



## Development Permit Panel

Council Chambers, City Hall  
6911 No. 3 Road

Wednesday, July 10, 2019  
3:30 p.m.

### MINUTES

*Motion to adopt the minutes of the Development Permit Panel meeting held on June 26, 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 24, 2019**

### ADJOURNMENT



**Development Permit Panel  
Wednesday, June 26, 2019**

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
John Irving, Acting General Manager, Engineering and Public Works  
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 June 12, 2019 be adopted.*

**CARRIED**

**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

INTENT OF PERMIT:

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.*

**Applicant's Comments**

Salim Narayanan, IBI Group Architects, with the aid of a visual presentation (attached to and forming part of these Minutes as Schedule 1) provided background information on the proposed Bus Mall, highlighting the following:

1.

## **Development Permit Panel**

### **Wednesday, June 26, 2019**

---

- access to the Bus Mall loop is provided through a southbound left turn lane and northbound right turn from No. 3 Road;
- the Bus Mall includes two bus loading bays on the north side, two unloading bays on the south side, five bus layover bays, a HandyDart bay and three parking stalls for temporary parking of maintenance vehicles;
- a secondary public pedestrian and emergency vehicle access routes are provided from the eastern end of the Bus Mall to Buswell Street secured with a statutory Right-of-Way (SRW);
- the Bus Mall is bordered by wide sidewalks on the north and south sides, with the wider north sidewalk connecting to Buswell Street;
- a one-meter fence is provided on the median between the bus loading and unloading bays;
- a mid-block crosswalk provides pedestrian connection from the north side of the Bus Mall to the south side of the Mall and to the proposed Keltic development to the south;
- a fence is provided along the perimeter of the eastern end of the Bus Mall to protect pedestrians from buses turning at the loop;
- a bus shelter and extensive glass canopies along the south frontage of the new ScotiaBank within the Mandarin building are provided along the north side sidewalk of the Bus Mall for weather protection along the passenger pick-up area; and
- a 12-foot high acoustic wall is proposed adjacent to the townhouses in the Emporio building to the north of the eastern end of the Bus Mall to mitigate noise and block headlight glare from the Bus Mall.

Dylan Chernoff, Durante Kreuk Ltd., presented the main landscape features for the proposed Bus Mall, noting that (i) tree grates in lieu of planting are proposed at the base of trees to be planted adjacent to the sidewalks along both sides of the Bus Mall so as not to impede the flow of pedestrian traffic, (ii) the proposed planting is intended to mitigate the impact of bus turning and to buffer the pedestrian realm from the vehicular realm, (iii) proposed plant species are drought tolerant and easy to maintain, (iv) seating is incorporated with some planting in the pedestrian area, (v) the proposed decorative paving treatment for the Bus Mall public realm have been coordinated with the paving treatments for the existing Mandarin development to the north and the future Keltic development to the south, (vi) there is a row of trees planted in front of the acoustic wall, and (vii) some off-site trees on No. 3 Road will need to be relocated or removed for the improvements to No. 3 Road in coordination with City staff.

## **Development Permit Panel**

### **Wednesday, June 26, 2019**

---

#### **Panel Discussion**

In reply to queries from the Panel, Mr. Chernoff and Chit Vyas, Translink, acknowledged that (i) significant features of the proposed Bus Mall which distinguish it from other Translink bus malls include the installation of fences, continuous stone pavement on the north and south urban plazas, and decorative pedestrian paving along the north and south sidewalks adjacent to the Bus Mall, and (ii) the proposed landscaping for the Bus Mall, extensive glass canopies, and a significant bus shelter further differentiate the proposed Bus Mall from other Translink bus malls.

In reply to further queries from the Panel, Mr. Vyas acknowledged that the applicant evaluated the parking needs of tenants of the existing office building on 6411 Buswell Street to determine the proposed parking variance from 44 to 25 spaces.

In reply to a query from the Panel, Sonali Hingorani, Transportation Engineer, Transportation Department, confirmed that (i) there are seven short-term parking spaces for the proposed “kiss and ride” drop-off within the Keltic development which is adjacent to the southeast corner of the Bus Mall, (ii) a pedestrian connection is provided from the “kiss and ride” area to the Bus Mall, and (iii) there is vehicle access from the “kiss and ride” area to Buswell Street through the adjacent City lane.

In reply to further queries from the Panel, Mr. Narayanan and Mr. Vyas confirmed that (i) there is no pedestrian connection from the south side of the Bus Mall to Buswell Street, (ii) pedestrians on the south side of the Bus Mall could access Buswell Street through the centre crosswalk and the north sidewalk, (iii) the south sidewalk adjacent to the Bus Mall could be extended eastward to connect to Buswell Street subject to the future redevelopment of the property to the east of the Bus Mall.

In reply to a query from the Panel, Joshua Reis, Program Coordinator, Development, referenced an architectural drawing showing the location of the ‘kiss and ride’ drop-off within the Keltic development relative to the cul-de-sac within the Bus Mall.

In reply to a query from the Panel, Ms. Hingorani confirmed that (i) pedestrian access from the “kiss and ride” drop-off to the Bus Mall will be through the north plaza within the future Keltic development, and (ii) upon redevelopment of the existing office building on 6411 Buswell Street, the extension of the sidewalk along the south side of the Bus Mall up to Buswell Street could be considered.

In reply to further queries from the Panel, Mr. Narayanan and Mr. Vyas noted that (i) the turning radius at the southbound left-turn lane on No. 3 Road to the Bus Mall entrance has been increased to provide clear sightlines to the pedestrian crosswalk to enhance the safety of pedestrians, (ii) the cantilevered overhead lighting adjacent to the acoustic screen as shown in the architectural rendering is intended to provide lighting along the north sidewalk, (iii) retail spaces along the north side of the Keltic development will interface with the south side of the Bus Mall, and (iv) a prototype overhead electric bus charging station/depot is currently being developed by Translink and an electric bus charging station could be installed on the Bus Mall subject to its feasibility.



## **Development Permit Panel**

### **Wednesday, June 26, 2019**

---

#### **Staff Comments**

Suzanne Smith, Acting Director, Development, noted that a specific Bus Mall Servicing Agreement is associated with the project, which includes on-site and off-site improvements such as improvements to the southbound left-turn lane and the median on No. 3 Road, widened sidewalks on No. 3 Road, installation of new traffic signals at the intersection of No. 3 Road and the Bus Mall, and provision of emergency vehicle and public pedestrian access connecting through Buswell Street.

Ms. Smith further noted that (i) staff support the proposed variance from 44 to 25 parking spaces for the existing office building on 6411 Buswell Street due to its proximity to the Brighthouse Canada Line Station, ability to function in the past with 30 parking spaces and potential for its redevelopment and reassessment of its parking needs in the future, (ii) the Bus Mall has been designed in the context of its adjacency to the existing Mandarin development to the north and the Keltic development to the south currently under construction, (iii) ground-oriented units within the Keltic development will front the Bus Mall, (iv) the Bus Mall and Keltic sidewalk have been designed with the same landscaping and pavement standards, (v) the applicant has consulted with the Strata Council of the adjacent Emporio building which was built prior to the Bus Mall being proposed, and (vi) measures have been proposed to mitigate Bus Mall noise impacts including the installation of an acoustic screen adjacent to the Emporio building.

#### **Gallery Comments**

None.

#### **Correspondence**

Jenny Shao, 6288 No. 3 Road, expressed concern regarding the proximity of the proposed Bus Mall to high-density residential developments and noted the existing low density of planting along the north sidewalk adjacent to the Bus Mall which could be enhanced to mitigate potential noise.

With regard to the Ms. Shao's concern regarding the siting of the Bus Mall, the Chair advised that the existing development to the north and the development to the south currently under construction have been designed in consideration of the future construction of the Bus Mall.

With regard to planting along the north and south edges of the Bus Mall, staff noted that (i) the spacing of street trees to be planted will be consistent with the City standard, (ii) 24 street trees, majority of which are Pin Oak trees, are proposed to be planted along both sides of the Bus Mall adjacent to the sidewalks, and (iii) the Bus Mall functions as an enhanced City Centre street and has been designed as such.

In reply to a query from the Panel, Mark McMullen, Senior Coordinator-Major Projects, confirmed that acoustic measures to address potential noise from the future Bus Mall were incorporated into the design of residential units in the "Mandarin" building through the development permit process.

## **Development Permit Panel**

### **Wednesday, June 26, 2019**

---

A resident of 6351 Buswell Street, stated that she is residing in one of the townhouses of the Emporio building to the north of the Bus Mall and sought clarification regarding (i) whether the height of the proposed acoustic screen adjacent to the building would be able to effectively control Bus Mall noise at the upper levels of townhouses, (ii) whether engine idling of stationary buses on the Bus Mall is allowed, (iii) whether a future connection for buses from the Bus Mall to Buswell Street will be provided, and (iv) whether there are proposed measures to control pedestrian access and traffic along the north-south lane to the north of the Bus Mall to address the Emporio residents' safety and security concerns.

With regard to the resident's query whether a future vehicular connection for buses will be provided from the Bus Mall to the Buswell Street, the Chair advised that as decided by Council, there will be no bus connection through Buswell Street even though adjacent properties will be redeveloped in the future; however, an emergency vehicle access route will be provided from the Bus Mall to Buswell Street.

In response to the resident's other concerns and questions from the Panel, Mr. Narayanan, Mr. Vyas, and Emmanuel SanMiguel, IBI Group Architects, acknowledged that (i) the height of the proposed acoustic wall adjacent to the Emporio townhouses has been increased from eight feet to 12 feet in response to staff and Advisory Design Panel recommendations, (ii) the increased height of the acoustic wall adjacent to the townhouses is more than sufficient to provide a noise barrier for the Bus Mall as indicated in the acoustic report, (iii) the intensity of noise coming from the Bus Mall is expected to be highest near the townhouses due to its proximity to the Bus Mall cul-de-sac where buses generate significant noise when turning, (iv) the acoustic report indicates that the proposed acoustic screen will significantly decrease the noise impacts of the Bus Mall on adjacent townhouses, (v) the acoustic report does not mention the potential noise reduction to townhouse outdoor spaces as it focuses on noise reduction to townhouse indoor spaces, (vi) the proposed acoustic barrier will result in buses sounding as though they are two or three times far away, (vii) idling of buses on the Bus Mall is not allowed by Translink, and (viii) the buses on the Bus Mall will cover six bus routes with trip frequencies matching the Canada Line commuter loads.

In response to the resident's concern regarding safety and security along the north-south lane to the north of the Bus Mall, Ms. Hingorani noted that vehicle access from the lane to the Bus Mall is not permitted. In addition, Mr. Narayanan confirmed that removable steel bollards at the south end of the lane provide access only to emergency vehicles and pedestrians can access the lane from the south end of the lane.

Carmelita Chan, 6380 Buswell Street, queried (i) whether bus stops along Buswell Street will be relocated to No. 3 Road with the construction of the proposed Bus Mall, (ii) whether consideration has been given to mitigate Bus Mall noise impacts on 6380 Buswell Street, a residential development to the east of the Bus Mall across Buswell Street, and (iii) whether a pedestrian connection will be installed in the future from 6380 Buswell Street to Cooney Road.

## Development Permit Panel

### Wednesday, June 26, 2019

---

In reply to the query regarding the possible relocation of bus stops along Buswell Street, Ms. Hingorani advised that (i) the primary intention of the Bus Mall is to take passengers getting off at the Brighthouse Canada Line Station, and (ii) all existing bus routes and stops around the proposed Bus Mall area will be retained.

In reply to the query whether noise mitigating measures have been considered for the existing development on 6380 Buswell Street, Ms. Smith noted that the buses on the Bus Mall will be turning away from the existing development at the cul-de-sac. In addition, Mr. Narayanan advised that the Bus Mall will function as a regular City street except that buses turning at the cul-de-sac will create more noise.

In reply to the query whether a pedestrian pathway is proposed to connect 6380 Buswell Street eastward to Cooney Road, Ms. Hingorani advised that the City Centre Area Plan does identify a long-term vision for a future pedestrian connection from the Brighthouse Canada Line Station on No. 3 Road to Cooney Road subject to the redevelopment of adjacent properties.

#### Panel Discussion

It was suggested that the subject development permit application be referred to the Panel's next scheduled meeting to hear from the Panel's acoustical engineer and provide more information including specific details and assumptions regarding possible noise impacts of the proposed Bus Mall on neighbouring developments' indoor and outdoor spaces and proposed measures to mitigate Bus Mall noise.

It was also suggested that the applicant meet with residents of neighbouring developments who have presented their concerns before the Panel prior to the Panel's next meeting.

#### Panel Decision

As a result of the discussion, the following **referral motion** was introduced:

It was moved and seconded

***That the Development Permit application on 6302 No. 3 Road and 6411 Buswell Street (DP 11-593871) be referred back to staff to:***

- 1. review the noise impacts of the proposed Bus Mall to neighbouring residents with the applicant; and***
- 2. coordinate with the applicant to address concerns reported by neighbouring residents;***

***and report back to the July 10, 2019 Development Permit Panel meeting.***

**CARRIED.**

#### **2. Date of Next Meeting: July 10, 2019**

**Development Permit Panel**  
**Wednesday, June 26, 2019**

---

**3. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:46 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 26, 2019.

---

Joe Erceg  
Chair

---

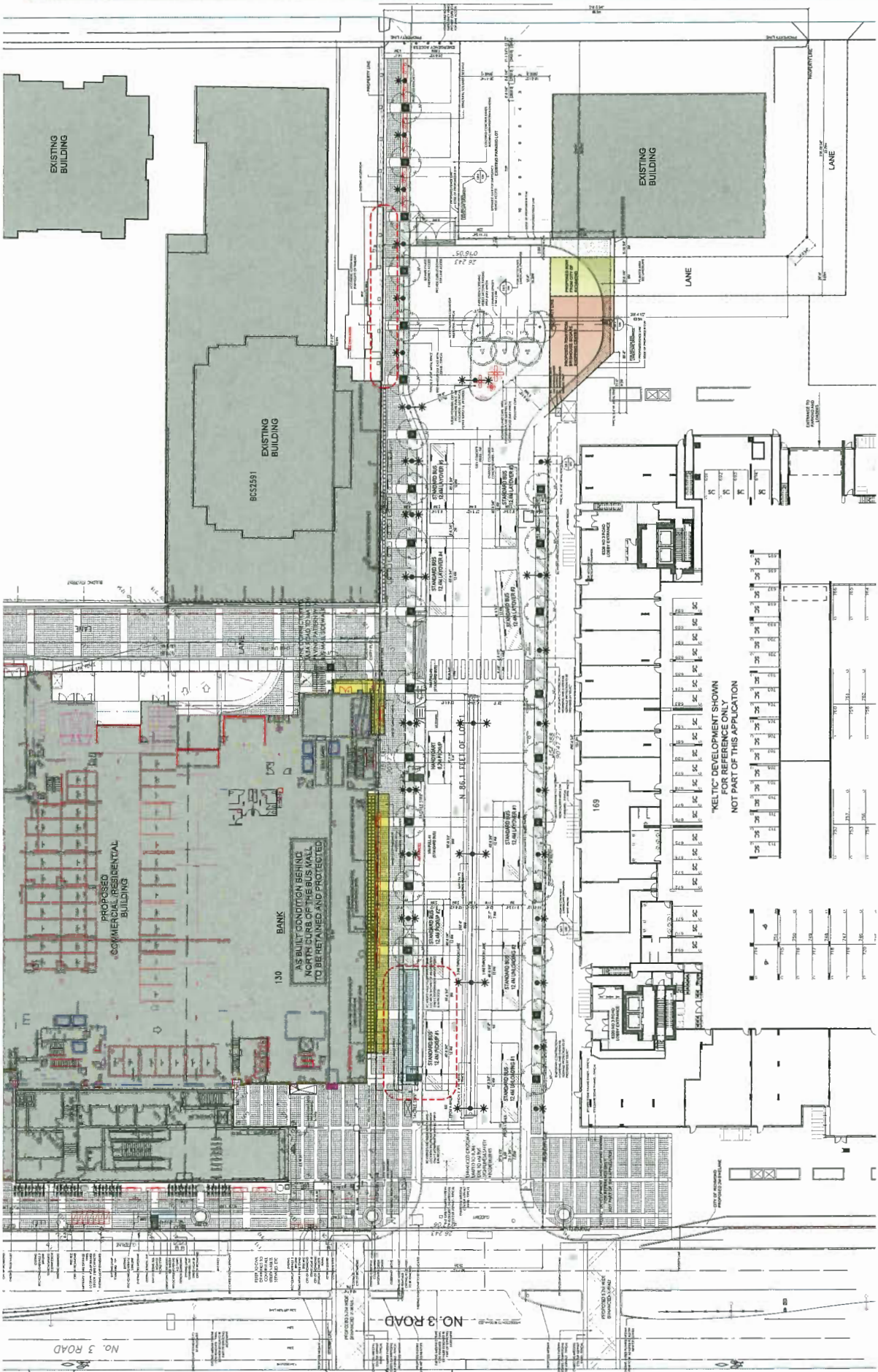
Rustico Agawin  
Committee Clerk

# RICHMOND-BRIGHOUSE BUS MALL

6302 No 3 Road, Richmond  
DEVELOPMENT PANEL MEETING  
JUNE 26, 2019







6302 No 3 Road, Richmond  
Development Permit Re-submission  
June 03, 2019

# **BUS MALL LAYOUT**

SCALE:

3/8" = 1'-0"

ADD04

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

Richmond, BC V6X 1A1

Phone: (604) 273-8888

Fax: (604) 273-8889

www.ibigroup.com

IBI GROUP ARCHITECTS

100-1000 Avenue Road

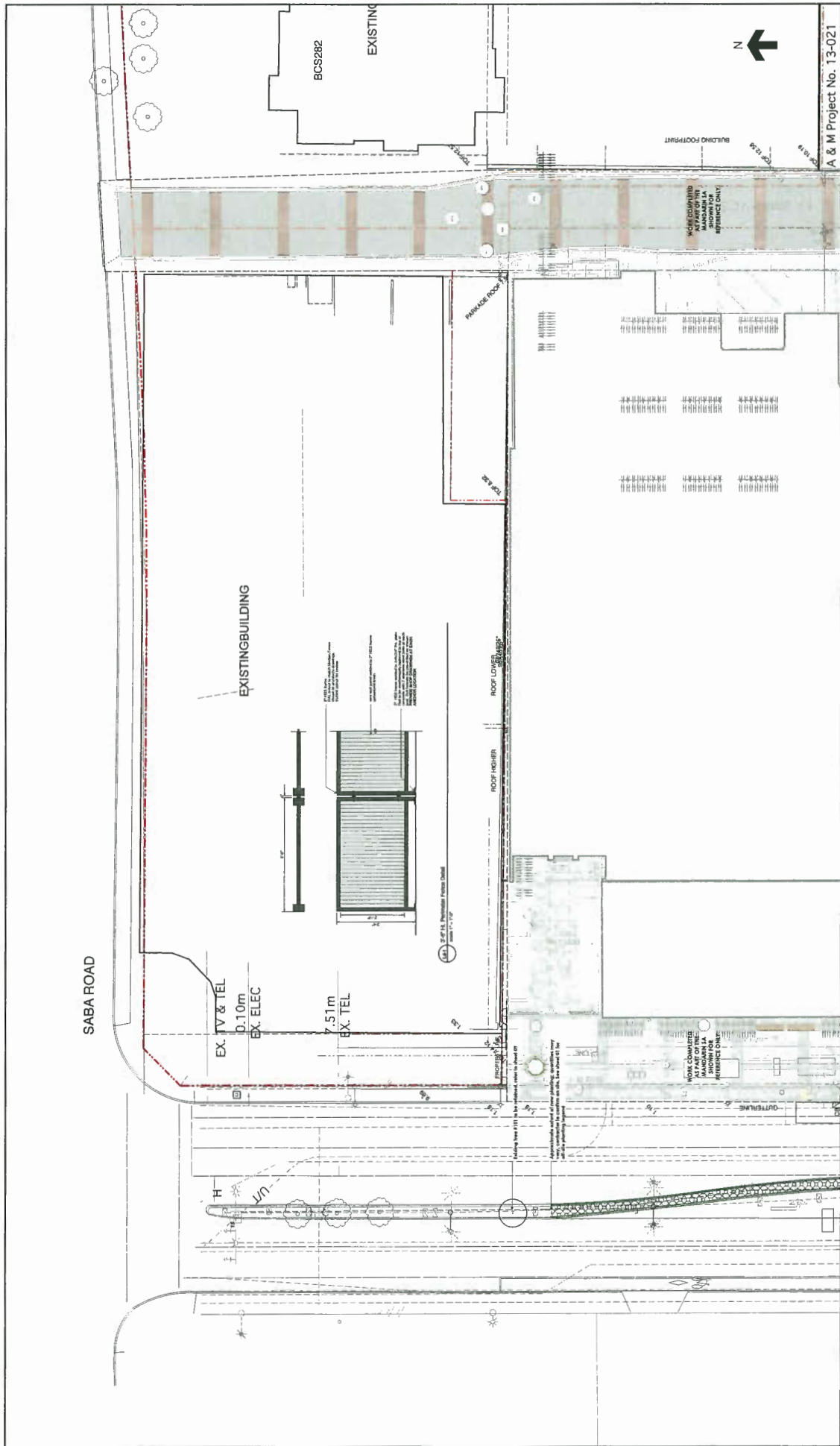
Richmond, BC V6X 1A1







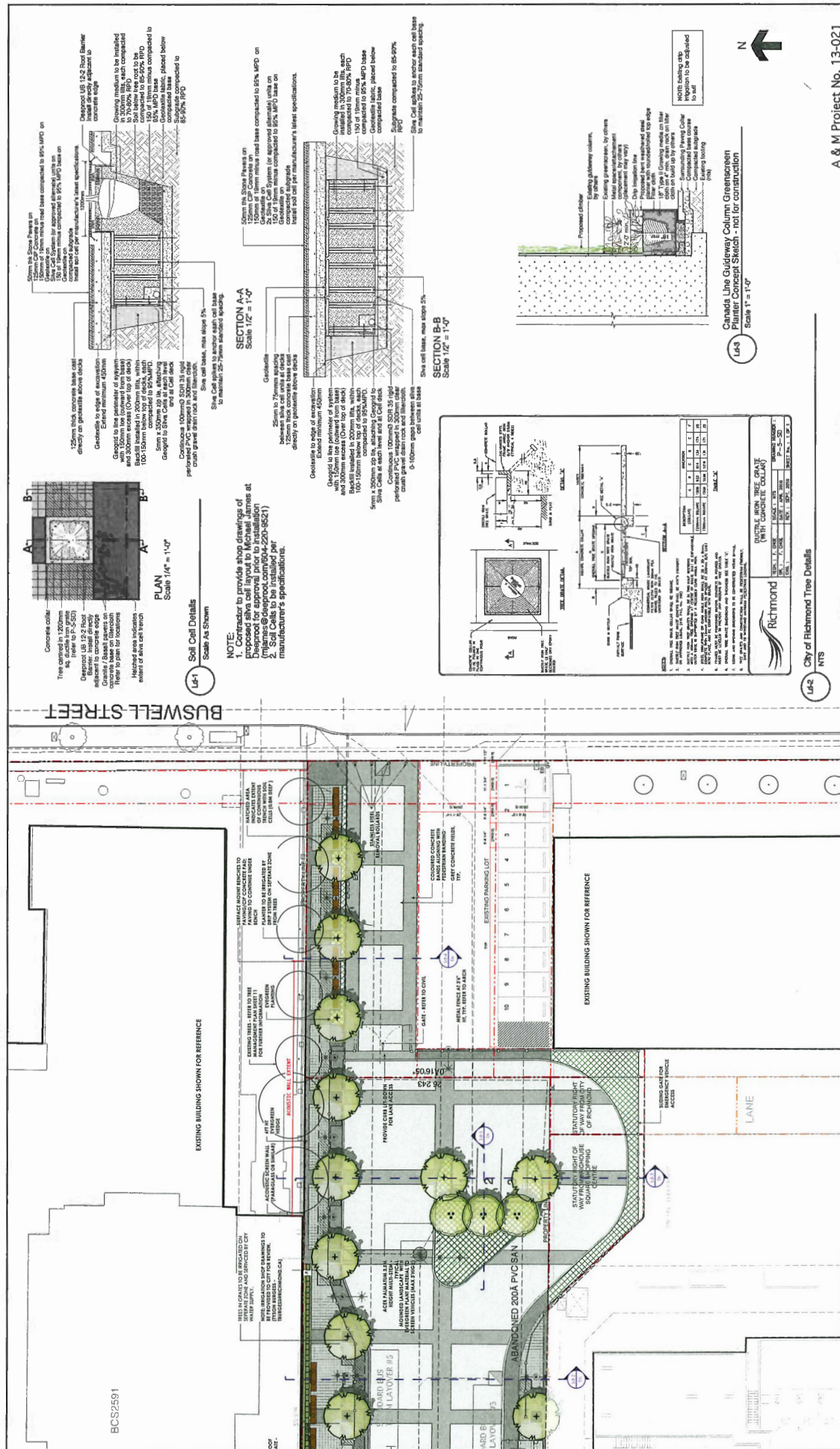




<b>TRANS LINK</b>		<b>PREPARED BY:</b> 		<b>SEAL</b>		<b>DATE SCALED:</b> 		<b>BRIGHOUSE STATION BUS MALL LANDSCAPE PLAN</b>		<b>A &amp; M Project No. 13-021</b>	
<b>DURANTE KWIK LTD.</b> 10000 14th Ave. Vancouver, BC V6J 1N5 T: 604 694 4811 F: 604 694 4877 www.durantekwik.com		<b>DATE</b> DATE DATE DATE		<b>REVISIONS</b>		<b>DATE</b> DATE DATE DATE		<b>DESCRIPTION</b>		<b>BY</b> BY BY BY	
<b>REVISIONS</b>		<b>DATE</b> DATE DATE DATE		<b>DESCRIPTION</b>		<b>BY</b> BY BY BY		<b>DATE</b> DATE DATE DATE		<b>DESCRIPTION</b>	
<b>DATE</b> DATE DATE DATE		<b>DESCRIPTION</b>		<b>BY</b> BY BY BY		<b>DATE</b> DATE DATE DATE		<b>DESCRIPTION</b>		<b>BY</b> BY BY BY	
<b>DATE</b> DATE DATE DATE		<b>DESCRIPTION</b>		<b>BY</b> BY BY BY		<b>DATE</b> DATE DATE DATE		<b>DESCRIPTION</b>		<b>BY</b> BY BY BY	







