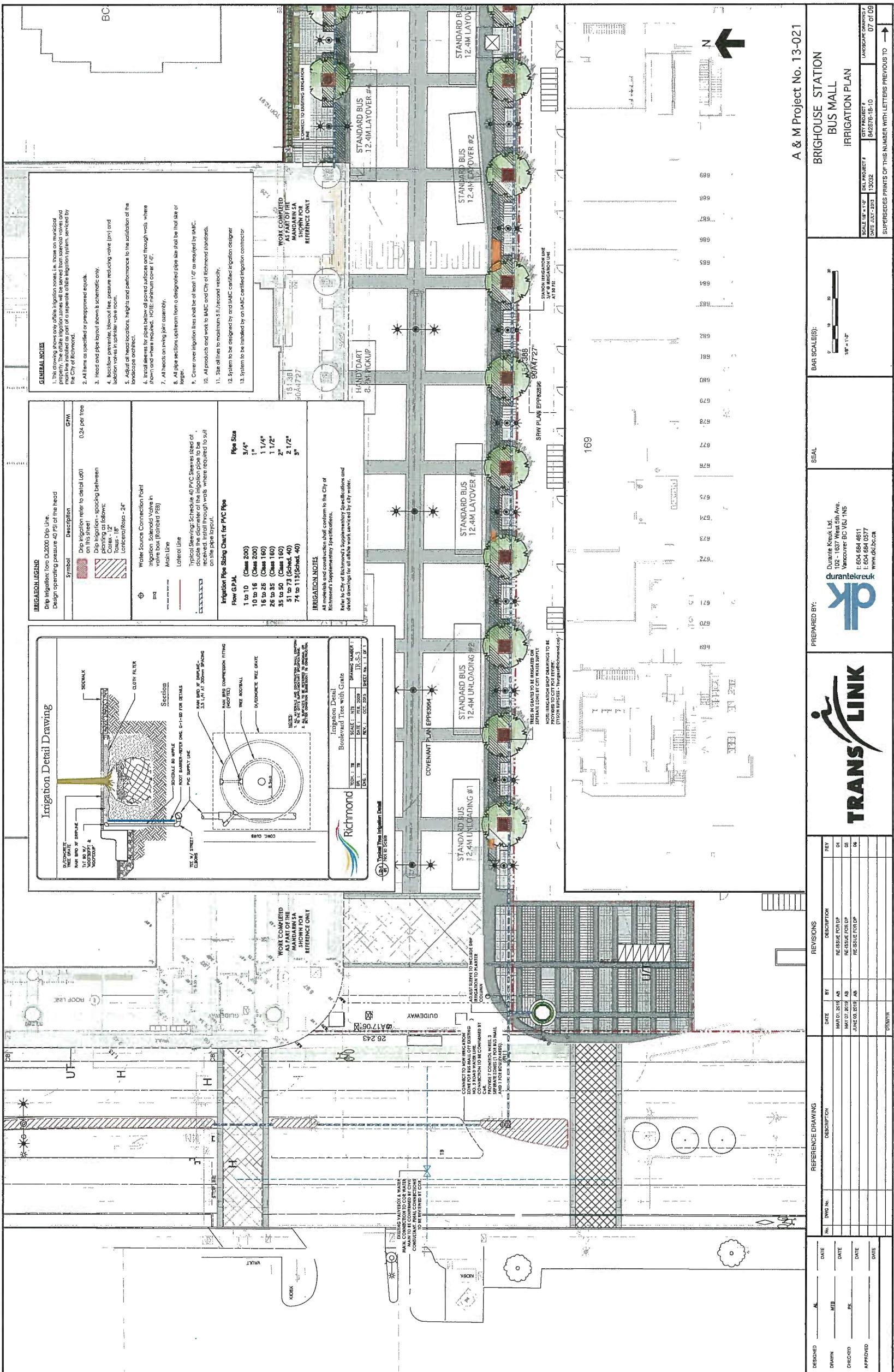




Ld-5 Section through bus loop - D scale 1/4" = 1'-0"



Ld-4 Section through Emergency Vehicle Lane
Scale 1/4" = 1'-0"



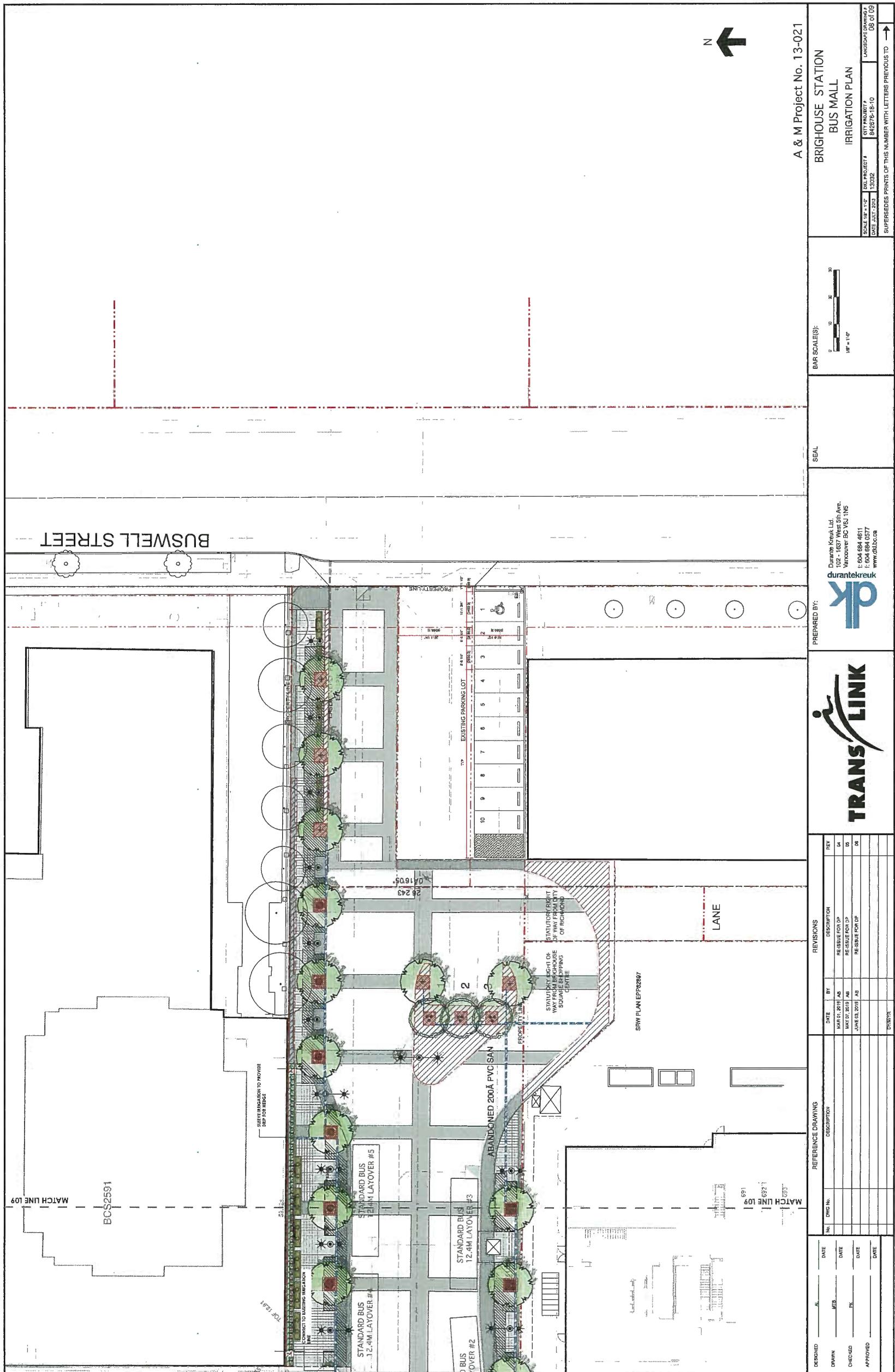
DP 11-593871-9
SURFACE FEATURES OF THIS NUMBER MATCHES THE DOG

DP 11-593871-10

A & M Project No. 13-021

BRIARWOOD STATION
BUS MALL

IRRIGATION PLAN		SCALE 1" = 1-00'	JOB PROJECT #	CITY PROJECT #	LANDSCAPE DRAWING #
		DATE JULY - 2013	130302	842516-18-10	08-01-09
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →					