A &amp; M Project No. 13-021

BRIGHOUSE STATION  
BUS MALL  
LANDSCAPE PLAN

SCALE: 1/8" = 1'-0"	DRL PROJECT # 13032	CITY PROJECT # 642676-18-10	LANDSCAPE DRAWING # 04 of 09
---------------------	------------------------	--------------------------------	---------------------------------

SUPERIMPOSE PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO

BAR SCALE(S):

SEAL

REPAIRED BY:

[illegible]

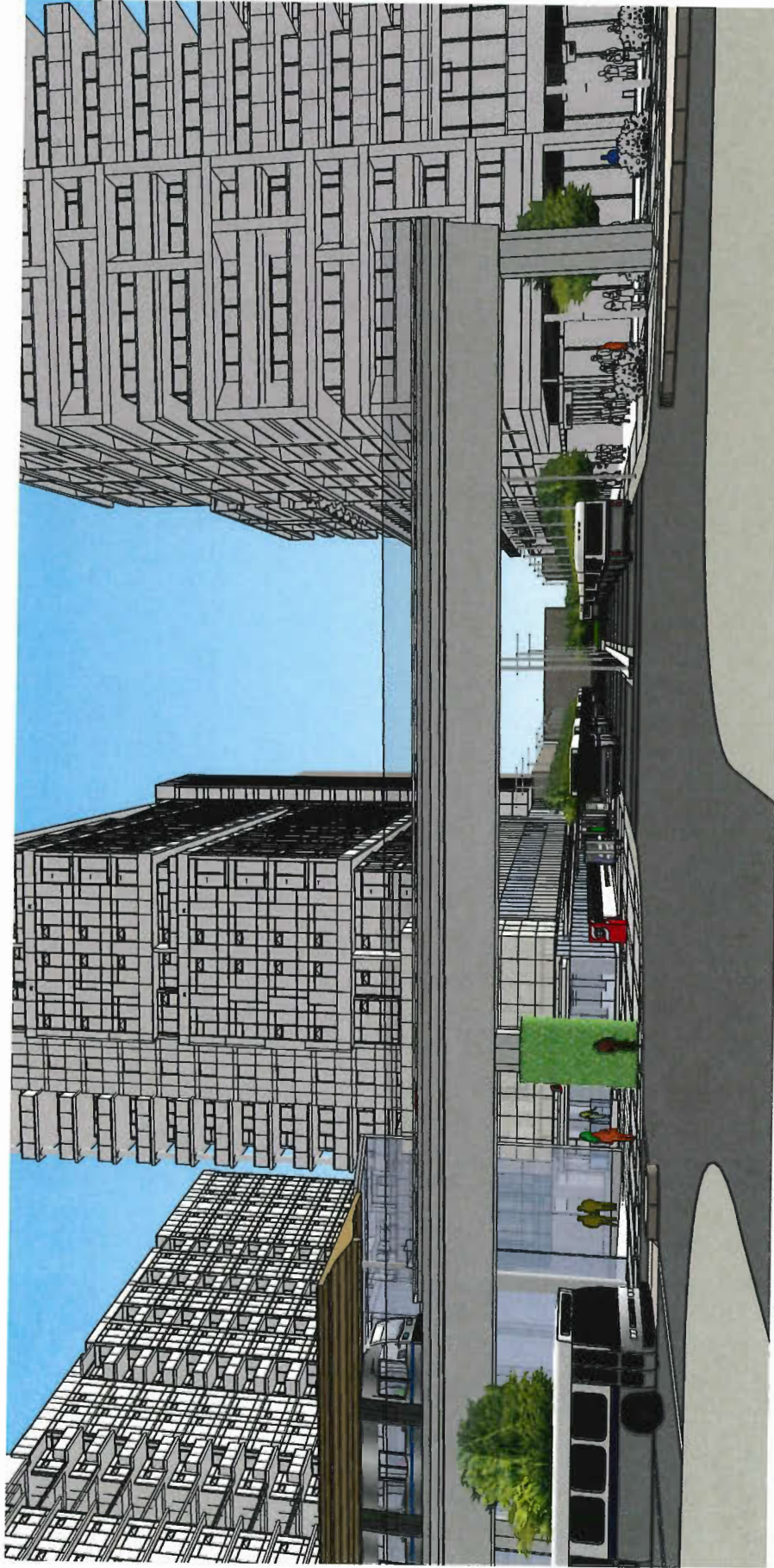


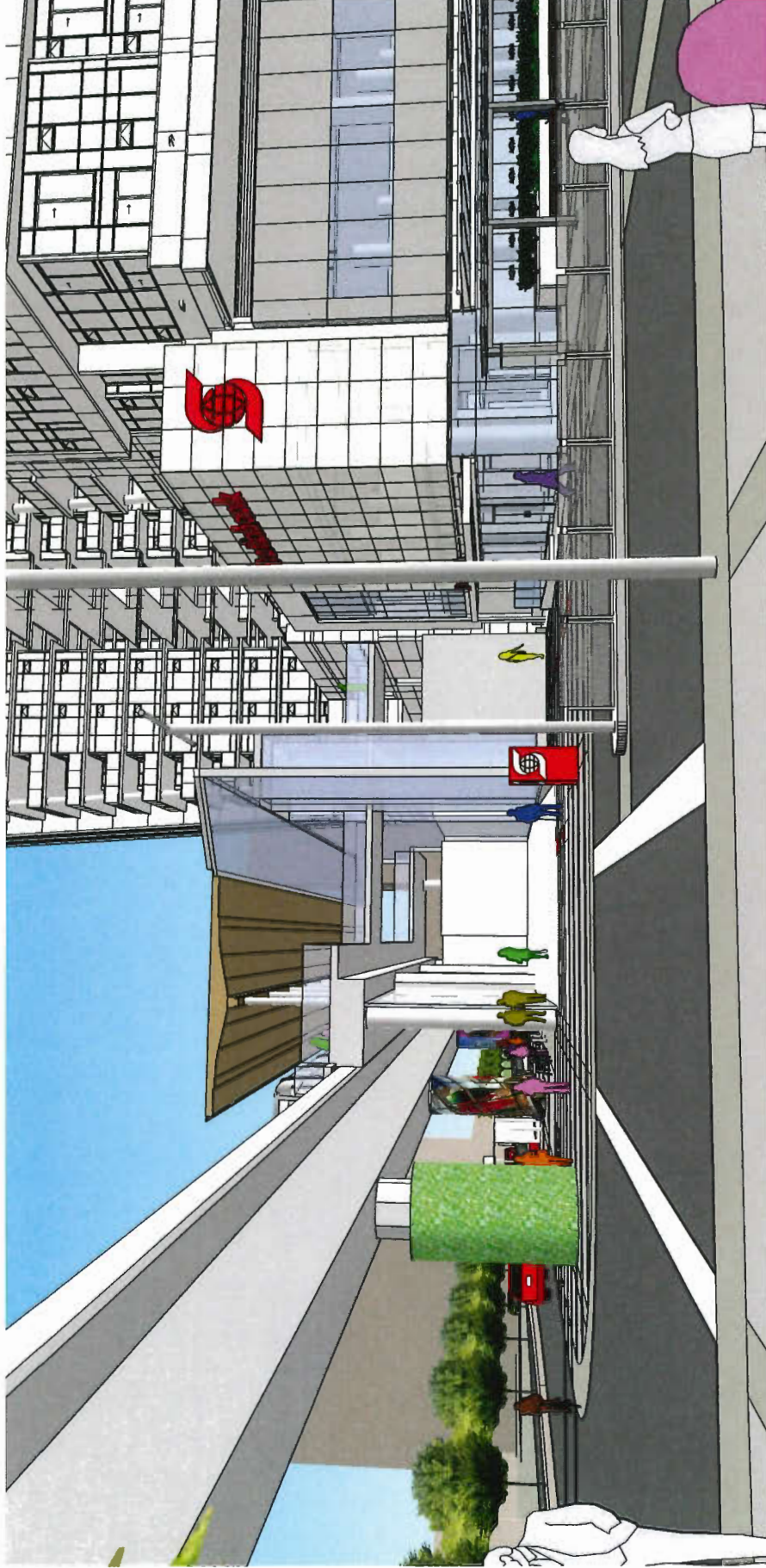




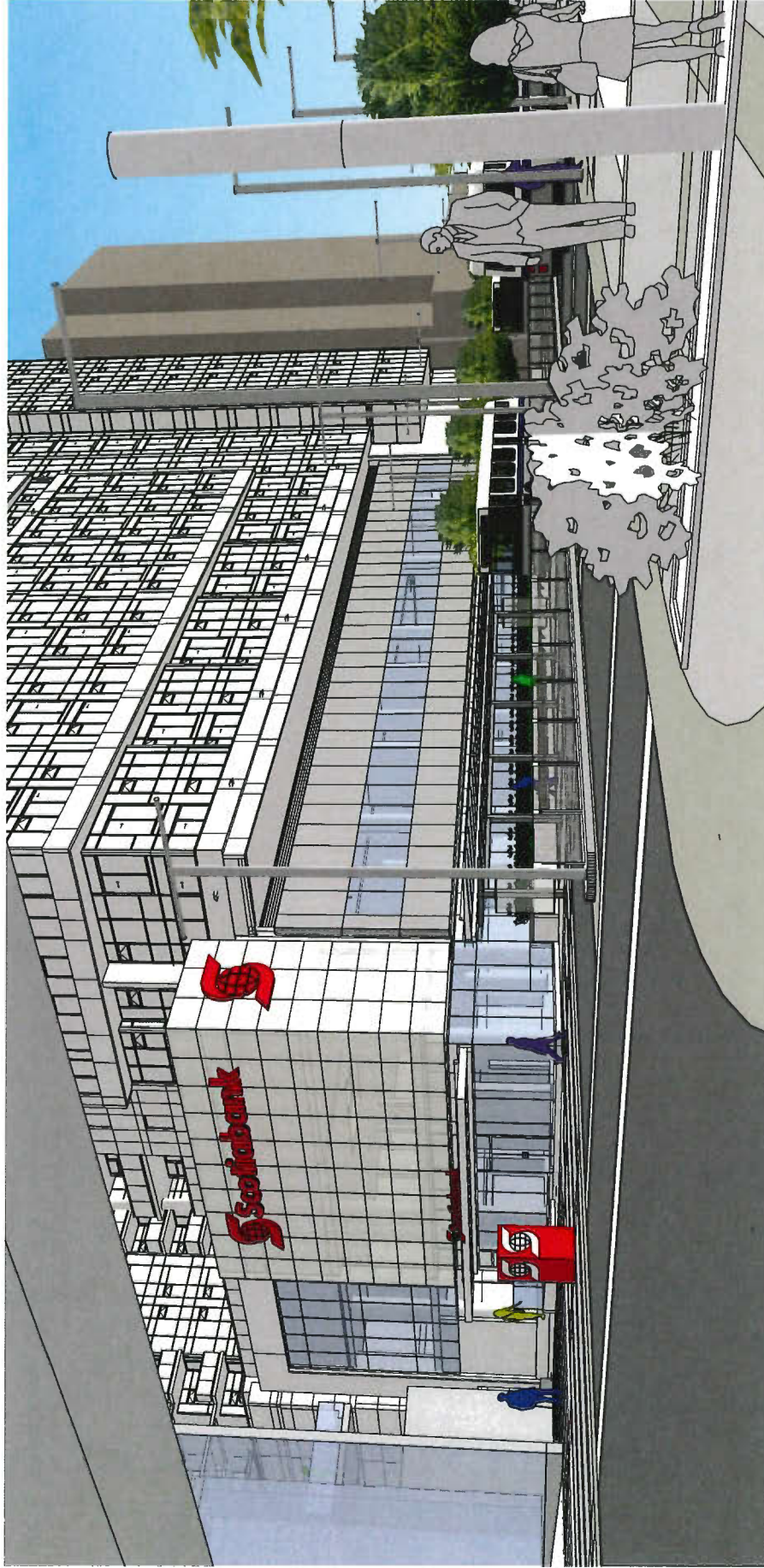








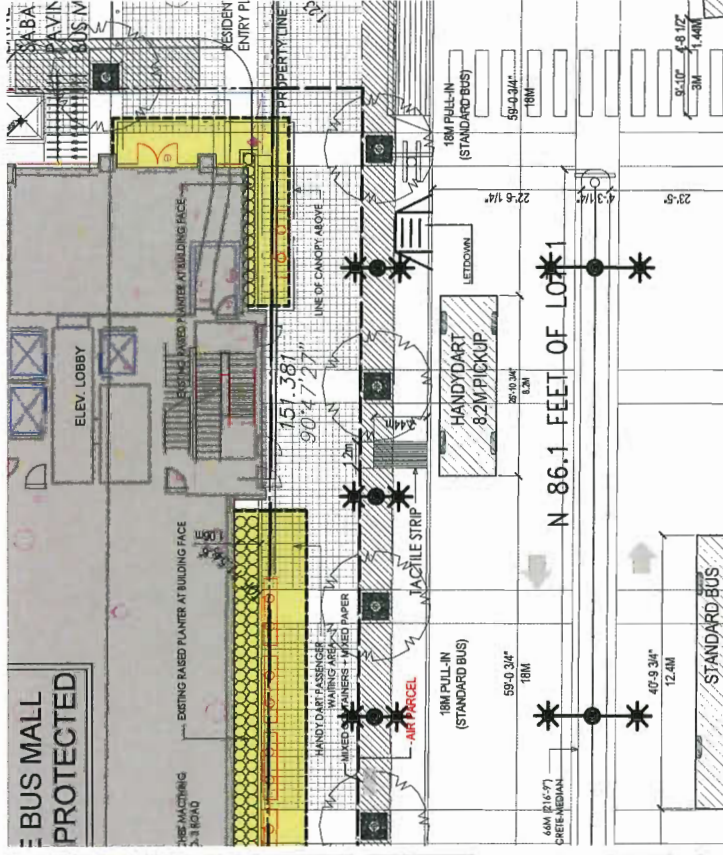
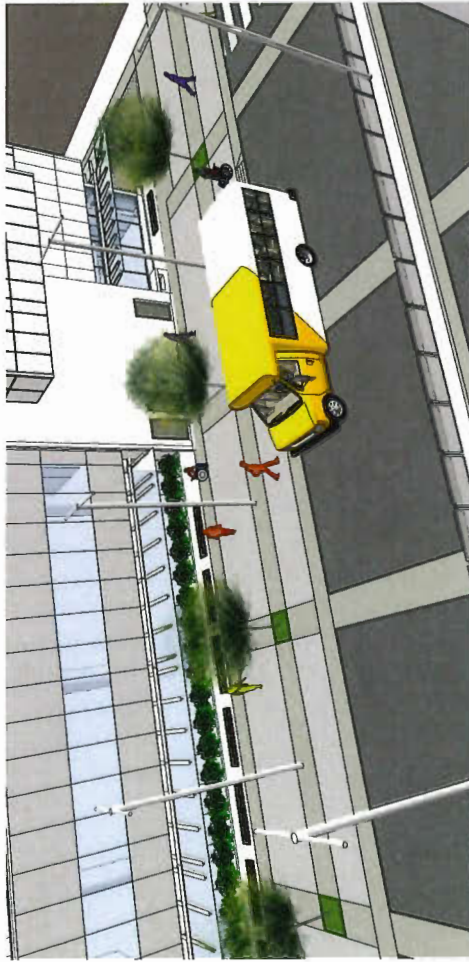












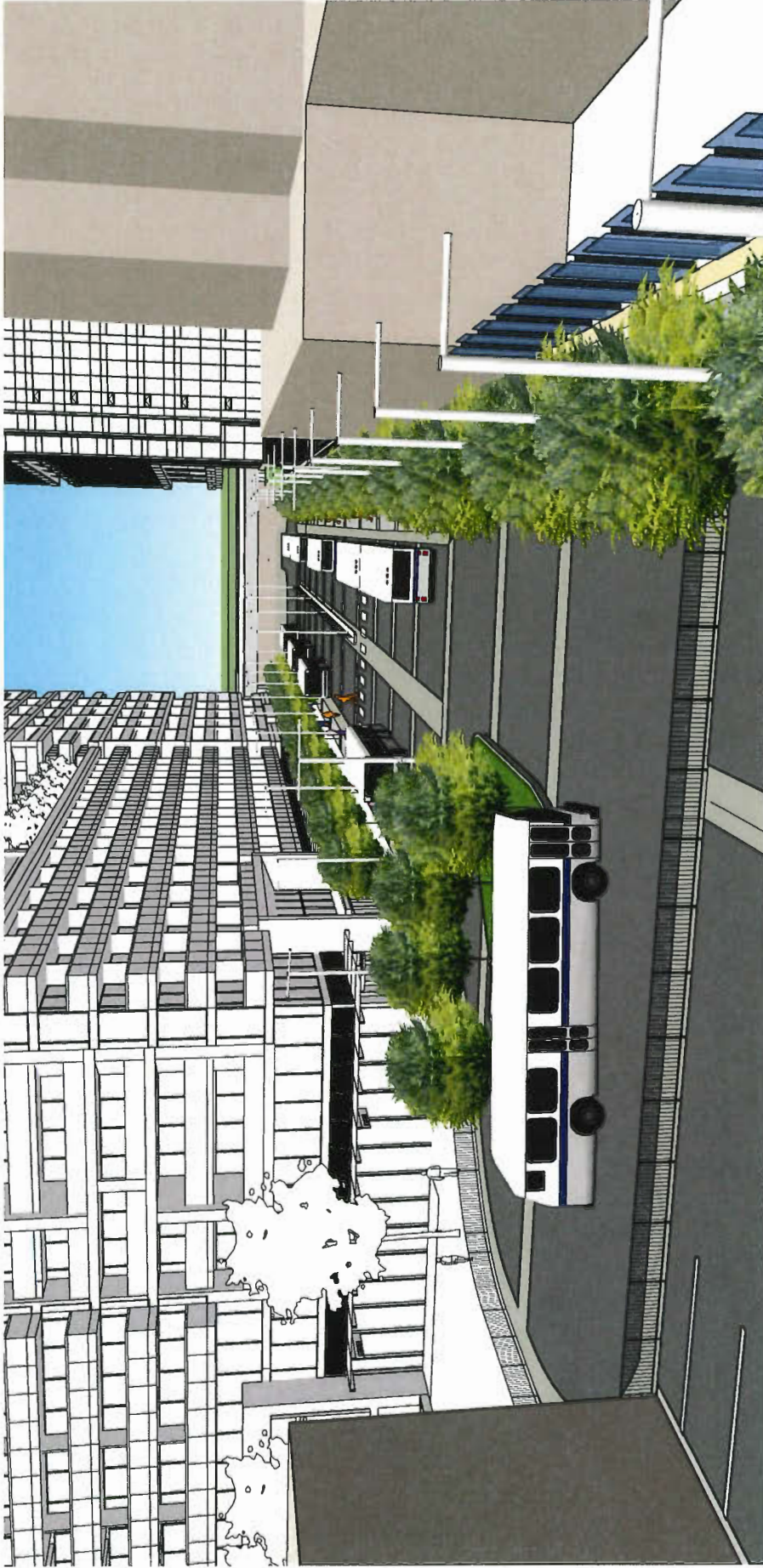
## HANDYDART BUS LOCATION AND PASSENGER AREA





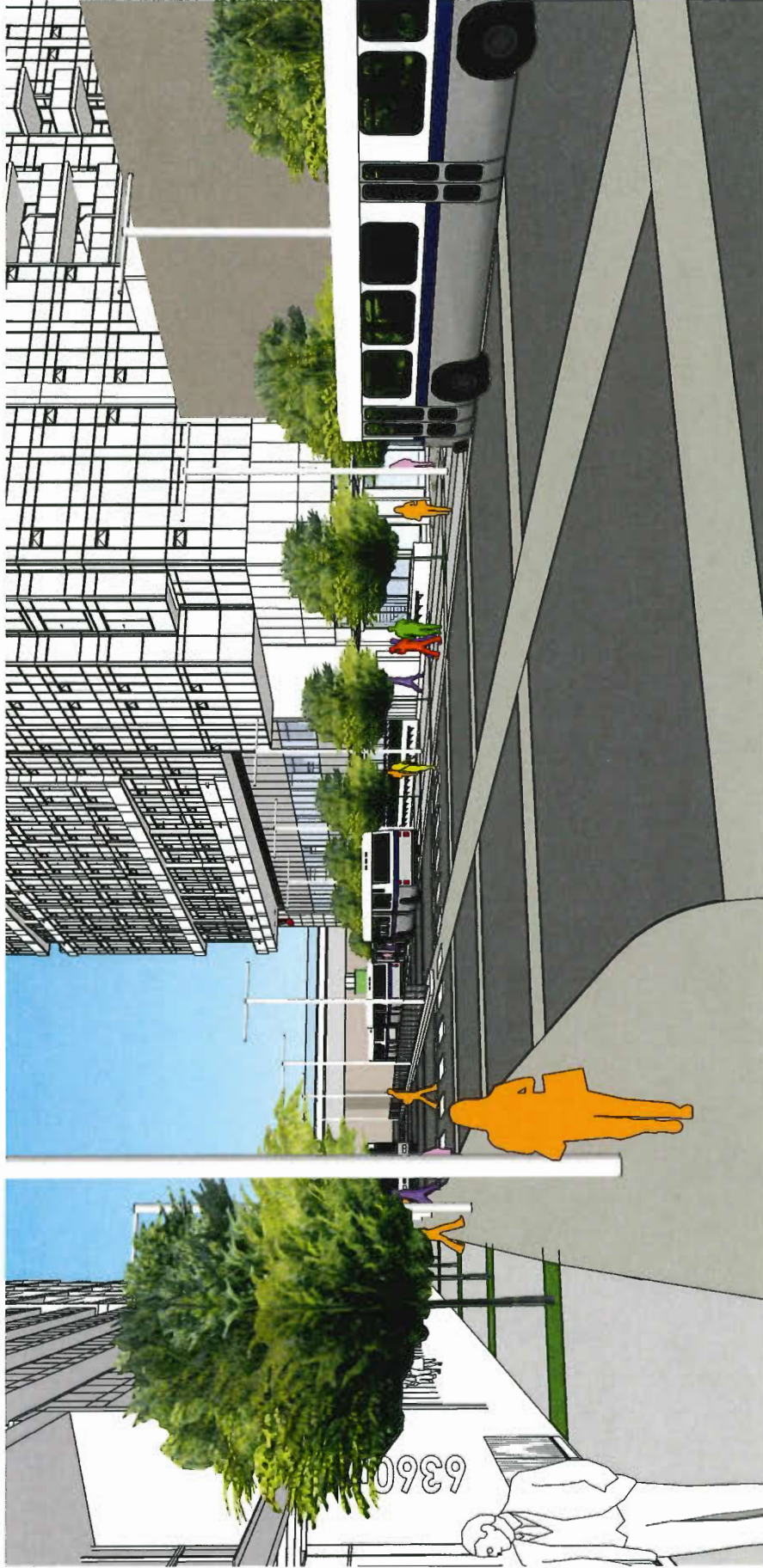


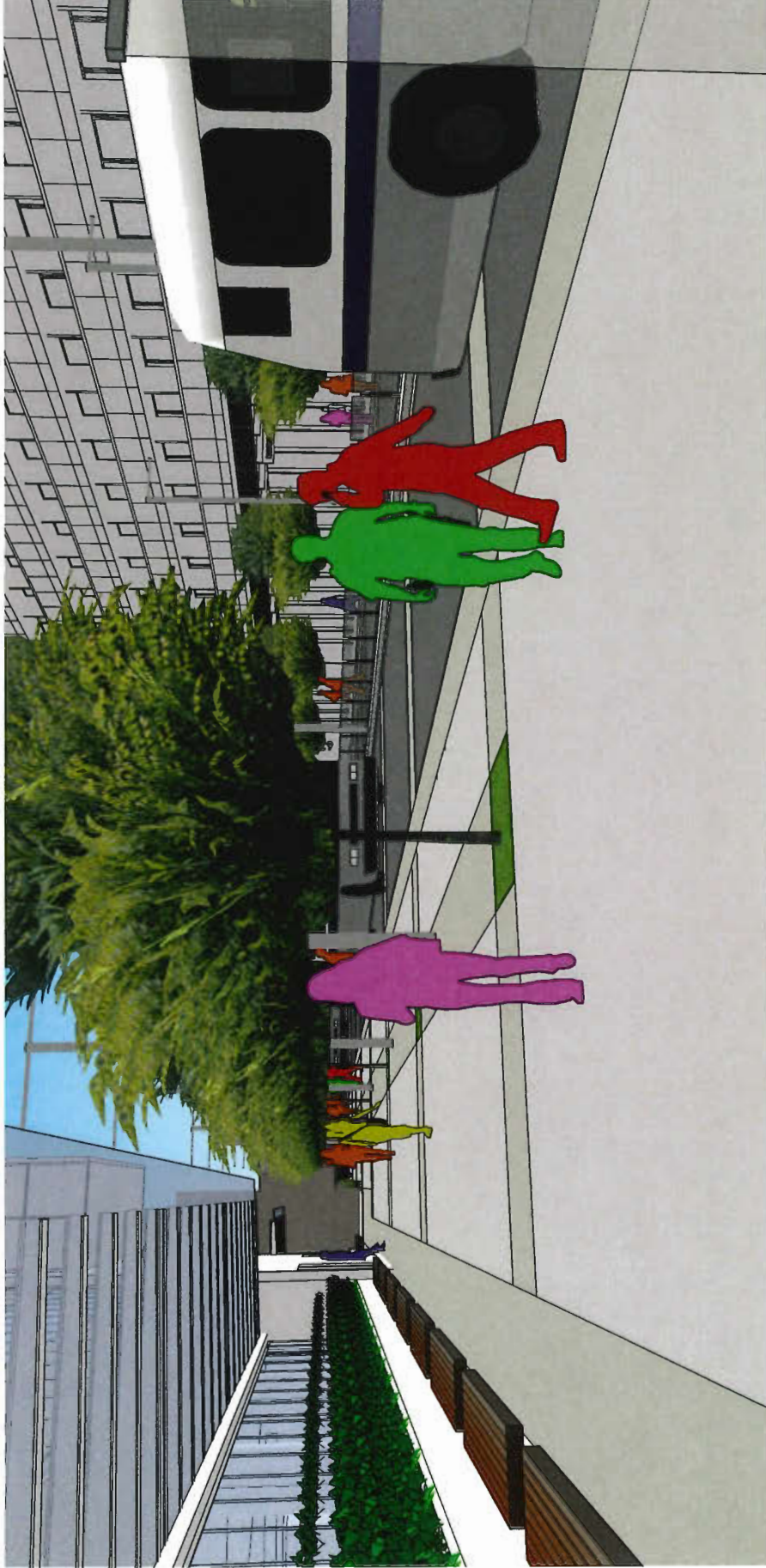










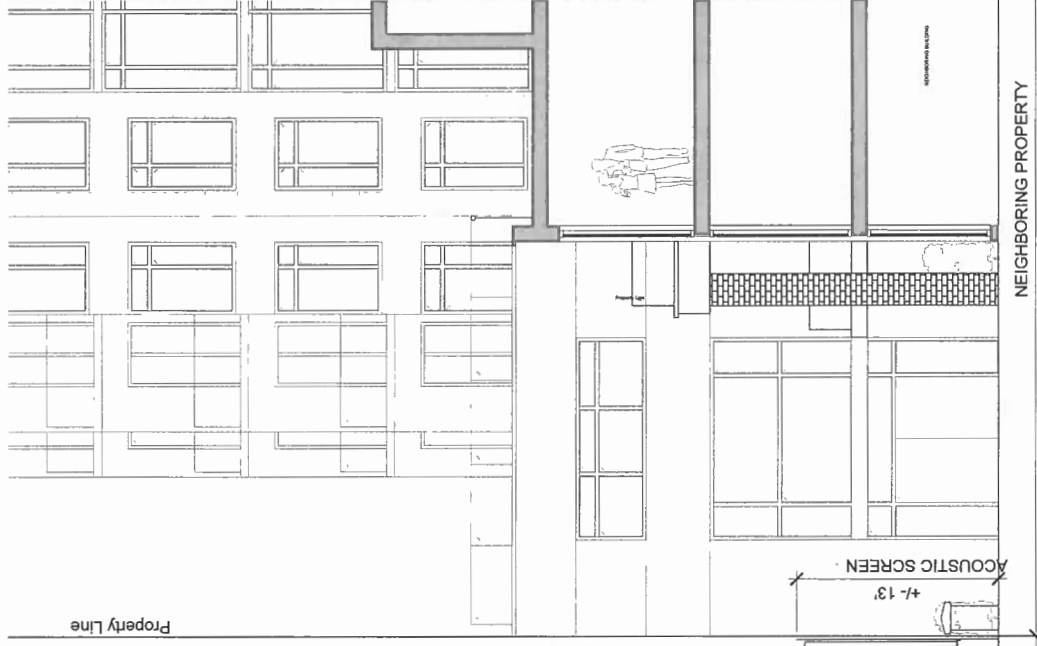
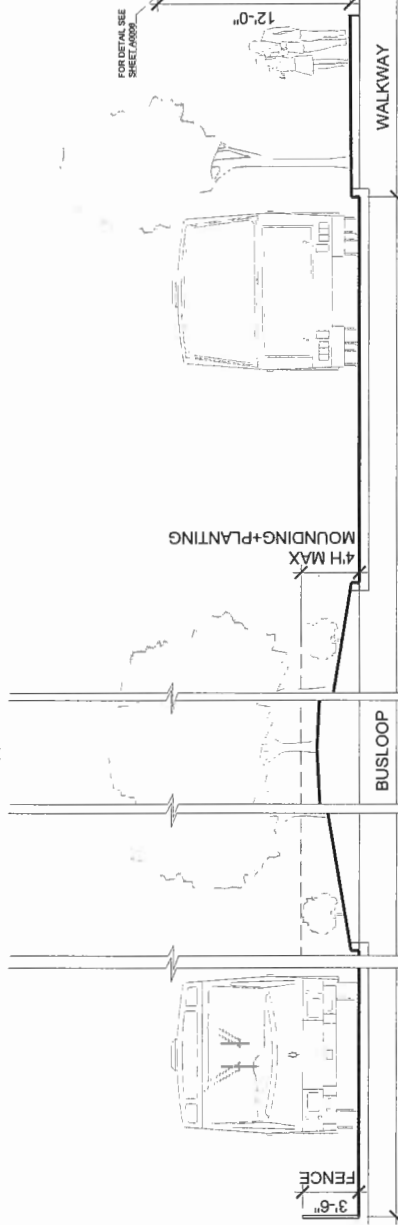
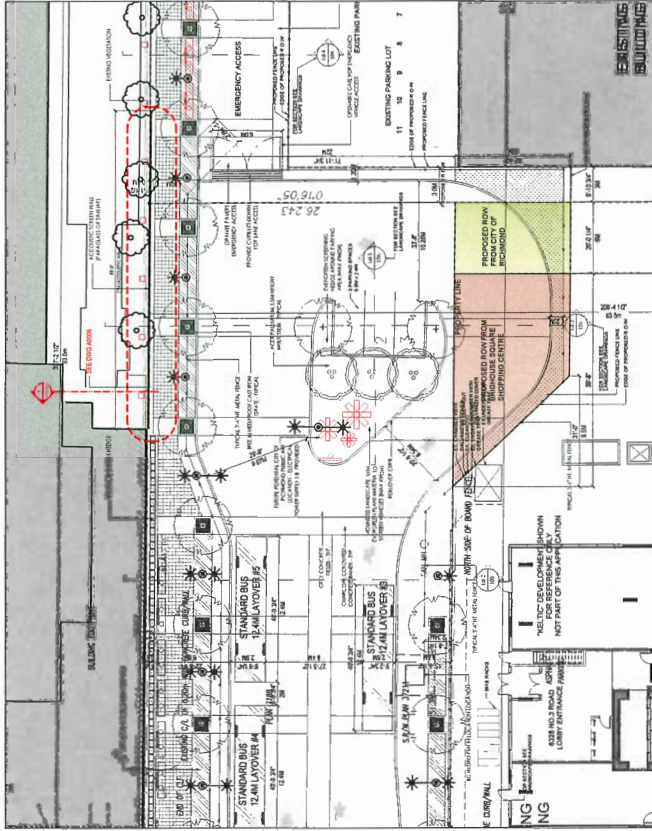
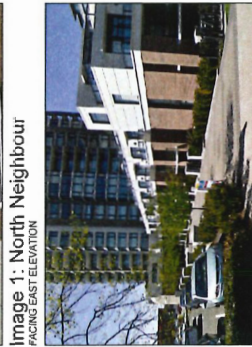


6302 NO 3 ROAD, RICHMOND  
DEVELOPMENT PERMIT RE-SUBMISSION  
June 03, 2019

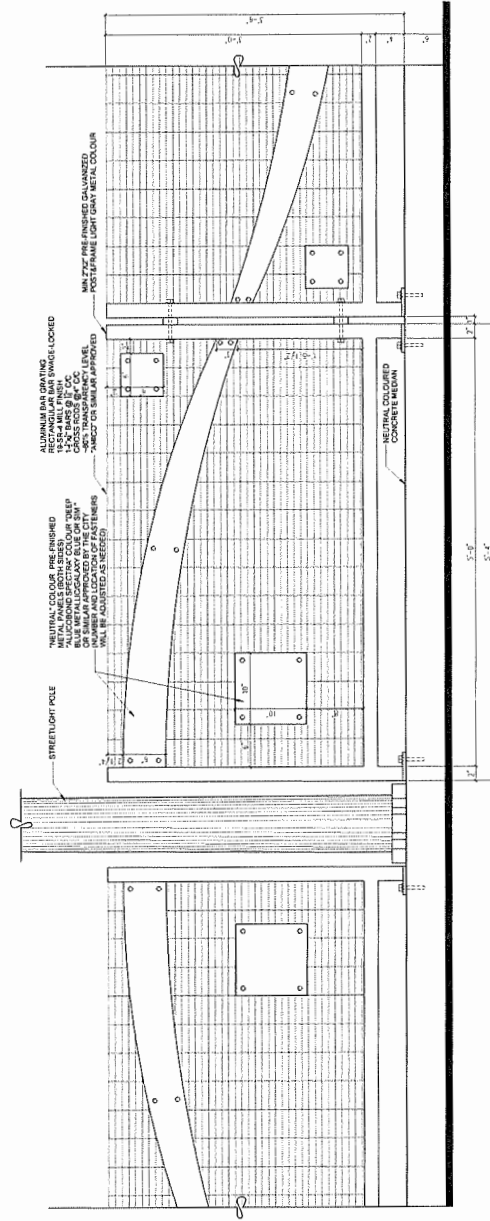
## BUS MALL

## TRANS LINK

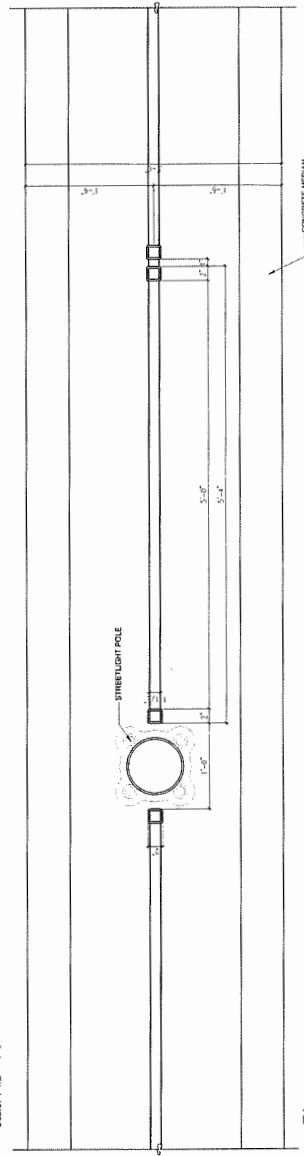




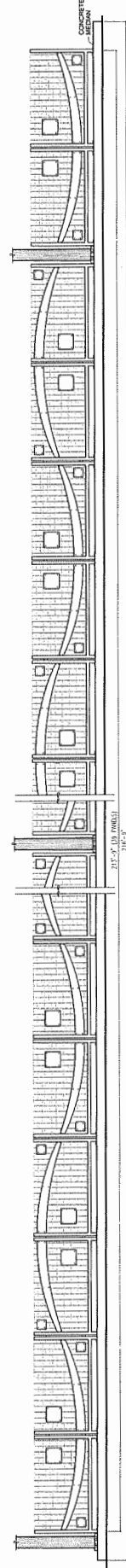




Elevation  
Scale: 1 1/2" = 1'-0"



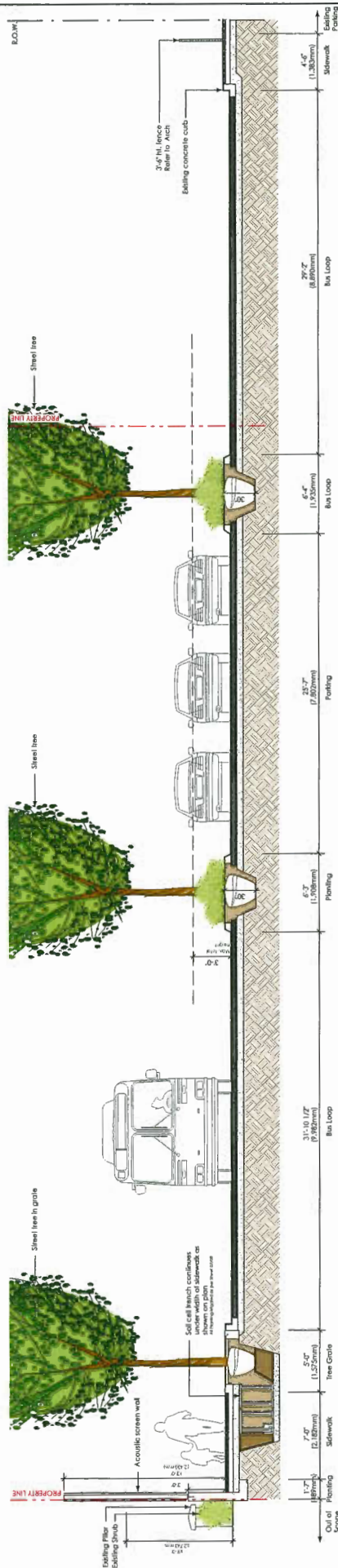
Plan  
Scale: 1 1/2" = 1'-0"



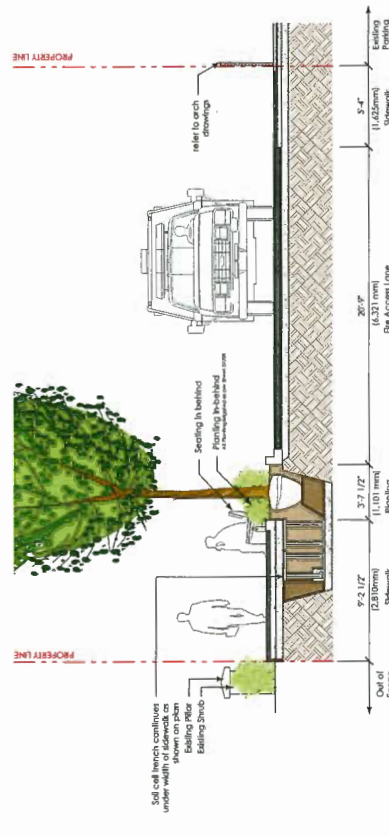
Elevation  
Scale: NTS



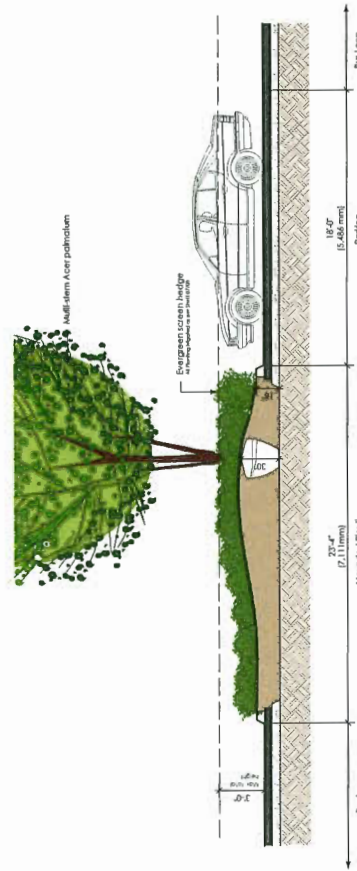




Section through bus loop - C  
scale 1/4" = 1'-0"





Section through Emergency Vehicle Lane



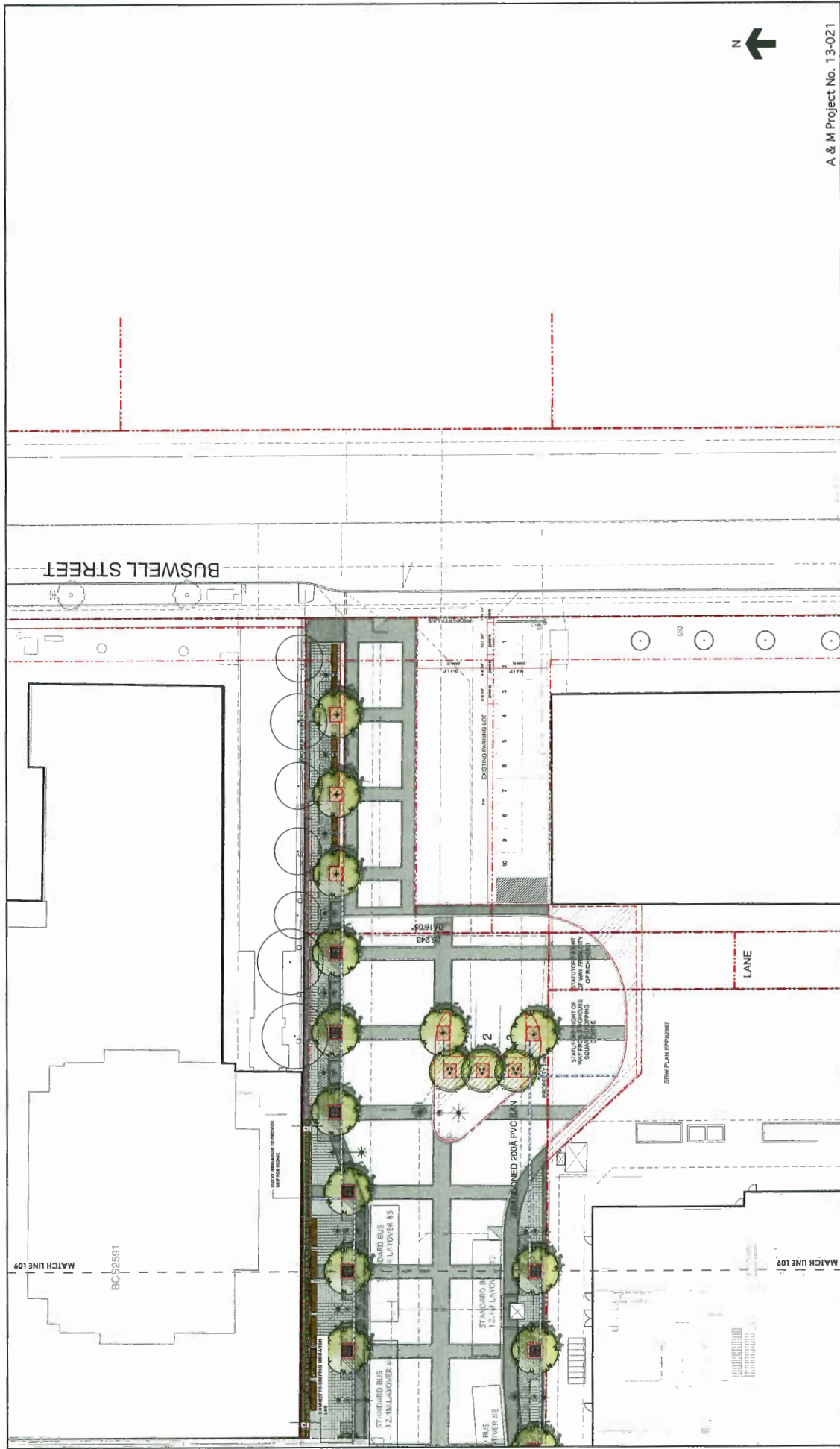
L4-5 Section through bus loop - D  
scale 1/4" = 1'-0"

[illegible]

	PREPARED BY:  	SEAL  Durant Kroll, LLC 102 - 1837 West 59 Ave. Vancouver BC V6L 1N5 T: 604 594 4611 F: 604 594 4777 www.dkllc.ca	BARS SCALED:  SCALE AS SHOWN	BRIGHOUSE STATION BUS MALL LANDSCAPE SECTIONS
				<table><tr><td>SHEET AS SHOWN DATE: JULY 2013</td><td>REV. PROJECT # 1002P</td><td>LANDSCAPE CHARTER # BARS#18-10</td><td>CITY PROJECT # 06 OF 09</td></tr></table>
SHEET AS SHOWN DATE: JULY 2013	REV. PROJECT # 1002P	LANDSCAPE CHARTER # BARS#18-10	CITY PROJECT # 06 OF 09	
				SUPERSEDES PRINTS OF THIS PLAN WITH LETTERS PREVIOUS TO →



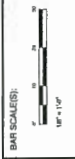




A & M Project No. 13-021

BRIGHOUSE STATION  
BUS MALL  
IRRIGATION PLAN

SCALE: 1/4" = 1'-0"	PROJECT #	DATE	DESIGNED BY	DATE
1/4" = 1'-0"	13-021	08/08/10	AM	08/08/10
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →				



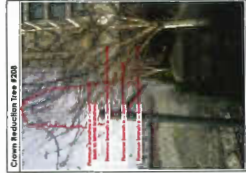
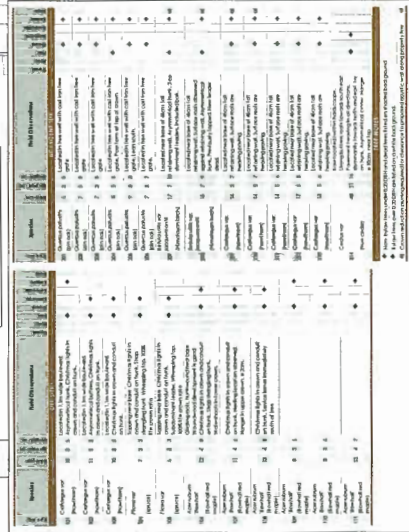
SEAL

























































PREPARED BY:

  
 Durante Kneib Ltd.  
 1000 West 10th Avenue  
 Vancouver BC V6J 1N2  
 T: 604.684.4611  
 F: 604.684.0577  
 www.dkl.com



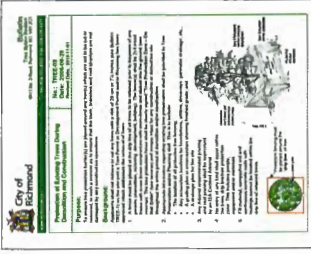
REFERENCE DRAWING			REVISIONS		
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	08/08/10	PRELIMINARY	1	08/08/10	PRELIMINARY
2	08/08/10	REVISED FOR CP	2	08/08/10	REVISED FOR CP
3	08/08/10	REVISED FOR CP	3	08/08/10	REVISED FOR CP
4	08/08/10	REVISED FOR CP	4	08/08/10	REVISED FOR CP
5	08/08/10	REVISED FOR CP	5	08/08/10	REVISED FOR CP
6	08/08/10	REVISED FOR CP	6	08/08/10	REVISED FOR CP
7	08/08/10	REVISED FOR CP	7	08/08/10	REVISED FOR CP
8	08/08/10	REVISED FOR CP	8	08/08/10	REVISED FOR CP
9	08/08/10	REVISED FOR CP	9	08/08/10	REVISED FOR CP
10	08/08/10	REVISED FOR CP	10	08/08/10	REVISED FOR CP



DRAWING KEY	
	Extent of dip slope of existing tree recommended for retention
	Boundary line survey in 2013 (land surveyor)
	Extent of dip slope of existing tree recommended for removal
	Boundary line survey in 2013 (land surveyor)
	Existing Tree recommended for retention.
	New Number assigned in existing tree inventory and report for the tree as well as DBH (0.20m or larger) (if any trees on city property)
	Extent of new tree recommended for retention
	Area: Project Protection Area to include Tree Protection Area. Project Protection and Detail (see separate information)
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal
	Extent of new tree recommended for removal

**NOTES**

1. Initial fire protection services to City of Richmond residents (see detail on fire service and emergency management construction).
2. Meet, hear, interview, and test health and capacity change with time. Our studies have shown that the most effective way to change behavior is to change the idea itself, and we are making changes of the ideas, not normal social organization frameworks. Current trial UK, cannot quantify that test recommended for evaluation of energy use or public. Despite the 100 percent compliance, we are not sure if the results are due to the change in the service or in the demand, and provided appropriate notice when work on to meet the needs to be done.
3. Fire protection measures and call with on levels on City of Richmond (see detail on fire service and emergency management construction).



Chlorophyll and carotenoids by Nelson  
PCH, EA Currents [pcc.uga.edu](http://pcc.uga.edu)



A & M Project No. 13-021  
BRIGHOUSE STATION  
BUS MALL

SEAL

PREPARED BY:

**durantekruk**

Durante Kruk Ltd.  
102 - 1637 West 5th Ave  
Vancouver BC V6J 1N5  
t: 604 684 4611  
f: 604 684 0577  
www.dkl.bc.ca



REFERENCE DRAWING				REVISIONS			
REV	DATE	DESCRIPTION	BY	DATE	DESCRIPTION	REV	DATE
1	APR 26 2016	ISSUED FOR P&ID	ST	APR 26 2016	ISSUED FOR P&ID	1	APR 26 2016
2	MAY 07 2016	ISSUED FOR P&ID	ST	MAY 07 2016	ISSUED FOR P&ID	2	MAY 07 2016
3	MAY 07 2016	ISSUED FOR P&ID	ST	MAY 07 2016	ISSUED FOR P&ID	3	MAY 07 2016
4	APR 03 2016	ISSUED FOR P&ID	ST	APR 03 2016	ISSUED FOR P&ID	4	APR 03 2016

BAR SCALE(S):

EXISTING TREES MANAGEMENT PLAN	SCALE 1/8" = 1'-0"	DWG. PROJECT #	CITY PROJECT #	LANDSCAPE DRAWING #
	DATE JAN 14, 2014	13032	842876-18-10	09 of 09

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →





4.5.5.5 Poster Case – Double-Sided Info Wall

**Product Codes**  
PCe.inh, 2PCe.iw

**Relevant Sign Types**  
E3, T7

**Lines**  
All

**Description**  
Free standing twin ANSI E double sided poster case, displaying paper based information (4 posters). Two levels of header panel

**Materials and construction**  
External frame Translink Two Part Extrusion to main body top and bottom with aluminum capping plates on sides.

Proprietary hinged extruded aluminum framing system supporting a glass door panel with SkyTrain cam locks, combined header panels to be fabricated, welded and dressed using low carbon steel for Vitreous Enamel finish.

Main structure supported by 101.6mm (4") aluminum posts with 76.2 (3") tapping rail and spun aluminum feet to finish at grade level.

**Colour s (See Common Parts and Finishes)**

- Colour A
- Colour B
- Colour E
- Colour F
- Colour N

**Finishes**  
All external trim and support structure finished with suitable grade of architectural quality polyester powdercoat or other paint finish appropriate to environment. Powder coat colour Supermal P4100-919G Sparkle Silver.

Shadow gap detailing between main post supports and main structure together with tapping rail connection saddles powdercoated RAL 5003.