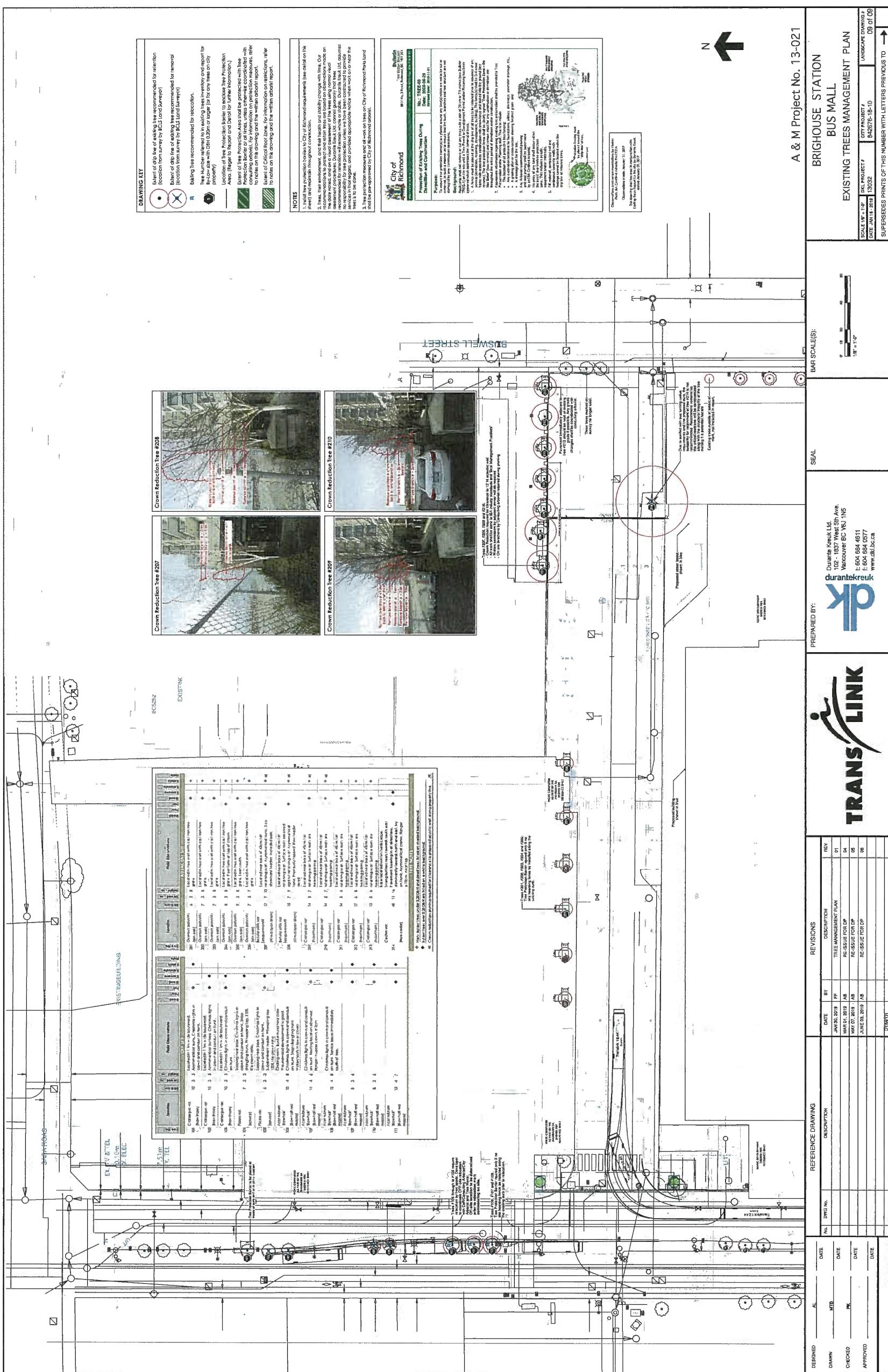
DP 11-593871-11

卷之三

A & M PROJECT NO. 13-3
BRIGHOUSE STATION
BUS MAIL

EXISTING TREES MANAGEMENT PLAN BUS MALL

SCALE 1" = 1-40
DATE JAN 16 - 2018
DRL PROJECT # 13032
CITY PROJECT # 842676-1B-10
LANDSCAPE DRAWING # 09 of 09
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO 



DP 11-593871-12

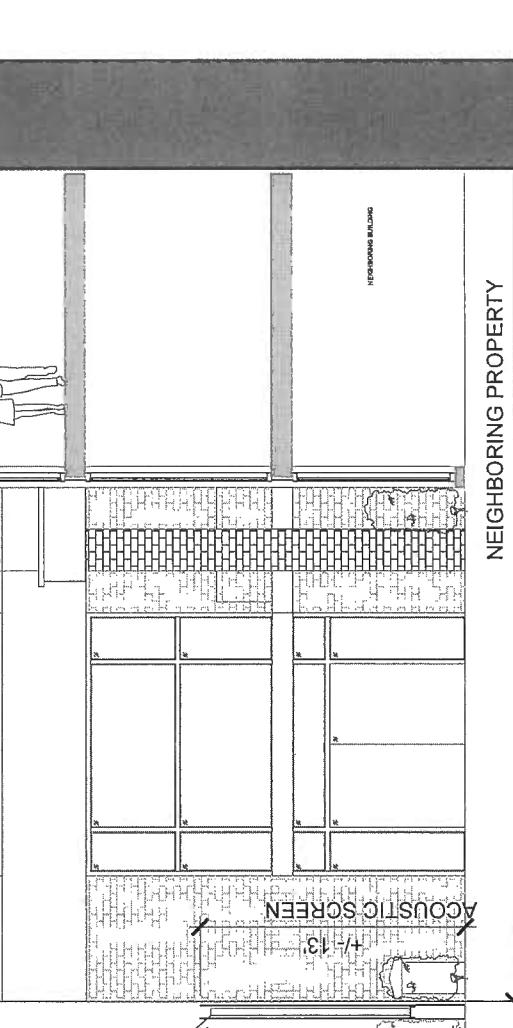
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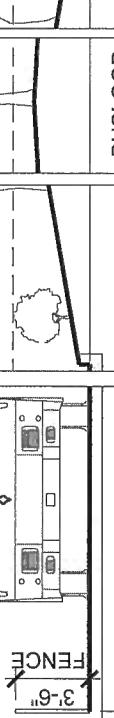
6302 No 3 ROAD, RICHMOND
DEVELOPMENT PERMIT RE-SUBMISSION
June 03, 2019

ACOUSTIC SCREEN
1/12=1'-0"
SCALE:

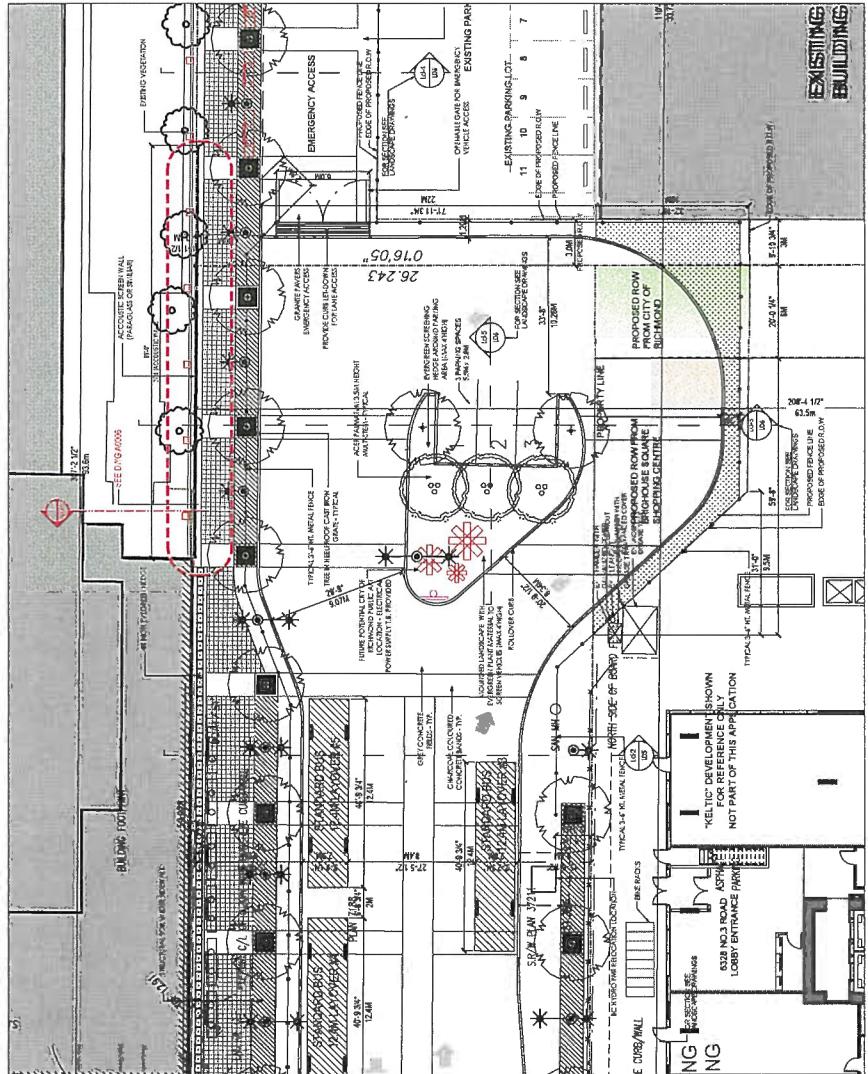
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Scale: 1/16" = 1'-0"