**Header Panels:** Vitreous Enamel on low carbon steel.

Marie-Louise poster border (applied to inside face of glass) 3M Vinyl Pearl Gray Series 7725-11 or Series 7125\_11.

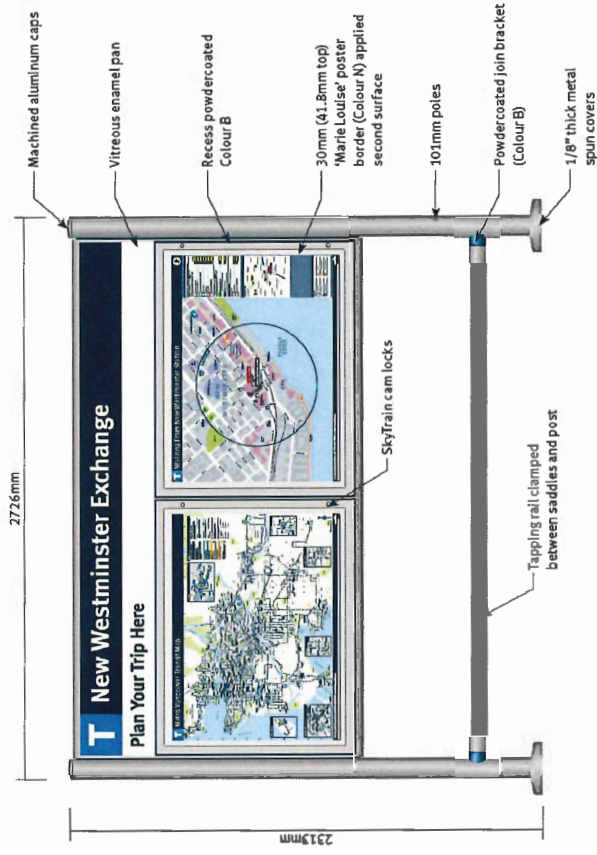
5mm thick clear tempered glass.

**Installation**  
Surface fixed at grade with chemical fixings or cast in studs to concrete base or sidewalk.

**Overall dimensions**  
These are approximate dimensions. See production drawings for exact sizes.

- 2PCe.iw  
Outside dimensions: 2313mm X 2726mm X 249mm

**Production drawings reference section**  
5.2.4.2



Sign Type: E3 – Journey Planning  
Product Code: 2PCe.iw



**To:** Development Permit Panel  
**From:** Wayne Craig,  
Director, Development  
**Date:** July 4, 2019  
**File:** RZ 11-593871  
**Re:** IBI Architects (Canada) Inc. on behalf of South Coast British Columbia Transportation Authority (TransLink) - 6302 No. 3 Road and 6411 Buswell Street

---

This Memorandum provides information in response to the referral motion from the June 26, 2019 meeting of Development Permit Panel.

*That the Development Permit application on 6302 No. 3 Road and 6411 Buswell Street (DP 11-593871) be referred back to staff to:*

- 1. Review the noise impacts of the proposed Bus Mall to neighbouring residents with the applicant; and*
- 2. Coordinate with the applicant to address concerns reported by neighbouring residents; and report back to the July 10, 2019 Development Permit Panel meeting.*

In response, to the above referral motion, the applicant has undertaken the following:

1. A letter dated July 4, 2019 has been provided from the applicant's acoustical engineer, Brown Strachan Associates, that includes comments with regards to the Emporio Building at 6351 Buswell Street (Attachment 1). The letter notes that the outside noise design level would be 65dB from bus movements and that noise within the line of sight to buses through the proposed acoustic screen barrier is predicted to be 5-10 dB lower. The acoustical engineer further comments that upgraded glazing had been specified during the previous design approval for the Emporio Building to satisfy the City's interior design criteria (e.g. 35 dB for bedrooms) based on 65dB external noise. The acoustical engineer advises that the CMHC recommended noise level for outside recreation is 55bB which will likely be satisfied for those seated behind the glass railings on the fourth floor rooftop patios.

For the residential building located at 6380 Buswell Street (east side of the street), the noise levels from the Bus Mall are estimated to be 60dB which is similar to the existing traffic on Buswell Street.

For the office building located at 6411 Buswell Street (on Translink property adjacent to the Bus Mall), the acoustic engineer notes that interior noise levels would likely be higher than at the Emporio building, but should not impede the personal office communication.



2. Translink spoke with the residents of the Emporio Building (6351 Buswell Street) just after the June 26, 2019 Development Permit Panel. TransLink has followed up with emails with a previous letter dated December 9, 2015 from their acoustic engineer, attached diagrams of the acoustic screen, and an offer to meet with Emporio residents (Attachment 2).

Further to other comments and questions from the Development Permit Panel, TransLink has also provided the following information:

1. The Coast Mountain Bus Company (CMBC) vehicle idling policy that limits idling to three minutes at bus loops to avoid unnecessary air emissions and noise (Attachment 3).
2. Graphs showing bus trips on the weekdays, Saturdays and Sundays based on bus route traffic from April, 2019 (Attachment 4).

As requested by Development Permit Panel, the applicant's acoustic engineer will be attendance at the July 10, 2019 Panel meeting.

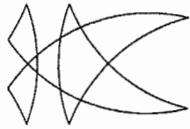
Should you have any questions or concerns regarding this information, please do not hesitate to contact me directly.



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

WC:mm  
Att. 4

pc: Suzanne Smith, Program Coordinator, Development  
Mark McMullen, Senior Coordinator – Major Projects



Brown Strachan Associates  
Consulting Engineers in Acoustics

Project: 125.111

July 4, 2019

IBI Group  
700 - 1285 West Pender Street  
Vancouver, BC V6E 4B1

Attention: Mr. Salim Narayanan, Studio Principal

Dear Mr. Narayanan:

Re: Brighthouse Station Bus Mall, Richmond

The following is in response to the email of 27 June 2019 from Mark McMullen at the City of Richmond. For reference, appended are copies of our letters dated 9 December 2015 and 22 June 2017.

At the ground and fourth floor levels of the Emporio townhouses, and at all tower levels, the outside design sound level was 65 dB from bus movements. Upgraded glazing was originally specified to satisfy the City's interior design criteria, e.g. 35 dB for bedrooms. Where the line of sight to buses is through the proposed barrier, sound levels are predicted to be about 5-10 decibels lower. The difference between an 8ft or 12ft barrier height is minimal acoustically. The CMHC recommended criterion for outside recreation areas is 55 dB and is likely satisfied for individuals seated behind the glazed ballustrade on the fourth floor rooftop patios.

At 6380 Buswell, we estimate sound levels from bus movements to be similar to traffic on Buswell Street, or about 60 dB. Standard thermal glazing would normally satisfy the City's interior design criteria for facade design.

Offices at 6411 Buswell have a similar exposure to bus movements as the Emporio development. Inside levels could be higher than at Emporio but will likely satisfy office speech intelligibility criteria, i.e. space requiring face to face communication across a desk, telephone use, etc.

Please call if you have any questions.

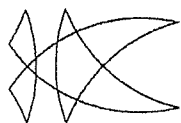
Yours very truly,

BROWN STRACHAN ASSOCIATES

Aaron Peterson, P.Eng.

Encl. AP/sb/19Jul/IBI2.let





**Brown Strachan Associates**  
**Consulting Engineers in Acoustics**

Project: 125.111

December 9, 2015

**COPY**

IBI Group Architects  
700 - 1285 West Pender Street  
Vancouver, BC V6E 4B1

Attn: Mr. Salim Narayanan

Dear Mr. Narayanan:

Re: Brighthouse Bus Loop - Emporio Townhouses Acoustical Screen

Further to our telephone discussion of 8 December 2015, the following confirms our advice with respect to the acoustical screen proposed for the townhouses at Emporio, 6351 Buswell, facing south towards the bus loop turn around (appended).

Our original work on the Emporio was to evaluate the proposed design and to recommend facade details considering possible future bus loop noise. In the City of Richmond, the relevant reference for transportation noise design is the Official Community Plan (OCP), Section 14.4.7. Richmond's OCP criteria are based on CMHC's Road and Rail Noise: Effects on Housing, the recognised Canadian standard developed by the National Research Council, published in 1986.

Our design evaluation considered traffic, the Canada Line, two possible bus loop scenarios and YVR aircraft. The bus loop evaluation was based on a future volume of 2,000 bus movements per day with 90% diesel and 10% community shuttle buses.

Based on the bus volume and other sources, the exterior design level for the facade facing the bus loop was 65 dB, i.e. the 24 hour average level as specified in the OCP (BSA Report 798.051, 24 March 2006). The OCP interior design criterion is 35 dB for bedrooms. To meet the OCP criterion, the recommended facade was 6-13-3 thermal glazing, designed to reduce the noise by 30 decibels. Our records indicate 6-13-3 glazing was specified by the architects.

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.

.../2

Mr. Salim Narayanan

December 9, 2015

Discussion

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

As discussed above, the design level for the facade facing the bus loop was 65 dB. Subjectively, a reduction of 30 decibels through the townhouse facade is equivalent to about a 90% reduction in the outside level. By comparison, the design level for traffic on Buswell was 60 dB. The same 6-13-3 glazing was specified for the Buswell facade as access details to the bus loop were uncertain during the original design.

Most noise heard behind a screen is transmitted over the top and the expected noise reduction from a typical screen is 5-10 decibels. Subjectively, a 5 decibel reduction is noticeable and a 10 decibel reduction is about half as loud. Behind a barrier, buses would sound as though they are 2-3 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,

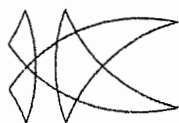
BROWN STRACHAN ASSOCIATES

A handwritten signature in black ink, appearing to read 'DW Brown', with a horizontal line underneath.

David W. Brown, P.Eng.

Encl. DWB/11/15Dec/IBIBrighthouse.let





**Brown Strachan Associates**  
**Consulting Engineers in Acoustics**

Project: 125.111

June 22, 2017

IBI Group Architects  
700 - 1285 West Pender Street  
Vancouver, BC V6E 4B1

**COPY**

Attn: Mr. Roman Binenbaum

Dear Mr. Binenbaum:

Re: Brighthouse Bus Loop - Acoustical Screen

Further to your email of 21 June 2017, the proposed 8 ft screen height at the bus loop is considered a reasonable design to reduce noise at the townhouses. Our original estimate of the effect of the screen was 5 - 10 decibels. A 12 ft screen would not change this estimate.

Our evaluation of noise from the buses is based on CMHC's Road and Rail Noise: Effects on Housing, the recognised Canadian standard. For heavy vehicles at low speeds, CMHC recommends a design source height of 2m. This design height considers noise radiated directly from the engine together with exhaust noise.

While a CMHC evaluation indicates increasing the screen height to 12 ft would further reduce direct noise transmitted over the screen for buses in close proximity to the townhouses, on-site factors limit the overall noise reduction such as reduced barrier effect for more remote buses, reflections behind the barrier, reflections from nearby buildings, etc.

Please call if you have any questions.

Yours very truly,

BROWN STRACHAN ASSOCIATES

David W. Brown, P.Eng.

Encl. DWB/sf/17June/IBIBrighthouse1.let

**McMullen, Mark**

---

**From:** Ferrari, Drew <Drew.Ferrari@Translink.ca>  
**Sent:** Wednesday, 3 July 2019 14:56  
**To:** 'ctung001@gmail.com'  
**Cc:** Vyas, Chit; McMullen, Mark  
**Subject:** RE: Richmond Brighthouse Bus Exchange

Good afternoon Mr. Tung. I wanted to follow up with you regarding my e-mail last week about the proposed Richmond-Brighthouse Bus Exchange.

I had provided you with additional background information, but wanted to reiterate that we would also be pleased to meet with you in person and take you through all of the measures taken to minimize any impacts to your residence as a result of the arrival of the bus exchange next to Emporio.

If you'd like additional information, speak on the phone, or to meet in person please do not hesitate to contact me.

Best regards,  
Drew Ferrari

**DREW FERRARI**, Arch Tech, BES (Arch), MRAIC, IAP2  
**Senior Advisor, Public Affairs**  
**Government & Public Affairs**  
T: 778-375-6766 | C: 604-362-1824 | [translink.ca](http://translink.ca)

**TransLink**  
400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada



**From:** Ferrari, Drew  
**Sent:** June 27, 2019 1:39 PM  
**To:** 'ctung001@gmail.com' <[ctung001@gmail.com](mailto:ctung001@gmail.com)>  
**Cc:** Vyas, Chit <[chit.vyas@translink.ca](mailto:chit.vyas@translink.ca)>; 'McMullen, Mark' <[MMcMullen@richmond.ca](mailto:MMcMullen@richmond.ca)>  
**Subject:** Richmond Brighthouse Bus Exchange

**RE: Richmond Brighthouse Bus Exchange**  
**ATTN: Mr. Jeff Tung**

Good afternoon Mr. Tung,  
I understand that you attended yesterday's City of Richmond Development Permit Panel, and spoke regarding your concerns about the acoustic treatment proposed for the Richmond Brighthouse Bus Exchange.

On April 25th, we provided a presentation to your strata council, but I wanted to reach out to you directly to see if there is additional information that we may provide on the plans for the bus exchange.

I specifically wanted to share the report of the acoustical consultant on the design of the proposed acoustic wall adjacent to Emporio Strata. The report describes the design noise standard of 65 decibels (dB) at the face of your



building facing the bus exchange, and the ability of the acoustic wall to achieve a reduction of 30 decibels. The acoustic consultant confirms that the proposed noise wall material and height will provide noise reduction for lower level townhouses closest to the moving buses, to a level additional to the normal requirements of Richmond's Official Community Plan (OCP).

I also attach details of the acoustic wall itself. You will notice on the cross-section drawing, lines which emanate from the bottom of the wheels of the bus. The point of contact where the wheels meet the pavement is typically the primary source of noise. The height of the acoustic fence is such that it shields the lower 4 floors of Emporio from this direct noise.

While we move hundreds of thousands of people each day, TransLink always strives to be good neighbours. We would be pleased to meet with you and take you through all of the measures taken to minimize any impacts to your residence as a result of the arrival of the bus exchange next to Emporio.

If you'd like additional information, speak on the phone, or to meet in person please do not hesitate to contact me.

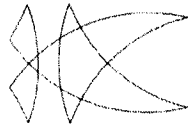
Best regards,  
Drew Ferrari

**DREW FERRARI**, Arch Tech, BES (Arch), MRAIC, IAP2  
**Senior Advisor, Public Affairs**  
***Government & Public Affairs***  
T: 778-375-6766 | C: 604-362-1824 | [translink.ca](http://translink.ca)

**TransLink**  
400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada



This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.



Brown Strachan Associates  
Consulting Engineers in Acoustics

Project: 125.111

December 9, 2015

IBI Group Architects  
700 - 1285 West Pender Street  
Vancouver, BC V6E 4B1

Attn: Mr. Salim Narayanan

Dear Mr. Narayanan:

Re: Brighthouse Bus Loop - Emporio Townhouses Acoustical Screen

Further to our telephone discussion of 8 December 2015, the following confirms our advice with respect to the acoustical screen proposed for the townhouses at Emporio, 6351 Buswell, facing south towards the bus loop turn around (appended).

Our original work on the Emporio was to evaluate the proposed design and to recommend facade details considering possible future bus loop noise. In the City of Richmond, the relevant reference for transportation noise design is the Official Community Plan (OCP), Section 14.4.7. Richmond's OCP criteria are based on CMIIC's Road and Rail Noise: Effects on Housing, the recognised Canadian standard developed by the National Research Council, published in 1986.

Our design evaluation considered traffic, the Canada Line, two possible bus loop scenarios and YVR aircraft. The bus loop evaluation was based on a future volume of 2,000 bus movements per day with 90% diesel and 10% community shuttle buses.

Based on the bus volume and other sources, the exterior design level for the facade facing the bus loop was 65 dB, i.e. the 24 hour average level as specified in the OCP (BSA Report 798.051, 24 March 2006). The OCP interior design criterion is 35 dB for bedrooms. To meet the OCP criterion, the recommended facade was 6-13-3 thermal glazing, designed to reduce the noise by 30 decibels. Our records indicate 6-13-3 glazing was specified by the architects.

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.

.../2

Mr. Salim Narayanan

December 9, 2015

Discussion

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

As discussed above, the design level for the facade facing the bus loop was 65 dB. Subjectively, a reduction of 30 decibels through the townhouse facade is equivalent to about a 90% reduction in the outside level. By comparison, the design level for traffic on Buswell was 60 dB. The same 6-13-3 glazing was specified for the Buswell facade as access details to the bus loop were uncertain during the original design.

Most noise heard behind a screen is transmitted over the top and the expected noise reduction from a typical screen is 5-10 decibels. Subjectively, a 5 decibel reduction is noticeable and a 10 decibel reduction is about half as loud. Behind a barrier, buses would sound as though they are 2-3 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 STRACHAN ASSOCIATES

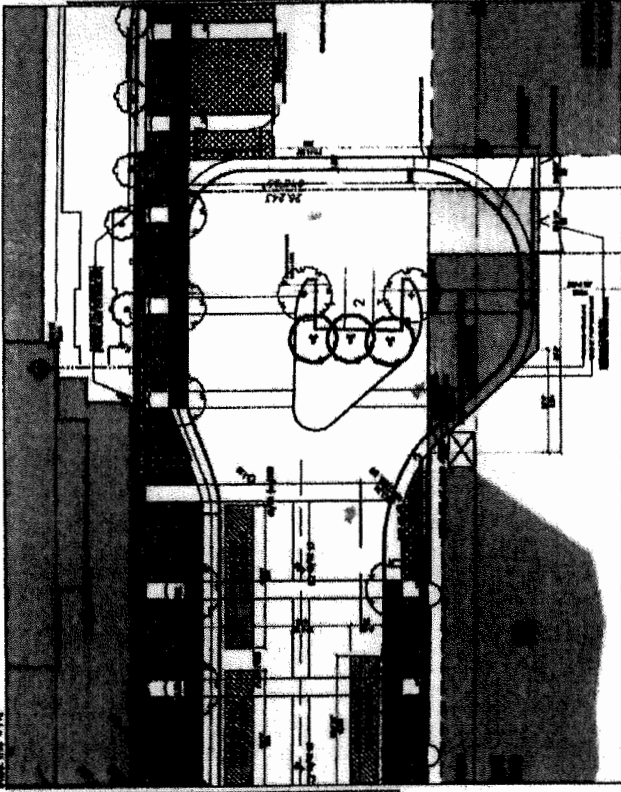
A handwritten signature in black ink, appearing to read 'DW Brown', with a horizontal line underneath.

David W. Brown, P.Eng.

Encl. DWB/11/15Dec/IBIBrighthouse.let



Key Plan  
Scale: 1/8" = 1'-0"



# ACRYLITE® Soundproof Noise Barrier (formerly PARALUS SOUNDSTONE®)

ACRYLITE® Soundproof Noise Barrier is a high performance, lightweight, and durable material designed to reduce noise levels in urban environments. It is made of a special polymer material that is resistant to weathering, corrosion, and impact. The barrier is designed to be installed in a variety of applications, including residential, commercial, and industrial settings. It is available in a variety of colors and finishes to match the surrounding environment. The barrier is also designed to be easy to install and maintain. It is a cost-effective solution for noise reduction in urban areas.

Product 101000000 - Acrylic Noise Barrier System  
Product 101000000 - Acrylic Noise Barrier System  
Product 101000000 - Acrylic Noise Barrier System  
Product 101000000 - Acrylic Noise Barrier System



Image 1: North Neighbour

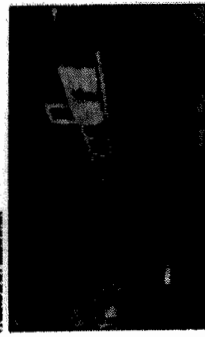
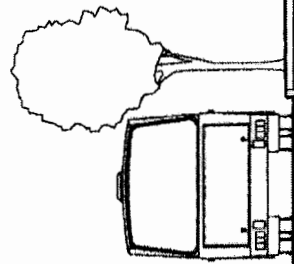


Image 2: North Neighbour

RECEIVED

NOV 19 2015

BROWN STRACHAN ASSOCIATES



BUS LOOP

WALKWAY

ACOUSTIC SCREEN

NEIGHBORING PROPERTY

Acoustic Screen  
Scale: 1/8" = 1'-0"



TRANSLINK



ENGINEERING CONSULTING  
DEVELOPMENT / PROJECT MANAGEMENT  
NOVEMBER 18, 2015

ACOUSTIC SCREEN  
SCALE

UTP-C-F

**Acoustic Screen Design**  
Consulting Engineers in Association

Project: 125.011

December 9, 2015

IBI Group Architects  
700 - 1285 West Pender Street  
Vancouver, BC V6E 4H1

Attn: Mr. Salim Narayan

Dear Mr. Narayan,

**Re: Brindane, Ben Low - Property Termination Acoustic Screen**

Letter to us re telephone discussion of 5 December 2015, the following confirms our advice with respect to the acoustic screen proposed for the terminations at Brindane, 6331 Russell, facing south towards the bus stop turn around (perpetual).

Our original work on the Brindane was to evaluate the proposed design and to recommend a facade design in considering possible future bus stop noise. In the City of Richmond, the relevant reference for transportation noise design is the Official Community Plan (OCP), Section 6.4.7. Richmond's OCP criteria are based on CMHC's Road and Rail Noise Effects not Flanking, the referenced Canadian standard developed by the National Research Council, published in 1996.

Our design evaluation considered traffic, the Canada Line, two possible bus stop scenarios and VTR details. The bus stop evaluation was based on a future volume of 2,000 bus movements per day with 90% diesel and 10% community shuttle buses.

Based on the bus volume and other sources, the relative design level for the facade facing the bus stop was 65 dBA, i.e. the 24 hour average level as specified in the OCP (BAA Report 798-05: 24 March 2006). The OCP facade design criterion is 55 dBA for bedrooms. To meet the OCP criterion, a recommended facade was 6-13.5 thermal glazing designed to reduce the noise by 10 decibels. Our records indicate 6-13.5 glazing was specified by the architects.

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

Yours faithfully,  
IBI Group Architects

Mr. Salim Narayan

December 9, 2015

Enclosure

CMHC describes quiet interior levels as ranging from 75 to 95 dBA. For reference, 6 dBA is the threshold of perception for a young person with good hearing. With respect to subjective impressions, bus noise cannot be accurately compared to any other noise such as construction, office noise, etc. The bus stop with sound like buses, noise or outside the neighbourhood.

As discussed above, the design level for the facade facing the bus stop was 65 dBA. Subjectively, a reduction of 10 decibels through the facade design is equivalent to about a 40% reduction in the noise level. By comparison, the design level for Brindane was 60 dBA. The same 6-13.5 glazing was specified for the Brindane facade as noise details in the bus stop were uncertain, due to the official design.

Most noise heard behind a screen is transmitted over the top and the expected noise reduction is 5-10 decibels. Subjectively, a 5 decibel reduction is noticeable, and a 10 decibel reduction is about half as loud. Behind a barrier, noise would sound as though they are 2-3 times as far away. The barrier reduction would also apply to the residual noise transmitted through the facade of the lower downhouses.

Please call if you have any questions.

Yours very truly,

IBI GROUP ARCHITECTS

David W. Brown, P.Eng.

David W. Brown, P.Eng.

Unit: 125.011/125.011/125.011/125.011

**Elevation**  
Scale: 1" = 1'-0"

**Plan**  
Scale: 1" = 1'-0"

**Proposed Elevation**  
Scale: NTS

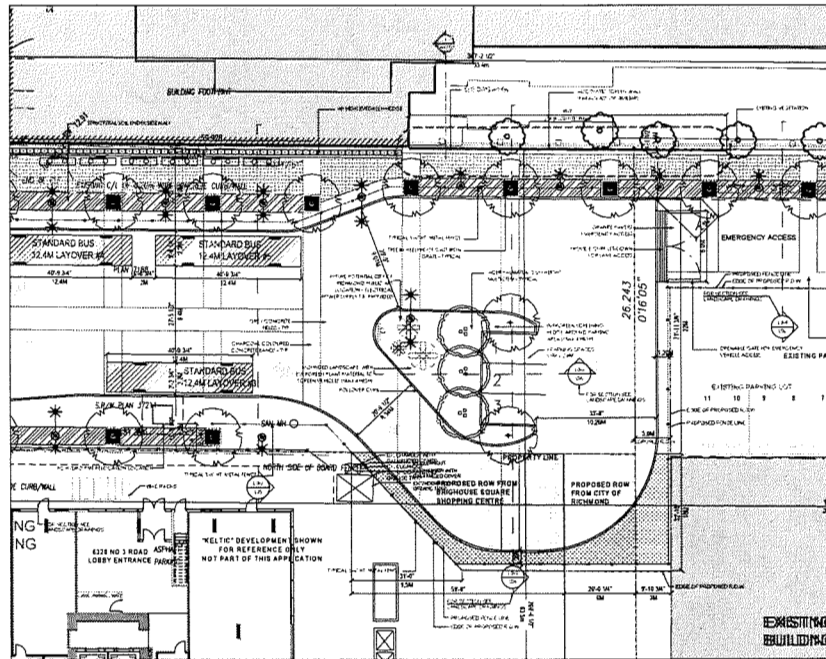
**Acoustic Screen**  
Scale: 1" = 1'-0"  
Complete glass and securing to be engineered by glass wall supplier / installer



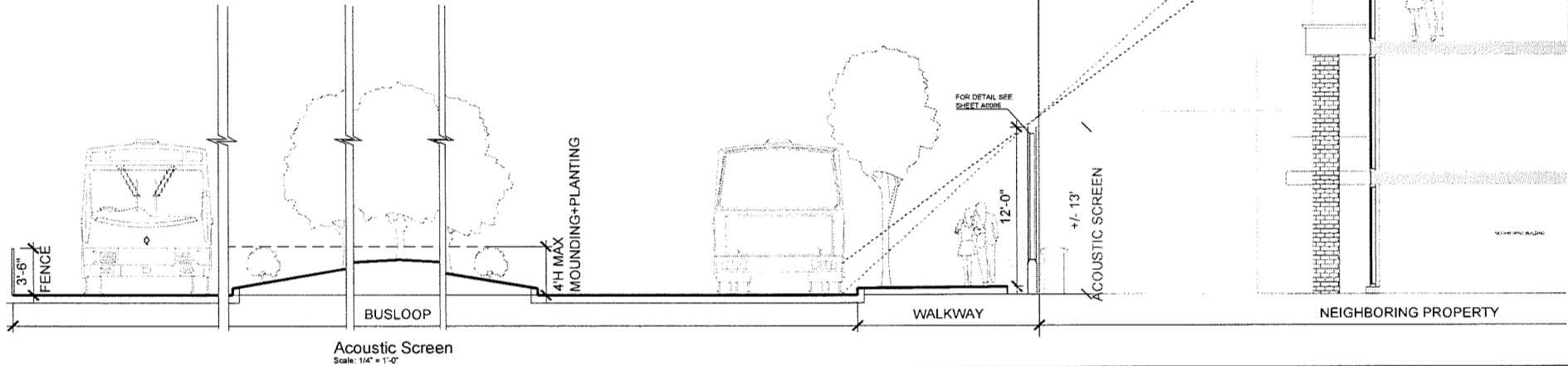
Image 1: North Neighbour  
FACING EAST ELEVATION



Image 2: North Neighbour  
FACING SOUTH-EAST ELEVATION



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



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



## **VEHICLE IDLING - COAST MOUNTAIN BUS COMPANY POLICY -**

<b>ISSUE DATE:</b>	January 2010
<b>LATEST REVISION:</b>	May 2010
<b>SPONSORED BY:</b>	Executive Director, Corporate Service
<b>BUSINESS OWNER:</b>	Director, Safety, Environment, and Emergency Management
<b>WORKING CONTACT:</b>	Manager, Environmental Sustainability

### **1. PURPOSE**

Coast Mountain Bus Company (CMBC) will reduce vehicle idling to the greatest extent possible in an effort to avoid unnecessary air emissions, wasting fuel, increasing engine wear, and to comply with municipal bylaws regarding anti-idling. This policy applies to all CMBC operated vehicles and all vehicles operating on CMBC properties.

### **2. POLICY**

Employees operating CMBC vehicles and all vehicles operating on CMBC property will:

- minimize idling of buses and non-revenue vehicles.
- comply with applicable municipal anti-idling bylaws.

### **3. APPLICATION**

When an operator expects to idle at a bus stop or in a loop for more than three (3) minutes, the operator will turn off the bus.

Circumstances that reasonably require idling of the engine include periods when it is necessary to operate defrosting, heating, or cooling equipment to ensure the health or safety of the operator or passengers. When the circumstances have been corrected, the engine will be turned off until they exist again or the bus/vessel is ready to move.

Buses in service should not be left idling unattended under any circumstances.

Idling within CMBC's garages and yards is to be limited to idling that is required as part of a repair, pre-trip inspection or for training purposes.

Operators to only start buses they are pre tripping or otherwise required to start.



SeaBus vessels will use shore power at all times while docked at the maintenance and fueling bays with the exception of periods where maintenance, diagnostic or pre voyage checks are required.

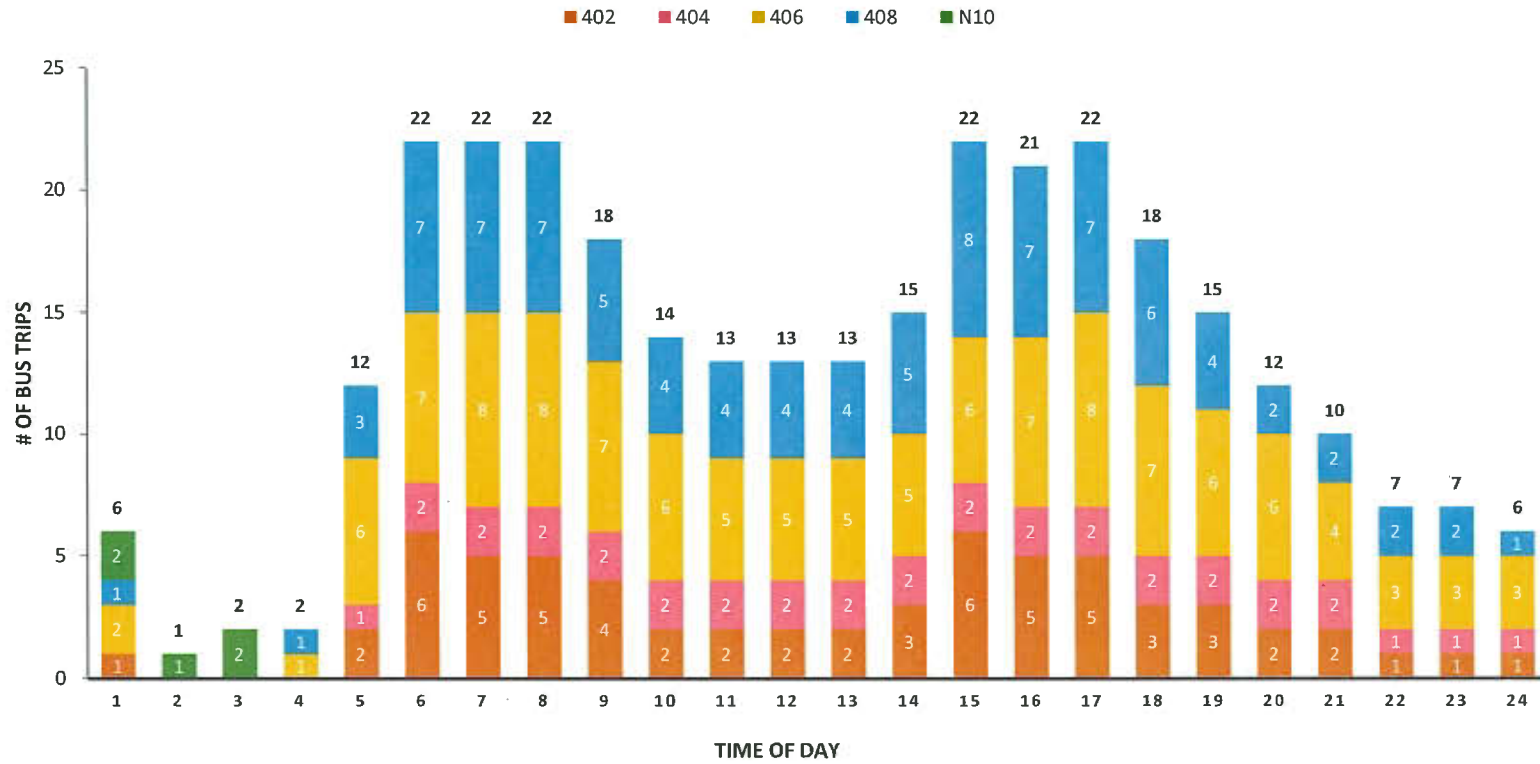
#### 4. DEFINITIONS

"(term)"

#### 5. REFERENCES



## WEEKDAY HOURLY BUS TRIPS

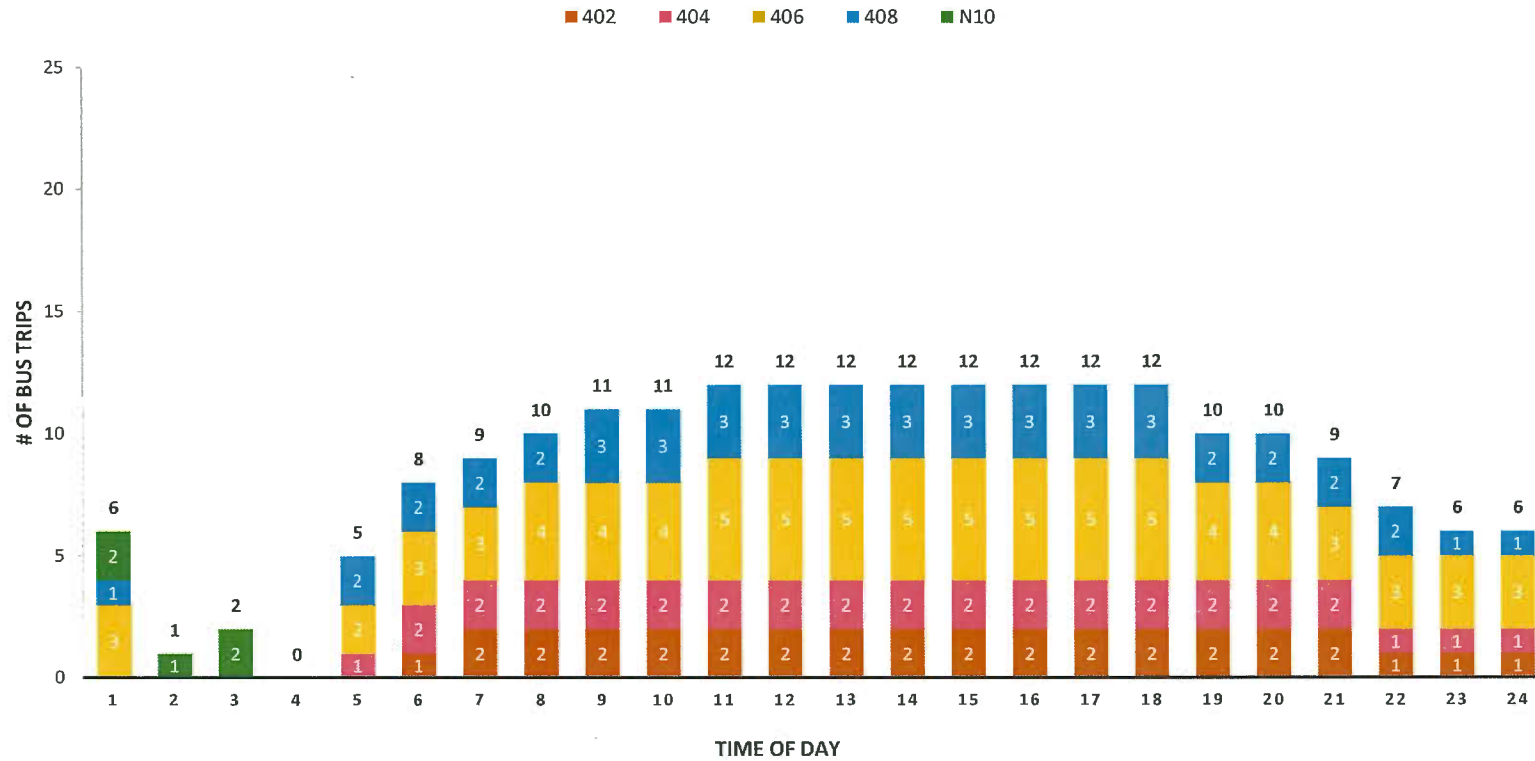


Trips per Hour - Future Brighthouse Bus Mall Routes - April 2019

Weekdays	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
402	1				2	6	5	5	4	2	2	2	2	3	6	5	5	3	3	2	2	1	1	1	63
404					1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	36
406	2			1	6	7	8	8	7	6	5	5	5	5	6	7	8	7	6	6	4	3	3	3	118
408	1			1	3	7	7	7	5	4	4	4	4	5	8	7	7	6	4	2	2	2	2	1	93
N10	2	1	2																						5
Total	6	1	2	2	12	22	22	22	18	14	13	13	13	15	22	21	22	18	15	12	10	7	7	6	315



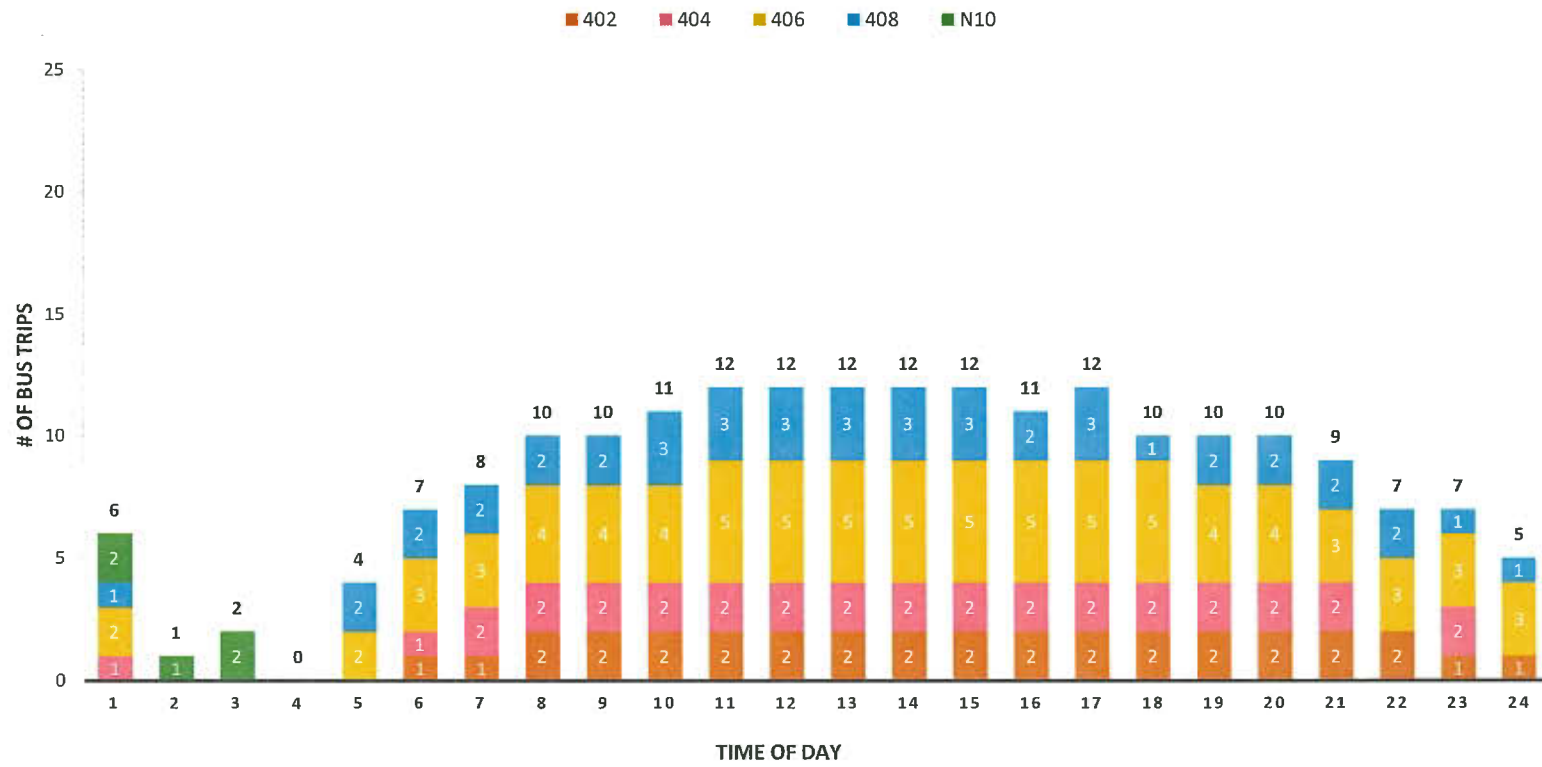
## SATURDAY HOURLY BUS TRIPS



Trips per Hour - Future Brighthouse Bus Mall Routes - April 2019

Saturday	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
402						1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	34
404					1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	36
406	3				2	3	3	4	4	4	5	5	5	5	5	5	5	5	4	4	3	3	3	3	83
408	1				2	2	2	2	3	3	3	3	3	3	3	3	3	3	2	2	2	2	1	1	49
N10	2	1	2																						5
Total	6	1	2	0	5	8	9	10	11	11	12	12	12	12	12	12	12	12	10	10	9	7	6	6	207

## SUNDAY HOURLY BUS TRIPS



**Trips per Hour - Future Brighthouse Bus Mall Routes - April 2019**

Sunday	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	TOTAL
402						1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	34
404	1					1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		2		34
406	2				2	3	3	4	4	4	5	5	5	5	5	5	5	5	4	4	3	3	3	3	82
408	1				2	2	2	2	2	3	3	3	3	3	3	2	3	1	2	2	2	2	1	1	45
N10	2	1	2																						5
Total	6	1	2	0	4	7	8	10	10	11	12	12	12	12	12	11	12	10	10	10	9	7	7	5	200



# 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 m<sup>2</sup> (76,962.0 ft<sup>2</sup>) 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 Brighthouse 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/Variations (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 Brighthouse 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 Brighthouse 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 Brighthouse 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 be 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 Servicing 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.

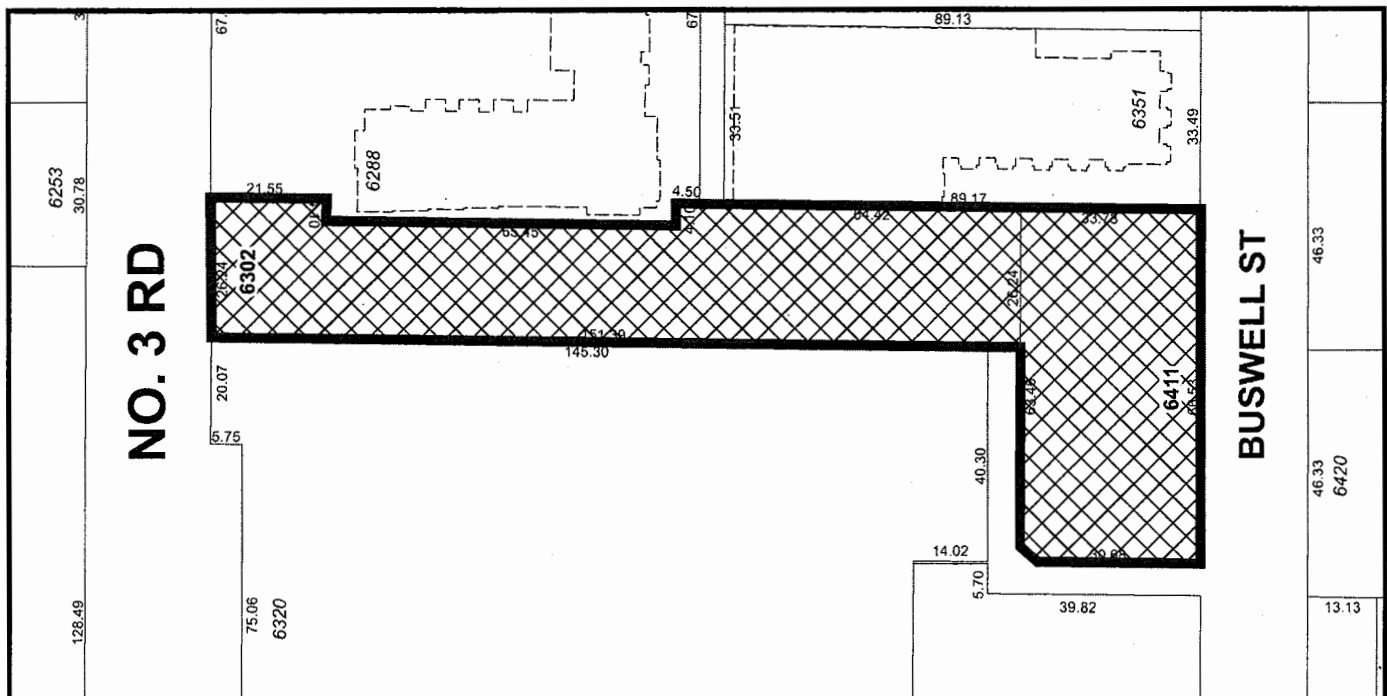
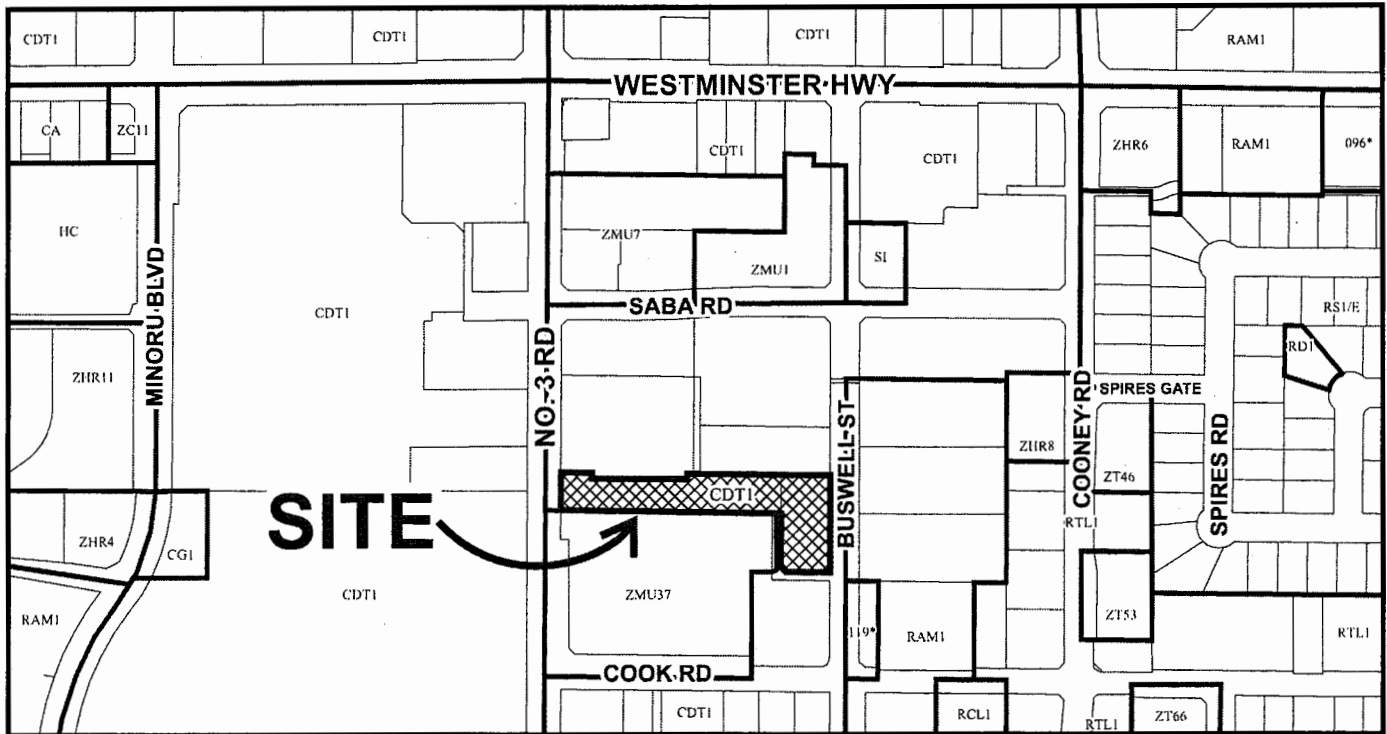
Prior to commencement of construction, the developer is required to complete the following:

- 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/ttp/special.htm>).