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ACOUSTIC SCREEN
WALKWAY
NEIGHBORING PROPERTY



MOUNDING+PLANTING
4H MAX


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

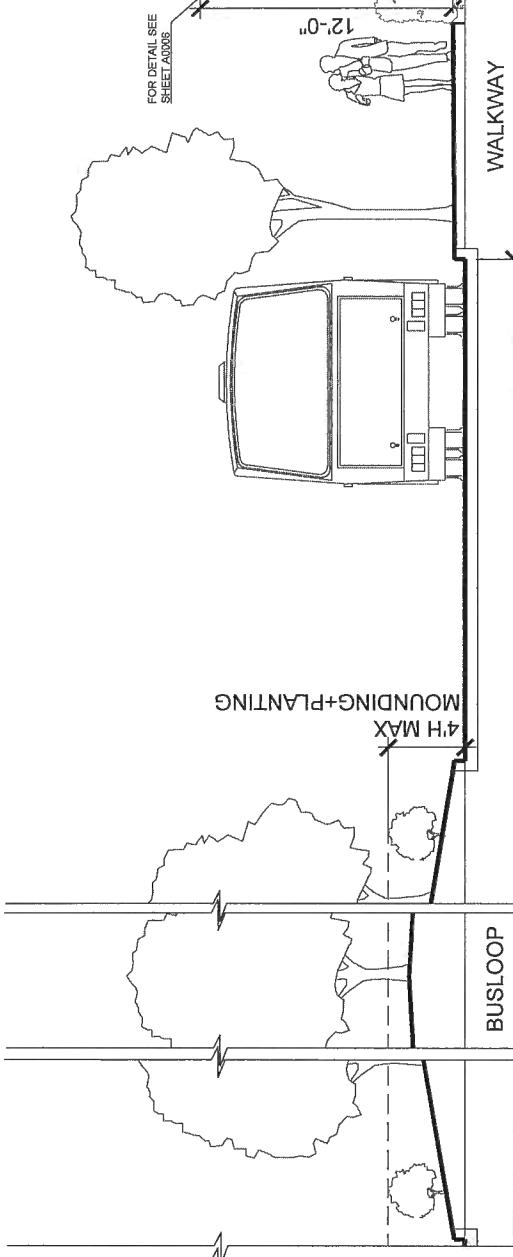


Image 2: North Neighbour
FACING SOUTH-EAST ELEVATION

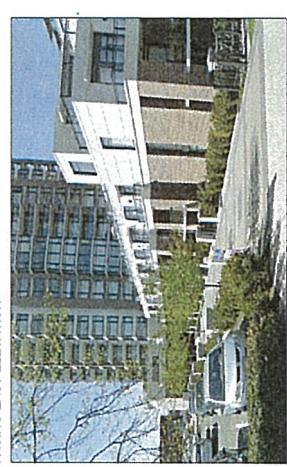
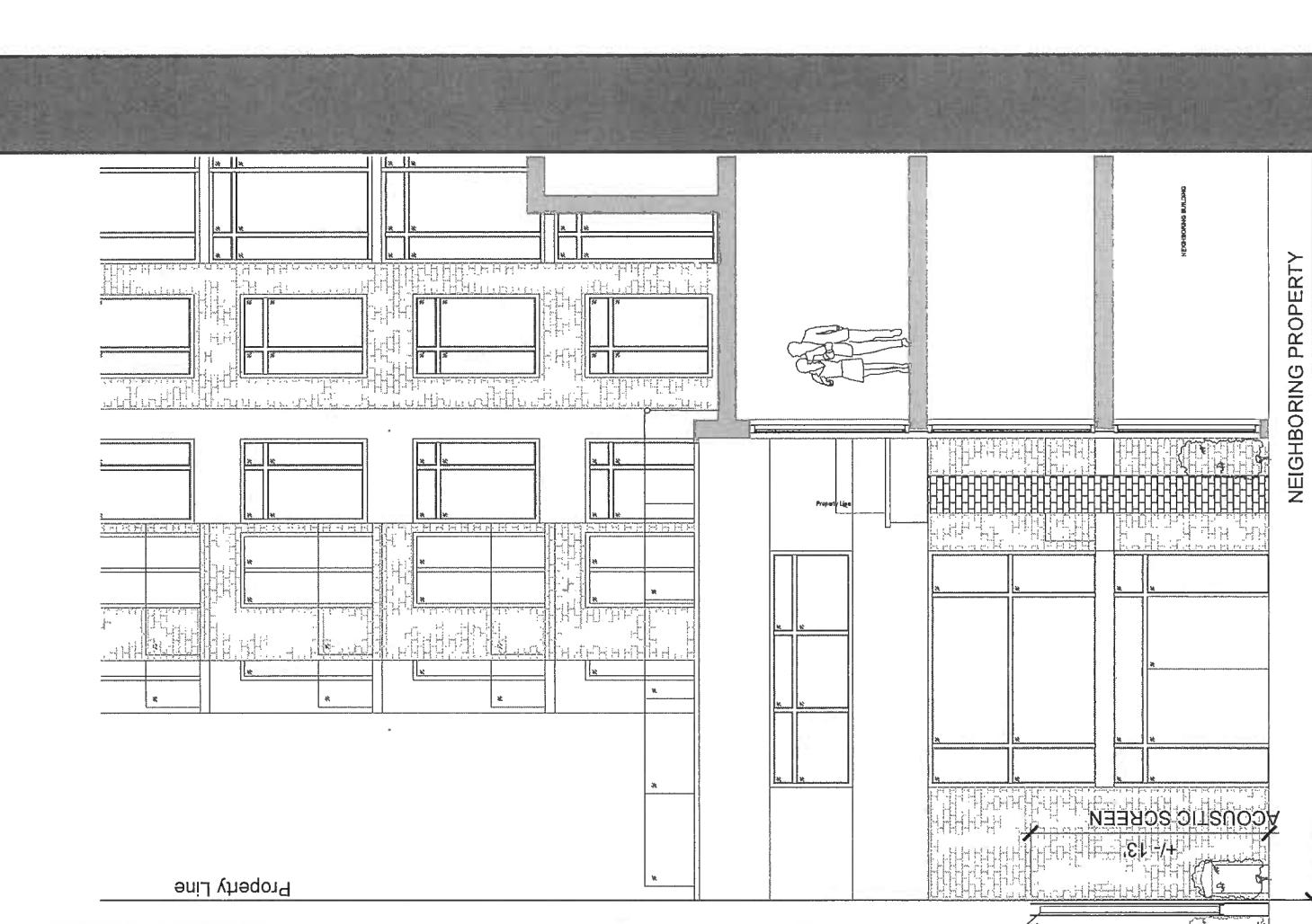


Image 1: North Neighbour
FACING EAST ELEVATION



BROWN STRACIAN ASSOCIATES
Consulting Engineers in Acoustics

Encl. 124.111
December 9, 2015
IBI Group Architects
700, 1285 West Pender Street
Vancouver, BC V6E 4H1
Attn: Mr. Suhin Narayan
Dear Mr. Narayan:

Re: BrightHouse Bus Stop - Emerald Townhouses, Acoustical Screen

Further to our telephone discussion of December 2015, the following contains our advice with respect to the proposed screen proposed for the townhouses at Emporio, 6351 Durval, along south towards the bus stop area (opposite).

Our original work on the Emporio was to evaluate the proposed design and to recommend feasible details considering available space has been made. In its City of Richmond, the relevant references OCP criteria are based on CMHC's Road and Rail Noise Effects on Housing, the recognized Canadian Standard developed by the National Research Council, published in 1986.

Our design evaluation considered traffic, the Canada Line, two possible bus stop scenarios and YVR aircraft. The bus stop evaluation was based on a future volume of 2,000 bus movements per day with 50% diesel and 10% community shuttle buses.

Based on the bus stop location, the expected noise levels for the female gender (adult) at the bus stop were 65 dBA to the 20th percentile (95% confidence interval) for OCP traffic, Day 75% (25% March 2016). The OCP indoor noise criterion is 55 dBA for bedrooms. To meet the OCP criterion, the recommended soundproofing was 6-13 dB thermal glazing, designed to reduce the noise by 10 dBA/bands. Our records indicate 6-13 dB glazing was specified by the architect.

The proposed acoustical screen represents an additional noise reduction measure beyond Richmond's normal OCP requirements. We understand the intent is to provide additional noise reduction for lower level townhouses closest to the moving buses. We understand the screen material will be glass, which meets acoustical requirements.

Yours very truly,
BROWN STRACIAN ASSOCIATES VSB 2195 Tel: 604 685 0514 Fax: 604 685 2010 brownstracian@shaw.ca

-2-

Mr. Suhin Narayan
Discussion

CMHC describes quiet interior levels as ranging from 25 to 35 dBA. For reference, 0 dBA is the threshold of perception for a young person with good hearing. With respect to subjective impressions, this noise cannot be accurately compared to any other source such as construction, office noise, etc. The bus stop will sound like buses, inside or outside the townhouses.

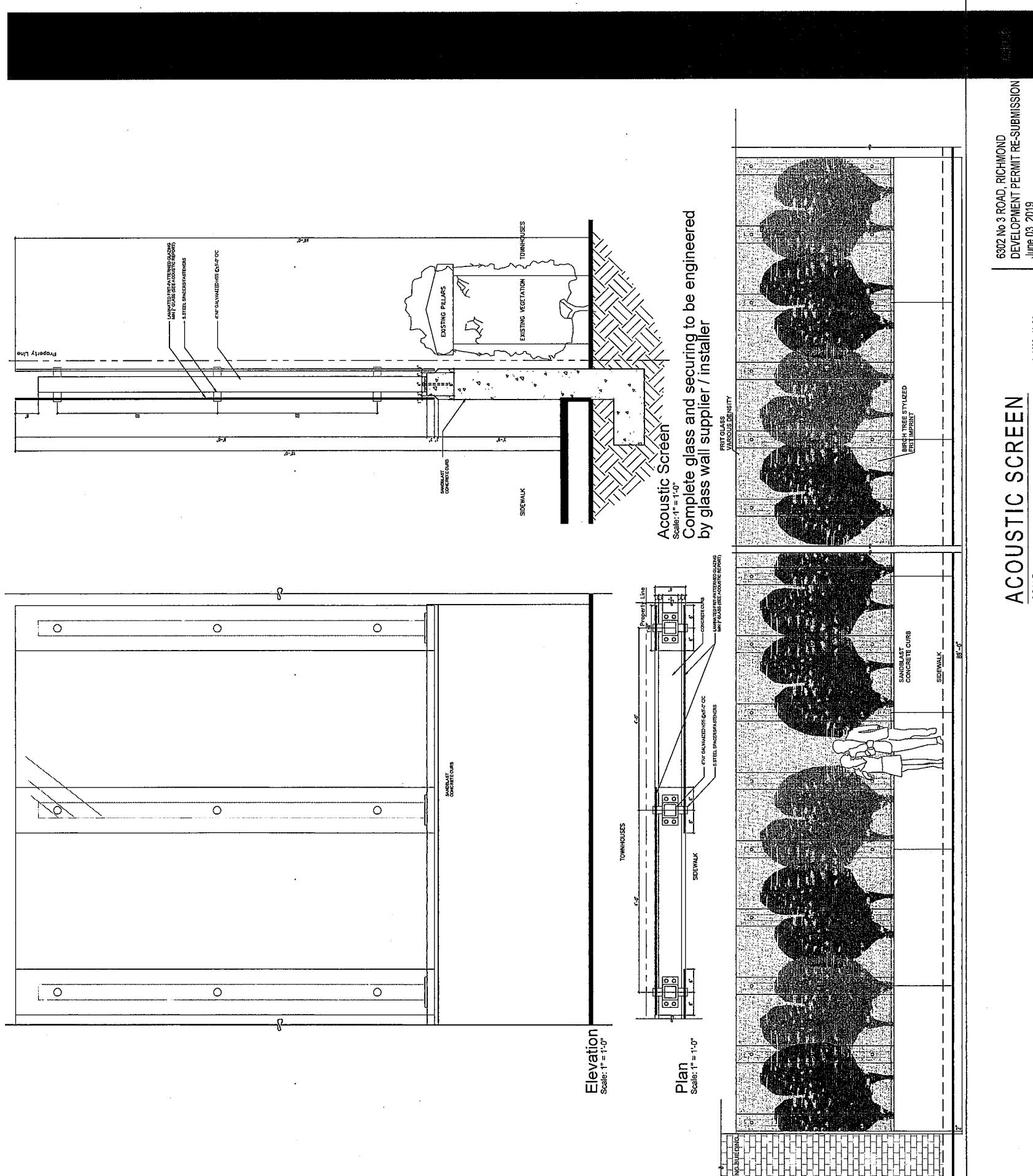
As indicated above, the design level for the facade facing the bus stop was 65 dBA. Subjectively, a reduction of 10 decibels through the townhouse facade is equivalent to about a 90% reduction in the noise level. By comparison, a design target for the same 6-13 dB glazing was 60 dBA.

Most noise bands behind a screen is transmitted over the top and the expected noise reduction from a typical screen is 5-10 decibels. Substantially, a double reduction is achievable and to achieve a reduction of about half as loud. Behind a barrier house would sound as though they are 2.5 times as far away. The barrier reduction would also apply to the residual noise transmitted through the facade of the lower townhouses.

Please call if you have any questions.

Yours very truly,
BROWN STRACIAN ASSOCIATES

David W. Brown, P.Eng.
Encl. DWB1111/Dec/2015/bsa



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ACOUSTIC SCREEN
SCALE: 1 1/2"=1'-0"

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DP 11-593871-14

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June 03, 2019

BUS SHELTER

1/24=1'-0"

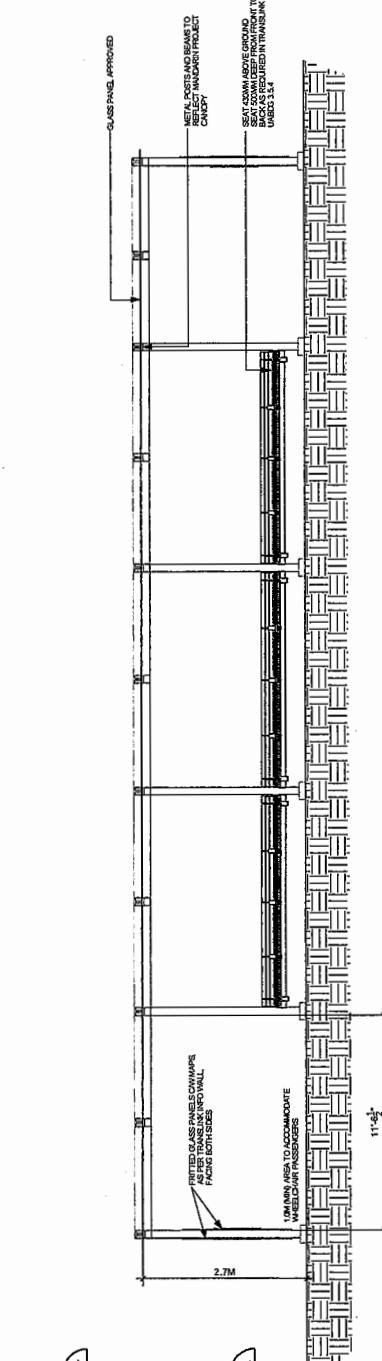
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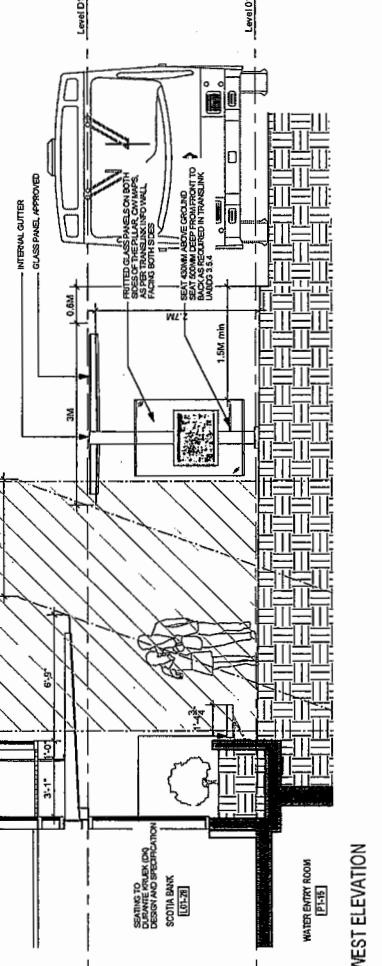
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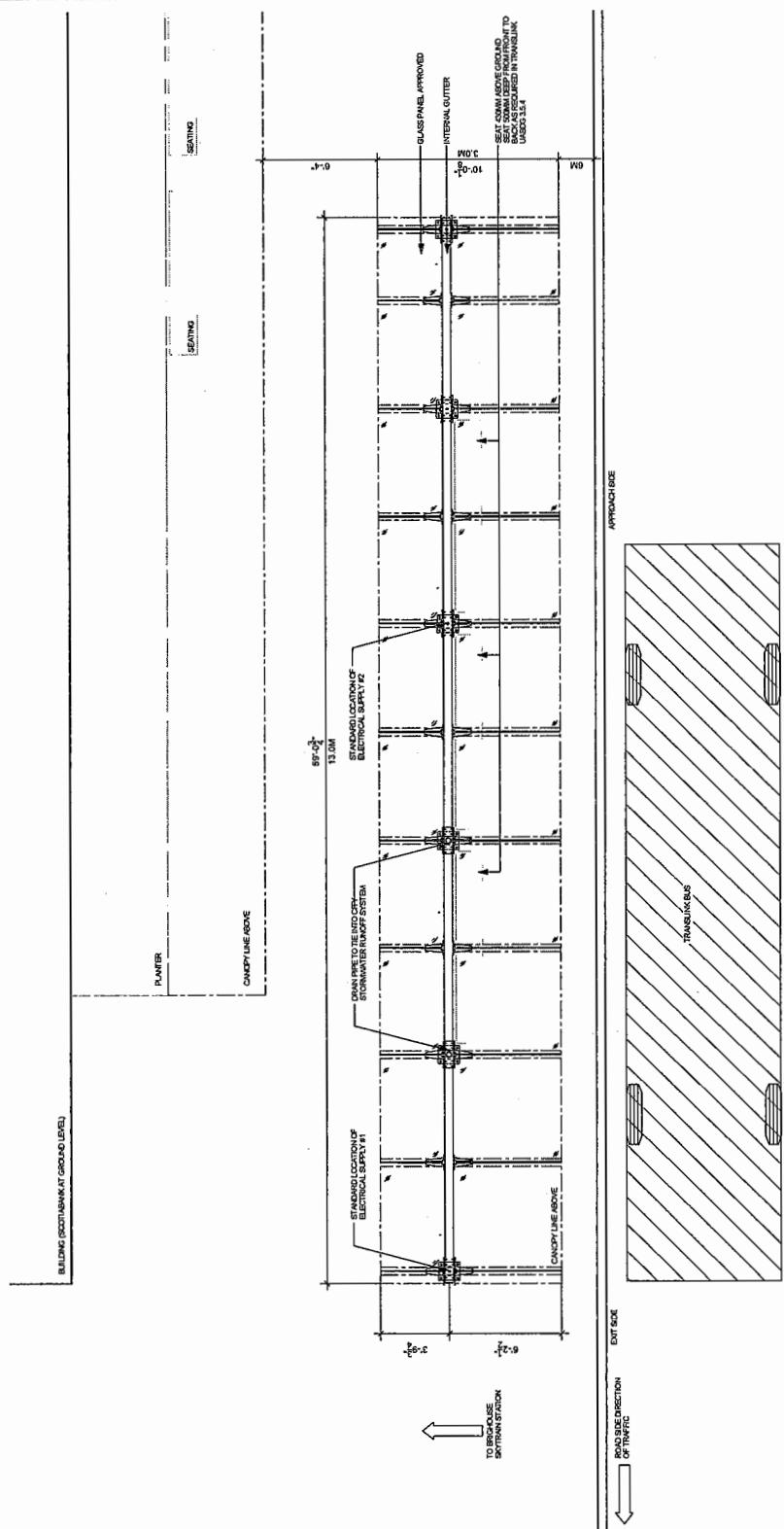
SOUTH ELEVATION



BUS SHELTER PLAN



WEST ELEVATION

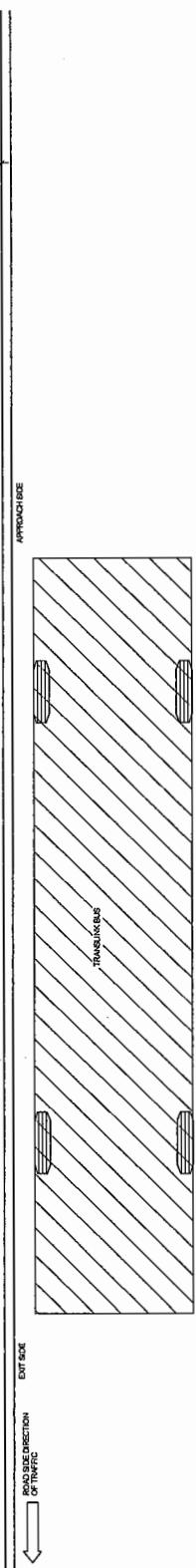
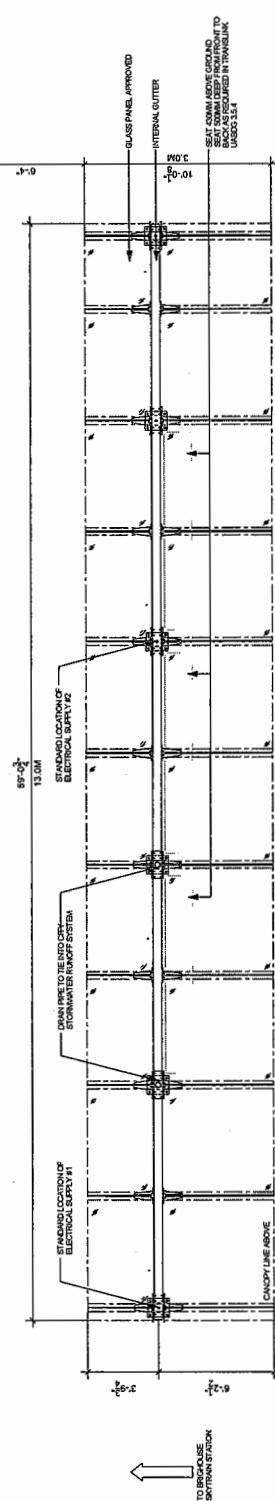


BUILDING (SCOTIA BANK AT GROUND LEVEL)

PLANER

CANOPY LINE ABOVE

SEATING



DP 11-593871-15

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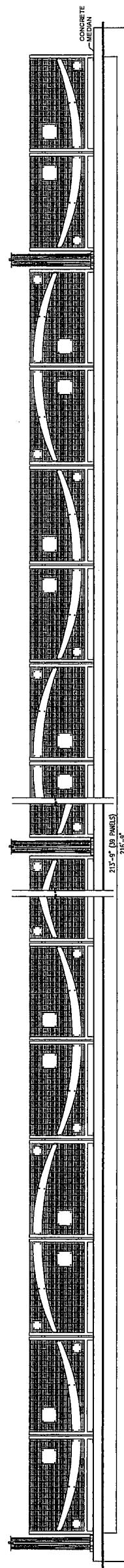
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MEDIAN FENCE