City of  
Richmond



DP 11-593871

Original Date: 06/04/19

Revision Date:

Note: Dimensions are in METRES



**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)

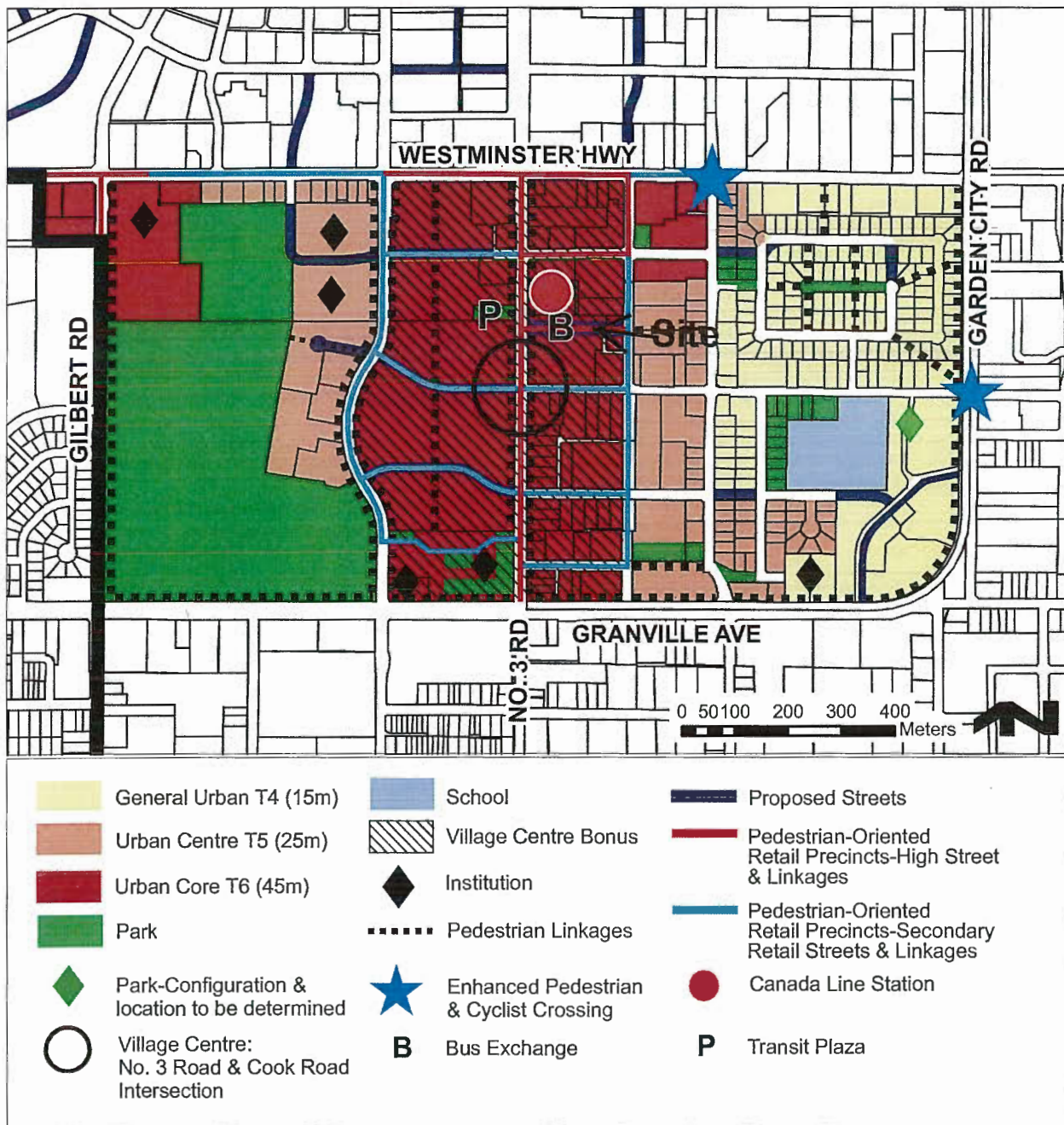
Planning Area(s): City Centre

Floor Area Gross: 1,767m<sup>2</sup> Building on 6411 Buswell Floor Area Net: 1,767m<sup>2</sup> Building on 6411 Buswell

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

### Specific Land Use Map: Brighthouse 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.

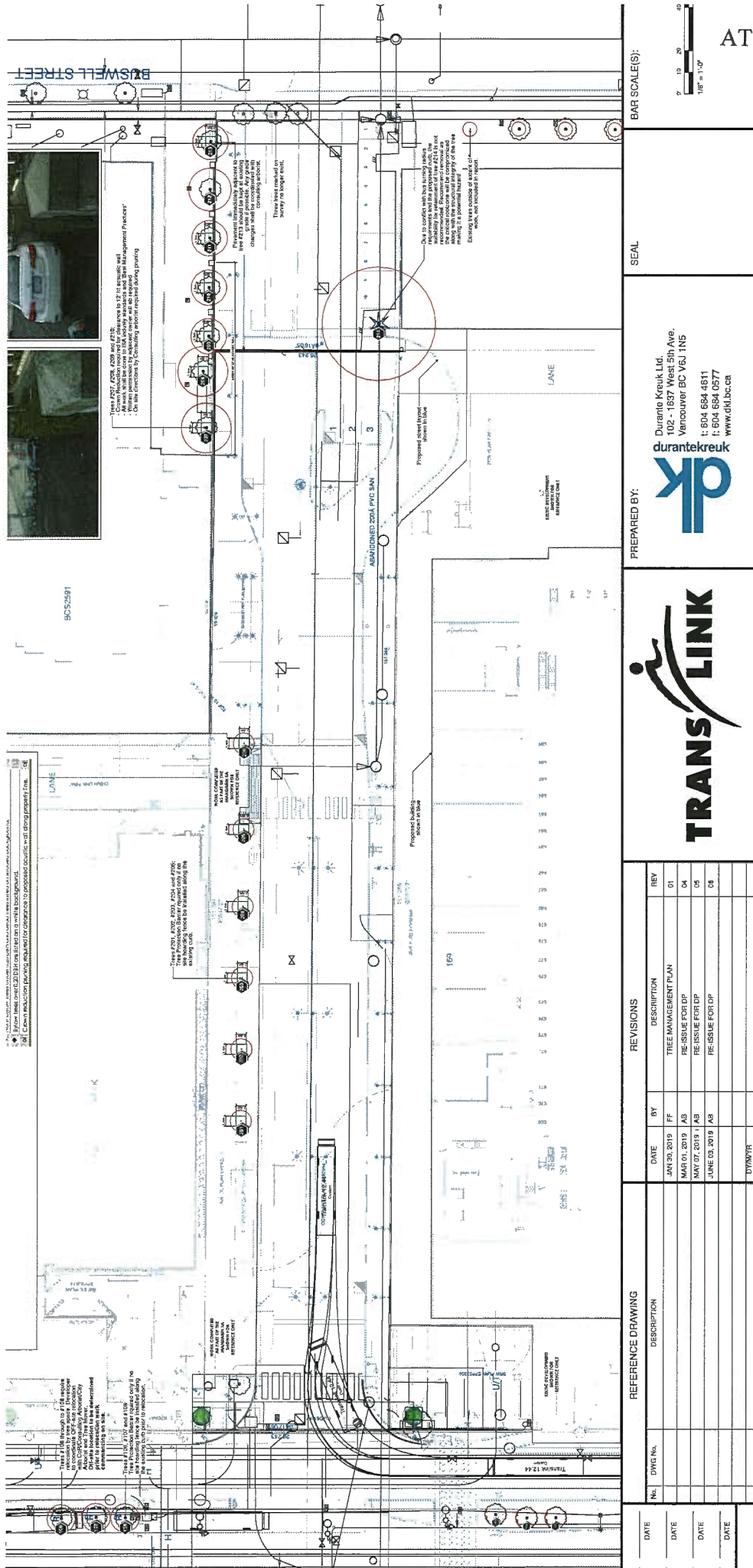
*High level lighting is consistently provided which meets the Street lighting levels. Low level lighting has been avoided to maximize space for passenger circulation and safety issues while loading and unloading of passengers.*

#### **Panel Decision**

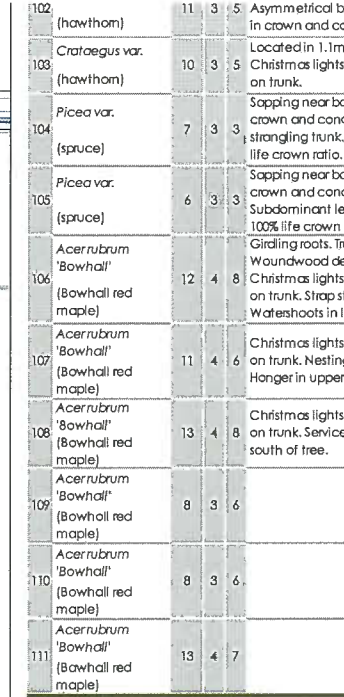
It was moved and seconded

*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.*

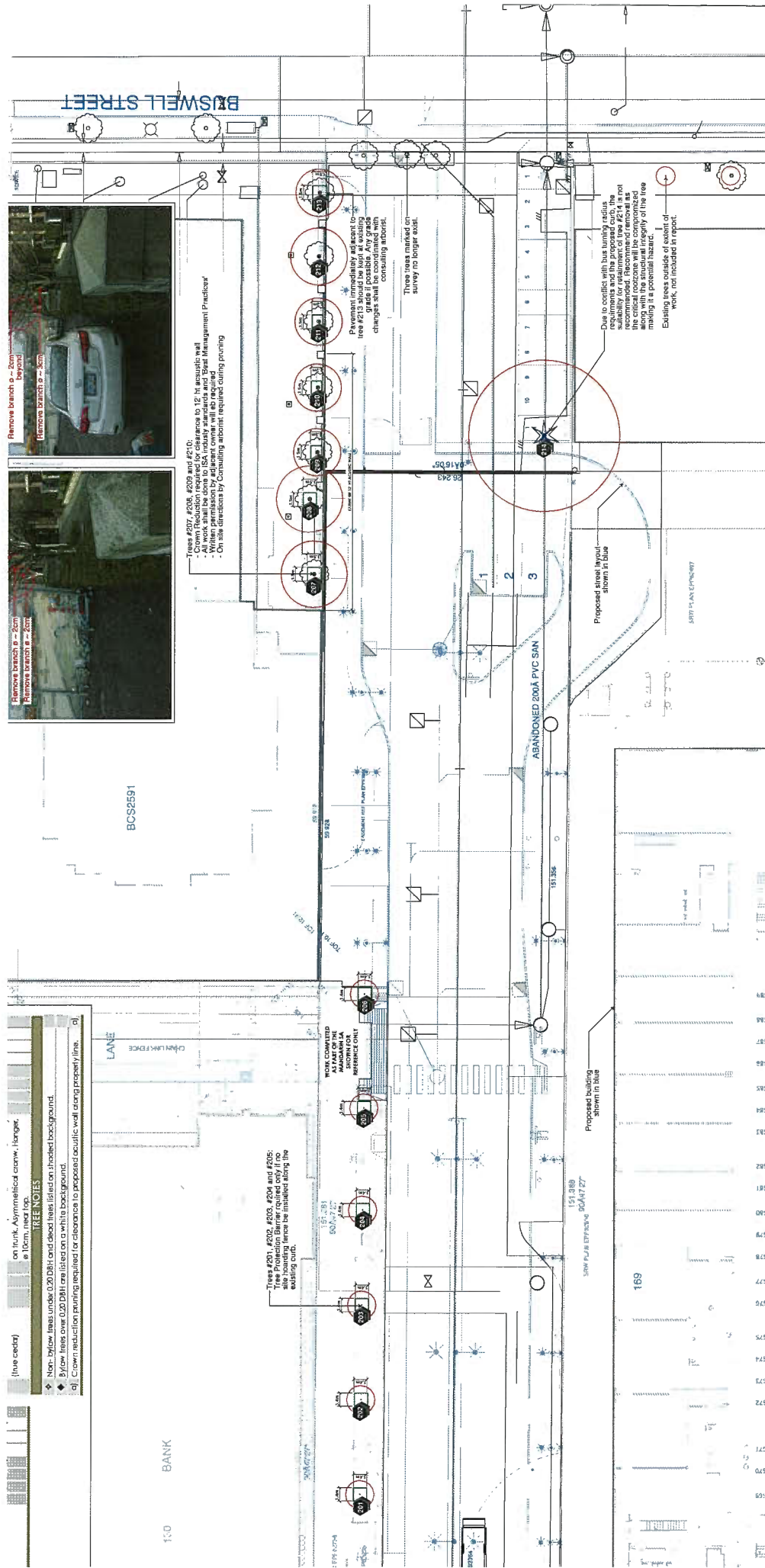
**CARRIED**



REFERENCE DRAWING		REVISIONS		PREPARED BY:		SEAL		BAR SCALE(S):	
No.	DWG No.	DATE	BY	DESCRIPTION	REV	<div>  </div>		<div>  </div>	
		JAN 30, 2019	FF	TREE MANAGEMENT PLAN	01				
		MAR 01, 2019	AS	RE-ISSUE FOR DP	04				
		MAY 07, 2019	AS	RE-ISSUE FOR DP	05				
		JUNE 03, 2019	AS	RE-ISSUE FOR DP	06				
						<div>  </div>		<div> <p>                     Durante Kreuk Ltd.                      102 - 1837 West 5th Ave.                      Vancouver BC V6J 1N5                      t: 604 684 4611                      f: 604 684 0577                      www.dkl.bc.ca                 </p> </div>	
						<div> <p>                     PREPARED BY:                 </p> </div>		<div> <p>                     SEAL                 </p> </div>	
						<div> <p>                     BAR SCALE(S):                 </p> </div>		<div> <p>                     1" = 10'                 </p> </div>	









# 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

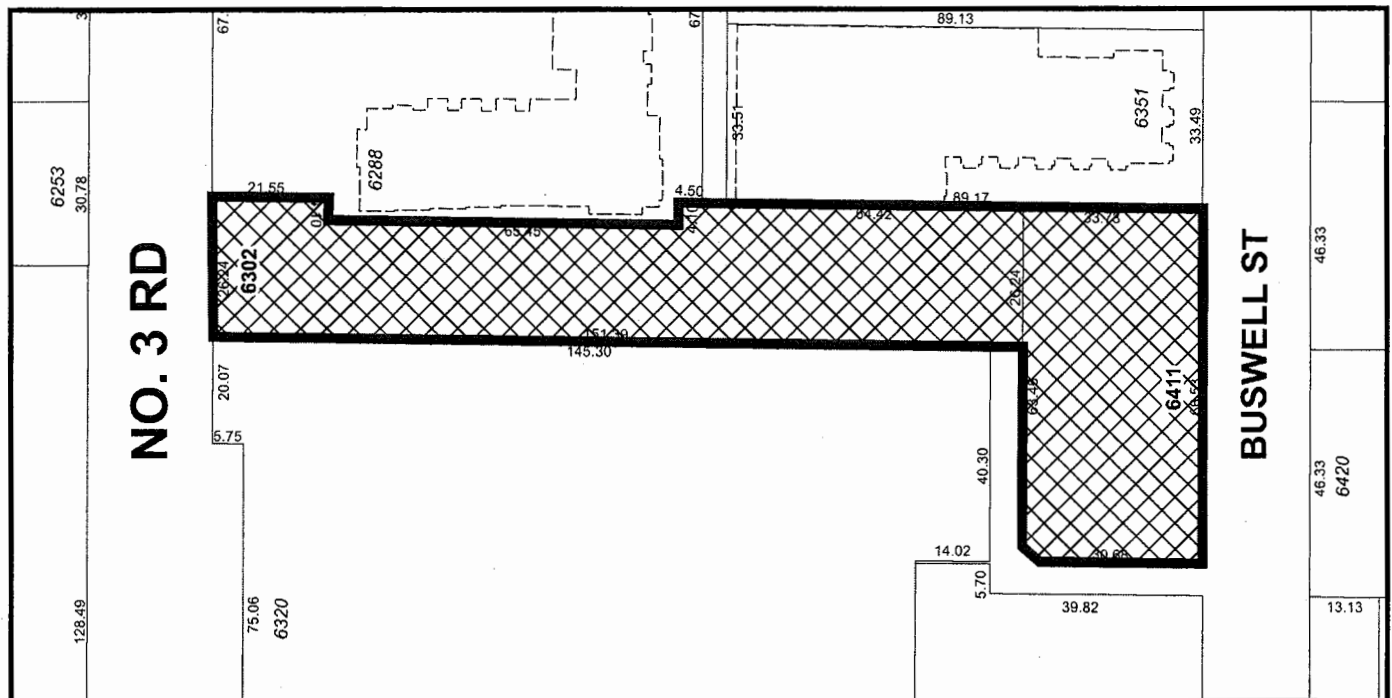
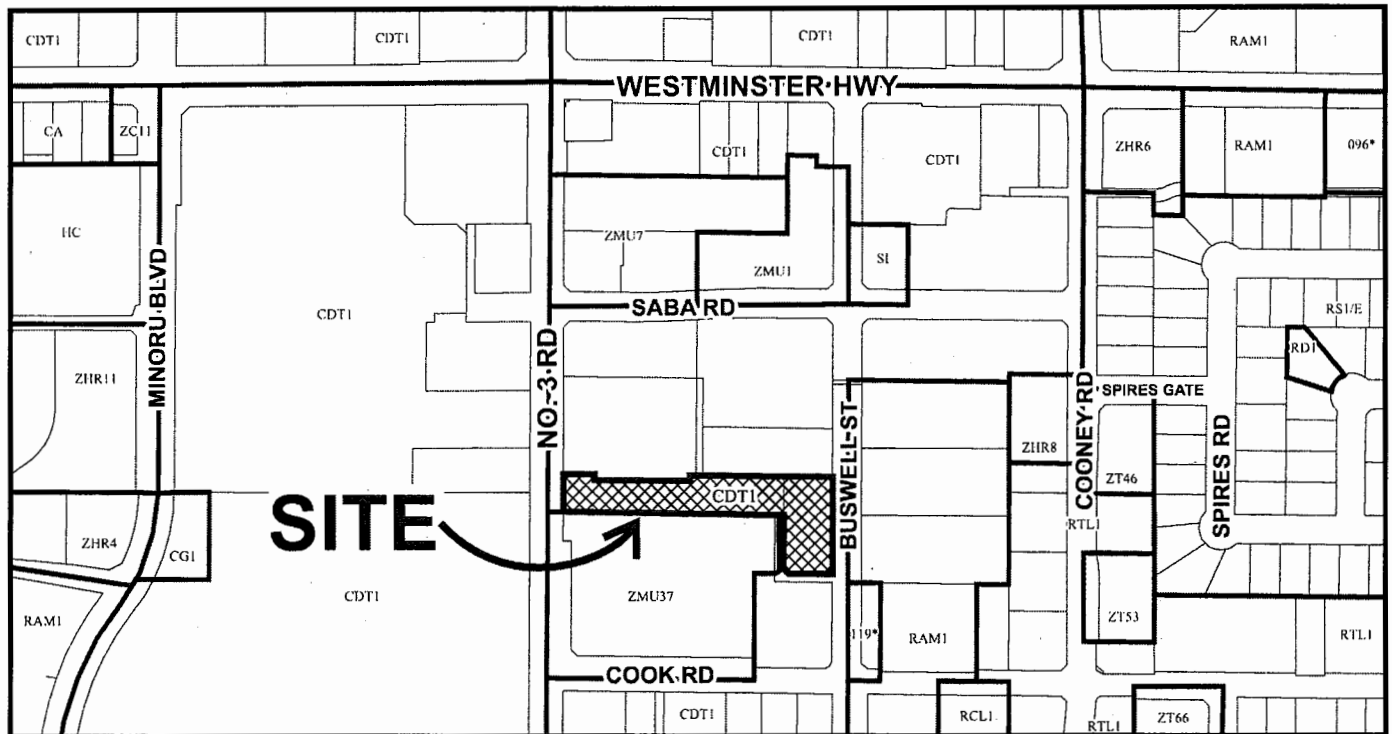
DELIVERED THIS DAY OF , .

---

MAYOR



City of  
Richmond



DP 11-593871  
SCHEDULE "A"

Original Date: 06/04/19

Revision Date:

Note: Dimensions are in METRES



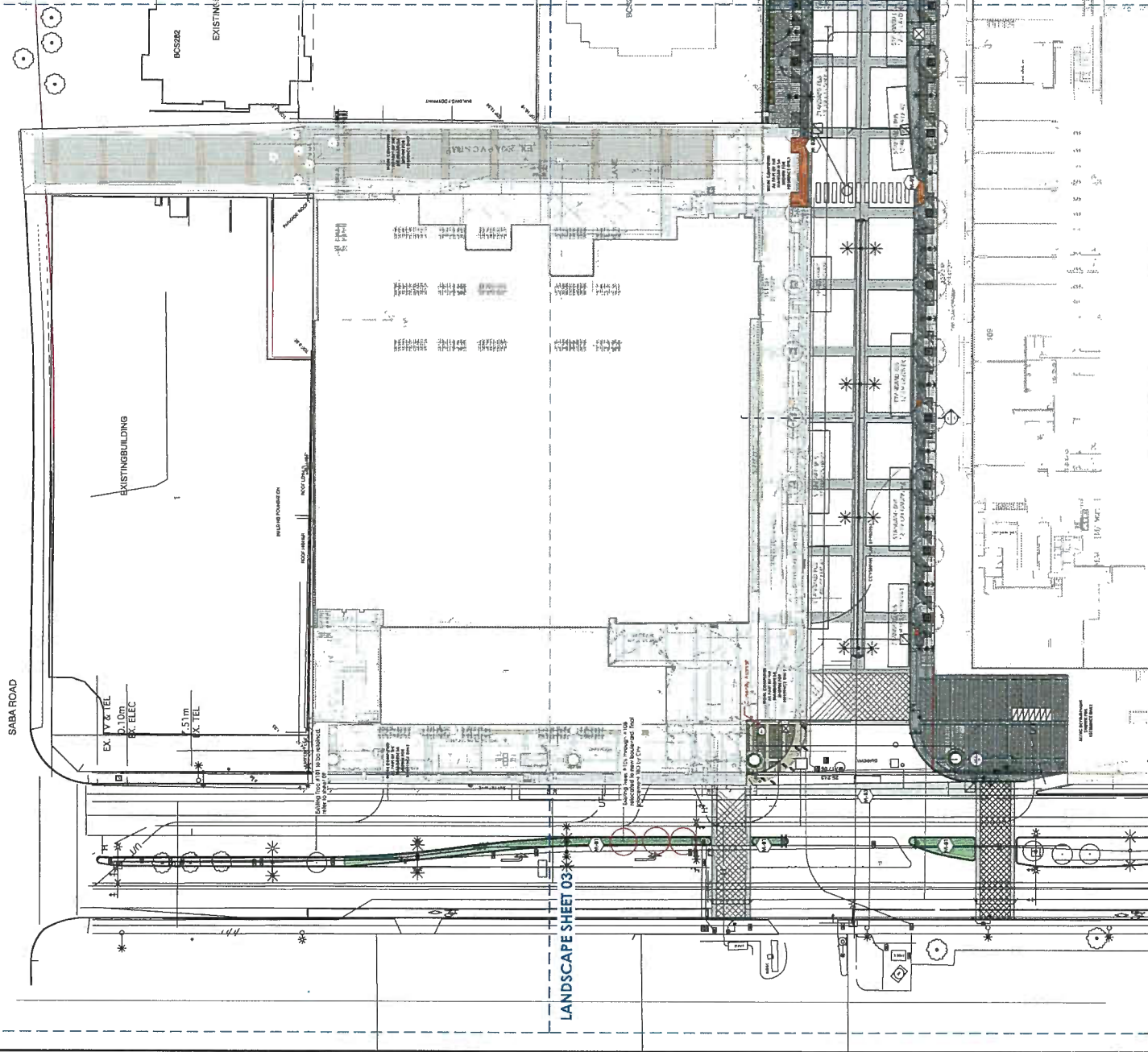








LANDSCAPE SHEET 02



**Landscape Drawing List**

01	OVERALL PLAN
02	LANDSCAPE PLAN
03	LANDSCAPE PLAN
04	SECTION
05	SECTION
06	SECTION
07	SECTION
08	SECTION
09	SECTION
10	SECTION

**General Notes**

1. All plants to be specified by the client and the client's representative.

2. All plants to be specified by the client and the client's representative.

3. All plants to be specified by the client and the client's representative.

4. All plants to be specified by the client and the client's representative.

5. All plants to be specified by the client and the client's representative.

6. All plants to be specified by the client and the client's representative.

7. All plants to be specified by the client and the client's representative.

8. All plants to be specified by the client and the client's representative.

9. All plants to be specified by the client and the client's representative.

10. All plants to be specified by the client and the client's representative.

**Tree Management Plan Notes**

Refer to SHEET 01 for TREE PROTECTION INFORMATION

**Legend - Overall plan only**

Key	Description
1	Planting beds
2	Planting beds
3	Planting beds
4	Planting beds
5	Planting beds
6	Planting beds
7	Planting beds
8	Planting beds
9	Planting beds
10	Planting beds

**On-Site Plant List**

Plant Name	Quantity	Comments
1	1	Planting beds
2	1	Planting beds
3	1	Planting beds
4	1	Planting beds
5	1	Planting beds
6	1	Planting beds
7	1	Planting beds
8	1	Planting beds
9	1	Planting beds
10	1	Planting beds

**Off-Site Plant List**

Plant Name	Quantity	Comments
1	1	Planting beds
2	1	Planting beds
3	1	Planting beds
4	1	Planting beds
5	1	Planting beds
6	1	Planting beds
7	1	Planting beds
8	1	Planting beds
9	1	Planting beds
10	1	Planting beds

**Material Legend**

Key	Material	Comments
1	Planting beds	Planting beds
2	Planting beds	Planting beds
3	Planting beds	Planting beds
4	Planting beds	Planting beds
5	Planting beds	Planting beds
6	Planting beds	Planting beds
7	Planting beds	Planting beds
8	Planting beds	Planting beds
9	Planting beds	Planting beds
10	Planting beds	Planting beds



A & M Project No. 13-021

**BRIGHOUSE STATION  
BUS MALL  
OVERALL PLAN**

SCALE: 1/8" = 1'-0"	CITY PROJECT #	LANDSCAPE DRAWING #
DATE: JULY 2013	842576-10-10	01 OF 09

**BAR SCALE(S):**

0	10	20	30	40	50	60	70	80	90	100
1/8" = 1'-0"										

**PREPARED BY:**

Durante Kreuk Ltd.	102 - 1637 West 5th Ave.	Vancouver BC V6L 1N5
durantekreuk.com	T: 604 684 4811	F: 604 684 0577
www.dklbc.ca		



**REVISIONS**

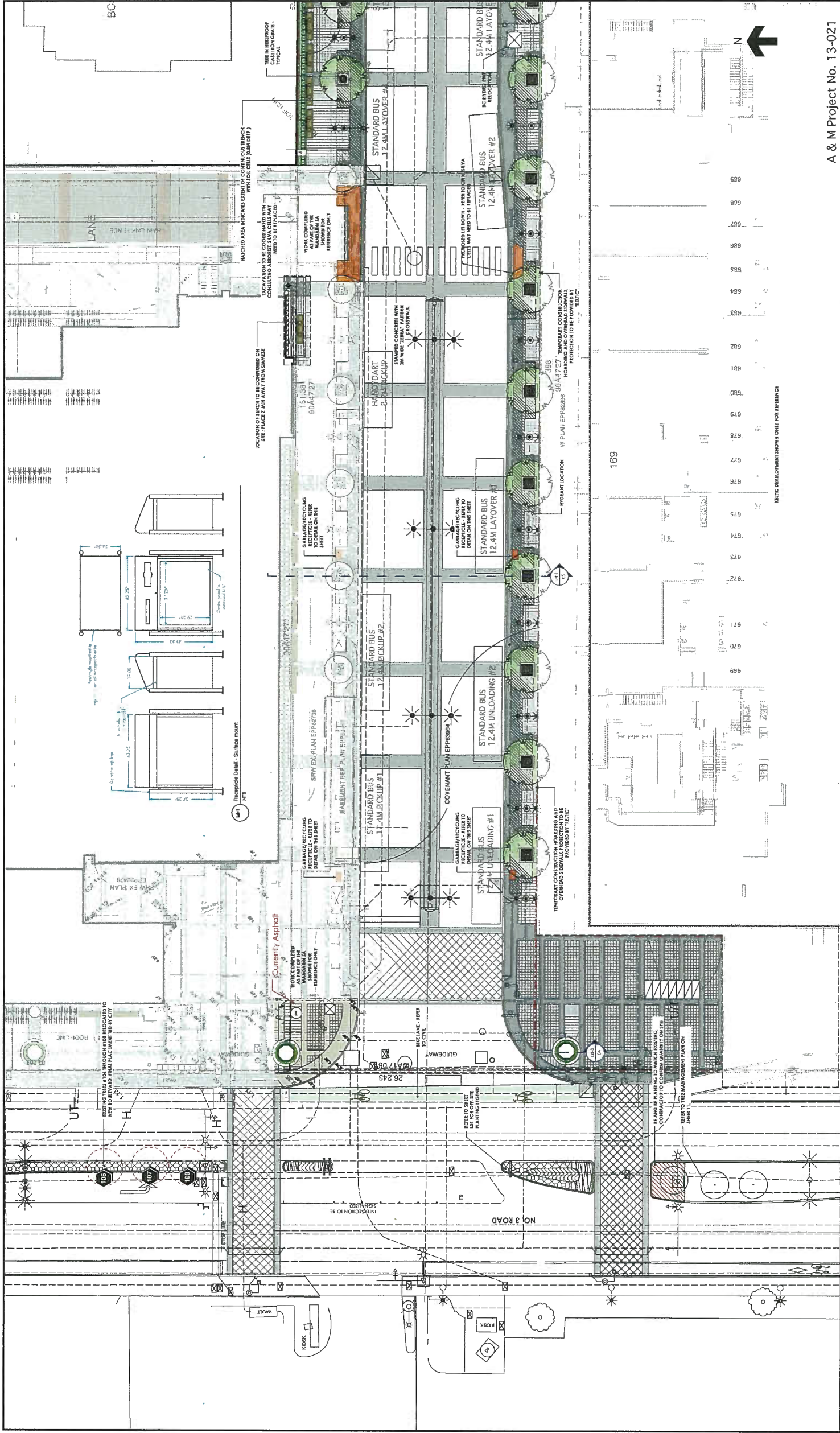
REV	DESCRIPTION	DATE	BY
01	RE-ISSUE FOR DP	MAY 01, 2018	AB
02	RE-ISSUE FOR DP	MAY 07, 2019	AB
03	RE-ISSUE FOR DP	JUNE 03, 2019	AB
04	RE-ISSUE FOR DP		