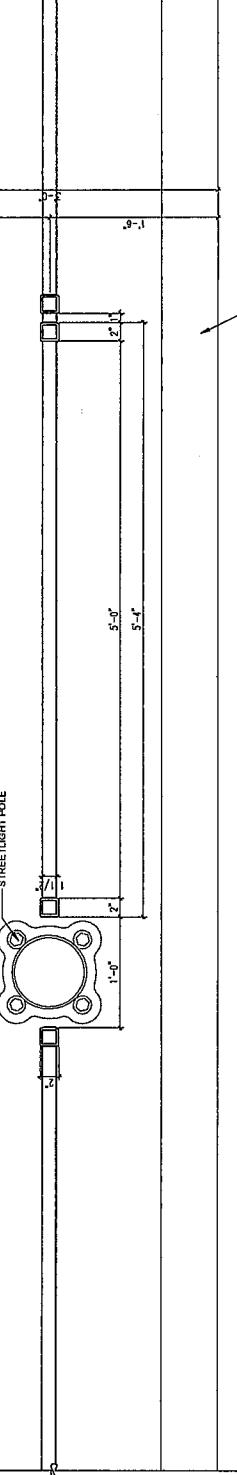
ME

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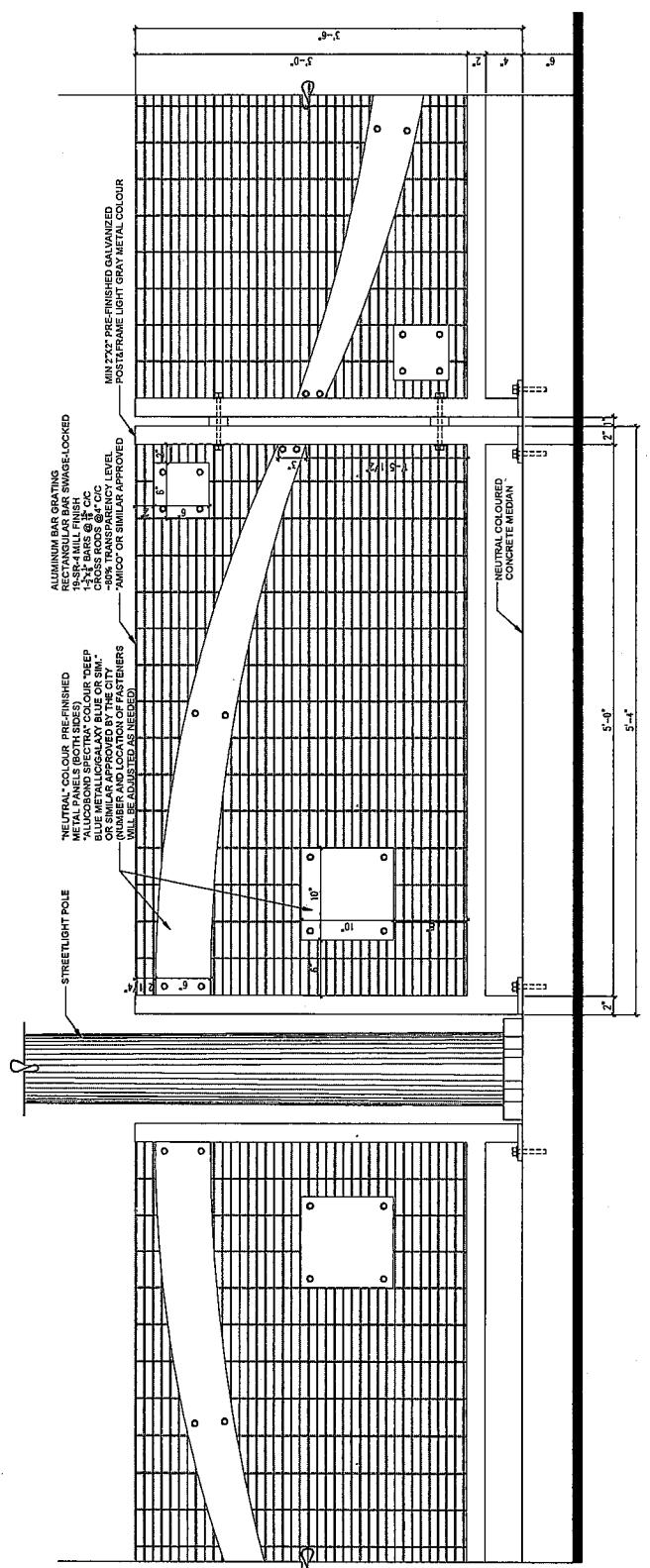
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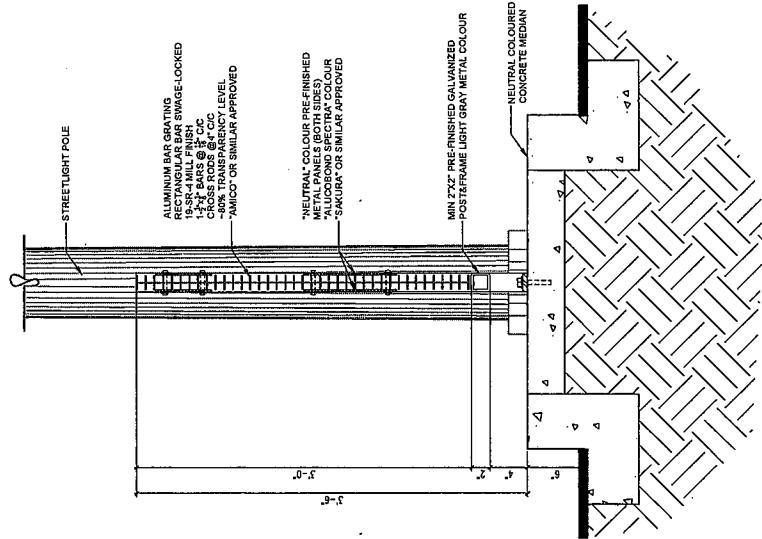
STRENGTHENING
HOLE



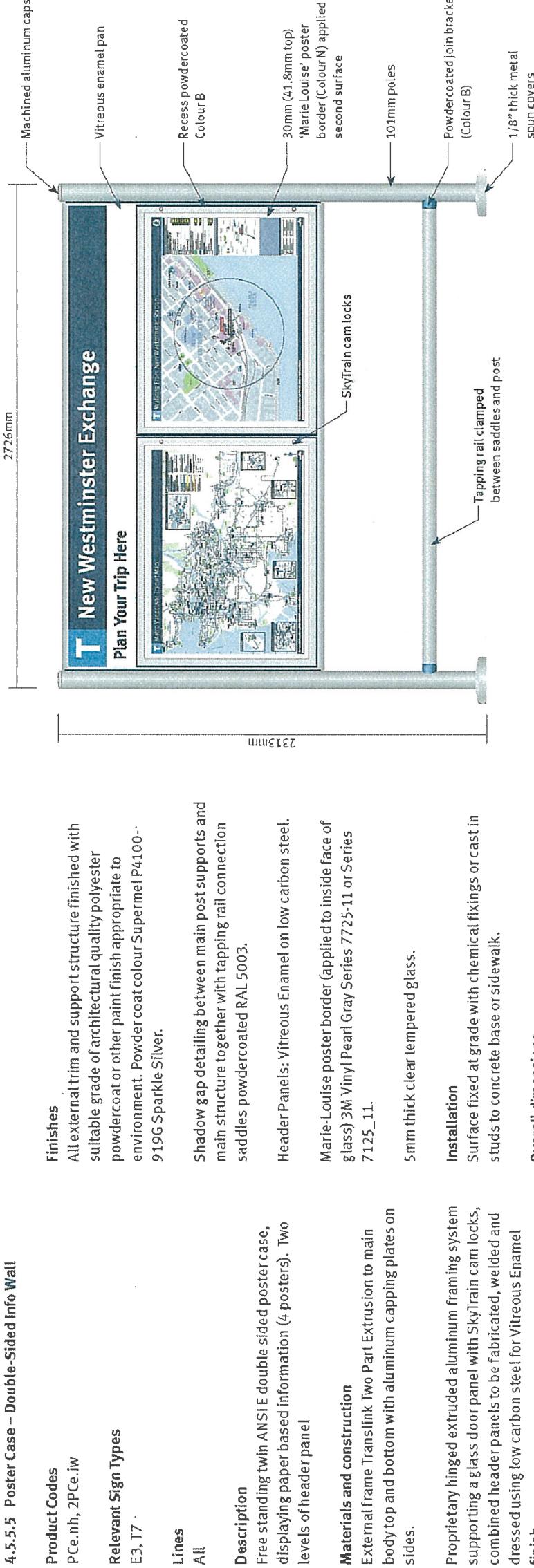
Elevation
Scale: 1 1/2" = 1'-0"



8



Section
Scale: 1 1/2" = 1'-0"