**REFERENCE DRAWING**

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		







A & M Project No. 13-021

BRIGHOUSE STATION  
BUS MALL  
LANDSCAPE PLAN

BAR SCALE(S):



SEAL

PREPARED BY:



REVISIONS

DATE

DESCRIPTION

DATE

DESCRIPTION

DATE

DESCRIPTION

DATE

DESCRIPTION

DATE

DESCRIPTION

DATE

DESCRIPTION

Durante Kreuk Ltd.  
102 - 1837 West 5th Ave.  
Vancouver, BC V6J 1N5  
T: 604 684 4611  
F: 604 684 0577  
www.durantekreuk.ca



SCALE: 1/8" = 1'-0"	DATE: 07-2013	PROJECT: 13-021	LANDSCAPE PLAN
DATE: 07-2013	PROJECT: 13-021	LANDSCAPE PLAN	03-0109

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO

DP 11-593871-S

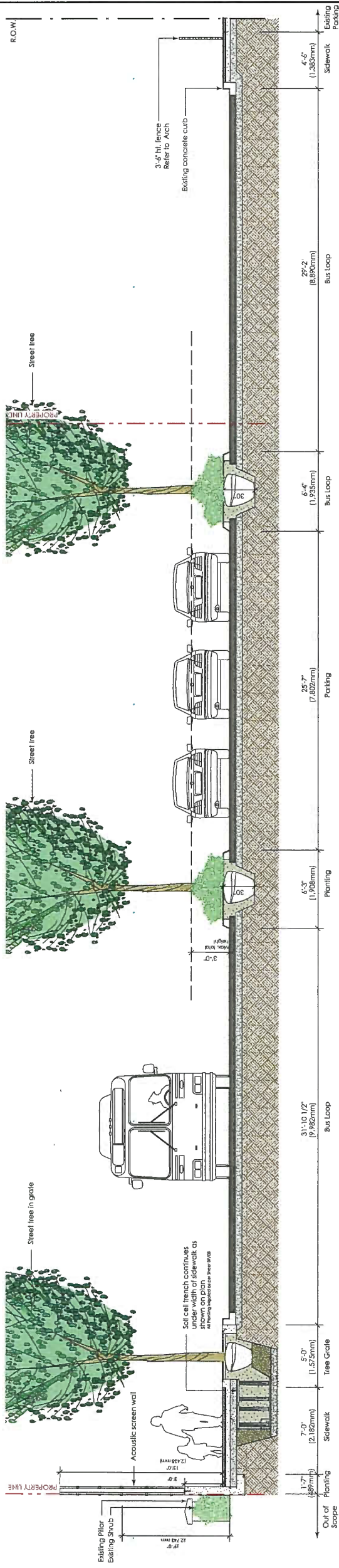




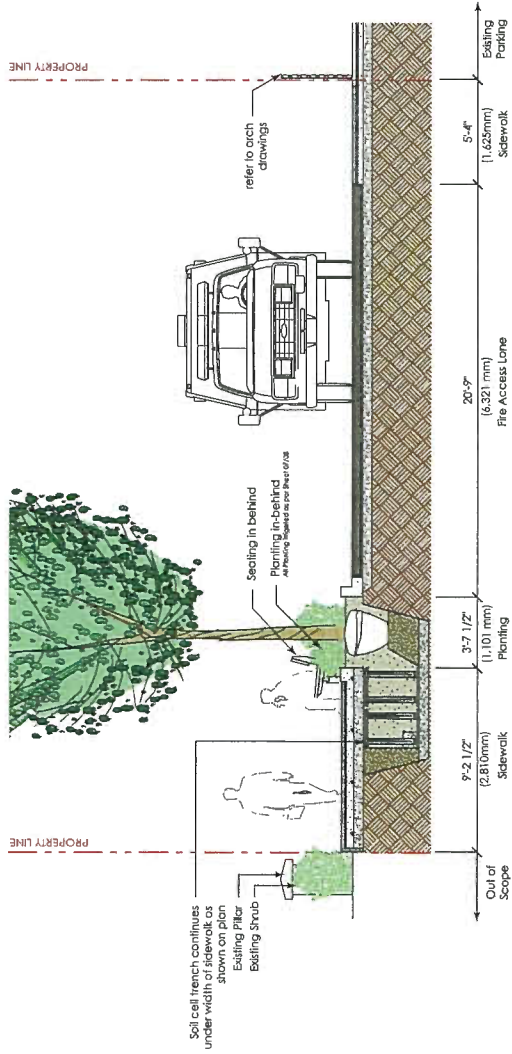




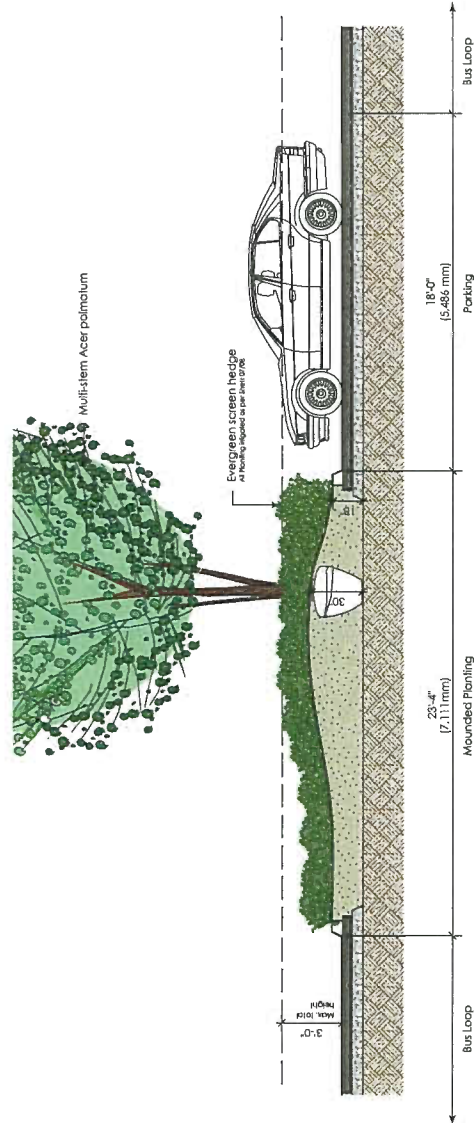




Section through bus loop - C




Section through Emergency Vehicle Lane

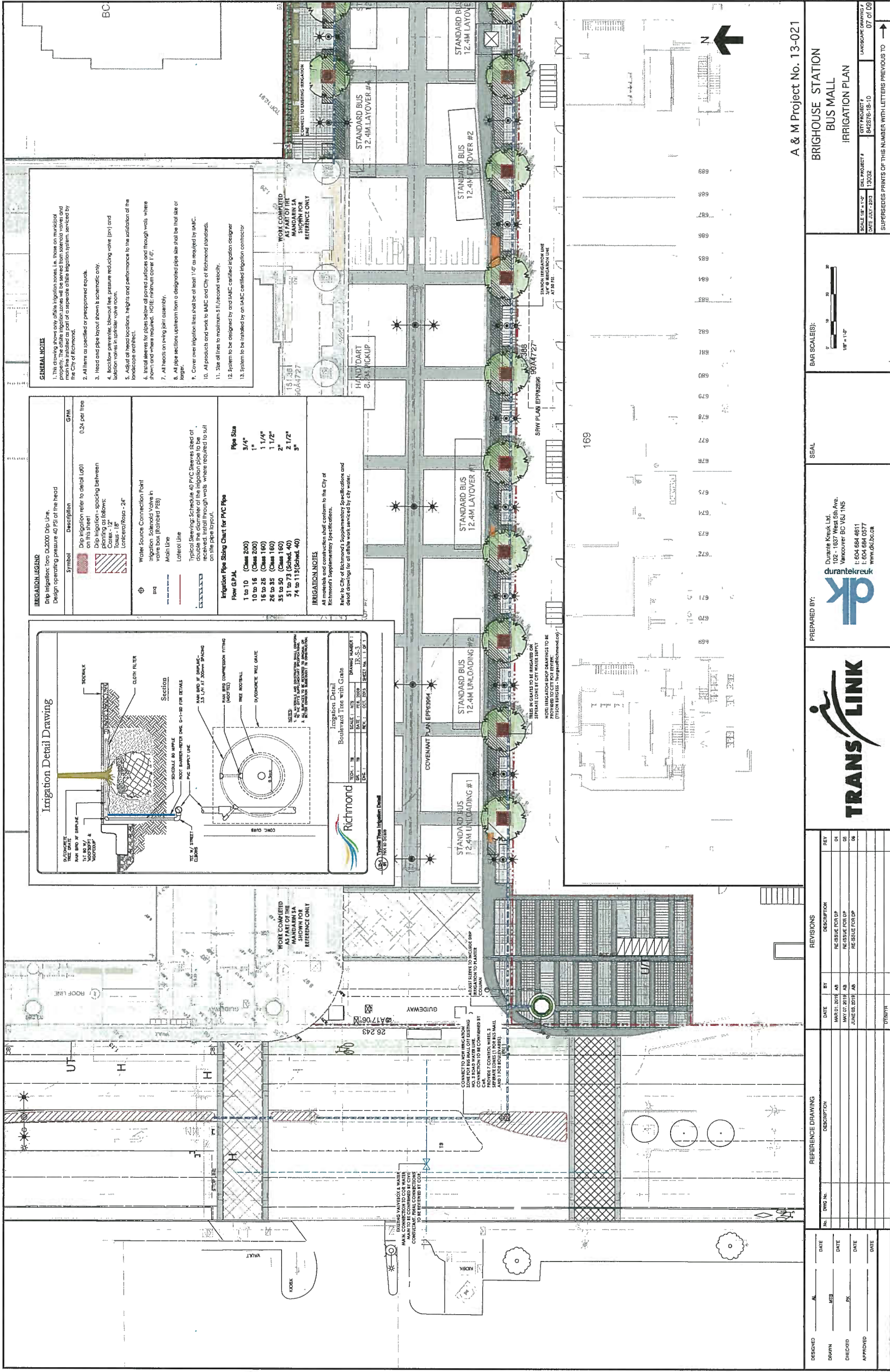


Section through bus loop - D

[illegible]

PREPARED BY:	 Durantek Kreuk Ltd. 102-1837 Midway Ave. Vancouver BC V6M 1N5 Canada T: 604 864 1571 F: 604 864 1577 www.dkf.ca	SEAL	BAR SCALE(S): SCALE AS SHOWN	BRIGHOUSE STATION BUS MALL LANDSCAPE SECTIONS				
				SCALE AS SHOWN DATE: JUN - 2013	SEAL PROJECT # 844676-18-10	CITY PROJECT # 06 OF 09	LANDSCAPE DRAWING # 06 OF 09	
					SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO ↑			





DESIGNED	DATE
AL	
DRAWN	DATE
MTB	
CHECKED	DATE
PK	
APPROVED	DATE

REFERENCE DRAWING

NO.	REV. NO.	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION	REV.
MAY 01, 2019	AS	RE-DESIGN FOR DP	01
MAY 01, 2019	AS	RE-DESIGN FOR DP	02
JUNE 05, 2019	AS	RE-DESIGN FOR DP	03

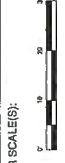


PREPARED BY:

Durante Kreuk Ltd.  
1000 West Beaver Ave.  
West Beaver Creek, BC V6L 1N5  
T: 604 684 4611  
F: 604 684 0377  
www.durantekreuk.com

SEAL

BAR SCALE(S):



BRIGHOUSE STATION  
BUS MALL  
IRRIGATION PLAN

A & M Project No. 13-021

SCALE: 1/8" = 1'-0"	CITY PROJECT #	LANDSCAPE DRAWING #
DATE: JULY 2019	842576-18-10	07 OF 09

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →

DP 11-593871-9











Image 1: North Neighbour  
FACING EAST ELEVATION

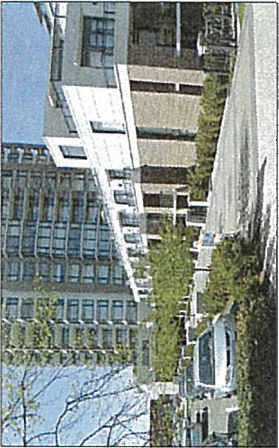
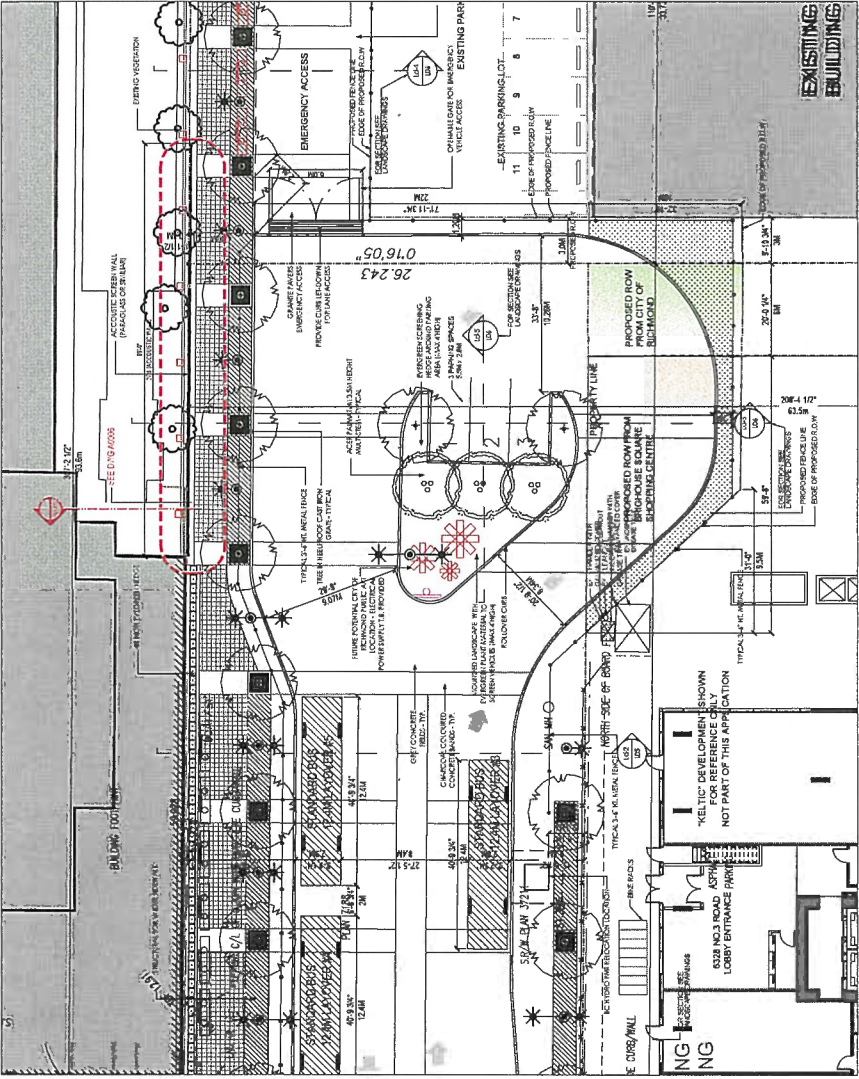
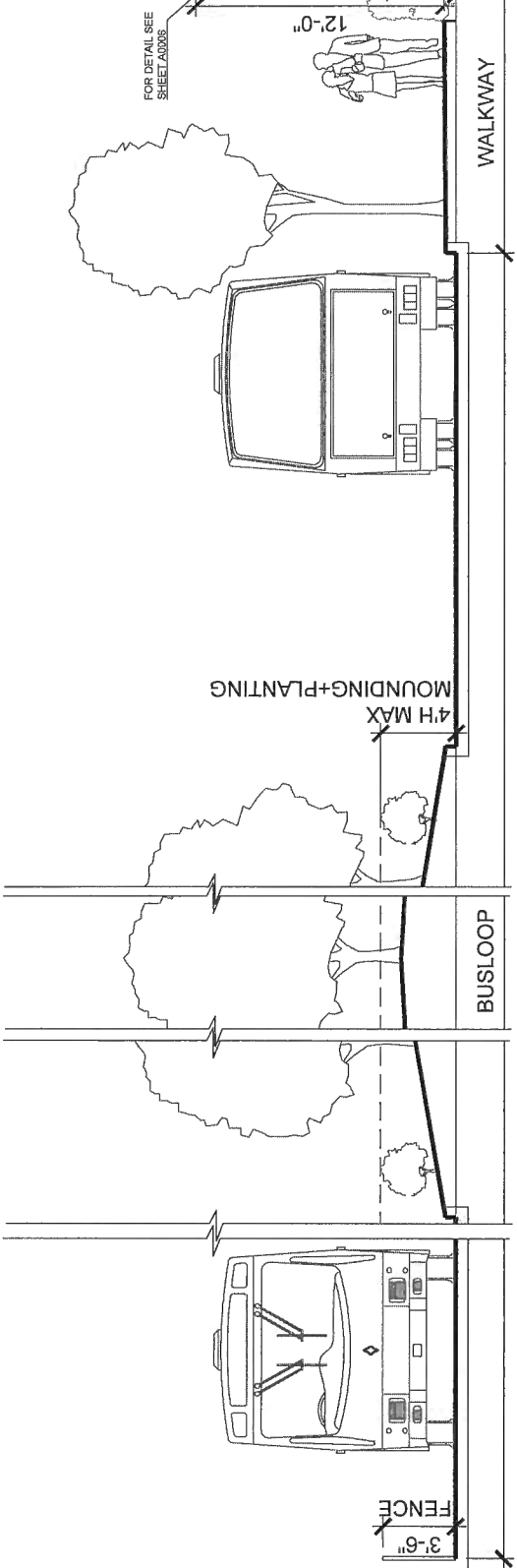


Image 2: North Neighbour  
FACING SOUTH-EAST ELEVATION



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



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



IBI GROUP ARCHITECTS  
700 - 1280 West Pender Street  
Vancouver, BC V6E 2C6  
Tel: 604.683.5771 Fax: 604.683.5772  
ibi@ibi.com



## ACOUSTIC SCREEN

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

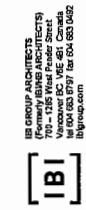
6302 No 3 Road, Richmond  
DEVELOPMENT PERMIT RE-SUBMISSION  
June 03, 2019

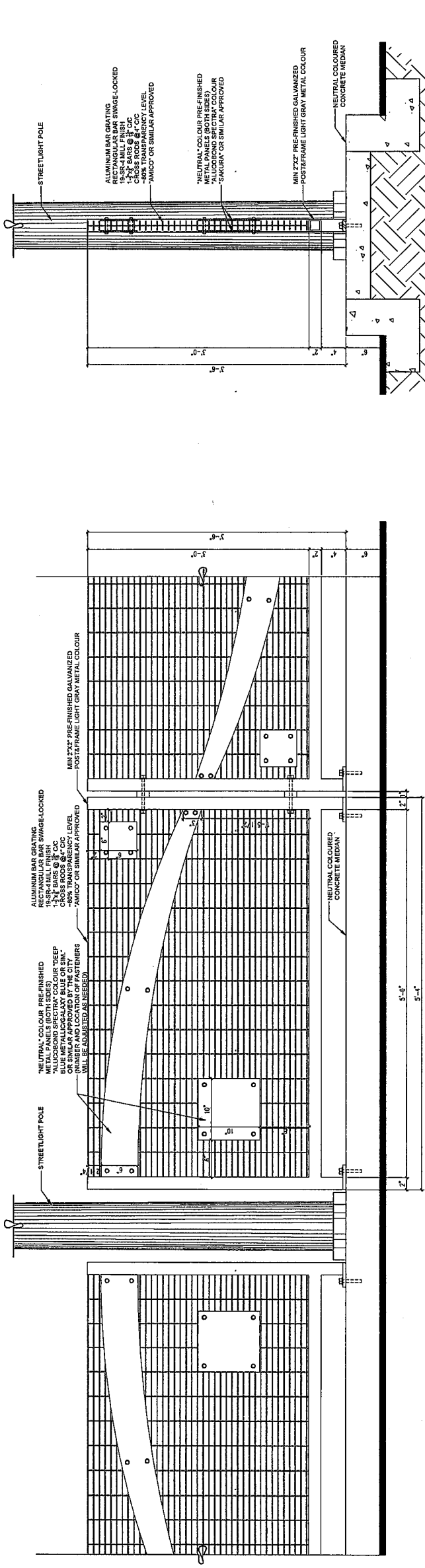
A0005

DP 11-593871-12



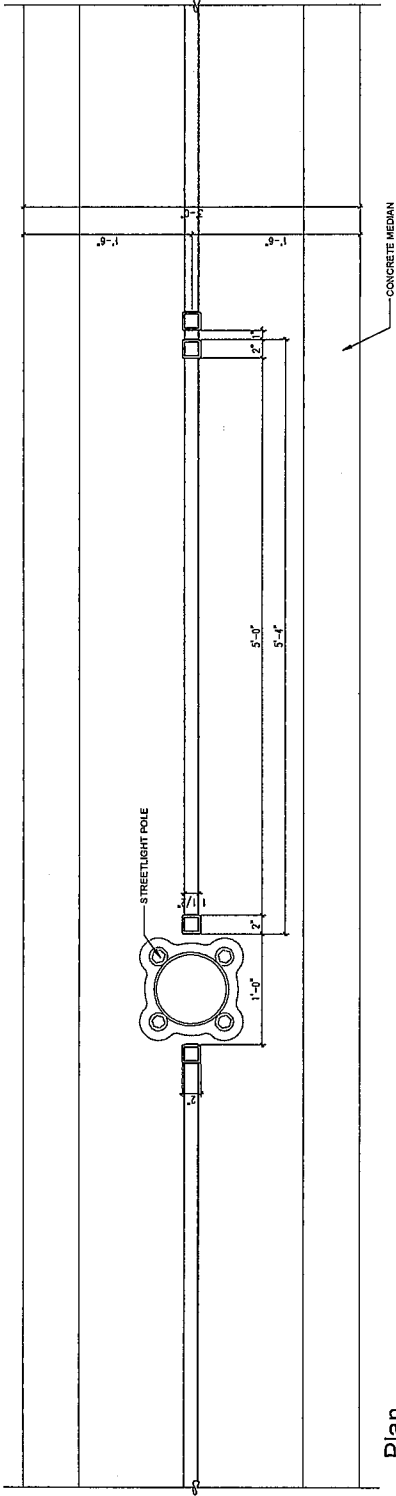




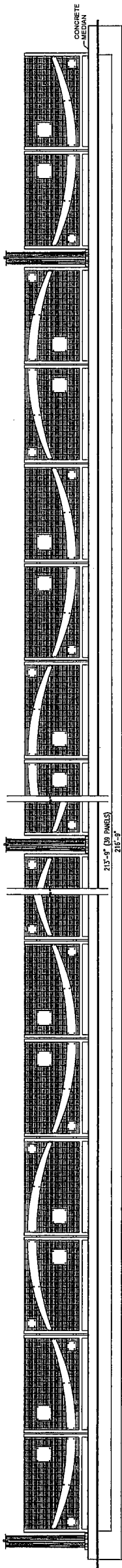


Elevation  
Scale: 1 1/2" = 1'-0"

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



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



Elevation  
Scale: NTS



4.5.5.5 Poster Case – Double-Sided Info Wall

**Product Codes**  
PCe.nh, 2PCe.iw

**Relevant Sign Types**  
E3, T7

**Lines**  
All

**Description**  
Free standing twin ANSI E double sided poster case, displaying paper based information (4 posters). Two levels of header panel

**Materials and construction**  
External frame Translink Two Part Extrusion to main body top and bottom with aluminum capping plates on sides.

Proprietary hinged extruded aluminum framing system supporting a glass door panel with SkyTrain cam locks, combined header panels to be fabricated, welded and dressed using low carbon steel for Vitreous Enamel finish.

Main structure supported by 101.6mm (4") aluminum posts with 76.2 (3") tapping rail and spun aluminum feet to finish at grade level.

Colours (See Common Parts and Finishes)

- Colour A
- Colour B
- Colour E
- Colour F
- Colour N

**Finishes**

All external trim and support structure finished with suitable grade of architectural quality polyester powdercoat or other paint finish appropriate to environment. Powder coat colour Supermal P4100-919G Sparkle Silver.

Shadow gap detailing between main post supports and main structure together with tapping rail connection saddles powdercoated RAL 5003.

Header Panels: Vitreous Enamel on low carbon steel.

Marie-Louise poster border (applied to inside face of glass) 3M Vinyl Pearl Gray Series 7725-11 or Series 7125\_11.

5mm thick clear tempered glass.

**Installation**

Surface fixed at grade with chemical fixings or cast in studs to concrete base or sidewalk.