Dp 11-593871 - Reference

A021

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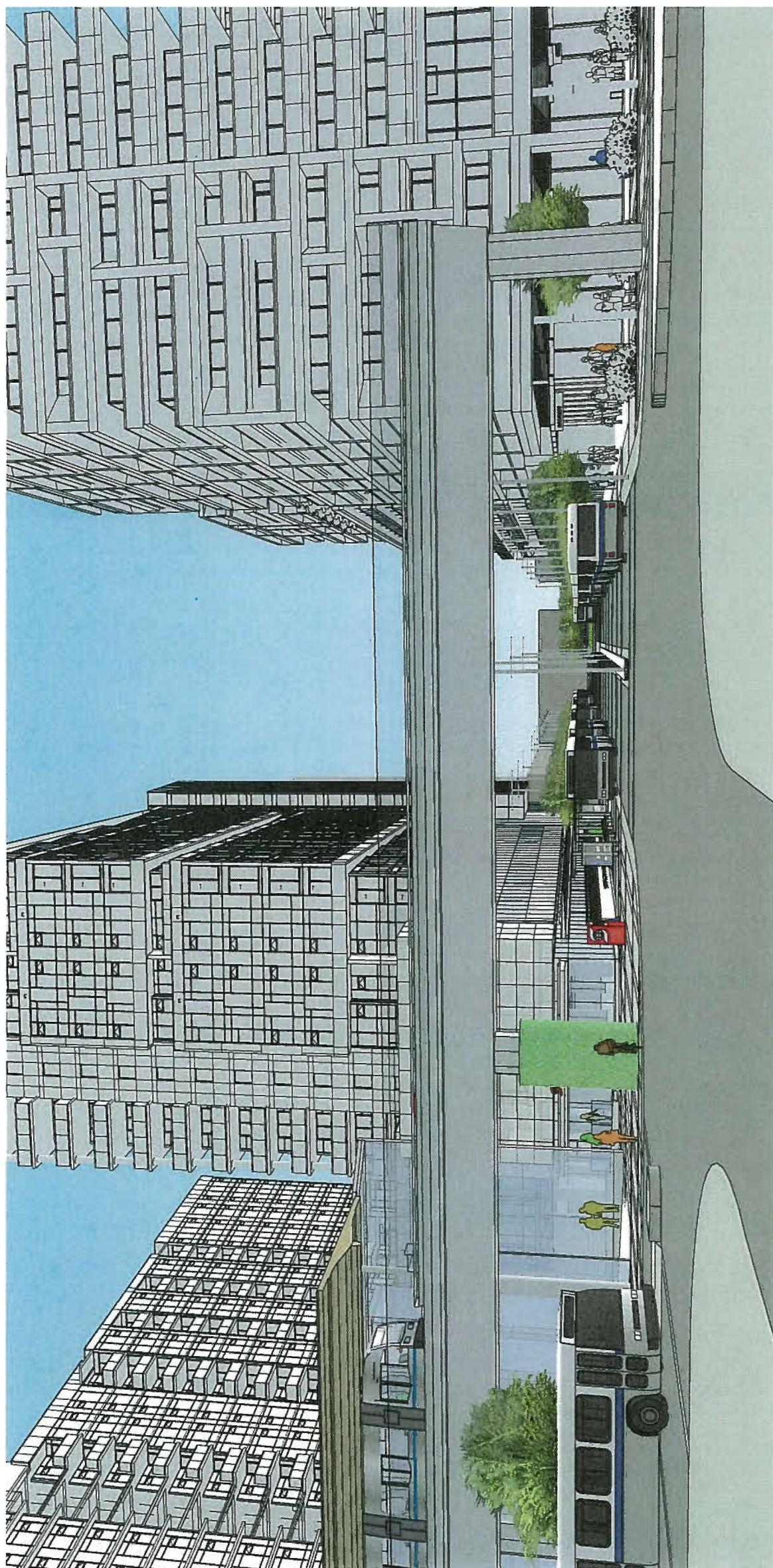
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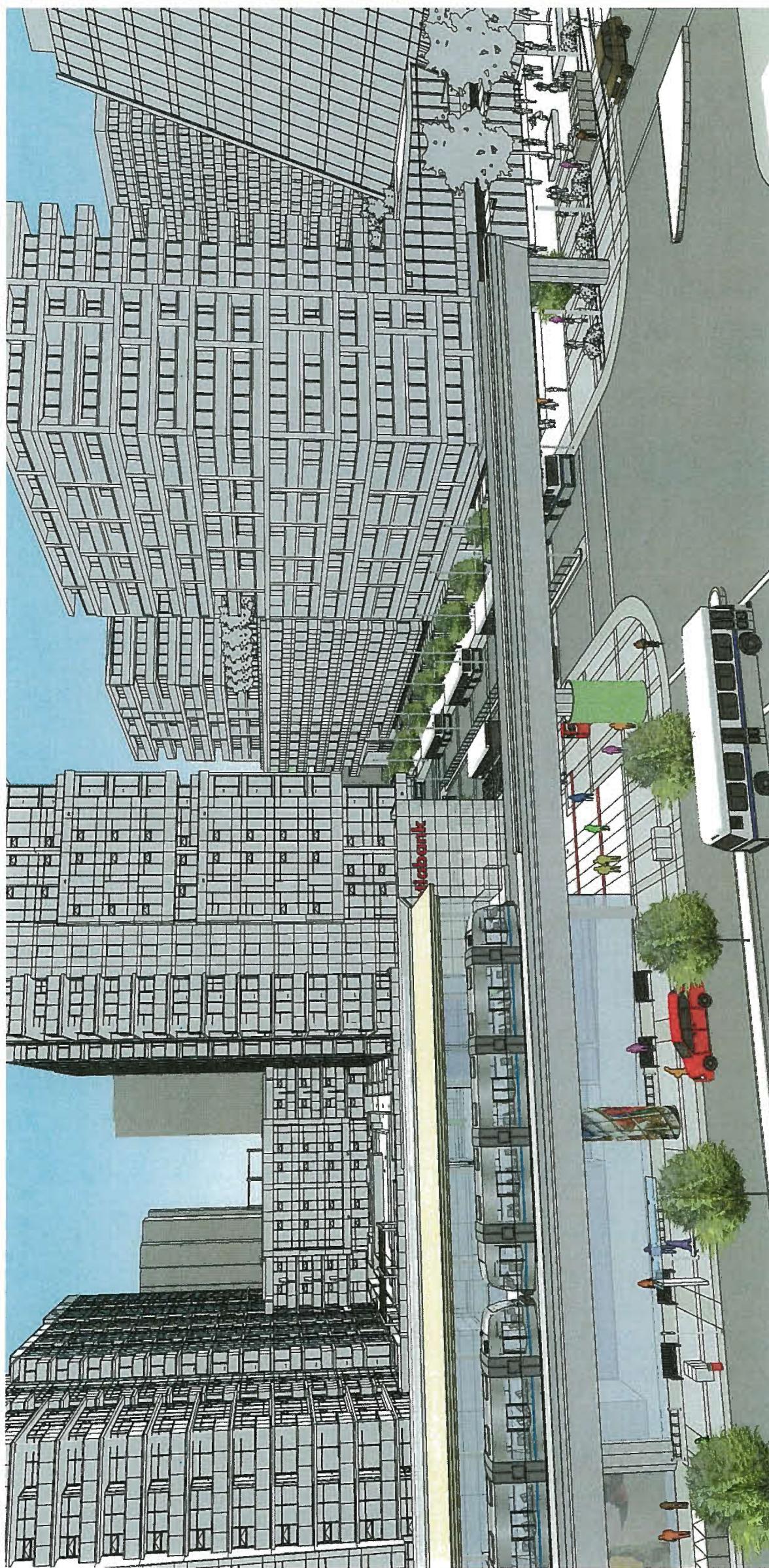
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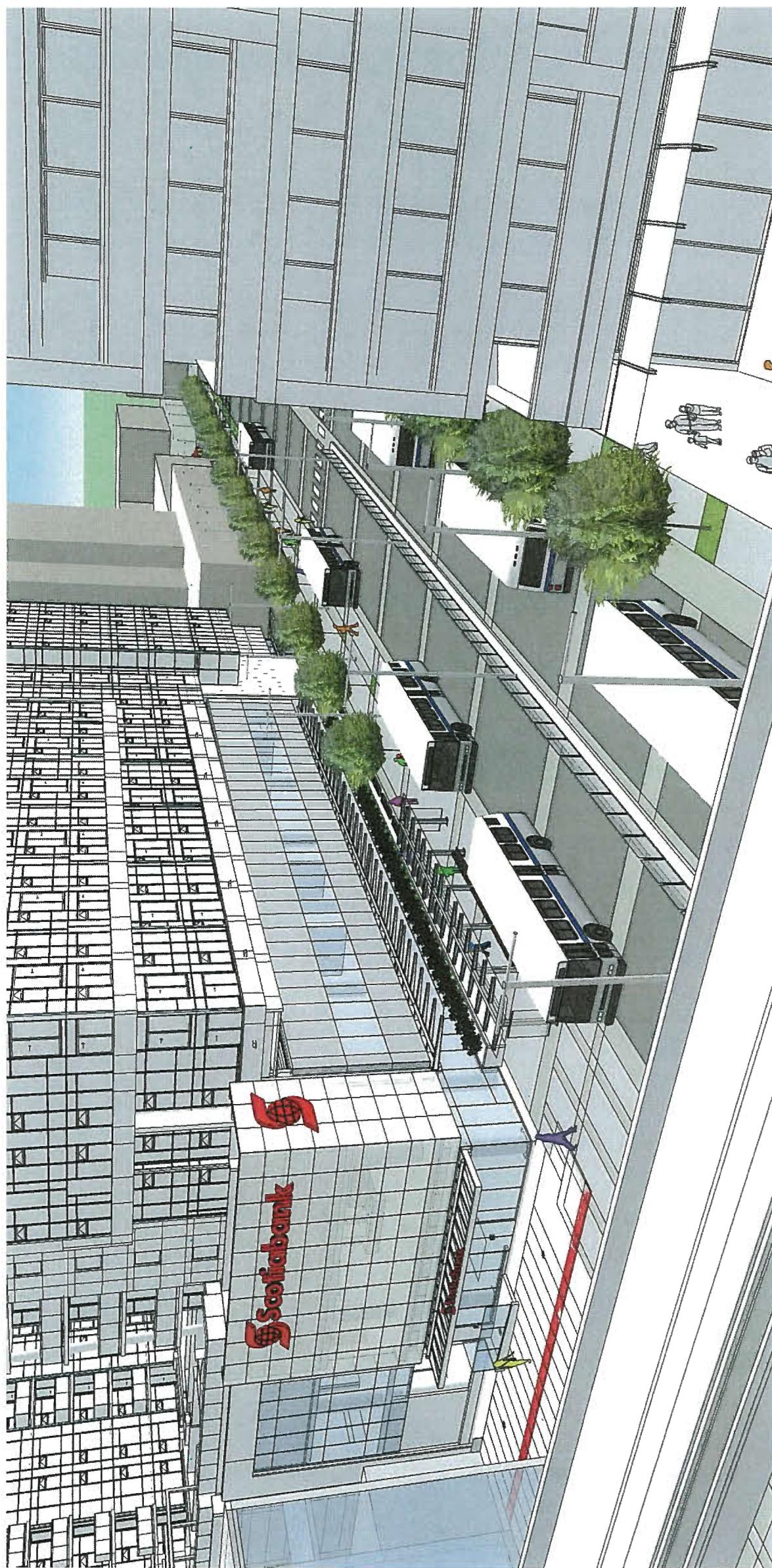
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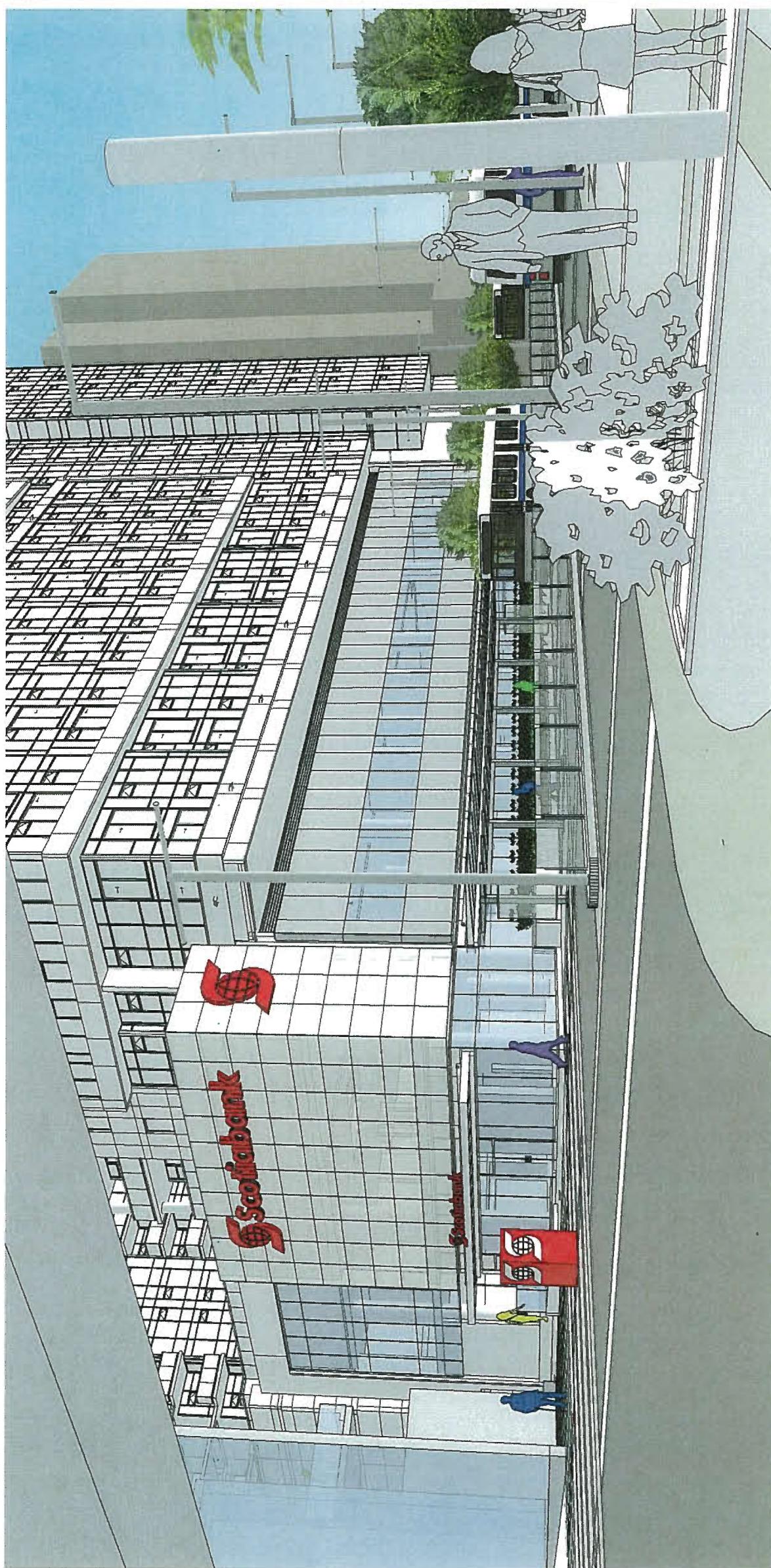
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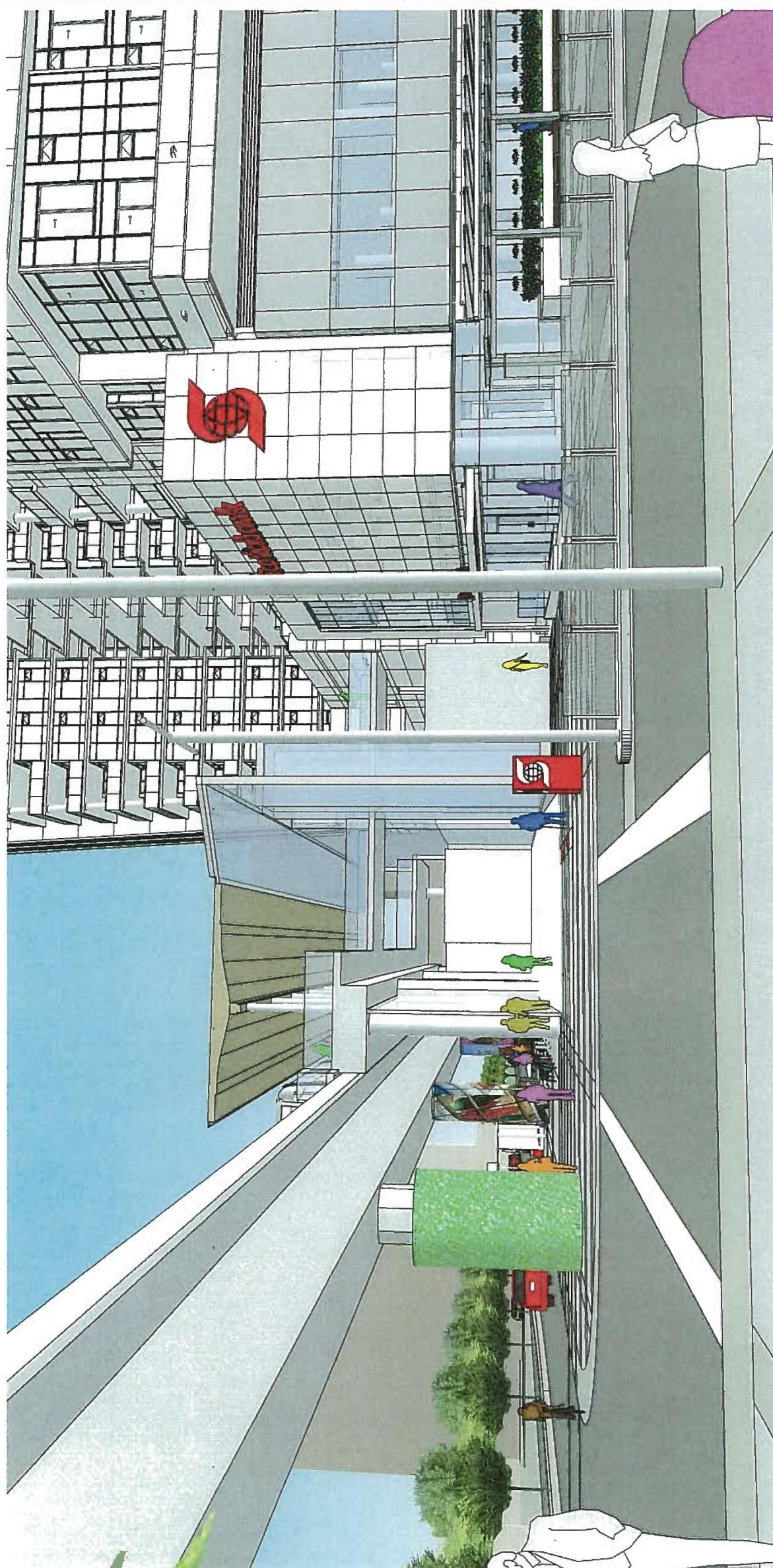
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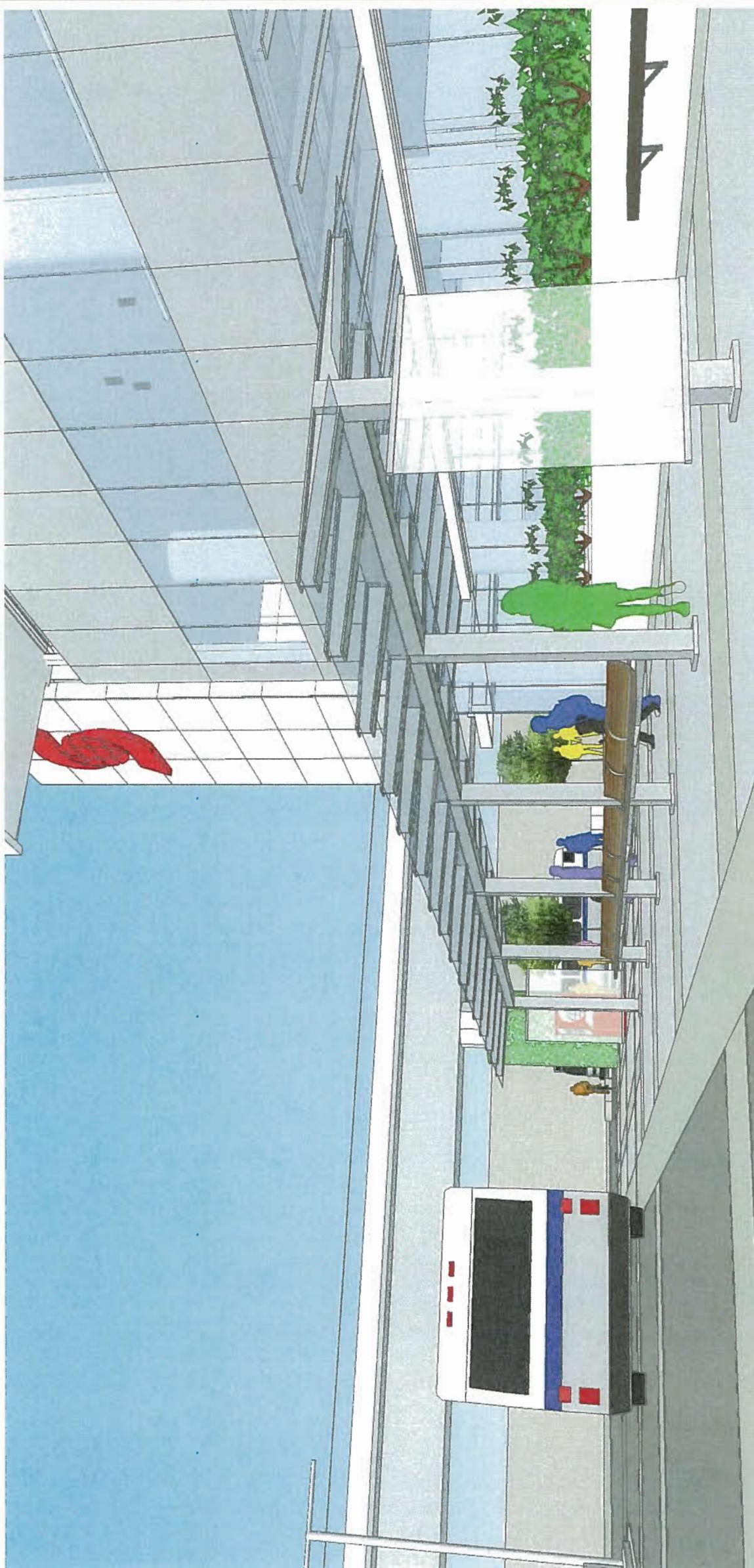
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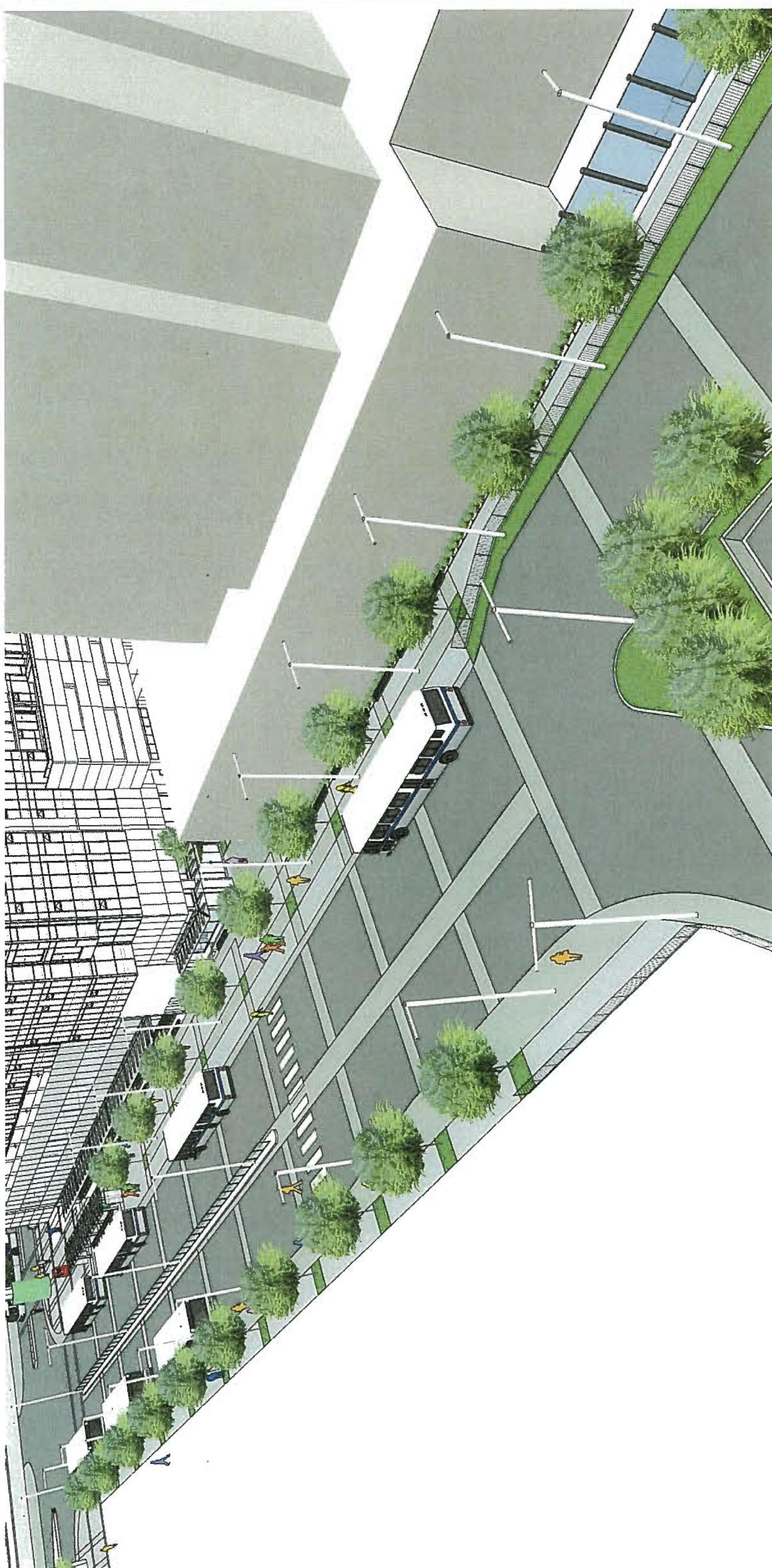
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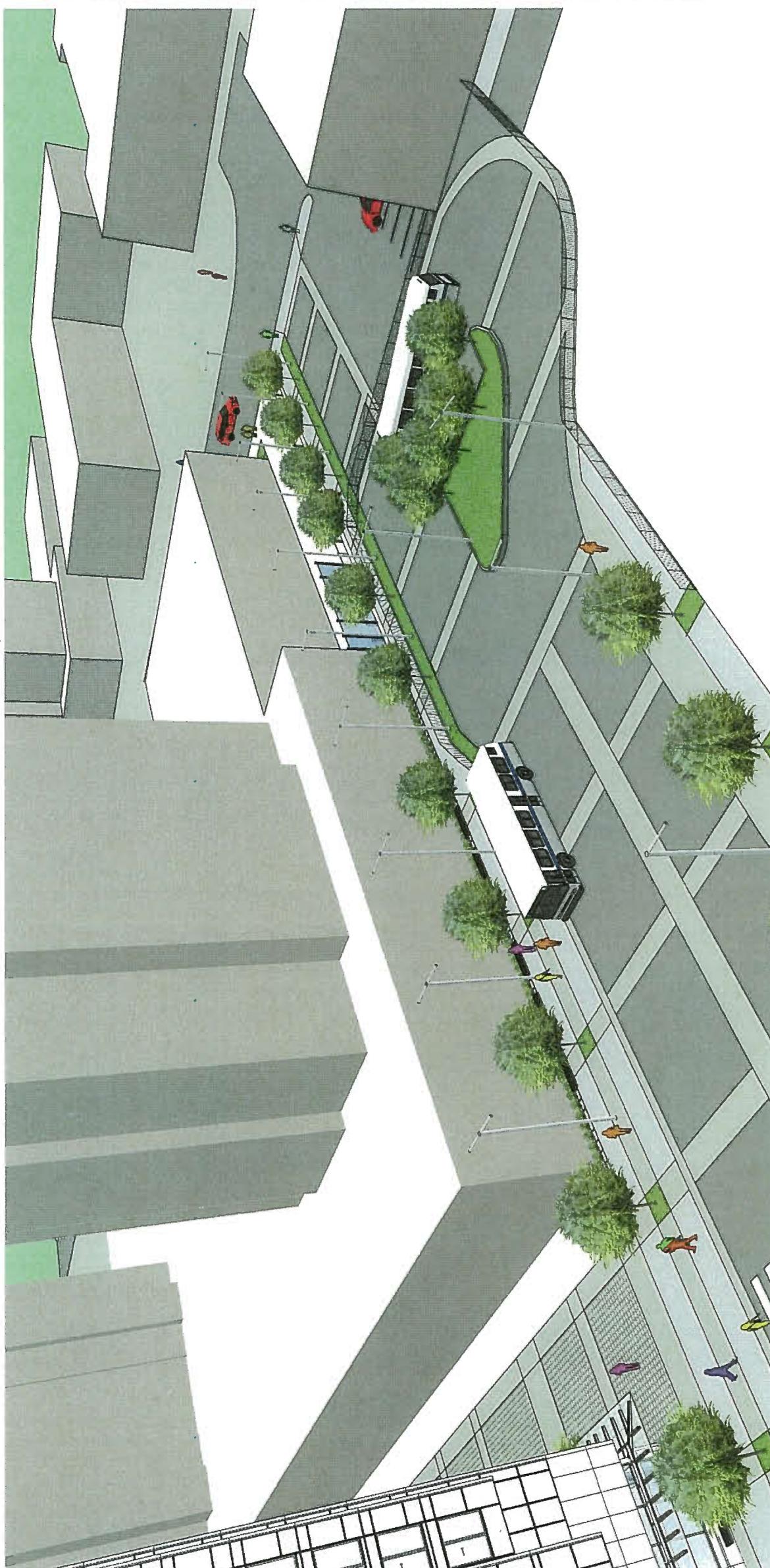