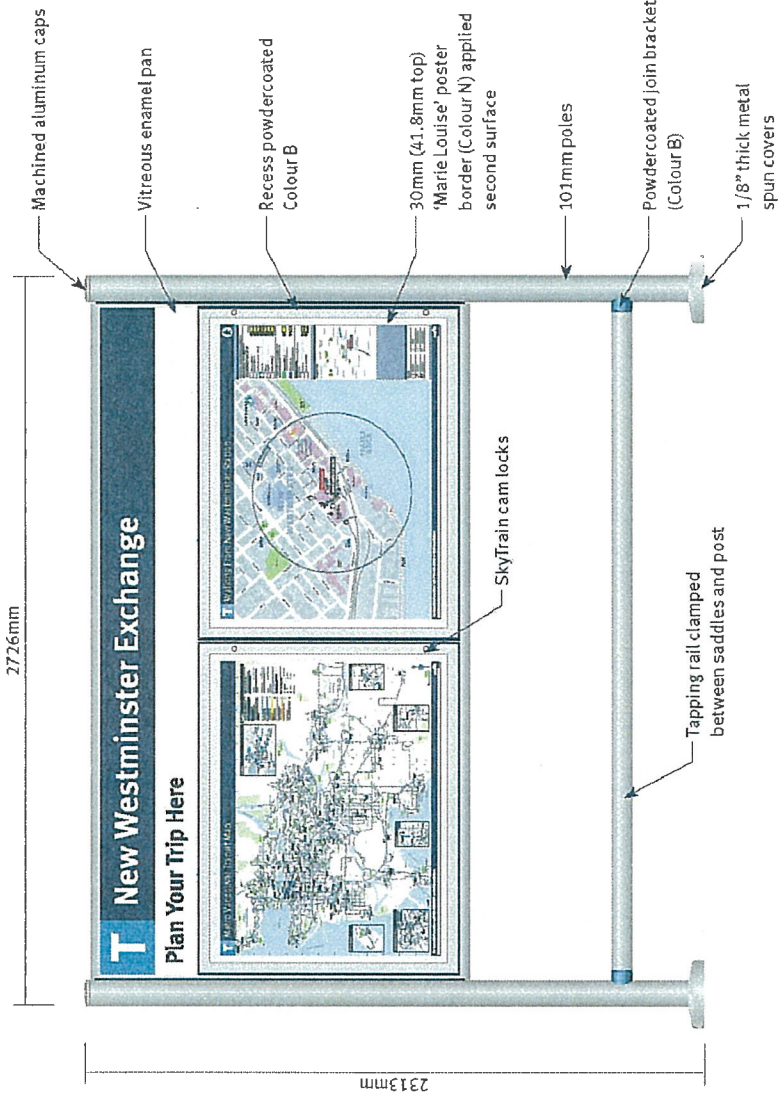
**Overall dimensions**

These are approximate dimensions. See production drawings for exact sizes.

- 2PCe.iw  
Outside dimensions: 2313mm X 2726mm X 249mm

Production drawings reference section

5.2.4.2

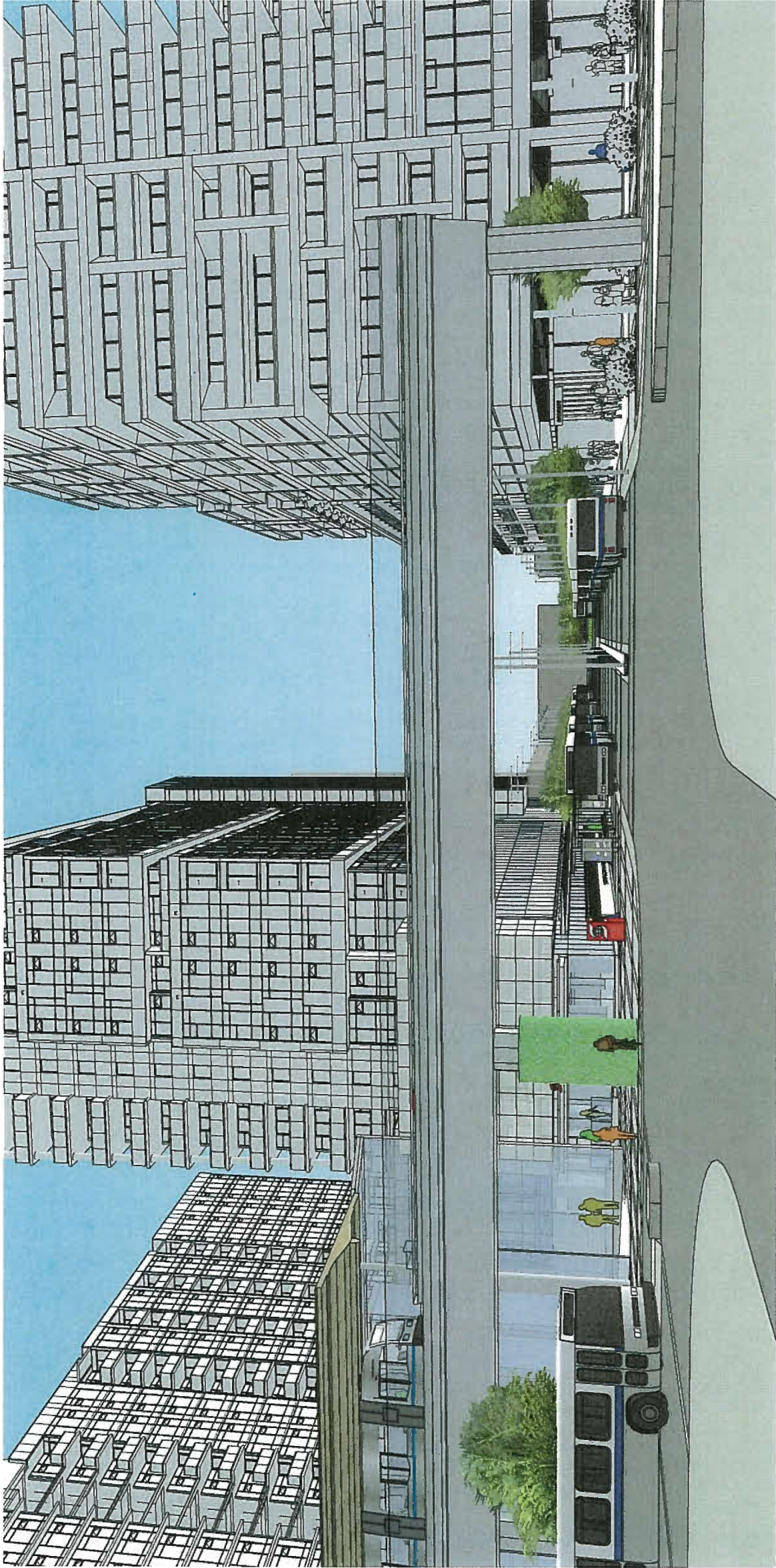


Sign Type: E3–Journey Planning  
Product Code: 2PCe.iw



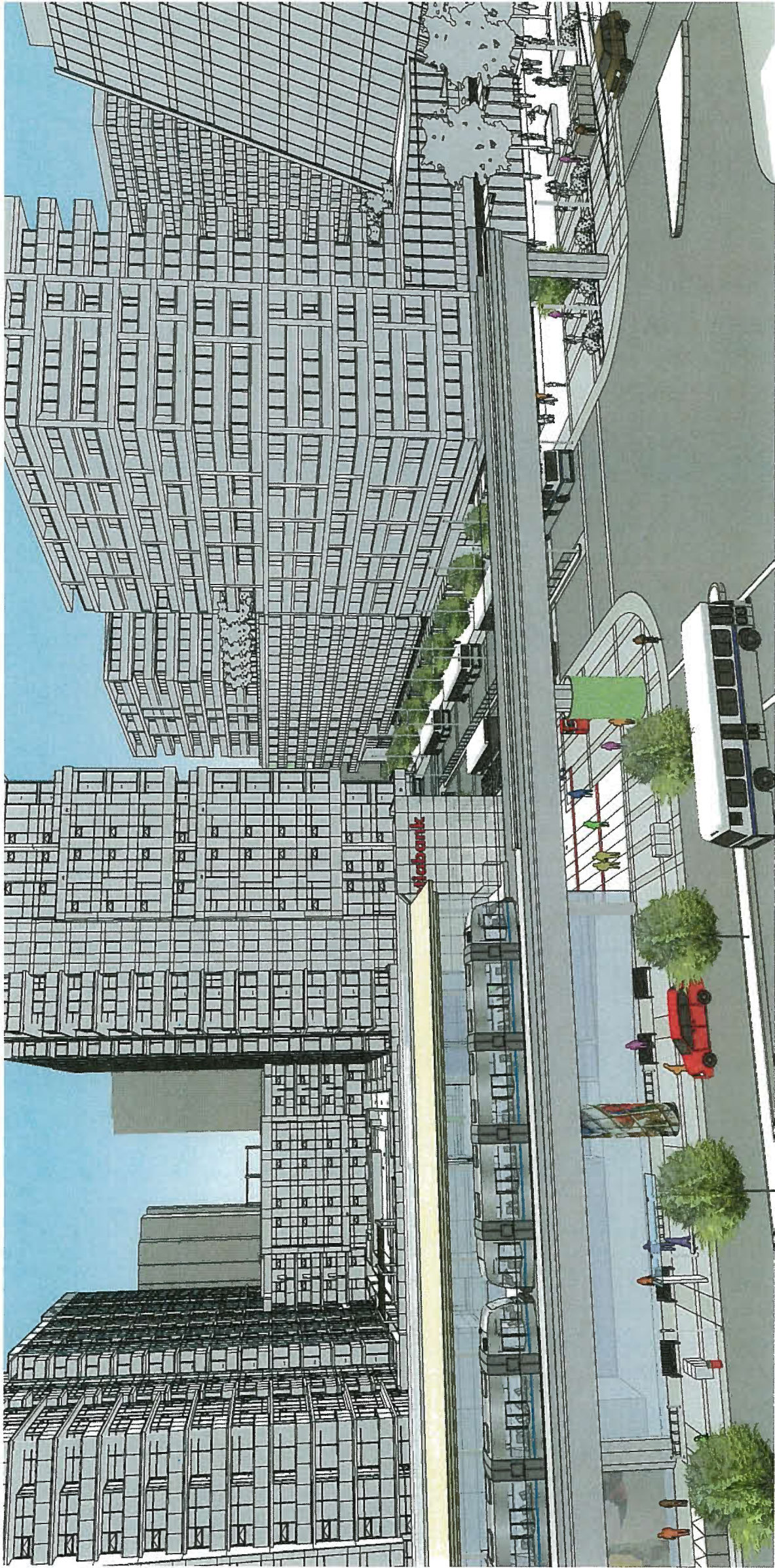




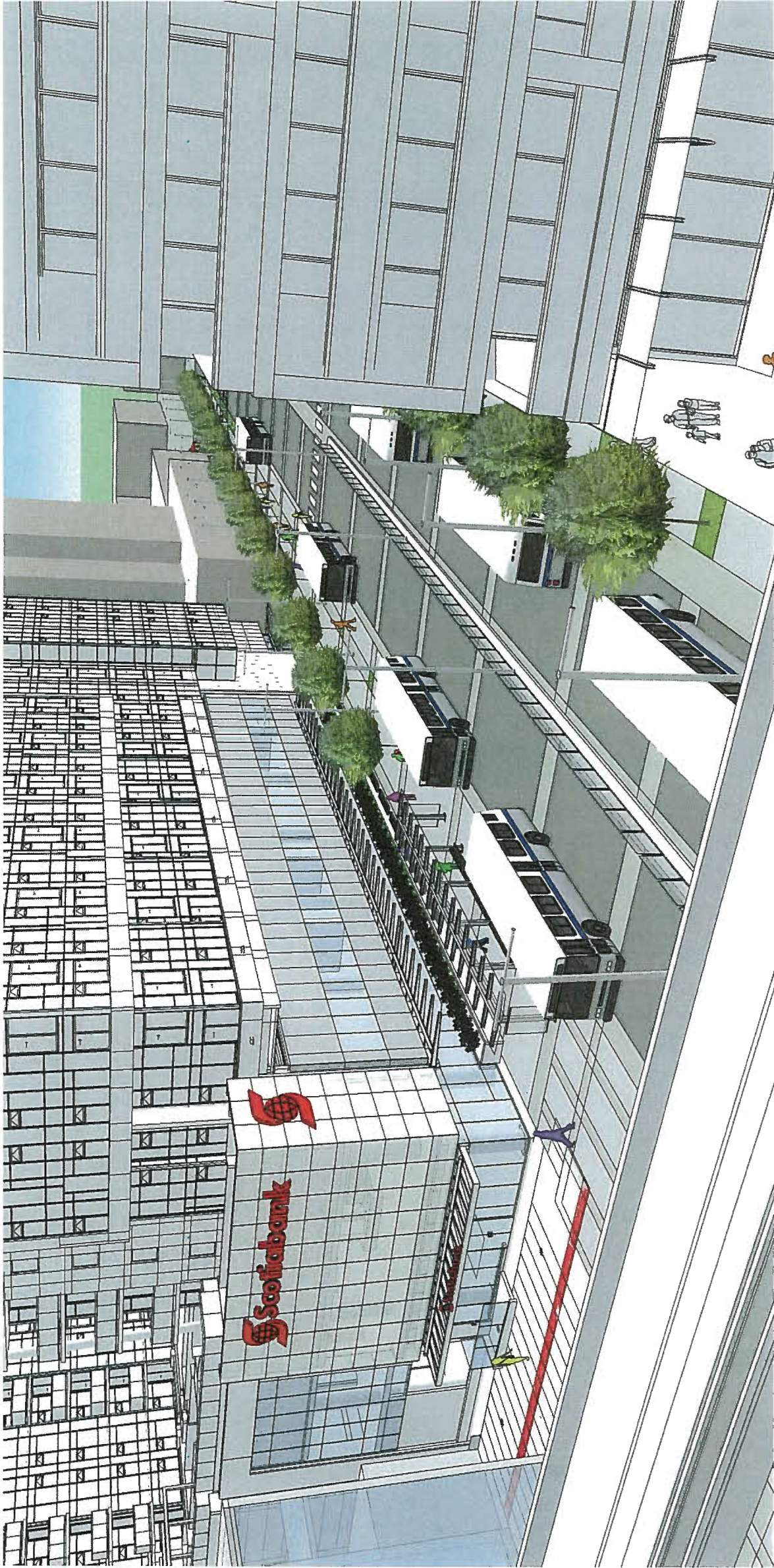


DP 11-593871 - reference

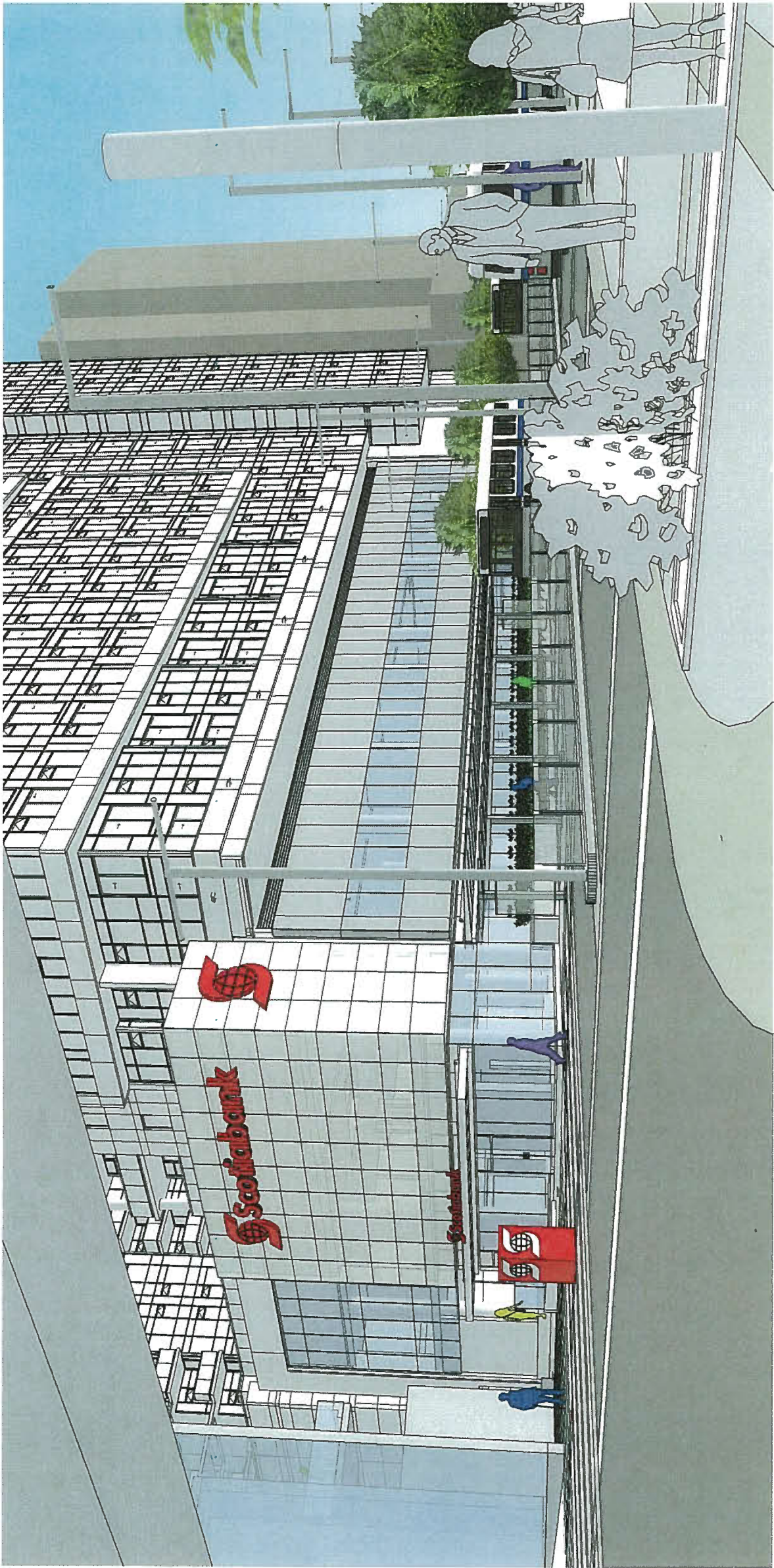












**IBI**  
IBI GROUP ARCHITECTS  
(Formerly BDA Architects)  
100 - 1180 West Pender Street  
Vancouver, BC V6E 2V4  
tel: (604) 683-5757 fax: (604) 683-0462  
ibigroup.com

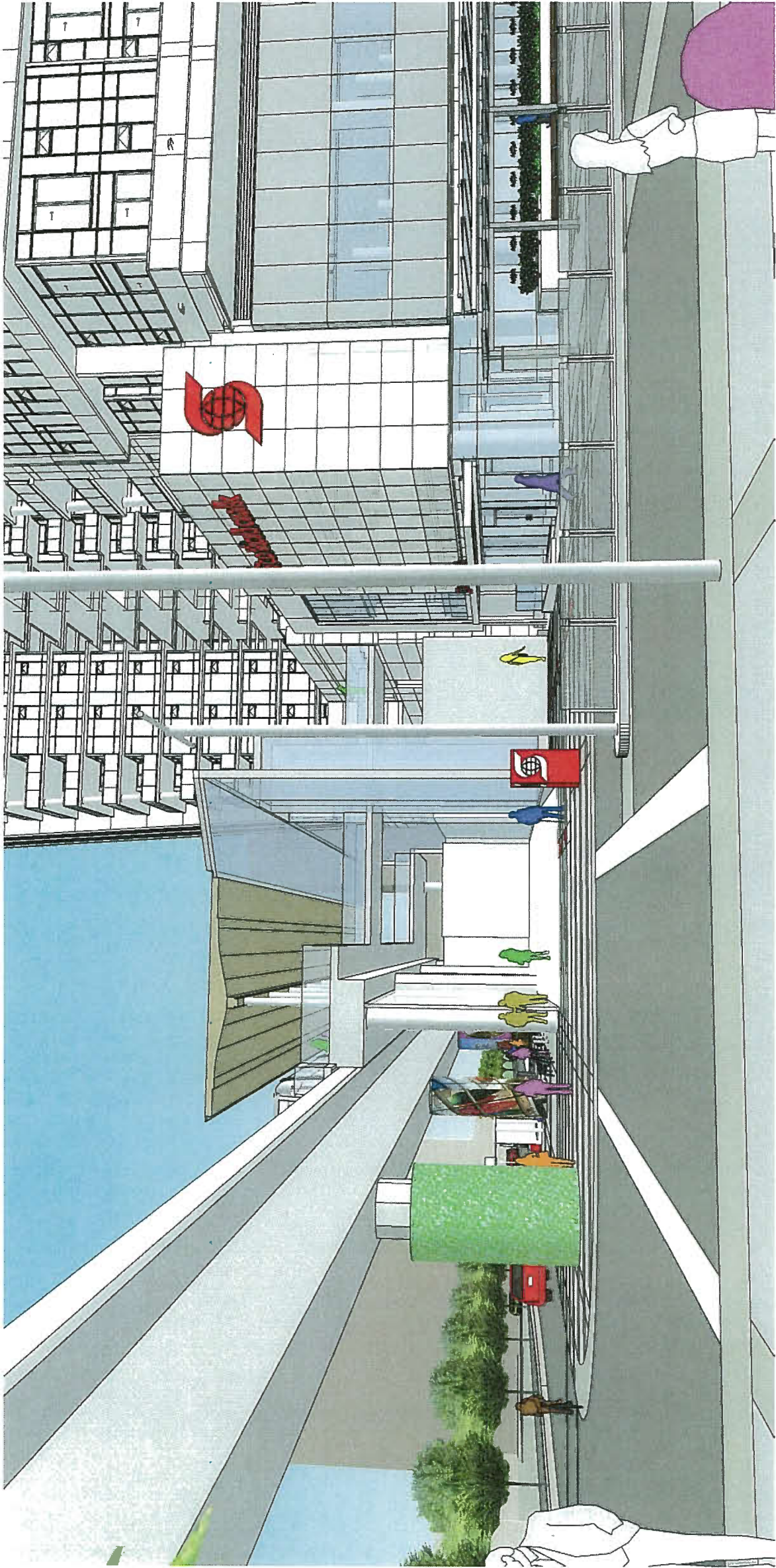
**TRANSLINK**

6302 No 3 Road, Richmond  
DEVELOPMENT PERMIT RE-SUBMISSION  
June 03, 2019

**BUS MALL**

DP 11-593871 - Reference

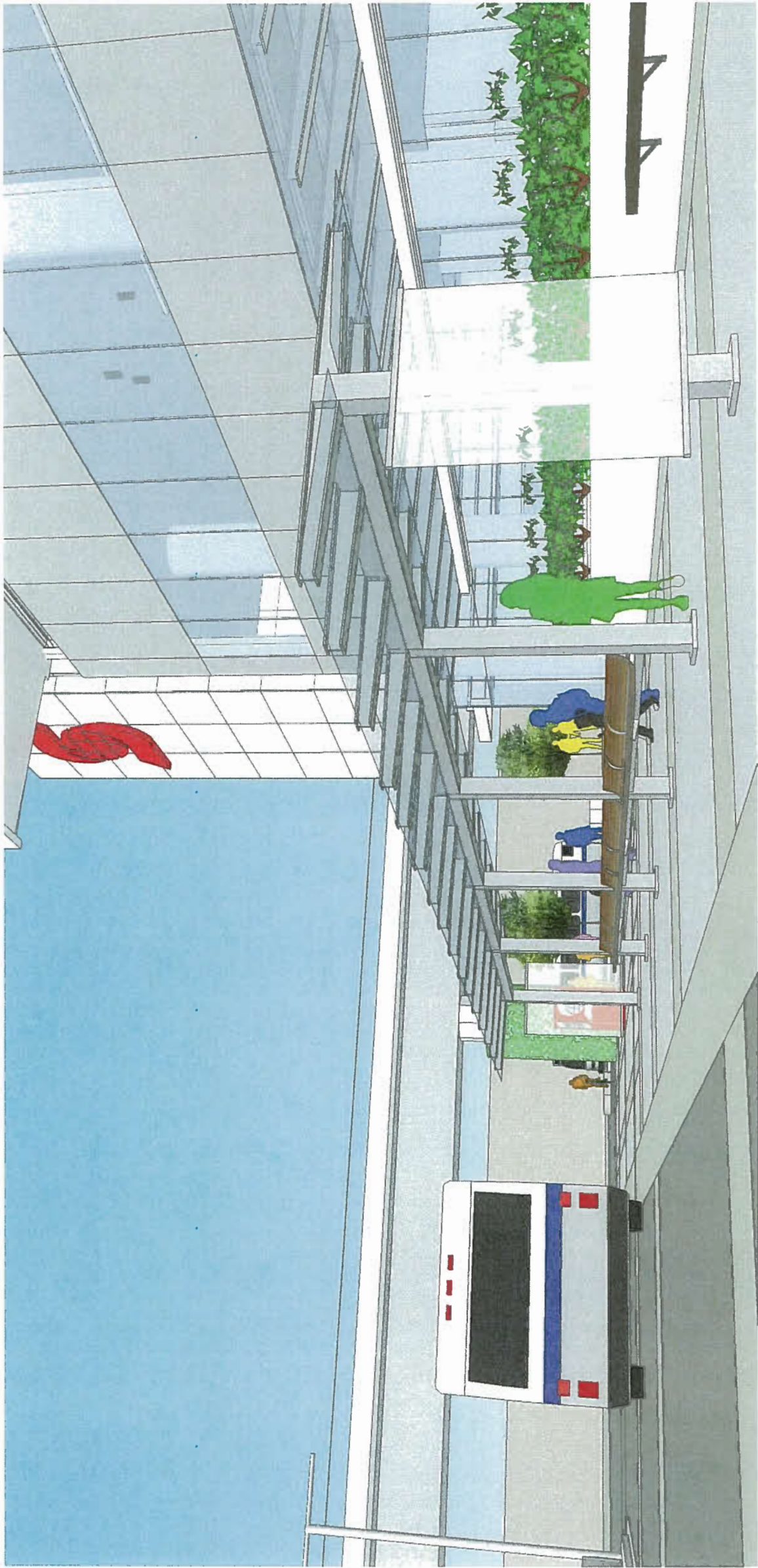












DP 11-593871 - reference