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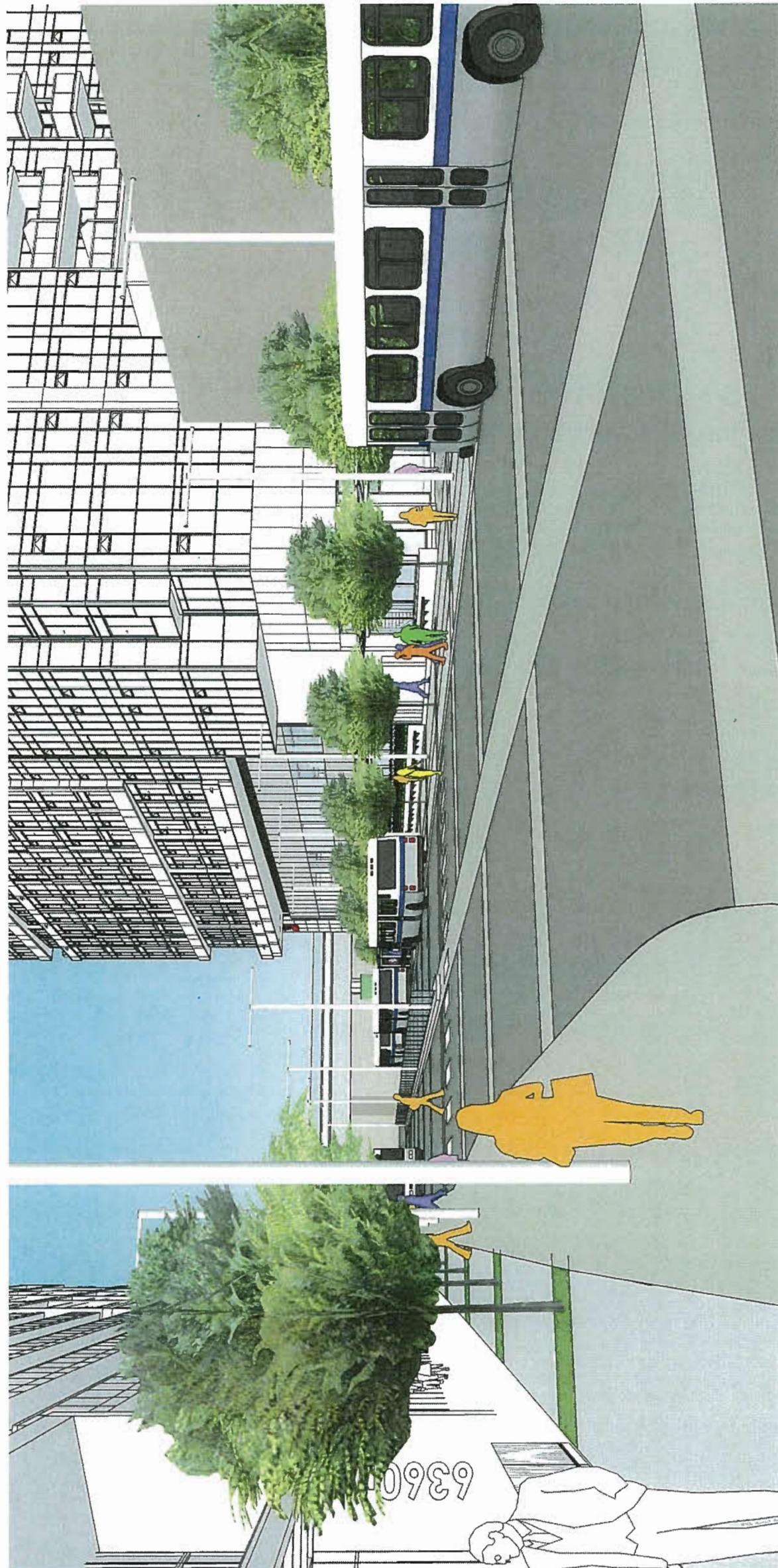
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